

Title 13 and 17. California Air Resources Board

Notice of Public Hearing to Consider Proposed Amendments to the Advanced Clean Fleets and Low Carbon Fuel Standard Regulations

The California Air Resources Board (CARB or Board) will conduct a public hearing at the date and time noted below to consider proposed amendments to the Advanced Clean Fleets (ACF) regulation and the Low Carbon Fuel Standard (LCFS).

Date: September 25, 2025

Time: 9:00 a.m.

In-Person Location:

California Air Resources Board
Byron Sher Auditorium
1001 I Street, Sacramento, California 95814

Remote Option:

Zoom

This public meeting may continue at 9:00 a.m., on September 26, 2025. The public agenda will be posted ten days before the September 25, 2025, Board Hearing. Please consult the public agenda for other details, including the day on which this item will be considered and how the public can participate via Zoom if they choose to be remote.

Written Comment Period and Submittal of Comments

In accordance with the Administrative Procedure Act, interested members of the public may present comments orally or in writing during the hearing and may provide comments by postal mail or by electronic submittal before the hearing. The public comment period for this regulatory action will begin on August 1, 2025. Written comments not submitted during the hearing must be submitted on or after August 1, 2025, and received **no later than** September 15, 2025. Comments submitted outside that comment period are considered untimely. CARB may, but is not required to, respond to untimely comments, including those raising significant environmental issues. The Board also encourages members of the public to bring to the attention of staff in advance of the hearing any suggestions for modification of the proposed regulatory action. Comments submitted in advance of the hearing must be addressed to one of 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 (Government Code section 7920.000 et seq.), your written and oral 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.

Additionally, the Board requests but does not require that persons who submit written comments to the Board reference the title of the proposal in their comments to facilitate review.

Authority and Reference

The ACF regulatory amendments are proposed under the authority granted in California Health and Safety Code, sections 38505, 38510, 38560, 38566, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 43013, 43018, 43100, 43101, 43102 and 43104, and section 28500 of the California Vehicle Code. This action is proposed to implement, interpret, and make specific sections 38501, 38505, 38510, 38560, 38566, 38580, 39000, 39003, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 39674, 39675, 42400, 42400.1, 42400.2, 42402.2, 42410, 43000, 43000.5, 43013, 43016, 43018, 43023, 43100, 43101, 43102, 43104, 43105, 43106, 43153, 43154, 43211, 43212, and 43214 of the Health and Safety Code; and section 28500 of the California Vehicle Code. Changes to the LCFS are proposed under the authority granted in California Health and Safety Code, sections 38510, 38530, 38560, 38560.5, 38571, 38580, 39600, 39601, 41510, 41511, and 43018; 42 U.S.C. section 7545; and *Western Oil and Gas Ass'n v. Orange County Air Pollution Control District*, 14 Cal.3d 411, 121 Cal.Rptr. 249 (1975). Reference: Sections 38501, 38510, 39515, 39516, 38571, 38580, 39000, 39001, 39002, 39003, 39515, 39516, 41510, 41511, and 43000, of the Health and Safety Code; section 25000.5, Public Resources Code; and *Western Oil and Gas Ass'n v. Orange County Air Pollution Control District*, 14 Cal.3d 411, 121 Cal.Rptr. 249 (1975).

Informative Digest of Proposed Action and Policy Statement Overview (Gov. Code, § 11346.5, subd. (a)(3))

Sections Affected:

The Board proposes to copy the relevant text set forth in California Code of Regulations (Cal. Code Regs.), title 13, section 2015 for Zero-Emission Vehicles (ZEV) Fleet Milestones Option into Cal. Code Regs., title 13, section 2013; amend the Cal. Code Regs., title 13, sections 2013, 2013.1, 2013.2, 2013.3, and 2013.4; move parts of 2013 into newly adopted sections 2013.5, 2013.6, and 2013.7; repeal Cal. Code Regs., title 13, sections 2014 and 2015; and amend Cal. Code Regs., title 17, section 95486.3.

Background and Effect of the Proposed Regulatory Action:

In October 2023, CARB adopted the ACF Regulation as another key step in CARB's decades-long history of setting increasingly stringent emission standards for mobile sources to address significant air quality and climate concerns. The ACF regulation complements CARB's adopted Advanced Clean Trucks regulation and will help ensure that harmful emissions from California's truck and bus fleets are reduced to the greatest extent feasible through the

introduction of zero-emission technologies into fleets that are well situated to embrace those technologies.

Achieving California's long-term air quality, climate, and public health goals will require zero-emission technologies everywhere feasible and near-zero-emission powered by clean, low-carbon renewable fuels everywhere else. Promoting the development and use of zero-emission trucks will contribute to the goals set by the Governor's Executive Order N-79-20 and the Sustainable Freight Action Plan and will help achieve emission reductions as outlined in the State Implementation Plan, Senate Bill (SB) 350 (de León, Stats. 2015, ch. 547), Assembly Bill (AB) 32 (Nuñez, Stats. 2006, ch. 488), SB 32 (Pavley, Stats. 2016, ch. 249), and AB 1279 (Muratsuchi, Stats. 2022, ch. 337). This effort is part of a broader strategy to increase clean, affordable transportation options such as zero-emission technologies, innovative methods to improve freight activity, and efficiency of transportation systems in California.

Subsequent to the approval of the ACF Regulation, the Legislature enacted AB 1594 (Garcia, E., Stats. 2023, ch. 585), which directs CARB to amend the ACF regulation to provide additional flexibility to most public agency utilities. Specifically, the bill requires CARB to authorize most public agency utilities to purchase replacements for traditional utility-specialized vehicles that are at the end of life when needed to maintain reliable service and respond to major foreseeable events, including severe weather, wildfires, natural disasters, and physical attacks on utility infrastructure, as specified. The bill defines "a public agency utility" to include a local publicly owned electric utility, as defined in section 224.3 of the Public Utilities Code, a community water system, as defined in section 116275 of the Health and Safety Code, a water district, as defined in section 20200 of the Water Code, and a wastewater treatment provider, as defined in section 116773.2 of the Health and Safety Code. AB 1594 also directs CARB to amend the ACF Regulation's Daily Usage Exemption to allow a public agency utility to submit a comprehensive usage report for the same vehicle class and configuration of vehicles in their fleet when applying for a Daily Usage Exemption. AB 1594 also requires CARB to define a "traditional utility-specialized vehicle" and to consult with public agency utilities to determine what criteria can be used to determine the end-of-life for traditional utility-specialized vehicles without regard to the model year of the vehicle being replaced. These statutory directives only affect fleets that are subject to the State and Local Government Agency elements of the ACF regulation.

On January 13, 2025, CARB withdrew its request for a waiver and authorization for the addition of the ACF regulation to California's emissions control program. The Trump administration had previously evidenced its opposition to California's authority to establish greenhouse gas and zero emission standards for new motor vehicles,¹ and has also stated its continued opposition to that authority.² Accordingly, in light of U.S. EPA's lack of final action on

¹ On September 27, 2019, the U.S. Environmental Protection Agency (U.S. EPA), in conjunction with the National Highway Traffic Safety Agency (NHTSA), published "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" (SAFE 1), 84 Fed. Reg. 51310 (Sept. 27, 2019) in which it withdrew a portion of the waiver it had previously granted for California's Advanced Clean Cars (ACC) program—specifically, for California's zero emission vehicle (ZEV) mandate and the greenhouse gas (GHG) emission standards within California's ACC program. In April 2022, U.S. EPA reconsidered its SAFE 1 action and rescinded its 2019 withdrawal of California's waiver. 87 Fed. Reg. 14332 (March 14, 2022).

² Donald J. Trump, [Twitter](#) (Sep. 18, 2019 11:19:24 AM EST) ("The Trump Administration is revoking California's Federal Waiver on emissions..."); Davenport, Coral, [A 'Chilling Message': Trump Critics See a Deeper Agenda in California Feud](#), N.Y. TIMES (Oct. 3, 2019); Baertlein, Lisa & Shephardson, David, [California withdraws clean truck](#)

CARB's request for waiver and authorization before the incoming administration assumed its official duties on January 20, 2025, and given the incoming administration's past and continued hostility to CARB's emissions control program, CARB determined that withdrawing its request was appropriate.

The proposed amendments would repeal parts of the ACF regulation, in title 13 of the Cal. Code Regs, that would apply to federal or private fleets: specifically the Drayage requirements in chapter 1, article 3.2, section 2014, and the High Priority and Federal Fleet requirements in chapter 1, article 3.2, section 2015.

The State and Local Government Agency (SLG) Fleet Requirements portion of the ACF Regulation would remain, subject to proposed amendments described herein. SLG fleets must still comply with the ZEV Purchase Schedule, which requires most governmental fleets to purchase at least 50% of their annual on-road medium- and heavy-duty vehicles as ZEVs beginning January 1, 2024, unless they utilize flexibility within the regulation. This compliance schedule requires vehicles to have a minimum age before becoming eligible for some of the exemptions. Alternatively, SLG fleets can elect to permanently opt-into the ZEV Milestones Option (Cal. Code Regs., tit. 13, § 2013.6). The ZEV Milestones Option allows fleets to phase ZEVs into their fleets on a gradual schedule that provides fleets considerable flexibility to decide which vehicles to purchase as ZEVs or as internal combustion engine (ICE) vehicles provided the fleet meets specified ZEV percentages at key dates. This compliance option allows for exemptions to be considered at any vehicle age.

Staff also are proposing to modify the derating factors for light-and-medium-duty hydrogen refueling infrastructure (LMD-HRI) crediting within the Low Carbon Fuel Standard (LCFS) regulation. Hydrogen refueling stations approved for hydrogen refueling infrastructure (HRI) crediting receive credits for their unused refueling capacity, in addition to credits generated for dispensing fuel to fuel cell electric vehicles (FCEV). Staff proposes to reduce the derating factor, such that LMD-HRI stations may receive HRI credits for the full nameplate capacity (up to 1,200 kilograms per day) for public stations, and 50% of the nameplate capacity for private stations. This change will provide stronger crediting support for hydrogen stations and more adequately supports development of stations that can accommodate the refueling demand of larger medium-duty hydrogen FCEV. The change will not increase the total HRI credits generated by the HRI program in aggregate, due to an existing cap on program-wide HRI crediting.

In addition, CARB may also consider other minor clarifying changes to the sections affected, or other sections within the scope of this Notice, during this rulemaking process.

Objectives and Benefits of the Proposed Regulatory Action:

Pursuant to the directives of AB 1594, the proposed amendments to the ACF regulation provide additional flexibilities for public agency utilities to purchase replacements for traditional utility-specialized vehicles that are at the end of life when needed to maintain reliable service and respond to major foreseeable events. AB 1594 also directs CARB to amend the ACF regulation's Daily Usage Exemption to allow a public agency utility to submit a comprehensive

EPA waiver request ahead of Trump inauguration, REUTERS (January 15, 2023); U.S. EPA Admin. Lee Zeldin, 00:06:21-00:06:43 (23 sec) *Statement at White House* (Feb. 13, 2025) ("Congress will have the opportunity through the Congressional Review Act to make that waiver go away."); U.S. EPA, *Trump EPA to Transmit California Waivers to Congress in Accordance with Statutory Reporting Requirements*, February 14, 2025.

usage report for the same vehicle class and configuration of vehicles in their fleet when applying for a Daily Usage Exemption, and additionally requires CARB to define a “traditional utility-specialized vehicle” and to consult with public agency utilities to determine what criteria can be used to determine the end-of-life for traditional utility-specialized vehicles without regard to the model year of the vehicle being replaced.

The proposed action would also repeal the portions of the ACF regulation that would otherwise apply to private or federal fleets. Repealing those elements subsequent to CARB’s withdrawal of its waiver and authorization request provides greater certainty to entities that they are not required to demonstrate compliance with those requirements. The proposed repeal will allow CARB to refocus its efforts to achieve emission reductions in this sector in light of U.S. EPA’s lack of final action and the current administration’s past and continued hostility to CARB’s emissions control program, and allow CARB to consider approaches that would better ensure its ability to retain elements of the ACF regulation and accordingly better preserve its emissions benefits.

Staff is also proposing additional clarifying amendments and requirements for fleets to include electric power takeoff (ePTO), which produces no criteria pollutant, precursor pollutant, or greenhouse gas exhaust emissions while the vehicle operates auxiliary equipment or accessories when they bid for replacement traditional utility-specialized vehicles under the early access provisions of AB 1594. The proposed LCFS amendments are intended to provide stronger LCFS crediting support for hydrogen stations and more adequately supports development of stations that can accommodate the refueling demand of larger medium-duty hydrogen fuel cell electric vehicles. The proposed amendments attempt to strike a balance between providing public agency utilities with the flexibility they request while continuing to make incremental progress towards reducing tailpipe emissions with the cleanest transportation technologies available.

Comparable Federal Regulations:

There is no federal regulation comparable to the ACF regulation, and there is no federal regulation comparable to these ACF amendments or requirements of AB 1594. There is no federal regulation comparable to the LCFS regulation.

An Evaluation of Inconsistency or Incompatibility with Existing State Regulations (Gov. Code, § 11346.5, subd. (a)(3)(D)):

During the process of developing the proposed regulatory action, CARB conducted a search of any similar regulations on this topic and concluded these regulations are neither inconsistent nor incompatible with existing state regulations.

Disclosure Regarding the Proposed Regulation

Fiscal Impact/Local Mandate Determination Regarding the Proposed Action (Gov. Code, § 11346.5, subds. (a)(5)&(6)):

The determinations of the Board's Executive Officer concerning the costs or savings incurred by public agencies and private persons and businesses in reasonable compliance with the proposed regulatory action are presented below.

Under Government Code sections 11346.5, subdivision (a)(5) and 11346.5, subdivision (a)(6), the Executive Officer has determined that the proposed regulatory action would not create costs or savings to any State agency, would not create costs or savings in federal funding to the State, would create costs or mandates to any local agency or school district, whether or not reimbursable by the State under Government Code, title 2, division 4, part 7 (commencing with section 17500), and would create other nondiscretionary cost or savings to local agencies.

Cost to any Local Agency or School District Requiring Reimbursement under Gov. Code section 17500 et seq.:

Pursuant to Government Code sections 11346.5, subdivision (a)(5) and 11346.5, subdivision (a)(6) this regulatory action will result in a mandate that would create costs and cost-savings to local agencies, including special districts. However, these costs are not reimbursable by the State pursuant to Section 6 of Article XIII B of the California Constitution or Government Code, title 2, division 4, part 7 (commencing with section 17500), because this action neither compels local agencies to provide new governmental functions or to increase the actual level or quality of services that they already provide the public.³ For the foregoing reasons, any costs incurred by local agencies to comply with this regulatory action are not reimbursable.⁴

Cost or Savings for State Agencies:

State government agencies are not impacted by these proposed amendments.

Other Non-Discretionary Costs or Savings on Local Agencies:

The proposed amendments would cost local governments \$31 million and save them \$14 million over the regulatory analysis period to 2029. The majority of these increased costs are associated with allowing a faster vehicle turnover which is a discretionary choice by public agency utilities.

Cost or Savings in Federal Funding to the State:

The proposed regulation is not expected to impose any costs nor savings in federal funding to the State.

Housing Costs (Gov. Code, § 11346.5, subd. (a)(12)):

The Executive Officer has also made the initial determination that the proposed regulatory action will not have a significant effect on housing costs.

Significant Statewide Adverse Economic Impact Directly Affecting Business, Including Ability to Compete (Gov. Code, §§ 11346.3, subd. (a), 11346.5, subd. (a)(7), 11346.5, subd. (a)(8)):

The Executive Officer has made an initial determination that the proposed regulatory action would not have a significant statewide adverse economic impact directly affecting businesses,

³ County of Los Angeles v. State of California, (1987) 43 Cal.3d. 46, 57-58; San Diego Unified School Dist. v. Commission on State Mandates (2004) 33 Cal.4th 859, 877.

⁴ County of Los Angeles v. State of California, 43 Cal.3d. 46, 57-58.

including the ability of California businesses to compete with businesses in other states, or on representative private persons.

Results of The Economic Impact Analysis/Assessment (Gov. Code, § 11346.5, subd. (a)(10)):

Non-Major Regulation: Statement of the Results of the Economic Impact Assessment (EIA):

The Creation or Elimination of Jobs Within the State of California:

The proposed amendments change the criteria for approving exemptions for traditional utility-specialized vehicles used in public agency utility fleets, and do not directly create or eliminate jobs. The proposed amendments allow public agency utilities to receive exemptions from the ZEV purchase requirements earlier than under the baseline, which would result in higher direct costs at the public agency utility's discretion associated with purchasing an ICE vehicle earlier. These direct costs on public agency utilities will need to be covered by available funding sources, such as incentives, or revenue increases, such that the level of services and hence jobs are not affected. Changes in spending across the economy are expected to indirectly lead to corresponding increases and decreases in jobs for industries seeing changes in traditional utility-specialized vehicle sales. To the extent public agency utility fleet costs are recouped through user rates, this may shift consumer and business spending patterns, affecting jobs in those impacted industries.

The Creation of New Business or the Elimination of Existing Businesses Within the State of California:

The proposed amendments apply to public agency utility fleets and will not directly create or eliminate businesses in California. Indirect changes in spending patterns in the economy will increase or decrease sales in different industries. There is the potential for industries to have increased sales and business creation, while industries realizing decreased sales could have businesses eliminated.

The Expansion of Businesses Currently Doing Business Within the State of California:

The proposed amendments apply to public utility fleets and will not directly expand businesses in California. As discussed above, indirect changes in spending patterns in the economy will increase sales in specific industries. Businesses in industries with increased sales may have an opportunity for expansion.

The benefits of the regulation to the health and welfare of California residents, worker safety, and the state's environment.

The proposed amendments are expected to benefit the health and welfare of California's residents and the state's environment by reducing exhaust emissions from traditional utility-specialized vehicles to the maximum extent feasible while meeting the requirements of AB 1594.

Effect on Jobs/Businesses:

The Executive Officer has determined that the proposed regulatory action would not have a significant effect on the creation or elimination of jobs within the State of California, the creation of new businesses or elimination of existing businesses within the State of California, or the expansion of businesses currently doing business within the State of California. A detailed assessment of the economic impacts of the proposed regulatory action can be found in the Economic Impact Analysis in the Initial Statement of Reasons (ISOR).

Benefits of the Proposed Regulation:

The proposed regulatory action will have minor emission reductions compared to the existing regulation after accounting for the section 100 changes already made to implement some of the changes required by AB 1594 and will have minor health benefits while providing additional flexibilities in targeted areas for Public Agency Utilities.

A summary of these benefits is provided. Please refer to “Objectives and Benefits,” under the Informative Digest of Proposed Action and Policy Statement Overview, pursuant to Government Code section 11346.5, subdivision (a)(3), discussion.

Business Report (Gov. Code, §§ 11346.5, subd. (a)(11); 11346.3, subd. (d)):

In accordance with Government Code sections 11346.5, subdivisions (a)(11) and 11346.3, subdivision (d), the Executive Officer finds the reporting requirements of the proposed regulatory action, which apply to businesses, are necessary for the health, safety, and welfare of the people of the State of California.

Cost Impacts on Representative Private Persons or Businesses (Gov. Code, § 11346.5, subd. (a)(9)):

In developing this regulatory proposal, CARB staff evaluated the potential economic impacts on representative private persons or businesses. CARB is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

Effect on Small Business (Cal. Code Regs., tit. 1, § 4, subds. (a) and (b)):

The Executive Officer has also determined under California Code of Regulations, title 1, section 4, that the proposed regulatory action would not directly affect small businesses because these are minor changes to the ACF and LCFS regulations.

Consideration of Alternatives (Gov. Code, § 11346.5, subd. (a)(13)):

Before taking final action on the proposed regulatory action, the Board must determine that no reasonable alternative considered by the Board, or that has otherwise been identified and brought to the attention of the Board, would be more effective in carrying out the purpose for which the action is proposed, would be as effective and less burdensome to affected private persons than the proposed action, or would be more cost-effective to affected private persons

and equally effective in implementing the statutory policy or other provisions of law. As explained in the Evaluation of Regulatory Alternatives chapter of the ISOR, the proposed regulations are the most effective and least burdensome means of implementing the requirements of AB 1594.

State Implementation Plan Revision

If adopted, CARB plans to submit the proposed regulatory action to the United States Environmental Protection Agency (U.S. EPA) for approval as a revision to the California State Implementation Plan (SIP) required by the federal Clean Air Act (CAA). The adopted regulatory action would be submitted as a SIP revision because it amends regulations intended to reduce emissions of air pollutants in order to attain and maintain the National Ambient Air Quality Standards promulgated by the U.S. EPA pursuant to the CAA.

Environmental Analysis

CARB, as the lead agency for the proposed amendments, has concluded that this action is exempt from CEQA, as described in Pub. Resources Code § 21080(b)(4), and it is also exempt as described in CEQA Guidelines §§ 15061(b)(3), 15301, 15307, 15308, and 15311. Even if this action did not qualify for the CEQA exemptions discussed above, the proposed action does not present any of the circumstances requiring further environmental review because there are no changes that involve new significant environmental effects, or a substantial increase in severity of previously identified significant effects, or any other circumstances requiring further environmental review beyond the Final ACF EA certified in April 2023 and the Final LCFS EIA certified in November 2024. A detailed explanation of the basis for reaching this conclusion is included in Chapter VII of the ISOR.

Special Accommodation Request

Consistent with California Government Code section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language; and
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerks' Office at cotb@arb.ca.gov or (916) 322-5594 as soon as possible, but no later than ten business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia;
- Documentos disponibles en un formato alterno u otro idioma; y
- Una acomodación razonable relacionados con una incapacidad.

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al cotb@arb.ca.gov o (916) 322-5594 lo m?s pronto posible, pero no

menos de 10 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

Agency Contact Persons

Inquiries concerning the substance of the proposed regulatory action may be directed to the agency representative Paul Arneja, Manager, In-Use Control Measures Section, at (279) 208-7342 or (designated back up contact) Molly Munz, Air Pollution Specialist, at (279) 208-7179.

Availability of Documents

CARB staff has prepared a Staff Report: Initial Statement of Reasons (ISOR) for the proposed regulatory action, which includes a summary of the economic and environmental impacts of the proposal. The report is entitled: "Public Hearing to Consider the Proposed Amendments to Advanced Clean Fleets and Low Carbon Fuel Standard Regulation, Staff Report: Initial Statement of Reasons."

Copies of the ISOR and the full text of the proposed regulatory language, in underline and strikeout format to allow for comparison with the existing regulations, may be accessed on CARB's website listed below, on July 29, 2025. Please contact Roberta Ruch, Regulations Coordinator, at Regulations@arb.ca.gov, if you need physical copies of the documents. Pursuant to Government Code section 11346.5, subdivision (b), upon request to the aforementioned Regulations Coordinator, physical copies would be obtained from the Public Information Office, California Air Resources Board, 1001 I Street, Visitors and Environmental Services Center, First Floor, Sacramento, California, 95814.

Further, the agency representative to whom nonsubstantive inquiries concerning the proposed administrative action may be directed to Regulations@arb.ca.gov. The Board staff has compiled a record for this rulemaking action, which includes all the information upon which the proposal is based. This material is available for inspection upon request to the contact persons.

Hearing Procedures

The public hearing will be conducted in accordance with the California Administrative Procedure Act, Government Code, title 2, division 3, part 1, chapter 3.5 (commencing with section 11340).

Following the public hearing, the Board may take action to approve for adoption the regulatory language as originally proposed, or with non-substantial or grammatical modifications. The Board may also approve for adoption of the proposed regulatory language with other modifications if the text as modified is sufficiently related to the originally proposed text that the public was adequately placed on notice and that the regulatory language as modified could result from the proposed regulatory action. If this occurs, the full regulatory text, with the modifications clearly indicated, will be made available to the public, for written comment, at least 15 days before final adoption.

The public may request a copy of the modified regulatory text from CARB's Public Information Office, Air Resources Board, 1001 I Street, Visitors and Environmental Services Center, First Floor, Sacramento, California, 95814.

Final Statement of Reasons Availability

Upon its completion, the Final Statement of Reasons (FSOR) will be available, and copies may be requested from the agency contact persons in this Notice or may be accessed on CARB's website listed below.

Internet Access

This Notice, the ISOR, and all subsequent regulatory documents, including the FSOR, when completed, are available on CARB's website for this rulemaking at <https://ww2.arb.ca.gov/rulemaking/2025/acfab1594>

California Air Resources Board



Steven S. Cliff, Ph.D.
Executive Officer

Date: July 15, 2025

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