

Title 13. California Air Resources Board

Notice of Public Hearing to Consider Proposed Amendments to the California Reformulated Gasoline Regulations

The California Air Resources Board (CARB or Board) will conduct a public hearing at the date and time noted below to consider approving for adoption the Proposed Amendments to the California Reformulated Gasoline Regulations and other conforming changes (Proposed Amendments).

Date: September 24, 2026

Time: 9:00 A.M.

In-Person Location:

California Air Resources Board
Byron Sher Auditorium
1001 I Street, Sacramento, California 95814

Remote Option:

Zoom

This public meeting may continue at 9:00 a.m., on September 25, 2026. Please consult the public agenda, which will be posted ten days before the September 24, 2026, Board Meeting, for important details, including the day on which this item will be considered and how the public can participate via Zoom if they choose to be remote.

Written Comment Period and Submittal of Comments

In accordance with the Administrative Procedure Act, interested members of the public may present comments orally or in writing during the hearing and may provide comments by postal mail or by electronic submittal before the hearing. The public comment period for this regulatory action will begin on July 31, 2026. Written comments not submitted during the hearing must be submitted on or after July 31, 2026, and received **no later than Monday September 14, 2026**. Comments submitted outside that comment period are considered untimely. CARB may, but is not required to, respond to untimely comments, including those raising significant environmental issues. The Board also encourages members of the public to bring to the attention of staff in advance of the hearing any suggestions for modification of the proposed regulatory action. Comments submitted in advance of the hearing must be addressed to one of the following:

Postal mail: Clerks' Office, California Air Resources Board
1001 I Street, Sacramento, California 95814

[Electronic submittal:](https://carb.commentinput.com/?id=4sTAbd8UM) <https://carb.commentinput.com/?id=4sTAbd8UM>

Please note that under the California Public Records Act (Government Code section 7920.000 et seq.), your written and oral comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) become part of the public record and can be released to the public upon request.

Additionally, the Board requests but does not require that persons who submit written comments to the Board reference the title of the proposal in their comments to facilitate review.

Authority and Reference

This regulatory action is proposed under the authority granted in California Health and Safety Code, sections 39600, 39601, 43013, 43013.1, 43018 and 43101. This action is proposed to implement, interpret, and make specific sections, 39000, 39001, 39002, 39003, 39010, 39048, 39500, 39515, 39516, 41511, 43000, 43013, 43013.1, 43016, 43018 and 43101, Health and Safety Code; and *Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District*, 14 Cal.3d 411, 121 Cal.Rptr. 249 (1975).

Informative Digest of Proposed Action and Policy Statement Overview (Gov. Code, § 11346.5, subd. (a)(3))

Sections Affected:

Proposed amendments to California Code of Regulations, Title 13, Division 3, Chapter 5, Article 1, Subarticle 1, Sections 2253.4 and 2257. Proposed amendments to California Code of Regulations, Title 13, Division 3, Chapter 5, Article 1, Subarticle 2, Sections 2260, 2261, 2262, 2262.3, 2262.4, 2262.5, 2262.6, 2262.9, 2264, 2265, 2265.1, 2266.5, 2270, 2271, and 2272. Proposed amendment to California Code of Regulations, Title 13, Division 3, Chapter 5, Article 2, Section 2282.

Proposed repeal of California Code of Regulations, Title 13, Division 3, Chapter 5, Article 1, Subarticle 1, Sections 2250, 2251.5 and 2252. Proposed repeal of California Code of Regulations, Title 13, Division 3, Chapter 5, Article 1, Subarticle 2, 2265.5, 2266, 2269, and 2273.

Background and Effect of the Proposed Regulatory Action:

Background

The California Air Resources Board (CARB) is responsible for adopting and enforcing motor vehicle fuel specifications, standards, and regulations to protect public health and the environment, to achieve toxic air contaminant emissions and greenhouse gas (GHG) emissions reductions, and to accomplish the attainment of the State and National Ambient Air Quality Standards (NAAQS) at the earliest practicable date. Under this authority, CARB administers and implements fuel regulations and standards, including the California

Reformulated Gasoline Regulations¹ (CaRFG regulations) that establish specifications for California gasoline properties and ensures California gasoline reduces smog-forming pollutants by controlling fuel properties with phased implementation to achieve and continue emission reductions from vehicles. Meeting air quality requirements is needed to protect public health and, as to federal requirements, may be important for avoiding potential sanctions including loss of federal highway funding.

CaRFG has a long history of implementation in California starting with Phase 1 in 1992, which removed lead, lowered Reid Vapor Pressure (RVP), and included additives in gasoline. Over the last three decades, successive phases of CaRFG have further tightened standards and added oxygenates to reduce emissions and help meet the NAAQS. The current CaRFG Phase 3, adopted in 2003, prohibits the use of methyl tert-butyl ether (MTBE) as an oxygenate after December 31, 2003. Ethanol replaced MTBE as the only oxygenate allowed in California.

On October 2, 2025, Governor Newsom signed Assembly Bill (AB) 30,² adding section 43013.7³ to the Health and Safety Code. Section 43013.7 was effective upon enactment and immediately allowed blends of gasoline containing 10.5% to 15% ethanol (E15) by volume to be sold in the State for use as a transportation fuel. The statute specifies that those blends may be sold until either the California Environmental Policy Council (CEPC) completes its review of the multimedia evaluation looking at the environmental and public health impacts of E15, and CARB adopts a regulation establishing a specification for gasoline blends containing 10.5% to 15% ethanol by volume, or until CARB determines that no such regulation can meet applicable requirements. Prior to the enactment of AB 30, CARB gasoline regulations authorized the use of California Reformulated Gasoline, comprised of a maximum of 10.0% ethanol by volume and at least 90% by volume California Reformulated Gasoline Blendstock for Oxygenate Blending (CARBOB); this gasoline blend is referred to as E10.

Effect of the Proposed Amendments

By adding E15 fuel specifications and associated provisions to the CaRFG regulations, the Proposed Amendments will have the benefit of specifying regulatory requirements applicable to fuel producers and importers selling E15 in California. The E15 specifications will provide certainty to the marketplace that E15 is being produced in accordance with CaRFG specifications. It will clarify to E15 producers and importers how to produce E15 as a legal transportation fuel for sale in the State. It will give consumers the confidence that what they are buying at the retail outlet is a fuel that meets all the CaRFG requirements. The Proposed Amendments also include flexibility for the option to produce and to sell E15 to consumers. This flexibility includes retail outlets being able to add ethanol to E10 to produce E15 or blend E85 with E10 onsite to produce E15.

CARB may also consider other changes to the sections affected, as listed on page 2 of this notice, or other sections within the scope of this notice, during the course of this rulemaking process.

¹ Cal. Code Regs., tit 13, §§ 2250-2273.5.

² Assem. Bill No. 30 (2025-2026 Reg. Sess.) Ch. 247, Stats. 2025.

³ Health & Saf. Code, § 43013.7.

Objectives and Benefits of the Proposed Regulatory Action:

The objectives of the Proposed Amendments are to adopt a specification for CaRFG 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, to include flexibility for the option to sell E15, and to remove obsolete regulatory text. To align with the current CaRFG regulations ethanol percent by volume limit of 10.0%, the lower limit of ethanol percent by volume of E15 is being proposed at 10.1%. Current CaRFG E10 fuel standards will be applicable for E15, except for the oxygen content. Staff are proposing to add an upper oxygen cap limit at 6.0 percent by weight of oxygen content for E15 fuel. The Proposed Amendments also include amendments to specify that E15 may be produced by adding additional ethanol to CARBOB or CaRFG, or by blending E-85⁴ with E10 to produce E15. The Proposed Amendments do not mandate that all gasoline sold in California be E15. Instead, the Proposed Amendments specify how E15 may be offered in addition to the current E10 blend. Notably, E85, which is an alternative motor vehicle fuel, will also continue to be sold in the State.

Additionally, as part of this rulemaking, staff is proposing to remove obsolete regulatory text and make associated conforming modifications where the dates of compliance or regulatory deadlines have passed, and so no longer have legal or practical effect and are no longer necessary for continued implementation of the CaRFG regulations.⁵

By adding E15 fuel specifications and associated provisions to the CaRFG regulations, the Proposed Amendments would have the benefit of clarifying regulatory requirements applicable to fuel producers and importers selling E15 in California. Other benefits of the Proposed Amendments include flexibility for retail outlets that choose to sell E15.

Comparable Federal Regulations:

In 2011, the U.S. Environmental Protection Agency (U.S. EPA) approved E15 use for vehicle model year 2001 and newer cars, light-duty trucks and medium-duty passenger vehicles.⁶ The federal approval was not applicable in California as California law established a lower ethanol limit. Vehicles and engines that are not compatible with E15 due to potential for damage to internal engine components, and that are prohibited from using E15 include conventional vehicles older than model year 2001, all motorcycles, vehicles with heavy-duty engines, such as school buses and delivery trucks, off-road vehicles, such as boats and snowmobiles, and all engines in off-road equipment such as chainsaws and gasoline lawn mowers.⁷ U.S. EPA also regulates the RVP limits outside of California, requiring gasoline sold at retail outlets during the summer high ozone season to meet the RVP limits or issue waivers for summertime use.⁸ Under 40 C.F.R. § 1090.215, gasoline RVP may not exceed 9.0 psi (with an allowance for an additional ethanol 1-psi waiver for E10 only) during the summertime with several areas

⁴ Cal. Code Regs., tit 13, § 2292.4.

⁵ In alignment with the proposed removal of one such obsolete provision from the CaRFG regulations, staff is proposing a single amendment to title 13, California Code of Regulations, section 2282 (Aromatic Hydrocarbon Content of Diesel Fuel) as part of this rulemaking to remove a reference from that regulation to an obsolete term in the CaRFG regulations.

⁶ 76 Fed. Reg. 4662 (Jan. 26, 2011).

⁷ 76 Fed. Reg. 44406 (July 25, 2011); 40 C.F.R. Part 80; 40 C.F.R. Part 1090.

⁸ 42 U.S.C. § 7545.

needing to meet a more stringent 7.4 psi during summertime. For retailers and wholesale purchaser-consumers, summertime is generally June 1 to September 15, for all other entities it is May 1 through September 15. Eight Midwestern states (Illinois, Iowa, Minnesota, Missouri, Nebraska, Wisconsin, Ohio, South Dakota) may use E15 year-round.⁹ States that are not permitted to sell E15 year-round must obtain a U.S. EPA summertime RVP waiver. The waiver is typically limited to 20-day increments and renewed across the season as needed. U.S. EPA has been issuing nationwide E15 summertime waivers all summer every year since 2022.¹⁰

As mentioned, E15 use in California was authorized by AB 30 in October 2025. The current CaRFG regulations set an upper RVP limit of 7.20 pounds per square inch for CaRFG (E10) that applies to E15 within the State. This CaRFG RVP limit of 7.20 pounds per square inch is lower than the Federal RVP limit of 9.0 pounds per square inch.

An Evaluation of Inconsistency or Incompatibility with Existing State Regulations (Gov. Code, § 11346.5, subd. (a)(3)(D)):

During the process of developing the proposed regulatory action, CARB conducted a search of any similar regulations on this topic and concluded these regulations are neither inconsistent nor incompatible with existing State regulations.

Disclosure Regarding the Proposed Regulation

Fiscal Impact/Local Mandate Determination Regarding the Proposed Action (Gov. Code, § 11346.5, subds. (a)(5)&(6)):

The determinations of the Board's Executive Officer concerning the costs or savings incurred by public agencies and private persons and businesses in reasonable compliance with the proposed regulatory action are presented below.

Under Government Code sections 11346.5, subdivision (a)(5) and 11346.5, subdivision (a)(6), the Executive Officer has determined that the proposed regulatory action would not create costs or savings to any State agency, would not create costs or savings in federal funding to the State, would not create costs or any mandate to any local agency or school district, whether or not reimbursable by the State under Government Code, title 2, division 4, part 7 (commencing with section 17500), or other nondiscretionary cost or savings to State or local agencies.

Housing Costs (Gov. Code, § 11346.5, subd. (a)(12)):

The Executive Officer has also made the initial determination that the proposed regulatory action will not have a significant effect on housing costs.

⁹ 89 Fed. Reg. 14760 (Feb. 29, 2024).

¹⁰ U.S. EPA. Fuel Waivers.

<https://www.epa.gov/gasoline-standards/fuel-waivers>

Significant Statewide Adverse Economic Impact Directly Affecting Business, Including Ability to Compete (Gov. Code, §§ 11346.3, subd. (a), 11346.5, subd. (a)(7), 11346.5, subd. (a)(8)):

The Executive Officer has made an initial determination that the proposed regulatory action would not have a significant statewide adverse economic impact directly affecting businesses, including the ability of California businesses to compete with businesses in other states, or on representative private persons.

Results of The Economic Impact Analysis/Assessment (Gov. Code, § 11346.5, subd. (a)(10)):

On October 2, 2025, Governor Newsom signed AB 30, which authorized the immediate sale of E15 in California. Notably, AB 30 does not mandate the sale of E15, but rather allows retail sellers the voluntary option to sell E15. Should retail outlets choose to sell E15, equipment upgrades and related costs would be required, however these are voluntary costs not required or a result of either AB 30 or the Proposed Amendments. In the interest of transparency and providing the public additional information, Appendix B to the Staff Report: Initial Statement of Reasons (ISOR) supporting the Proposed Amendments provides a general analysis of potential cost estimates related to varying levels of E15 penetration in retail sales as authorized by AB 30.

Non-Major Regulation: Statement of the Results of the Economic Impact Assessment (EIA):

The creation or elimination of jobs within the State of California.

There is no anticipated impact on job creation or elimination due to the Proposed Amendments as AB 30 has already authorized the sale of E15.

The creation of new business or the elimination of existing businesses within the State of California.

There is no anticipated impact on business creation or elimination due to the Proposed Amendments as AB 30 has already authorized the sale of E15.

The expansion of businesses currently doing business within the State of California.

There is no anticipated impact on expansion of businesses due to the Proposed Amendments as AB 30 has already authorized the sale of E15.

The benefits of the regulation to the health and welfare of California residents, worker safety, and the state's environment.

There are no anticipated benefits of the regulation to the health and welfare of California residents, worker safety, and the State's environment due to the Proposed Amendments as AB 30 has already authorized the sale of E15.

Effect on Jobs/Businesses:

The Executive Officer has determined that the proposed regulatory action would not affect the creation or elimination of jobs within the State of California, the creation of new businesses or elimination of existing businesses within the State of California, or the expansion of businesses currently doing business within the State of California. A detailed assessment of any economic impact of the proposed regulatory action can be found in the Economic Impact Assessment in Chapter VIII of the ISOR.

Benefits of the Proposed Regulation:

A summary of these benefits is provided. Please refer to the “Objectives and Benefits” discussion under the Informative Digest of Proposed Action and Policy Statement Overview Pursuant to Government Code section 11346.5, subdivision (a)(3) discussion on page 4.

Cost Impacts on Representative Private Persons or Businesses (Gov. Code, § 11346.5, subd. (a)(9)):

In developing this regulatory proposal, CARB staff evaluated the potential economic impacts on representative private persons or businesses. CARB is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

Effect on Small Business (Cal. Code Regs., tit. 1, § 4, subds. (a) and (b)):

The Executive Officer has also determined under California Code of Regulations, title 1, section 4, that the proposed regulatory action would not affect small businesses as the inclusion of E15 fuel specifications within the CaRFG regulation does not affect small businesses, and flexibility to sell E15 included in the Proposed Amendments are voluntary. 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 the current E10 blend.

Consideration of Alternatives (Gov. Code, § 11346.5, subd. (a)(13)):

Before taking final action on the proposed regulatory action, the Board must determine that no reasonable alternative considered by the Board, or that has otherwise been identified and brought to the attention of the Board, would be more effective in carrying out the purpose for which the action is proposed, would be as effective and less burdensome to affected private persons than the proposed action, or would be more cost-effective to affected private persons and equally effective in implementing the statutory policy or other provisions of law. Staff considered two alternatives to the Proposed Amendments as described in Chapter IX of the ISOR and determined that no alternative considered would be more effective in carrying out the purpose of which the action is proposed.

State Implementation Plan Revision

If adopted by CARB, CARB plans to submit the proposed regulatory action to U.S. EPA for approval as a revision to the California State Implementation Plan (SIP) required by the federal Clean Air Act (CAA). The adopted regulatory action would be submitted as a SIP revision because it amends regulations intended to reduce emissions of air pollutants in order to attain and maintain the NAAQS promulgated by U.S. EPA pursuant to the CAA.

Environmental Analysis

CARB is the Lead Agency under the California Environmental Quality Act (CEQA) for the Proposed Amendments. CARB has determined that the Proposed Amendments are exempt from CEQA. A brief explanation of this determination is provided in Chapter VI of the ISOR.

Special Accommodation Request

Consistent with California Government Code section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language; and
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerks' Office at cotb@arb.ca.gov or (916) 322-5594 as soon as possible, but no later than ten business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia;
- Documentos disponibles en un formato alternativo u otro idioma; y
- Una acomodación razonable relacionados con una incapacidad.

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al cotb@arb.ca.gov o (916) 322-5594 lo más pronto posible, pero no menos de 10 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

Agency Contact Persons

Inquiries concerning the substance of the proposed regulatory action may be directed to the agency representative Patrick Houlihan, Manager, Fuels Specification Section at (279) 224-6690 or patrick.houlihan@arb.ca.gov or (designated back-up contact) Susie Chung, Staff Air Pollution Specialist, Fuels Specification Section, at (279) 842-9676 or susie.chung@arb.ca.gov.

Availability of Documents

CARB staff has prepared a Staff Report: Initial Statement of Reasons (ISOR) for the proposed regulatory action, which includes a summary of the economic and environmental impacts of the proposal. The report is entitled: Proposed Amendments to the California Reformulated Gasoline Regulations, Staff Report: Initial Statement of Reasons.

Copies of the ISOR and the full text of the proposed regulatory language, in underline and strikeout format to allow for comparison with the existing regulations, may be accessed on CARB's website listed below, on July 28, 2026. Please contact Evan Kersnar, Regulations Coordinator, at evan.kersnar@arb.ca.gov or (916) 327-6247 if you need physical copies of the documents. Pursuant to Government Code section 11346.5, subdivision (b), upon request to the aforementioned Regulations Coordinator, physical copies would be obtained from the Public Information Office, California Air Resources Board, 1001 I Street, Visitors and Environmental Services Center, First Floor, Sacramento, California, 95814.

Further, the agency representative to whom nonsubstantive inquiries concerning the proposed administrative action may be directed is Evan Kersnar, Regulations Coordinator, (916) 327-6247. The Board staff has compiled a record for this rulemaking action, which includes all the information upon which the proposal is based. This material is available for inspection upon request to the contact persons.

Hearing Procedures

The public hearing will be conducted in accordance with the California Administrative Procedure Act, Government Code, title 2, division 3, part 1, chapter 3.5 (commencing with section 11340).

Following the public hearing, the Board may take action to approve for adoption the regulatory language as originally proposed, or with non-substantial or grammatical modifications. The Board may also approve for adoption the proposed regulatory language with other modifications if the text as modified is sufficiently related to the originally proposed text that the public was adequately placed on notice and that the regulatory language as modified could result from the proposed regulatory action. If this occurs, the full regulatory text, with the modifications clearly indicated, will be made available to the public, for written comment, at least 15-days before final adoption.

The public may request a copy of the modified regulatory text from CARB's Public Information Office, Air Resources Board, 1001 I Street, Visitors and Environmental Services Center, First Floor, Sacramento, California, 95814.

Final Statement of Reasons Availability

Upon its completion, the Final Statement of Reasons (FSOR) will be available and copies may be requested from the agency contact persons in this notice, or may be accessed on CARB's website listed below.

Internet Access

This notice, the ISOR and all subsequent regulatory documents, including the FSOR, when completed, are available on CARB's website for this rulemaking at <https://ww2.arb.ca.gov/rulemaking/2026/california-reformulated-gasoline-regulations>

California Air Resources Board



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

Date: July 14, 2026

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see [CARB's website](https://ww2.arb.ca.gov) (ww2.arb.ca.gov).