OFFICE OF THE GOVERNOR

September 28, 2026

Chair Lauren Sanchez
California Air Resources Board

Vice Chair Siva Gunda
California Energy Commission

Director Tai Milder
Division of Petroleum Market Oversight

Secretary Karen Ross
California Department of Food and Agriculture

Via Email

Dear Chair Sanchez, Vice Chair Gunda, Director Milder, and Secretary Ross:

President Trump's war in Iran has sent gas and diesel prices soaring across the country. Families are paying more to fill their cars, farmers more to grow our food, and truckers more to get it to market. Californians are paying the price for the President's war, yet he has failed to take meaningful action to lower costs at the pump or bring it to an end. California cannot afford to wait.

As authorized by law (Health and Safety Code section 43830.5), I am therefore suspending the "summer blend" gasoline requirement that would otherwise be in place until October 31 in most parts of the State. After consulting with CARB and CEC, I have determined that "the average retail gasoline price increased substantially … within [a] 30-day period and a suspension is necessary to protect consumers in the state from extraordinary gasoline price increases," and "that suspension is prudent and unlikely to yield unintended consequences." The "regulatory control periods under Section 2262.4 of Title 13 of the California Code of Regulations, during which gasoline exceeding the Reid vapor pressure limits in Title 13, Section 2262 of the California Code of Regulations may not be sold or supplied for use in the state," are therefore suspended, effective immediately.

GOVERNOR GAVIN NEWSOM • SACRAMENTO, CA 95814 • (916) 445-2841

I direct CARB to take the steps necessary to give notice of this suspension to allow winter-blend gasoline to be manufactured, imported, distributed, and sold in California immediately. I also direct CDFA to promptly notify fuel suppliers, transporters, and retailers of these adjusted fuel-quality requirements during this early transition. This will give suppliers greater flexibility and bring price relief to drivers ahead of the normal seasonal transition.

I do not take this step lightly. California's summer gasoline requirements play an important role in protecting the air we breathe and the health of our communities. This is an extraordinary response to extraordinary prices driven by the President's endless war with Iran, and not a standing promise that the state will make an early transition whenever prices rise. I ask CARB to monitor the air quality impacts of this action and to report to the Governor's Office and the Department of Finance ahead of the Governor's January 10 budget on measures, including potential funding, to mitigate the air quality and public health impacts of this action.

Californians also deserve more information about how fuel prices are set. I direct CEC, in consultation with CARB and DPMO, to publish a regular public spot-market report for gasoline and diesel using aggregated, anonymized trading data, including a transparent process to mitigate illiquidity and volatility. A small number of spot-market trades can influence the price of far more gasoline and diesel sold across the state. Yet private price assessors such as OPIS rely on trades that market participants choose to report, while California receives a more complete account under our fuel-market transparency laws. CEC should also collect information on renewable diesel as authorized under the Petroleum Industry Information Reporting Act as amended by California's recent gas prices legislation, and consider reporting renewable diesel prices separately from petroleum diesel prices. This would ensure that California consumers see the benefit of renewable diesel—which does not come from expensive crude oil—which now makes up such a large share of California's diesel market. This is the next step in our administration's nation-leading work to bring transparency and accountability to the transportation fuel markets.

As we take these steps to ease today's Iran-war driven price spike and bring more transparency to the market, the only lasting way to protect Californians from the next price spike is to break our dependence on oil. CARB just adopted permanent specifications for E15 gasoline, and CEC and CARB are continuing their evaluation of additional fuel options under SB 237. Since I took office, California has committed approximately $6.6 billion to clean cars, trucks, and charging infrastructure. And when the Trump Administration took money away from Americans by canceling electric vehicle incentives that made clean cars even more affordable for California families, we stepped up with instant

MyFirstEV rebates and provided additional support to fund clean trucks and buses to reduce diesel dependence. We will keep doing what Washington won't: protect Californians at the pump today and give them a way out of this cycle of fossil fuel price spikes.

Sincerely,

Gavin Newsom
Governor of California