

## TITLE 13. CALIFORNIA AIR RESOURCES BOARD

### NOTICE OF PUBLIC HEARING TO CONSIDER PROPOSED AMENDMENTS TO THE LEV III CRITERIA POLLUTANT REQUIREMENTS FOR LIGHT- AND MEDIUM-DUTY VEHICLES, THE HYBRID ELECTRIC VEHICLE TEST PROCEDURES, AND THE HEAVY-DUTY OTTO-CYCLE AND HEAVY-DUTY DIESEL TEST PROCEDURES

The Air Resources Board (ARB or Board) will conduct a public hearing at the time and place noted below to consider proposed amendments to the Low-Emission Vehicle (LEV III) criteria pollutant emissions requirements for light- and medium-duty vehicles and to the hybrid electric vehicle test procedures. In addition, a number of conforming and editorial modifications to the non-methane organic gas test procedures, heavy-duty Otto-cycle test procedures, heavy-duty diesel test procedures, and Environmental Performance Label specifications are being considered.

DATE: October 23, 2014

TIME: 9:00 a.m.

PLACE: South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, California 91765

This item will be considered at a two-day meeting of the Board, which will commence at 9:00 a.m., October 23, 2014, and may continue at 8:30 a.m., on October 24, 2014. This item may not be considered until October 24, 2014. Please consult the agenda for the hearing, which will be available at least 10 days before October 23, 2014, to determine the day on which this item will be considered.

#### **INFORMATIVE DIGEST OF PROPOSED ACTION AND POLICY STATEMENT OVERVIEW PURSUANT TO GOVERNMENT CODE 11346.5(a)(3)**

**Sections Affected:** Proposed amendments to California Code of Regulations, title 13, sections 1900, 1956.8, 1961.2, 1962.2, 1965, 1976, and 1978; and to the following documents incorporated by reference therein: "California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," as last amended December 6, 2012; "California Non-Methane Organic Gas Test Procedures," as last amended December 6, 2012; "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles," as last amended December 6, 2012; "California Refueling Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles," as last amended March 22, 2012; "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines," as last amended April 18, 2013; "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model

Heavy-Duty Diesel Engines and Vehicles," as last amended April 18, 2013; "California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," as last amended May 30, 2014; and "California Environmental Performance Label Specifications for 2009 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles," as last amended March 22, 2012. Note: There is a pending ARB rulemaking that also amends the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines" and the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles"; the text proposed with this notice identifies these other pending amendments.

Proposed adoption of new "California Non-Methane Organic Gas Test Procedures for 2017 and Subsequent Model Year Vehicles," incorporated by reference in title 13, CCR, section 1961.2.

### **Documents Incorporated by Reference:**

Although there are a number of documents that are incorporated by reference in the above mentioned test procedures, only those documents that are newly incorporated by this rulemaking are noted below.

The following documents are incorporated by reference in the "California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes":

- SAE International, 2012. J1634: "Battery Electric Vehicle Energy Consumption and Range Test Procedure," as revised by SAE International in October, 2012. Copyrighted.
- SAE International, 2010. J1711: "Recommended Practice for Measuring the Exhaust Emissions and Fuel Economy of Hybrid-Electric Vehicles, Including Plug-in Hybrid Vehicles," as revised by SAE International in June, 2010. Copyrighted.

### **Background and Effect of the Proposed Rulemaking:**

#### **Overview**

In order to address the need to further reduce vehicle emissions and achieve California's goals of meeting ambient air quality standards and reducing climate changing greenhouse gas emissions (GHG), in January 2012, California developed the Advanced Clean Cars (ACC) program. The ACC program incorporates three elements that combine the control of smog-causing (criteria pollutant) emissions and GHG into a single coordinated package of requirements for model years 2015 through 2025. These three elements include: the Low-Emission Vehicle III (LEV III) regulations, the Zero-

Emission Vehicle (ZEV) regulations, and the Clean Fuels Outlet regulations. (Ultimately, the Clean Fuels Outlet regulation update was not finalized by the Board because of the passage of legislation, Assembly Bill 8 (Chap. 401, Stats 2013), which included dedicated funding for hydrogen fueling infrastructure to support the market launch of hydrogen fuel cell vehicles.)

Subsequent to the adoption of the ACC program, the U.S. Environmental Protection Agency (U.S. EPA) finalized the federal Tier 3<sup>1</sup> program designed to reduce criteria pollutants from light-duty vehicles from model year 2017 through 2025. The Tier 3 program essentially mirrors California's LEV III program in both structure and requirements and was developed in a cooperative effort with ARB. Consistent with ARB's comments on the Tier 3 program as originally proposed by U.S.EPA, staff is proposing to align with a number of features of the Tier 3 program.

Tier 3 also restructures and updates the exhaust and evaporative emission test procedures in the Code of Federal Regulations (CFR). California's test procedures extensively reference the CFR to assure that manufacturers can use the same test procedures to certify both their federal and California vehicles. Accordingly, staff is proposing to update the references to the CFR in California's test procedures.

Staff is also proposing to update the Hybrid Electric Vehicle Test Procedures to accommodate new configurations of plug-in hybrid electric vehicles, modify manufacturer reporting requirements to include additional information on advanced vehicles, revise the California Environmental Performance Label Specifications to accommodate LEV III vehicles, and update the Heavy-Duty Otto-Cycle and Heavy-Duty Diesel Test Procedures to incorporate the currently applicable versions of the CFR.

### **Current Proposal**

The proposed major modifications to the LEV III program and the Hybrid Electric Vehicle Test Procedures are identified below. In addition, a limited number of modifications are being proposed to the Heavy-Duty Engine and Vehicle test procedures to parallel the changes being proposed to the LEV III regulations. Minor modifications to the regulations are not listed here but are identified in the Staff Report.

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<sup>1</sup> Federal Register, Volume 76, No. 129 / Wednesday, July 6, 2011 / Final Rule, Environmental Protection Agency and National Highway Traffic Safety Administration, "Revisions and Additions to Motor Vehicle Fuel Economy Label." <http://www.gpo.gov/fdsys/pkg/FR-2011-07-06/pdf/2011-14291.pdf>

### ***LEV III Criteria Pollutant Exhaust Emission Regulations***

- Incorporate 40 CFR Part 1066 into the California test procedures;
- Establish an oxides of nitrogen (NO<sub>x</sub>) cap for the medium-duty vehicle LEV395, ULEV340, LEV630, and ULEV570 emission categories and sunset these categories after the 2021 model year;
- Establish LEV III non-methane organic gas (NMOG) plus NO<sub>x</sub> 150,000-mile mass emission exhaust standards that apply at high-altitude conditions for the LEV160, ULEV125, ULEV70, ULEV50, SULEV30, and SULEV20 emission categories;
- Establish a NMOG+NO<sub>x</sub> fleet average phase-in for medium-duty LEV III vehicles as an alternative to the current phase-in requirement that relies on percentages of LEV III vehicles being sold each year;
- Establish more stringent NMOG+NO<sub>x</sub> fleet average requirements for small volume manufacturers;
- Eliminate less stringent in-use supplemental federal test procedure (SFTP) NMOG+NO<sub>x</sub> standards for light-duty vehicles;
- Require LEV II vehicles included in the LEV III SFTP NMOG+NO<sub>x</sub> fleet average to certify to bins and be subject to their bin value at full-useful life;
- For fuel-flexible vehicles, require SFTP testing on all the fuels that they are designed to use;
- Require medium-duty vehicle test groups that certify to a LEV III NMOG+NO<sub>x</sub> emission category for federal test procedure (FTP) compliance to also certify to the equivalent LEV III emission category for SFTP compliance;
- Align with federal SFTP fuel enrichment limitations;
- Establish more stringent SFTP particulate matter standards for light-duty vehicles to reflect current test data;
- Clarify that exhaust emission standards that apply at 50 degrees Fahrenheit only apply at 4,000 miles;
- Clarify that Direct Ozone Reduction technology credits can only be used to demonstrate compliance with FTP exhaust emission standards;
- Clarify how the NMOG+NO<sub>x</sub> Contribution Factor for off-vehicle charge capable hybrid electric vehicles (also known as plug-in hybrid electric vehicles or PHEVs) should be calculated for LEV II vehicles and for 2018 and subsequent model year vehicles;
- Incorporate a methodology for calculating fleet average credits and debits for medium-duty vehicles including conversion of credits and debits from the current Vehicle Equivalent Credits to fleet average credits;

- Clarify that, for in-use verification testing, any vehicle tested to demonstrate compliance with FTP particulate matter standards must also be tested to demonstrate compliance with SFTP particulate matter standards;
- Clarify how to use FTP test values in place of SC03 test values in SFTP particulate matter composite value calculations for medium-duty vehicles;
- Clarify that the non-methane hydrocarbon to NMOG conversion factor for SFTP applies only to gasoline-fueled vehicles;
- Clarify that the LEV III SFTP carbon monoxide standard does not apply to LEV II vehicles or cleaner federal vehicles included in the LEV III SFTP NMOG+NOx fleet average;
- Allow ARB to participate in the selection process of the emission data vehicles chosen for LEV III PM testing by a manufacturer; and
- Exempt a federal Bin 8, Bin 85, or Bin 110 vehicle that is sold in California as an alternative to a LEV II vehicle under the Cleaner Federal Vehicle provisions from 50 degrees Fahrenheit testing requirements.

#### ***Evaporative Emission Regulations***

- Incorporate 40 CFR Part 1066 into the California test procedures;
- Adopt an effective diameter leak standard and test procedure;
- Adopt evaporative canister bleed test in-use requirements;
- Extend the carry-over period for LEV II zero-evaporative emission certified vehicles;
- Adopt evaporative emission testing provisions for vehicles equipped with an auxiliary (non-road) engine;
- Amend the alternate phase-in compliance basis; and
- Clarify fuel requirements for evaporative emission durability mileage accumulation.

#### ***Refueling Emission Regulations***

- Expand On-board Refueling Vapor Recovery applicability to include complete vehicles over 14,000 lbs. GVWR;
- Allow federal test fuel for fuel-flexible vehicles; and
- Modify the exemption criteria for diesel refueling emission testing.

#### ***Reporting Requirements***

- Require manufacturers to provide additional vehicle-specific information when reporting projected future sales of hydrogen vehicles in California that is used for infrastructure planning purposes.

- Require manufacturers to provide information on projected future sales of battery electric and plug-in hybrid electric vehicles, along with additional technical information, approximately three years prior to certification.

### ***Certification Fuel***

- Change the ethanol limit for LEV III certification gasoline to expand the overlap between the allowable ethanol limit and the allowable total oxygen content;
- Allow the use of federal Tier 3 certification gasoline as an alternative to both California LEV III certification gasoline for LEV III passenger cars, light-duty trucks, and medium-duty vehicles and to California certification gasoline for LEV II passenger cars, light-duty trucks, and medium-duty vehicles; and
- Allow the use of federal E85 certification fuel as an alternative to California LEV III E85 certification fuel for LEV III passenger cars, light-duty trucks, and medium-duty vehicles.

### ***Non-Methane Organic Gas Test Procedures***

- Split the “Non-Methane Organic Gas Test Procedure” into two separate test procedures to correspond with the incorporation of 40 CFR Part 1066 beginning with the 2017 model year.

### ***Heavy-Duty Engine and Vehicle Test Procedures***

- Update both the Heavy-Duty Otto-Cycle Test Procedures and the Heavy-Duty Diesel Test Procedures to incorporate revisions to the CFR on April 28, 2014;
- Change the allowable ethanol content for certification gasoline for 2020 and subsequent model year heavy-duty Otto-cycle engines and vehicles to expand the overlap between the allowable ethanol content and total oxygen content and to match the proposed changes to LEV III certification gasoline;
- Allow the use of Tier 3 certification gasoline as an alternative to California certification gasoline for heavy-duty Otto-cycle engines and vehicles; and
- Allow the use of federal E85 certification fuel as an alternative to California E85 certification fuel for heavy-duty engines and vehicles.

### ***Environmental Performance Label***

- Revise the Environmental Performance Label to include LEV III vehicles.

## ***Hybrid Electric Vehicle Test Procedures***

- Incorporate 40 CFR Part 1066 into the California test procedures.
- Reduce certification test burden for vehicle manufacturers by establishing more efficient emission test procedures for qualifying PHEVs.
- Clarify that the PHEV test procedures continue to require worst case operation mode for emission testing as originally adopted in 2008.
- Provide alternatives to meeting the state-of-charge (SOC) criterion that currently must be satisfied before a PHEV emission test is considered valid.

### **Objectives and Benefits of the Proposed Regulation:**

The objective of this rulemaking is to incorporate various federal Tier 3 provisions to allow manufacturers to certify both California and federal vehicles using a single set of test procedures. In addition, more stringent SFTP PM standards for light- and medium-duty vehicles will reduce the health effects and premature deaths associated with these emissions. The proposed changes will also include revisions to the hybrid electric vehicle test procedures designed to reduce the test burden and simplify testing requirements for manufacturers.

ARB held a number of meetings with representatives from the automotive industry, as well as one public workshop to engage stakeholders and obtain input on the proposed changes to the regulations and test procedures. In addition, ARB staff participated in dozens of individual meetings with vehicle manufacturers to discuss the proposed changes.

### **DETERMINATION OF INCONSISTENCY AND INCOMPATIBILITY WITH EXISTING STATE REGULATIONS**

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

### **MANDATED BY FEDERAL LAW OR REGULATIONS (if applicable)**

This regulation is not mandated by federal law or regulations.

### **COMPARABLE FEDERAL REGULATIONS**

As mentioned above, on April 28, 2014, a Final Rulemaking was issued by U.S. EPA that established the Tier 3 regulations for light-duty vehicles, beginning in the 2017 model year (see footnote 1). These Tier 3 regulations include criteria pollutant emission standards that are similar to LEV III, updated test protocols for determining compliance with emission standards, and revisions to the hybrid electric vehicle testing requirements. While these Tier 3 regulations are similar to the LEV III regulations, minor differences will remain between the two regulations if the changes proposed in this rulemaking are adopted. These differences exist to ensure achievement of the emission benefits California needs within the state.

## **AVAILABILITY OF DOCUMENTS AND AGENCY CONTACT PERSONS**

ARB 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 titled: "Proposed Amendments to the LEV III Criteria Pollutant Requirements for Light- and Medium-Duty Vehicles, the Hybrid Electric Vehicle Test Procedures, and the Heavy-Duty Otto-Cycle and Heavy-Duty Diesel Test Procedures."

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 ARB's website listed below, or may be obtained from the Public Information Office, Air Resources Board, 1001 I Street, Visitors and Environmental Services Center, First Floor, Sacramento, California, 95814, (916) 322-2990, on September 3, 2014.

### **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 ARB's website listed below.

### **Agency Contact Persons**

Inquiries concerning the substance of the proposed regulatory action may be directed to the designated agency contact persons, Ms. Sarah Carter at (626) 575-6845 or Mr. Paul Hughes at (626) 575-6977.

Further, the agency representative to whom nonsubstantive inquiries concerning the proposed administrative action may be directed is Amy Whiting, Regulations Coordinator, (916) 322-6533. 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.

### **Internet Access**

This notice, the ISOR and all subsequent regulatory documents, including the FSOR, when completed, are available on ARB's website for this rulemaking at <http://www.arb.ca.gov/regact/2014/leviii2014/leviii2014.htm>.



## **DISCLOSURES REGARDING THE PROPOSED REGULATION**

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

### **Fiscal Impact / Local Mandate**

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

### **Significant Statewide Adverse Economic Impact Directly Affecting Business, Including Ability to Compete**

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

The proposed regulatory amendments would impose minimal costs on affected parties and have minimal or no economic impacts on businesses because such parties would be subject to nearly identical requirements under federal Tier 3 regulations.

### **Cost Impacts on Representative Private Persons or Businesses**

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

### **Results of the Economic Impact Analysis/Assessment Prepared Pursuant to Government Code Sec. 11346.3(b)**

#### *Effect on Jobs/Businesses:*

The Executive Officer has determined that the proposed regulatory action would not affect 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 ISOR.

### Benefits of the Proposed Regulation:

California currently has its own regulations to control criteria pollutant emissions from passenger vehicles. Auto manufacturers do, however, demonstrate compliance with both California regulations and Federal regulations using test procedures that are substantially similar. The California test procedures incorporate sections of Part 86 of the CFR, which are modified as needed to incorporate California-specific requirements. However, U.S. EPA has recently adopted modifications to the CFR that migrate the testing requirements in Part 86 to a new Part 1066. The primary objective of the proposed amendments to the regulation is to incorporate Part 1066 into the California test procedures to enable California to retain the sections of the test procedure that currently reside in Part 86.

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 11346.5(a)(3) discussion on page 8.

### Effect on Small Business

The Executive Officer has also determined, pursuant to California Code of Regulations, title 1, section 4, that the proposed regulatory action would not affect small businesses because small businesses are not regulated parties under these regulations.

### Housing Costs

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

### Business Reports

In accordance with Government Code sections 11346.3(c) and 11346.5(a)(11), the Executive Officer has found that 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.

### Alternatives

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, or 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.

## Environmental Analysis

When the ACC Program was proposed in 2012, ARB prepared an environmental analysis (EA) under its certified regulatory program (California Code of Regulations, title 17, sections 60000 through 60008) to comply with the requirements of the California Environmental Quality Act (CEQA; Public Resources Code section 21080.5). The EA, included in Appendix B of the ISOR entitled Appendix B: Draft Environmental Analysis for the Advanced Clean Cars Program, dated December 7, 2011, determined the ACC Program could result in adverse impacts to aesthetics, air quality, noise, biological resources, cultural resources, geology/soils, hazards/hazardous materials, hydrology/water quality, traffic and utilities, however the portion of the program specific to the LEV III regulation did not find any adverse environmental impacts. Staff has determined that no additional environmental review is required for the current proposed amendments because there are no changes that involve new significant environmental effects or a substantial increase in severity of previously identified significant effects in the prior 2011 EA. The basis for reaching this conclusion is provided in Chapter VII of the ISOR.

## WRITTEN COMMENT PERIOD AND SUBMITTAL OF COMMENTS

Interested members of the public may present comments orally or in writing at 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 September 5, 2014. To be considered by the Board, written comments not physically submitted at the hearing, must be submitted on or after September 5, 2014 and received **no later than 5:00 pm on October 20, 2014**, and must be addressed to the following:

Postal mail: Clerk of the Board, Air Resources Board  
1001 I Street, Sacramento, California 95814

Electronic submittal: <http://www.arb.ca.gov/lispub/comm/bclist.php>

Please note that under the California Public Records Act (Gov. Code, § 6250 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.

ARB requests that written and email statements on this item be filed at least 10 days prior to the hearing so that ARB staff and Board members have additional time to consider each comment. The Board 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.

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**

This regulatory action is proposed under the authority granted in Health and Safety Code, sections 38501, 38510, 38560, 38562, 38580, 39010, 39500, 39600, 39601, 39667, 40000, 43006, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43200, 43806, and 44036.2, and Vehicle Code sections 27156 and 28114. This action is proposed to implement, interpret, and make specific sections 38501, 38505, 38510, 38560, 38562, 39002, 39003, 39010, 39017, 39033, 39500, 39650, 39657, 39667, 39701, 43000, 43000.5, 43009, 43009.5, 43206, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43107, 43204, 43205, 43205.5, 43210, 43211, 43212, and 43213, 43806 Health and Safety Code.

## **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 adopt the regulatory language as originally proposed, or with non-substantial or grammatical modifications. The Board may also adopt 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; in such event, the full regulatory text, with the modifications clearly indicated, will be made available to the public, for written comment, at least 15-days before it is adopted.

The public may request a copy of the modified regulatory text from ARB's Public Information Office, Air Resources Board, 1001 I Street, Visitors and Environmental Services Center, First Floor, Sacramento, California, 95814, (916) 322-2990.

## **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;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerk of the Board at (916) 322-5594 or by facsimile at (916) 322-3928 as soon as possible, but no later than 10 business days before the scheduled Board hearing.

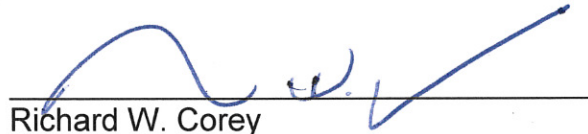
TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

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
- 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 (916) 322-5594 o envíe un fax a (916) 322-3928 lo más 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.

CALIFORNIA AIR RESOURCES BOARD



Richard W. Corey  
Executive Officer

Date: August 19, 2014

*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 our website at [www.arb.ca.gov](http://www.arb.ca.gov).*