

Proposed
State of California
Air Resources Board

Proposal to Permanently Adopt the Emergency Vehicle Emissions Regulations

Resolution 26-3

March 26, 2026

Agenda Item No.: 26-2-3

Whereas, sections 39600 and 39601 of the Health and Safety Code authorize the California Air Resources Board (CARB or Board) to adopt standards, rules, and regulations and to do such acts as may be necessary for the proper execution of powers and duties granted to and imposed by the Board by law;

Whereas, the Legislature has enacted the California Global Warming Solutions Act of 2006 (Assembly Bill 32), which declares that global warming poses a serious threat to the economic well-being, public health, natural resources, and environment of California;

Whereas, California experiences a wider range of the effects of climate change and suffers these effects to a greater degree than other states in the nation, including extreme and prolonged drought, dwindling supplies of fresh water from loss of snowpack, more extensive and severe wildfires, and rising storm surges and sea levels;

Whereas, the increase in the size and severity of California wildfires is directly responsible for adding to the air thousands of tons of the criteria air pollutants designated under the federal Clean Air Act, including particulate matter (PM), oxides of nitrogen (NOx), and volatile organic compounds, which threaten public health well beyond California's borders;

Whereas, as the U.S. Environmental Protection Agency (U.S. EPA) has recognized, the effects of climate change and rising temperatures from greenhouse gas (GHG) emissions make it more difficult to reduce ozone air pollution that threatens public health;

Whereas, section 38510 of the Health and Safety Code designates CARB as the State agency charged with monitoring and regulating sources of GHG emissions in order to reduce these emissions;

Whereas, sections 38560, 38562, and 38566 of the Health and Safety Code direct the Board to adopt regulations in an open public process to achieve the maximum technologically feasible and cost-effective reductions in GHG emissions in furtherance of achieving the statewide limit and, to the extent feasible and in furtherance of achieving the statewide GHG emissions limit, to design its GHG regulations in a manner that is equitable, seeks to minimize costs and maximize the total benefits to California, and encourages early action to reduce GHG emissions;

Whereas, Health and Safety Code section 39003 directs the Board to systematically attack the serious air pollution problems caused by motor vehicles;

Whereas, mobile sources in California are the greatest contributor to emissions of criteria pollutants under state and federal law, including fine particulate matter (PM2.5) and the precursors for ground-level ozone, NOx and hydrocarbons; and to GHG emissions, accounting for about 80% of ozone precursor emissions and approximately 50% of statewide GHG emissions when accounting for transportation fuel production and delivery;

Whereas, exposure to PM2.5 increases the risk to individuals of developing cardiovascular and respiratory issues, especially if these individuals live closer to roadways and fuel distribution facilities;

Whereas, exposure to ground-level ozone can cause irritation of and damage to lung tissue, worsen asthma and chronic illnesses including obstructive pulmonary disease and reduced lung function, and lead to premature death;

Whereas, Health and Safety Code sections 43013, 43100, 43101, 43102, and 43104 authorize the Board to adopt emission standards, in-use performance standards, and test procedures to control air pollution caused by motor vehicles and motor vehicle engines;

Whereas, CARB and California have greatly improved air quality in the State over the past half century; smog alerts, which peaked at one almost every other day during the 1960s, have been eliminated, while during this time the State has grown its economy and become a world leader in environmental policies and clean technologies;

Whereas, despite California's great progress reducing air pollution, more than half (21 million out of nearly 40 million) of all Californians live in urban and rural downwind areas that exceed the most stringent National Ambient Air Quality Standards (NAAQS) for ozone of 70 parts per billion, and California has the only two areas in the nation that are designated in extreme nonattainment of this standard;

Whereas, on September 14, 1989, in Resolution 89-77, the Board approved for adoption regulations regarding "Malfunction and Diagnostic System Requirements—1994 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines" (OBD II), which are codified in California Code of Regulations, title 13, section 1968.1, and which set forth on-board diagnostic (OBD) system requirements for: (1) monitoring catalyst efficiency, engine misfire, evaporative system integrity, secondary air injection, and chlorofluorocarbon containment; (2) improving current monitoring of the fuel system, oxygen sensor, exhaust gas recirculation system, and other emission-related components of the OBD II system; and (3) standardizing fault codes, diagnostic repair equipment, the vehicle connector used for attaching the repair equipment to the vehicle, and the protocol for downloading repair information in order to improve the effectiveness of emission control system repairs;

Whereas, in 1991, 1993, 1994, and 1996, the Board adopted amendments to California Code of Regulations, title 13, section 1968.1, which were approved by the Office of Administrative Law (OAL);

Whereas, on April 25, 2002, in Resolution 02-17, the Board approved for adoption regulations regarding "Malfunction and Diagnostic System Requirements for 2004 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines," codified in California Code of Regulations, title 13, section 1968.2, and which (1) carried over most of the requirements of section 1968.1; (2) revised several monitoring requirements including, among other things, the requirements for catalyst monitoring, misfire monitoring, and oxygen sensor monitoring; and (3) established several new requirements including

requirements for cold start emission reduction strategy monitoring, direct ozone reduction monitoring, production vehicle evaluation and verification testing, and standardized measurement of real-world monitoring performance;

Whereas, on April 25, 2002, in Resolution 02-17, the Board also approved for adoption an enforcement regulation regarding OBD II compliance, "Enforcement of Malfunction and Diagnostic System Requirements for 2004 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines" (OBD II enforcement regulation), which is codified in California Code of Regulations, title 13, section 1968.5, and which sets specific protocols for enforcement and remedying OBD II noncompliance;

Whereas, in 2006, 2009, 2012, 2013, 2015, 2018, 2020, 2021, and 2022, the Board adopted and OAL approved amendments to California Code of Regulations, title 13, sections 1968.2 and 1968.5;

Whereas, on May 20, 2004, in Resolution 04-16, the Board approved for adoption regulations regarding "Engine Manufacturer Diagnostic System Requirements—2007 and Subsequent Model-Year Heavy-Duty Engines" (EMD), codified in California Code of Regulations, title 13, section 1971, which set forth requirements for: (1) monitoring the fuel system, exhaust gas recirculation system, PM trap, and emission-related electronic components; and (2) alerting the vehicle operator to the problem by illuminating a warning light and outputting diagnostic information for use by repair technicians;

Whereas, on July 21, 2005, in Resolution 05-38, the Board approved for adoption regulations regarding "On-Board Diagnostic System Requirements--2010 and Subsequent Model-Year Heavy-Duty Engines" (HD OBD), codified in the California Code of Regulations, title 13, section 1971.1, which include more comprehensive diagnostic system requirements than the EMD regulation by establishing, among other things, monitoring requirements for virtually every emission-related component or system, standardized requirements defining the content and format of specific diagnostic information required to be output for use by repair technicians, testing requirements to ensure the OBD systems comply with the regulation, and requirements for standardized measurement of real-world monitoring performance;

Whereas, on May 28, 2009, in Resolution 09-37, the Board approved for adoption amendments to section 1971.1 and a new enforcement regulation establishing HD OBD in-use compliance procedures, "Enforcement of Malfunction and Diagnostic System Requirements for 2010 and Subsequent Model-Year Heavy-Duty Engines" (HD OBD enforcement regulation), codified in California Code of Regulations, title 13, section 1971.5, which sets specific protocols for enforcement and remedying of HD OBD noncompliance;

Whereas, in *Engine Manufacturers Association v. California Air Resources Board* (2014) 231 Cal.App.4th 1022, the California Court of Appeal, Third Appellate District held that CARB's adoption of the in-use testing and recall provisions of the California heavy-duty OBD enforcement regulation was consistent with the broad scope of authority the Legislature has granted CARB to reduce air pollution caused by motor vehicle emissions;

Whereas, in 2012, 2015, 2018, 2020, 2021, and 2023, the Board adopted and OAL approved amendments to California Code of Regulations, title 13, sections 1971.1 and 1971.5;

Whereas, in 2005 and 2010, U.S. EPA published its decision granting a waiver of federal preemption under Section 209 of the federal Clean Air Act, 42 U.S.C. section 7543, for

California's medium- and heavy-duty engine and vehicle regulations for diesel and Otto-cycle engine standards for model years 2007 and 2004 and after, respectively;^{1,2}

Whereas, on March 22, 2012, in Resolution 12-21, the Board approved for adoption California's Low Emission Vehicle III (LEV III) regulations, which tightened criteria pollutant standards for 2015 through 2025 and subsequent model years, and on November 15, 2012, in Resolution 12-35, the Board approved for adoption amendments to the LEV III regulation;

Whereas, in 2013, U.S. EPA published its decision granting a waiver of federal preemption under Section 209 of the federal Clean Air Act, 42 U.S.C. section 7543, for California's LEV III regulations;³

Whereas, on October 23, 2014, in Resolution 14-34, the Board approved for adoption modifications to the LEV III criteria pollutant requirements for light- and medium-duty vehicles, the hybrid electric vehicle test procedures, and the heavy-duty Otto-cycle and heavy-duty diesel test procedures, and these amendments are within the scope of the prior waiver for these regulations;

Whereas, in 2016, U.S. EPA published its decision granting a waiver of federal preemption under Section 209 of the federal Clean Air Act, 42 U.S.C. section 7543, for California's OBD system regulations for light-, medium-, and heavy-duty engines and vehicles adopted in 2013 (the OBD II and HD OBD regulations);⁴

Whereas, in 2013, CARB adopted California's Phase 1 GHG regulation that largely aligned with U.S. EPA's Final Rule titled "Greenhouse Gas Emission Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles" (76 Fed. Reg. 57106 (Sept. 15, 2011));

Whereas, in 2016, U.S. EPA published its decision granting a waiver of federal preemption under Section 209 of the federal Clean Air Act, 42 U.S.C. section 7543, for California's Phase 1 GHG emission standards for model years 2014 and after, adopted in 2013;⁵

Whereas, in 2017, U.S. EPA published its decision granting a waiver of federal preemption under Section 209 of the federal Clean Air Act, 42 U.S.C. section 7543, for several sets of amendments promulgated by CARB to CARB's emission standards for medium- and heavy-duty vehicles adopted in 2011, 2008, 2007, and 2006;⁶

Whereas, in March 2017, the Board adopted the 2016 State Strategy for the State Implementation Plan (SIP), which describes the measures needed to achieve the reductions necessary from mobile sources, fuels, and consumer products to meet federal ozone and PM2.5 standards over a 15-year period, including the Advanced Clean Cars II (ACC II) and Heavy-Duty Engine and Vehicle Omnibus (Omnibus) regulations;

¹ *California State Motor Vehicle Pollution Control Standards; Waiver of Federal Preemption; Notice of Decision. 70 Fed. Reg. 50,322* (Aug. 26, 2005).

² *California State Motor Vehicle Pollution Control Standards; California Heavy-Duty On-Highway Otto-Cycle Engines and Incomplete Vehicle Regulations; Notice of Decision. 75 Fed. Reg. 70,238* (Nov. 17, 2010).

³ 78 Fed. Reg. 2,112 (Jan. 9, 2013).

⁴ 81 Fed. Reg. 78,143 and 78,179 (Nov. 17, 2016).

⁵ 81 Fed. Reg. 95,982 (Dec. 22, 2016).

⁶ 82 Fed. Reg. 4,867 (Jan. 17, 2017).

Whereas, on June 28, 2018, in Resolution 18-24, the Board approved for adoption amendments to the California Emission Control System Warranty Regulations and Maintenance Provisions for 2022 and Subsequent Model Year On-Road Heavy-Duty Diesel Vehicles with Gross Vehicle Weight Ratings Greater than 14,000 Pounds and Heavy-Duty Diesel Engines in such Vehicles (Step 1 Warranty Regulations);

Whereas, on September 18, 2018, in Resolution 18-35, the Board approved for adoption amendments to the LEV III GHG emission regulation, and these amendments are within the scope of the prior waiver for these regulations;

Whereas, on October 25, 2018, in Resolution 18-47, the Board approved for adoption amendments to California's specifications for fill pipes and openings of motor vehicle fuel tanks;

Whereas, on August 27, 2020, in Resolution 20-23, the Board approved for adoption the Omnibus regulation, which primarily establishes exhaust emission standards for NOx for 2024 and subsequent model year heavy-duty trucks that were significantly more stringent than applicable federal exhaust emission standards for heavy-duty trucks;

Whereas, on June 9, 2022, the Board adopted ACC II, which included criteria-emission standards known as Low Emission Vehicle IV (LEV IV) that are collectively more stringent than the LEV III standards for 2026 and subsequent model years, thereby displacing the LEV III criteria pollutant regulations after the 2025 model year;

Whereas, on April 6, 2023, U.S. EPA published its decision granting a waiver of federal preemption under Section 209 of the federal Clean Air Act, 42 U.S.C. section 7543, for California's heavy-duty vehicle and engine emission Step 1 Warranty regulations;⁷

Whereas, on January 6, 2025, U.S. EPA published its decision granting a waiver of federal preemption under Section 209 of the federal Clean Air Act, 42 U.S.C. section 7543, for several of the Board's regulations, including its LEV IV regulations as part of the ACC II regulation⁸ and the Omnibus regulation;⁹

Whereas, on June 12, 2025, President Trump signed congressional resolutions that purported to disapprove three waiver actions, including those concerning the LEV IV regulations and the Omnibus regulation;¹⁰

Whereas, on February 18, 2026, U.S. EPA published its Final Rule: Rescission of the Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emissions Standards Under the Clean Air Act;¹¹

⁷ *California State Motor Vehicle and Engine Pollution Control Standards; Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions; Advanced Clean Trucks; Zero Emission Airport Shuttle; Zero-Emission Power Train Certification; Waiver of Preemption; Notice of Decision.* [88 Fed. Reg. 20688](#) (Apr. 6, 2023).

⁸ *California State Motor Vehicle and Engine Pollution Control Standards; Advanced Clean Cars II; Waiver of Preemption; Notice of Decision.* [90 Fed. Reg. 642](#) (Jan. 6, 2025).

⁹ *California State Motor Vehicle and Engine and Nonroad Engine Pollution Control Standards; The "Omnibus" Low NOx Regulation; Waiver of Preemption; Notice of Decision.* [90 Fed. Reg. 643](#) (Jan. 6, 2025).

¹⁰ [H.J. Res. 88](#) and [H.J. Res. 89](#).

¹¹ [91 Fed. Reg. 7,686](#), Feb. 18, 2026.

Whereas, California and a coalition of states promptly filed suit to challenge President Trump's congressional resolutions targeting the waiver actions granted to California, and that case remains pending;¹²

Whereas, these congressional resolutions have introduced an unprecedented degree of uncertainty into the California market for new motor vehicles by purporting to disapprove waivers that authorized the enforcement of newer, more stringent vehicle emission standards that had displaced the Board's earlier regulations (which were applicable to all future model years until they were displaced), and for which U.S. EPA had also granted CARB's requests for waivers of preemption;

Whereas, new vehicles and engines sold in California must obtain certification that they meet the Board's emission standards and requirements;

Whereas, clarifications to CARB's vehicle emissions regulations are necessary for all stakeholders to understand that manufacturers that sell vehicles into California must follow long-existing protective emission standards for vehicles and engines while ensuring manufacturers can sell vehicles and engines into California despite the emergency the federal government has created by issuing illegal and unconstitutional resolutions targeting its waivers;

Whereas, every day that passes without clarity in this matter risks the health of millions of Californians, CARB's ability to enforce its long-standing vehicle emissions certification program, and the stability of the California vehicle market;

Whereas, to clarify which regulations apply and ensure that new vehicles and engines can continue to be sold in California, despite ongoing uncertainty created by the federal government's actions, CARB staff has proposed to permanently adopt the Emergency Vehicle Emissions Regulations that CARB previously noticed as an Emergency Rulemaking on September 15, 2025,¹³ as set forth in Appendices A-3, A-4-1, A-4-2, A-5, and A-6 of the Initial Statement of Reasons (ISOR) released to the public on September 23, 2025;

Whereas, Health and Safety Code sections 39515 and 39516 provide that any power, duty, purpose, function or jurisdiction of the Board may be delegated to the CARB Executive Officer as the Board deems appropriate, and is presumed delegated unless it has been specifically reserved;

Whereas, the Legislature in Health and Safety Code section 39602 has designated CARB as the air pollution control agency for all purposes set forth in federal law;

Whereas, CARB is responsible for the preparation of the SIP for attaining and maintaining the NAAQS as required by the federal Clean Air Act (42 U.S.C. § 7401 et seq.);

Whereas, CARB has primary responsibility for the control of air pollution from vehicular sources, including motor vehicle fuels, as specified in Health and Safety Code section 39002, section 39500, and Division 26, Part 5, and for ensuring that the districts meet their

¹² *California, et al., v. United States, et al.*, (ND Cal., Case No. 3:25-cv-04966).

¹³ 5-Day Public Notice and Comment Period, [Emergency Amendment and Adoption of Vehicle Emissions Regulations](#). Issued on September 15, 2025.

responsibilities under the federal Clean Air Act pursuant to Health and Safety Code sections 39002, 39500, 39602, 41650, and 41652;

Whereas, CARB is authorized by section 39600 of the Health and Safety Code to do such acts as may be necessary for the proper execution of its powers and duties;

Whereas, Health and Safety Code section 39602 also provides that the SIP shall include only those provisions necessary to meet the requirements of the federal Clean Air Act;

Whereas, federal law set forth in section 110(I) of the Act, 42 U.S.C. section 7410(I), and Title 40, Code of Federal Regulations (CFR), section 51.102, requires that one or more public hearings, preceded by at least 30 days' notice and opportunity for public review, must be conducted prior to the adoption and submittal to U.S. EPA of any SIP revision;

Whereas, as required by federal law, the Board made the proposed regulations available for public review beginning on September 23, 2025, at least 30 days prior to the hearing date;

Whereas, CARB's regulatory program that involves the adoption, approval, amendment, or repeal of standards, rules, regulations, or plans has been certified by the Secretary for Natural Resources under Public Resources Code section 21080.5 of the California Environmental Quality Act (CEQA) (Cal. Code of Regs., tit. 14, § 15251, subd.(d)), and CARB conducts its CEQA review according to this certified program (Cal. Code of Regs., tit. 17, §§ 60000-60007);

Whereas, CARB, as the lead agency for the proposal to make permanent CARB's Emergency Vehicle Emissions Regulations, has concluded that it is categorically exempt from CEQA under the "Common Sense" exemption (Cal. Code of Regs., tit. 14, § 15061, subd. (b)(3)), "Class 7" exemption (Cal. Code of Regs., tit. 14, § 15304) for actions taken by regulatory agencies for the protection of natural resources, and "Class 8" exemption (Cal. Code of Regs., tit. 14, § 15308) for actions taken by regulatory agencies for the protection of the environment. CARB's explanation of the basis for reaching this conclusion is included in Chapter VII of ISOR Appendix G: Supplement to the Initial Statement of Reasons – Proposed Emergency Vehicle Emissions Regulations;

Whereas, a public hearing and other administrative proceedings have been held according to the provisions of Chapter 3.5 (commencing with section 11340), part 1, division 3, title 2 of the Government Code.

The Findings of the California Air Resources Board

Whereas, in consideration of the Notice of Proposed Rulemaking for this regulation, ISOR, the documents and evidence referenced and incorporated in these documents, and written comments and public testimony on the proposed regulation, the Board finds that:

The proposed permanent adoption of the Emergency Vehicle Emissions Regulations would confirm that, until a court resolves the uncertainty created by the federal government's actions, certain earlier regulations and OBD requirements, which were supplanted by ACC II and Omnibus, remain applicable as previously adopted, with the caveat that CARB may enforce ACC II and Omnibus, to the extent permitted by law, in the event that a court of law holds invalid the resolutions purporting to disapprove those waivers;

CARB will continue to accept and process certification applications for the LEV IV and Omnibus emission standards, including relevant OBD requirements. Hence, both sets of

standards will be present in the California Code of Regulations during this period of unprecedented uncertainty. Regulated parties may choose to follow either the ACC II or Omnibus standards or the older pre-ACC II and pre-Omnibus provisions. However, if a court of competent jurisdiction issues a final ruling that H.J. Res. 87 (119th Congress), H.J. Res. 88 (119th Congress) and H.J. Res. 89 (119th Congress) are invalid or that the waivers U.S. EPA granted California (88 Fed. Reg. 20688 (Apr. 6, 2023); 90 Fed. Reg. 642 (Jan. 6, 2025); and 90 Fed. Reg. 643 (Jan. 6, 2025)) are in effect, then the regulated parties are subject to the requirements of the regulations targeted by these congressional resolutions;

The proposed permanent adoption of the Emergency Vehicle Emissions Regulations corrects or clarifies existing emission standards already adopted by the Board;

The Emergency Vehicle Emissions Regulations were available for a five-day public comment period initiated on September 22, 2025, and consistent with Government Code sections 11346, subdivision (b), and 11346.45, subdivision (a), and with the Board's long-standing practice, CARB staff held public workshops and had other meetings with interested persons when developing the prior CARB rulemakings included in the Emergency Vehicle Emissions Regulations;

CARB considered alternatives to the permanent adoption of the Emergency Vehicle Emissions Regulations. No reasonable alternatives to the permanent adoption of the Emergency Vehicle Emissions Regulations considered to date, or that have otherwise been identified and brought to the attention of CARB, would be more effective at carrying out the purpose for which the regulation is proposed or would be as effective and less burdensome to affected entities than the proposed regulation;

The proposed adoption is consistent with CARB's environmental justice policies and does not disproportionately impact people of any race, culture, income, or national origin;

There is substantial evidence in the record to support a finding by CARB, as the lead agency under CEQA, that the proposal to make permanent CARB's Emergency Vehicle Emissions Regulations is exempt from CEQA. The proposal to make permanent CARB's Emergency Vehicle Emissions Regulations qualifies for exemption under two categorical exemptions identified in the CEQA Guidelines section 15307 (Class 7 – Protection of Natural Resources) and section 15308 (Class 8 – Environmental Protection), as well as the common-sense exemption under section 15061, subdivision (b)(3). The administrative record generally reflects that the proposal to make permanent CARB's Emergency Vehicle Emissions Regulations complies with each exemption independently and separately, and the ISOR and supporting evidence in the record provide a sufficient basis for CEQA compliance. Based on CARB's review, it can be seen with certainty that there is no possibility that the proposal to make permanent CARB's Emergency Vehicle Emissions Regulations would result in a significant adverse impact on the environment. Further, the proposal to make permanent CARB's Emergency Vehicle Emissions Regulations are designed to protect the environment, and CARB found no substantial evidence indicating the proposal to make permanent CARB's Emergency Vehicle Emissions Regulations could adversely affect air quality or any other environmental resource area, or that any of the exceptions to the Class 7 and Class 8 exemptions apply. Accordingly, it is reasonable for CARB to conclude that the

proposal to make permanent CARB's Emergency Vehicle Emissions Regulations is exempt from CEQA, and that no further environmental review is required;

The proposed regulations are consistent with the Legislature's intent under the Administrative Procedure Act to promote performance standards, where the proposed regulations establish emission standards and test procedures;

To the extent the proposed regulations specify the sole means of compliance through specific actions, measures, or other quantifiable means, they apply to current and subsequent model year light-, medium- and heavy-duty vehicles and engines, which is necessary to determine whether these vehicles and engines are in compliance with the applicable emission standards and other regulatory requirements;

The proposed regulations do not contain a scientific basis or scientific portion subject to peer review, and thus no peer review as set forth in Health and Safety Code section 57004 needed to be performed.

Now, therefore, be it resolved that the Board hereby approves for adoption amendments to the California Code of Regulations, title 13, sections: 1900, 1956.8, 1961.2, 1961.3, 1962.2, 1962.3, 1965, 1968.2, 1968.5, 1969, 1971.1, 1971.5, 1976, 1978, 2035, 2036, 2037, 2038, 2040, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2121, 2123, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2133, 2137, 2139, 2139.5, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2166, 2166.1, 2167, 2168, 2169, 2169.1, 2169.2, 2169.3, 2169.4, 2169.5, 2169.6, 2169.7, 2169.8, 2170, 2317, 2423, 2485, and 2903; and adoption of sections 1900.0.1, 1956.8.1, 1961.2.1, 1961.3.1, 1962.2.1, 1962.3.1, 1965.0.1, 1968.2.1, 1968.5.1, 1969.0.1, 1971.1.1, 1971.5.1, 1976.0.1, 1978.0.1, 2035.0.1, 2036.0.1, 2037.0.1, 2038.0.1, 2040.0.1, 2111.0.1, 2112.0.1, 2113.0.1, 2114.0.1, 2115.0.1, 2116.0.1, 2117.0.1, 2118.0.1, 2119.0.1, 2121.0.1, 2123.0.1, 2125.0.1, 2126.0.1, 2127.0.1, 2128.0.1, 2129.0.1, 2130.0.1, 2131.0.1, 2133.0.1, 2137.0.1, 2139.0.1, 2140.0.1, 2141.0.1, 2142.0.1, 2143.0.1, 2144.0.1, 2145.0.1, 2146.0.1, 2147.0.1, 2148.0.1, 2149.0.1, 2317.0.1, 2423.0.1, 2485.0.1, and 2903.0.1, as set forth in Appendices A-3, A-4-1, and A-4-2 of the ISOR released to the public on September 23, 2025.

Be it further resolved that the Board hereby approves for adoption amendments to the California Code of Regulations, title 17, sections 95300, 95301, 95302, 95303, 95304, 95305, 95306, 95307, 95308, 95309, 95310, 95311, 95312, 95660, 95661, 95662, 95663, and 95664; and adoption of sections 95300.0.1, 95301.0.1, 95302.0.1, 95303.0.1, 95304.0.1, 95305.0.1, 95306.0.1, 95307.0.1, 95308.0.1, 95309.0.1, 95310.0.1, 95311.0.1, 95312.0.1, 95660.0.1, 95661.0.1, 95662.0.1, 95663.0.1, and 95664.0.1, as set forth in Appendices A-5 and A-6 of the ISOR released to the public on September 23, 2025.

Be it further resolved that if there is a possibility that any modifications to the regulation made available for one or more 15-day public comment periods may affect the conclusion of the environmental analysis, the Executive Officer shall prepare and circulate any additional environmental analysis to the extent required by CARB's regulations at title 17, California Code of Regulations, section 60004.

Be it further resolved that the Board directs the Executive Officer to determine if additional conforming modifications to the regulation are appropriate. If no additional modifications are appropriate, the Executive Officer shall take final action to adopt the regulation, as set forth in Appendices A-3, A-4-1, A-4-2, A-5, and A-6, of the ISOR released to the public on September 23, 2025. If the Executive Officer determines that additional conforming modifications are

appropriate, the modified regulatory language shall be made available for public comment, with any additional supporting documents and information. The Executive Officer shall consider written comments submitted during the public review period and make any further modifications that are appropriate available for public comment for at least 15 days. The Executive Officer may present the regulation to the Board for further consideration if warranted, and if not, the Executive Officer shall take final action to adopt the regulation after addressing all appropriate conforming modifications.

Be it further resolved that the Executive Officer may, upon adoption, submit the proposed regulatory action to U.S. EPA for approval as a revision to the California SIP as required by the federal Clean Air Act. The adopted regulatory action may be submitted as a SIP revision because it amends regulations intended to reduce emissions of air pollutants to attain and maintain the NAAQS promulgated by U.S. EPA under the Clean Air Act.

Be it further resolved that the Board authorizes the Executive Officer to work with U.S. EPA and take appropriate action to resolve any completeness or approvability issues that may arise regarding any SIP or waiver submissions.

Be it further resolved that the Board authorizes the Executive Officer to include in the SIP any technical corrections, clarifications, or additions that may be necessary to secure U.S. EPA approval.

Be it further resolved that the Board certifies that the proposed regulatory action was adopted after notice and public hearing as required by section 110(l) of the federal Clean Air Act and 40 CFR, section 51.102.

Be it further resolved that the Board hereby determines that the proposed regulations are needed for California to meet compelling and extraordinary conditions.

Be it further resolved that the proposed regulations were developed using the best available economic and scientific information and will achieve technologically feasible and cost-effective criteria pollutant emission reductions from vehicles.

Be it further resolved that the proposed regulations are necessary for the health, safety, and welfare of the people of the State.

Be it further resolved that the proposed regulations are necessary, appropriate, and technologically feasible.

Be it further resolved that the Board hereby determines that the regulations adopted herein, in conjunction with other elements of California's motor vehicle or on-road engine emissions control program, will render California's motor vehicle or on-road engine emission standards, in the aggregate, to be at least as protective of public health and welfare as applicable federal standards.

Be it further resolved that because the regulations are necessary for all stakeholders to understand that manufacturers that sell vehicles into California must follow long-existing protective emission standards for vehicles and engines while ensuring manufacturers can sell vehicles and engines into California despite the emergency the federal government has created by issuing illegal and unconstitutional resolutions targeting its waivers, the Board hereby determines there is good cause for the regulations to become effective as expeditiously as possible.