

State of California
Environment Protection Agency
AIR RESOURCES BOARD

Notice of Decision

Project Title: "Optional Reduced Emission Standards for Heavy-Duty Engines"
Greenhouse Gas (GHG) Regulations for Medium- and Heavy-Duty Engines and Vehicles; Optional Reduced Emission Standards for Heavy-Duty Engines; and Amendments to the Tractor-Trailer GHG Regulation; Diesel-Fueled Commercial Motor Vehicle Idling Rule; and Heavy-Duty Hybrid-Electric Vehicles Certification Procedures.
(SCH# 2013102050)

Project Location: Statewide

Public Meeting Date: December 12, 2013; Agenda Item 13-11-1

Project Description: The new "Optional Reduced Emission Standards for Heavy-Duty Engines" is one of five separate but related regulatory actions that together will reduce GHG & NOx air emissions from medium- and heavy-duty vehicles and engines; harmonize State requirements with Federal requirements; establish new, optional provisions; and enhance enforcement and implementation of existing regulation. The five regulatory actions include: (1) Phase I Greenhouse Gas (GHG) Regulations for Medium- and Heavy-Duty Engines and Vehicles; (2) Optional Reduced Emission Standards for Heavy-Duty Engines; (3) Amendments to the Tractor-Trailer GHG Regulation; (4) Diesel-Fueled Commercial Motor Vehicle Idling Rule; and (5) Amendments to the Heavy-Duty Hybrid-Electric Vehicle Certification Procedures.

Specifically, the optional oxides of nitrogen (NOx) standards for heavy-duty vehicle engines provides a mechanism to allow heavy-duty engine manufacturers to optionally certify engines to standards more stringent than the 2010 MY standard. To encourage development of lower NOx engines and reduce emissions, the next generation of optional NOx standards would specify three optional NOx emission standards that would lower emission levels to 50 percent, 75 percent, and 90 percent below the current mandatory standard.

This notice is to advise that the California Air Resources Board (ARB or Board), as the lead agency, approved the above regulatory action on December 12, 2013.

The Board found that, on the basis of the whole record, the regulation will not result in any significant adverse impacts on the environment. ARB prepared an environmental analysis (EA) in accordance with the requirements of its certified regulatory program under CEQA (Cal. Code Regs., tit. 14, §15251, subd, (d)). The EA, included in the *Staff Report: Initial Statement of Reasons* prepared for the proposed rulemaking, concluded implementation of the regulation would not result in any significant adverse environmental impacts. Mitigation measures were not made a condition of approval, and findings and a statement of overriding considerations were not adopted for this regulatory action.

Staff prepared written responses to comments received during the 45-day comment period that raised significant environmental issues pertaining to this item. The written responses to these environmental comments are included in the *Response to Comments on the Environmental Analysis Prepared for the Proposed Optional Reduced Emission Standards for Heavy-Duty Engines* (Attachment E to Resolution 13-52). Before taking final action, the Board considered and approved written responses to these comments as required by ARB's certified regulations. (Cal. Code Regs., tit. 17. § 60007(a).)

The EA included in the Staff Report, and all other regulatory documents including the *Response to Comments on the Environmental Analysis Prepared for the Proposed Optional Reduced Emission Standards for Heavy-Duty Engines*, are available for public inspection on the ARB rulemaking webpage at: <http://www.arb.ca.gov/regact/2013/hdghg2013/hdghg2013.htm>

These documents may also be examined at:

California Air Resources Board
Attn: Board Administration and Regulatory Coordination Unit
1001 I Street
Sacramento, CA 95814

Certified: C. E. Samud
ARB CEQA Unit

Date: 10/21/14

FILED
OCT 21 2014