Notice of Preparation

To: California Office of Planning and Research, Responsible Agencies, Trustee Agencies, and Other Interested Parties

Subject: Notice of Preparation of a Draft Substitute Environmental Document

Project Title: Light-duty Vehicle Emission Standards

Lead Agency: California Air Resources Board

Date: October 1, 2025

Review Period: October 1, 2025 to October 31, 2025

As the Lead Agency, the California Air Resources Board (CARB) will prepare a substitute environmental document (referred to as an "Environmental Impact Analysis" or "EIA") as part of the Staff Report prepared for the proposed project identified above. CARB would like to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. If the proposed project has no relevance to you or your organization, no action on your part is necessary.

Information on the project description, location, and potential environmental effects, as currently known, are contained in the attached materials, including the notice for public workshop to be held on October 21, 2025. In addition to soliciting input on the proposed project, this workshop will also serve as a CEQA scoping meeting to solicit input on scope and content of the EIA to be prepared for the proposed project. Additional information on this proposed project is available for review on the Program webpage at the following link: Advanced Clean Cars Program | California Air Resources Board

The NOP is available for review and comment for 30 days, per CEQA Guidelines (14 CCR 15082(b)). The comment period for this NOP begins October 1, 2025 and ends on October 31, 2025. Due to the limits mandated by State law, responses should be sent at the earliest possible date, but no later than 5:00 PM on October 31, 2025.

Please submit your written comments to *CaliforniaEnvironmentalQualityAct@arb.ca.gov* or via mail to Rebecca Fancher, California Air Resources Board Legal Office/CEQA Unit, P.O. Box 2815 Sacramento, CA 95812-2815. In your response, please indicate the public agency or other entity you represent, and the name and phone number of a contact person.

Date: 10/1/2025 **Signature:** Rebecca Fancher

Rebecca Fancher
Staff Air Pollution Specialist
California Air Resources Board

List of Agencies to Review

Distributed to agencies marked with an "X" below:

STATE AGENCIES	
❑ Boating & Waterways, Department of	☒ OEHHA
☒ California Highway Patrol	❑ Office of Historic Preservation
☒ CalRecycle	❑ Office of Emergency Services
☒ Caltrans	☒ Parks & Recreation, Department of
☒ Caltrans Planning	❑ Pesticide Regulation, Department of
☒ Coastal Commission	☒ Public Utilities Commission
☒ Conservation, Department of -- Oil, Gas Geothermal Resources	❑ Regional Water Quality Control Board #____
❑ Delta Protection Commission	☒ Resources Agency
☒ Energy Commission	❑SF Bay Conservation & Development Commission
☒ Fish & Wildlife, Department of	☒ State Lands Commission
☒ Food & Agriculture, Department of	☒ State Water Resources Control Board
☒ Forestry and Fire Protection, Department of	☒ Tahoe Regional Planning Agency
❑ Health Services, Department of	☒ Toxic Substances Control, Department of
☒ Housing & Community Development	☒ University of California
☒ Integrated Waste Management Board	☒ Water Resources, Department of
❑ Native American Heritage Commission	☒ Building Standards Commission
☒ California Environmental Protection Agency	☒ Department of Public Health
☒ Department of General Services	❑ Tahoe Nature Conservancy
☒ Strategic Growth Council	❑ Sierra Nevada Nature Conservancy
❑California High Speed Rail Authority	❑ Delta Conservancy
☒ Department of Conservation – Division of Land Resource Protection	☒ Other: Governor's Office of Business and Economic Development
	❑ Other:

AIR DISTRICTS	
☒ *Amador County APCD*	☒ *Monterey Bay Unified APCD*
☒ *Antelope Valley AQMD*	☒ *North Coast Unified AQMD*
☒ *Bay Area AQMD*	☒ *Northern Sierra AQMD*
☒ *Butte County AQMD*	☒ *Northern Sonoma County APCD*
☒ *Calaveras County APCD*	☒ *Placer County APCD*
☒ *Colusa County APCD*	☒ *Sacramento Metropolitan AQMD*
☒ *County of El Dorado AQMD*	☒ *San Diego County APCD*
☒ *Eastern Kern APCD*	☒ *San Joaquin Valley APCD*
☒ *Feather River AQMD*	☒ *San Luis Obispo County APCD*
☒ *Glenn County APCD*	☒ *Santa Barbara County APCD*
☒ *Great Basin Unified APCD*	☒ *Shasta County AQMD*
☒ *Imperial County APCD*	☒ *Siskiyou County APCD*
☒ *Lake County AQMD*	☒ *South Coast AQMD*
☒ *Lassen County APCD*	☒ *Tehama County APCD*
☒ *Mariposa County APCD*	☒ *Tuolumne County APCD*
☒ *Mendocino County AQMD*	☒ *Ventura County APCD*
☒ *Modoc County APCD*	☒ *Yolo-Solano AQMD*
☒ *Mojave Desert AQMD*	

OTHER INTERESTED PARTIES

PROJECT DESCRIPTION AND ENVIRONMENTAL EFFECTS

A copy of an Initial Study is not attached because CARB complies with the California Environmental Quality Act (CEQA) through its regulatory program certified by the California Secretary for Natural Resources under Public Resources Code section 21080.5 (14 CCR 15251(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 (14 CCR 15250).

The Environmental Impact Analysis (EIA) will evaluate the potential for impacts to the environment as a result of the proposed project: Light-duty Vehicle Emission Standards. The project and the nature of potential impacts that could result from the project are described below.

- **PROJECT TITLE:**

  Light-duty Vehicle Emission Standards

- **PROJECT LOCATION:**

  The project has statewide applicability.

- **PROJECT DESCRIPTION:**

The Advanced Clean Cars (ACC) I Program was first adopted by CARB in 2012, including the Low-Emission Vehicle (LEV) III Criteria Regulation, the LEV III Greenhouse Gas Regulation, and the Zero-Emission Vehicle (ZEV) Regulation. In 2022, California took another critical step to further control pollution from light- and medium-duty vehicles by adopting the ACC II regulations, which updates the ZEV regulation to require an increasing percentage of new light-duty vehicle sales be ZEVs (e.g., hydrogen fuel cell electric vehicles, battery electric vehicles, and plug-in hybrid electric vehicles), includes a suite of ZEV assurance measures to ensure that vehicles reliably and consistently meet those requirements, and increases the stringency of criteria air pollutant emissions standards (LEV IV). However, due to recent illegal federal actions to disapprove California's waiver for ACC II that is necessary to enforce the standards, CARB is developing new vehicle emissions standards to continue to reduce emissions from greenhouse gas, criteria air pollutants, and toxic air contaminants.

The main objective of these new vehicle emissions standards is to maximize greenhouse gas and criteria emission benefits from internal combustion engine vehicles while supporting wide-scale ZEV adoption and use. These new vehicle emissions standards will aim to reduce greenhouse gas emissions by lowering the fleet average standards, revising certification requirements and test procedures to better reflect real-world emissions, and sunsetting off-cycle credits. Criteria air pollutants and toxic air contaminant standards will be further tightened where necessary through establishing more stringent particulate matter standards and NMOG+NOx fleet average standards for light- and medium-duty vehicles, requiring installation of vapor recovery systems on incomplete vehicles, and ensuring that cold-start emissions are well-controlled. These standards will also include exploring additional strategies to gain real-world greenhouse gas and criteria emissions benefits. The new ZEV requirements will aim to advance the ZEV market and ensure that ZEVs are certified to be full replacement vehicles for all drivers, for both new and used markets. This includes requiring

standardized data to be maintained on the vehicle, a consumer-facing battery state of health indicator, adding ZEVs into existing service information requirements, establishing useful life and minimum warranty requirements for ZEVs, providing vehicle driving range and charging information on a window sticker, updating charging communication standards, and revising charging inlet standards.

The project is the collective set of regulatory requirements that would affect manufacturer production and design of vehicles. These regulations are analyzed as one project because the regulations are related and compliance responses by vehicle manufacturers would have a combined effect on the statewide vehicle fleet, the ways light- and medium-duty vehicles are sold and leased, and the use of alternative fuels. The project collective is necessary to provide a comprehensive review of the combined, or cumulative, effect of these regulatory requirements.

- **PROBABLE ENVIRONMENTAL EFFECTS:**

  The EIA will evaluate the potential for impacts on the environmental resource areas found in Appendix G of the CEQA Guidelines. The proposed project would have beneficial impacts related to reduction of greenhouse gas emissions and air pollution. Potential adverse impacts would be associated with the reasonably foreseeable compliance responses related to the proposed project, which may include but are not limited to: the introduction of new zero-emission and low-emitting vehicles; new electric charging and hydrogen fueling infrastructure; battery and fuel cell disposal, recycling, exchange, and second life management; increased battery and other emission control technology production; and increased mineral demand related to battery and aftertreatment systems (e.g., platinum, lithium, nickel, etc.).

  The reasonably foreseeable compliance responses associated with the proposed Light-duty Vehicle Emission Standards could potentially adversely or beneficially affect several resource areas, including but not limited to the following, which will be further evaluated in the EIA:

  - Aesthetics
  - Agricultural and Forest Resources
  - Air Quality and Odors
  - Biological Resources
  - Cultural Resources
  - Energy
  - Geology, Seismicity, and Soils
  - Greenhouse Gases
  - Hazards and Hazardous Materials
  - Hydrology and Water Quality
  - Land Use and Planning
  - Mineral Resources
  - Noise
  - Transportation and Traffic
  - Utilities and Service Systems

  Potential cumulative impacts and potential for growth inducement will be evaluated in the EIA, as well as alternatives, including the No Project Alternative.