

CALIFORNIA—2012 ANNUAL PM_{2.5} NAAQS
[Primary]

Designated Area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
* * *	*	*	*	*
San Joaquin Valley, CA:				
Fresno County	Nonattainment	12/27/2021	Serious.
Kern County (part): That portion of Kern County which lies west and north of a line described as follows: Beginning at the Kern-Los Angeles County boundary and running north and east along the northwest boundary of the Rancho La Libre Land Grant to the point of intersection with the range line common to Range 16 West and Range 17 West, San Bernardino Base and Meridian; north along the range line to the point of intersection with the Rancho El Tejon Land Grant boundary; then southeast, northeast, and northwest along the boundary of the Rancho El Tejon Land Grant to the northwest corner of Section 3, Township 11 North, Range 17 West; then west 1.2 miles; then north to the Rancho El Tejon Land Grant boundary; then northwest along the Rancho El Tejon Land Grant boundary line to the southeast corner of Section 34, Township 32 South, Range 30 East, Mount Diablo Base and Meridian; then north to the northwest corner of Section 35, Township 31 South, Range 30 East; then northeast along the boundary of the Rancho El Tejon Land Grant to the southwest corner of Section 18, Township 31 South, Range 31 East; then east to the southeast corner of Section 13, Township 31 South, Range 31 East; then north along the range line common to Range 31 East and Range 32 East, Mount Diablo Base and Meridian, to the northwest corner of Section 6, Township 29 South, Range 32 East; then east to the southwest corner of Section 31, Township 28 South, Range 32 East; then north along the range line common to Range 31 East and Range 32 East to the northwest corner of Section 6, Township 28 South, Range 32 East, then west to the southeast corner of Section 36, Township 27 South, Range 31 East, then north along the range line common to Range 31 East and Range 32 East to the Kern-Tulare County boundary.	Nonattainment	12/27/2021	Serious.
Kings County	Nonattainment	12/27/2021	Serious.
Madera County	Nonattainment	12/27/2021	Serious.
Merced County	Nonattainment	12/27/2021	Serious.
San Joaquin County	Nonattainment	12/27/2021	Serious.
Stanislaus County	Nonattainment	12/27/2021	Serious.
Tulare County	Nonattainment	12/27/2021	Serious.
* * *	*	*	*	*

¹ Includes areas of Indian country located in each county or area, except as otherwise specified.² This date is April 15, 2015, unless otherwise noted.

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[FR Doc. 2025–02677 Filed 2–13–25; 8:45 am]

BILLING CODE 0099–10–D

DEPARTMENT OF HEALTH AND HUMAN SERVICES**45 CFR Part 155****Exchange Establishment Standards and Other Related Standards Under the Affordable Care Act***CFR Correction*

This rule is being published by the Office of the Federal Register to correct an editorial or technical error that appeared in the most recent annual

revision of the Code of Federal Regulations.

■ In Title 45 of the Code of Federal Regulations, Parts 140 to 199, revised as of October 1, 2024, in section 155.420, redesignate paragraphs (a)(4)(i)(A) through (D) as (a)(4)(ii)(A) through (D).

[FR Doc. 2025–02715 Filed 2–13–25; 8:45 am]

BILLING CODE 0099–10–D

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Parts 561 and 571**

[Docket No. NHTSA–2024–0091]

RIN 2127–AM43

Federal Motor Vehicle Safety Standards; FMVSS No. 305a Electric-Powered Vehicles: Electric Powertrain Integrity Global Technical Regulation No. 20; Incorporation by Reference

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Final rule; delay of effective date.

SUMMARY: This document delays until March 20, 2025, the effective date of the December 20, 2024, final rule that adopted Federal Motor Vehicle Safety Standard (FMVSS) No. 305a to replace FMVSS No. 305, “Electric-powered vehicles: Electrolyte spillage and electrical shock protection.” FMVSS No. 305a applies to light and heavy vehicles and includes performance requirements for the propulsion battery. The final rule also established a part entitled, “Documentation for Electric-powered Vehicles,” that requires manufacturers to compile risk mitigation documentation and submit standardized emergency response information to assist first and second responders handling electric vehicles.

DATES: The effective date of the rule published on December 20, 2024, at 89 FR 104318, is delayed until March 20, 2025. The incorporation by reference approval of certain publications listed in the rule by the Director of the Federal Register is delayed until March 20, 2025.

ADDRESSES: Correspondence related to this rule should refer to the docket number set forth above (NHTSA–2024–0091) and be submitted to *regulations.gov* or the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: *For technical issues:* Mr. Ian MacIntire, Office of Crashworthiness Standards, Telephone: (202) 493–0248; Facsimile: (202) 366–7002. *For legal issues:* Ms. K. Helena Sung, Office of the Chief Counsel, Telephone: (202) 366–2992, Facsimile: (202) 366–3820. The mailing address for these officials is: National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: In accordance with the memorandum of January 20, 2025 from the President to executive departments and agencies, entitled “Regulatory Freeze Pending Review,”¹ this action temporarily delays until March 20, 2025, the effective date of the rule entitled “Federal Motor Vehicle Safety Standards; FMVSS No. 305a Electric-Powered Vehicles: Electric Powertrain Integrity, Global Technical Regulation No. 20, Incorporation by Reference,” published in the **Federal Register** on

December 20, 2024, at 89 FR 104318. NHTSA established Federal Motor Vehicle Safety Standard (FMVSS) No. 305a to replace FMVSS No. 305, “Electric-powered vehicles: Electrolyte spillage and electrical shock protection.” FMVSS No. 305a applies to light and heavy vehicles and includes performance requirements for the propulsion battery. The final rule also established 49 CFR part 561, “Documentation for Electric-powered Vehicles,” that requires manufacturers to compile risk mitigation documentation and submit standardized emergency response information to assist first and second responders handling electric vehicles.

This action is exempt from notice and comment under 5 U.S.C. 553 and is effective immediately upon publication in the **Federal Register**, based on the good cause exceptions in 5 U.S.C. 553(b)(B) and 553(d)(3), respectively. Seeking public comment is impracticable, unnecessary, and contrary to the public interest. The temporary delay in effective date is necessary to give Department officials the opportunity for further review and consideration of new regulations, consistent with the President’s memorandum of January 20, 2025. Given the imminence of the effective date, seeking prior public comment on this temporary delay would have been impractical, as well as contrary to the public interest in the orderly promulgation and implementation of regulations. The imminence of the effective date is also good cause for making this action effective immediately upon publication in the **Federal Register**.

Issued in Washington, DC, under authority delegated in 49 CFR 1.95 and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–02582 Filed 2–13–25; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2024–0071]

RIN 2127–AL37

Federal Motor Vehicle Safety Standards; Occupant Crash Protection, Seat Belt Reminder Systems, Controls and Displays

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Final rule; delay of effective date.

SUMMARY: This document delays until March 20, 2025, the effective date of the January 3, 2025, final rule that amended Federal Motor Vehicle Safety Standard (FMVSS) No. 208, “Occupant crash protection,” to require a seat belt use warning system for rear seats and enhance the seat belt warning requirements for the front outboard seats.

DATES: The effective date of the rule amending 49 CFR part 571 published January 3, 2025, at 90 FR 390, is delayed until March 20, 2025.

ADDRESSES: Correspondence related to this rule should refer to the docket number set forth above (NHTSA–2024–0071) and be submitted to *regulations.gov* or the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: For non-legal issues, you may contact Ms. Carla Rush, Office of Crashworthiness Standards, Telephone: (202) 366–4583; Email: *carla.rush@dot.gov*; Facsimile: (202) 493–2739. For legal issues, you may contact Mr. John Piazza (*John.Piazza@dot.gov*), Office of Chief Counsel, Telephone: (202) 366–2992; Facsimile: (202) 366–3820. The address of these officials is: the National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: In accordance with the memorandum of January 20, 2025, from the President to executive departments and agencies, entitled “Regulatory Freeze Pending Review,”¹ this action temporarily delays until March 20, 2025, the effective date of the final rule amending

¹ Available at <https://www.whitehouse.gov/presidential-actions/2025/01/regulatory-freeze-pending-review/> (last accessed Jan. 22, 2025).

¹ Available at <https://www.whitehouse.gov/presidential-actions/2025/01/regulatory-freeze-pending-review/> (last accessed Jan. 22, 2025).