

## Appendix A-2

### Proposed Regulation Order

### **The Proposed Amendments to the Advanced Clean Fleets and Low Carbon Fuel Standards Regulation**

Note: This version of the Proposed Regulation Order complies with Government Code section 11346.2 subdivision (a)(3). The proposed amendments are shown in underline to indicate additions and strikethrough to indicate deletions from the existing regulatory text. For ease of readability, CARB has also provided a version of the proposed amendments that can toggle between amendments in strikeout/underline and a "clean" version with amendments incorporated into the regulatory text, which can be found in Appendix A-2. Subsections with which no changes are proposed in this rulemaking are indicated with [No change] or "\*\*\*\*."

Date of Release: July 29, 2025

Date of Hearing: September 25, 2025

## Proposed Regulation Order

Title 17, California Code of Regulations

Amend Section 95486.3 of title 17, California Code of Regulations, to read as follows:

### **§ 95486.3. Generating and Calculating Credits for ZEV Fueling Infrastructure Pathways for Light- and Medium-Duty Vehicles.**

(a) ...

(2) ...

(F) The LMD-HRI refueling capacity for a LMD-HRI station is calculated using the following equation:

$$Cap_{HRI}^i = F_{LMD}^{station} \times RF_{HRI}^i$$

where:

$Cap_{HRI}^i$  is the HRI refueling capacity (kg/day) for the LMD-HRI station; and

$F_{LMD}^{station}$  is the factor applied to the station based on LMD-HRI site type:

- For a public LMD-HRI station, ~~62.5~~100%
- For a private LMD-HRI station, ~~31.5~~50%

$RF_{HRI}^i$  is the nameplate refueling capacity for the LMD-HRI station determined in subsection (E) above or 1,200 kg/day, whichever is less.