



California Regulatory Notice Register

REGISTER 2018, NO. 14-Z

PUBLISHED WEEKLY BY THE OFFICE OF ADMINISTRATIVE LAW

APRIL 6, 2018

PROPOSED ACTION ON REGULATIONS

TITLE 2. FAIR POLITICAL PRACTICES COMMISSION

Conflict-of-Interest Code — Notice File No. Z2018-0327-02 541

Amendment

State Agency: State Lands Commission

TITLE 2. STATE LANDS COMMISSION

Marine Terminal Physical Security — Notice File No. Z2018-0326-03 542

TITLE 4. CALIFORNIA HORSE RACING BOARD

Beneficiaries, Welfare Programs and Activities — Notice File No. Z2018-0326-05 545

TITLE 13. AIR RESOURCES BOARD

Heavy-Duty Vehicle Inspection Program (HDVIP) and Periodic Smoke Inspection Program (PSIP)

Regulation — Notice File No. Z2018-0320-04 548

TITLE 15. BOARD OF STATE AND COMMUNITY CORRECTIONS

Minimum Standards for Juvenile Facilities — Notice File No. Z2018-0327-01 559

TITLE 17. AIR RESOURCES BOARD

Consumer Products Regulation — Notice File No. Z2018-0320-03 561

TITLE 17. CALIFORNIA INSTITUTE FOR REGENERATIVE MEDICINE

Conflict-of-Interest Code — Notice File No. Z2018-0326-04 566

TITLE 22. CALIFORNIA UNEMPLOYMENT INSURANCE APPEALS BOARD

Conflict-of-Interest Code — Notice File No. Z2018-0321-04 567

TITLE 22. EMERGENCY MEDICAL SERVICES AUTHORITY

Stroke Critical Care System — Notice File No. Z2018-0326-01 567

TITLE 22. EMERGENCY MEDICAL SERVICES AUTHORITY

ST Elevation Myocardial Infarction (STEMI) Critical Care — Notice File No. Z2018-0326-02 570

(Continued on next page)

***Time-Dated
Material***

TITLE 22. OFFICE OF STATEWIDE HEALTH PLANNING AND DEVELOPMENT
Proposed Revisions of Outcomes Reporting Program (CCORP) Data Elements —
Notice File No. Z2018–0327–08 572

GENERAL PUBLIC INTEREST

DEPARTMENT OF FISH AND WILDLIFE
California Endangered Species Act (CESA) Consistency Determination Request for Oroville
Wildlife Area Flood Stage Reduction Project 2080–2018–003–02 Butte County 575

DEPARTMENT OF FISH AND WILDLIFE
Research and Recovery Efforts for San Francisco Garter Snake — Natalie Reeder, San Francisco
International Airport (SFO) 576

DEPARTMENT OF FISH AND WILDLIFE
Research and Recovery Efforts for San Francisco Garter Snake — Portia Halbert, California State Parks 576

DEPARTMENT OF FISH AND WILDLIFE
Ten Mile River South Fork Enhancement Project — Phase 1 (Tracking Number: 1653–2018–014–001–R1)
Mendocino County 577

DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Amports Consent Decree 578

DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Benicia International Associates Consent Decree 579

DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Historic Arsenal Park Consent Decree 579

PROPOSITION 65

OFFICE OF ENVIRONMENTAL HEALTH HAZARD ASSESSMENT
2018 Carcinogen Identification Committee (CIC) Data Call In — Proposition 65 580

SUMMARY OF REGULATORY ACTIONS

Regulations filed with the Secretary of State 581
 Sections Filed, October 25, 2017 to March 28, 2018 583

The *California Regulatory Notice Register* is an official state publication of the Office of Administrative Law containing notices of proposed regulatory actions by state regulatory agencies to adopt, amend or repeal regulations contained in the California Code of Regulations. The effective period of a notice of proposed regulatory action by a state agency in the *California Regulatory Notice Register* shall not exceed one year [Government Code § 11346.4(b)]. It is suggested, therefore, that issues of the *California Regulatory Notice Register* be retained for a minimum of 18 months.

CALIFORNIA REGULATORY NOTICE REGISTER is published weekly by the Office of Administrative Law, 300 Capitol Mall, Suite 1250, Sacramento, CA 95814-4339. The Register is printed by Barclays, a subsidiary of West, a Thomson Reuters Business, and is offered by subscription for \$205.00 (annual price). To order or make changes to current subscriptions, please call (800) 328-4880. The Register can also be accessed at <http://www.oal.ca.gov>.

**PROPOSED ACTION ON
REGULATIONS**

Information contained in this document is published as received from agencies and is not edited by Thomson Reuters.

**TITLE 2. FAIR POLITICAL
PRACTICES COMMISSION**

NOTICE IS HEREBY GIVEN that the Fair Political Practices Commission, pursuant to the authority vested in it by Sections 82011, 87303, and 87304 of the Government Code to review proposed conflict-of-interest codes, will review the proposed/amended conflict-of-interest codes of the following:

CONFLICT-OF-INTEREST CODES

AMENDMENT

STATE AGENCY: State Lands Commission

A written comment period has been established commencing on April 6, 2018, and closing on May 21, 2018. Written comments should be directed to the Fair Political Practices Commission, Attention Sasha Linker, 1102 Q Street, Suite 3000, Sacramento, California 95811.

At the end of the 45-day comment period, the proposed conflict-of-interest code(s) will be submitted to the Commission's Executive Director for her review, unless any interested person or his or her duly authorized representative requests, no later than 15 days prior to the close of the written comment period, a public hearing before the full Commission. If a public hearing is requested, the proposed code(s) will be submitted to the Commission for review.

The Executive Director of the Commission will review the above-referenced conflict-of-interest code(s), proposed pursuant to Government Code Section 87300, which designate, pursuant to Government Code Section 87302, employees who must disclose certain investments, interests in real property and income.

The Executive Director of the Commission, upon her or its own motion or at the request of any interested person, will approve, or revise and approve, or return the proposed code(s) to the agency for revision and re-submission within 60 days without further notice.

Any interested person may present statements, arguments or comments, in writing to the Executive Director of the Commission, relative to review of the pro-

posed conflict-of-interest code(s). Any written comments must be received no later than May 21, 2018. If a public hearing is to be held, oral comments may be presented to the Commission at the hearing.

COST TO LOCAL AGENCIES

There shall be no reimbursement for any new or increased costs to local government which may result from compliance with these codes because these are not new programs mandated on local agencies by the codes since the requirements described herein were mandated by the Political Reform Act of 1974. Therefore, they are not "costs mandated by the state" as defined in Government Code Section 17514.

**EFFECT ON HOUSING COSTS
AND BUSINESSES**

Compliance with the codes has no potential effect on housing costs or on private persons, businesses or small businesses.

AUTHORITY

Government Code Sections 82011, 87303 and 87304 provide that the Fair Political Practices Commission as the code-reviewing body for the above conflict-of-interest codes shall approve codes as submitted, revise the proposed code and approve it as revised, or return the proposed code for revision and re-submission.

REFERENCE

Government Code Sections 87300 and 87306 provide that agencies shall adopt and promulgate conflict-of-interest codes pursuant to the Political Reform Act and amend their codes when change is necessitated by changed circumstances.

CONTACT

Any inquiries concerning the proposed conflict-of-interest code(s) should be made to Sasha Linker, Fair Political Practices Commission, 1102 Q Street, Suite 3000, Sacramento, California 95811, telephone (916) 322-5660.

**AVAILABILITY OF PROPOSED
CONFLICT-OF-INTEREST CODES**

Copies of the proposed conflict-of-interest codes may be obtained from the Commission offices or the respective agency. Requests for copies from the Commis-

sion should be made to Sasha Linker, Fair Political Practices Commission, 1102 Q Street, Suite 3000, Sacramento, California 95811, telephone (916) 322-5660.

TITLE 2. STATE LANDS COMMISSION

DIVISION 3. STATE PROPERTY OPERATIONS CHAPTER 1. STATE LANDS COMMISSION ARTICLE 5.1 MARINE TERMINAL PHYSICAL SECURITY

The California State Lands Commission (the Commission) proposes to repeal the regulations below after considering all comments, objections or recommendations regarding the proposed action.

PROPOSED REGULATORY ACTION

The Commission proposes to repeal Sections 2430 through 2445 of Article 5.1, in Title 2, Division 3, Chapter 1 of the California Code of Regulations (CCR). The repeal would discontinue the provisions of the state program for physical security at marine oil terminals.

PUBLIC HEARING

The Commission has not scheduled a public hearing for this proposed action. However, the Commission will hold a hearing if it receives a written request for a public hearing from any interested person, or his or her authorized representative, no later than 15 days before the close of the written comment period.

WRITTEN COMMENT PERIOD

Any interested person or his or her authorized representative may submit written comments relevant to the proposed regulatory action to the Commission. The written comment period closes at 5:00 p.m. on **May 21, 2018**. All written comments must be received at the Commission by that time. Written comments should be submitted to:

Ravindra Varma
Supervisor, Planning Branch
California State Lands Commission
Marine Environmental Protection Division
200 Oceangate, Suite 900
Long Beach, CA 90802
Tel: (562) 499-6369
e-mail: CSLC.MEPDRegulations@slc.ca.gov

Written comments may also be submitted by facsimile to (562) 499-6444 or by e-mail to CSLC.MEPDRegulations@slc.ca.gov. Please include **“Article 5.1 Comments”** in the subject line of the e-mail.

AUTHORITY AND REFERENCE

Authority: Sections 8755 and 8757, Public Resources Code.

Reference: Sections 8750, 8751, 8755, and 8757, Public Resources Code.

INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

The Commission proposes to repeal all the provisions of 2 CCR, Article 5.1. The Commission commenced a spill prevention inspection and monitoring program of all marine oil terminals in the state in 1991. The Public Resources Code (PRC) Section 8755 authorizes the Commission to adopt rules, regulations, guidelines and Commission leasing policies for reviewing the location, type, character, performance standards, size and operation of all existing and proposed marine oil terminals within the state. Initially, the Commission’s regulations included annual and triennial inspections and thorough examinations.

The regulations under Article 5.1 were promulgated after the tragic September 11, 2001, terrorist attacks in New York. The adoption of Article 5.1 was intended to create security measures to address a newfound understanding of marine oil terminal specific vulnerabilities. The regulations first became effective early 2002 as emergency regulation, and permanent adoption followed in February 2003. The regulations addressed the immediate and necessary need for verification of physical security at all marine oil terminals in the state of California.

The regulations under Article 5.1 were eventually subsumed by the Federal Government’s “Maritime Transportation Security Act of 2002” (MTSA 2002), due to the extent of the federal government’s improvement in their security requirements over marine infrastructure across the United States. Federal regulations in title 33, Code of Federal Regulations (CFR), Subchapter H — Maritime Security, differ from Article 5.1 by providing more comprehensive security measures for maritime facilities, including Marine Oil Terminals.

Jurisdiction over terminal security came under the auspices of the United States Coast Guard (USCG) making the Commission’s security provisions in Article 5.1 unnecessary. Because the purpose of Article 5.1, terminal security, is handled by the USCG, not the Commission, the Commission now seeks, and has as

the objective of this regulatory action, the repeal of Article 5.1 to eliminate redundant and non-operable regulations. This objective is accomplished by repealing title 2, California Code of Regulations, section 2430 through 2445, in their entirety.

The anticipated benefits of the proposed regulation are to make the rules regarding physical security at marine oil terminals consistent by repealing unnecessary, redundant, and outdated regulations within Article 5.1 and rely on the enforcement of those rules by the USGS and federal law.

After conducting an evaluation, the Commission has found that this proposed regulation is not inconsistent with existing State regulations because no other state regulation exists with regards to physical security at marine oil terminals.

DIFFERENCES FROM FEDERAL REGULATIONS

The Federal “Maritime Transportation Security Act of 2002” (Pub. L. 107–295), specifically 33 CFR, Subchapter H, regulations on physical security at Marine Oil Terminals are more comprehensive and have subsumed the State regulations by way of standard criteria to vessels and marine oil terminals involved in maritime commerce. The Commission Staff while enforcing the regulations, have found that Title 2 CCR, Article 5.1 is for physical security of the terminal, which is very limited in scope. The federal 33 CFR, Subchapter H, takes a much broader view of security by including the ships and barges berthed at marine terminals. The federal regulations are very comprehensive. As a result, the state regulation has become unenforceable. Differences between 33 CFR, Subchapter H and Article 5.1 include ships and barges berthed at the marine terminals, facility security plans based on vulnerability assessment, preparedness for security threats based on Marine Security (MARSEC) levels issued by USCG, and access control through Transportation Worker Identification Credential (TWIC). Title 2, Article 5.1 is limited to physical security and does not have any provisions that are mutually exclusive from the federal requirements.

STATEMENT ON LOCAL MANDATES

The proposed repeal of Article 5.1 does not create a local mandate. The proposed repeal is not expected to create any costs or benefit as it eliminates a regulation that was subsumed and made inoperable by federal law in 2002.

DISCLOSURES REGARDING THE PROPOSED ACTION

The Commission has made the following initial determinations:

Cost to local agencies and school districts: None.

Cost or savings to any state agency: None.

Cost to any local agency or school district which must be reimbursed in accordance with Government Code Sections 17500 through 17360: None.

Other nondiscretionary cost or savings imposed on local agencies: None.

Cost or savings in federal funding to the state: None.

Significant, statewide adverse economic impact directly affecting business including the ability of California businesses to compete with businesses in other states: None.

Cost impacts on a representative private person or business: Perceived efficiency in State Government operations will be of general benefit and welfare of California citizenry. The Commission is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action. There will be general benefit to the operators of California Marine Terminals by repealing the duplicative regulations that makes the State Administration more efficient without loss of regulatory effectiveness.

RESULTS OF THE ECONOMIC IMPACT ANALYSIS

Repeal of this regulation will not:

1. Create or eliminate jobs within California;
2. Create new businesses or eliminate existing business within California;
3. Affect the expansion of businesses currently doing business in California; or
4. Have any impact upon the health and welfare of California residents, worker safety, or the state’s environment.
5. Create a reporting requirement on regulated parties.

Significant effect on housing costs: None.

Benefits of the proposed regulation: The proposed regulation will benefit the California worker health and safety by removing duplication and inconsistency in marine terminal physical security requirements. Existing and more comprehensive federal rules will guide physical safety requirements at these locations.

SMALL BUSINESS DETERMINATION

The Commission has determined that the repeal of these regulations do not affect small businesses as de-

financed in Government Code (GC) Section 11346.610, because all affected businesses are maritime oil transportation and terminal owners and operators, as specified under GC Section 11342.610(c)(7) and having annual gross receipts of more than \$1,500,000. Further, the proposed repeal will have no cost impact to any party.

CONSIDERATION OF ALTERNATIVES

In accordance with Government Code Section 11346.5(a)(13), the Commission must determine that no reasonable alternative it considered or that has been identified and brought to the attention of the Commission 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 provision of law. This proposed action repeals Article 5.1. The Commission believes that there is no reasonable alternative to the repeal.

The Commission invites interested persons to present statements or arguments with respect to alternatives to the proposed regulations during the written public comment period.

CONTACT PERSON

Inquiries concerning the proposed regulatory action may be directed to:

Ravindra Varma
Supervisor, Planning Branch
California State Lands Commission
Marine Environmental Protection Division
200 Ocean Gate, Suite 900
Long Beach, CA 90802
Tel: (562) 499-6369
e-mail: CSLC.MEPDRegulations@slc.ca.gov

or:

Joseph Fabel
Staff Attorney
California State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825-8202
Telephone: (916) 574-0964
Email: Joseph.Fabel@slc.ca.gov

AVAILABILITY OF STATEMENT OF REASONS AND TEXT OF PROPOSED REGULATIONS

The Commission will have the entire rulemaking file available for inspection and copying throughout the rulemaking process at its Long Beach office at the address above. As of the date this notice is published in the Notice Register, the rulemaking file consists of this notice, the proposed text of regulations for repeal, the initial statement of reasons, and information upon which the proposed repeal is based. Copies may be obtained by contacting Ravindra Varma at the address, telephone, or e-mail as listed above.

AVAILABILITY OF CHANGED OR MODIFIED TEXT

Following the public comment period, the Commission may adopt the repeal of Article 5.1, substantially as described in this notice. If modifications are made, in response to public comments, which are sufficiently related to the original proposal of repeal, the modified text, with changes clearly indicated, shall be made available to the public for at least 15 days prior to the date on which the Commission adopts the regulations.

Requests for copies of any modified regulations should be sent to the attention of Ravindra Varma at the address above. The Commission will accept written comments on the modified regulations for 15 days after the date on which they are made available.

AVAILABILITY OF THE FINAL STATEMENT OF REASONS

Upon its completion, copies of the Final Statement of Reasons may be obtained by contacting Ravindra Varma at the above address.

AVAILABILITY OF DOCUMENTS ON THE INTERNET

Copies of the Notice of Proposed Action, the Initial Statement of Reasons, and the Text of the regulations in underline and/or strikeout can be accessed through our website at: <http://www.slc.ca.gov/Laws-Regs/New-Proposed.html>.

TITLE 4. CALIFORNIA HORSE RACING BOARD

WRITTEN COMMENT PERIOD

TITLE 4, DIVISION 4, CALIFORNIA CODE OF REGULATIONS
NOTICE OF PROPOSAL TO AMEND
RULE 2050. BENEFICIARIES, WELFARE PROGRAMS AND ACTIVITIES

Any interested persons, or their authorized representative, may submit written comments about the proposed regulatory action to the Board. The written comment period closes at **5:00 p.m., on May 21, 2018**. The Board must receive all comments at that time; however, written comments may still be submitted at the public hearing. Submit comments to:

The California Horse Racing Board (Board/CHRB) proposes to amend the regulation described below after considering all comments, objections or recommendations regarding the proposed action.

Harold Coburn, Regulation Analyst
California Horse Racing Board
1010 Hurley way, Suite 300
Sacramento, CA 95825
Telephone (916) 263-6026
Fax: (916) 263-6022
Email: HaroldC@chrb.ca.gov

PROPOSED REGULATORY ACTION

AUTHORITY AND REFERENCE

The Board proposes to amend Rule 2050, Beneficiaries, Welfare Programs and Activities, to implement the provisions of Assembly Bill (AB) 1723, Chapter 420, Statutes of 2017, which amended Business and Professions Code section 19641. Board Rule 2050 establishes the appropriate uses for funds paid to the designated charitable corporations under the provisions of Business and Professions Code section 19641. Rule 2050 also defines who is eligible to receive benefits. The proposed amendment to Rule 2050 adds a new subsection 2050(a)(5) to provide that persons eligible for health care services include CHRB licensees, employees of racing associations, and members of horsemen's organizations and other racing-related charitable organizations representing or assisting backstretch personnel. In addition, the proposed amendment stipulates that such services shall occur solely at clinics operated by the entity. The new subsection 2050(a)(5) also provides that such health care services shall be administered so as to not displace persons who are current beneficiaries. A new subsection 2050(a)(5)(A) states that for the purposes of Rule 2050, employees of horsemen's organizations and racing-related charities are considered members of such entities.

Authority cited: Section 19440, Business and Professions Code. Reference: Section 19641, Business and Professions Code.

Business and Professions Code section 19440 authorizes the Board to adopt the proposed regulation, which would implement, interpret or make specific sections 19641, Business and Professions Code.

INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

PUBLIC HEARING

The Board will hold a public hearing starting at **9:30 a.m., Thursday, May 24, 2018**, or as soon after that as business before the Board will permit, at the **Santa Anita Park Race Track, 285 West Huntington Drive, Arcadia, California**. At the hearing, any person may present statements or arguments orally or in writing about the proposed action described in the informative digest. It is requested, but not required, that persons making oral comments at the hearing submit a written copy of their testimony.

Business and Professions Code section 19440 provides that the Board shall have all powers necessary and proper for it to carry out the purposes of the Horse Racing Law. Business and Professions Code section 19641 provides that one-half of the redistributable money resulting from the thoroughbred, harness, or quarter horse meetings, but excluding the meetings of the California Exposition and State Fair or county, district agricultural association, or citrus fruit fair meetings, shall be distributed to a welfare fund established for the benefit of horsemen and horsewomen and backstretch personnel. Upon approval of the board, moneys under this subdivision may be used to provide treatment for, and support the health care needs of, licensees under this chapter, employees of racing associations, and members of horsemen's and horsewomen's organizations and other racing-related charitable organizations representing or assisting backstretch personnel, if the need for the treatment and support is related to the person's participation in the horse racing industry.

Rule 2050 currently provides that the welfare fund shall limit the eligibility for benefits to natural persons who engage in occupations directly relating to the physical care of horses at California race tracks or approved

auxiliary stable areas and to the spouse or dependent children of such persons. Eligible beneficiaries include CHRB licensed hot walkers, grooms, exercise riders, night watchmen, assistant trainers and trainers. Assembly Bill 1723 significantly expands the pool of eligible beneficiaries to include CHRB licensees, employees of racing associations, and members of horsemen's organizations and other racing-related charitable organizations representing or assisting backstretch personnel. The proposed amendment to Rule 2050 will implement the provisions of AB 1723. The amendment adds a new subsection 2050(a)(5) to provide that persons eligible for health care services include CHRB licensees, employees of racing associations, and members of horsemen's organizations and other racing-related charitable organizations representing or assisting backstretch personnel. In addition, the proposed amendment stipulates that such services shall occur solely at clinics operated by the entity. Limiting services to clinics only will help lower any increased costs, and allow the service to be self-sustaining. The new subsection 2050(a)(5) also provides that the health care services shall be administered so as to not displace current beneficiaries. This will ensure that the core mission of the welfare fund remains intact. A new subsection 2050(a)(5)(A) states that employees of horsemen's organizations and racing-related charities are considered members of such entities. The subparagraph was added for purposes of clarity.

POLICY STATEMENT OVERVIEW OF ANTICIPATED BENEFITS OF PROPOSAL

The proposed amendment to Rule 2050 will implement the provisions of AB 1723. The amendment adds a new subsection 2050(a)(5) to provide that persons eligible for health care services include CHRB licensees, employees of racing associations, and members of horsemen's organizations and other racing-related charitable organizations representing or assisting backstretch personnel. In addition, the proposed amendment stipulates that such services shall occur solely at clinics operated by the entity. Limiting services to clinics only will help lower any increased costs, and allow the service to be self-sustaining. The new subsection 2050(a)(5) also provides that the health care services shall be administered so as to not displace current beneficiaries. This will ensure that the core mission of the welfare fund remains intact. A new subsection 2050(a)(5)(A) states that employees of horsemen's organizations and racing-related charities are considered members of such entities.

The proposed amendment to Rule 2050 will allow welfare funds established by horsemen's organizations

to provide treatment for, and support the health care needs of CHRB licensees, employees of racing associations, and members of horsemen's organizations and other racing-related charitable organizations representing or assisting backstretch personnel. The expansion of the pool of eligible beneficiaries will benefit California horse racing by promoting the health and welfare of persons who participate in the industry. Protecting the health and wellbeing of persons working with race horses safeguards the viability of the state's racing industry. The proposed amendment is consistent with current Board regulations in that they now provide for the operation of charity foundation and welfare funds.

CONSISTENCY EVALUATION

During the process of developing the amendment to Rule 2050, the CHRB has conducted a search of any similar regulations on this topic and has concluded that the regulation is neither inconsistent nor incompatible with existing state regulations.

DISCLOSURES REGARDING THE PROPOSED ACTION

Mandate on local agencies or school districts: none.

Cost or savings to any state agency: none.

Cost to any local agency or school district that must be reimbursed in accordance with Government Code sections 17500 through 17630: none.

Other non-discretionary cost or savings imposed upon local agencies: none.

Cost or savings in federal funding to the state: none.

The Board has made an initial determination that the proposed amendment of Rule 2050 will not have a significant statewide adverse economic impact directly affecting business including the ability of California businesses to compete with businesses in other states.

The following studies/relevant data were relied upon in making the above determination: none.

RESULTS OF ECONOMIC IMPACT ASSESSMENT

The results of the Board's Economic Impact Assessment as required by Government Code section 11346.3(b) are as follows: The adoption of the proposed amendment of Rule 2050 will not (1) create or eliminate jobs within California; (2) create new businesses or eliminate existing businesses within California; or (3) affect the expansion of businesses currently doing business within California.

The proposed amendment to Rule 2050 will allow welfare funds established by horsemen's organizations to provide treatment for, and support the health care

needs of CHRB licensees, employees of racing associations, and members of horsemen's organizations and other racing-related charitable organizations representing or assisting backstretch personnel.

The proposed amendment to Rule 2050 will impact welfare funds established by horsemen's organizations in that they will be allowed to expand their client base. However, the net economic effect of the proposed amendment will be neutral. Under Rule 2050, welfare funds are currently required to limit the eligibility for benefits to natural persons who engage in occupations directly relating to the physical care of horses at California race tracks or approved auxiliary stable areas and to the spouse or dependent children of such persons. Welfare fund activities include health care, emergency financial assistance and educational and recreational opportunities. Eligible beneficiaries include CHRB licensed hot walkers, grooms, exercise riders, night watchmen, assistant trainers and trainers. The proposed amendment will allow welfare funds to serve additional beneficiaries; however, such services are limited to treatment for, and support of the health care needs of such persons. The California Thoroughbred Horsemen's Foundation (CTHF), which operates clinics at Santa Anita Park Race Track, Los Alamitos Race Course and Golden Gate fields Race Track has stated its staff would be on duty regardless, and it believes the expanded client base will require only minor increases in materials and supplies. The CTHF believes many of the new clients will have employer provided insurance, so it may see a modest increase in its revenue stream.

The proposed regulation will not impact the state's environment.

Cost impact on representative private persons or businesses: The Board is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

Significant effect on housing costs: none.

Effect on small businesses: none. The proposal to amend Rule 2050 does not affect small businesses because horse racing is not a small business under Government Code section 11342.610.

CONSIDERATION OF ALTERNATIVES

In accordance with Government Code section 11346.5, subdivision (a)(13), the Board must determine that no reasonable alternative it considered or that has otherwise been identified and brought to its attention 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 provision of law.

The Board invites interested persons to present statements or arguments with respect to alternatives to the proposed regulation at the scheduled hearing or during the written comment period.

CONTACT PERSON

Inquiries concerning the substance of the proposed action and requests for copies of the proposed text of the regulation, the initial statement of reasons, the modified text of the regulation, if any, and other information upon which the rulemaking is based should be directed to:

Harold Coburn, Regulation Analyst
California Horse Racing Board
1010 Hurley Way, Suite 300
Sacramento, CA 95825
Telephone: (916) 263-6026
Fax: (916) 263-6022
E-Mail: haroldc@chrb.ca.gov

If the person named above is not available, interested parties may contact:

Andrea Ogden, Manager
Policy and Regulations Telephone
(916) 263-6033

AVAILABILITY OF INITIAL STATEMENT OF REASONS AND TEXT OF PROPOSED REGULATION

The Board will have the entire rulemaking file available for inspection and copying throughout the rulemaking process at its offices at the above address. As of the date this notice is published in the Notice Register, the rulemaking file consists of this notice, the proposed text of the regulation, and the initial statement of reasons. Copies of these documents, or any of the information upon which the proposed rulemaking is based, may be obtained by contacting Harold Coburn, or the alternative contact person at the address, phone number or e-mail address listed above.

AVAILABILITY OF MODIFIED TEXT

After holding a hearing and considering all timely and relevant comments received, the Board may adopt the proposed regulation substantially as described in this notice. If modifications are made which are sufficiently related to the originally proposed text, the modified text, with changes clearly marked, shall be made available to the public for at least 15 days prior to the date on which the Board adopts the regulation. Requests

for copies of any modified regulations should be sent to the attention of Harold Coburn at the address stated above. The Board will accept written comments on the modified regulation for 15 days after the date on which it is made available.

AVAILABILITY OF FINAL STATEMENT OF REASONS

Requests for copies of the final statement of reasons, which will be available after the Board has adopted the proposed regulation in its current or modified form, should be sent to the attention of Harold Coburn at the address stated above.

BOARD WEB ACCESS

The Board will have the entire rulemaking file available for inspection throughout the rulemaking process at its web site. The rulemaking file consists of this notice, the proposed text of the regulation, and the initial statement of reasons. The Board’s website address is: www.chrb.ca.gov.

TITLE 13. AIR RESOURCES BOARD

NOTICE OF PUBLIC HEARING TO CONSIDER PROPOSED AMENDMENTS TO THE HEAVY-DUTY VEHICLE INSPECTION PROGRAM AND PERIODIC SMOKE INSPECTION PROGRAM

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 to the Heavy-Duty Vehicle Inspection Program (HDVIP) and Periodic Smoke Inspection Program (PSIP).

- DATE: May 25, 2018
TIME: 9:00 a.m.
LOCATION: Sacramento County Administration Building 700 H Street Sacramento, California 95814

This item will be considered at a meeting of the Board, which will commence at 9:00 a.m., May 25, 2018. Please consult the agenda for the hearing, which will be available at least ten days before May 25, 2018, to determine when 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 April 6, 2018. Written comments not physically submitted at the hearing must be submitted on or after April 6, 2018, and received no later than 5:00 p.m. on May 21, 2018. 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 the California Health and Safety Code (H&SC) sections 39600, 39601, 43013, 43701 and 44011.6. This action is proposed to implement, interpret, and make specific sections 39002, 39003, 39010, 39033, 43000, 43013, 43018, 43701 and 44011.6 of the H&SC; sections 260, 305, 410, 505, 545 and 2813 of the California Vehicle Code; section 7521(a) of title 42 United States Code; and title 40, Code of Federal Regulations Part 86, Subpart A.

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

This notice concerns staff’s proposal for regulatory actions related to complementary but separate programs affecting heavy-duty vehicles and engines, the HDVIP and PSIP. The sections of the California Code of Regulations (CCR) that are affected and any documents incorporated by reference are described below for each regulatory action.

Sections Affected:

HDVIP Regulation

Proposed amendment to title 13, CCR, sections 2180.1, 2181, 2182, 2183, 2185, 2186 and 2187.

PSIP Regulation

Proposed amendment to title 13, CCR, sections 2190, 2191, 2192, 2193 and 2194.

Proposed adoption to title 13, CCR, section 2195.

Documents Incorporated by Reference (Cal. Code Regs., tit. 1, § 20, subd. (c)(3)):

PSIP Regulation

The following documents are incorporated by reference in the proposed regulatory action to title 13, CCR, and the adopted regulatory text:

- Society of Automotive Engineers (SAE). Recommended Practice SAE J1667 “Snap Acceleration Smoke Test Procedure for Heavy-Duty Diesel Powered Vehicles,” as issued February 1996 (“1996-02”).
- SAE J1939, consisting of:
 - J1939 Serial Control and Communications Heavy Duty Vehicle Network — Top level Document, April 2011.
 - J1939-01 On-Highway Equipment Control and Communication Network, May 2011.
 - J1939-11 Physical Layer, 250K bits/s, Twisted Shielded Pair, September 2006.
 - J1939-13 Off-Board Diagnostic Connector, October 2011.
 - J1939-15 Reduced Physical Layer, 250K bits/sec, UN-Shielded Twisted Pair (UTP), August 2008.
 - J1939-21 Data Link Layer, December 2010.
 - J1939-31 Network Layer, May 2010.
 - J1939-71 Vehicle Application Layer (Through May 2010), March 2011.

- J1939-73 Application Layer-Diagnostics, February 2010.
- J1939-81 Network Management, June 2011.
- J1939-84 OBD Communications Compliance Test Cases for Heavy Duty Components and Vehicles, December 2010.
- SAE J1979 E/E Diagnostic Test Modes, February 2012 (SAE J1979):
 - SAE J1979-DA Digital Annex of EIE Diagnostic Test Modes, October 2011.

Background and Effect of the Proposed Regulatory Action:

To ensure air quality goals are met, it is important for vehicles to maintain in-use emission levels near their certification levels throughout the lifetime of the vehicle. CARB established opacity limits to identify heavy-duty (HD) vehicles (greater than 6,000 pounds gross vehicle weight rating (GVWR)) with excess particulate matter (PM) emissions due to maintenance issues and tampering. The HDVIP allows CARB enforcement staff to inspect HD trucks and buses for compliance with opacity limits, labeling, and other requirements. Any HD vehicle traveling in California, including vehicles registered in other states and foreign countries, is subject to testing under the HDVIP. Inspections are typically performed at border crossings, California Highway Patrol weigh stations, fleet facilities, and randomly selected roadside locations.

The PSIP, a companion self-inspection program to the HDVIP, requires California HD diesel vehicle fleets of two or more to test their vehicles annually to ensure the vehicles meet the in-use opacity limits. HDVIP on-road testing can only test a limited number of HD vehicles per year due to staff resource limitations. The PSIP ensures most in-state HD vehicles are tested each year. Vehicles that do not meet the required opacity limits must be repaired and retested. CARB randomly audits fleets, reviews on-site maintenance and inspection records, and tests a representative sample of vehicles to encourage compliance with the PSIP. The HDVIP and PSIP both require HD vehicles to meet the same opacity limits, which currently require 1991 and newer model year (MY) HD diesel engines to meet a 40 percent opacity limit and pre-1991 MY HD diesel engines to meet a 55 percent opacity limit.

- Staff is proposing the following amendments:
- Lower opacity limits for on-road HD vehicles which apply to both the HDVIP and PSIP (Table 1):

Table 1: Proposed Opacity Limits for the HDVIP and PSIP

2006 MY and Older Engines without DPFs	
Pre-1991 MY	40% Opacity Limit
1991-1996 MY	30% Opacity Limit
1997-2006 MY	20% Opacity Limit
2007 MY and Newer Engines and Engines Equipped with a Level 3 Verified Diesel Emissions Control System (VDECS)	
5% Opacity Limit	
Engines Equipped with a Level 2 VDECS	
20% Opacity Limit	
Two-Engine Cranes Driven by a Non-DPF Off-Road Engine	
40% Opacity Limit	

- Training requirements for the PSIP smoke testers: Individuals who perform the annual opacity smoke tests required in the PSIP would be required to receive training on how to properly administer the test. Contracted testers, whom fleets hire to perform the annual tests, would be required to successfully complete a CARB approved in-person training course on the proper administration of the SAE J1667 smoke opacity test. Fleets that perform their own PSIP testing would be required to have their testers successfully complete an online training course administered through the CARB website.
- Reporting requirements for fleets subject to PSIP: Starting in 2023, fleets would be required to submit fleet information and annual PSIP testing results to CARB on a yearly basis. The fleet information would include fleet contact information and vehicle data such as Vehicle Identification Number, license plate number, and engine family designation for each vehicle. The submission of annual PSIP testing results would require the upload of the opacity test result from each vehicle via electronic upload from the testing instrumentation or via upload of a scanned copy of the test strip to a CARB database.
- Voluntary On-Board Diagnostics (OBD) reporting in lieu of the annual PSIP opacity test for vehicles with 2013 MY and newer engines.

CARB may also consider other changes to the sections affected, as listed above, during the course of this rulemaking process.

Objectives and Benefits of the Proposed Regulatory Action:

Major portions of California are not in attainment with the federal PM 2.5 standards including regions such as the South Coast Air Basin and the San Joaquin Valley.

Individuals living near highly impacted trucking corridors, such as major highway arteries and seaports, are

at the greatest risk from HD vehicle diesel PM emissions. The San Joaquin Valley and South Coast Air Basins record some of the highest PM 2.5 levels in the nation¹.

In an effort to reduce PM exposure, the United States Environmental Protection Agency (U.S. EPA) and CARB tightened new engine PM emission standards beginning with the 2007 model year, which resulted in all new heavy-duty engines coming equipped with a diesel particulate filter (DPF). Additionally, CARB has established fleet rules such as the Truck and Bus rule that accelerate turnover to newer engines and require older vehicles to be retrofitted with DPFs. These standards and rules have helped rapidly advance emission control technology on HD vehicles and resulted in engines with significantly lower PM emission levels than previous generations of engines. Ensuring vehicles continue to operate at or near low emission levels throughout their operating lives is critical to maintaining the emission benefits of U.S. EPA’s and CARB’s standards and rules.

In this rulemaking, staff is proposing to amend the regulations governing the HDVIP and the PSIP to improve the in-use performance of HD diesel on-road vehicles and reduce harmful diesel exhaust PM emissions. The use of ultra-low sulfur diesel fuel and DPFs along with the more stringent emission standards instituted by U.S. EPA and CARB mean today’s engines can easily meet much lower opacity limits. Even vehicles with heavily damaged and malfunctioning emission control systems emit exhaust at opacity levels below the current, out-of-date, opacity limits of 40 and 55 percent. Lowering the opacity limits to the proposed levels would help ensure vehicles operating with malfunctioning PM emission control components are more readily identified and repaired, ensure the benefits of U.S. EPA and CARB’s standards and rules are maintained, and ensure the vehicles continue to operate at or

¹Revised Proposed 2016 State Strategy for the State Implementation Plan, <https://www.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

near their certified emission levels throughout their operating lives. In turn, this would reduce HD emissions and their associated health risks, while helping the state meet its air quality goals.

Staff is also proposing reporting requirements for the PSIP to allow for better enforcement of the proposed amendments, as well as smoke tester training requirements would help ensure that the smoke opacity test is administered properly. Finally, staff’s proposal includes a voluntary provision that would allow owners of newer vehicles equipped with OBD systems to submit OBD data in lieu of performing the annual SAE J1667 opacity test to meet the requirements of the PSIP. This voluntary OBD provision would allow fleets that already include OBD system monitoring in their maintenance practices for a vehicle to avoid the inconvenience and expense of needing to smoke test the vehicle.

The proposed regulatory amendments to the HDVIP and PSIP are projected to deliver PM emission benefits starting in early 2019 due to the repair and replacement of PM emission control components. Projected annual PM emission reductions are shown in Table 2. The reduction of diesel PM exhaust would benefit the health of individuals in California through fewer premature mortalities, fewer hospital and emergency room (ER) visits, and fewer lost days of work. These health benefits would in turn benefit businesses and government agencies throughout California via lower healthcare costs and fewer employee absences.

Table 2: Annual California Statewide PM Emission Benefits from the Proposed Regulatory Action

Year	Tons per Day
2019	0.549
2020	0.613
2021	0.576
2022	0.439
2023	0.316
2024	0.342
2025	0.363

Staff’s proposal was developed in conjunction with an extensive public process. Staff informed, involved, and updated public stakeholders on staff’s progress developing the proposed amendments. Staff held four public workshops; held multiple individual stakeholder meetings; created a public webpage where related workshop materials and relevant information were posted to keep stakeholders up to date on the latest developments in the regulatory process; and distributed announcements and workshop materials through the CARB list serves which, based on individual subscribers to the list serves, reach up to 90,000 individu-

als. In an effort to reach as many stakeholders as possible throughout the state, staff also sent out multiple emails to over 24,000 fleets providing a description of the proposed regulatory action, announcements to upcoming workshops, and contact information for relevant staff. Announcements and program information were also broadcast via various social media sites and on CARB’s Truck Stop website. Additionally, staff distributed information and details regarding the proposed regulatory action to potentially affected registered truck owners through a mailing campaign which consisted of sending out roughly 32,000 post cards. Overall, CARB staff used many methods to ensure affected stakeholders were aware of the proposed rulemaking process and could give their input on the regulatory developments.

Comparable Federal Regulations:

There are no federal programs comparable to PSIP and HDVIP. Federal regulations do not restrict the opacity from in-use on-road vehicles.

An Evaluation of Inconsistency or Incompatibility with Existing State Regulations (Gov. Code, § 11346.5, subd. (a)(3)(D)):

The proposed regulatory action is neither inconsistent nor incompatible with existing state regulations. The PSIP and HDVIP have been in place for nearly 20 years, operating consistently and compatibly with all other existing State Regulations. Although the proposed regulatory action consists of making the PSIP and HDVIP more stringent, they do not change the overall structure of the programs and do not cause any inconsistency or incompatibility.

DISCLOSURE REGARDING THE PROPOSED REGULATION

Fiscal Impact/Local Mandate Determination Regarding the Proposed Action (Gov. Code, § 11346.5, subds. (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 reasonable compliance with the proposed regulatory action are presented below.

Local Agencies and School Districts

Pursuant to Government Code sections 11346.5(a)(5) and 11346.5(a)(6), the proposed regulatory action is a mandate that would create costs for local agencies and school districts, but these costs would not be reimbursable by the State pursuant to Government Code, title 2, division 4, part 7 (commencing with section 17500). Some local government entities may incur additional costs as a result of the proposed regulatory action. Local agency HD fleet vehicles would be subject to the proposed regulatory action to the HDVIP and

PSIP and would need to repair those vehicles that are above the proposed opacity limits. Staff estimates that repairing a HD vehicle with a compromised PM emission control system will range from about \$3,200 to \$7,400 depending on the complexity of the repair and age of the engine. Local government agencies that wish to continue to perform their own PSIP opacity testing would also incur additional costs due to the proposed training requirements for smoke testers. Additionally, local government fleets will see increased costs due to reporting requirements starting in 2023. The estimated costs for all local agencies are projected by fiscal year in Table 3. Specific costs to each local agency are expected to vary based on the size of their HD vehicle fleet. Agencies with the largest HD vehicle fleets are likely to be impacted the most.

Table 3: Estimated Annual Cost to Local Government Agencies Statewide for the Proposed Regulatory Action

Fiscal Year	Annual Cost
Current	\$0
2018/2019	\$3,310,000
2019/2020	\$8,747,000
2020/2021	\$2,522,000
2021/2022	\$1,693,000
2022/2023	\$2,036,000
2023/2024	\$1,382,000
2024/2025	\$1,253,000
Total Cost	\$20,943,000

Other Non-Discretionary Costs or Savings on Local Agencies

No additional costs or savings to local agencies beyond those addressed above are expected.

State Agencies

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 result in costs to CARB due to the anticipated hiring of additional staff, as well as to other state agencies that operate an HD vehicle fleet. This regulatory action would not result in savings to any State agency, or costs or savings in federal funding to the State.

The proposed regulatory action is anticipated to require CARB to hire two additional Field Representatives beginning in the 2018–2019 fiscal year. The annual cost of a Field Representative is projected at \$103,000 during Year 1, and then \$102,000 per year moving forward. This staffing expectation represents one additional enforcement inspection team which

would help increase CARB’s enforcement presence throughout the state.

State agencies that own HD vehicles are subject to the requirements of the HDVIP and PSIP. State agencies would incur additional costs due to repairs on fleet vehicles to meet the proposed opacity limits. Costs per vehicle repair are projected to be about \$3,200 to \$7,400. As with local government entities, state agencies would incur additional costs due to the proposed reporting requirements. Additionally, those fleets that perform their own PSIP testing would incur additional costs due to the PSIP smoke tester training. Table 4 shows the annual projected costs to all state agencies due to the proposed regulatory action by fiscal year.

Table 4: Estimated Additional Annual Statewide Costs of State Agencies for the Proposed Regulatory Action

Fiscal Year	Annual Cost
Current	\$0
2018/2019	\$1,297,000
2019/2020	\$2,835,000
2020/2021	\$647,000
2021/2022	\$581,000
2022/2023	\$822,000
2023/2024	\$636,000
2024/2025	\$602,000
Total Cost	\$7,420,000

Cost or Savings in Federal Funding to the State

No costs or savings in federal funding is anticipated.

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. Staff modeled the economic impact of the proposed regulatory action on the California economy and found they were unlikely to have significant impacts on the economy, including on employment, investment, personal income and production. The impact to overall employment in California does not exceed one-tenth of one percent relative to the baseline in any one year. Thus, employment in California is at least 99.99 percent what it would be in absence of the proposed regulatory action. Given that

any business operating an HD vehicle in California, whether it is a California or out-of-state business, can be issued a citation for violating the opacity limit under the HDVIP, CARB staff does not anticipate an adverse impact on the ability of California businesses to compete with out-of-state businesses. California fleets are subject to the PSIP and face additional reporting requirements that out-of-state fleets do not incur; however, these costs are minor compared to the cost of repairing a vehicle to meet the proposed opacity limits. As a result, staff does not expect California HD fleets to face an adverse impact that affects their ability to compete with other businesses.

MAJOR REGULATION: Statement of the Results of the Standardized Regulatory Impact Analysis (SRIA) (Gov. Code, § 11346.3, subd. (c)):

On August 10, 2017, CARB submitted a Standardized Regulatory Impact Assessment (SRIA) to the California Department of Finance (DOF). On September 11, 2017, DOF provided CARB with written comments on the submitted SRIA. CARB has submitted written responses to DOF's comments. The SRIA is summarized below in sections A to F. Section G contains a summary of DOF's comments on the SRIA and CARB staffs responses to those comments.

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

The proposed regulatory action would negligibly impact employment relative to the business as usual (BAU) scenario. The California economy is growing, therefore the projected changes in employment growth are not declines relative to today, but incremental slowing in growth relative to projected growth in future years. With the proposed regulatory action, some industries would experience job growth that is slightly higher than enjoyed under the BAU scenario while other industries would take slightly longer to reach anticipated employment levels. With the proposed regulatory action, there would be a slight slowing of employment growth concentrated in directly impacted industries that would face direct costs as a result of the proposed regulatory action. These industries include truck transportation, transit and ground passenger transportation, and waste management and remediation services. Industries that would see an increase in demand as a result of the proposed regulatory action would see positive employment growth. These industries include parts manufacturing and auto body labor (i.e., repair facilities). The impact to employment in these industries would not be affected by more than two-tenths of one percent relative to the baseline in any one year. Thus, employment in these industries would be at least 99.98–100.02 percent of what it would be in the absence of the proposed regulatory action.

HD fleets would be expected to make the most repairs in the first two years in response to the proposed regulatory action, which would translate into higher demand for parts manufacturing, auto body labor, and office administration services. The first two years of implementation of the proposed regulatory action would also affect the largest population of HD trucks. Costs attributable to the proposed regulatory action would decline over the subsequent years, leading to declining impact on employment growth, beginning in 2021.

(B) The creation of new businesses or the elimination of existing businesses within the state.

Under the proposed regulatory action, some HD trucking businesses, especially small businesses, may struggle with the increase in maintenance costs and be consolidated. Because the trucking industry is currently facing a driver shortage, employees of small fleets that may close would be expected to be hired by larger fleets looking for qualified drivers, resulting in little to no net change in the number of employees in the trucking and transportation industry.

Under the proposed regulatory action, increased repair demand may increase the number of repair facilities. Proposed training requirements for testers may decrease the number of individual contractors who offer testing services. Increased demand for parts may create new businesses in the HD repair industry. Though demand for parts will likely increase, staff expects the current parts manufacturing industry to be able to handle the increase in demand. Overall, staff expects the proposed regulatory action to have a negligible impact on business creation or elimination.

(C) The competitive advantages or disadvantages for businesses currently doing business within the state.

Staff considered whether some California state fleets would be competitively advantaged or disadvantaged compared to other California-based fleets. Staff also considered whether California-based fleets would be competitively advantaged or disadvantaged compared to out-of-state fleets that travel in California. Staff found little reason to believe there was a competitive advantage or disadvantage in either case.

California-based intrastate fleets and interstate fleets are treated equally under the proposed amendments. All fleets, regardless of fleet size or primary service location, are held to the same opacity standards. Older vehicles are subject to less stringent opacity standards than newer vehicles, however, these opacity limits are based on what is technologically feasible for each vehicle. The opacity limits are more stringent for vehicles equipped with more technologically advanced emission control systems, for example a DPF. The proposed opacity limits do not require any upgrading or

retrofitting of emission control capability and do not provide a competitive advantage or disadvantage for any emission control technology.

The proposed amendments are expected to help level the playing field in the trucking sector by ensuring more fleets perform adequate maintenance on their vehicles. Those fleets that currently do not maintain the emission control systems on their vehicles to a sufficient level would have to improve their maintenance practices in an effort to meet the requirements of the proposed amendments. Therefore, intrastate and interstate fleets which already maintain their vehicles properly should benefit from the proposed amendments as it will help equalize costs compared to fleets that were previously spending less to maintain their vehicles. As such, staff expects any competitive advantage for certain in-state fleets, vis-à-vis other in-state fleets, to be lessened because of this more even playing field.

Owner-operators in California, however, are not subject to the PSIP and would not be impacted by the reporting requirements. This would likely result in a slight advantage to owner-operators in California compared to other California fleets. Nevertheless, the costs of reporting are minor relative to the total costs of the proposed amendments, so this competitive advantage is not expected to be significant.

Similar to owner-operators, out-of-state fleets are not subject to the PSIP, and are thus, not affected by the proposed reporting requirements. This results in a slight advantage for out-of-state fleets relative to California-based fleets, but as was discussed for owner-operators, this advantage is not expected to be significant because reporting costs are only a minor portion of the projected regulatory costs.

(D) The increase or decrease of investment in the state.

The proposed regulatory action would produce very small impacts to California private business investment from 2019 to 2025. A slight decline in annual investments in California, which can be linked to incremental increases in production costs to HD fleets operating in California, may restrict potential investments in new capital purchases. As compliance costs decline, slowing of gross domestic private investment growth would be anticipated to decline through 2025. The relative changes to growth in private investment, however, would be imperceptible from BAU.

(E) The incentives for innovation in products, materials, or processes.

The proposed regulatory action would provide similar incentives to innovate as the original regulations. Opportunity still remains to improve upon existing HD vehicle emission reduction technology, but staff assumes no directly induced increases in technological innovation will result from the proposed regulatory action

because the technology that allows compliance has already been available for many years. The proposed regulatory action would not require a specific technology to be used. If a less costly alternative is developed in the future, the costs could be lower than estimated here.

(F) The benefits of the regulations, including, but not limited to, benefits to the health, safety, and welfare of California residents, worker safety, and the state's environment and quality of life, among any other benefits identified by the agency.

The proposed regulatory action would reduce diesel PM exhaust from HD trucks which would result in health benefits for individuals in California. Staff expects statewide health benefits to include about 130 avoided premature deaths from 2019 to 2025, as well as fewer hospitalizations, ER visits, and lost work days. Additionally, these reduced emissions would likely reduce occupational exposure to PM for truck drivers, as well as other workers near high trucking areas such as major seaports, major highway arteries, and warehouses. Individuals living near highly impacted trucking corridors are at the greatest risks of developing medical issues due to HD truck emissions. Hence, these individuals will likely benefit most from the reduction in PM emissions due to the proposed regulatory action.

(G) Department of Finance Comments and Responses.

1. The SRIA must discuss the differential impacts to businesses based upon fleet size. SRIAs require identification of differential impacts to individuals, groups, or businesses where the information exists, and given CARB has compliance records, these differences must be disclosed. In addition, the SRIA needs to discuss the potential differential impacts and competitive disadvantage, if any, associated with the combination of improved enforcement capability and lower emissions requirements.

Though CARB has some compliance records from the HDVIP and PSIP, they do not provide the necessary level of detail to identify potential impacts based on fleet size. In the HDVIP, enforcement teams can cite vehicles which are not in compliance; however, fleet size is not a criterion that is differentiable from HDVIP citations. Additionally, any historical HDVIP citation records are based on the current 40 percent and 55 percent opacity limits, which provide little to no evidence for potential failure rates by fleet size at the proposed opacity limits.

Fleets are required to maintain opacity records in the PSIP, and CARB enforcement staff can audit fleets to obtain the records. Failure rates based on fleet size could potentially be gained from PSIP records that have been audited by CARB. However, audits by CARB enforcement staff have only been completed for relatively

few fleets and target fleets more likely to be non-compliant (i.e., the audits are not done on a random basis). Additionally, any historical records of opacity failures from PSIP audit records would still be based on the current 40 percent and 55 percent opacity limits.

These limiting factors render historical PSIP audit records inadequate to estimate potential failure rates by fleet size.

In 2016, staff performed random opacity testing via roadside testing campaigns to estimate potential failure rates at the proposed opacity limits. However, fleet size was not a criterion that was feasibly recordable during the study. Staff has access to DMV data for each truck registered in California; however, many fleets have multiple bases and common ownership is not always clear in the DMV database (i.e., vehicle owner names and company names are not always standardized). Thus, staff could not confidently determine the fleet size for vehicles that were pulled over in the roadside campaigns. Based on the limited data about impacts based on fleet size, staff assumed failure rates were the same regardless of fleet size when estimating potential costs of the proposed amendments for both large fleets and small fleets in the SRIA and the ISOR.

Staff expects the proposed amendments to help level the playing field in the trucking sector. The proposed lower opacity limits would allow for improved identification of malfunctioning emission control systems and the proposed reporting requirements would increase compliance with the annual self-inspection requirement in the PSIP. This in turn is expected to significantly reduce the number of malfunctioning vehicles on California roadways. Overall, the proposed amendments are expected to help level the playing field in terms of fleet maintenance practices by facilitating more fleets to perform adequate monitoring and maintenance of their vehicles. Although staff lacks data on all fleets, based on anecdotal information from CARB enforcement staff and comments from stakeholders at workshops, staff is aware that maintenance practices vary significantly in the trucking sector. Some fleets have strong preventative maintenance practices and spend significant resources testing and maintaining their vehicles, whereas other fleets have fallen behind in their maintenance practices and spend little effort testing or maintaining their vehicles. Those fleets that currently do not maintain their vehicles to a sufficient level and operate malfunctioning emission control systems would have to significantly improve their maintenance practices in an effort to meet the requirements of the proposed amendments. This will help to close the gap between fleets with strong preventative maintenance practices and those which are lacking, allowing for all fleets to be on a more level footing when competing for business.

- 2. Lowering emission limits and increasing future heavy-duty vehicle compliance rates can affect emissions of pollutants other than particulate matter. Changes in the frequency of certain types of repairs can lead to small increases in other pollutants such as oxides of nitrogen and carbon dioxide. Although quantification of changes in other pollutants is difficult to accomplish given uncertainties with vehicle owner repair choices and usage of vehicles, the SRIA needs to discuss these potential changes.**

Staff acknowledges that the potential exists for the proposed amendments to affect emissions of pollutants other than particulate matter. Engine and aftertreatment repairs have the potential to affect NO_x and CO₂ emissions in both the positive and negative direction. In terms of NO_x emissions for example, the repair and replacement of fuel injectors can lead to an improved combustion efficiency and lead to an increase in engine-out NO_x emissions. However, the repair or replacement of a damaged EGR valve stuck in the closed position can actually lead to a reduction in engine-out NO_x emissions due to a reduction in peak combustion temperature. Regardless, a properly functioning selective catalytic reduction (SCR) system is designed to be able to account for changes in engine-out NO_x emissions through the increase or decrease of urea input into the catalyst system, thus significantly limiting tailpipe NO_x emissions under both scenarios. Significant NO_x emission benefits would be gained by ensuring that the SCR is functioning at an optimal rate. Unfortunately, the opacity test is not designed to measure NO_x emissions or test whether an SCR needs replacement. Staff does not project an increase in SCR replacements due to the implementation of the proposed amendments. Therefore, staff projects little to no change in NO_x emissions due to the changes to the HDVIP and PSIP regulations.

Staff also considered changes in CO₂ emissions due to the proposed amendments. Similar to the effect on NO_x emissions, some upstream repairs can lead to a decrease in CO₂ emissions, while others can lead to an increase in CO₂ emissions. Similar to the example used earlier, the replacement of fuel injectors can reduce CO₂ emissions by improving the efficiency of the combustion process. However, the replacement of an EGR valve stuck in the closed position could lead to more exhaust gas flowing into the combustion chamber and lead to a reduction in combustion efficiency. Additionally, the replacement of the DPF can affect CO₂ emissions in both the positive and negative direction. A DPF with exhaust PM ash buildup would eventually lead to increased backpressure requiring the engine to work harder and likely lead to greater CO₂ emissions. An ash

cleaning or DPF replacement can lead to a CO₂ emission benefit. However, there are instances where replacement of a damaged DPF may result in a slight increase in backpressure and actually increase CO₂ emissions. One example is the replacement of a DPF with significant cracks and holes. If these cracks are large enough, exhaust gases can likely freely flow through the DPF without any resistance. Replacement with a properly functioning DPF would actually lead to more resistance for the exiting exhaust gas and likely increase CO₂ emissions slightly. But it is important to note that any backpressure increase as a result of installing a properly functioning DPF would only bring the backpressure up to a level for which the engine was originally designed. Likewise, any CO₂ increase would not cause CO₂ levels to exceed the CO₂ levels when the engine was originally certified. For these reasons, staff estimates that there is little to no effect on CO₂ emissions from the proposed rulemaking.

3. The SRIA does not describe an overall price effect of these regulations on transportation services. Production cost inputs for macroeconomic modeling are described, but no analysis of the price effects or assumptions about cost pass-through to consumers is provided. While the price effect on transportation services may be relatively small, the SRIA should contain a discussion of this expected regulatory impact.

The impact of the increase in production cost to the truck transportation industry can be estimated in REMI by looking at consumer price changes by consumption category. First, the increase in production cost raises the delivered price of output from the affected sector. The delivered price measures the cost of providing a unit of output in that sector to the California market based on the cost of producing it both inside and outside of California and the effective cost of transporting it from each location to California.

The proposed amendments have a minor price effect on commodity prices in 2019, but negligible price impacts throughout all other years of the assessment. Table 5 outlines the commodity price changes between 2019 and 2025 as a result of the proposed amendments, where commodity prices increase 0.01 percent in 2019 for most consumption categories, likely due to the highest cost from the proposed amendments occurring in 2019. Commodity prices for all consumption categories remain at baseline levels from 2020 to 2025 as production cost increases decline.

Table 5: Commodity Price Changes between 2019 and 2025

	2019	2020	2021	2022	2023	2024	2025
Motor vehicles and parts	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Furnishings and household equipment	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Recreational goods and vehicles and other durable goods	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Food and beverages purchases for off-premises consumption	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Clothing and footwear	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Motor vehicle fuels, lubricants, and fluids	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Fuel oil and other fuels	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Other nondurable goods	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Housing	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Household Utilities	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Transportation services	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Health care	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Recreation and other services	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Business Report (Gov. Code, §§ 11346.5, subd. (a)(11); 11346.3, subd. (d)):

In accordance with Government Code sections 11346.5, subdivision (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.

Cost Impacts on Representative Private Persons or Businesses (Gov. Code, § 11346.5, subd. (a)(9)):

In developing this regulatory proposal, staff evaluated the potential economic impacts on representative private persons or businesses. Statewide costs from 2019 to 2025 for the proposed regulatory action are projected to be about \$217 million. Costs would primarily be associated with HD vehicle emission control component repairs. Other potential costs incurred by stakeholders due to the regulatory action include the potential for additional citations relative to BAU, costs for training to meet the smoke tester training requirements, and reporting costs. Some fleets may incur additional testing costs as well. Costs associated with the regulatory action will mainly be incurred by businesses in the transportation and goods movement sector. Staff projects that some of the additional costs of the proposed regulatory action may be passed on to the consumer and representative private persons. Other than this, staff is not aware of any cost impacts that a representative private person or business would incur in reasonable compliance with the proposed action.

Effect on Small Business (Cal. Code Regs., tit. 1, § 4, subds. (a) and (b)):

The Executive Officer has also determined under CCR, title 1, section 4, that the proposed regulatory action would affect small businesses. All fleets, regardless of fleet size, would need to meet the proposed opacity limits. This means that small businesses with vehicles above the proposed opacity limits would be subjected to repair costs to bring their vehicles into compliance. Costs would vary based on the relative age of the engine and the complexity of the repair needed to bring the vehicle back into compliance and are projected to range from \$3,200 to \$7,400 per repair. Staff projects that about 9 percent of vehicles currently operating in the state have opacity levels above the proposed limits. Vehicles with opacity levels at or below the proposed limits would encounter zero repair costs as a result of the proposed regulatory action. California fleets of two or more vehicles will also face additional costs associated with the proposed reporting requirements. This requirement will affect small businesses in California. Staff projects that small businesses will be unaffected by the proposed smoke tester training requirements be-

cause they generally contract out their smoke testing rather than performing it in-house.

Alternatives Statement (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. Staff has considered a number of alternatives and recommends rejecting them, as discussed further in Chapter IV of the Initial Statement of Reasons (ISOR): Proposed Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program.

STATE IMPLEMENTATION PLAN REVISION

If adopted by CARB, staff plans to submit the proposed regulatory action to the U.S. EPA for approval as a revision to the California State Implementation Plan (SIP) required by the federal Clean Air Act (CAA). The adopted regulatory action would be submitted as an 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

CARB, as the lead agency under the California Environmental Quality Act (CEQA), has reviewed the proposed regulatory amendments and concluded that they are exempt pursuant to CEQA Guidelines §15061, because the action is both an Action Taken by Regulatory Agencies for Protection of the Environment (as described in CEQA Guidelines §15308 for “class 8” exemptions); and it is also exempt as described in CEQA Guidelines §15061(b)(3) (“common sense” exemption) because it can be seen with certainty that there is no possibility that the proposed action may result in a significant adverse impact on the environment. An explanation of the basis for reaching this conclusion is included in Chapter III of the ISOR.

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.
- 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: Dr. Jason Hill-Falkenthal, Air Pollution Specialist, Strategic Planning and Development Section, at (916) 322-4683 or (designated back-up contact) Krista Fregoso, Air Pollution Specialist, Strategic Planning and Development Section, at (916) 445-5035.

AVAILABILITY OF DOCUMENTS

Staff has prepared a Staff Report: ISOR for the proposed regulatory action, which includes a summary of the economic and environmental impacts of the proposal. The report is entitled: "Staff Report — Proposed Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program."

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,

California Air Resources Board, 1001 I Street, Visitors and Environmental Services Center, First Floor, Sacramento, California, 95814, (916) 322-2990, on April 3, 2018.

Further, the agency representative to whom nonsubstantive inquiries concerning the proposed administrative action may be directed is Bradley Bechtold, Regulations Coordinator, (916) 322-6533. 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, California 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 <http://www.arb.ca.gov/regact/2018/hdvippsip18/hdvippsip18.htm>.

TITLE 15. BOARD OF STATE AND COMMUNITY CORRECTIONS

AMENDMENT OF REGULATIONS OF THE BOARD OF STATE AND COMMUNITY CORRECTIONS
MINIMUM STANDARDS FOR JUVENILE FACILITIES TITLE 15, DIVISION 1, CHAPTER 1, SUBCHAPTER 5

Pursuant to Welfare and Institutions Code Sections 210 and 885, the Board of State and Community Corrections (BSCC) hereby gives notice of the proposed regulatory action(s) described in this public notice. It is the intent of the BSCC to amend regulations contained in Title 15, Division 1, Chapter 1, Subchapter 5, California Code of Regulations, which is commonly known as the Minimum Standards for Juvenile Facilities, after considering all comments, objections, and recommendations regarding these regulations.

PUBLIC HEARING

BSCC has not yet scheduled a public hearing on this proposed action. However, the BSCC will hold a hearing if it receives a written request for a public hearing from any interested person, or his or her authorized representative, no later than 15–days before the close of the written comment period.

WRITTEN COMMENT PERIOD

Any interested person, or his or her authorized representative, may submit written comments relevant to the proposed regulatory action to the BSCC. The written comment period closes at **5:00 p.m. on May 21, 2018**. The BSCC will consider only comments received at BSCC offices by that time. Submit comments to:

Ginger Wolfe, Standards and Compliance Officer
2590 Venture Oaks Way, Suite 200
Sacramento, CA 95833
(916) 445–5073
ginger.wolfe@bscc.ca.gov

POST–HEARING MODIFICATIONS. TO THE TEXT OF THE REGULATIONS

Following the public comment period, the BSCC may adopt the proposed regulations substantially as proposed in this notice or with modifications that are sufficiently related to the original proposed text and notice of proposed changes. Any modifications made to

the full text of the proposed modifications will be clearly indicated and made available to the public for at least 15 days prior to the date that the BSCC adopts, amends, or repeals the regulation(s). The BSCC will accept written comments on the modified regulation text during the 15–day period. Comments should be addressed to the primary contact person as provided above.

NOTE: To be notified of any modifications, you must submit written/oral comments at the public hearing, if a hearing is held; submit comments to the office during the written public comment period; or specifically request to be notified of any modifications.

AUTHORITY AND REFERENCE

Welfare and Institutions Code Sections 210 and 885 authorize the BSCC to adopt and amend the proposed regulations, which would implement, interpret, or make specific Sections 210, and 885 of the Welfare and Institutions Code.

INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

Summary of Existing Laws

Welfare and Institutions Code Sections 210 and 885 authorize the BSCC to establish standards for local juvenile detention facilities.

Summary of Existing Regulations

The BSCC promulgates the existing standards which prescribe requirements for juvenile detention facilities. These existing standards are codified in Title 15 Crime Prevention and Corrections, Division 1, Chapter 1, Subchapter 5 of the California Code of Regulations (CCR).

Determination of Inconsistency/Incompatibility with Existing State Regulations

The BSCC has determined that these proposed regulations are not inconsistent or incompatible with existing state regulations. After conducting a review for any regulations that would relate to or affect this area, the BSCC has concluded that these proposed regulations only address the existing minimum standards for juvenile Facilities.

Summary of Effect

The proposed action will update Title 15, Division 1, Chapter 1, Subchapter 5 CCR in the following ways: adopting and revising definitions to reflect current practices; changing regulatory requirements on the reporting of use of force incidents; assuring that chemical agents will be employed only after sufficient attempts at

de-escalation of potentially violent situations; use of trauma-informed care considerations, where appropriate; ensuring transition and aftercare plans; adding standards for room confinement that reflect current law; and ensuring that youth will be allowed to have their own underwear throughout their stay.

Comparable Federal Statute or Regulations

There are no comparable federal regulations or statutes.

Policy Statement Overview

The broad objective of the proposed action is to maintain regulations for local juvenile facilities in conformance with sound correctional practices that also ensure the safe and secure detention of minors.

Benefits of the Regulations to the Health and Welfare of California Residents, Worker Safety, and the State’s Environment

The BSCC has determined that there will be a positive impact on the health and welfare of California residents, youth in detention, and worker’s safety. The welfare of California residents, youth in detention, and worker safety will be affected positively by the proposed regulations which intend to provide improved communications between youth and members of the public; improved facility operations; improved education, programing, and other related services; and improved safety and security of youth, facility staff and others in juvenile facilities. Increased methods of communication and other listed improvements may also positively affect morale, coordination of services with community providers, and continuum of care.

The BSCC has determined that the state’s environment will not be affected by the adoption of these regulations because the regulations pertain to the minimum standards for juvenile facilities. Requirements of these regulations do not address any factors that would cause a positive or negative effect on the environment.

DISCLOSURE REGARDING THE PROPOSED ACTION

The BSCC has made the following initial determinations:

Mandate on local agencies and school districts: None.

Cost or savings to any state agency: None.

Cost to any local agency or school district which must be reimbursed in accordance with Government Code Sections 17500 through 17630: None.

Other nondiscretionary costs or savings imposed on local agencies: None.

Costs or savings in federal funding to the state: None.

Significant statewide adverse economic impact directly affecting business including the ability of Cali-

fornia businesses to compete with businesses in other states: None.

Cost impacts on a representative private person or businesses: The BSCC 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

Adoption of these regulations will not:

- (1) Create jobs or eliminate jobs within California.
- (2) Create new businesses or eliminate existing businesses within California.
- (3) Affect the expansion of businesses currently doing business within California.

Adoption of these regulations will:

- (1) Affect the welfare of California residents, youth in detention, and worker safety.

The welfare of California residents, youth in detention, and worker safety will be affected positively by the proposed regulations which intend to provide improved communications between youth and members of the public; improved facility operations; improved education, programing, and other related services; and improved safety and security of youth, facility staff and others in juvenile facilities. Increased methods of communication and other listed improvements may also positively affect morale, coordination of services with community providers, and continuum of care.

Significant effect on housing costs: None.

Business Report Determination: None.

Small Business Determination: The BSCC has concluded that the implementation of this action will not affect small business as these regulations only apply to juvenile detention facilities.

CONSIDERATION OF ALTERNATIVES

In accordance with Government Code Section 11346.5, subdivision (a)(13), the BSCC must determine that no reasonable alternative it considered or that has otherwise been identified and brought to its attention 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 provision of law.

The BSCC invites interested parties to present statements or arguments with respect to alternatives to the proposed regulations at the scheduled hearing or during the written comment period.

AVAILABILITY OF
RULEMAKING DOCUMENTS

The Rulemaking File, which includes all the information on which this proposal is based, is available for viewing at the BSCC's office at the above address and may also be accessed through the BSCC's website at <http://www.bscc.ca.gov>.

AVAILABILITY OF MODIFIED TEXT

If the BSCC makes modifications that are sufficiently related to the originally proposed text, it will clearly indicate the changes and make the modified text available to the public for at least 15 days before the BSCC adopts the regulations as revised. The modified text may be accessed through the BSCC website at: <http://www.bscc.ca.gov>. Those persons who do not have access to the Internet may submit a written request to the contact persons listed below.

AVAILABILITY OF INITIAL STATEMENT OF
REASONS AND FINAL STATEMENT OF
REASONS

The Initial and Final Statement of Reasons may be accessed through the BSCC website at: <http://www.bscc.ca.gov>. Those persons who do not have access to the Internet may submit a written request to the contact persons listed below.

AVAILABILITY OF DOCUMENTS;
INTERNET ACCESS

Copies of the Notice of Proposed Action, the Initial Statement of Reasons, and the text of the regulation in strikeout and underline can be accessed through our website at: <http://www.bscc.ca.gov>. Those persons who do not have access to the Internet may submit a written request to the contact persons listed below.

CONTACT PERSON FOR SUBSTANTIVE
AND/OR TECHNICAL QUESTIONS

Inquiries concerning the proposed action may be directed to the primary contact person:

Ginger Wolfe, Standards and Compliance Officer
2590 Venture Oaks Way, Suite 200
Sacramento, CA 95833
Phone: (916) 445-5073
ginger.wolfe@bscc.ca.gov
Fax: (916) 327-3317

The auxiliary contact person is:

Eloisa Tuitama, Field Representative
2590 Venture Oaks Way, Suite 200
Sacramento, CA 95833
Phone: (916) 445-5073
Eloisa.Tuitama@bscc.ca.gov
Fax: (916) 341-7328

TITLE 17. AIR RESOURCES BOARD

NOTICE OF PUBLIC HEARING TO CONSIDER
PROPOSED AMENDMENTS TO THE
CONSUMER PRODUCTS REGULATION
AND METHOD 310

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 to the California Consumer Products Regulation.

DATE: May 25, 2018

TIME: 9:00 a.m.

LOCATION: Sacramento County
Administration Building
700 H Street
Sacramento, California 95814

This item will be considered at a meeting of the Board, which will commence at 9:00 a.m., May 25, 2018. Please consult the agenda for the hearing, which will be available at least ten days before May 25, 2018, to determine when 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 April 6, 2018. Written comments not physically submitted at the hearing must be submitted on or after April 6, 2018, and received **no later than 5:00 p.m. on May 21, 2018**. CARB requests that when possible, written and email statements be filed at least 10 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 California Health and Safety Code, sections 38500, 38501, 38510, 38560, 38562, 38580, 39600, 39601, 39607, 41511 and 41712. This action is proposed to implement, interpret, and make specific sections 38505, 39600, 39607, 40000, 41511 and 41712 of the California Health and Safety Code.

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 (CCR), title 17, sections 94509, 94513 and 94515; proposed amendments to sections 1, 2, 3, 4, 5, 6 and 7, Appendix A, Method 310, “Determination of Volatile Organic Compounds (VOC) in Consumer Products and Reactive Organic Compounds (ROC) in Aerosol Coating Products” (last amended August 1, 2014) which is incorporated by reference in title 17, CCR section 94515.

Documents Incorporated by Reference (Cal. Code Regs., tit. 1, § 20, subd. (c)(3)):

1. Method 310, Determination of Volatile Organic Compounds (VOC) in Consumer Products and Reactive Organic Compounds (ROC) in Aerosol Coating Products (last amended August 1, 2014);

2. The following documents are incorporated by reference in the proposed amendments to Method 310, Determination of Volatile Organic Compounds (VOC) in Consumer Products and Reactive Organic Compounds (ROC) in Aerosol Coating Products (last amended August 1, 2014):
 - a. ASTM D6730–01(2016), Standard Test Method for Determination of Individual Components in Spark Ignition Engine Fuels by 100–Metre Capillary (with Precolumn) High–Resolution Gas Chromatography, (April 1, 2016).
 - b. ASTM D4057–12, Standard Practice for Manual Sampling of Petroleum and Petroleum Products, (December 1, 2012).
 - c. ASTM D4177–16e1, Standard Practice for Automatic Sampling of Petroleum and Petroleum Products, (October 1, 2016).
 - d. ASTM D4626–95(2015), Standard Practice for Calculation of Gas Chromatographic Response Factors, (April 1, 2015).
 - e. ASTM E203–01 Standard Test Method for Water Using Volumetric Karl Fisher Titration, (October 10, 2001).

Background and Effect of the Proposed Regulatory Action:

Section 41712 of the California Health and Safety Code requires CARB to adopt regulations to achieve the maximum feasible reduction in VOC emissions from consumer products (including aerosol coatings). As part of the regulatory process, CARB must determine that adequate data exist for it to adopt the regulations. CARB must also determine that the regulations are technologically and commercially feasible, and necessary to carry out the Board’s responsibilities under Division 26 of the Health and Safety Code. In addition, Health and Safety Code section 41712(c) provides that no regulation shall be adopted which requires the elimination of a product form. The Health and Safety Code further stipulates in section 41712(e) that public health agencies be consulted, and their recommendations be considered, prior to adopting regulations for health benefit products. Section 41712 is primarily directed at attaining State and federal air quality standards.

Pursuant to Health and Safety Code section 41712, CARB has adopted the Regulation for Reducing Volatile Organic Compound Emissions from Antiperspirants and Deodorants (the “Antiperspirants and Deodorants Regulation,” title 17, CCR, sections 94500–94506.5); the Regulation for Reducing Emissions from Consumer Products (the “Consumer Products Regulation,” title 17, CCR, sections 94507–94517); the Regulation for Reducing the Ozone Formed from Aerosol Coating Product Emissions (the

“Aerosol Coating Products Regulation,” title 17, CCR, sections 94520–94528); the Tables of Maximum Incremental Reactivity (MIR) Values (“Tables of MIR Values,” title 17, CCR sections 94700–94701); and the incorporated by reference Method 310, “Determination of Volatile Organic Compounds (VOC) in Consumer Products and Reactive Organic Compounds in Aerosol Coating Products” (“Method 310”), has been adopted to enforce the above regulations.

The Consumer Products Regulation sets forth VOC limits and other requirements for numerous categories of consumer products, including the Multi-Purpose Lubricant (MPL) products category. For certain categories, the regulation also prohibits use of specific toxic compounds and compounds with high global warming potential (GWP) values. The regulation was originally approved for adoption on October 11, 1990, and has been amended numerous times. The most recent amendments were approved for adoption on September 26, 2013.

Method 310 was adopted on September 25, 1997, and has been amended numerous times, most recently on August 1, 2014. Method 310 is used to determine compliance with various regulatory requirements, and is incorporated by reference in title 17, CCR sections 94506 (Antiperspirants and Deodorants), 94515 (Consumer Products), and 94526 (Aerosol Coating Products).

Staff Proposal

CARB staff has proposed amendments to the Consumer Products Regulation sections 94509, 94513, and 94515 to include an alternate compliance option to provide flexibility for manufacturers in meeting the requirements of the 10 percent by weight VOC limit for MPL products. The alternate compliance option would allow manufacturers to comply by meeting a 25 percent by weight VOC limit and a reactivity limit of 0.45 grams of ozone per gram of product. Staff is also proposing to extend the effective date of the existing 10 percent by weight VOC limit from December 31, 2018, to July 1, 2019, to provide adequate time for manufacturers of MPL products to evaluate their products and decide whether to comply via the alternate compliance option. Additionally, staff is proposing to prohibit the use of compounds with high global warming potentials (GWP) in MPL products.

The sections proposed for amendment are codified in title 17, California Code of Regulations (CCR), sections 94509, 94513, and 94515.

Amendments to the analytical method, Method 310, are also proposed. The proposed amendments to Method 310 are intended to clarify and update dates of test procedures. Specifically, staff is updating reference method citations and dates, correcting grammar for

consistency, and including several additional reference methods.

CARB may also consider other changes to the sections affected, as listed earlier in this notice, during the course of this rulemaking process.

Objectives and Benefits of the Proposed Regulatory Action:

CARB staff is proposing amendments to the consumer products regulation to achieve three objectives: The first is to maintain the ozone air quality benefits and the benefits claimed in the State Implementation Plan (SIP) that the 10 percent VOC limit would achieve. The 10 percent limit was expected to result in 1.27 ton per day reductions in VOC emissions, which were claimed as part of the SIP submitted to United States Environmental Protection Agency (U.S. EPA) in 2010. The proposed amendments ensure that the emissions from products using the alternate compliance option have equal or less ozone forming potential than the 10 percent by weight compliant products.

The second objective is to provide compliance flexibility to manufacturers that would enable them to continue to offer effective products to consumers but achieve similar ozone air quality benefits to those that comply with the mass-based 10 percent by weight VOC limit.

The third objective is to achieve these objectives without significantly impacting compliance costs or increasing the cost of MPL products on the market.

The proposed amendments achieve these goals by setting a product weighted maximum incremental reactivity (PWMIR) limit of 0.45 grams of ozone per gram of product, and requiring that the products not exceed the current 25 percent by weight VOC limit. It provides the needed flexibility for manufacturers of MPL products and it retains the ozone air quality benefits of the 10 percent by weight VOC limit, achieving benefits equivalent to SIP commitments.

CARB staff is also proposing amendments to Method 310. The proposed amendments would improve the clarity of the test method and update publication dates of test methods previously incorporated by reference. Additionally, several reference methods would be included for the purposes of implementing the alternate compliance option. No changes in public health and safety, or worker safety are expected as a result of this rulemaking.

Comparable Federal Regulations:

There are no direct comparable federal requirements for multi-purpose lubricant products. The “National Volatile Organic Compound Emission Standards for Consumer Products” (40 CFR Part 59, Subpart C, sections 59.201 *et seq.*) set national VOC emission stan-

dards for various categories of consumer products. The regulation became effective on September 11, 1998, and the VOC limits became effective on December 10, 1998. There are similarities and differences between the California and National Consumer Products Regulations. However, the National Consumer Products Regulation does not include VOC limits for MPL products or limits on chemicals with high global warming potential.

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.

MANDATED BY FEDERAL LAW OR REGULATIONS
(Gov. Code, §§ 11346.2, subd. (c), 11346.9)

The proposed regulatory action is not mandated by federal law or 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 reasonable 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 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 under Government Code, title 2, division 4, part 7 (commencing with section 17500), or other nondiscretionary cost or savings to State or local agencies.

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.

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):

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.

These determinations are based on an economic assessment that leads the Executive Officer to expect no adverse economic impacts from the proposed regulatory action. 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 regulatory action is to provide flexibility for manufacturers of MPL products to comply with the mass-based 10 percent by weight VOC limit. This added flexibility may allow manufacturers to formulate the effective products that consumers expect while providing the same ozone air quality benefits as products meeting the 10 percent by weight mass-based VOC limit and at a lower cost.

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 above.

Cost impacts on a representative private person or business (Gov. Code, § 11346.5(a)(9)):

In developing this regulatory proposal, CARB staff evaluated the potential cost impacts on representative private persons or businesses. No manufacturer is required to participate and only those which determine it is in the best financial interest of the company are expected to do so. If no manufacturers participate, these amendments have no cost. If all four California manufacturers choose to participate, then incurred costs will be \$84,064 from reporting and recordkeeping over the

5-year lifetime of the regulation. Staff estimates \$133,440 in cost savings to these California businesses as a result of avoided reformulation cost due to the proposed amendments. Thus, the net impact of the proposed amendments is a cost savings to California businesses. Staff expects there would be no impact on consumers.

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 affect two California small businesses, which are among the four California companies staff identified as having MPL products that do not comply with the 10 percent VOC limit. Staff identified 22 companies located outside California that have products that do not meet the 10 percent VOC limit.

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.

The Executive Officer analyzed four alternatives to the proposed amendments and determined that all alternatives would be less effective in carrying out the purpose for which the action is proposed.

ENVIRONMENTAL ANALYSIS

CARB, as the lead agency for the proposed amendments to the Consumer Products Regulation, has 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 determined that the proposed amendments would not result in any significant adverse impacts on the environment. The basis for reaching this conclusion is provided in Chapter VI of the ISOR. Written comments on the EA will be accepted during a 45-day public review period starting on April 6, 2018, and ending at 5:00 p.m. on May 21, 2018.

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 alternativo 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, Jose Gomez, Manager, Technical Development Section (916) 324-8033 or (designated back-up contact) Daniel Garrett, Air Pollution Specialist, Technical Development Section (916) 324-0388.

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: Public Hearing to Consider Proposed Amendments to the Consumer Products Regulation and CARB Test Method 310.

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, as of April 3, 2018.

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 <http://www.arb.ca.gov/regact/2018/cp2018/cp2018.htm>.

TITLE 17. CALIFORNIA INSTITUTE FOR REGENERATIVE MEDICINE

NOTICE OF INTENTION TO AMEND THE CONFLICT-OF-INTEREST CODE OF THE CALIFORNIA INSTITUTE FOR REGENERATIVE MEDICINE

NOTICE IS HEREBY GIVEN that the California Institute for Regenerative Medicine (CIRM), pursuant to the authority vested in it by section 87306 of the Government Code, proposes amendments to its conflict-of-interest code. A comment period has been established commencing on April 6, 2018 and closing on May 21, 2018. All inquiries should be directed to the contact listed below.

The CIRM proposes to amend its conflict-of-interest code to include employee positions that involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in subdivision (a) of section 87302 of the Government Code. The amendment carries out the purposes of the law and no other alternative would do so and be less burdensome to affected persons.

Changes to the conflict-of-interest code include: updating the place and manner of filing statements of economic interests, updating position titles and agency organization, and also making other technical changes. No changes are proposed to the definitions of disclosure categories (Appendix B).

Information on the code amendment is available on the CIRM's website: <https://www.cirm.ca.gov/our-funding/pending-regulations>.

Any interested person may submit written comments relating to the proposed amendment by submitting them no later than May 21, 2018, or at the conclusion of the public hearing, if requested, whichever comes later. Comments may be submitted to cirmcoicode@cirm.ca.gov or to the contact and address listed below. At this time, no public hearing is scheduled. A person may request a hearing no later than May 7, 2018.

The CIRM has determined that the proposed amendments:

1. Impose no mandate on local agencies or school districts.
2. Impose no costs or savings on any state agency.
3. Impose no costs on any local agency or school district that are required to be reimbursed under Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.
4. Will not result in any nondiscretionary costs or savings to local agencies.

5. Will not result in any costs or savings in federal funding to the state.
6. Will not have any potential cost impact on private persons, businesses or small businesses.

All inquiries concerning this proposed amendment and any communication required by this notice should be directed to:

C. Scott Tocher
 General Counsel
 CIRM
 1999 Harrison Street, Suite 1650
 Oakland, California 94612

**TITLE 22. CALIFORNIA
 UNEMPLOYMENT INSURANCE
 APPEALS BOARD**

**NOTICE OF INTENTION TO AMEND THE
 CONFLICT-OF-INTEREST CODE OF THE
 CALIFORNIA UNEMPLOYMENT INSURANCE
 APPEALS BOARD**

NOTICE IS HEREBY GIVEN that the **California Unemployment Insurance Appeals Board**, pursuant to the authority vested in it by section 87306 of the Government Code, proposes amendment to its conflict-of-interest code. A comment period has been established commencing on April 6, 2018 and closing on May 21, 2018. All inquiries should be directed to the contact listed below.

The **California Unemployment Insurance Appeals Board** proposes to amend its conflict-of-interest code to include employee positions that involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in subdivision (a) of section 87302 of the Government Code. The amendment carries out the purposes of the law and no other alternative would do so and be less burdensome to affected persons.

Changes to the conflict-of-interest code include: eliminating positions no longer used, changing names for positions that have been reclassified and adding a broad disclosure category for all employees in a Career Executive Assignment (CEA) and also making other technical changes.

Information on the code amendment is available on the agency's intranet site.

Any interested person may submit written comments relating to the proposed amendment by submitting them no later than May 21, 2018, or at the conclusion of the public hearing, if requested, whichever comes later. At

this time, no public hearing is scheduled. A person may request a hearing no later than May 7, 2018.

The **California Unemployment Insurance Appeals Board** has determined that the proposed amendments:

1. Impose no mandate on local agencies or school districts.
2. Impose no costs or savings on any state agency.
3. Impose no costs on any local agency or school district that are required to be reimbursed under Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.
4. Will not result in any nondiscretionary costs or savings to local agencies.
5. Will not result in any costs or savings in federal funding to the state.
6. Will not have any potential cost impact on private persons, businesses or small businesses.

All inquiries concerning this proposed amendment and any communication required by this notice should be directed to: Kim Hickox, Attorney, (916) 263-6806, kim.hickox@cuiab.ca.gov.

**TITLE 22. EMERGENCY MEDICAL
 SERVICES AUTHORITY**

**DIVISION 9. PREHOSPITAL EMERGENCY
 MEDICAL SERVICES
 CHAPTER 7.2. STROKE CRITICAL
 CARE SYSTEM**

The Emergency Medical Services Authority (EMSA) proposes to adopt regulations described below after considering all comments, objections, and recommendations regarding the proposed action.

PUBLIC HEARING

EMSA will hold a public hearing on May 21, 2018, beginning at 9:00 a.m. and ending at 11:00 a.m. The location of the public hearing is 10901 Gold Center Drive, Ste. 400, Rancho Cordova, CA 95670. EMSA requests that persons making oral comments also submit a written copy of their testimony.

WRITTEN COMMENT PERIOD

Any interested person, or his or her authorized representative, may submit written comments relevant to the proposed regulatory action to EMSA. Comments may also be sent by facsimile (FAX) at (916) 324-2875 or by e-mail to corrine.fishman@emsa.ca.gov. The written comment period closes at 5:00 p.m. on May 21, 2018.

EMSA will consider only comments received at the EMSA office by that time. Submit comments to:

Corrine Fishman
Legislative and Regulatory Affairs
Emergency Medical Services Authority
10901 Gold Center Drive, Ste. 400
Rancho Cordova, CA 95670

AUTHORITY AND REFERENCE

The Health and Safety Code (HSC) section 1797.107 authorizes EMSA to adopt the proposed regulations, which would implement, interpret, and make specific Health and Safety Code Sections 1797.102, 1797.103, 1797.105, 1797.176 and 1798.150.

INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

Health and Safety Code Sections 1797.102, 1797.103, 1797.105, 1797.176 and 1798.150 charge EMSA with establishing guidelines for critical care facilities, developing planning and implementation guidelines for EMS systems and setting minimum standards for the policies and procedures necessary for medical control of the EMS system. However, these sections do not clarify or adequately define standardized best practices for the development and implementation of specialty care facilities.

Therefore, in compliance with HSC Section 1797.107, EMSA has prepared the proposed regulations to clarify and make specific the requirements for local EMS agencies (LEMSA) to develop and implement a stroke critical care system.

There are currently 172 designated stroke centers in California serving eighty (80) percent of the population. However, because there are no standardized statewide requirements for the development and implementation of a stroke critical care system, a LEMSA designates hospitals as stroke facilities based on differing standards. Public safety is best served when patients receive a standard of care based on national standards and best practices. Providing standardized statewide requirements will give consistent care across the state.

The proposed regulations are designed to clarify and make specific the requirements for an LEMSA to develop and implement a stroke critical care system including the submission of a Stroke Critical Care System Plan and plan updates to EMSA. The regulations also specify requirements for a hospital to become a designated comprehensive, thrombectomy-capable, primary or acute stroke center, defines the process and requirements for hospital staffing, specialized training,

type of equipment, specific response time and public education.

Anticipated Benefits of the Proposed Regulation:

The broad objective of the regulations is to improve the care of patients suffering from life-threatening strokes. The specific benefit from the regulations is to protect the health and safety of the public by providing standardized statewide requirements to develop and implement a stroke critical care system, which will lead to the consistent statewide application of the provisions. Improving the system through standardization of stroke care statewide will have direct public benefit by improving the care of patients suffering from life-threatening acute strokes.

Determination of Inconsistency/Incompatibility with Existing State Regulations:

EMSA has determined that the proposed regulations are not inconsistent with nor incompatible with existing regulations. After conducting a review of regulations that would relate to stroke critical care systems, EMSA has determined that these regulations will not cause inconsistency or incompatibility with other existing regulations that concern stroke critical care systems.

Incorporated by Reference Forms:

There are no forms incorporated by reference in the proposed regulations.

DISCLOSURES REGARDING THE PROPOSED ACTION

EMSA has made the following initial determinations:

- Mandates on local agencies and school districts: None.
- Cost or savings to any state agency: None.
- Cost to any local agency or school district which must be reimbursed in accordance with Government Code Sections 17500 through 17630: None.
- Other nondiscretionary cost or savings imposed on local agencies: None.
- Cost or savings in federal funding to the state: None.
- Cost impacts on small business: EMSA is not aware of any cost impacts that a small business would incur in reasonable compliance with the proposed action. The regulations continue existing practices and do not mandate a small business to develop and implement a stroke critical care system. The regulations are designed to clarify and make specific the requirements for a LEMSA to develop and implement a stroke critical care system including the submission of program plans and plan updates to EMSA. These

regulations establish consistent and uniform standards for a stroke critical care system in the state.

- Significant, statewide adverse economic impact directly affecting business, including the ability of California businesses to compete in other states: None.
- Significant effect on housing costs: None.
- Cost impacts on a representative private person or business: EMSA is not aware of any cost impacts that a representative private person or business would incur in reasonable compliance with the proposed action.

Results of the Economic Impact Analysis/Assessment:

EMSA concludes that it is (1) unlikely that the proposal will eliminate any jobs; (2) unlikely the proposal will create any new jobs; (3) unlikely the proposal will create any new businesses; (4) unlikely the proposal will eliminate any existing businesses; and (5) may result in the expansion of businesses (hospitals) currently doing business within the state if a hospital elects to become a designated stroke critical care center.

Benefits of the Proposed Action: The proposed regulations will benefit California residents and worker safety by allowing a person suffering from a stroke to receive potentially lifesaving medical care from EMS responders and designated hospitals. The proposed regulations increase public safety through consistent statewide standards and requirements to be met to become a designated Stroke Critical Care System. The proposed regulations are not anticipated to benefit or negatively impact the state’s environment.

CONSIDERATION OF ALTERNATIVES

In accordance with Government Code Section 11346.5, subdivision (a)(13), EMSA must determine that no reasonable alternative it considered or that has otherwise been identified and brought to the attention of the agency 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 provision of law.

EMSA invites interested persons to present statements or arguments concerning the alternatives to the proposed regulations at the scheduled hearing or during the written comment period.

CONTACT PERSON

Direct inquiries concerning the proposed administrative action to:

Corrine Fishman
 Legislative and Regulatory Affairs
 Emergency Medical Services Authority
 10901 Gold Center Drive, Suite 400
 Rancho Cordova, CA 95670
 (916) 431-3727
corrine.fishman@emsa.ca.gov

Please direct requests for copies of the proposed text (the “express terms”) of the regulations, the initial statement of reasons, the modified version of the regulations, if any, or other information based upon the rulemaking to Corrine Fishman at the above address. If Corrine Fishman is unavailable, you may contact Jennifer Lim at jennifer.lim@emsa.ca.gov or (916) 431-3700.

AVAILABILITY OF STATEMENT OF REASONS, TEXT OF PROPOSED REGULATIONS, AND RULEMAKING FILE

EMSA will have the entire rulemaking file available for inspection and copying throughout the rulemaking process at its office at the above address. As of the date this notice is published in the Notice Register, the rulemaking file consists of this notice, the proposed text of the regulations, and the initial statement of reasons. Copies may be obtained by contacting Corrine Fishman at the address or phone number listed above or accessed through our website at www.emsa.ca.gov.

AVAILABILITY OF CHANGED OR MODIFIED TEXT

After holding the hearing and considering all timely and relevant comments received, EMSA may adopt the proposed regulations substantially as described in this notice. If EMSA makes modifications which are sufficiently related to the originally proposed text, it will make the modified version (with the changes indicated) available to the public for at least 15 days before EMSA adopts the regulations as revised. Please send requests for copies of the modified regulations to the attention of Corrine Fishman at the address indicated above. EMSA will accept written comments on the modified regulations for 15 days after the date on which they were made available.

AVAILABILITY OF THE FINAL STATEMENT OF REASONS

Upon its completion, you may contact Corrine Fishman at the address listed above for copies of the Final Statement of Reasons.

AVAILABILITY OF DOCUMENTS ON
THE INTERNET

You will find copies of the Notice of Proposed Action, the Initial Statement of Reasons, and the text of the regulations in underline and strikeout on our website at www.emsa.ca.gov.

**TITLE 22. EMERGENCY MEDICAL
SERVICES AUTHORITY**

**DIVISION 9. PREHOSPITAL EMERGENCY
MEDICAL SERVICES
CHAPTER 7.1. ST-ELEVATION
MYOCARDIAL INFARCTION (STEMI)
CRITICAL CARE SYSTEM REGULATIONS**

The Emergency Medical Services Authority (EMSA) proposes to adopt regulations described below after considering all comments, objections, and recommendations regarding the proposed action.

PUBLIC HEARING

EMSA will hold a public hearing on May 21, 2018, beginning at 1:00 p.m. and ending at 3:00 p.m. The location of the public hearing is 10901 Gold Center Drive, Ste. 400, Rancho Cordova, CA 95670. EMSA requests that persons making oral comments also submit a written copy of their testimony.

WRITTEN COMMENT PERIOD

Any interested person, or his or her authorized representative, may submit written comments relevant to the proposed regulatory action to EMSA. Comments may also be sent by facsimile (FAX) at (916) 324-2875 or by e-mail to corrine.fishman@emsa.ca.gov. The written comment period closes at 5:00 p.m. on May 21, 2018. EMSA will consider only comments received at the EMSA office by that time. Submit comments to:

Corrine Fishman
Legislative and Regulatory Affairs
Emergency Medical Services Authority
10901 Gold Center Drive, Ste. 400
Rancho Cordova, CA 95670

AUTHORITY AND REFERENCE

Health and Safety Code (HSC) section 1797.107 authorizes EMSA to adopt the proposed regulations, which would implement, interpret, and make specific

Health and Safety Code sections 1797.102, 1797.103, 1797.105, 1797.176 and 1798.150.

**INFORMATIVE DIGEST/POLICY STATEMENT
OVERVIEW**

Health and Safety Code Sections 1797.102, 1797.103, 1797.105, 1797.176 and 1798.150 charge EMSA with establishing guidelines for critical care facilities, developing planning and implementation guidelines for EMS systems and setting minimum standards for the policies and procedures necessary for medical control of the EMS system. However, these sections do not clarify or adequately define standardized best practices for the development and implementation of specialty care facilities.

Therefore, in compliance with HSC Section 1797.107, EMSA has prepared the proposed regulations to clarify and make specific the requirements for local EMS agencies (LEMSA) to develop and implement a STEMI critical care system.

There are currently 145 designated STEMI centers in California serving ninety-eight (98) percent of the population. However, because there are no standardized statewide requirements for the development and implementation of a STEMI critical care system, an LEMSAs designates hospitals as STEMI facilities based on differing standards. Public safety is best served when patients receive a standard of care based on national standards and best practices. Providing standardized statewide requirements will give consistent care across the state.

The proposed regulations are designed to clarify and make specific the requirements for an LEMSAs to develop and implement a STEMI critical care system including the submission of a STEMI Critical Care System Plan and plan updates to EMSAs. The regulations also specify requirements for a hospital to become a designated STEMI critical care facility and defines the process and requirements for hospital staffing, specialized training, type of equipment, specific response time and public education.

Anticipated Benefits of the Proposed Regulation:

The broad objective of the regulations is to improve the care of patients suffering from life-threatening acute heart attack. The specific benefit from the regulations is to protect the health and safety of the public by providing standardized statewide requirements to develop and implement a STEMI critical care system, which will lead to the consistent statewide application of the provisions. Improving the system through standardization of stroke care statewide will have direct public benefit by improving the care of patients suffering from life-threatening acute heart attacks.

Determination of Inconsistency/Incompatibility with Existing State Regulations:

EMSA has determined that the proposed regulations are not inconsistent with nor incompatible with existing regulations. After conducting a review of regulations that would relate to STEMI critical care systems, EMSA has determined that these regulations will not cause inconsistency or incompatibility with other existing regulations that concern STEMI critical care systems.

Incorporated by Reference Forms:

There are no forms incorporated by reference in the proposed regulations.

DISCLOSURES REGARDING THE PROPOSED ACTION

EMSA has made the following initial determinations:

- Mandates on local agencies and school districts: None.
- Cost or savings to any state agency: None.
- Cost to any local agency or school district which must be reimbursed in accordance with Government Code Sections 17500 through 17630: None.
- Other nondiscretionary cost or savings imposed on local agencies: None.
- Cost or savings in federal funding to the state: None.
- Cost impacts on small business: EMSA is not aware of any cost impacts that a small business would incur in reasonable compliance with the proposed action. The regulations continue existing practices and do not mandate a small business to develop and implement a STEMI critical care system. The regulations are designed to clarify and make specific the requirements for an LEMSA to develop and implement a STEMI critical care system including the submission of program plans and plan updates to EMSA. These regulations establish consistent and uniform standards for a STEMI critical care system in the state.
- Significant, statewide adverse economic impact directly affecting business, including the ability of California businesses to compete in other states: None.
- Significant effect on housing costs: None.

- Cost impacts on a representative private person or business: EMSA is not aware of any cost impacts that a representative private person or business would incur in reasonable compliance with the proposed action.

Results of the Economic Impact Analysis/Assessment:

EMSA concludes that it is (1) unlikely that the proposal will eliminate any jobs; (2) unlikely the proposal will create any new jobs; (3) unlikely the proposal will create any new businesses; (4) unlikely the proposal will eliminate any existing businesses; and (5) may result in the expansion of businesses (hospitals) currently doing business within the state if a hospital elects to become a designated STEMI critical care center.

Benefits of the Proposed Action: The proposed regulations will benefit California residents and worker safety by allowing a person suffering from an acute heart attack to receive potentially lifesaving medical care from EMS responders and designated hospitals. The proposed regulations increase public safety through consistent statewide standards and requirements to be met to become a designated STEMI Critical Care System. The proposed regulations are not anticipated to benefit or negatively impact the state's environment.

CONSIDERATION OF ALTERNATIVES

In accordance with Government Code Section 11346.5, subdivision (a)(13), EMSA must determine that no reasonable alternative it considered or that has otherwise been identified and brought to the attention of the agency 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 provision of law.

EMSA invites interested persons to present statements or arguments concerning the alternatives to the proposed regulations at the scheduled hearing or during the written comment period.

CONTACT PERSON

Direct inquiries concerning the proposed administrative action to:

Corrine Fishman
 Legislative and Regulatory Affairs
 Emergency Medical Services Authority
 10901 Gold Center Drive, Suite 400
 Rancho Cordova, CA 95670
 (916) 431-3727
corrine.fishman@emsa.ca.gov

Please direct requests for copies of the proposed text (the “express terms”) of the regulations, the initial statement of reasons, the modified version of the regulations, if any, or other information based upon the rulemaking to Corrine Fishman at the above address. If Corrine Fishman is unavailable, you may contact Jennifer Lim at jennifer.lim@emsa.ca.gov or (916) 431–3700.

**AVAILABILITY OF STATEMENT OF REASONS,
TEXT OF PROPOSED REGULATIONS, AND
RULEMAKING FILE**

EMSA will have the entire rulemaking file available for inspection and copying throughout the rulemaking process at its office at the above address. As of the date this notice is published in the Notice Register, the rulemaking file consists of this notice, the proposed text of the regulations, and the initial statement of reasons. Copies may be obtained by contacting Corrine Fishman at the address or phone number listed above or accessed through our website at www.emsa.ca.gov.

**AVAILABILITY OF CHANGED OR
MODIFIED TEXT**

After holding the hearing and considering all timely and relevant comments received, EMSA may adopt the proposed regulations substantially as described in this notice. If EMSA makes modifications which are sufficiently related to the originally proposed text, it will make the modified version (with the changes indicated) available to the public for at least 15 days before EMSA adopts the regulations as revised. Please send requests for copies of the modified regulations to the attention of Corrine Fishman at the address indicated above. EMSA will accept written comments on the modified regulations for 15 days after the date on which they were made available.

**AVAILABILITY OF THE FINAL STATEMENT
OF REASONS**

Upon its completion, you may contact Corrine Fishman at the address listed above for copies of the Final Statement of Reasons.

**AVAILABILITY OF DOCUMENTS ON
THE INTERNET**

You will find copies of the Notice of Proposed Action, the Initial Statement of Reasons, and the text of the

regulations in underline and strikeout on our website at www.emsa.ca.gov.

**TITLE 22. OFFICE OF STATEWIDE
HEALTH PLANNING
AND DEVELOPMENT**

**California Coronary Artery Bypass Graft
Outcomes Reporting Program**

**TITLE 22, DIVISION 7, CHAPTER 10,
ARTICLE 7: CABG DATA
REPORTING REQUIREMENTS**

NOTICE IS HEREBY GIVEN that the Office of Statewide Health Planning and Development (OSHPD) proposes to amend Sections 97174 and 97177.25 of Title 22 of the California Code of Regulations (CCR).

OSHPD proposes to amend Section 97174 to add, delete, and revise certain hospital reported data elements in the California Coronary Artery Bypass Graft (CABG) Outcomes Reporting Program (CCORP) to conform to the national Society of Thoracic Surgeons (STS) database and to improve risk analysis and outcomes reporting.

OSHPD also proposes to incorporate by reference the revised CCORP Format and File Specifications, which mirror the proposed changes to Section 97174.

I. PUBLIC HEARING

OSHPD has not scheduled a public hearing. Any interested person, or his or her duly authorized representative, may submit a written request for a public hearing, pursuant to Section 11346.8(a) of the Government Code. The written request for a hearing must be received by OSHPD’s contact person, designated below, no later than 15 days prior to the close of the written comment period.

**II. WRITTEN COMMENT PERIOD AND
CONTACT PERSON**

Any interested person, or his or her authorized representative, may submit written comments relevant to the proposed regulatory action. All comments must be received by OSHPD no later than 5:00 p.m., PDT on May 21, 2018.

Inquiries and comments concerning the proposed regulations should be addressed to the primary contact person named below. Comments delivered by e-mail are preferred. Comments may also be faxed, hand delivered, or mailed to:

Lisa Ann Cook
 Contracts and Regulations Manager, Clinical Data
 Group
 Information Services Division — Healthcare
 Analytics Branch
 Office of Statewide Health Planning and
 Development
 2020 West El Camino, Suite 1100
 Sacramento, CA 95833
 Tel: (916) 326-3867
 Fax: (916) 322-9718
 E-mail: lisa.cook@oshpd.ca.gov

Inquiries and comments may also be addressed to the
 backup contact person:

Holly Hoegh, Ph.D.
 Manager, Clinical Data Group
 Information Services Division — Healthcare
 Analytics Branch
 Office of Statewide Health Planning and
 Development
 2020 West El Camino, Suite 1100
 Sacramento, CA 95833
 Tel: (916) 326-3868
 Fax: (916) 322-9718
 E-mail: holly.hoegh@oshpd.ca.gov

Each comment may include the author's name, U.S.
 Postal Service address, and e-mail address, if applica-
 ble, so that the addressee may be included in future
 communications if the text of the currently proposed
 regulations changes.

III. AUTHORITY AND REFERENCE

Authority: California Health and Safety Code, Sec-
 tion 128810.

Reference: California Health and Safety Code, Sec-
 tion 128745.

IV. INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

1. Summary of Existing Laws and Regulations

Health and Safety Code Section 128745 requires that
 on an annual basis OSHPD prepare and publish risk-
 adjusted outcome reports for CABG surgeries per-
 formed in California hospitals. To produce these re-
 ports, OSHPD is mandated to collect certain data from
 these hospitals.

Section 97172 of Title 22, CCR mandates that every
 six (6) months, hospitals performing CABG surgeries
 file a report with OSHPD that contains certain patient

level information. Known as CCORP, this program col-
 lects data from each hospital for each CABG patient.

Currently, CABG surgeries are performed in 125 hos-
 pitals in California. The reported data includes demo-
 graphic and clinical data elements from the patient
 medical record. OSHPD analyzes the data, along with
 data collected from other sources, and prepares the
 risk-adjusted outcome reports that compare outcomes
 by hospital and, in every other year, by hospital and car-
 diac surgeon.

Health and Safety Code Sections 128745 and 128748
 provide for the appointment of a nine (9) member Clini-
 cal Advisory Panel (CAP) to advise OSHPD on aspects
 of the CABG program. Upon recommendation of the
 CAP, OSHPD may add, delete, or revise CCORP data
 elements, but shall add no more than a net of six ele-
 ments not included in the Society of Thoracic Surgeons
 (STS) Adult Cardiac Database over any five-year peri-
 od. STS is the industry leader in defining and establish-
 ing data elements related to adult cardiac surgery. Ap-
 proximately 85 percent of CCORP hospitals submit da-
 ta to STS. This proposal does not add any non-STs data
 elements. On March 6, 2017, CAP met and reviewed
 the data element revisions reflected in the proposed reg-
 ulatory changes. It was their recommendation to accept
 these changes.

CCORP data elements are defined in Section 97174
 of Title 22, CCR. OSHPD proposes to amend this sec-
 tion to add, delete, and revise the data elements that hos-
 pitals report. The changes will update CCORP data and
 make it consistent with changes in the STS database.

Hospitals that submit their CABG surgery data to
 CCORP must comply with OSHPD's Format and File
 Specifications to submit data to the Cardiac Online Re-
 porting for California (CORC) database. Section
 97177.25 of Title 22, CCR, incorporates by reference
 these specifications. OSHPD proposes to update this
 section with the current Format and File Specifications
 version to make it consistent with the proposed revi-
 sions to the CCORP data elements.

The requirements in the current regulations will con-
 tinue to apply for patients discharged between January
 1, 2016 and December 31, 2017.

Implementation of the proposed revisions will apply
 for patients discharged on or after January 1, 2018.

The requirements for patients discharged from July 1,
 2014 through January 1, 2016, will be repealed since
 they are no longer relevant.

2. Policy Statement Overview/Specific Benefits of Proposed Regulation

The objective of the proposed amendment to the reg-
 ulation is to: 1) align eleven (11) CCORP data elements
 to align with STS definitions, found in their Adult Car-
 diac Surgery Database, version 2.9; 2) add eight (8) STS

data elements to the CCORP database; and 3) delete eight (8) data elements. It does not add any non–STS data elements. In addition, OSHPD will update the CCORP Format and File specifications document to accommodate these changes.

The benefit of this revision is to lessen the burden to hospitals that report to both CCORP and STS by decreasing manual data abstraction and data entry. Updating the data elements OSHPD collects on CABG surgery will enable improved and expanded risk–adjusted outcomes analysis and reporting for mortality and complications of CABG surgeries.

It will also allow OSHPD to compare California outcomes to other state and national outcomes. These changes will enrich the CCORP public outcomes reports by providing a better reflection on the quality of care delivered by hospitals and surgeons.

3. Determination of Inconsistency/Incompatibility with Existing State Regulations

As required by Government Code Section 11346.5, subsection (a)(3)(D), OSHPD evaluated the language contained in the proposed amendment. OSHPD has determined that these proposed regulations are not inconsistent with nor incompatible with existing state regulations. These regulations make minor modifications to an existing program.

4. Documents Incorporated by Reference

Format and File Specifications for California Coronary Artery Bypass Graft (CABG) Outcomes Reporting Program (CCORP) Version 7.0, dated May 31, 2017

V. DISCLOSURES REGARDING THE PROPOSED ACTION

OSHPD has made the following initial determinations:

1. Mandate on local agencies and school districts: None.
2. Cost or savings to any state agency: The estimated cost to OSHPD for programming the online reporting system is absorbable.
3. Costs to any local agency or school district that are required to be reimbursed by the state in accordance with Government Code Sections 17500 through 17630: None.
4. Other non–discretionary cost or savings imposed on local agencies: None.
5. Cost or savings in federal funding to the state: None.

6. Cost impact on representative persons or businesses: OSHPD estimates that there will be a minor annual cost of approximately \$869 for each non–STS hospital. OSHPD estimates an annual cost savings of approximately \$1,525 for hospitals that report to STS.
7. Significant effect on housing costs: None.
8. Significant statewide adverse economic impact directly affecting business: OSHPD has made an initial determination that the action would not have a significant, statewide adverse economic impact directly affecting business, including the ability of California businesses to compete with other businesses in other states.
9. Effect on Small Business: OSHPD has determined that the proposed amendment does not affect small business. The healthcare facilities affected by the action either have more than 150 beds or more than \$1,500,000 in annual gross receipts. In accordance with Government Code Section 11342.610, these healthcare facilities are not defined as small businesses.

VI. STATEMENT OF THE RESULTS OF THE ECONOMIC IMPACT ASSESSMENT (EIA)

Revising, adding, and deleting these data elements and their definitions is anticipated to be beneficial to the reporting hospitals by reducing retrospective manual abstraction, data processing, and clinical review, thereby reducing manual workload and administrative costs. It would also result in enhanced data quality, risk analysis, and outcomes reporting.

Therefore, OSHPD has concluded that this regulatory action would not affect the following:

- (1) The creation of jobs within the state.
- (2) The elimination of jobs within the State of California.
- (3) The creation of new businesses within California.
- (4) The elimination of existing businesses within California.
- (5) The expansion of businesses currently doing business in the state.
- (6) The benefit to the public is that more accurate and useful data will be available. Such data are used for understanding California’s healthcare environment. Aligning the data elements with STS will be more efficient and less burdensome for facilities.

VII. REASONABLE ALTERNATIVES STATEMENT

In accordance with Government Code Section 11346.5, subsection (a)(13), OSHPD must determine that no reasonable alternative it considered or that has otherwise been identified and brought to the attention of the agency 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 provision of law.

VIII. AVAILABILITY OF EXPRESS TERMS, INITIAL STATEMENT OF REASONS, AND INFORMATION UPON WHICH PROPOSED RULEMAKING IS BASED

OSHPD will have the entire rulemaking file available for inspection and copying throughout the rulemaking process at its office at the address given for the contact persons. As of the date this notice is published in the Notice Register, the rulemaking file consists of this notice, the text of the proposed regulations, the initial statement of reasons, economic impact assessment contained in the initial statement of reasons, a letter from the Clinical Advisory Panel (CAP) Chair and all documents incorporated by reference.

In developing these regulations, OSHPD conducted a survey of affected hospitals and asked them to estimate the fiscal impact to their hospitals. Copies of the survey and survey results are included in the rulemaking file.

IX. AVAILABILITY OF SUBSTANTIAL CHANGES TO ORIGINAL PROPOSAL

After considering all timely and relevant comments received, OSHPD may adopt the proposed regulations substantially as described in this notice. If OSHPD makes modifications which are sufficiently related to the originally proposed text, it will make the modified text (with changes clearly indicated) available to the public for at least 15 days prior to the date OSHPD adopts the regulations as revised.

Please send requests for copies of the modified text to the listed contact person. The modified text will also be available on OSHPD's website at: <http://www.oshpd.ca.gov/LawsRegs/NewRegulations.html>.

OSHPD will accept written comments on the modified regulations for 15 days after the date on which they are made available.

X. AVAILABILITY OF FINAL STATEMENT OF REASONS AND RULEMAKING FILE

The Final Statement of Reasons and Rulemaking File including a summary of all comments and responses will be available, after its completion, through OSHPD's website at:

<http://www.oshpd.ca.gov/LawsRegs/NewRegulations.html>.

The Final Statement of Reasons will also be available for review from the designated contact person.

XI. AVAILABILITY OF DOCUMENTS ON THE INTERNET

Copies of the Notice of Proposed Action, the Initial Statement of Reasons, and text of the proposed regulations in underline and strikeout can be accessed through our website at:

<http://www.oshpd.ca.gov/LawsRegs/NewRegulations.html>.

GENERAL PUBLIC INTEREST

DEPARTMENT OF FISH AND WILDLIFE

CESA CONSISTENCY DETERMINATION
REQUEST FOR
Oroville Wildlife Area Flood Stage Reduction Project
2080-2018-003-02
Butte County

The California Department of Fish and Wildlife (CDFW) received a notice on March 22, 2018 that the Sutter Butte Flood Control Agency proposes to rely on a consultation between federal agencies to carry out a project that may adversely affect a species protected by the California Endangered Species Act (CESA). The proposed project involves providing a more natural flood corridor both in the action area and downstream, providing more frequently inundated floodplain-rearing habitat for juvenile salmonids, and reducing the extent of invasive plant species. Proposed activities will include, but are not limited to, mechanical and hand removal of invasive species, installation of riparian woodland plantings, construction of a new inflow weir, construction of a new notch connection to the Feather River, placement of rock fill along the existing outflow weir, installation of a concrete road crossing, construction of a fish barrier berm, removal of existing culverts, construction of channel crossings, and regrading or de-

grading channels, berms, parking areas and river access areas. The proposed project will occur within the Oroville Wildlife Area in Butte County.

The National Marine Fisheries Service (NMFS) issued a federal biological opinion (Service Ref. No. WCR-2017-8272) in a memorandum to the U.S. Army Corps of Engineers on November 17, 2017, which considered the effects of the proposed project on state and federally threatened Central Valley springrun Chinook salmon evolutionarily significant unit (ESU) (*Oncorhynchus tshawytscha*).

Pursuant to California Fish and Game Code section 2080.1, the Sutter Butte Flood Control Agency is requesting a determination that the BO and its associated ITS are consistent with CESA for purposes of the proposed project. If CDFW determines the BO and its associated ITS are consistent with CESA for the proposed project, the Sutter Butte Flood Control Agency will not be required to obtain an incidental take permit under Fish and Game Code section 2081 subdivision (b) for the proposed project.

DEPARTMENT OF FISH AND WILDLIFE

PROPOSED RESEARCH AND RECOVERY ACTIONS FOR A FULLY PROTECTED SPECIES

Research and Recovery Efforts for San Francisco Garter Snake (*Thamnophis sirtalis tetrataenia*) at the San Francisco Airport’s West-of-Bayshore Property

The Department of Fish and Wildlife (Department) received a proposal on December 22, 2017, from Natalie Reeder, Biologist with the San Francisco International Airport (SFO), requesting authorization to take the San Francisco Garter Snake (*Thamnophis sirtalis tetrataenia*) (‘SFGS’), for scientific research and recovery purposes associated with population monitoring and habitat maintenance at the airport’s West-of-Bayshore (WOB) property, consistent with protection and recovery of the species. The SFGS is a Fully Protected reptile, and is also listed as Endangered under the California Endangered Species Act and Endangered under the federal Endangered Species Act.

A Recovery Action Plan (plan) for SFGS at WOB was developed in 2008 by LSA on behalf of SFO and in collaboration with the U.S. Fish and Wildlife Service and the Department, which prescribes a series of enhancements to the property designed to improve habitat for SFGS and their primary prey, California Red-legged Frogs (*Rana draytonii*) (‘CRLF’), with the goal

of maintaining or increasing the population sizes of both species. SFO currently possesses a federal recovery permit (TE-176209) to carry out the habitat enhancement activities, and Ms. Reeder is the individual named to work with SFGS.

Habitat enhancements include removal of non-native vegetation, increased site security, protocolled sampling (capture-mark-recapture) to monitor populations for CRLF and SFGS, and several strategies to maintain open water for frog breeding — removal of overgrown vegetation from and deepening and widening of wetlands and canals. These habitat enhancements were planned to increase the prey base for SFGS by promoting successful breeding of CRLF and other amphibian prey.

The Department intends to issue, under specified conditions, a Memorandum of Understanding (MOU) to authorize Ms. Reeder to carry out and oversee the proposed research and recovery activities. The applicant is also required to have a valid federal recovery permit for the SFGS, and a scientific collecting permit (SCP) to take other terrestrial species in California.

Pursuant to California Fish and Game Code (FGC) Section 5050(a)(1), the Department may authorize take of Fully Protected reptiles after 30 days’ notice has been provided to affected and interested parties through publication of this notice. If the Department determines that the proposed research and recovery activities are consistent with the requirements of FGC Section 5050 for take of Fully Protected reptiles, it will issue the MOU on or after May 6, 2018. The MOU may be subsequently renewed. Contact: Laura Patterson, Wildlife Branch, Laura.Patterson@wildlife.ca.gov, 916-341-6981.

DEPARTMENT OF FISH AND WILDLIFE

PROPOSED RESEARCH AND RECOVERY ACTIONS FOR A FULLY PROTECTED SPECIES

Research and Recovery Efforts for San Francisco Garter Snake (*Thamnophis sirtalis tetrataenia*) in the Quiroste Valley Cultural Preserve within Año Nuevo State Park

The Department of Fish and Wildlife (Department) received a proposal on March 26, 2018, from Portia Halbert, Senior Environmental Scientist with California State Parks, requesting authorization to take the San Francisco Garter Snake (*Thamnophis sirtalis tetrataenia*) (‘SFGS’), for scientific research and recovery purposes associated with population monitoring and habitat restoration in the Quiroste Valley Cultural Preserve (QVCP) within Año Nuevo State Park, consistent with

protection and recovery of the species. The SFGS is a Fully Protected reptile, and is also listed as Endangered under the California Endangered Species Act and Endangered under the federal Endangered Species Act.

Ms. Halbert currently possesses a federal recovery permit (TE-161496) to survey for SFGS using traps and artificial cover objects. She is in the process of amending her recovery permit to include habitat restoration through reduction in woody vegetation. A capture-mark-recapture monitoring program for SFGS will be initiated in the QVCP to assess the success of the proposed habitat restoration and maintenance activities.

Conversion of grassland to closed-canopy woody vegetation types reduces habitat for SFGS, and one of the primary purposes for conducting vegetation management activities in the QVCP is to prevent the rare coastal grassland habitat from converting to a shrub and forest species-dominated landscape. State Parks is proposing to implement a “low-impact” approach to vegetation management, using primarily hand tools, to decrease the risk of taking of SFGS and their primary prey, California Red-legged Frogs. Without this proposed vegetation management, much of the upland habitat used by SFGS for basking, burrowing, and foraging will be lost.

The Department intends to issue, under specified conditions, a Memorandum of Understanding (MOU) to authorize Ms. Halbert to carry out and oversee the proposed research and recovery activities. The applicant is also required to have a valid federal recovery permit for the SFGS, and a scientific collecting permit (SCP) to take other terrestrial species in California.

Pursuant to California Fish and Game Code (FGC) Section 5050(a)(1), the Department may authorize take of Fully Protected reptiles after 30 days’ notice has been provided to affected and interested parties through publication of this notice. If the Department determines that the proposed research and recovery activities are consistent with the requirements of FGC Section 5050 for take of Fully Protected reptiles, it will issue the MOU on or after May 6, 2018. The MOU may be subsequently renewed. Contact: Laura Patterson, Wildlife Branch, Laura.Patterson@wildlife.ca.gov, 916-341-6981.

DEPARTMENT OF FISH AND WILDLIFE

**FISH AND GAME CODE SECTION 1653
CONSISTENCY DETERMINATION
REQUEST FOR**

**Ten Mile River South Fork Enhancement Project —
Phase 1
(Tracking Number: 1653-2018-014-001-R1)
Mendocino County**

California Department of Fish and Wildlife (CDFW) received a Request to Approve on March 23, 2018, that The Nature Conservancy proposes to carry out a habitat restoration or enhancement project pursuant to Fish and Game Code section 1653. The proposed project involves the addition of two engineered log jams to reestablish channel meandering and floodplain connection, the creation of an off-channel, seasonally flooded wetland, and the addition of log jams to create a split-flow side channel that will maintain accessibility to the new wetland and create complex edge-habitat. The project is designed to increase winter rearing habitat for coho salmon, steelhead and Chinook salmon. The proposed project will be carried out on the lower 1.7 miles of the South Fork Ten Mile River including its confluence with the Main Stem Ten Mile River, located at 28761 N. Highway 1, Fort Bragg, Mendocino County, California.

On January 3, 2018, the North Coast Regional Water Quality Control Board (Regional Water Board) received a Notice of Intent (NOI) to comply with the terms of, and obtain coverage under, the General 401 Water Quality Certification Order for Small Habitat Restoration Projects (General 401 Order) for the Ten Mile River South Fork Enhancement Project — Phase 1. The Regional Water Board determined that the Project, as described in the NOI, was categorically exempt from California Environmental Quality Act (CEQA) review (section 15333 — Small Habitat Restoration Projects) and met the eligibility requirements for coverage under the General 401 Order. The Regional Water Board issued a Notice of Applicability

(WDID No. 1B180001WNME; ECM PIN No. CW-843525) for coverage under the General 401 Order on March 20, 2018.

The Nature Conservancy is requesting a determination that the project and associated documents are complete pursuant to Fish and Game Code section 1653 subdivision (d). If CDFW determines the project is complete, the District will not be required to obtain an incidental take permit under Fish and Game Code section 2081 subdivision (b) or a Lake or Streambed Alteration Agreement under Fish and Game Code section 1605 for the proposed project.

In accordance with Fish and Game Code section 1653 subdivision (e), if CDFW determines during the review, based on substantial evidence, that the request is not complete, The Nature Conservancy will have the opportunity to submit under Fish and Game Code section 1652.

**DEPARTMENT OF TOXIC
SUBSTANCES CONTROL**

**APS WEST COAST, INC. DBA AMPORTS, A
CALIFORNIA CORPORATION (AMPORTS)
(FORMERLY KNOWN AS “BENICIA
INDUSTRIES, INC.”).
PROPOSED CONSENT DECREE**

711 and 750 Jackson Street, Benicia, Solano County, California (identified by Assessor’s Parcel number 0080-14-0440) and 938, 940, 942, 945, 946, 952, and 954 Tyler Street; 963, 965, 967, 969, 971, 973, 977, 979, 981, 983, 985, 989, and 991 Lincoln Street; and 900 and 954 Jackson Street, Benicia, Solano County, California (identified by Assessor’s Parcel numbers 0080-28-0010, 0080-28-0030, 0080-28-0040, 0080-28-0050)

**30-Day Public Comment Period: April 6, 2018,
through May 6, 2018**

WHAT IS BEING PROPOSED: The California Department of Toxic Substances Control (DTSC) invites the public to review and comment on a [Proposed] Consent Decree (proposed Consent Decree) regarding two sites at the Former Benicia Arsenal site located at 711 and 750 Jackson Street, Benicia, Solano County, California (identified by Assessor’s Parcel number 0080-14-0440) and 938, 940, 942, 945, 946, 952, and 954 Tyler Street; 963, 965, 967, 969, 971, 973, 977, 979, 981, 983, 985, 989, and 991 Lincoln Street; and 900 and

954 Jackson Street, Benicia, Solano County, California (identified by Assessor’s Parcel numbers 0080-28-0010, 0080-28-0030, 0080-28-0040, 0080-28-0050) (together referred to as Site). On March 14, 2018, DTSC lodged the proposed Consent Decree in *California Department of Toxic Substances Control v. APS West Coast, Inc., dba Amports, a California corporation (formerly known as “Benicia Industries, Inc.”)* (“Amports”), Case No. 2:18-CV-00548 JAM-AC, with the United States District Court for the Eastern District of California. The proposed Consent Decree resolves DTSC’s claims against Amports under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. §§ 9601(a) et seq. and other statutes for its liability for the contamination at the Site.

DTSC will consider comments received during the public comment period on the Consent Decree and file with the Court any written comments received and DTSC’s responses thereto. The Court may then enter or approve the Consent Decree. DTSC also reserves the right to withdraw or withhold its consent to entry (approval) of the Consent Decree if comments regarding the Consent Decree disclose facts or considerations that indicate the Consent Decree is inappropriate, improper or inadequate.

WHERE DO I GET MORE INFORMATION:

Copies of the proposed Consent Decree and other Site-related documents are available by contacting the DTSC Project Manager listed below; online at the DTSC EnviroStor websites https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001959 and https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001960 on the Community Involvement tab; or at the DTSC Regional Records Office, File Room, 8800 Cal Center Drive, Sacramento, California 95826.

WHERE TO SEND COMMENTS: Comments concerning the proposed Consent Decree should include “AMPORTS CD Comment” in the subject line of your e-mail or letter. All comments must be post-marked or e-mailed by May 6, 2018, and submitted to:

Shahid Mahmood
Project Manager
(916) 255-3592
Shahid.Mahmood@dtsc.ca.gov

Tammy Pickens
Public Participation Specialist
(916) 255-3594
(866) 495-5651
Tammy.Pickens@dtsc.ca.gov

**DEPARTMENT OF TOXIC
SUBSTANCES CONTROL**

**BENICIA INTERNATIONAL ASSOCIATES
L.P.,
PROPOSED CONSENT DECREE**

711 and 750 Jackson Street, Benicia, Solano County,
California (identified by Assessor's Parcel number
0080-14-0440)

**30-Day Public Comment Period: April 6, 2018,
through May 6, 2018**

WHAT IS BEING PROPOSED: The California Department of Toxic Substances Control (DTSC) invites the public to review and comment on a [Proposed] Consent Decree (proposed Consent Decree) regarding two sites at the Former Benicia Arsenal site located at 711 and 750 Jackson Street, Benicia, Solano County, California (identified by Assessor's Parcel number 0080-14-0440) (together referred to as Site). On March 14, 2018, DTSC lodged the proposed Consent Decree in *California Department of Toxic Substances Control v. Benicia International Associates L.P.* ("BIA"), Case No. 2:18-CV-00551 JAM-AC, with the United States District Court for the Eastern District of California. The proposed Consent Decree resolves DTSC's claims against Amports under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. §§ 9601(a) et seq. and other statutes for its liability for the contamination at the Site.

DTSC will consider comments received during the public comment period on the Consent Decree and file with the Court any written comments received and DTSC's responses thereto. The Court may then enter or approve the Consent Decree. DTSC also reserves the right to withdraw or withhold its consent to entry (approval) of the Consent Decree if comments regarding the Consent Decree disclose facts or considerations that indicate the Consent Decree is inappropriate, improper or inadequate.

WHERE DO I GET MORE INFORMATION: Copies of the proposed Consent Decree and other Site-related documents are available by contacting the DTSC Project Manager listed below; online at the

DTSC EnviroStor websites and https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001960 on the Community Involvement tab; or at the DTSC Regional Records Office, File Room, 8800 Cal Center Drive, Sacramento, California 95826.

WHERE TO SEND COMMENTS: Comments concerning the proposed Consent Decree should include "BIA CD Comment" in the subject line of your e-mail or letter. All comments must be postmarked or e-mailed by May 6, 2018, and submitted to:

Shahid Mahmood
Project Manager
(916) 255-3592
Shahid.Mahmood@dtsc.ca.gov

Tammy Pickens
Public Participation Specialist
(916) 255-3594
(866) 495-5651
Tammy.Pickens@dtsc.ca.gov

**DEPARTMENT OF TOXIC SUBSTANCES
CONTROL**

**HISTORIC ARSENAL PARK LLC, UNICO
INDUSTRIAL SERVICE CO.,
D. GORDON POTTER, AND VIRGINIA
POTTER ELLIOTT
PROPOSED CONSENT DECREE**

938, 940, 942, 945, 946, 952, and 954 Tyler Street;
963, 965, 967, 969, 971, 973, 977, 979, 981, 983,
985, 989, and 991 Lincoln Street; and 900 and 954
Jackson Street, Benicia, Solano County, California
(identified by Assessor's Parcel numbers
0080-28-0010, 0080-28-0030, 0080-28-0040,
0080-28-0050)

**30-Day Public Comment Period: April 6, 2018,
through May 6, 2018**

WHAT IS BEING PROPOSED: The California Department of Toxic Substances Control (DTSC) invites the public to review and comment on a [Proposed] Consent Decree (proposed Consent Decree) regarding two sites at the Former Benicia Arsenal site located at 938, 940, 942, 945, 946, 952, and 954 Tyler Street; 963, 965, 967, 969, 971, 973, 977, 979, 981, 983, 985, 989, and 991 Lincoln Street; and 900 and 954 Jackson Street, Benicia, Solano County, California (identified by Assessor's Parcel numbers 0080-28-0010, 0080-28-0030, 0080-28-0040, 0080-28-0050) (to-

gether referred to as Site). On March 14, 2018, DTSC lodged the proposed Consent Decree in *California Department of Toxic Substances Control v. Historic Arsenal Park LLC, Unico Industrial Service Co., D. Gordon Potter, and Virginia Potter Elliott* (“HAP”), Case No. 2:18–CV–00550 JAM–AC, with the United States District Court for the Eastern District of California. The proposed Consent Decree resolves DTSC’s claims against HAP under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. §§ 9601(a) et seq. and other statutes for its liability for the contamination at the Site.

DTSC will consider comments received during the public comment period on the Consent Decree and file with the Court any written comments received and DTSC’s responses thereto. The Court may then enter or approve the Consent Decree. DTSC also reserves the right to withdraw or withhold its consent to entry (approval) of the Consent Decree if comments regarding the Consent Decree disclose facts or considerations that indicate the Consent Decree is inappropriate, improper or inadequate.

WHERE DO I GET MORE INFORMATION: Copies of the proposed Consent Decree and other Site-related documents are available by contacting the DTSC Project Manager listed below; online at the DTSC EnviroStor websites https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001959 and on the Community Involvement tab; or at the DTSC Regional Records Office, File Room, 8800 Cal Center Drive, Sacramento, California 95826.

WHERE TO SEND COMMENTS: Comments concerning the proposed Consent Decree should include “HAP CD Comment” in the subject line of your e-mail or letter. All comments must be postmarked or e-mailed by May 6, 2018, and submitted to:

Shahid Mahmood
Project Manager
(916) 255–3592
Shahid.Mahmood@dtsc.ca.gov

Tammy Pickens
Public Participation Specialist
(916) 255–3594
(866) 495–5651
Tammy.Pickens@dtsc.ca.gov

PROPOSITION 65

**OFFICE OF ENVIRONMENTAL
HEALTH HAZARD ASSESSMENT**

**SAFE DRINKING WATER AND TOXIC
ENFORCEMENT ACT OF 1986
(PROPOSITION 65)**

**Chemicals Selected by OEHHA for Consideration
for Listing by the Carcinogen Identification
Committee and Request for Relevant Information
on the Carcinogenic Hazards of these Chemicals**

The California Environmental Protection Agency’s Office of Environmental Health Hazard Assessment (OEHHA) is the lead agency for the implementation of Proposition 65¹. The Carcinogen Identification Committee (CIC) of OEHHA’s Science Advisory Board serves as the state’s qualified experts and renders an opinion about whether a chemical has been clearly shown to cause cancer². The chemicals identified as carcinogens by the CIC are added to the Proposition 65 list.

OEHHA has selected the chemicals below for the CIC’s review for possible listing under Proposition 65. OEHHA is initiating the development of hazard identification materials on these chemicals.

**Chemicals Selected for Preparation of Cancer
Hazard Identification Materials**

Chemical	CAS No.
Gentian violet	548-62-9
N-Nitrosohexamethyleneimine	932-83-2

By this notice, OEHHA is giving the public an opportunity to provide information relevant to the assessment of the evidence of carcinogenicity for gentian violet and N-nitrosohexamethyleneimine. Relevant information includes but is not limited to:

¹ The Safe Drinking Water and Toxic Enforcement Act of 1986, codified at Health and Safety Code section 25249.5 *et seq.*
² Title 27, Cal. Code of Regs., section 25302 *et seq.*

- Cancer bioassays
- Cancer epidemiological studies
- Genotoxicity testing
- Other pertinent data on:
 - Pharmacokinetics
 - Biomarkers
 - Effects on biochemical and physiological processes in humans

Interested parties wishing to provide such information should send it to the address given below.

The publication of this notice marks the start of a 45-day data call-in period, ending on **Monday, May 21, 2018**. The information received during this period will be reviewed and considered by OEHHA as it prepares the cancer hazard identification materials on these chemicals.

These chemicals were selected using the procedure described in a document entitled: "[Process for Prioritizing Chemicals for Consideration under Proposition 65 by the State's Qualified Experts](http://oehha.ca.gov/media/downloads/proposition-65/document/finalpriordoc.pdf)." This document is available on the Internet at <http://oehha.ca.gov/media/downloads/proposition-65/document/finalpriordoc.pdf>.

OEHHA selected these chemicals from those prioritized by the CIC in 2009 and 2010.

Hazard identification materials for each of these chemicals will be presented at future meetings of the CIC for consideration of listing under Proposition 65. As of the release of this notice, these meetings have not been scheduled.

Hazard identification materials are made available to the public for comment prior to the CIC's consideration of the chemical(s) for possible listing. The availability of hazard identification materials will be announced in the *California Regulatory Notice Register* and on OEHHA's website. Public comments received on these materials are sent to the CIC for its consideration prior to the meeting at which the chemical(s) will be considered for listing. OEHHA announces the time, date, location, and agenda of CIC meetings in the *California Regulatory Notice Register* and on its website.

We encourage you to submit relevant information responsive to this request in electronic form, rather than in paper form. Comments may be submitted electronically through our website at <https://oehha.ca.gov/comments>. Comments submitted in paper form can be mailed, faxed, or delivered in person to the addresses below:

Mailing

Address: Ms. Michelle Ramirez
Office of Environmental Health
Hazard Assessment
Proposition 65 Implementation
P.O. Box 4010, MS-12B
Sacramento, California
95812-4010

Fax: (916) 323-2265

Street

Address: 1001 I Street
Sacramento, California 95814

In order to be considered at this point in the process, the relevant information must be received at OEHHA by 5:00 p.m. on Monday, May 21, 2018.

**SUMMARY OF REGULATORY
ACTIONS**

**REGULATIONS FILED WITH
SECRETARY OF STATE**

This Summary of Regulatory Actions lists regulations filed with the Secretary of State on the dates indicated. Copies of the regulations may be obtained by contacting the agency or from the Secretary of State, Archives, 1020 O Street, Sacramento, CA 95814, (916) 653-7715. Please have the agency name and the date filed (see below) when making a request.

File# 2018-0220-01
BOARD OF FORESTRY AND FIRE PROTECTION
Defensible Space and SRA Fire Prevention Fund Grant Program

This action by the Board of Forestry and Fire Protection removes obsolete information and updates references within three sections in title 14 of the California Code of Regulations (CCR) related to defensible space and the State Responsibility Area (SRA) Fire Prevention Fund. These are changes without regulatory effect made pursuant to section 100 of title 1 of the CCR.

Title 14
AMEND: 1038, 1299.03, 1666.0
Filed 03/27/2018
Agency Contact: Edith Hannigan (916) 862-0120

File# 2018-0208-02
BUREAU OF REAL ESTATE APPRAISERS
Form Updates

The Bureau of Real Estate Appraisers (Bureau) filed this action to amend nine forms and to adopt one form incorporated by reference in nine regulations. The forms concern applications for license upgrade, license renewal, initial license, temporary practice, change notification, appraisal management company (AMC) controlling person application, AMC controlling person renewal, AMC change form, AMC renewal, and reciprocal license. The Bureau amended the forms to include required statutory language, improve the clarity of questions, and make various other changes and improvements.

Title 10
AMEND: 3525, 3527, 3561, 3569, 3570, 3575, 3602, 3603, 3681
Filed 03/22/2018
Effective 07/01/2018
Agency Contact: Kyle Muteff (916) 341-6126

File# 2018-0312-01
CALIFORNIA HORSE RACING BOARD
Riding Rules

Section 1699 in title 4 of the California Code of Regulations establishes riding rules horses and jockeys must adhere to during a race. In this regular rulemaking, the California Horse Racing Board is establishing a minimum suspension of two riding days for jockeys riding contrary to section 1699.

Title 4
AMEND: 1699
Filed 03/22/2018
Effective 07/01/2018
Agency Contact: Harold Coburn (916) 263-6026

File# 2018-0315-04
DEPARTMENT OF BUSINESS OVERSIGHT
Credit Union Bylaws

This regulatory action by the Department of Business Oversight removes a redundant credit union bylaw amendment approval process from title 10 of the California Code of Regulations.

Title 10
AMEND: 30.60
REPEAL: 30.105
Filed 03/27/2018
Effective 04/01/2018
Agency Contact: Mark Dyer (916) 322-1977

File# 2018-0221-01
DEPARTMENT OF FOOD AND AGRICULTURE
Huanglongbing (HLB) Disease Interior Quarantine

In this certificate of compliance, the Department of Food and Agriculture (Department) makes permanent emergency regulations that expand the quarantine area for the Huanglongbing (HLB) disease by approximately 59 square miles surrounding the Anaheim, Garden Grove, and Pico Rivera areas of Los Angeles and Orange counties. The effect of this amendment is to provide authority for the state to perform quarantine activities against HLB within this additional area under quarantine. The total area that would be under regulation would be approximately 591 square miles.

Title 3
AMEND: 3439(b)
Filed 03/27/2018
Effective 03/27/2018
Agency Contact: Rachel Avila (916) 403-6813

File# 2018-0221-02
DEPARTMENT OF FOOD AND AGRICULTURE
Huanglongbing (HLB) Disease Interior Quarantine

This timely certificate of compliance was filed by the Department of Food and Agriculture to make permanent its prior emergency action that expanded the quarantine area for Huanglongbing (“HLB”) disease by 6 square miles in the Anaheim area of Orange County in response to the confirmation of HLB on September 25, 2017. The effect of this amendment is to provide permanent authority for the state to perform quarantine activities against HLB within this additional area.

Title 3
AMEND: 3439(b)
Filed 03/26/2018
Effective 03/26/2018
Agency Contact: Rachel Avila (916) 403-6813

File# 2018-0209-05
DEPARTMENT OF INSURANCE
Workers' Compensation Classification/Rating Rules

This action amends, effective 1-1-2018, (1) the California Workers' Compensation Uniform Statistical Reporting Plan — 1995, (2) the California Workers' Compensation Experience Rating Plan — 1995, and (3) the Miscellaneous Regulations for the Recording and Reporting of Data, which are incorporated by reference in sections 2318.6, 2353.1, and 2354, respectively, of title 10 of the California Code of Regulations. The full text is available at the Insurance Commissioner's offices and is published by the Workers' Compensation Insurance Rating Bureau of California. These amendments are exempt from the APA and OAL review under the rates exemption of Government Code section 11340.9(g).

Title 10
 AMEND: 2318.6, 2353.1, 2354
 Filed 03/26/2018
 Effective 01/01/2018
 Agency Contact: Patricia Hein (415) 538-4430

File# 2018-0322-02

DEPARTMENT OF INSURANCE

Worker's Compensation Classification/Rating Rules

This action amends, effective 1-1-2019, the California Workers' Compensation Uniform Statistical Reporting Plan — 1995 and the California Workers' Compensation Experience Rating Plan — 1995, which are incorporated by reference in sections 2318.6 and 2353.1, respectively, of title 10 of the California Code of Regulations. The full text is available at the Insurance Commissioner's offices and is published by the Workers' Compensation Insurance Rating Bureau of California. These amendments are exempt from the APA and OAL review under the rates exemption of Government Code section 11340.9(g).

Title 10
 AMEND: 2318.6, 2353.1
 Filed 03/26/2018
 Effective 01/01/2019
 Agency Contact: Patricia Hein (415) 538-4430

File# 2018-0316-01

DEPARTMENT OF WATER RESOURCES

Annual Fees — Emergency Regulations

In this emergency rulemaking action, the Department of Water Resources (DWR) adopts the method for determining the fee schedule to cover the DWR's reasonable budgetary costs to carry out the supervision of dam safety for the 1,247 jurisdictional dams in California pursuant to Senate Bill 92 (Stats. 2017, ch. 26) which enhanced the Dam Safety Program following the February 2017 Oroville emergency.

Title 23
 AMEND: 315, 316
 Filed 03/26/2018
 Effective 03/26/2018
 Agency Contact:
 Marcelino Alcantar (916) 227-4640

**CCR CHANGES FILED
 WITH THE SECRETARY OF STATE
 WITHIN October 25, 2017 TO
 March 28, 2018**

All regulatory actions filed by OAL during this period are listed below by California Code of Regulations

titles, then by date filed with the Secretary of State, with the Manual of Policies and Procedures changes adopted by the Department of Social Services listed last. For further information on a particular file, contact the person listed in the Summary of Regulatory Actions section of the Notice Register published on the first Friday more than nine days after the date filed.

Title 2

- 03/20/18 AMEND: 18746.1, 18746.4
- 03/20/18 AMEND: 18746.3
- 03/20/18 REPEAL: 18901
- 03/14/18 ADOPT: 61200, 61201, 61210, 61211, 61212, 61213, 61214, 61215, 61216, 61217
- 03/12/18 AMEND: 586.1(a)
- 03/12/18 ADOPT: 599.855
- 03/08/18 ADOPT: 20020, 20021, 20022, 20023, 20024, 20025, 20026, 20027
- 02/27/18 AMEND: 1181.2, 1181.3, 1182.2, 1182.7, 1182.9, 1182.10, 1182.15, 1183.1, 1183.2, 1183.3, 1183.4, 1183.6, 1183.8, 1183.9, 1183.10, 1183.11, 1183.12, 1183.13, 1183.15, 1183.16, 1183.17, 1184.1, 1185.1, 1185.2, 1185.3, 1185.7, 1185.8, 1186.2, 1186.4, 1187.5, 1187.7, 1187.8, 1187.9, 1187.12, 1187.14, 1187.15, 1190.1, 1190.2, 1190.3, 1190.5
- 02/22/18 AMEND: 58100
- 02/22/18 AMEND: 59800
- 02/13/18 AMEND: 18420.1, 18432.5, 18440, 18531.10, 18533, 18901.1 REPEAL: 18450.4
- 02/13/18 AMEND: 18535
- 02/13/18 AMEND: 18247.5, 18402, 18420, 18423, 18435, 18450.5, 18521.5 REPEAL: 18225, 18450.3
- 02/13/18 AMEND: 11034
- 02/07/18 AMEND: 56800
- 01/23/18 AMEND: 59530
- 01/18/18 AMEND: 18351
- 01/11/18 ADOPT: 20202, 20203, 20204, 20205, 20206, 20207, 20208, 20209, 20210, 20211, 20212, 20213, 20214, 20222, 20223, 20224, 20228, 20235, 20260, 20261, 20262, 20263, 20264, 20265, 20266, 20267, 20268, 20270, 20271, 20272, 20273, 20274, 20275, 20276, 20277, 20278, 20279, 20280 AMEND: 20200, 20201, 20213 (Renumbered 20215), 20214 (Renumbered 20216), 20216 (Renumbered 20217), 20217 (Renumbered 20218), 20220, 20220.5 (Renumbered 20260), 20221, 20222

CALIFORNIA REGULATORY NOTICE REGISTER 2018, VOLUME NO. 14-Z

	(Renumbered 20225),	20223	01/16/18	AMEND: 3439(b)
	(Renumbered 20226),	20224	01/16/18	AMEND: 3424(c), 3591.12
	(Renumbered 20232),	20227, 20225	01/16/18	AMEND: 3439(b)
	(Renumbered 20230),	20226	01/03/18	AMEND: 3435(b)
	(Renumbered 20229),	20230	12/26/17	AMEND: 3435
	(Renumbered 20231),	20235	12/21/17	AMEND: 3439(b)
	(Renumbered 20233),	20236	12/20/17	AMEND: 6000, 6619, 6724, 6764, 6768, 6769, 6776
	(Renumbered 20234),	20247		
	(Renumbered 20236),	20249.5	12/15/17	AMEND: 3439(b)
	(Renumbered 20237),	20250	12/13/17	AMEND: 3435(b)
	(Renumbered 20238),	20255	12/13/17	AMEND: 3435(d)
	(Renumbered 20250),	20258	12/12/17	ADOPT: 1391.7 AMEND: 1391, 1391.1, 1391.3
	(Renumbered 20240),	20260		
	(Renumbered 20241),	20261	12/11/17	AMEND: 3439(b)
	(Renumbered 20242),	20265	12/07/17	ADOPT: 8000, 8100, 8101, 8102, 8103, 8104, 8105, 8106, 8107, 8108, 8109, 8110, 8111, 8112, 8113, 8114, 8115, 8200, 8201, 8202, 8203, 8204, 8205, 8206, 8207, 8208, 8209, 8210, 8211, 8212, 8213, 8214, 8215, 8216, 8300, 8301, 8302, 8303, 8304, 8305, 8306, 8307, 8308, 8400, 8401, 8402, 8403, 8404, 8405, 8406, 8407, 8408, 8409, 8500, 8501, 8600, 8601, 8602, 8603, 8604, 8605, 8606, 8607, 8608
	(Renumbered 20251),	20266		
	(Renumbered 20252),	20267		
	(Renumbered 20253) REPEAL:	20202, 20203, 20204, 20205, 20206, 20207, 20208, 20209, 20210, 20211, 20212, 20215, 20245, 20249, 20251, 20252, 20253, 20254, 20256, 20257, 20259, 20262		
01/11/18	ADOPT:	20130, 20131, 20132, 20133, 20134, 20135, 20136, 20137, 20138		
01/08/18	ADOPT:	20140, 20141, 20142, 20143, 20144	12/07/17	AMEND: 3439(b)
12/20/17	AMEND:	1859.76	12/05/17	AMEND: 3591.5
11/30/17	AMEND:	10, 51.2, 52.1, 52.10, 52.11, 53.2, 53.3, 57.1, 58.6, 58.10, 58.13, 60.1, 64.1, 64.2, 64.3, 64.5, 67.2, 67.3, 67.6	11/28/17	AMEND: 3406(c), 3591.5(b)
11/27/17	AMEND:	18531.5	11/22/17	AMEND: 3435(b)
11/27/17	AMEND:	1859.190, 1859.194, 1859.195, 1859.198	11/21/17	AMEND: 3435(b)
11/21/17	AMEND:	559.502	11/21/17	REPEAL: 1408.22
11/21/17	AMEND:	59640	11/20/17	AMEND: 3591.15
11/15/17	AMEND:	18535	11/20/17	AMEND: 3435(b)
10/26/17	ADOPT:	571.1	11/15/17	AMEND: 6728
			11/09/17	AMEND: 3435(b)
			11/07/17	ADOPT: 6690, 6691, 6692
			11/07/17	ADOPT: 2852.5 AMEND: 2850, 2851, 2852, 2853, 2854, 2855, 2856
			11/06/17	AMEND: 3435(b)
			11/02/17	AMEND: 3435(b)
Title 3				
03/27/18	AMEND:	3439(b)		
03/26/18	AMEND:	3439(b)		
03/13/18	AMEND:	3591.15		
03/01/18	AMEND:	6628		
02/27/18	AMEND:	3439(b)		
02/16/18	AMEND:	3439(b)		
02/12/18	AMEND:	6000, 6739		
01/29/18	AMEND:	3439(b)		
01/29/18	AMEND:	3439(b)		
01/25/18	ADOPT:	2852.5 AMEND: 2850, 2851, 2852, 2853, 2854, 2855, 2856		
01/24/18	AMEND:	2		
01/22/18	AMEND:	3439(b)		
01/18/18	AMEND:	3439(b)		
			Title 4	
			03/22/18	AMEND: 1699
			03/15/18	ADOPT: 8078.22, 8078.23, 8078.24, 8078.25, 8078.26, 8078.27, 8078.28, 8078.29, 8078.30, 8078.31, 8078.32, 8078.33, 8078.34, 8078.35 AMEND: 8070, 8071, 8072, 8073, 8074, 8076, 8078.3 REPEAL: 8078.1, 8078.2
			03/13/18	AMEND: 5032, 5033, 5170, 5180, 5190, 5193, 5194, 5230, 5240, 5255, 5260, 5342, 5350, 5400, 5700
			03/05/18	AMEND: 10091.1, 10091.2, 10091.3, 10091.4, 10091.5, 10091.6, 10091.7,

CALIFORNIA REGULATORY NOTICE REGISTER 2018, VOLUME NO. 14-Z

	10091.8, 10091.9, 10091.10, 10091.12, 10091.13, 10091.14, 10091.15	01/29/18	AMEND: 40601, 40803, 40804, 40804.1, 40806, 40900, 40901
02/23/18	ADOPT: 7213, 7214, 7215, 7216, 7217, 7218, 7219, 7220, 7221, 7222, 7223, 7224, 7225, 7227, 7228, 7229	01/25/18	ADOPT: 854.1, 854.2, 854.3, 854.4, 854.5, 854.9 AMEND: 850, 851, 851.5, 853, 855, 856, 859 REPEAL: 853.5, 853.6, 853.7, 853.8
02/22/18	AMEND: 10302, 10305, 10315, 10317, 10320, 10322, 10325, 10326, 10327, 10328, 10330, 10335, 10337 REPEAL: 10325.5	01/22/18	AMEND: 27000
02/21/18	AMEND: 1865	01/11/18	AMEND: 9517.3
02/21/18	AMEND: 1689, 1689.1	11/28/17	AMEND: 9510, 9512, 9513, 9518, 9529, 9810
02/15/18	AMEND: 10302, 10305, 10315, 10317, 10320, 10322, 10325, 10326, 10327, 10328, 10330, 10335, 10337	11/27/17	AMEND: 19810
01/25/18	AMEND: 1685, 1688	11/21/17	ADOPT: 71396
01/24/18	ADOPT: 4002.10, 4206, 4207 AMEND: 4001, 4200, 4201	11/16/17	ADOPT: 11526 AMEND: 11520, 11524, 11525
01/17/18	AMEND: 12386, 12391, 12566	11/16/17	ADOPT: 11534.1 AMEND: 11530, 11533, 11534
01/09/18	ADOPT: 1597.5, 1597.6 AMEND: 1554, 1581.1, 1588, 1597, 1853	11/13/17	REPEAL: 620, 621, 622, 623, 624, 625, 626, 627
01/08/18	AMEND: 12120, 12303, 12362	11/07/17	ADOPT: 9517.1
01/02/18	AMEND: 12261, 12264	Title 8	
12/28/17	AMEND: 4300, 4302, 4304, 4306, 4307, 4308	03/19/18	AMEND: 344.18
12/21/17	AMEND: 8078.8, 8078.10	03/09/18	ADOPT: 3345
12/19/17	AMEND: 232	02/27/18	ADOPT: 2320.11, 2940.11, 2940.12, 2940.13, 2940.14, 2940.15, 2940.16, 2940.17, 2940.18, 2940.19, 2943.1, 2944.1, 3428 AMEND: 2300, 2320.2, 2320.7, 2320.8, 2340.17, 2700, 2887, 2940, 2940.1, 2940.2, 2940.5, 2940.6, 2940.7, 2940.8, 2940.10, 2941, 2941.1, 2943, 2944, 2945, 2946, 2951, 3314, 3389, 3422, 3425, 5156, 8617 REPEAL: 2893
12/13/17	AMEND: 10032, 10036	02/07/18	ADOPT: 9788.1, 9788.2, 9788.3, 9788.4, 9788.5, 9788.6
12/07/17	AMEND: 12200.3, 12200.5, 12200.14, 12202, 12205.1, 12220.3, 12220.5, 12220.14, 12222, 12225.1, 12301.1, 12342, 12350, 12352, 12357, 12358	01/24/18	REPEAL: 16410, 16411, 16412, 16413, 16414
12/01/17	ADOPT: 5259 AMEND: 5000, 5033, 5035, 5037, 5054, 5060, 5101, 5102, 5120, 5144, 5170, 5191, 5212, 5230, 5240, 5250, 5540	01/11/18	ADOPT: 9792.23.10, 9792.23.11, 9792.23.12 AMEND: 9792.20, 9792.22, 9792.23, 9792.23.1, 9792.23.2, 9792.23.3, 9792.23.4, 9792.23.5, 9792.23.6, 9792.23.7, 9792.23.8, 9792.23.9, 9792.24.1, 9792.24.2, 9792.24.3, 9792.24.4
11/30/17	AMEND: 12218.11, 12236	01/08/18	AMEND: 336
11/29/17	AMEND: 10176, 10177, 10178, 10179, 10180, 10181, 10182, 10183, 10184, 10185, 10186, 10187, 10188, 10189, 10190	01/02/18	AMEND: 10205.13, 10205.14
11/16/17	AMEND: 1844	12/28/17	AMEND: 9789.17.3, 9789.19
11/02/17	AMEND: 10170.2, 10170.3, 10170.4, 10170.9, 10170.10	12/21/17	AMEND: 344.18
10/31/17	AMEND: 711	12/07/17	ADOPT: 9792.27.1, 9792.27.2, 9792.27.3, 9792.27.4, 9792.27.5, 9792.27.6, 9792.27.7, 9792.27.8, 9792.27.9, 9792.27.10, 9792.27.11, 9792.27.12, 9792.27.13, 9792.27.14, 9792.27.15, 9792.27.16, 9792.27.17,
10/31/17	AMEND: 10031, 10032, 10033, 10035, 10036		
Title 5			
02/26/18	ADOPT: 71396		
02/20/18	ADOPT: 11526 AMEND: 11520, 11524, 11525		
02/20/18	ADOPT: 11534.1 AMEND: 11530, 11533, 11534		
01/29/18	AMEND: 19810		

CALIFORNIA REGULATORY NOTICE REGISTER 2018, VOLUME NO. 14-Z

	9792.27.18, 9792.27.19, 9792.27.20, 9792.27.21, 9792.27.22, 9792.27.23	02/27/18	AMEND: 1951, 1953, 1954, 1955, 1956, 1959, 1960
12/05/17	AMEND: 5155	02/22/18	AMEND: 1009
11/28/17	AMEND: 9789.25	02/22/18	AMEND: 1001, 1005, 1008
11/28/17	ADOPT: 6056.1 AMEND: 6052, 6056, 6057, 6060 REPEAL: 6062	02/22/18	ADOPT: 80.4
10/26/17	ADOPT: 1711 AMEND: 1712, 1713, 1717 REPEAL: 1711, 1721	01/30/18	AMEND: 20
		01/29/18	ADOPT: 26.20
		01/16/18	AMEND: 2084, 2086, 2088, 2089, 2090, 2091, 2092, 2095, 2096, 2107, 2109
Title 9		01/02/18	ADOPT: 4260, 4261, 4262, 4263, 4264
03/20/18	AMEND: 7140.5	11/29/17	AMEND: 2030, 2038, 2060
02/12/18	ADOPT: 4020, 4020.1	11/27/17	AMEND: 301, 303, 308, 411, 415, 420
01/16/18	AMEND: 7140.5	11/07/17	ADOPT: 999.224, 999.225, 999.226, 999.227, 999.228, 999.229
01/12/18	AMEND: 4350		
12/05/17	AMEND: 400	Title 13	
11/22/17	ADOPT: 4700, 4710, 4711, 4712, 4713, 4714, 4715, 4716, 4717	03/12/18	AMEND: Appendix (Article 2.0)
Title 10		02/27/18	ADOPT: 1267.1 AMEND: 1201, 1217, 1232, 1242, 1268, 1269
03/27/18	AMEND: 30.60 REPEAL: 30.105	02/26/18	ADOPT: 227.38, 227.40, 227.42, 228.00, 228.02, 228.04, 228.06, 228.08, 228.10, 228.12, 228.14, 228.16, 228.18, 228.20, 228.22, 228.24, 228.26, 228.28 AMEND: 227.02, 227.04, 227.12, 227.14, 227.16, 227.18, 227.20, 227.22, 227.24, 227.26, 227.28, 227.30, 227.32, 227.34, 227.36, 227.38, 227.40, 227.42, 227.44, 227.46, 227.48, 227.50, 227.52, 227.54
03/26/18	AMEND: 2318.6, 2353.1, 2354	02/15/18	AMEND: 170.00 renumbered as 206.00, 170.02 renumbered as 206.02, 170.04 renumbered as 206.04, 170.06 renumbered as 206.06, 170.08 renumbered as 206.08, 170.10 renumbered as 206.10, 170.12 renumbered as 206.12, 171.00 renumbered as 206.20, 171.02 renumbered as 206.22, 172.00 renumbered as 206.30, 172.05 renumbered as 206.35, 172.10 renumbered as 206.40, 173.00 renumbered as 206.50, 173.02 renumbered as 206.52, 173.04 renumbered as 206.54, 173.06 renumbered as 206.56, 173.08 renumbered as 206.58, 174.00 renumbered as 206.60, 180.00 renumbered as 206.62, 180.02 renumbered as 206.64, and 181.00 renumbered as 206.66
03/26/18	AMEND: 2318.6, 2353.1		
03/22/18	AMEND: 3525, 3527, 3561, 3569, 3570, 3575, 3602, 3603, 3681	02/13/18	AMEND: 553.70
03/20/18	AMEND: 3541	02/01/18	AMEND: 1212.5, 1218, 1239, 1264
03/07/18	AMEND: 6656, 6657, 6660, 6664	01/25/18	AMEND: 1152.3
02/23/18	AMEND: 2644.18, 2644.20	12/28/17	ADOPT: 1294
01/29/18	AMEND: 6704, 6708, 6710		
01/23/18	AMEND: 2498.4.9		
01/22/18	AMEND: 2498.6		
01/17/18	AMEND: 2498.6		
01/17/18	AMEND: 2498.5		
11/27/17	ADOPT: 2303.23, 2303.24, 2303.25, 2303.26, 2303.27, 2303.28 AMEND: 2303, 2303.1, 2303.2, 2303.4, 2303.5, 2303.8, 2303.9, 2303.11, 2303.12, 2303.13, 2303.14, 2303.15, 2303.17, 2303.19, 2303.21, existing 2303.22 renumbered as 2303.29, existing 2303.23 renumbered as 2303.30, and existing 2303.24 renumbered as 2303.22		
10/26/17	ADOPT: 6408, 6410, 6450, 6452, 6454, 6470, 6472, 6474, 6476, 6478, 6480, 6482, 6484, 6486, 6490, 6492, 6494, 6496, 6498, 6500, 6502, 6504, 6506, 6508, 6510, 6600, 6602, 6604, 6606, 6608, 6610, 6612, 6614, 6616, 6618, 6620, 6622		
Title 11			
03/13/18	AMEND: 1045		
03/07/18	AMEND: 115.1		
03/07/18	AMEND: 115.2		
03/07/18	AMEND: 115.3		
03/07/18	AMEND: 115.4		
03/07/18	AMEND: 115.5		

CALIFORNIA REGULATORY NOTICE REGISTER 2018, VOLUME NO. 14-Z

12/22/17	ADOPT: 17.00, 17.02, 17.04, 17.06 AMEND: 15.00, 15.01	956.2, 956.3, 956.4, 956.5, 956.6, 956.7, 956.8, 956.9, 956.10, 956.11, 956.12,
12/07/17	AMEND: 1152.6.1	957, 957.2, 957.5, 957.7, 957.9, 957.10,
11/20/17	ADOPT: 160.02, 160.04, 106.06, 161.00, 161.02, 161.04, 161.06 AMEND: 160.00	958, 958.1, 958.4, 958.5, 958.6, 958.7, 958.8, 958.10, 959, 959.1, 959.2, 959.3,
11/16/17	AMEND: 1157.21	959.4, 959.5, 959.12, 959.16, 960, 961,
11/15/17	AMEND: 180.00	961.4, 963, 963.1, 963.2, 963.3, 963.4,
11/13/17	ADOPT: 2774 AMEND: 2750, 2751, 2752, 2753, 2754.1, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2767.1, 2768, 2769, 2770, 2771, 2772, 2773	963.5, 963.6, 963.7, 963.8, 963.9, 963.9.1, 969, 969.1, 969.2, 969.3, 969.4, 969.5, 969.6, 969.7, 1032.10
11/13/17	AMEND: 225.00, 225.03, 225.09, 225.12, 225.15, 225.30, 225.35, 225.39, 225.42	12/13/17 ADOPT: 3504.6
10/30/17	AMEND: 423.00	12/12/17 AMEND: 3950 REPEAL: 3951, 3952, 3953, 3954, 3955, 3956, 3957, 3958, 3959, 3960, 3961, 3962, 3963, 3964, 3965
10/25/17	AMEND: 26.01, 26.02	12/06/17 AMEND: 4970.00, 4970.03, 4970.05, 4970.10
Title 14		12/05/17 AMEND: 265
03/27/18	AMEND: 1038, 1299.03, 1666.0	12/05/17 AMEND: 18660.40
03/02/18	AMEND: 120.7, 705	11/28/17 ADOPT: 17403.3.2, 17403.3.3 AMEND: 17402, 17403.0, 17403.8, 17405.0, 17409.3, 18103.1, 18221.5
03/02/18	ADOPT: 197	11/20/17 ADOPT: 1.95
02/27/18	ADOPT: 1.18, 2.05 AMEND: 1.05, 1.11, 1.61, 2.10, 2.25, 5.35, 5.41, 5.88, 7.00, 7.50, 8.00 REPEAL: 1.60	11/16/17 AMEND: 2975
02/27/18	AMEND: 150, 150.02, 150.03, 705	11/15/17 AMEND: 1038
02/22/18	ADOPT: 131	11/14/17 AMEND: 1035.1, 1035.2, 1035.3
02/20/18	AMEND: 13800	10/31/17 AMEND: 917, 917.2, 917.3, 917.4, 917.5, 917.7, 917.9, 917.10, 917.11, 918, 918.1, 918.4, 918.5, 918.6, 918.7, 918.8, 918.10, 919, 919.1, 919.2, 919.3, 919.4, 919.5, 919.9, 919.10, 919.11, 919.12, 919.16, 920, 921, 921.1, 921.3, 921.4, 921.5, 921.6, 921.7, 921.8, 921.9, 923, 923.1, 923.2, 923.3, 923.4, 923.5, 923.6, 923.7, 923.8, 923.9, 923.9.1, 924, 924.1, 924.2, 924.3, 924.4, 924.5, 925, 925.1, 925.2, 925.3, 925.4, 925.5, 925.6, 925.7, 925.8, 925.9, 925.11, 926, 926.1, 926.2, 926.3, 926.4, 926.5, 926.6, 926.7, 926.8, 926.9, 926.10, 926.11, 926.12, 926.13, 926.14, 926.15, 926.16, 926.17, 926.18, 926.19, 926.23, 926.25, 927, 927.1, 927.2, 927.3, 927.4, 927.5, 927.6, 927.7, 927.8, 927.9, 927.10, 927.11, 927.12, 927.13, 927.14, 927.15, 927.16, 927.17, 928, 928.1, 928.2, 928.3, 928.4, 928.6, 928.7, 929, 929.1, 929.2, 929.3, 929.4, 929.5, 929.6, 929.7, 937.3, 945, 945.1, 945.3, 945.5, 957.4, 961.1, 961.2, 961.3, 961.7, 961.8, 965, 965.1, 965.2, 965.3, 965.4, 965.5, 965.6, 965.7, 965.8, 965.9, 965.10, 1020, 1022, 1022.1, 1022.2, 1022.3, 1022.4, 1022.5, 1023, 1023.1,
02/07/18	AMEND: 3697, 3698, 3699	
02/06/18	AMEND: 1038	
01/25/18	AMEND: 1038	
01/03/18	AMEND: 18943, 18944, 18945.1	
01/02/18	ADOPT: 722	
12/27/17	AMEND: 699.5	
12/21/17	ADOPT: 128	
12/20/17	AMEND: 933, 933.1, 933.2, 933.3, 933.4, 933.5, 933.6, 933.7, 933.10, 933.11, 934, 934.1, 934.2, 934.3, 934.5, 934.6, 934.7, 934.8, 934.9, 935, 935.1, 935.2, 935.3, 935.4, 936, 936.1, 936.2, 936.3, 936.4, 936.5, 936.6, 936.7, 936.8, 936.9, 936.10, 936.11, 936.11.1, 936.12, 937, 937.2, 937.5, 937.6, 937.7, 937.9, 937.10, 938, 938.1, 938.4, 938.5, 938.6, 938.7, 938.8, 938.10, 939, 939.1, 939.2, 939.3, 939.4, 939.5, 939.9, 939.10, 939.12, 939.16, 940, 943, 943.1, 943.2, 943.3, 943.4, 943.5, 943.6, 943.7, 943.8, 943.9, 943.9.1, 949, 949.1, 949.2, 949.3, 949.4, 949.5, 949.6, 949.7, 953, 953.1, 953.2, 953.3, 953.4, 953.5, 953.6, 953.10, 953.11, 954, 954.1, 954.2, 954.3, 954.5, 954.6, 954.7, 954.8, 954.9, 955, 955.1, 955.2, 955.3, 955.4, 956, 956.1,	

1024, 1024.1, 1024.2, 1024.3, 1024.5, 1024.6, 1025, 1026, 1027, 1027.1, 1027.2, 1027.3, 1029, 1030, 1032, 1032.7, 1032.8, 1032.9, 1033, 1034, 1034.2, 1035, 1035.4, 1036.1, 1037, 1037.1, 1037.3, 1037.4, 1037.5, 1037.6, 1037.7, 1037.8, 1037.9, 1037.10, 1037.11, 1038.1, 1038.2, 1038.3, 1039, 1039.1, 1040, 1041, 1042, 1043, 1045, 1050, 1051, 1051.1, 1051.2, 1051.3, 1051.4, 1051.5, 1051.6, 1052, 1052.1, 1052.2, 1052.3, 1052.4, 1052.5, 1053, 1054, 1054.1, 1054.2, 1054.3, 1054.4, 1054.5, 1054.6, 1054.7, 1054.8, 1055, 1055.1, 1055.2, 1055.3, 1055.4, 1055.5, 1055.6, 1056, 1056.1, 1056.2, 1056.3, 1056.5, 1056.6, 1057.1, 1057.2, 1057.5, 1058, 1058.3, 1058.4, 1058.5, 1059, 1060, 1070, 1071, 1072, 1072.1, 1072.3, 1072.4, 1072.5, 1072.6, 1072.7, 1073, 1074, 1074.1, 1075, 1080.1, 1080.2, 1080.3, 1080.4, 1080.5, 1090, 1090.1, 1090.2, 1090.3, 1090.4, 1090.5, 1090.6, 1090.7, 1090.8, 1090.9, 1090.10, 1090.11, 1090.12, 1090.13, 1090.14, 1090.16, 1090.17, 1090.18, 1090.19, 1090.20, 1090.21, 1090.22, 1090.23, 1090.24, 1090.25, 1090.26, 1090.27, 1090.28, 1091.1, 1091.3, 1091.4, 1091.45, 1091.5, 1091.6, 1091.7, 1091.8, 1091.10, 1091.11, 1091.12, 1091.13, 1091.14, 1091.15, 1092, 1092.01, 1092.02, 1092.04, 1092.05, 1092.06, 1092.07, 1092.09, 1092.10, 1092.11, 1092.12, 1092.13, 1092.14, 1092.15, 1092.16, 1092.17, 1092.18, 1092.19, 1092.20, 1092.21, 1092.22, 1092.23, 1092.24, 1092.25, 1092.26, 1092.27, 1092.28, 1092.29, 1092.31, 1092.32, 1093, 1093.1, 1093.2, 1093.3, 1093.4, 1093.6, 1100, 1101, 1102, 1103, 1103.1, 1103.2, 1104, 1104.1, 1104.2, 1104.3, 1105, 1105.1, 1105.3, 1105.4, 1106, 1106.1, 1106.2, 1106.4, 1106.5, 1107, 1108, 1109, 1109.1, 1109.2, 1109.3, 1109.4, 1109.5, 1109.6, 1110, 1115, 1115.1, 1115.2, 1115.3.

Title 14, 27

12/11/17 AMEND: Title 14, Sections: 18474, 18475, 18476, 18478, 18489, 18491, 18492, 18493, 18494, 18499.3, 18499.4, 18499.5, 18499.6, 18499.7, 18499.8, 18499.9, Appendix A, Forms 140, 141, 142, 143, 144, 145, 146, 147, 148, 149,

150, Title 27, Sections: 22240, 22241, 22242, 22243, 22244, 22246, 22247, 22249, 22249.5, 22250, 22251, 22252, 22253, 22254, Appendix 3, Forms 100, 101, 102(a), 102(b), 102(c), 103(a), 103(b), 103(c), 104, 105, 107, 109, 110, 111, 112, 113

Title 15

03/05/18 ADOPT: 3378.9, 3378.10 AMEND: 3000, 3023, 3043.8, 3044, 3084.9, 3269, 3335, 3337, 3341, 3341.2, 3341.3, 3341.5, 3341.6, 3341.8, 3341.9, 3375, 3375.1, 3375.2, 3376, 3376.1, 3378, 3378.1, 3378.2, 3378.3, 3378.4, 3378.5, 3378.6, 3378.7, 3378.8 REPEAL: 3334
 03/01/18 ADOPT: 3349.1, 3349.2, 3349.3, 3349.4, 3349.5, 3349.6, 3349.7, 3349.8, 3349.9 AMEND: 3349
 02/07/18 ADOPT: 3999.24
 02/05/18 AMEND: 1006, 1062
 02/01/18 ADOPT: 3087, 3087.1, 3087.2, 3087.3, 3087.4, 3087.5, 3087.6, 3087.7, 3087.8, 3087.9, 3087.10, 3087.11, 3087.12
 01/02/18 AMEND: 3000, 3030, 3190, 3269
 12/29/17 ADOPT: 3371.1 AMEND: 3043.7, 3044 REPEAL: 3371.1
 12/21/17 AMEND: 8004, 8004.1
 12/18/17 ADOPT: 2449.1, 2449.2, 2449.3, 2449.4, 2449.5, 3043.1, 3043.2, 3043.3, 3043.4, 3043.5, 3043.6, 3490, 3491, 3492, 3493 AMEND: 3043, 3043.5 (renumbered to 3043.7), 3043.6 (renumbered to 3043.8), 3044 REPEAL: 3042, 3043.1, 3043.2, 3043.3, 3043.4, 3043.7
 12/12/17 AMEND: 8199
 11/30/17 AMEND: 1
 11/27/17 AMEND: 3600(b), 3600(e)
 11/03/17 ADOPT: 1712.4, 1714.4, 1730.4, 1740.4 AMEND: 1700, 1706, 1731, 1747, 1747.1, 1748, 1748.5, 1749, 1749.1, 1750, 1750.1, 1751, 1752, 1753, 1754, 1756, 1760, 1766, 1767, 1768, 1770, 1772, 1776, 1778, 1788, 1790, 1792

Title 16

03/19/18 AMEND: 4422
 03/14/18 AMEND: 1805.1, 1811
 03/05/18 AMEND: 2070, 2071
 03/01/18 AMEND: 9.1, 12, 12.1, 12.5, 15.1, 16, 19, 20, 43, 45, 87.9
 01/25/18 ADOPT: 1715.65
 01/17/18 AMEND: 1760
 01/17/18 AMEND: 420.1 REPEAL: 424.5
 01/11/18 AMEND: 427.10, 427.30
 01/03/18 AMEND: 1937.11

CALIFORNIA REGULATORY NOTICE REGISTER 2018, VOLUME NO. 14-Z

12/20/17	ADOPT: 2039.5	40512, 40513, 40515, 40517, 40525,
12/19/17	AMEND: 1735.2	40550, 40600, 40601
12/07/17	ADOPT: 5000, 5001, 5002, 5003, 5004, 5005, 5006, 5007, 5008, 5009, 5010, 5011, 5012, 5013, 5014, 5015, 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5036, 5037, 5038, 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5046, 5047, 5048, 5049, 5050, 5051, 5052, 5053, 5054, 5055, 5300, 5301, 5302, 5303, 5304, 5305, 5306, 5307, 5308, 5309, 5310, 5311, 5312, 5313, 5314, 5315, 5400, 5401, 5402, 5403, 5404, 5405, 5406, 5407, 5408, 5409, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5418, 5419, 5420, 5421, 5422, 5423, 5424, 5425, 5426, 5500, 5501, 5502, 5503, 5504, 5505, 5506, 5600, 5601, 5602, 5603, 5700, 5701, 5702, 5703, 5704, 5705, 5706, 5707, 5708, 5709, 5710, 5711, 5712, 5713, 5714, 5715, 5716, 5717, 5718, 5719, 5720, 5721, 5722, 5723, 5724, 5725, 5726, 5727, 5728, 5729, 5730, 5731, 5732, 5733, 5734, 5735, 5736, 5737, 5738, 5739, 5800, 5801, 5802, 5803, 5804, 5805, 5806, 5807, 5808, 5809, 5810, 5811, 5812, 5813, 5814	11/20/17 AMEND: 95673 11/13/17 AMEND: 60003
	Title 18	
	03/19/18 ADOPT: 35001, 35002, 35003, 35004, 35005, 35006, 35007, 35008, 35009, 35010, 35011, 35012, 35013, 35014, 35015, 35016, 35017, 35018, 35019, 35020, 35021, 35022, 35023, 35024, 35025, 35026, 35027, 35028, 35029, 35030, 35031, 35032, 35033, 35034, 35035, 35036, 35037, 35038, 35039, 35040, 35041, 35042, 35043, 35044, 35045, 35046, 35047, 35048, 35049, 35050, 35051, 35052, 35053, 35054, 35055, 35056, 35057, 35058, 35059, 35060, 35061, 35062, 35063, 35064, 35065, 35066, 35067, 35101 AMEND: 1032, 1124.1, 1249, 1336, 1422.1, 1705.1, 2251, 2303.1, 2433, 3022, 3302.1, 3502.1, 4106, 4703, 4903, 5200, 5202, 5210, 5211, 5212, 5212.5, 5213, 5214, 5216, 5217, 5218, 5219, 5220, 5220.4, 5220.6, 5221, 5222, 5222.4, 5222.6, 5223, 5224, 5225, 5226, 5227, 5228, 5229, 5230, 5231, 5231.5, 5232, 5233, 5234, 5234.5, 5235, 5236, 5237, 5238, 5240, 5241, 5242, 5244, 5245, 5246, 5247, 5248, 5249, 5249.4, 5249.6, 5260, 5261, 5262, 5263, 5264, 5265, 5266, 5267, 5268, 5310, 5311, 5312, 5331, 5335, 5335.4, 5335.6, 5336, 5336.5, 5337, 5337.4, 5337.6, 5338, 5338.4, 5338.6, 5700 REPEAL: 1807, 1828, 4508, 4609, 4700, 4701, 4702, 5201, 5210.5, 5215, 5215.4, 5215.6, 5232.4, 5232.8, 5239, 5243, 5250, 5255, 5256, 5333, 5333.4, 5333.6	
11/16/17	ADOPT: 3351.7.1, 3351.7.2, 3371.7.3 AMEND: 3371.1	
10/31/17	AMEND: 904, 905	
	Title 17	
03/15/18	AMEND: 30145, 30145.1, 30205, 30231, 30275, 30278.1, 30309, 30310, 30311, 30314, 30336.8, 30408, 30409, 30456.8, 30535	
12/07/17	ADOPT: 40100, 40101, 40102, 40115, 40116, 40118, 40126, 40128, 40129, 40130, 40131, 40133, 40135, 40137, 40150, 40155, 40156, 40159, 40162, 40165, 40167, 40169, 40175, 40177, 40178, 40180, 40182, 40200, 40205, 40220, 40222, 40223, 40225, 40232, 40234, 40236, 40238, 40240, 40242, 40250, 40252, 40254, 40256, 40258, 40260, 40262, 40264, 40266, 40268, 40270, 40272, 40275, 40277, 40280, 40282, 40290, 40292, 40299, 40300, 40305, 40306, 40310, 40400, 40401, 40403, 40405, 40406, 40408, 40410, 40411, 40412, 40415, 40500, 40510,	01/05/18 ADOPT: 30100, 30101, 30102, 30201, 30202, 30203, 30204, 30205, 30301, 30302, 30303, 30304, 30305, 30401, 30402, 30403, 30501, 30502, 30601, 30602, 30603, 30604, 30605, 30606, 30701, 30702, 30703, 30704, 30705, 30707, 30708, 30709, 30710, 30711, 30800, 30801, 30802, 30803, 30804, 30805, 30806, 30807, 30808, 30809, 30810, 30811, 30812, 30813, 30814, 30815, 30816, 30817, 30818, 30819, 30820, 30821, 30822, 30823, 30824, 30825, 30826, 30827, 30828, 30829, 30830, 30831, 30832

Title 20

03/01/18 ADOPT: 1685 AMEND: 1680, 1681, 1682, 1683, 1684
 01/30/18 ADOPT: 4.5, 8.3, 9.5 AMEND: 1.3, 1.4, 1.7, 1.9, 1.13, 1.14, 1.17, 3.1, 3.3, 4.6 (renumbered from 4.5), 6.3, 7.2, 7.3, 7.6, 8.1, 8.2 (renumbered from 8.3), 8.4, Article 9 (title), 9.4, 9.6 (renumbered from 9.5), 12.1, 13.7, 13.8, 13.11, 13.12, 13.13, 13.14, 14.1, 14.2, 14.5, 14.6, 15.1, 15.3, 16.1, 16.2, 17.1 REPEAL: 8.2, 8.6, 9.6, 9.7
 01/25/18 AMEND: 1602, 1605.3, 1606

Title 21

01/04/18 ADOPT: 1478.1, 1478.2 AMEND: 1476
 11/28/17 ADOPT: 1700.1, 1700.2, 1700.3, 1705.1, 1706.1, 1707.1 AMEND: 1700 [renumbered to 1701.1], 1701 [renumbered to 1701.2], 1702.1, 1703 [renumbered to 1702.2], 1704.1 [renumbered to 1703.1], 1704.2 [renumbered to 1703.2], 1704.3 [renumbered to 1703.3], 1704.4 [renumbered to 1703.4], 1704.5 [renumbered to 1703.5], 1704.6 [renumbered to 1703.6], 1705.1 [renumbered to 1704.1], 1705.2 [renumbered to 1704.2], 1705.3 [renumbered to 1704.3], 1705.4 [renumbered to 1704.4], 1705.5 [renumbered to 1704.5], 1705.6 [renumbered to 1704.6], 1705.7 [renumbered to 1704.7], 1705.8 [renumbered to 1704.8]

Title 22

03/01/18 AMEND: 2706-5, 2706-7
 02/08/18 AMEND: 97232
 01/24/18 AMEND: 97177.10, 97177.67, 97177.70
 01/11/18 ADOPT: 97268 AMEND: 97215, 97218, 97219, 97253, 97254, 97255
 12/18/17 ADOPT: 2925
 12/08/17 AMEND: 2608-1, 2627(b)-1
 12/05/17 AMEND: 2706-2, 3301(d)-1, 3201-1, 3303-1, 3303.1(c)-1 REPEAL: 3303(b)-1
 11/16/17 ADOPT: 63750.80 AMEND: 63850
 10/30/17 AMEND: 72517

Title 22, MPP

03/13/18 ADOPT: 85100, 85101, 85118, 85120, 85122, 85140, 85142, 85164, 85165, 85168.1, 85168.2, 85168.4, 85170, 85187, 85190
 12/21/17 ADOPT: 130000, 130001, 130003, 130004, 130006, 130007, 130008,

130009, 130020, 130021, 130022, 130023, 130024, 130025, 130026, 130027, 130028, 130030, 130040, 130041, 130042, 130043, 130044, 130045, 130048, 130050, 130051, 130052, 130053, 130054, 130055, 130056, 130057, 130058, 130062, 130063, 130064, 130065, 130066, 130067, 130068, 130070, 130071, 130080, 130081, 130082, 130083, 130084, 130090, 130091, 130092, 130093, 130094, 130095, 130100, 130110, 130200, 130201, 130202, 130203, 130210, 130211

Title 23

03/26/18 AMEND: 315, 316
 03/08/18 ADOPT: 3909.6
 02/22/18 AMEND: 700.1 (renumbered to 638.1), 700.2 (renumbered to 638.2), 700.3 (renumbered to 638.3), 700.4 (renumbered to 638.4), 700.5 (renumbered to 638.5), 700.6 (renumbered to 638.6)
 01/24/18 ADOPT: 700.1, 700.2, 700.3, 700.4, 700.5, 700.6
 12/26/17 ADOPT: 3949.13
 12/15/17 AMEND: 64300, 64305, 64310, 64315
 12/14/17 AMEND: 64444, 64445, 64445.1, 64447.4, 64465, 64481
 11/20/17 AMEND: 2922
 11/16/17 AMEND: 3682.2, 3682.3, 3702.1, 3702.2, 3702.3, 3702.4, 3717
 11/06/17 AMEND: 2200, 2200.5, 2200.6, 2200.7
 11/06/17 ADOPT: 1070.5 AMEND: 1062, 1064, 1066, 1068, 1070

Title 25

01/18/18 AMEND: 10001
 11/08/17 ADOPT: 8313, 8313.1, 8313.2, 8317, 8318 AMEND: 8300, 8301, 8302, 8303, 8305, 8307, 8308, 8309, 8310, 8311, 8312, 8314, 8315, 8316

Title 27

02/05/18 AMEND: 25705
 02/01/18 AMEND: 27000
 01/29/18 AMEND: 27001
 01/02/18 ADOPT: 25603.3
 12/28/17 AMEND: Appendix B; Div. 3; Subd. 1; Ch. 2
 12/20/17 AMEND: 27001
 11/20/17 AMEND: 25600.1, 25600.2, 25601, 25602, 25603, 25607, 25607.2, 25607.5, 25607.6, 25607.7, 25607.12, 25607.13
 11/15/17 AMEND: 27001
 10/30/17 ADOPT: 25607.32, 25607.33

CALIFORNIA REGULATORY NOTICE REGISTER 2018, VOLUME NO. 14-Z

10/30/17	AMEND: 27000	12/28/17	AMEND: 41-440, 42-711, 42-716, 42-717, 44-207
Title MPP			
01/17/18	AMEND: 47-260	11/16/17	AMEND: 44-211
01/17/18	AMEND: 46-430		