



Notice of Availability and Opportunity to Comment on the Draft Environmental Impact Report for the Proposed Replacement Tire Efficiency Program (24-TIRE-01)

In accordance with California Code of Regulations, title 14, section 15087, California Energy Commission (CEC) staff has prepared this notice to announce the availability of a Draft Environmental Impact Report (EIR) for the proposed Replacement Tire Efficiency Program (RTEP). You are receiving this notice because you have been identified as either a potential responsible entity, trustee, or other interested agency, or as an interested party that has requested to be included on the project mailing list. The CEC is requesting any comments you may have on the information and analysis contained in the Draft EIR.

The project consists of a program and regulations designed to ensure that replacement tires sold in California are, on average, at least as energy efficient as the tires sold as original equipment on passenger cars and light-duty trucks. The RTEP regulations would be applicable to the entire state of California.

The Draft EIR describes the proposed RTEP and evaluates the potential for significant environmental impacts associated with its implementation. The Draft EIR analyzes project alternatives in addition to a "No Project" alternative. Pursuant to the California Environmental Quality Act (CEQA), the Draft EIR includes sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

The Draft EIR was released for public review on April 24, 2026. The Draft EIR will be available on the CEC's webpage for the project, as listed below in this notice. Comments on the Draft EIR will be received for a period commencing on April 24, 2026, and ending at 5:00 P.M. on June 9, 2026.

PROJECT DESCRIPTION AND LOCATION

Assembly Bill (AB) 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 RTEP to ensure that replacement tires sold in California are at least as energy-efficient, on average, as original equipment (OE) tires on new passenger vehicles and light-duty trucks. PRC sections 25770–25773 direct the CEC to do the following:

- Develop a database of the energy efficiency of a representative sample of replacement tires sold in the state, based on test procedures adopted by the CEC.
- Develop a rating system for the energy efficiency of replacement tires sold in the state that will enable consumers to make more informed decisions when purchasing tires for their vehicles.
- Develop requirements for tire manufacturers to report to the CEC the energy efficiency of replacement tires sold in the state.
- Develop and adopt minimum energy efficiency standards for replacement tires that are technically feasible and cost effective, do not adversely affect tire safety, do not adversely affect the average life of replacement tires, and do not adversely affect state efforts to manage scrap tires.

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, and to the extent possible ensure that they are at least as energy-efficient as the original equipment tires equipped on new vehicles. 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 (referred to as Phase I and Phase II, respectively). Note that these implementation dates do not impact the review of potential adverse environmental impacts from the regulation but are noted here for completeness. The implementation dates do impact potential savings from the regulation, as the size of the forecasted vehicle fleet varies from year to year.

CEC staff differentiate the proposed rolling resistance minimum performance standards by tire-product class, reflecting the different performance attributes of different tires. Chapter 2 of the Draft EIR provides a full description of the proposed RTEP.

Tires have a significant impact on the fuel economy of a vehicle because tire revolutions convert energy to heat, and that conversion affects the amount of fuel a vehicle will use. The rolling process that causes the heat conversion is measurable and is referred to as "rolling resistance." Rolling resistance affects the effort required to keep a given tire rolling. Effectively, the tire consumes a portion of the power transmitted to the wheels, leaving less energy available for moving the vehicle forward. The lower the rolling resistance, the less energy a vehicle uses to move the car forward. Therefore, a low-rolling-resistant tire is more energy efficient than a tire with higher rolling resistance.

The Draft EIR evaluates the potential environmental impacts of the proposed RTEP, which will be implemented via rulemaking, and has been prepared in accordance with CEQA and the State CEQA Guidelines. The CEC is the CEQA lead agency responsible for the preparation of this EIR and will ultimately decide whether to approve the RTEP.

ANTICIPATED ENVIRONMENTAL EFFECTS

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

Most categories of potential impact were eliminated from detailed analysis in the Draft EIR because the RTEP does not have the potential to produce impacts related to those impact categories. Appendix A of the Draft EIR uses the questions from Appendix G of the State CEQA Guidelines to provide the reasons the project would not result in environmental impacts for each of these impact categories.

CEQA focuses on a project’s adverse effects on the environment and does not require an evaluation of a project’s beneficial effects. However, because the RTEP, if approved, would provide several noteworthy benefits, the beneficial environmental effects of the program are summarized in Draft EIR Section 3.5, *Environmental Benefits*.

Although no significant impacts were ultimately identified, the Draft EIR analyzed four resource/issue areas for which CEC staff considered that a potential existed for significant impacts. The impact conclusions for those resource/issue areas are analyzed in detail in Chapter 3 of the Draft EIR and summarized below.

Utilities and Service Systems: Solid Waste

CEC staff does not expect the RTEP to have any significant direct or indirect effects related to solid waste facilities because the proposed RTEP regulations would not result in foreseeable impacts to the waste tire stream in California. Since the RTEP is not expected to increase the amount of waste tire tonnage, no expansion of an existing waste tire facility or construction of a new facility would be needed. For these same reasons, the RTEP is not expected to contribute to cumulative effects related to waste tire streams or facilities. The RTEP also would not conflict with or violate any existing federal, state, or local statutes and regulations related to solid waste. The regulations would comply with the California Tire Recycling Act of 1990 and the stipulations of PRC sections 25770–25773. Therefore, CEC staff concluded that solid waste impacts would be less than significant.

Hazardous Materials

Since the proposed standards are based on performance criteria rather than prescriptive requirements, manufacturers are free to pick from a range of strategies to improve tire efficiency. While it is not known exactly which strategies manufacturers will choose to reduce the rolling resistance of replacement tires, CEC staff do not expect the RTEP to cause modifications of tire rubber in ways that would significantly increase the amounts of hazardous substances in tires. In particular, CEC staff have concluded that it is not reasonable to expect the RTEP to cause an increase in the use of additives that do not

improve the rolling resistance of tire rubber. This includes the use of antiozonants (e.g., 6PPD) and antioxidants as they do not improve the rolling resistance of tires. The RTEP standards are designed with the intent of avoiding any significant increase in tread wear that would reduce the average life of replacement tires. If the intent of the standards is realized in this regard, the RTEP would not result in an increase in the shedding of tread wear particles (TWPs) that can release harmful chemicals into the environment. For these reasons, CEC staff have concluded that the implementation of the RTEP would not substantially increase any hazards to the public or the environment associated with the routine transport, use, or disposal of replacement tires. Therefore, impacts would be less than significant.

Air Quality

CEC staff do not expect the RTEP to cause an increase in vehicle exhaust or tire-wear-related emissions. CEC staff designed the RTEP standards with the intent of improving fuel efficiency and avoiding any significant increase in tread wear. For these reasons, CEC staff have concluded that the implementation of the RTEP is not likely to result in a substantial increase in motor vehicle exhaust or tire-wear-related emissions. Therefore, air quality impacts would be less than significant.

Biological Resources

CEC staff have concluded that the implementation of the RTEP would not result in any significant impacts on biological resources that can be identified at this time. It is possible that tire manufacturers will develop modified rubber compounds that help reduce the rolling resistance of replacement tires; however, the exact nature of such changes cannot be predicted with reasonable specificity and will likely vary among manufacturers. CEC staff designed the RTEP to avoid any significant increase in tread wear that would reduce the average life of replacement tires. If the intent of the standards is realized in this regard, CEC staff do not expect the RTEP to result in increases of shedding of TWPs that can release harmful chemicals into the environment and potentially have an adverse effect on wildlife or habitat. Therefore, impacts on biological resources are expected to be less than significant.

PUBLIC REVIEW PROCESS

The purpose of this Notice of Availability is to provide public notice of the availability of the Draft EIR, consistent with the Public Resources Code section 21092 and State CEQA Guidelines (California Code of Regulations, title 14, section 15087). The Draft EIR is being circulated for review and comment by state agencies via the California State Clearinghouse and via direct mail to federal, regional, and local agencies (including county clerks), as well as organizations and individuals who have requested notification.

In accordance with Public Resources Code section 25545.7.6(b), the CEC has scheduled a public review period for the Draft EIR ending on June 9, 2026.

Access to the Draft EIR and other project information/reports will be available electronically through the CEC's project docket website at:

<https://www.energy.ca.gov/proceeding/replacement-tire-efficiency-program-proceeding>

The Draft EIR can also be accessed at the State Clearinghouse through the CEQANet Database at: <https://ceqanet.opr.ca.gov/>.

Comments on the Draft EIR may be submitted electronically. To use CEC's electronic commenting feature, go to CEC's [proceeding webpage for this proceeding](#), click on the "Submit Comment (24-TIRE-01)" link, and follow the instructions in the online form.

<https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=24-TIRE-01>

You can connect to the comment submission page using the QR code below.



Once filed, the comments will become part of the proceeding's public record.

If you have any questions or need additional information on how to participate in CEC's review of the proposed project, please contact the Fuels and Transportation Division by email at FTD@energy.ca.gov.