

AUTOMATIC MAILING

A copy of this Notice, including the Informative Digest, is being sent to all persons on the Insurance Commissioner’s mailing list.

AVAILABILITY OF DOCUMENTS ON THE INTERNET

The Initial Statement of Reasons, proposed text, and this Notice of Proposed Action will be published online and may be accessed through the Department’s website at [www.insurance.ca.gov](http://www.insurance.ca.gov).

AVAILABILITY OF MODIFIED TEXT OF REGULATIONS

If the Department amends the proposed regulations with changes that are sufficiently related to the original text, the Department will make the full text of the amended regulations, with the changes clearly indicated, available to the public for at least 15 days before the date the Department adopts the amended regulations.

**TITLE 13. AIR RESOURCES BOARD**

**NOTICE OF PUBLIC HEARING TO CONSIDER PROPOSED AMENDMENTS TO THE RED STICKER PROGRAM FOR OFF-HIGHWAY RECREATIONAL VEHICLES**

The California Air Resources Board (CARB or Board) will conduct a public hearing at the time and place noted below to consider approving for adoption the proposed amendments for the red sticker program for off-highway recreational vehicles.

DATE: April 25, 2019

TIME: 9:00 a.m.

LOCATION: California Environmental Protection Agency  
California Air Resources Board  
Byron Sher Auditorium  
1001 I Street  
Sacramento, California 95814

This item will be considered at a meeting of the Board, which will commence at 9:00 a.m., April 25, 2019, and may continue at 8:30 a.m., on April 26, 2019. Please consult the agenda for the hearing, which will be

available at least ten days before April 25, 2019, to determine the day on which this item will be considered.

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 March 8, 2019. Written comments not physically submitted at the hearing must be submitted on or after March 8, 2019, and received **no later than 5:00 p.m. on April 22, 2019**. CARB requests that when possible, written and email statements be filed at least ten days before the hearing to give CARB staff and Board members additional time to consider each comment. 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:

Clerk of the Board, California 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.

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 39600, 39601, 43013, 43018, 43101, 43105, 43107, 43205.5, 43210, and 43824; and Vehicle Code sections 38020 and 38390. This action is proposed to implement, interpret, and make specific Health and Safety Code sections 43013, 43018, 43101, 43102, 43104, 43105, 43106, 43107, 43204, 43205, 43205.5, 43210, and 43824.

INFORMATIVE DIGEST OF PROPOSED ACTION  
AND POLICY STATEMENT OVERVIEW  
(GOV. CODE, § 11346.5, subd. (a)(3))

**Sections Affected:** Proposed amendments to California Code of Regulations, title 13, sections 2411, 2412, 2415, 2416, 2418, and 2419.4.

**Background and Effect of the Proposed Regulatory Action:**

While significant reductions in harmful emissions from vehicles have occurred in recent years, California needs additional reductions of reactive organic gases (ROG) and oxides of nitrogen (NOx) emissions to achieve attainment of the ozone standard in all areas of the state. Mobile sources have historically been the largest source of ROG and NOx emissions in California. As on-road mobile sources have become progressively cleaner, the emissions contribution from off-road sources, as well as mobile sources under federal and international jurisdiction (e.g., ships, locomotives, and aircraft) has become more prominent. One significant source of ROG in California is off-highway recreational vehicles (OHRV), which includes all-terrain vehicles, off-road motorcycles, and specialty off-highway vehicles.

CARB adopted the first emissions control regulations for OHRV in 1994. These regulations went into effect starting in 1997 and were technology forcing. To comply, the OHRV industry had to shift from predominantly high-emitting two-stroke engines to cleaner four-stroke engines. As the 1997 effective date approached, OHRV dealers and manufacturers expressed concern that there was not an adequate range of certified models available. To address this concern, CARB adopted the red sticker program in 1998. The red sticker program allows for the certification and sale of high-emitting OHRV with no emissions controls. The red sticker program was envisioned as a temporary program to allow additional time for the OHRV industry to develop cleaner engines. To mitigate emissions from these vehicles, their use is restricted on public lands during the summer months in areas where ozone levels exceed federal standards.

CARB amended California's OHRV regulations in 2006 and 2013 to require increasingly stringent control of evaporative emissions from OHRV. Vehicles certified under the red sticker program remained exempt from evaporative control requirements. Now, more than 20 years after the red sticker program was adopted, cleaner engine technology is readily available. However, more than half of all off-highway motorcycles sold in California are red sticker models with no emissions controls. CARB staff has found that the red sticker program's seasonal riding restrictions do not significantly

reduce emissions and that the program does not address evaporative emissions that occur during vehicle storage, which comprise the majority of emissions from OHRV.

To attain the 8-hour federal ambient air quality standard for ozone, which is both more challenging and more protective of public health than the previous standard, it is necessary to incorporate expanded off-road mobile source emissions control into California's State Strategy for the State Implementation Plan (SIP). In March 2017, the Board adopted amendments to the State Strategy, which comprises state and local air quality planning documents showing how and when California will meet ambient air quality standards (AAQS). The Revised Proposed 2016 State Strategy for SIP describes proposed commitments to achieve necessary reductions from CARB categories, including mobile sources, through a series of regulatory programs to meet federal air quality standards.

Measures in the 2016 State Strategy include the further deployment of cleaner technologies for off-road vehicles. The proposed regulatory amendments carry out the State Strategy by ending the red sticker program and therefore ending certification of OHRV with no emissions controls starting in 2022. The proposed amendments are projected to reduce ROG and NOx emissions by approximately six tons per day statewide, including ozone nonattainment areas throughout California.

**Proposed Regulatory Action:**

In summary, staff proposes the following:

- End the red sticker certification program for OHRV beginning in model year 2022;
- Lift the seasonal riding restrictions on existing red sticker OHRV starting on January 1, 2025;
- Harmonize with U.S. EPA evaporative standards for off-highway motorcycles of model years 2020 through 2026;
- Harmonize with U.S. EPA exhaust standards for off-highway motorcycles from 2022 through 2027;
- Establish cost-effective alternative requirements for controlling evaporative emissions from OHRV starting in 2020;
- Set more stringent exhaust emission control standards for ATV, off-road sport vehicles, and off-road utility vehicles from 2022;
- Amend the current emissions fleet averaging and zero emission vehicle credit provisions to provide manufacturers with flexible compliance pathways and accelerate development of zero emission OHRV; and
- Adopt more stringent California-specific emissions standards for new OHRV starting with

the 2027/28 model year to reduce emissions and help achieve California's air quality goals.

### **Objectives and Benefits of the Proposed Regulatory Action:**

The purpose of the proposed amendments is to reduce exhaust and evaporative emissions from OHRV. The proposal focuses on the highest emitting OHRV models. Specifically, the proposed amendments would end certification and thus sales of new red sticker models in the 2022 model year. Thereafter, all OHRV must be certified as meeting emissions standards or sold and used exclusively for competition use. From 2020 through 2026, California's evaporative standards for off-highway motorcycles (OHMCs) and all-terrain vehicles (ATVs) will be identical to U.S. EPA standards. To help California's OHRV dealers and manufacturers comply with these requirements, the proposal includes alternative evaporative emissions standards for OHMCs and ATVs from 2020 through 2026. Beginning in model year 2022, California's exhaust standards for OHMCs and ATVs will be at least as stringent as the U.S. EPA standards. Exhaust standards for ATVs, off-road sport vehicles, and off-road utility vehicles will slowly become more stringent until 2027. Exhaust standards for OHMCs will remain identical to U.S. EPA standards until 2027. After the 2020 through 2027 transitional period, all OHRV will be subject to California-specific standards (green sticker) that are more stringent than federal standards but are technically feasible and provide cost-effective emissions reductions. Staff has worked with OHMC manufacturers to provide sufficient time and certification flexibility to allow compliance with limited disruptions to the market.

Staff held multiple public workshops with stakeholders during the regulation development process and presented updates to the California State Parks Off-Highway Motor Vehicle Recreation Commission throughout the rule development process. The proposed regulatory action was developed with input from OHRV manufacturers to ensure that the proposal achieves cost-effective emission reductions without creating an unnecessary burden on industry.

Based on internal CARB emissions testing and an industry-wide cost survey, staff determined that this proposal will significantly reduce emissions from OHRV starting in 2022 and will be cost-effective relative to other mobile source regulations. Furthermore, the adoption of the proposed amendments will harmonize CARB's OHRV certification requirements with the U.S. EPA OHRV program that requires certification of compliant vehicles and provides an exemption for competition vehicles. ATVs and other specialty vehicles are mostly compliant with existing emissions con-

trols and ATV manufacturers stated they anticipate no additional costs to meet the more stringent proposed exhaust standards.

This proposal will require the transfer of proven evaporative and exhaust emissions control technologies from other vehicle categories to OHRV. The proposed amendments provide sufficient flexibility and time to allow OHRV manufacturers to incorporate various emissions control technologies and comply with applicable standards, reduce OHRV emissions, and help meet California's air quality goals.

The proposed regulatory action will deliver significant emission reduction benefits well into the future. Staff project a more than 50 percent reduction in California's statewide OHRV emissions in 2040 as compared to 2020. A slight increase in summertime emissions is expected in 2025 when seasonal riding restrictions are lifted for existing red sticker OHRV. However, this increase is more than offset by the reductions provided by the regulation from 2022 through 2024. Most of these reductions will be achieved by ending certification of the highest emitting OHRV starting in 2022. Further reductions will be achieved by gradually implementing tighter evaporative and exhaust standards in subsequent years, and as users' existing red sticker vehicles wear out, break down, and are taken out of active use.

The fleet emissions averaging provisions will provide manufacturers with flexibility to apply controls where they are most beneficial and cost effective, while enhancements to OHRV advanced fuel system credits will encourage the expansion of zero emission vehicle technology into the off-road sector to achieve additional future emissions reductions. Fleet averaging will be a valuable means for manufacturers to transition their currently uncontrolled vehicles to meeting applicable emissions standards. The proposed changes enhance the current fleet averaging and zero emission provisions, further helping to encourage manufacturers to develop and market zero emissions OHRV and to ensure a wide range of certified OHRV once the certification of new red sticker vehicles ends in 2022.

The expected emission reductions associated with the proposed regulation will result in indirect benefits to the health and welfare of California residents and the State's environment. The proposed amendments would reduce ROG and NOx emissions released into the atmosphere, resulting in improved air quality that will help California meet the federal 8-hour air quality standard for ozone. Additionally, the proposed amendments would result in reduced exposure to benzene, a toxic air contaminant and known carcinogen. Due to reduced fuel consumption as well as ROG emissions reductions,

staff also anticipates a small reduction in greenhouse gas emissions.

No discussion of alternatives or mitigation measures to address significant adverse environmental impacts is necessary because no significant adverse environmental impacts would result from implementation of the proposed amendments. This is because the proposed amendments propose emission standards to reduce emissions from OHRV, which would be accomplished by using already existing technologies. CARB staff anticipates benefits to the health and welfare of California residents and the State’s environment but does not anticipate any costs or benefits to worker safety.

**Comparable Federal Regulations:**

In 2002, the U.S. EPA promulgated federal regulations to control exhaust and evaporative emissions from OHRV. (40 CFR, Chapter I, Subchapter U, Part 1051 et seq.) The proposed regulatory action will harmonize California’s emissions control requirements for OHMCs with U.S. EPA requirements from 2020 through 2026 (evaporative) and 2022 through 2027 (exhaust). However, after this transitional period, all OHRV including OHMCs will be subject to California’s OHRV exhaust and evaporative emission control requirements, which are more stringent than comparable federal requirements. The proposed amendments also include more stringent evaporative diurnal requirements for OHMC than those that are federally required. These more stringent elements are technically feasible, cost effective, and provide emissions reductions that are necessary in order to address California’s unique air quality challenges.

**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, subs. (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 reason-

able 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 in federal funding to the State or costs or mandate 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), or other nondiscretionary cost or savings to State or local agencies.

The California Department of Parks and Recreation is anticipated to incur increased incremental costs for OHMCs they purchase after 2022, when the elimination of the red sticker program occurs. Based on information supplied by State Parks, annual costs to State parks are estimated to be approximately \$8,500 (i.e., \$333 price increase per OHMC x 5) beginning in the 2021–2022 fiscal year.

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

Because all major OHRV manufacturing facilities affected by the proposed regulation are located outside of California, there will only be an indirect impact on California small businesses that sell and service OHRVs. During the initial years of implementation, the increased cost of OHRV may lead to a slight drop in demand that could result in lower profits for OHRV dealers. Dealers may carry unsold stock over to the next year, possibly incurring less profit on the sale of these units. However, these impacts have been mitigated by the flexible phase-in schedule of emission controls and the ability for manufacturers to certify vehicles using fleet average emissions. The proposal harmonizes with U.S. EPA standards for OHMC from 2022 through 2026, so California’s OHRV dealers should have access to the same models for sale as their counterparts in the other 49 states. Staff projects there will be no noticeable change in employment, business creation, elimination

or expansion, or business competitiveness in California due to the proposed regulatory action.

**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 total statewide costs of this regulation over 20 years is expected to be \$72.7 million between 2022 and 2042. This figure covers OHRV manufacturers' compliance costs (incremental and capital) as well as reporting costs.

(A) The creation or elimination of jobs within the State of California.

The Executive Officer has determined that the proposed regulatory action **would not** significantly affect the creation or elimination of jobs within the State of California. On average, CARB staff estimates the manufacturer cost increase for compliance with this proposed regulation is about \$333 per OHRV, which will result in about a six percent increase for the average retail price for new OHRV. This minimal economic impact is not expected to create or eliminate jobs within California.

(B) The creation of new business or the elimination of existing businesses within the State of California.

The Executive Officer has determined that the proposed regulatory action **would not** significantly affect the creation of new businesses or elimination of existing businesses within the State of California. On average, CARB staff estimates the manufacturer cost increase for compliance with this proposed regulation is about \$333 per OHRV, which will result in about a six percent increase for the average retail price for new OHRV. This minimal economic impact is not expected to create or eliminate businesses within California.

(C) The expansion of businesses currently doing business within the State of California.

The Executive Officer has determined that the proposed regulatory action **would not** significantly affect the expansion of businesses currently doing business within the State of California. On average, CARB staff estimates the manufacturer cost increase for compliance with this proposed regulation is about \$333 per OHRV, which will result in about a six percent increase for the average retail price for new OHRV. This economic impact is not expected to expand businesses within California.

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

CARB staff anticipates benefits to the health and welfare of California residents and the State's environment but does not anticipate any costs or benefits to worker safety. The proposed amendments are expected to reduce ROG and NOx emissions by approximately six tons per day statewide upon full implementation in 2042, improving air quality in the air basins where these OHRV are operated and stored. A summary of these benefits is provided in the Economic Impact Analysis in the ISOR. Also, see page 3 of the notice under "Subarticle 2. Benefits of the Proposed Regulatory Action."

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 Initial Statement of Reasons (ISOR).

Benefits of the Proposed Regulation:

The objective of the proposed amendments is to reduce emission from OHRV by requiring all certified OHRV to comply with emissions standards. The proposal includes provisions to reduce the cost of incorporating emission controls into previously uncontrolled OHRV. Statewide ROG + NOx emissions from OHRV will decrease by about six tons per day by 2042, which benefits California's air quality and health impacts for residents affected by these emissions sources.

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 4.

**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. Reporting requirements are necessary to ensure manufacturer compliance with the proposed standard. Additionally, reporting requirements allow manufacturers to certify

vehicles using advanced fuel system credits, which will help reduce the cost of compliance and encourage the production of zero emission vehicles.

**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. ATVs and other specialty vehicles are mostly compliant with existing emissions controls and ATV manufacturers stated they anticipate no additional costs to meet the more stringent proposed exhaust standards. The cost of implementation is anticipated to be borne by OHMC manufacturers that will have to incorporate emission controls on previously uncontrolled OHMC models. This cost is expected to be passed down to the consumer and is estimated to result in an increased retail price of about \$333 per vehicle, which is approximately a 6 percent cost increase per OHRV (based on an average retail cost of \$5,711 per vehicle). A retail price increase would be less noticeable for OHRV models that can more readily absorb fixed cost increases, such as vehicles with high sales volumes or higher prices. Consumers who intend to purchase a high emitting two-stroke OHRV may find that there are no certified models available and would thus need to purchase a cleaner four-stroke model or an uncertified model for competition use only.

**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 affect small businesses. The proposed amendments directly affect only OHRV manufacturers, which are all large corporations based outside of California. The proposal may have an indirect impact on dealers — which in most cases meet the definition of small businesses — that sell and repair OHRV throughout California if models are not available for sale because the emissions standards are too stringent. It is possible that some manufacturers will choose to remove certain models from the California market or sell them strictly for competition use, which could reduce dealer sales. Staff has worked with the manufacturers to provide flexibility to allow a wide variety of models to meet the proposed emissions standards with minimal additional costs. As such, CARB staff does not anticipate a reduction in available models that affects sales. While it is difficult to predict exactly how all OHRV manufacturers will respond to the proposed amendments, the likelihood of reduced OHRV model availability is minimal given the flexible certification pathways provided for manufacturers.

**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.

CARB staff considered two alternatives: no action or imposing existing exhaust and evaporative emissions controls on all OHRVs in model year 2022 when the red sticker program ends instead of the phase-in approach in the proposed regulation. The alternatives are described in Chapter IX of the ISOR. These alternatives were evaluated, but dismissed as not being as effective, more effective, or more cost-effective than the proposed regulation in carrying out the purposes for which this action is proposed.

STATE IMPLEMENTATION PLAN REVISION

If adopted by CARB, CARB plans to submit the proposed regulatory action to the U.S. EPA for approval as a revision to the California SIP, which is 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 U.S. EPA pursuant to the CAA.

ENVIRONMENTAL ANALYSIS

In accordance with CARB’s certified regulatory program, California Code of Regulations, title 17, sections 60000 through 60008, and the California Environmental Quality Act, Public Resources Code section 21080.5, CARB has conducted an analysis of the potential for significant adverse and beneficial environmental impacts associated with the proposed regulatory action. CARB, as the lead agency under the California Environmental Quality Act (CEQA), has reviewed the proposed amendments and concluded that this is exempt pursuant to CEQA Guidelines §15308 — Actions Taken by Regulatory Agencies for Protection of the Environment. A brief explanation of the basis for reaching this conclusion is included in Chapter VI of the Initial Statement of Reasons.

### 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 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; 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 (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 Re-transmisión de Mensajes de California.

### AGENCY CONTACT PERSONS

Inquiries concerning the substance of the proposed regulatory action may be directed to the agency representative Scott Monday, Staff Air Pollution Specialist, Engineering and Regulatory Development Section, at (916) 445-9319 or (designated back-up contact) Scott Bacon, Air Resources Supervisor, Engineering and Regulatory Development Section, at (916) 322-8949.

### 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: Proposed Amendments to the Red Sticker Program for Off-Highway Recreational Vehicles.

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 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, on March 5, 2019.

Further, the agency representative to whom nonsubstantive inquiries concerning the proposed administrative action may be directed is Bradley Bechtold, 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.

### 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 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/2019/redstickeramendments>.