

**Proposed**  
State of California  
Air Resources Board

# **Proposed Amendments to the California Reformulated Gasoline Regulations**

## **Resolution 26-12**

**September 24, 2026**

Agenda Item No.: 26-6-3

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 the powers and duties granted to and imposed upon the Board by law;

Whereas, Health and Safety Code sections 39600, 39601, 39667, 43013, 43013.1, and 43018 authorize CARB to adopt regulations on vehicle fuel specifications;

Whereas, the Board previously adopted Standards for Gasoline in California Code of Regulations, title 13, sections 2250-2273.5;

Whereas, Health and Safety Code section 43830.8 requires that before CARB adopts a regulation that establishes a specification for motor vehicle fuel, that regulation and a multimedia evaluation of the proposed fuel conducted by affected agencies and coordinated by the Board, are reviewed by the California Environmental Policy Council (CEPC) established by Public Resources Code section 71017;

Whereas, Health and Safety Code section 43830.8(b) specifies that a multimedia evaluation shall include the identification and evaluation of any significant adverse impact on public health or the environment, including air, water, or soil, that may result from the production, use, or disposal of the motor vehicle fuel that may be used to meet CARB's motor vehicle fuel specifications;

Whereas, on October 2, 2025, Governor Newsom signed Assembly Bill (AB) 30 (Alvarez, Stats. 2025, ch. 247)<sup>1</sup> which immediately authorized blends of gasoline containing 10.5% to 15% ethanol by volume (E15) to be sold in the state for use as a transportation fuel until (1) the CEPC completes its review of those blends and (2) CARB either adopts a regulation establishing a specification for those blends or posts an assessment on its internet website demonstrating that it is not possible for a regulation establishing a specification for those blends to meet specified requirements;

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<sup>1</sup> Assem. Bill No. 30 (2025-2026 Reg. Sess.) Ch. 247, Stats. 2025, codified as Health & Safety Code, § 43013.7.

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Whereas, CARB staff conducted a public workshop on October 14, 2025, on the use of E15 in California which was attended by interested parties including representatives of other State and local agencies, academia, industry groups, and non-governmental organizations;

Whereas the *California Multimedia Evaluation of Gasoline Containing up to 15 percent Ethanol (E15) Staff Written Summary*<sup>2</sup> as required by Health and Safety Code 43830.8, was submitted to the CEPC in December 2025;

Whereas, the E15 multimedia evaluation was peer reviewed pursuant to Health and Safety Code sections 57004 and 43830.8;

Whereas, CARB staff has proposed amendments (Proposed Amendments) to the California Reformulated Gasoline Regulations (CaRFG regulations) to include specifications for E15, as set forth in Appendix A-1 to the Initial Statement of Reasons (ISOR) released to the public on July 28, 2026;

Whereas, the CEPC held a public meeting on August 18, 2026, and, after reviewing the proposed regulation and multimedia evaluation, determined that the use of E15 fuel in California will not pose a significant adverse impact on public health or the environment as compared to gasoline with up to 10.0% ethanol by volume (E10);

Whereas, the *Draft California Transportation Fuels Transition Plan* was released in May 2026 and provides California with several possible paths forward to maintain a reliable and affordable fuel supply that also prioritizes California's health, community, and environmental needs, including increased blending of E15 as a Fossil Fuel Demand Reduction Strategy;

Whereas, as California moves toward meeting its climate and air quality goals, AB 30 and the Proposed Amendments assist in ensuring a safe, affordable, and reliable supply of gasoline to meet consumer demand in California;

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 State Implementation Plan (SIP) for attaining and maintaining the National Ambient Air Quality Standards (NAAQS) as required by the federal Clean Air Act (CAA or the 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

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<sup>2</sup> California Multimedia Evaluation of Gasoline Containing up to 15 Percent Ethanol (E15): Staff Written Summary. Available at: [https://ww2.arb.ca.gov/sites/default/files/2025-12/E15\\_MMWG\\_Staff\\_Written\\_Summary\\_Final\\_12-11-2025.pdf](https://ww2.arb.ca.gov/sites/default/files/2025-12/E15_MMWG_Staff_Written_Summary_Final_12-11-2025.pdf)

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

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

Whereas, federal law set forth in section 110(l) of the Act, 42 U.S.C. section 7410(l), 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. Environmental Protection Agency (U.S. EPA) of any SIP revision;

Whereas, as required by federal law, the Board made the Proposed Amendments as set forth in Appendix A-1 to the Initial Statements of Reasons available for public review beginning on July 28, 2026, at least 30 days prior to the hearing date;

### Motor Vehicle Pollution Threatens Public Health

Whereas, CARB and California have greatly improved air quality in the State over nearly 60 years. Smog alerts, which peaked at one alert almost every other day during the 1960s, have been eliminated, while during this time the State has grown its economy while becoming 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 Standard for ozone of 70 ppb and California has the only two areas in the nation that are designated in extreme nonattainment of this standard;

Whereas, mobile sources in California are the greatest contributor to emissions of criteria pollutants under state and federal law, including fine particulate matter (PM<sub>2.5</sub>) and the precursors for ground-level ozone of oxides of nitrogen (NO<sub>x</sub>) and hydrocarbons (HC), and to greenhouse gas (GHG) emissions, accounting for about 80 percent of ozone precursor emissions and approximately 50 percent of statewide GHG emissions when accounting for transportation fuel production and delivery;

Whereas, exposure to PM<sub>2.5</sub> 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, despite the significant public health improvements resulting from CARB's air quality programs, California's disadvantaged communities, low-income communities, and communities of color continue to experience disproportionate impacts from air pollutants and GHGs, among other inequities that increase residents' health vulnerabilities;

Whereas, CARB recognizes the imperative to meaningfully integrate equity and environmental justice considerations into programs and policies in partnership with affected communities;

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Whereas, higher priority must be placed on identifying all feasible actions CARB can take as soon as possible, regulatory and otherwise, and promoting environmental justice and equity in each action, consistent with statute;

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; California Code of Regulations, title 14, section 15251(d)), and CARB conducts its CEQA review according to this certified program (California Code of Regulations, title 17, sections 60000-60007);

WHEREAS, CARB, as the lead agency for the Proposed Amendments, has determined that this action is exempt from CEQA under California Code of Regulations, title 14, section 15061(b)(3) ("common sense" exemption) because the record evidence shows with certainty that there is no possibility that the proposed activity may result in a significant adverse impact on the environment, as described in Chapter VI of the Staff Report;

Whereas, CARB, as the lead agency for the Proposed Amendments, has also determined that this action is categorically exempt from the CEQA under the "Class 1" exemption (Cal. Code Regs., tit. 14, § 15301) for modifications to existing facilities, "Class 2" exemption (Cal. Code Regs., tit. 14, § 15302) for replacement or reconstruction of existing structures or facilities, and "Class 8" exemption (Cal. Code 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 VI of the ISOR;

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;

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

AB 30 was signed by Governor Newsom on October 2, 2025, and immediately allowed E15 to be sold into the State for use as a transportation fuel;

AB 30 did not establish fuel specifications for E15;

CARB is responsible for adopting and enforcing motor vehicle fuel specifications, standards, and regulations;

The Proposed Amendments add specifications for E15 gasoline to clarify the applicable standards under which fuel suppliers may continue to voluntarily offer CaRFG containing 10.1% to 15% ethanol by volume for sale, and include flexibility for the option to sell E15;

The Proposed Amendments do not mandate that any gasoline sold in California be E15. Instead, the Proposed Amendments specify how E15 may be offered in addition to E10;

The Proposed Amendments remove obsolete regulatory text and make associated conforming modifications where the dates of the compliance or regulatory deadlines

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have passed, and no longer have legal or practical effect and are no longer necessary for continued implementation of the CaRFG regulations;

The Proposed Amendments meet the statutory requirements for setting and enforcing motor vehicle fuel specifications, standards, and regulations to protect public health and the environment identified in section(s) 39600, 39601, 43013, 43013.1, 43018, and 43101 of the Health and Safety Code;

The Proposed Amendments were developed in an open public process, in consultation with affected parties, through a public workshop, individual meetings, and other outreach efforts, and these efforts are expected to continue;

CARB considered alternatives to the amendments. No reasonable alternatives to the amendments 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 Amendments are consistent with CARB's environmental justice policies and do not disproportionately impact people of any race, culture, income, or national origin; and

There is substantial evidence in the record to support a finding by CARB, as the lead agency under CEQA, that the Proposed Amendments are exempt from the CEQA. The Proposed Amendments qualify for exemption under the common sense exemption as well as several categorical exemptions identified in the CEQA Guidelines, including section 15301 (Class 1 – Existing Facilities), section 15302 (Class 2 – Replacement or Reconstruction), and section 15308 (Class 8 – Environmental Protection). The administrative record generally reflects that the Proposed Amendments comply with each exemption independently and separately, and the ISOR provides a sufficient basis for CEQA compliance. Accordingly, it is reasonable for CARB to conclude that the Proposed Amendments are exempt from CEQA, and that no further environmental review is required.

Now, therefore, be it resolved that the Board hereby approves for adoption amendments to sections 2253.4, 2257, 2260, 2261, 2262, 2262.3, 2262.4, 2262.5, 2262.6, 2262.9, 2264, 2265, 2265.1, 2266.5, 2270, 2271, 2272, and 2282, and the repeal of sections 2250, 2251.5, 2252, 2265.5, 2266, 2269, and 2273, title 13, California Code of Regulations, as set forth in Appendix A-1 of the ISOR released to the public on July 28, 2026.

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 Appendix A-1 of the ISOR released to the public on July 28, 2026. 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

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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 shall, upon adoption, submit the proposed regulatory action to the U.S. EPA for approval as a revision to the SIP as required by the federal CAA. The adopted regulatory action would be submitted as a SIP revision because it amends regulations intending to reduce emissions of air pollutants to attain and maintain the National Ambient Air Quality Standards promulgated by U.S. EPA under the CAA.

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

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 CAA and 40 CFR, section 51.102.