

State of California
California Environmental Protection Agency
AIR RESOURCES BOARD

**Supplement to the
Final Statement of Reasons for Rulemaking**

AMENDMENTS TO THE STATIONARY ZERO-EMISSION BUS REGULATION

Public Hearing Date: October 19, 2006
Agenda Item No.: 06-9-4

This Supplement to the Final Statement of Reasons (FSOR) describes, and provides reasoning for the nonsubstantive changes that the Air Resources Board (ARB or Board) has made to the Zero-Emission Bus Regulation. All of these corrections were made in response to concerns raised by the Office of Administrative Law. The ARB is submitting this supplement to the FSOR for insertion in Office of Administrative Law (OAL) File Number 07-0831-04S.

ARB has made some minor nonsubstantial changes for punctuation, grammar, and purposes of clarity. In addition, ARB provided a revised final regulation order with additional nonsubstantive changes for OAL to replace with the rulemaking package filed on August 31, 2007. The changes made do not materially alter any requirement, right responsibility, condition, prescription, or other regulatory element of any California Code of Regulations (CCR) provisions. These changes are set forth below.

- § 2023.1(b), title 13, CCR ~ Non-substantive edit made. Removed “all of” to reflect current language in the CCR.
- § 2023.3(b)(1)(C), title 13, CCR ~ Non-substantive edits made correcting punctuation and reworded the subparagraphs 5. and 6. in order to be consistent with the previous subparagraphs.
- § 2023.3(b)(2)(A) and (C), title 13, CCR ~ Non-substantive edits made.
- § 2023.4(f)(3)(B), title 13, CCR ~ Non-substantive edit made. Removed “bus down time (Scheduled and unscheduled), driver and mechanic training conducted” to reflect current language in the CCR.
- § 2023.4(f)(5) and (6), title 13, CCR ~ Made corrections to identify “staff” for clarity.

Additionally, the list of names for the 45-day comment letters needs two corrections. Doran Barnes signed the letter from Foothill Transit, not George Karbowski. Steve Heminger signed the letter from Metropolitan Transportation Commission, not Glen Tepke.