

# Criteria Pollutant Planning Efforts

## Resolution 26-4

**March 26, 2026**

Agenda Item No.: 26-2-2

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, 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, 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 enacted the California Clean Air Act of 1988 (Stats. 1988, ch. 1568) declaring it necessary that the State ambient air quality standards (State standards) be attained by the earliest practicable date to protect public health, particularly the health of children, the elderly, and those with respiratory diseases;

Whereas, in order to attain the State standards, the California Clean Air Act mandates a comprehensive program of emission reduction measures and planning requirements for the State and the local air pollution control and air quality management districts (districts) in areas where the State standards are not attained;

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

Whereas, CARB and California have greatly improved air quality in the State over the past half century, while during this time the State has grown its economy while becoming a world leader in environmental policies and clean technologies;

Whereas, despite the significant public health improvements produced by 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 greenhouse gases, among other inequities that increase residents' health vulnerabilities;

Whereas, section 44391.2 of the Health and Safety Code requires CARB to develop a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden, including from mobile sources;

Whereas, section 39602 of the Health and Safety Code makes CARB 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 (Act) (42 U.S.C. § 7401 et seq.),

Whereas, on December 14, 2012, the United States Environmental Protection Agency (U.S. EPA) promulgated an annual fine particulate matter (PM<sub>2.5</sub>) NAAQS of 12 ug/m<sup>3</sup> (12 ug PM<sub>2.5</sub> standard);

Whereas, on December 18, 2014, U.S. EPA designated four areas in California, including Imperial County, Portola (Plumas County), San Joaquin Valley, and the South Coast Air Basin as nonattainment for the 12 ug PM<sub>2.5</sub> standard;

Whereas, on October 26, 2015, U.S. EPA promulgated an 8-hour ozone NAAQS of 70 parts per billion (ppb) (70 ppb ozone standard);<sup>1</sup>

Whereas, effective August 3, 2018, U.S. EPA designated nineteen areas in California, including the Coachella Valley, Eastern Kern County, Sacramento Metropolitan Area, San Joaquin Valley, South Coast Air Basin, Ventura County, and West Mojave Desert, as nonattainment for the 70 ppb ozone standard;<sup>2</sup>

Whereas, on September 22, 2022, CARB adopted the *2022 State Strategy for the State Implementation Plan* (2022 State SIP Strategy) in which CARB committed to pursue a variety of control measures to support attainment of ozone and PM<sub>2.5</sub> standards;

Whereas, CARB's commitments in the 2022 State SIP Strategy were relied upon within attainment demonstrations and other SIP elements submitted to U.S. EPA in 2023 and 2024 to meet requirements for the 12 ug PM<sub>2.5</sub> standard and the 70 ppb ozone standard;

Whereas, pursuant to definitions of motor vehicle, vehicle, and vehicular source set forth in sections 39039, 39059 and 39060 of the Health and Safety Code, respectively, off-road vehicles are vehicular sources that fall within CARB's jurisdiction;

Whereas, oxides of nitrogen (NO<sub>x</sub>) emissions from diesel engines in off-road vehicles can and do undergo chemical reactions in the atmosphere, leading to the formation of particulate matter 2.5 (PM<sub>2.5</sub>) and ozone, which have harmful effects on the respiratory system;

Whereas, off-road vehicles emit approximately 50 percent of statewide NO<sub>x</sub> emissions, or 538 tons of NO<sub>x</sub> per day, in 2026;

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<sup>1</sup> 80 Fed. Reg. 65,292 (Oct. 26, 2015).

<sup>2</sup> 83 Fed. Reg. 25,776 (June 4, 2018).

Whereas, off-road vehicles emit approximately 55 percent of statewide PM emissions from exhaust sources, or 28 tons of PM emissions per day, in 2026;

Whereas, the current federal administration took several actions over the last year that negatively impact our ability to achieve and credit emissions reductions from CARB programs originally included in the 2022 State SIP Strategy and related attainment plans;

Whereas, U.S. EPA has not acted on the plans for the 12 ug PM<sub>2.5</sub> standard and the 70 ppb ozone standard submitted in 2023 and 2024, and most plans now require revisions in order to be approvable under the Act; and

Whereas, CARB is exploring opportunities for new control measures to support future criteria pollutant emission reductions and attainment across California of applicable air quality standards.

Now, therefore, be it resolved that the Board hereby directs the Executive Officer, or his or her delegate, to prepare and transmit a memo to the Board that provides additional detail on regulations and policies and their potential estimated criteria pollutant emissions reduction benefits that can support attainment of ozone and PM standards to further document the information in this Board presentation.

Be it further resolved that CARB staff should seek every opportunity to reduce ozone and PM forming emissions in rulemakings, incentives, grants and other programs, especially from the largest sources of NO<sub>x</sub> and direct PM.

Be it further resolved that the Executive Officer is delegated authority to negotiate and enter future memorandum of understanding with offroad air pollution sources for emission reductions, and any future amendments.

Be it further resolved that CARB staff should work with districts to incorporate any needed modifications into State Implementation Plans including any newly identified measures and/or criteria pollutant emissions reductions, as needed.

I hereby certify that the above is a true and correct copy of Resolution 26-4, as adopted by the Air Resources Board.

*Catalina French* 2026-04-03

Catalina French, Clerk of the Board