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[AmericanMotorcyclist.com](http://AmericanMotorcyclist.com)

January 28, 2014

Clerk of the Board  
Air Resources Board  
1001 I Street  
Sacramento, California 95814

Re: Adoption of the Regulatory Proposal to Determine and Control  
Evaporative Emissions from Off-Highway Recreational Vehicles

Dear Chairman Nicholas:

The proposed revisions to the off-highway vehicle evaporative emission standards are significant to both the OHV industry and the enthusiast community. As you are well aware, combined all-terrain vehicle and off-highway motorcycle sales have dropped significantly in the past few years and are just now starting to recover. The riding community, like the public at large, has seen their disposable income levels decline, and anything that will increase the prices of these vehicles is cause for concern.

Founded in 1924, the American Motorcyclist Association is the premier advocate of the motorcycling community. Along with our sister organization, the All-Terrain Vehicle Association, we represent the interests of millions of on-and off-highway motorcyclists and ATV riders nationwide.

While air quality is an ongoing concern for all citizens, this proposal could rapidly and dramatically injure the powersports industry, which is slowly recovering from years of economic distress. Powersports dealers, their employees and customers cannot afford to be burdened with additional costly requirements just as the powersports industry is beginning to improve.

It is our understanding that the powersports industry will do all it can to ensure that these proposed regulations will not limit product availability or significantly increase the cost to buyers. However, we share their concern that the drastic decline in powersports sales nationwide over the past few years will make complying with these regulations economically unfeasible at the present time. The likelihood of the continued sale of many popular OHV models after the proposed implementation date is unclear and may result in the removal of certain models from the California market.

We are especially concerned with the potential elimination of youth-appropriate motorcycles and ATVs from the California market. According to state law, younger riders are not allowed to operate larger models of these vehicles. They simply may not be able to obtain appropriate-size models under this proposal. The California motorcycle consumer and business community needs adequate time to adjust their expectations, inventories and business practices prior to the adoption of any new regulations.

Likewise, the assumptions presented regarding the expected recovery of these vehicles to previous sales levels is just that, an assumption. These proposed regulations must include a minimum threshold or trigger that accounts for the significant possibility that expected sales numbers will not recover as anticipated. If that proves true, the timeline for full implementation of these regulations should be modified accordingly.

Thank you for your time and consideration of these comments. Please let me know how I can be of further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Nick Haris". The signature is fluid and cursive, with the first name "Nick" written in a larger, more prominent script than the last name "Haris".

Nicholas Haris  
Western States Representative