



CITY OF FAIRFIELD

Founded 1856 - Incorporated December 12, 1903

PUBLIC WORKS DEPARTMENT
Fleet Management Division
420 Gregory Street, Fairfield, CA 94533

June 16, 2026

Dr. Steven Cliff
Executive Officer
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Comments from the City of Fairfield Regarding the Second 15-Day Modifications to the Advanced Clean Fleets (ACF) Amendments

Dear Dr. Cliff:

On behalf of the City of Fairfield, thank you for the opportunity to provide comments on the Second 15-Day Modifications to the Advanced Clean Fleets (ACF) amendments.

The City of Fairfield operates a diverse municipal fleet supporting a wide range of essential public services, including public safety, public works, utilities, emergency response, and community operations. These services rely on a blend of City owned, leased, rented, and contractor operated vehicles. As a public agency responsible for maintaining uninterrupted service to residents, the City must fully understand how the proposed regulatory requirements will affect our ability to meet these obligations.

While the City appreciates CARB's efforts to clarify several elements of the regulation—especially regarding the treatment of vehicles rented, leased, or operated through contractual arrangements—many aspects of the proposal remain unclear and require significant revision to avoid jeopardizing the ability of local governments to provide normal and essential services.

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Clarification Is Appreciated, but Significant Uncertainty Remains

The modifications provide helpful direction regarding contractual, leased, and rented vehicles and their treatment under the governmental fleet definition. These clarifications assist with understanding fleet ownership responsibilities, documentation expectations, and applicability to state and local government operations.

However, despite this improved clarity, substantial areas of uncertainty persist. Without further detail, public agencies may struggle to interpret their compliance responsibilities, structure contracts appropriately, and maintain required reporting and documentation for vehicles that the City neither owns nor controls.

Contract-Based Compliance Requires Clear Accountability

The City of Fairfield frequently relies on contractors to provide critical services such as waste collection, public works operations, utility support, emergency response, and specialized maintenance. In many of these scenarios, the City does not direct vehicle acquisition decisions, replacement schedules, maintenance activities, or daily operational practices.

As written, portions of the proposed modifications appear to extend compliance responsibility to agencies without corresponding operational authority. The City urges CARB to provide clear, practical guidance on:

- Responsibilities of governmental entities
- Responsibilities of contractors and subcontractors
- Required documentation and recordkeeping
- Audit and verification procedures
- When agencies may rely on contractor certifications

Without this clarity, local governments may be required to track and verify compliance for contractor operated vehicles that they have no ability to manage, creating an unworkable administrative burden and increasing risk of unintentional noncompliance.

Procurement and Administrative Impacts Should Be Minimized

Public procurement processes are governed by budget cycles, competitive bidding rules, statutory requirements, and administrative review procedures. Additional compliance obligations could affect:

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- Procurement timelines
- Contractor participation
- Bid evaluation
- Administrative workload
- Contract oversight requirements
- Project and service delivery costs

Smaller jurisdictions with limited staff may face significant challenges absorbing these requirements. The City of Fairfield encourages CARB to streamline documentation, reporting expectations, and minimize unnecessary administrative complexity.

Contracted Service Availability and Cost Risks Must Be Evaluated

Many public agencies—including the City of Fairfield—depend on private-sector contractors for essential services. Compliance costs associated with vehicle acquisition, infrastructure, and operations may cause some contractors to reconsider participating in government contracts, particularly where contract revenue cannot offset compliance expenses.

This presents risks including:

- Reduced contractor participation
- Increased service costs
- Limited availability of specialized or emergency response providers
- Delays in securing essential services

Local governments operating under fixed budgets may be unable to absorb such increases without affecting service levels. These issues could directly impact residents if essential services are disrupted or diminished.

Public Fleets Carry Significant Implementation Burden

Following the removal of other ACF components, the primary remaining obligations fall disproportionately on local government fleets. Yet many key compliance factors—vehicle availability, utility interconnection timelines, infrastructure readiness, supply chain limitations, and contractor capacity—remain outside the City's control.

The City of Fairfield urges CARB to ensure that implementation timelines and expectations reflect these operational realities.

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Recommendations

To support practical, durable, and achievable implementation, the City of Fairfield respectfully recommends that CARB:

- Provide detailed implementation guidance for contracted fleet operations.
- Clarify documentation, reporting, and recordkeeping requirements.
- Align compliance accountability with direct contractual relationships and actual operational control.
- Define the treatment of subcontractors and downstream providers.
- Develop standardized reporting tools and compliance forms.
- Clarify when agencies may rely on contractor provided compliance information.
- Provide transparent audit and oversight procedures.
- Evaluate the impacts on contractor participation, service availability, procurement costs, and local government budgeting.
- Continue regular engagement with public-sector fleet operators, utilities, contractors, and affected organizations.

These steps will help reduce uncertainty, support consistent implementation, and protect the ability of public agencies to continue delivering essential services without disruption.

Conclusion

The City of Fairfield appreciates CARB's continued efforts to refine and clarify the ACF amendments. Local agencies are required to conduct public procurements in accordance with applicable laws and regulations; however, we do not control, direct, or moderate the internal procurement processes utilized by contractors in the performance of their work. Under California law and the Public Contract Code, contractors are independently responsible for determining the means, methods, techniques, sequences, procedures, and management practices necessary to complete the contracted services, provided that the work complies with the contract documents and applicable legal requirements. While the recent modifications address certain uncertainties, significant gaps remain that could impact service delivery, operational feasibility, and contractual relationships. Ensuring regulatory clarity and practicality is essential to maintaining uninterrupted public services for California's residents.

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The City of Fairfield looks forward to continued collaboration with CARB to support a realistic and effective implementation framework.

Sincerely,

A handwritten signature in black ink, appearing to read 'DR', followed by a long horizontal flourish.

David Renschler
Public Works Fleet Division Manager
City of Fairfield