

Executive Order R-26-003

Relating to the Second Readoption of the Emergency Amendment and Adoption of Vehicle Emissions Regulations

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, sections 43013, 43100, 43101, 43102, 43104 of the Health and Safety Code 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, section 39515, subdivision (a) of the Health and Safety Code provides, in pertinent part, that the Board shall appoint an Executive Officer and may delegate to the Executive Officer, with limited exceptions, any duty that it deems appropriate;

Whereas, section 39516 of the Health and Safety Code provides that any power, duty, purpose, function, or jurisdiction that the Board may lawfully delegate is conclusively presumed to be delegated to the Executive Officer, unless the Board affirmatively votes to reserve any such power, duty, purpose, function, or jurisdiction for its own action;

Whereas, on February 23, 1978, the Board affirmatively voted in Resolution 78-10 to retain to itself the power to “adopt, amend, and revoke emission standards and test procedures, assembly-line test procedures, and compliance test procedures for new motor vehicles;”

Whereas, the Board additionally affirmatively voted in Resolution 78-10 to clarify that “nothing herein shall prevent the Board, at a public meeting, from expressly delegating to the Executive Officer any powers, etc., otherwise reserved hereby to the Board, or from reserving to itself any additional powers, etc.,”

Whereas, the Board additionally affirmatively voted in Resolution 78-10 that “the Executive Officer may undertake action pertaining to matters otherwise reserved hereby to the Board for the purposes of making corrective, clarifying, or ministerial changes;”

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Whereas, section 43013, subdivision (a), of the Health and Safety Code directs the Board to “adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution which the state board has found to be necessary, cost effective, and technologically feasible . . . unless preempted by federal law;”

Whereas, section 43013, subdivision (h) of the Health and Safety Code states that it is the intent of the Legislature that the Board act as expeditiously as feasible to reduce oxides of nitrogen (NOx) emissions from diesel vehicles and other categories of vehicular and mobile sources, which significantly contribute to air pollution problems and nonattainment of federal National Ambient Air Quality Standards for ozone under the federal Clean Air Act;

Whereas, section 43018, subdivision (a) of the Health and Safety Code directs the Board to achieve the maximum degree of emissions reductions possible from vehicular and other mobile sources to attain the State ambient air quality standards at the earliest practicable date;

Whereas, light-duty, medium-duty, and heavy-duty vehicles and engines are significant sources of NOx and particulate matter (PM) emissions that contribute to nonattainment of federal and state ambient air quality standards, and greenhouse gas emissions in California;

Whereas, California first regulated heavy-duty vehicle exhaust emissions in 1969;

Whereas, in 2005 and 2010, the U.S. Environmental Protection Agency (U.S. EPA) published its decision granting waivers 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;

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 to permit compliance based on federal greenhouse gas emissions standards;

Whereas, in 2013, U.S. EPA published its decision granting California’s request for a Clean Air Act preemption waiver, authorizing enforcement of the LEV III regulations;

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;

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Whereas, in 2016, U.S. EPA published its decision granting California's requests for waivers for its on-board diagnostic (OBD) systems for light-, medium-, and heavy-duty vehicles adopted in 2013 (the OBD II and HD OBD regulations);

Whereas, in 2016, U.S. EPA published its decision granting California a waiver for its Phase 1 Greenhouse Gas emission standards for model years 2014 and after, adopted in 2013;

Whereas, in 2017, U.S. EPA published its decision granting California a waiver of federal preemption for several sets of amendments to CARB's emission standards for medium- and heavy-duty vehicles adopted in 2011, 2008, 2007, and 2006;

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 PM_{2.5} standards over a 15-year period, including the Advanced Clean Cars II and Omnibus regulations;

Whereas, on September 18, 2018, in Resolution 18-35, the Board approved for adoption amendments to the LEV III greenhouse gas 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 Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments (the Omnibus regulation), which primarily establishes exhaust emission standards for NO_x for 2024 and subsequent model heavy-duty trucks that were significantly more stringent than applicable California and federal exhaust emission standards for heavy-duty trucks;

Whereas, on June 9, 2022, the Board adopted Advanced Clean Cars II (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 earlier-adopted LEV III criteria pollutant regulations after the 2025 model year;

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

Whereas, on March 12, 2025, U.S. EPA announced it would reconsider its Model Year 2027 and Later Light-Duty and Medium-Duty Vehicles regulation and Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles, criticizing them for

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being excessively costly and contrary to public policy;¹

Whereas, on August 1, 2025, the U.S. EPA published a notice of reconsideration and proposed repeal of its greenhouse gas emission standards for light-, medium-, and heavy-duty vehicles (90 Fed. Reg. 36, 288, Aug. 1, 2025); U.S. EPA finalized that proposal, repealing the greenhouse gas emission standards for light-, medium-, and heavy-duty vehicles on February 18, 2026 (91 Fed. Reg. 7,686, Feb. 18, 2026.); and now there are no or significantly weakened federal vehicle emissions standards on which California could rely to protect public health;

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

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;

Whereas, these congressional resolutions have introduced an unprecedented degree of uncertainty into the California market for new motor vehicles by purporting to disapprove preemption 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), 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, the uncertainty created by the federal government's actions has created an emergency situation by purporting to disapprove preemption waivers authorizing enforcement of newer, more stringent vehicle emission standards that had displaced earlier regulations (applicable to all future model years) for which preemption had also been waived, creating questions about which regulations apply and whether vehicles sold in California would meet requirements for certification to emission standards necessary to protect public health, and this situation calls for immediate action to avoid serious harm to the public health, safety, or general welfare pursuant to Government Code sections 11346.1 and 11342.545;

Whereas, changes to its vehicle emissions regulations are necessary to maintain 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

¹ [EPA Announces Action to Implement POTUS's Termination of Biden-Harris Electric Vehicle Mandate](#), March 12, 2025.

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millions of Californians, CARB's ability to enforce its long-standing vehicle emissions certification program, and the stability of the California vehicle market;

Whereas, in Executive Order R-25-002, on September 15, 2025, CARB adopted emergency amendments to its vehicle emissions regulations (the "Emergency Vehicle Emissions Regulations") that amended California Code of Regulations, titles 13 and 17, and adopted new sections into California Code of Regulations, titles 13 and 17, as specified in Appendix A of Executive Order R-25-002;

Whereas, in Executive Order R-26-002, on March 6, 2026, CARB readopted the Emergency Vehicle Emissions Regulations, as specified in Appendix A of Executive Order R-26-002;

Whereas, CARB submitted the Readoption of Emergency Vehicle Emissions to the Office of Administrative Law, which approved the first 90-day readoption on March 26, 2026;

Whereas, the Emergency Vehicle Emissions Regulations confirm that, until a court resolves the uncertainty created by the federal government's actions, certain earlier regulations, which were displaced 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;

Whereas, the Emergency Vehicle Emissions Regulations amended CARB's medium- and heavy-duty regulations to clarify that the pre-Omnibus provisions remain applicable, with the caveat that CARB may enforce the Omnibus regulation, to the extent permitted by law, in the event a court of law holds invalid the resolutions purporting to disapprove the waiver;

Whereas, the Emergency Vehicle Emissions Regulations correct or clarify existing emission standards already adopted by the Board;

Whereas, as declared in the Finding of Emergency for the Emergency Vehicle Emissions Regulations, incorporated herein, the adoption of an emergency regulation is necessary for the immediate preservation of the public peace, health and safety, or general welfare;

Whereas, the emergency circumstances are unchanged since the initial adoption and first readoption of the Emergency Vehicle Emissions Regulations;

Whereas, CARB included an emergency statement in its 5-Day Public Notice and Comment Period for the Second Emergency Readoption of "Emergency Amendment and Adoption of Vehicle Emissions Regulations," based on the facts set forth above demonstrating that the emergency circumstances are unchanged, fulfilling the requirements of California Code of Regulations, title 1, section 52;

Whereas, CARB submitted the Emergency Vehicle Emissions Regulations to the Office of Administrative Law, which approved and filed them with the Secretary of State on October 2, 2025;

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Whereas, the effective date for the initial adoption of the Emergency Vehicle Emissions Regulations was October 2, 2025, initiating a 180-day period of effectiveness;

Whereas, on September 23, 2025, CARB gave notice of its proposal to permanently adopt the Emergency Vehicle Emissions Regulations under the Administrative Procedure Act, and posted an Initial Statement of Reasons for permanently adopting the Emergency Vehicle Emissions Regulations;

Whereas, the public comment period for the permanent adoption of the Emergency Vehicle Emissions Regulations was opened on September 26, 2025, and closed on November 10, 2025;

Whereas, on November 7, 2025, CARB posted a Notice of Postponement, to reschedule the proposed hearing for a future date and time;

Whereas, on March 26, 2026, CARB held a public hearing in which the Board voted to approve for adoption the Emergency Vehicle Emissions Regulations;

Whereas, CARB opened a comment period on 15-day changes from April 2, 2026, to April 20, 2026;

Whereas, CARB is currently finalizing the rulemaking package for the permanent adoption of the Emergency Vehicle Emissions Regulations, including the 15-day changes to the regulatory text, and has not yet submitted the certificate of compliance to the Office of Administrative Law, so additional time is necessary to ensure that the Emergency Vehicle Emissions Regulations will not expire before the permanent rulemaking is finalized;

Whereas, CARB included a progress statement in its 5-Day Notice of second readoption to the Emergency Vehicle Emissions Regulations, based on the facts set forth above, fulfilling the requirements of California Code of Regulations, title 1, section 52(b)(1) to provide specific facts demonstrating by substantial evidence that the agency has made substantial progress and proceeded with diligence to comply with Government Code section 11346.1(e);

Whereas, CARB has determined that the proposed regulatory action described in this Executive Order is exempt from the California Environmental Quality Act (CEQA) pursuant to California Code of Regulations, title 14, sections 15061, subdivision (b)(3), 15307, and 15308, as explained in the Environmental Analysis, Appendix A of this Executive Order R-26-003;

Whereas, to continue to rely on the existing Emergency Vehicle Emissions Regulations which 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, the Executive Officer has determined that:

1. CARB proposes to readopt, for a second time, its Emergency Vehicle Emissions Regulations that amended California Code of Regulations, titles 13

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and 17, and adopted new sections into California Code of Regulations, titles 13 and 17, as specified in Appendix A of Executive Order R-25-002.

2. The amendments would keep the Emergency Vehicle Emissions Regulations in effect for another 90 days beyond the first readoption, ensuring that, until a court resolves the uncertainty created by the federal government's actions, certain earlier regulations, which were displaced 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.
3. CARB will continue to accept and process certification applications for the LEV IV and Omnibus emission standards. 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. 88 (119th Congress) and H.J. Res. 89 (119th Congress) are invalid or that the waivers U.S. EPA granted California on January 6, 2025, 90 Federal Register 642 and 90 Federal Register 643, are in effect, the regulated parties are subject to the requirements of the regulations targeted by these congressional resolutions.
4. CARB proposes to submit the second readoption of the Emergency Vehicle Emissions Regulations to the Office of Administrative Law by June 19, 2026.

Now therefore, be it resolved that the Executive Officer hereby readopts the proposed amendments to title 13 and title 17, California Code of Regulations, as set forth in Appendix A to Executive Order R-25-002, to be effective for an additional 90 days beyond the initial 180-day emergency adoption period and first 90 day readoption period, pursuant to California Government Code section 11346.1, subdivision (h).

Executed this 5th day of June at Sacramento, California.



Steven S. Cliff, Ph.D.,
Executive Officer

Appendix A

Environmental Analysis

A. Introduction

This appendix sets forth the basis for the California Air Resources Board's (CARB) determination that the proposed second readoption and 90-day extension of the Emergency Vehicle Emissions Regulation (the "Proposed Project") is exempt from the requirements of the California Environmental Quality Act (CEQA) under the common sense exemption (Cal. Code Regs., tit. 14, § 15061, subd. (b)(3)), the Class 7 categorical exemption (Cal. Code Regs., tit. 14, § 15307), and the Class 8 categorical exemption (Cal. Code Regs., tit. 14, § 15308).

The Proposed Project does not change the existing emergency regulatory requirements; the undertaking extends the effective period for an additional 90 days beyond the initial 180-day period, and first 90-day readoption period. CARB previously determined the Emergency Vehicle Emissions Regulations are exempt from CEQA, and the administrative record demonstrates there are no proposed changes to the regulatory text, no change to the scope of applicability, and no change to the conditions under which the emergency regulations will remain in effect during the extension period. It therefore follows, and substantial evidence supports that, the Proposed Project is exempt from further environmental review under the foregoing CEQA exemptions, and that no exception to the categorical exemptions applies. (Cal. Code Regs., tit. 14, § 15300.2.) A brief explanation of this determination is provided in section B below.

CARB's regulatory program, which involves the adoption, approval, amendment, or repeal of standards, rules, regulations, or plans for the protection and enhancement of the State's ambient air quality, has been certified by the California Secretary for Natural Resources under Public Resources Code, section 21080.5 (see Cal. Code Regs., tit. 14, § 15251, subd. (d)). Public agencies with certified regulatory programs are exempt from certain CEQA requirements, including, but not limited to, preparing environmental impact reports, negative declarations, and initial studies. (Pub. Resources Code, § 21080.5, subd. (c).) CARB, as a lead agency, prepares substitute environmental documents where applicable. (Cal. Code Regs., tit. 17, §§ 60000-60007.)

B. Analysis

The following subsections explain why the Proposed Project is exempt from further environmental review under CEQA.

1. Common Sense Exemption—General Rule

CARB, as the lead agency under CEQA, has reviewed the Proposed Project and concluded the proposal is exempt pursuant to the common sense exemption of the CEQA Guidelines (Cal. Code Regs., tit. 14, § 15061, subd. (b)(3)) because it can be seen with certainty that there is no possibility that the Proposed Project may result in any significant adverse impact on the environment. The Proposed Project extends the effective period of the current Emergency Vehicle Emissions Regulations for an additional 90 days beyond the initial 180-day period and first 90-day readoption period. Therefore, the Proposed Project will continue to ensure that certain vehicle emission standards and regulations for new motor vehicles and engines, which were the status quo before CARB adopted the superseding and more protective regulations that were targeted by the illegal congressional resolutions and despite proposals to repeal federal vehicle emission standards that targeted California's waivers, will continue.

To ensure that the provisions of the Advanced Clean Cars (ACC) I, Low Emission Vehicles (LEV) III regulation, continue to remain in effect for 2025 and subsequent model year passenger cars and light-duty trucks up to 14,000 lbs., CARB staff is proposing to readopt the Emergency Vehicle Emissions Regulations for a second time, for an additional 90 days. This will keep in place the LEV III provisions and extend their applicability as a health protective measure to ensure manufacturers will still be able to sell vehicles and engines covered by the challenged congressional resolution disapproving the ACC II regulation's waiver of federal preemption under the Clean Air Act.

The Proposed Project will also keep in place amendments to the medium- and heavy-duty regulations to restore pre-Omnibus provisions and extend their applicability beyond the 2023 model year as a health protective measure and to ensure manufacturers will still be able to sell vehicles and engines covered by the challenged congressional resolution disapproving the Omnibus regulation's waiver of federal preemption under the Clean Air Act. For more details on the specific elements that make up the Proposed Project, see also the public notice.

The Proposed Project is a narrow, time-limited second readoption and 90-day extension of the Emergency Vehicle Emissions Regulations. The extension maintains the same regulatory standards and compliance conditions that have been in effect under the

emergency regulations and does not introduce new requirements, relax existing controls, or alter the manner in which regulated entities comply. In particular, the Proposed Project is intended solely to avoid a lapse in enforceable requirements during the limited extension period and does not alter the existing regulatory standards or compliance obligations. That means the public health and air quality protections provided by the emergency regulations will be maintained during the limited extension term. Because the Proposed Project maintains unchanged requirements and does not authorize any new physical activity, it can be seen with certainty that there is no possibility the Proposed Project may have a significant effect on the environment.

2. Class 7 and 8 Categorical Exemptions—Actions by Regulatory Agencies for Natural Resources and Environmental Protection

The Proposed Project is also categorically exempt from further environmental review under CEQA pursuant to the Class 7 and Class 8 exemptions. (Cal. Code Regs., tit. 14, §§ 15307, 15308.) These exemptions apply to actions by regulatory agencies, authorized by state law, undertaken to ensure the maintenance, restoration, enhancement, or protection of natural resources and the environment through a regulatory process that includes procedures for environmental protection.

The Proposed Project satisfies these criteria. Here, CARB is a regulatory agency acting under state law to protect air quality and the environment. The Proposed Project is a narrow, time-limited second readoption and 90-day extension of the Emergency Vehicle Emissions Regulations. It maintains existing emissions standards and would not result in any significant adverse impacts on the physical environment or alter the use of existing public or private structures or facilities. The administrative record supports CARB's determination that the Proposed Project falls within the Class 7 and Class 8 categorical exemptions because it maintains a compliance framework wherein new vehicles compliant with this regulatory proposal are already being made and can continue being made under existing manufacturing processes.

Further, the Proposed Project does not authorize or require the construction or modification of new manufacturing facilities. The administrative record further reflects that the Proposed Project maintains continuity of enforceable emissions standards and thereby protects the environment by continuing to reduce emissions beyond existing conditions and improving air quality during the second extension period.²

² The Proposed Regulation Project would ensure that new vehicles sold in California would not "backslide" beyond exceed the LEV III and pre-Omnibus regulatory requirements – preserving the previously-achieved environmental protections and certification pathways of those regulatory programs into the future. Since new vehicles compliant with this regulatory proposal are already being made and

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Under CEQA, certain classes of projects are exempt from environmental review unless an exception to the use of an exemption applies. (Cal. Code Regs., tit. 14, § 15300.2.) A categorical exemption may not be used where there is a reasonable possibility that the activity will contribute to a cumulatively significant impact (Cal. Code Regs., tit. 14, § 15300.2, subd. (b)), result in a significant effect due to unusual circumstances (Cal. Code Regs., tit. 14, § 15300.2, subd. (c)), affect a scenic highway (Cal. Code Regs., tit. 14, § 15300.2, subd. (d)), be located on a hazardous waste site, (Cal. Code Regs., tit. 14, § 15300.2, subd. (e)), or cause substantial adverse changes to historical resources (Cal. Code Regs., tit. 14, § 15300.2, subd. (f)).

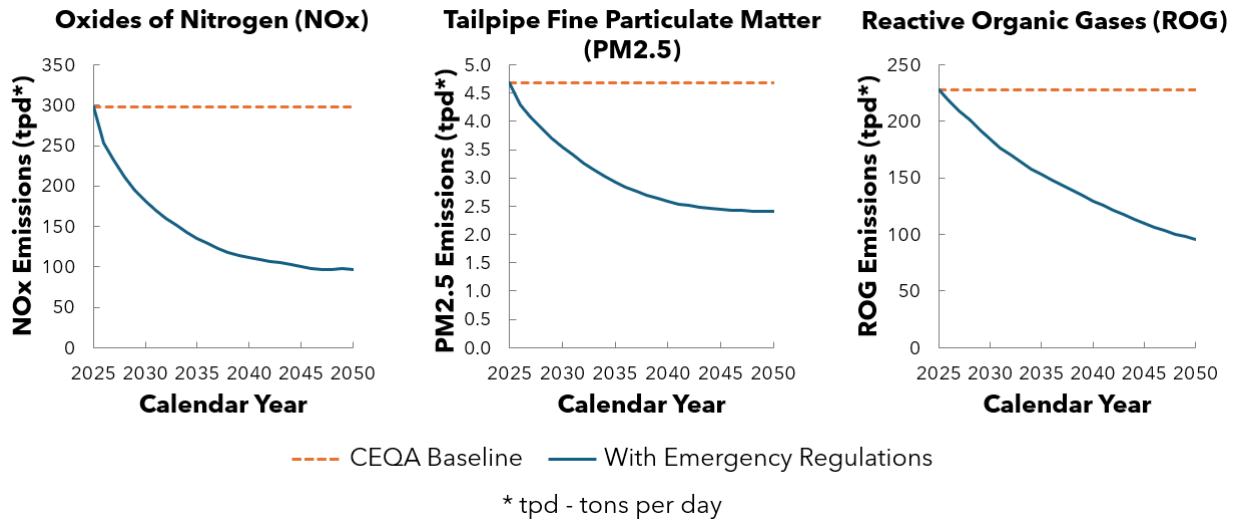
Substantial evidence in the administrative record supports CARB's determination that no exception to the Class 7 and Class 8 categorical exemptions applies. There is no evidence of "unusual circumstances" under section 15300.2, subdivision (c), and the proposal involves no potential for significant environmental impacts. (See, e.g., *Save Our Carmel River v. Monterey Peninsula Water Management District*, (2006) 141 Cal.App.4th 677, 695-696 [no unusual circumstances for speculative indirect impacts]; *Save the Plastic Bag Coalition v. County of Marin* (2013) 218 Cal.App.4th 209, 224-225 [no impacts from potential paper bag use increase].)

The Proposed Project maintains the status quo by readopting the Emergency Vehicle Emission regulations for an additional 90 days, avoiding regulatory confusion without environmental degradation. Each exemption is supported by substantial evidence and would reasonably apply to the proposal, such that no further environmental review is required. Given these considerations, there is substantial evidence that the proposal is exempt pursuant to Class 7 and Class 8 exemptions, no further environmental review is required.

This determination is supported by CARB analysis which demonstrated that future projections of emissions of three common vehicle pollutants – oxides of nitrogen (NOx), tailpipe fine particulate matter (PM_{2.5}), and reactive organic gases (ROG) – would decrease over time with the Emergency Vehicle Emissions Regulations in effect, in comparison to the 2025 CEQA baseline year (representing current environmental conditions at the time CARB developed the proposal) as shown in Figure 1.

can continue being made under existing manufacturing processes, the Proposed Regulation Project is not expected to create the need for new engine or vehicle manufacturing facilities.

Figure 1. Projected criteria pollutant emissions from light-duty, medium-duty, and heavy-duty vehicles in California (Compared to CEQA current conditions baseline)



C. Determination

Based on the entire administrative record, CARB finds there is substantial evidence supporting the conclusion that the second 90-day extension of the Emergency Vehicle Emissions regulations (the “Proposed Project”) is exempt from further environmental review under the CEQA common sense exemption and the Class 7 and Class 8 categorical exemptions. CARB further finds there is no substantial evidence that any exception to the categorical exemptions applies. (See Cal. Code Regs., tit. 14, §§ 15061, subd. (b)(3), 15300.2, 15307, 15308.)

The entire administrative record reflects that the Proposed Project complies with each exemption independently and separately. Based on CARB’s review, it can be seen with certainty that there is no possibility that the Proposed Project would result in a significant adverse impact on the environment. Further, the Proposed Project is designed to protect the environment by resulting in beneficial impacts to air quality, and CARB found no substantial evidence indicating the proposal could adversely affect any other environmental resource area, or that any of the exceptions to the Class 7 and Class 8 exemptions apply (See Cal. Code Regs., tit. 14, § 15300.2.) Therefore, the Proposed Project is exempt from CEQA.