

State of California  
Environment Protection Agency  
AIR RESOURCES BOARD

**Notice of Decision**

**Project Title:** "Amendments to the Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Regulation (Tractor-Trailer GHG regulation)"  
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:** "Amendments to the Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Regulation (Tractor-Trailer GHG regulation)" is one of five separate but related regulatory actions that will reduce GHG and 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, these amendments will harmonize with the U. S. EPA Phase 1 GHG Regulations; clarify the requirements for tractors retrofitted with sleeper-cab compartments; temporarily exempt trailers from the requirements of the Tractor-Trailer GHG regulation for three consecutive months following the month of their manufacture; remove the requirement for owners of trailers to re-apply for an extension to the Trailer Aerodynamic Equipment Compliance (TAEC) delay every year; and clarify that the TAEC delay applies to 2010 and older trailers.

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.

No written comments received during the 45-day comment period raised any significant environmental issues pertaining to this regulatory action.

The EA included in the Staff Report, and all other regulatory documents, 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. Samish  
ARB CEQA Unit

Date: 10/21/14

**FILED**  
OCT 21 2014

Resources Agency of California