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Low Rolling Resistance Tire are genuinely unpleasant

Many consumers have tried low rolling resistance tires and it is often the very first thing they swap out of their cars. They take longer to stop, handle much worse, and feel genuinely unsafe. "Minimum Performance" specifications can still leave a lot to be desired and isn't confidence inspiring. Furthermore, lower rolling resistances are generally achieved by reducing weight and tread depth, greatly decreasing tire life. Consumers prefer tires that are confidence inspiring with high grip and better handling. The regulations borrow the grading system from Europe where tire typically have lives of ~30k miles instead of the US expectations of about 60K for typical all seasons.

Using "Figure 1: CEC Tire Test Program Results of RRC vs. Cost" its obvious that when consumers have a choice they choose tires with higher RRC values due to the inherent tradeoffs of tire design and favoring other tire characteristics over RRC values. From this graph about half of aftermarket tires couldn't be sold in CA. Forcing the regulations imposed on automakers onto the consumer as well is overreaching and deeply unpopular.

These regulations might kill entire niche segments of the market, DOT approved track focused tires might just disappear. We don't really have enough information to know if our favourite tires will survive or how unpleasant our lives will become. Since we can't have good public transportation, please don't make our forced dependence on cars drastically worse than it needs to be.