

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2024090611

Project Title: Replacement Tire Efficiency Program

Lead Agency: California Energy Commission

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Project Location: Statewide

City

County

Project Description (Proposed actions, location, and/or consequences).

Assembly Bill 844 (Nation, Chapter 645, Statutes of 2003) requires the CEC to develop and maintain a replacement tire efficiency program under Public Resources Code (PRC) sections 25770–25773. Pursuant to PRC sections 25770–25773, CEC staff designed the Replacement Tire Efficiency Program (RTEP) to ensure that replacement tires sold in California are at least as energy-efficient, on average, as original equipment tires on new passenger vehicles and light-duty trucks.

The proposed RTEP seeks to improve the energy efficiency of replacement tires through the establishment of minimum performance standards, as well as a consumer-focused efficiency rating system, for replacement tires for passenger cars and light-duty trucks sold in California. The proposed minimum standards would apply to the sale of new replacement tires starting with those manufactured on or after January 1, 2028, with a more stringent level coming into effect three years later in January 1, 2031.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The EIR does not identify any significant and unavoidable impacts for the RTEP. All impacts are identified as either "No Impact" or "Less Than Significant." CEC staff did not propose mitigation measures to reduce adverse effects because they did not identify any significant impacts.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The Draft EIR analyzes four environmental topics that were anticipated to potentially result in significant impacts, or raise issues of concern by agencies or the public. However, this Draft EIR finds that implementation of the RTEP is not expected to result in any significant adverse impacts related to solid waste, hazardous materials, air quality, or biological resources.

Solid Waste: CEC staff found no inherent trade-off between tire efficiency and wear resistance (indicative of expected tire life). Because the proposed rolling resistance coefficient (RRC) minimum performance standard (MPS) has been crafted to avoid any significant decrease in useful tire life, the RTEP is not likely to cause replacement tires to wear out more quickly and will not increase the amount of scrap tire waste. The RTEP is not likely to cause an increase in stockpiling or discarding of replacement tires that do not meet the proposed minimum efficiency and relative wet grip braking standards and will not negatively impact state efforts to manage scrap tires pursuant to the California Tire Recycling Act.

Hazardous Materials: The RTEP is not likely to cause an increase in the use of additives that do not improve the rolling resistance of tire rubber, including antiozonants like 6PPD. Because the proposed RRC MPS has been crafted with the intent of avoiding any significant increase in tread wear, the RTEP is not likely to result in an increase in the shedding of tire wear particles (TWPs) that can release harmful chemicals into the environment.

Air Quality: The RTEP is not expected to cause an increase in vehicle exhaust or tire wear emissions because the RRC MPS has been crafted to improve fuel efficiency and avoid any significant increase in tread wear.

Biological Resources: Because the proposed RRC MPS has been designed to avoid any significant increase in tread wear, the RTEP is unlikely to result in increased shedding of TWPs that can release harmful chemicals into the environment and adversely affect wildlife or habitat.

Provide a list of the responsible or trustee agencies for the project.

N/A.