

Hugh Henderson
Mayor
District 2

April 16, 2026

Aaron Meadows
Vice Mayor
District 1

The Honorable Lauren Sanchez
Chair, California Air Resources Board
1001 I Street
Sacramento, CA 95814

George Fuller
Councilmember
District 5

RE: Advanced Clean Fleets 15-Day Comment Period Response

Anissa Williams
Councilmember
District 3

Dear Chair Lauren Sanchez and the Members of the California Air Resources Board,

Shannon Shaw
Councilmember
District 4

The City of Oakley appreciates the Board's continued efforts to refine the Advanced Clean Fleets (ACF) regulation and the opportunity for us to comment on the 15-day proposed modifications.

Cities across the state are pursuing robust, environmentally sound strategies to decarbonize their communities. However, cities must also ensure the uninterrupted delivery of critical public services. As currently structured, the proposed modifications do not adequately account for the operational realities of local government fleets, particularly those that support emergency response and essential infrastructure.

Cities serve diverse and often expansive communities, providing vital services that protect public health, safety, and welfare. During emergencies, city fleet vehicles must operate continuously for extended periods, often in extreme conditions, to support fire prevention and response, search and rescue, medical response, and the delivery and maintenance of essential utilities such as water, wastewater, stormwater, and electricity. Without appropriate and durable exemptions, ACF strict requirements risk constraining cities' ability to respond effectively to disasters, maintain critical infrastructure, and safeguard the communities we serve.

The proposed amendments to the ACF regulations significantly expand the scope of local government responsibility by extending compliance obligations beyond publicly owned fleets to include private contractors operating under municipal agreements. By redefining "waste fleets" to include contracted service providers, cities can no longer rely on outsourcing to manage fleet compliance and are instead indirectly responsible for ensuring that contracted operations meet state mandates. This shift effectively converts municipal procurement and ser-



vice delivery into a vehicle for state enforcement, exposing cities to increased costs, reduced contractor availability, and diminished flexibility in negotiating long-term service agreements, particularly for essential services like waste hauling, street sweeping, construction, and public works.

In addition, the proposal imposes substantial new administrative and legal burdens on cities by requiring ongoing verification of contractor compliance, mandatory contract disclosures, and extensive recordkeeping subject to rapid state audit. These requirements transform routine contracting functions into compliance oversight roles, requiring cities to annually validate contractor status, maintain auditable documentation for multiple years, and respond to CARB inquiries within tight timeframes. Collectively, these changes create unfunded mandates, increase administrative complexity, and elevate legal and procurement risks, while also placing upward pressure on contract costs and potentially limiting competition among vendors unable to meet evolving regulatory thresholds.

In June of 2025, the City of Oakley adopted a Climate Action Plan (CAP) with established goals to eliminate emissions for the City by 2040 and neutralize community-wide emission by 2045, aligning with the State of California's greenhouse gas emissions reduction target to achieve carbon neutrality by 2045. One of the targets adopted in the CAP is to "[t]ransition Oakley's municipal fleet to zero-emission vehicles (ZEV) by 2040." The main action item supporting this target is to "[d]evelop a municipal fleet management plan that prioritizes ZEVs for newly purchased City vehicles, subject to market and technology availability, regulatory requirements, and purchase feasibility." That in itself is an expensive and large task for a City with a limited budget. Any reduction of time to accomplish this task, especially if it requires those vehicles to be purchased well before 2040, would have a significant impact on the City's general fund.

Additionally, the City of Oakley relies heavily on contract services for waste hauling, landscape maintenance, and street sweeping. Requiring the City to contract with entities that meet these requirements would likely result in either no contracts and therefore no services, or a significant financial burden passed onto the residents and business owners of Oakley.

While the proposed amendments significantly increase obligations on local municipalities, we appreciate the amendments to provide increased compliance flexibility by delaying the 100 percent zero-emission vehicle purchase requirement from 2027 to 2030 and expanding eligibility for exemptions and extensions related to infrastructure constraints, operational limitations, and emergency response needs.

However, to prevent unintended consequences that could jeopardize life, property, and essential services, we respectfully urge the Board to reject these newly proposed mandates on cities and rather request that CARB establish clear, categori-





cal exemptions, consistent with those in Section 2013(c) of Title 13 of the California Code of Regulations for city vehicles that respond to, support, and recover from emergencies and disasters.

Again, thank you for allowing us the opportunity to provide written responses to the proposed Advance Clean Fleets Regulations.

Sincerely,

Hugh Henderson
Mayor
City of Oakley

CC: Senator Chris Cabaldon, senator.cabaldon@senate.ca.gov
Assemblymember Lori D. Wilson, assemblymember.wilson@assembly.ca.gov
Samantha Brightman, sbrightman@calcities.org
League of California Cities, cityletters@cacities.org

