



Consideration of Criteria Pollutant Planning Efforts

March 26, 2026
Board Meeting

Today's Presentation

Federal Attacks on California Programs and Clean Air



CARB's Rulemaking Efforts & Potential Criteria Pollutant Reductions



Remaining Gap in Reductions Needed to Ensure Attainment



Other Opportunities for Criteria Pollutant Reductions



Moving Forward

Federal Actions Against Clean Air

January 2025

Lack of U.S. EPA action leading to withdrawal of Waiver Requests

- Advanced Clean Fleets
- In-Use Locomotive
- Partial: Commercial Harbor Craft, Transport Refrigeration Unit

May/June 2025

Illegal Congressional Resolutions

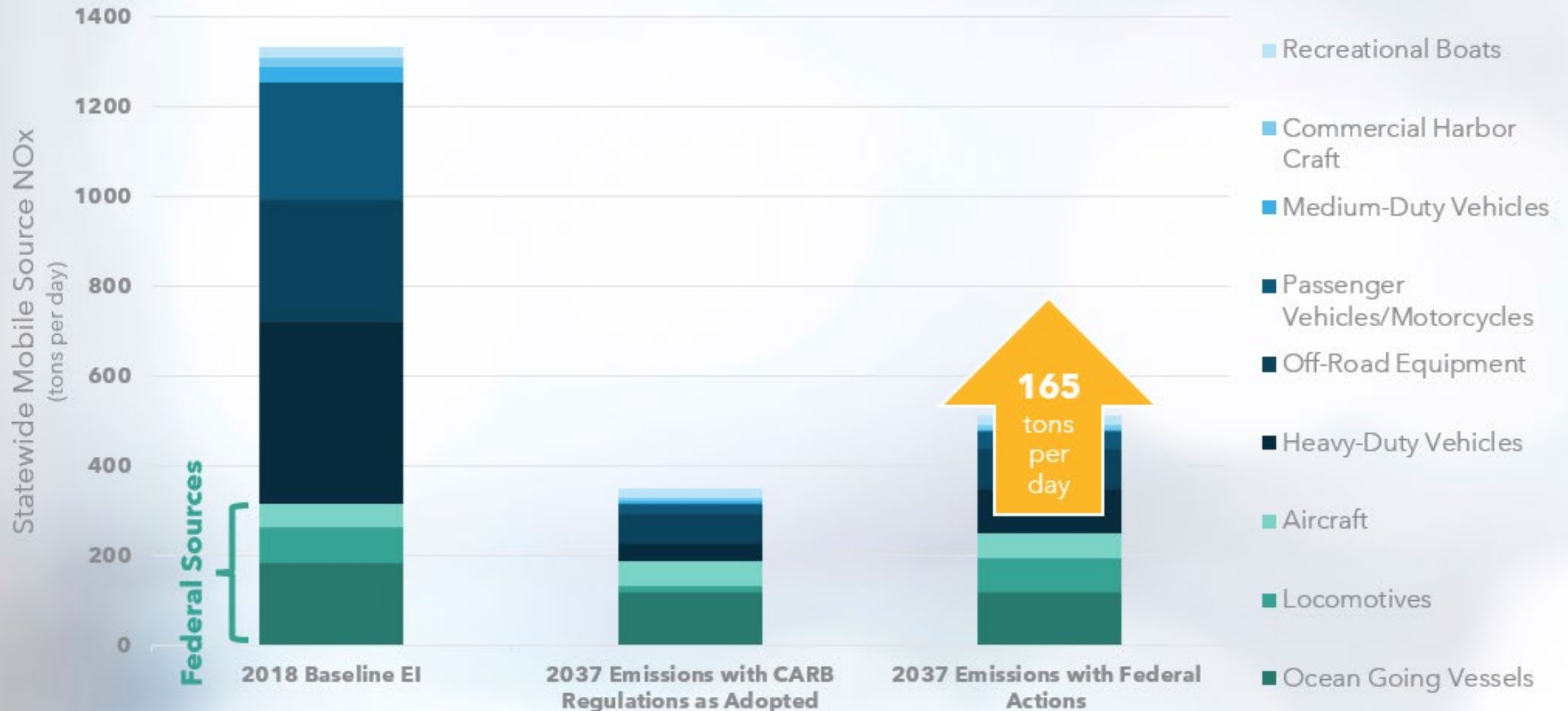
- Advanced Clean Cars II
- Heavy-Duty Omnibus
- Advanced Clean Trucks
 - Heavy-Duty Warranty
 - Zero-Emission Airport Shuttles
 - Zero-Emission Powertrain Certification

January 2026

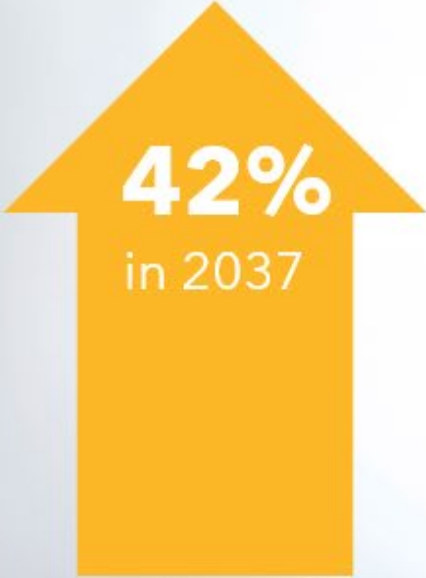
Partial SIP Disapproval

- Clean Truck Check (Heavy-Duty Inspection and Maintenance)

Federal Attacks Will Significantly Increase NOx Emissions in California



Federal Actions will Increase Ozone and PM2.5 and Lead to Direct Health Impacts and Costs



oxides of nitrogen

Emissions

from vehicles & equipment



>14,500
additional
cardiopulmonary
deaths



>5,000
additional
hospitalizations
for cardiovascular
& respiratory illness



>6,700
additional
emergency
room visits



\$145
Billion
associated costs
from health
impacts

Health Impacts and Costs

over the lifetime of the impacted regulations

Federal Government is Rolling Back Their Health-Protective Regulations

- Repeal of Endangerment Finding and Federal GHG Standards

- Planned Rollback of Federal Clean Trucks Plan

U.S. EPA is also Attempting to Roll Back PM2.5 National Ambient Air Quality Standard

- In February 2024, U.S. EPA lowered the annual PM2.5 standard from 12 $\mu\text{g}/\text{m}^3$ to 9 $\mu\text{g}/\text{m}^3$.
- Attainment across California of this standard would avoid up to 2,050 early deaths each year.
- In May 2024, 24 states sued to challenge the standard. In November 2025, U.S. EPA filed a motion for the court to vacate the standard.
- U.S. EPA was required to finalize action to designate areas as nonattainment by February 2026. They failed to meet that obligation.
- Together with other states, California filed a Notice of Intent to Sue U.S. EPA for their failure to designate.

Federal Actions Mean Submitted Plans Must Be Revised

March 2026

- San Joaquin Motor Vehicle Budgets for 75 ppb Ozone

Spring 2026

- 70 ppb Ozone Extreme Plans (San Joaquin, South Coast, Coachella)

Fall/Winter 2026

- 70 ppb Ozone Severe Plans (Sacramento Metro, Eastern Kern, West Mojave)

To Be Determined

- 12 $\mu\text{g}/\text{m}^3$ PM2.5 Plans (San Joaquin, South Coast)

Potential SIP Consequences Resulting from Federal Actions

Transportation Conformity Lapses / Freezes

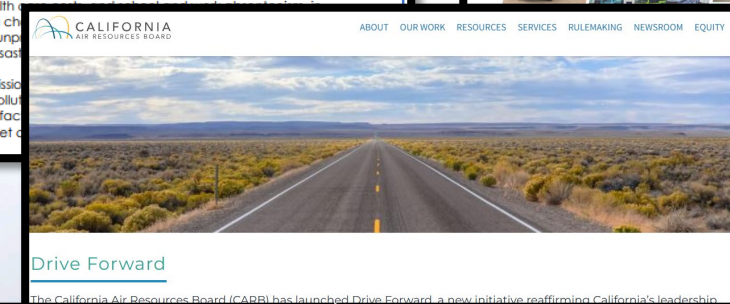
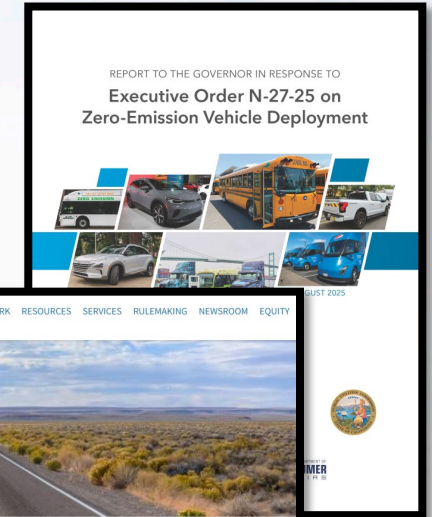
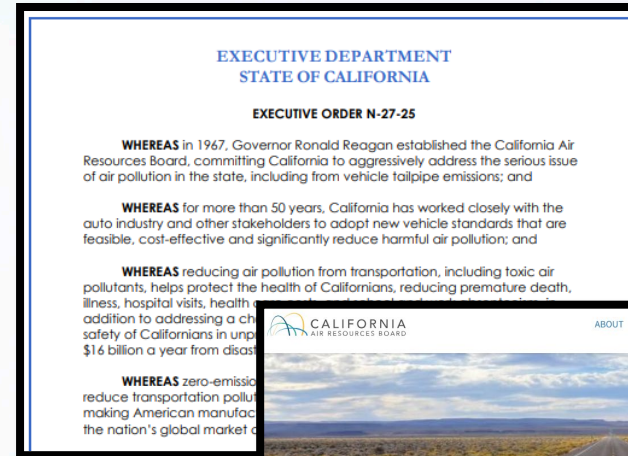
- Metropolitan Planning Organizations may be unable to meet SIP-approved emissions budgets
- SIP disapprovals would trigger immediate freezes

Sanctions for Failing to Meet SIP Requirements:

- 18 months: Increased stationary source offsets
- 24 months: Federal highway funding withheld except for exempt projects
- 24 months: Federal Implementation Plan

CARB Continues Forward for Clean Air

- Governor Newsom's Executive Order N-27-25 advances California's vehicle targets
- ZEV Forward Report
- Drive Forward Initiative
 - Light-Duty Vehicles
 - Heavy-Duty Vehicles
 - Incentives
- Additional Regulatory Workshops Continue



Concepts to Reduce On-Road Vehicle Emissions

Light-Duty Passenger Vehicles

- More stringent tailpipe emissions standards, including motorcycles
- VMT reduction
- Explore non-exhaust emissions standards
- Incentives

Medium- and Heavy-Duty Vehicles

- Set vehicle and trailer GHG standards
- Retire vehicles after useful life
- Explore green zones and other voluntary programs
- Incentives

Concepts to Reduce Non-Road Equipment and Vehicle Emissions

Off-Road Equipment

- More stringent new engine standards (Tier 5)
- Zero-emission new equipment and powertrain standards
- Incentives

Cargo Handling Equipment

- Zero-emission requirements
- Voluntary agreements
- Incentives

Transport Refrigeration Units

- Zero-emission requirements
- Promote zero-emission demonstration projects

Recreational Marine Vessels

- More stringent combustion standards
- Zero-emission requirements for a portion of new sales

Concepts to Reduce Emissions from Additional Sources

Federally and Internationally Regulated Sources

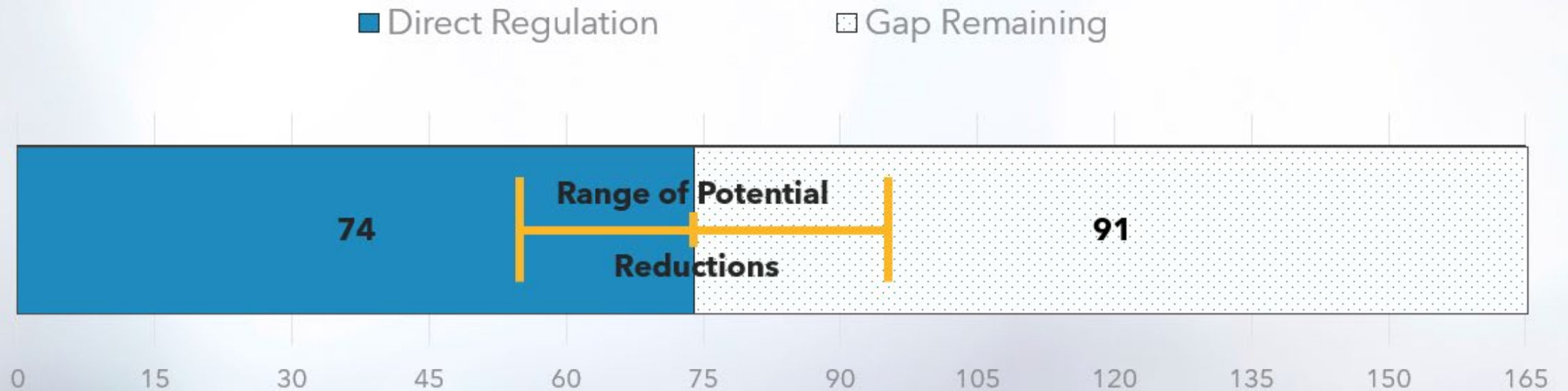
Ocean-Going Vessels, Aviation, Locomotives

- Cleaner visits
- Lower emissions operational practices
- Alternative fuels
- Voluntary agreements
- Incentives
- Tighter international standards

Reducing Emissions from Buildings

- GHG emissions standards
- Incentives

Even with Identified Regulations, More Emissions Reductions are Needed



Statewide 2037 NO_x Emissions Reductions Shortfall
(tons per day)

Legislative Actions Could Support Additional Emissions Reductions

Governor's proposed Fiscal year 2026-27 budget included funding to incentivize cleaner vehicles and equipment

Legislative discussions around indirect source review, new vehicle emission standards and reducing small off-road engine emissions

Indirect Source Review (ISR)

- Indirect sources are facilities that attract mobile sources of pollution, i.e. ports, airports, railyards, warehouses.
- Some air districts have ISR rules to limit emissions from these facilities.
 - San Joaquin Valley APCD, Rule 9510 - uses a menu of compliance options to reduce emissions of NO_x and particulate matter from development projects.
 - South Coast AQMD, Rule 2305 - uses a menu of compliance options to reduce emissions associated with warehouses.
 - Other districts have recently considered adoption of ISR.
- CARB could build on district efforts and achieve significant emissions reductions with a statewide ISR rule.

Staff Recommendation

Adopt Resolution 26-4 Including Direction to the Executive Officer

Develop memo to the Board to provide additional detail, including potential criteria pollution benefit of potential regulations and other policies to support attainment of ozone and PM standards

Seek opportunities to reduce ozone and PM forming emissions, especially from largest contributing sources

Authorize Executive Officer to negotiate and enter future memorandum of understanding with offroad air pollution sources for emission reductions

Work with air districts to incorporate new measures and/or emissions reductions into attainment plans, as needed

Moving Forward

Continue to build GO EO N-27-25, ZEV and Drive Forward efforts to advance California's clean vehicle targets

CARB staff assessing potential from direct regulations and other opportunities

CARB staff planning first SIP revision for Board consideration Spring 2026



EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

EXECUTIVE ORDER N-27-25

WHEREAS in 1967, Governor Ronald Reagan established the California Air Resources Board, committing California to aggressively address the serious issue of air pollution in the state, including from vehicle tailpipe emissions; and

WHEREAS for more than 50 years, California has worked closely with the auto industry and other stakeholders to adopt new vehicle standards that are feasible, cost-effective and significantly reduce harmful air pollution; and

WHEREAS reducing air pollution from transportation, including toxic air pollutants, helps protect the health of Californians, reducing premature death, illness, hospital visits, health care costs, and school and work absenteeism, in addition to addressing a changing climate that is threatening the health and safety of Californians in unprecedented ways, and costing the State more than \$16 billion a year from disasters like drought and wildfire; and

WHEREAS zero-emission vehicle technologies and equipment needed to reduce transportation pollution are experiencing significant global demand, making American manufacturers' investments in these technologies critical to the nation's global market competitiveness; and

Thank you