



Update on Proposed OHRV Regulatory Amendments

California Off-Highway Motor Vehicle Recreation Commission
Palmdale, California
March 1, 2019

Why Does CARB Develop Regulations?

- California has the worst air quality in the nation
- We need emission reductions to meet federal air quality standards for ozone
- State Implementation Plan (SIP) outlines compliance strategy, including significant reductions from various mobile sources



Red Sticker Project Background

- 2013 OHRV evaporative emissions control rule
 - Board directed staff to conduct assessment of Red Sticker category
- Red Sticker assessment components
 - Population evaluation
 - Emissions testing
 - Activity survey
- Stakeholder outreach



Red Sticker Program

ORIGINAL PURPOSE OF PROGRAM

Delay 1998 exhaust standards to ensure OHV availability

Ease transition to cleaner technology

Limit summertime exhaust emissions from OHVs in ozone non-attainment areas

Allow riders to practice for competitive events on public land

ASSESSMENT FINDINGS

Over 3 times as many Green Sticker models available today than in 1998

Technology has developed, but transition to Green Sticker has not occurred as anticipated

Red Sticker OHVs are operated in ozone non-attainment areas during the summer

Red Sticker OHMCs are predominately competition vehicles used for recreation



CARB Priorities For A Regulatory Proposal

1. Reduce emissions
 - Eliminate recreational use of uncontrolled vehicles
 - Realize expected emission benefits
 - Set stage for future emission reductions
2. Eliminate inconsistency with federal rules
3. Reduce enforcement burden of existing Red Sticker program
4. Reduce emissions while minimizing impact to vehicle availability
5. Accelerate development and adoption of zero-emissions OHRV

Proposal Development

- Initial proposal - May 2018
- Multiple meetings with stakeholders
 - Manufacturers
 - Dealers
 - OHV Division Staff
 - DMV
- Revised proposal - October 2018
- Further revisions based on stakeholder input



Feedback Received – Manufacturers/Dealers

- Challenges in meeting evaporative standards
- Model availability
- Incorporate ATVs, rather than just motorcycles
- Alternative certification pathways
- Exempt youth models from exhaust standards
- ZEV incentives for manufacturers
- Allow additional time for redesign cycle

Key Elements of Proposed Regulation

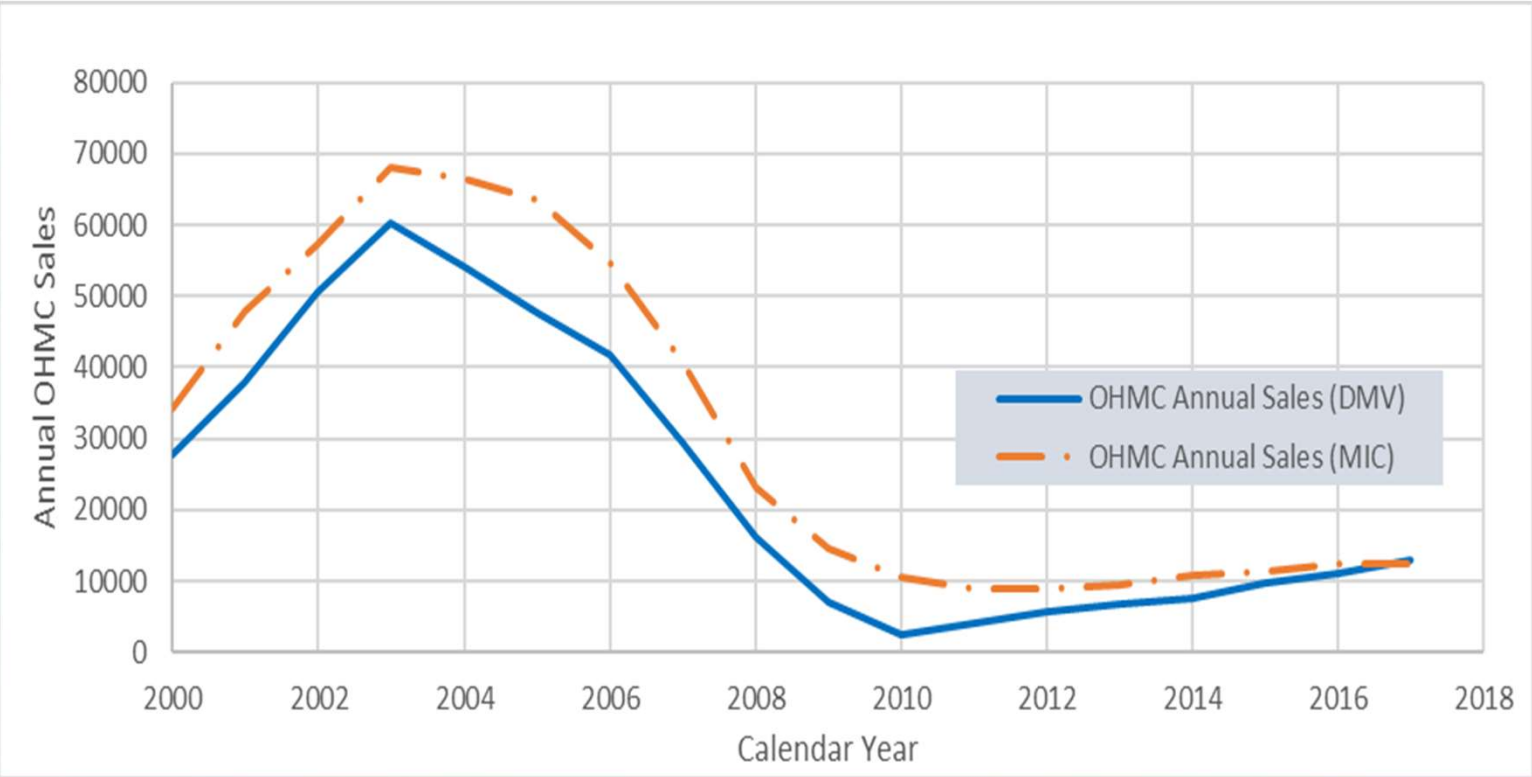
- Harmonize with U.S. EPA evaporative standards for OHMC in 2020
- End certification of new Red Sticker models starting in 2022
- Establish interim standards for Red Sticker OHMCs from 2022 - 2028
- Lift seasonal riding restrictions on January 1, 2025



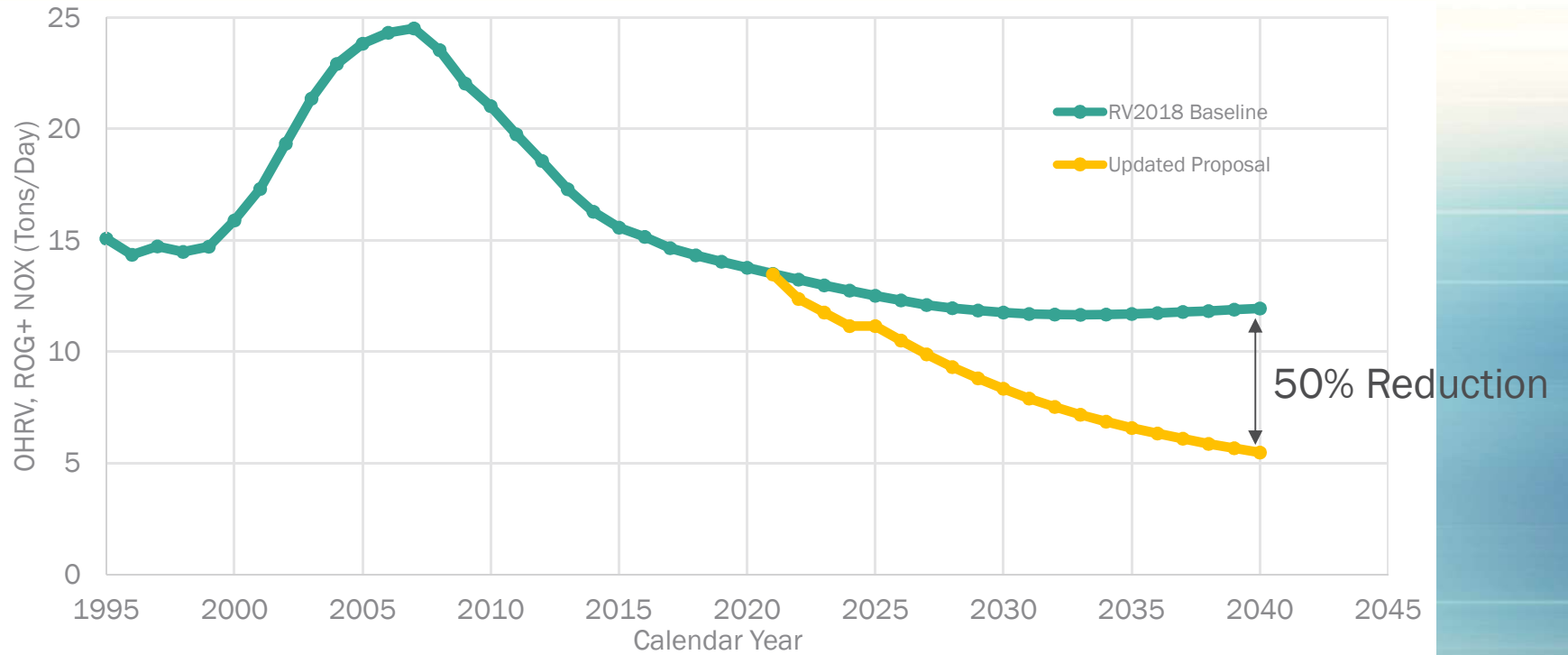
Key Updates to the Proposal

- Includes transitional evaporative standards
- Harmonizes with U.S. EPA standards for OHMC through 2027
- Flexible certification provisions
- Strengthens fleet averaging
- Zero emissions credit provisions

OHMC Annual Sales in California

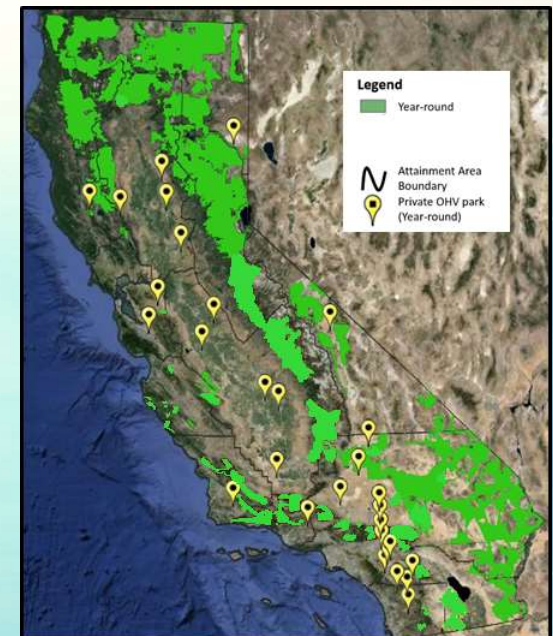


Emission Benefits



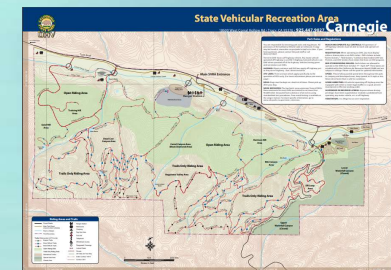
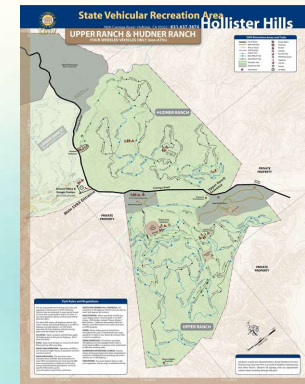
What the Proposal Will Do

- Allow green sticker OHMCs to be available in 2020
- End certification of new red sticker vehicles in 2022
- Lift seasonal riding restrictions in 2025
- Transition with 50-state standard
- Promote cleaner OHMCs in 2027+






What the Proposal will NOT do

- Remove or further restrict existing red sticker vehicles
- Eliminate future sales of competition vehicles
- Force OHMC manufacturers out of the California market

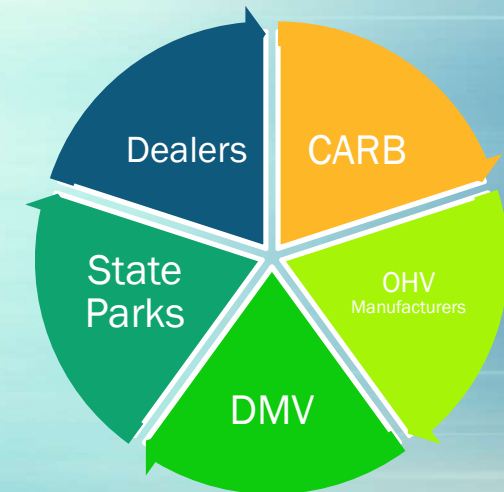


What to Expect Beyond 2022

	4-Stroke 	ATV/UTV 	2-Stroke 
2022-2027	<ul style="list-style-type: none"> U.S. EPA low perm/tank hose 	<ul style="list-style-type: none"> U.S. EPA low perm/tank hose 	<ul style="list-style-type: none"> Competition only Transfer of clean 2-stroke technology Fleet averaged Remove from California market
2028+	<ul style="list-style-type: none"> Carbon canister Additional exhaust controls 	<ul style="list-style-type: none"> 1 g/day or component-based certification 	

Need for Competition Identification

- Need to identify competition vehicles
- May require statutory changes
- CARB staff will assist as needed
- Ongoing discussion and outreach



Next Steps

- CARB staff is finalizing proposed rulemaking documents
- March 8, 2019 - 45-Day Public Comment period begins
 - Proposed regulations and all supporting documentation will be published
 - <https://www.arb.ca.gov/regact/regact.htm>
- April 25, 2019 - Board Hearing to consider amendments

Post-Rulemaking Activities

- Outreach on limited use of competition vehicles

CARB Contact Information

Regulations, Test Procedures, and Component Certification

- Scott Monday – (916) 445-9319, scott.monday@arb.ca.gov
- Scott Bacon – (916) 322-8949, scott.bacon@arb.ca.gov

