

Notice of Public Availability of Modified Text and Availability of Additional Documents and Information

Proposed Amendments to On-Road Motorcycle Emission Standards and Test Procedures and Adoption of New On- Board Diagnostics and Zero-Emission Motorcycle Requirements

Public Hearing Date: November 7, 2024
Public Availability Date: October 11, 2024
Deadline for Public Comment: October 28, 2024

Staff is proposing modified regulatory language developed in response to comments received since the Initial Statement of Reasons was released to the public on November 28, 2023. These modifications include several substantive changes to address manufacturer's concerns about the feasibility and cost effectiveness of staff's original proposal, as well as minor alterations to the proposed regulatory language to provide additional clarity to the proposal. Staff will present these proposed regulatory amendments to the Board at its November 7, 2024, public hearing for consideration for adoption.

The text of the modified regulatory language is shown in Attachments A, B, C, D, and E.

These Attachments are as follows:

Attachment A-1 – Amendments to Title 13, California Code of Regulations, sections 1958, 1958.1, 1958.2, 1958.3, 1958.4, 1958.5, 1958.6, 1958.7, 1961.2, 1976, 2036, and 2112.

Attachment A-2 and A-3 – Alternative formats of Attachment A-1.

Attachment B-1 – Amendments to “California 2029 and Subsequent Model Year Exhaust Emission Standards and Test Procedures for On-Road Motorcycles.”

Attachment B-2 – Alternative format to Attachment B-1.

Attachment C-1 – Amendments to “TP-934: Test Procedure for Determining Evaporative Emissions from Model Year 2029 and Subsequent On-Road Motorcycles.”

Attachment C-2 – Alternative format to Attachment C-1.

Attachment D-1 – Amendments to “California Evaporative Emission Standards and Test Procedures for 2001 Through 2025 Model year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles and 2001 Through 2028 Model Year Motorcycles.”

Attachment D-2 and D-3 – Alternative format to Attachment D-1.

Attachment E – Amendments to “California 2015 through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.”

Attachments A through D are the regulatory amendments proposed in the November 28, 2023, Initial Statement of Reasons, with new deletions and additions to the proposed language that are made public with this notice. Attachment E is an existing CARB test procedure that was not part of the November 28, 2023, proposal but is newly included in the rulemaking record with this notice. Amendments are shown in ~~strikethrough~~ to indicate deletions and underline to indicate additions. Alternate/complementary versions of the Attachments A through E that provide increased accessibility to view the specific proposed modifications to the text of the proposed regulation being made with these 15-Day Changes are also posted. The Attachments showing the specific proposed modifications to the text of the proposed regulation orders available for comment with this Notice are provided in the multiple formats denoted with the suffixes “X-1,” “X-2,” and “X-3.”

In the versions denoted Attachment X-1, the 45-Day Changes (proposed regulatory language as posted on November 28, 2023) are shown in “normal type.” The deletions and additions to the 45-Day Changes that comprise the 15-day Changes that are being made public and available for comment with this Notice are shown in ~~strikeout~~ to indicate deletions and underline to indicate additions.

In the versions denoted Attachment X-2, the 15-Day Changes are provided in a tracked-changes format to meet the requirement for accessible electronic documents. The 45-Day Changes are incorporated into this version as plain, clean text because they are not being made available for public comment by this Notice. The Proposed 15-day Changes are shown in tracked changes and are made public with this Notice and available for comment. To review this document in a clean format, without underline or strikeout to show changes, that shows all the proposed regulations being considered for adoption, please select “Simple Markup” or “No Markup,” or accept all changes in Microsoft Word’s Review menu. You can also change the view to the initially proposed 45-Day Changes (originally proposed regulatory text prior to these proposed modifications) by selecting “Original” or rejecting all tracked changes. Additionally, “Advanced Track Changes Options” will allow for further options regarding color and other markings.

In the versions denoted Attachment X-3, the existing, original regulatory language currently adopted into the California Code of Regulations (pre-45-Day Changes) is shown as plain, clean text, while the 45-Day Changes and the proposed 15-Day Changes are combined and shown in tracked changes. To review the net proposal in this document in a clean format (no underline or strikeout to show changes), please select “Simple Markup” or “No Markup” in Microsoft Word’s Review menu or accept all changes. You can also change the view to the original (originally proposed regulatory text prior to any proposed modifications, or 45-Day

Changes) by selecting “Original” or rejecting all tracked changes. By progressing through the changes and comparing them with the 15-Day Changes, the public can see the net and stepwise changes being proposed in relation to existing law. Please refer to the versions denoted X-1 to review the 15-Day Changes available for comment and its companion/alternate version X-2 to view an accessible version showing the 15-Day Changes.

In the Final Statement of Reasons, staff will respond to all comments received on the record during the comment periods. The Administrative Procedures Act (APA) requires that staff respond to comments received regarding all noticed changes. Therefore, staff will only address comments received during this 15-day comment period that are responsive to this notice and the changes detailed in Attachments A, B, C, D, and E.

Summary of Proposed Modifications

The following summary provides a general overview of the proposed modifications, their purpose, and the reasons for making them. This summary does not include all modifications to correct typographical or grammatical errors, changes in numbering or formatting, nor does it include all of the non-substantive revisions made to improve clarity.

1. In sections 1958, 1958.2, 1958.3, 1976, and 2112, the effective date of new standards and test procedures for motorcycles with internal combustion engines has been delayed by one year. The previous proposal would have implemented new standards from model year (MY) 2028-2030, but this is now proposed for MY 2029-2031. The delay will provide manufacturers with additional time to develop a full range of models that comply with the new standards, and to complete all testing required for certification. The one-year delay applies to new standards and test procedures for exhaust emissions, evaporative emissions, and on-board diagnostics (OBD). “2028” has been replaced with “2029” throughout the proposal to affect the one-year delay for the new standards, including various sections within the regulatory text, section titles, and test procedure titles. To sunset existing standards, “2027” has been replaced by “2028” in various sections within the regulatory text, section titles, and test procedure titles. This change is necessary because, as stated in the 45-day Notice, this item was initially scheduled to be heard by the Board in January of 2024. However, the Board Hearing was delayed by approximately 10 months, which in turn reduces the time that motorcycle manufacturers will have to develop a range of vehicles that meet the new emissions standards once the Board adopts the proposal. CARB typically allows a minimum of four years between the adoption of a new emission standard and the effective date for compliance with that new standard. A November 2024 Board Hearing and 2028 effective date would have provided only three years. Therefore, the proposed modifications for internal combustion standards and test procedures have been delayed by one model year from 2028 to 2029.
2. Subsection 1958.2(c)(1), section 1.4 of TP-934, and Part I, D, 17 of “California 2029 and Subsequent Model Year Exhaust Emission Standards and Test Procedures for On-

Road Motorcycles” are all amended to allow the use of CARB Low Emission Vehicle (LEV) III fuel for all exhaust, evaporative, and OBD testing. LEV III fuel will be an allowable option in addition to the CARB LEV IV and Euro 5 test fuels allowed under the original proposal. LEV III fuel is defined in the existing regulatory test procedure *“California 2015 through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles”* which is incorporated by reference in title 13, California Code of Regulations (CCR), section 1961.2. LEV III and LEV IV fuels are nearly identical and are not likely to impact emissions. The change from LEV III to LEV IV fuel specification was made primarily for ease of fuel analysis. LEV III fuel is currently required for evaporative emissions testing of off-highway recreational vehicles (OHRV). Several motorcycle manufacturers also manufacture OHRV, so they maintain a supply of LEV III test fuel. Allowing the optional use of LEV III test fuel could result in some cost savings for manufacturers since they may be able to use a single fuel specification for testing both OHRV and motorcycles.

3. Subsections 1958(f) and 1976(f)(1) are amended to specify that the small volume manufacturer limit for new exhaust and evaporative emission standards shall be based on a three-year rolling average of sales rather than an individual year of sales. This change will help to provide stability and prevent cases where a small manufacturer selling approximately 300 motorcycles per year in California is moved into and out of the small volume manufacturer each year as their sales fluctuate above and below the limit. This change also makes the small volume manufacturer limit for exhaust and evaporative standards the same as the exemption from OBD as specified in section 1958.2(a)(2), which is helpful for manufacturers since the software calibration for exhaust emissions controls and on-board diagnostic systems are often developed in unison.
4. New subsection 1958.2(a)(2)(E) is added to clarify that the sales numbers used to determine exemption from OBD requirements as specified in section 1958.2 should not include zero-emission motorcycles (ZEMs). It may have been unclear before whether or not sales of ZEMs would contribute to the low volume exemption sales numbers for internal combustion engine (ICE) motorcycles. This language clarifies that sales numbers for exemption determination will only include sales of ICE motorcycles, not ZEMs.
5. New subsection 1958.2(a)(2)(F) is added to clarify that ZEMs are exempt from OBD requirements. The original proposal did not require OBD for ZEMs, but CARB staff received several comments inquiring as to whether or not ZEMs would be subject to OBD requirements, and if not, it was suggested we include language stating explicitly that ZEMs are exempt from OBD requirements.

6. Subsection 1958.2(b)(2)(B)(4) includes an added definition of “closed-loop operation” that specifies it may mean stoichiometric or non-stoichiometric operation, at the manufacturers discretion. This is necessary to clarify the triggering conditions for the OBD system to detect a malfunction, when closed-loop operation is utilized by the manufacturer.
7. Language has been modified in subsection 1958.2(e)(2)(C) to provide for consistency with the European Union (EU) regulations and provide clear direction for in-use monitor performance ratio (IUMPR) data submittal. Language was removed which stated that IUMPR data should be representative of California motorcycle usage patterns and ambient temperatures. Comments received stated this language was too vague, so it has been replaced with a reference to the IUMPR data requirements specified in EU 44/2014, Annex XII, Appendix 4, sections 2.2-2.5, that more clearly describes the IUMPR data requirements.
8. New subsection 1958.2(e)(2)(F) was added to provide for an allowance of up to 18 months over the standard 12 months for IUMPR data submittal, with justification and Executive Officer approval. The EU regulation allows up to 18 months for IUMPR data submittal, and comments received suggested that the 12-month submittal timeframe initially proposed should be extended to 18 months for consistency with the EU and to provide more time to collect IUMPR data. IUMPR data may be challenging for manufacturers to collect due to difficulties with procurement of in-use vehicles with enough mileage to provide adequate data. Allowing up to 18 months for data collection could provide some relief for manufacturers that struggle to collect the required data within 12 months.
9. Subsection 1958.4(b) definition of “conductive charger inlet” has been modified to clearly describe that the charger must be capable of connecting to an external power source to the ZEM battery and exchange information between the two. The previous version did not specify that an external power source was necessary to satisfy this definition.
10. Subsection 1958.4(e)(1)(F) has been amended to specify that vehicles without a default or normal mode shall be range tested in the most commonly used mode that is not specifically designed to increase range or reduce performance. Many motorcycles come with multiple riding modes that can be selected by the rider. These modes can impact vehicle performance characteristics, which may in turn impact the certified riding range. The amended language is necessary because not all motorcycles are designed with a default or normal mode, and manufacturers need clear instructions on which riding mode to use when conducting certified riding range testing.
11. Subsections 1958.5(b)(4) and 1958.6(d) have been amended to clarify the requirements for rounding mileage when determining the ZEM riding range, calculating the resulting ZEM credits earned, and calculating annual ZEM credit obligations. This clarification serves to ensure that differences in rounding methodologies do not result in minor inconsistencies in how ZEM credits and credit obligations are calculated.

12. In subsection 1958.5(b)(2)(B), the fast charge credit bonus for Tier II ZEMs has been increased from 0.25 credits to 0.50 credits. This change was made to help reduce the discrepancy in credit amount earned between Tier II and Tier III ZEMs. Several commenters noted that the range and speed of a high-end Tier II ZEM is similar to a low-end Tier III ZEM, so the credits awarded for these two ZEM types should be more similar than previously proposed.
13. In subsection 1958.5(c)(1)(B), language has been added to quantify the levels of charge/discharge required when evaluating whether the ZEM on-board traction battery charging system meets minimum criteria for the fast charge credit bonus. The previous proposal was unclear, implying that the traction battery would need to be charged from zero percent to one hundred percent. Batteries are not typically charged to one hundred percent or discharged to zero percent during normal use, so a charge from 20% to 80% is specified since it is more representative of real world usage.
14. In subsection 1958.5(c)(2), language has been added to allow a conductive charger inlet and on-board charging system that meets direct current (DC) Charging (SAE J1772 - Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charger Coupler, revised 10-13-2017, which is incorporated by reference in section 1958.5(c)(1)(A)) to qualify for the fast charge bonus. This language is necessary to allow ZEMs that have DC fast charge, but do not meet the SAE J1772 Level 2 requirements, to still qualify for the fast charge bonus. DC fast charging system typically exceed the performance of alternating current (AC) Level 2 charging, so they should be eligible to receive the same fast charge bonus.
15. In subsections 1958.5(d)(1) and (d)(2), The Tier II multiplier is increased from 3x to 4x for years 2024-2029, and from 1.5x to 2x for MY2028-2033. The increase in multipliers for Tier II ZEMs is to make the transition between the top of Tier II ZEM class and the bottom of Tier III ZEMs smoother. Several commenters noted that the range and speed of a high-end Tier II ZEM is similar to a low-end Tier III ZEM, so the credits awarded for these two ZEM types should be more similar than previously proposed.

Additionally, the time period for early adoption ZEM credit multipliers has been extended. The first stage of early adoption multipliers is extended by two years from the previous proposal of MY2024-2027 to the revised proposal of MY2024-2029. Similarly, the second stage of early adoption multipliers is extended by one year from the previous proposal of MY2028-2030 to the revised proposal of MY2030-2033. These changes will allow manufacturers more time to develop and bring new ZEM models to the California market while still benefiting from early adoption multipliers, thereby addressing stakeholder concerns that the ZEM market may grow more slowly than staff had projected.

The changes to subsections 1958.5(d)(1) and (d)(2) will result in more credits generated per ZEM sold for MY2024-2033, helping to ensure that the number of ZEM credits available across the industry as a whole will be adequate to satisfy regulatory obligations in certain years of the program.

16. Subsection 1958.6(f) is amended to provide additional time for manufacturers to make up a ZEM credit deficit. The previous proposal allowed one MY to make up a deficit, but this has been extended to three MYs. This change is necessary to make enforcement of credit deficits in the ZEM credit program consistent with CARB's light-duty vehicle zero emission regulations,¹ which allow manufacturers up to three MYs to make up a credit deficit. The change also helps to address manufacturer's concerns about low consumer demand for ZEMs leading to a lack of ZEM credits available for compliance in the early years of the program. If a manufacturer cannot obtain the number of ZEM credits required for compliance in a given year, they would have up to three MYs to make up that deficit.
17. Subsection 1958.6(g) is amended to correct an erroneous reference to subsection 1958.6(i) rather than 1958.6(f).
18. In the test procedure "California 2029 and Subsequent Model Year Exhaust Emissions Standards and Test Procedures for On-Road Motorcycles," Part I, a new section D-18 is added to establish procedures for the Executive Officer to issue conditional certification at the request of the manufacturer. Under existing regulations, the Executive Officer may require testing, referred to as confirmatory testing, to verify the accuracy of the emissions results provided by the manufacturer in their application for certification. Current regulations specify that confirmatory testing, when required by the Executive Officer, must be completed prior to certification. In some cases, confirmatory testing results may be delayed. For example, there may be a backlog of tests scheduled for the laboratory, or there may be problems with test equipment or test vehicles. These delays in confirmatory testing result in delayed certification, which in turn delays the manufacturers' ability to introduce new vehicles into the California market. Providing for conditional certification at the manufacturer's request will help to eliminate those delays.
- New subsections D-18.1 and D-18.2 describe the manufacturer's responsibilities in the event that confirmatory testing results indicate that the vehicle does not meet applicable emission standards. In such cases, the conditional certification may be suspended and the manufacturer must stop selling subject vehicles in California. The manufacturer may also be required to recall vehicles that have already been sold, and to remedy the noncompliance at no expense to the vehicle owner. These provisions are identical to existing CARB regulations governing conditional certification of light duty vehicles. The light duty vehicle conditional certification provisions have been used by CARB for many years, and have helped to ensure timely certification while preventing the ongoing use of vehicles that are later found through confirmatory testing to not conform with applicable standards. The proposed amendments would apply this same conditional certification process to motorcycles.

¹ Title 13, California Code of Regulations, section 1962.4(h)(2)

19. In the test procedure, “TP-934 Test Procedure for Determining Evaporative Emissions from Model Year 2028 and Subsequent On-Road Motorcycles,” a change has been made to section 4.2, where language was removed that set a design requirement for ONMCs using pressure relief valves for evaporative emissions control. The proposed regulation sets a performance-based evaporative emissions standard of 1 gram per day and does not require or set prescriptive evaporative design control elements for pressure relief valves.

Changes were also made to section 4 introduction and Figure 2: Durability Flow Chart to clarify and include the use of an evaporative emissions control system that utilizes both a pressure relief valve and a carbon canister. Previously, the test procedure only specified the use of a carbon canister or pressure relief valve but not the use of both in an evaporative control system. Section 4 was also modified to remove mention of carry-over and carry-across deterioration factors, which are not utilized in this test procedure, and to correct an erroneous reference to the section describing vibration durability requirements for evaporative components.

Additionally, section 10.1(h) was modified to be harmonized with the European Union (EU) cooling fan distance requirements when the vehicle is operated on the dynamometer. As this test procedure is using the EU prescribed test drive cycle for preconditioning and testing, the fan distance should allow for the use of EU fan distance requirements for the drive cycle. Also, section 10.2.1 has been modified to provide clarification and consistency for the reference to fuel exposure. Manufacturers expressed difficulty in understanding this requirement as previously written, so the language has been made clearer.

20. In sections 1958.2(c)(1)(A), 1958.3(a)(3), and 1958.4(e), the “California 2028 and Subsequent Model Year Exhaust Emission Standards and Test Procedures for On--Road Motorcycles,” and “TP-934 Test Procedure for Determining Evaporative Emissions from Model Year 2028 and Subsequent On-Road Motorcycles,” the version of the document incorporated by reference is being updated to incorporate the most current version of the document into the California regulations and test procedures. Specifically, the incorporated by reference document “Commission Delegated Regulation No 134/2014 of 16 December 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V thereof, 02014R0134 – EN – 20.03.2018” is being replaced with the document “Commission Delegated Regulation No 134/2014 of 16 December 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V thereof, 02014R0134 – EN – 26.12.2023 — 003.001.” This change is necessary to allow harmonization with European Union regulations, thereby eliminating unnecessary cost and compliance complexity to manufacturers while providing flexibility.

In addition to the modifications described above, additional modifications correcting grammar, punctuation and spelling have been made throughout the proposed changes. These changes are nonsubstantive.

These modifications do not change implementation of the regulation in any way that affects the conclusions of the environmental analysis included in the Staff Report because the modifications consist primarily of a 1-year delay in new emission standards and test procedures, as well as clarifications that do not alter the compliance responses, so no additional environmental analysis or recirculation of the analysis is required.

Further, these modifications also do not change the emissions or cost effectiveness of the regulation in a significant way that affects the overall efficacy of the regulation. The impact on emissions projections and economic analysis are discussed in more detail in Attachment F.

Additional Regulatory Section and Test Procedure Added to this Rulemaking

As discussed in the Staff Report and its Appendix D6 for this rulemaking, the applicability of the current “California Evaporative Emission Standards and Test Procedures for 2001 through 2025 Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles and 2001 and Subsequent Model Year Motorcycles,” as it applies to motorcycles, is being sunset and replaced with a new test procedure dedicated to the control of evaporative emissions from motorcycles. (The current evaporative emission test procedure applies to passenger cars, light-duty trucks, medium-duty vehicles, and heavy-duty vehicles as well as motorcycles.)

This change to the applicability of the current evaporative emission test procedure to motorcycles necessitated a change to its title to show that it will no longer apply to “2001 and Subsequent Model Year Motorcycles.” The 45-day notice version of this document changed the title of the document to say it will only apply to “2001 through 2027 Model Year Motorcycles.” These proposed 15-day changes will modify the motorcycle applicability to “2001 through 2028 Model Year Motorcycles.”

Subsequent to the issuance of the 45-day notice documents, Staff identified one additional document that referenced the “California Evaporative Emission Standards and Test Procedures for 2001 through 2025 Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles and 2001 and Subsequent Model Year Motorcycles,” incorporated by reference in title 13, CCR, section 1976, subsection (c). This document is the “California 2015 through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” incorporated by reference in title 13, CCR, section 1961.2, subsection (d). This newly identified document only applies to passenger cars, light-duty trucks, medium-duty vehicles and is not applicable to motorcycles. So, none of the motorcycle applicability sunset changes made to the current evaporative emission test procedure affect vehicles certified using the current test procedure.

Nonetheless, it is necessary to correctly identify the title of the evaporative emission test procedures wherever it is referenced in the “California Evaporative Emission Standards and Test Procedures for 2001 through 2025 Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles and 2001 and Subsequent Model Year Motorcycles” to ensure there is clarity in identifying this test procedure. It is also necessary to

amend title 13, CCR, section 1961.2, subsection (d) to incorporate by reference the version of the “California Evaporative Emission Standards and Test Procedures for 2001 through 2025 Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles and 2001 and Subsequent Model Year Motorcycles” as amended by this rulemaking.

Additional Document(s) and Incorporated Documents Added to the Record

In the interest of completeness and in accordance with Government Code section 11347.1, subsection (a), staff has also added to the rulemaking record and invites comments on the following additional documents:

Attachment F – Supplement to Economic Impact and Emissions Assessment (an attachment to this Notice).

California Department of Finance. Demographic Research Unit. Report P-3: Population Projections, California, 2020-2060 (Baseline 2019 Population Projections; Vintage 2023 Release). Sacramento: California. March 2024.

California Department of Finance. Economic Research Unit. California Economic Forecast – Annual & Quarterly. Sacramento: California. May 2024.

California Department of Finance. Economic Research Unit. National Deflators: Calendar Year averages. Sacramento: California. May 2024.

California Department of Finance. Economic Research Unit. National Economic Forecast – Annual & Quarterly. Sacramento: California. May 2024.

CARB. Economic Analysis Spreadsheet to Support the Proposed Amendments to On-Road Motorcycle Emissions Standards. September 17, 2024.

CARB. Emissions Inventory Derivations Spreadsheet for Alternative 1 to Support the Proposed Amendments to On-Road Motorcycle Emissions Standards. September 17, 2024.

CARB. Emissions Inventory Derivations Spreadsheet for Alternative 2 to Support the Proposed Amendments to On-Road Motorcycle Emissions Standards. September 17, 2024.

CARB. Emissions Inventory Derivations Spreadsheet to Support the Proposed Amendments to On-Road Motorcycle Emissions Standards. September 17, 2024.

CARB. 2024 Population Weighted Average Utility Users Tax Spreadsheet.

CARB. (2023). Public Hearing to Consider the Proposed Amendments to On-Road Motorcycle Emission Standards and Test Procedures and Adoption of New On-Board Diagnostics and Zero-Emission Motorcycle Requirements Staff Report: Initial Statement of Reasons. November 28, 2023 (web link: <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2024/onmc/isor.pdf>).

CARB. 2024 State and Local Sales Tax Spreadsheet.

California Department of Tax and Fee Administration. 2024 Energy Resources (Electrical Energy Surcharge Rate). December 2023.

California Department of Tax and Fee Administration. 2024. Sales Tax Rates for Fuels. <https://www.cdftfa.ca.gov/taxes-and-fees/sales-tax-rates-for-fuels.htm>. Accessed July 1, 2024.

Commission Delegated Regulation (EU) 2023/2724 of 27 September 2023 amending and correcting Delegated Regulation (EU) No 134/2014 as regards certain references to Regulations of the United Nations Economic Commission for Europe (UNECE) and the availability of certain pure gases.

Legislative Analyst's Office. 2023. Frequently Asked Questions – Transportation Taxes and Fees. Last updated: October 2023. <https://lao.ca.gov/Transportation/FAQs>.

Incorporated by Reference Documents

Commission Delegated Regulation No 134/2014 of 16 December 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V thereof, 02014R0134 – EN – 26.12.2023 — 003.001.

California 2015 through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” incorporated by reference in title 13, CCR, section 1961.2.

These documents are available for inspection at the California Air Resources Board, 1001 I Street, Sacramento, California, 95814, between the hours of 9:00am to 4:00pm, Monday through Friday (excluding holidays). To inspect these documents please contact Bradley Bechtold, Regulations Coordinator, at (279) 208-7266.

Agency Contacts

Inquiries concerning the substance of the proposed regulation may be directed to Jason McPhee, P.E., Air Resource Engineer, Engineering and Regulation Development Section, at (279) 208-7023 or (designated back-up contact) Scott Bacon, Air Resource Supervisor, Engineering and Regulation Development Section, at (279) 842-9122.

Public Comments

Written comments will only be accepted on the modifications identified in this Notice. Comments may be submitted by postal mail or by electronic submittal no later than the due date to the following:

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

Electronic submittal: <https://ww2.arb.ca.gov/lispub/comm/bclist.php>

Please note that under the California Public Records Act (Gov. Code § 7920.000 et seq.), your written and verbal 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.

In order to be considered by the Executive Officer, comments must be directed to CARB in one of the two forms described above and received by CARB no later than the deadline date for public comment listed at the beginning of this notice. Only comments relating to the above-described modifications to the text of the regulations shall be considered by the Executive Officer.

If you need this document in an alternate format or another language, please contact the Clerks' Office at (916) 322-5594 or by facsimile at (916) 322-3928 no later than five (5) business days from the release date of this notice. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Si necesita este documento en un formato alternativo u otro idioma, por favor llame a la oficina del Secretario del Consejo de Recursos Atmosféricos al (916) 322-5594 o envíe un fax al (916) 322-3928 no menos de cinco (5) días laborales a partir de la fecha del lanzamiento de este aviso. Para el Servicio Telefónico de California para Personas con Problemas Auditivos, ó de teléfonos TDD pueden marcar al 711.

California Air Resources Board



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

Date: October 11, 2024

Attachments

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](http://ww2.arb.ca.gov) (ww2.arb.ca.gov).