



Introduction to Regulations Affecting Fleets in California, Part 1 February 19, 2026

Today's Speaker

David Renschler, CFPF
City of Fairfield

- David Worthington, MEMA NorCal Chapter Board Chairperson - Welcome
- Keith Leech- Co-director of NorCal Clean Cities – Welcome
- Tim Taylor & Aaron He – NorCal Clean Cities – Webinar Management

Webinar Partners



- *Sacramento Clean Cities Rebranding as NorCal Clean Cities And Communities*
- *Our mission is the reduction of the use of fossil petroleum in the transportation and energy sectors*
www.NorCalCleanCities.org



UPCOMING EVENTS

- **Special Project**
 - Mitra EV, Cost-effective Class 2b-Class 4 BEVs & DCFC Network
- **Fleet Academies**
 - Chico, Redding, Sonoma, Sacramento Dates - TBA
 - Major Conferences –Sonoma Raceway – September; Sacramento - October
- **School Bus Consortium**
 - April 2, 10:30am – 1:30pm – Fleet Resilience
 - First Thursday Every Other Month 10:30 – 1:30
- **Sacramento Region Education Mobility Coalition (SACeMo)**
 - March 17, 12 – 1:30 - Accurate Home Charging Reimbursement
 - Third Tuesday Every Month 12:00 – 1:30

UPCOMING WEBINARS

- 03/19 – Introduction to Regulations Affecting Fleets in California (2 of 2 Part Series)
- 04/23 – EV Charging Station and Infrastructure Development
- 05/21 – How to Use Fleet Management Information Software (FMIS) to Make Data-driven Decisions
- 06/18 – Fleet Replacement Strategies for an Optimum Program and Compliance (with ACF)
- 07/16 – How to Market (promote) Your Fleet Operations to Reduce Administrative
- 08/20 – Essential & Critical Fleet Management Positions Every Fleet Should Have
- 09/17 – How to Advance Your Career in Government Fleet Management
- 10/22 – From Supervisor to Fleet Manager – Skills, Knowledge, Abilities, and Education
- 11/19 – EVs -The Basics and challenges less known
- 12/17 – Grant Funding – How to Successfully Apply For and Be Awarded a Grant For Your Fleet



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From Expense to Opportunity - Turning EV Adoption into ROI

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Managing the County's air quality in a manner to protect and promote public health.



A Thomas Built Bus dealership with expertise in bus and truck parts distribution.

Our most recent members



Enoven Truck Body + Equipment is the premier work truck body builder in the Western United States.



Our mission at RTA is clear—we help fleets succeed through our software, training and consulting

Our most recent event partners



An American automotive manufacturer that develops and builds category-defining electric vehicles



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An American customizable electric pickup truck that can change into a van or SUV.



North America's leading provider of Electrification-as-a-Service

Introduction to Regulations Affecting Fleets in California (1 of 2 Part Series)



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Best Practices for Cost-Effective Fleet Management

- **Technology**
- **Data Driven Business Decisions**
- **PM Programs**
- **Regulatory Compliance**

Technology

FMIS

Telematics

Diagnostics

Fuel Automation

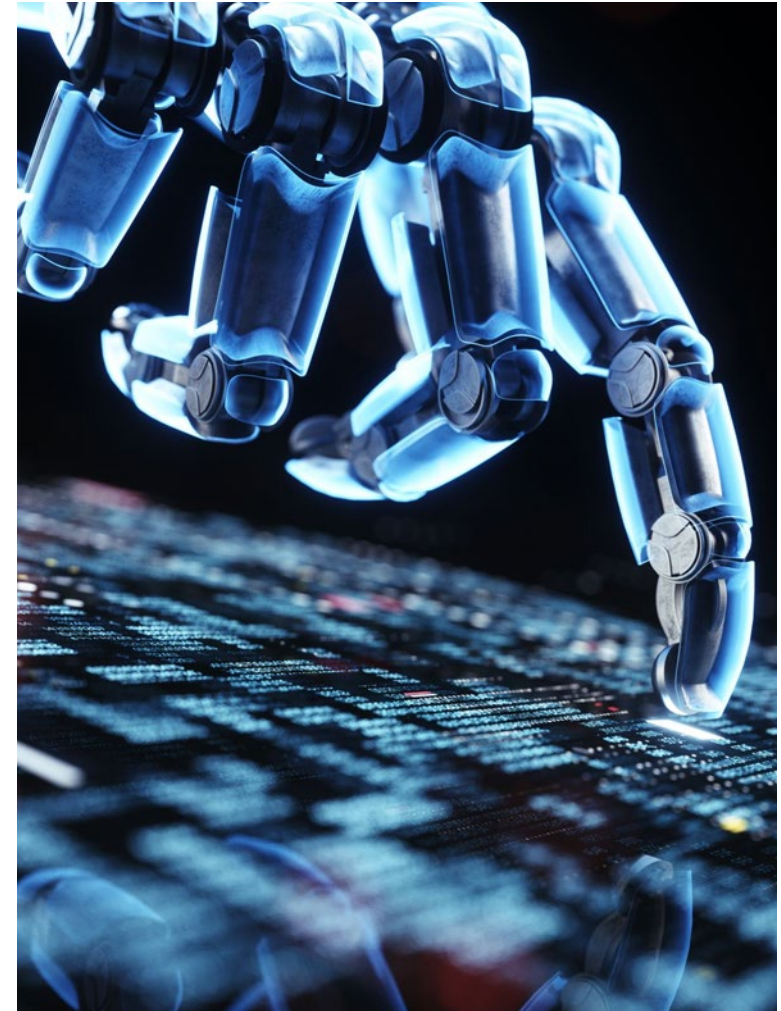
EV Chargers

Financial Software



Data Driven Business Decisions

- **Are you collecting and analyzing the right data?**
- **FMIS Abilities**
- **Task Codes/Tech Times**
- **Fuel Information**
- **Telematics Information**
- **Real Time Financial Data**



PM Programs

- **What is compliance to you?**
- **Checklists for each category?**
- **Scheduled drop-offs?**
- **Pickup procedures?**
- **FMIS auto schedules?**
- **More than just fluids. Smog, CTC, shop equipment, etc.**

Overview of Major Regulations

- **In Use Off-Road**
- **Zero-Emission Forklift (State and Local Govt)**
- **LSI**
- **ACT**
- **ACC II**
- **CHP - BIT**
- **Crane & Operator Certifications**

In-Use Off-Road Diesel-Fueled Fleets Regulation

Self-propelled \geq 25 HP

January 1, 2024, require contracting entities to obtain and retain a fleet's valid Certificate of Reported Compliance prior to awarding a contract or hiring a fleet.

January 1, 2024, mandate the use of *R99 or R100* Renewable Diesel for all fleets, with some limited exceptions.

Include additional requirements to increase enforceability, provide clarity, and provide additional flexibility for permanent low-use vehicles.

Tier and MY Phase Out Date by Fleet Size

Year (January 1)	Large Fleets	Medium Fleets	Small Fleets	Ultra-Small Fleets
2024	Tier 0/MY 1994 or older on-road			
2026	Tier 1/MY 1999 or older on-road	Tier 0/MY 1994 or older on-road		
2028	Tier 2/MY 2003 or older on-road	Tier 1/MY 1999 or older on-road	Tier 0/MY 1994 or older on-road	Tier 0/MY 1994 or older on-road
2030		Tier 2/MY 2003 or older on-road	Tier 1/MY 1999 or older on-road	Tier 1/MY 1999 or older on-road
2032			Tier 2/MY 2003 or older on-road	
2036				Tier 2/MY 2003 or older on-road

Compliance Dates for Restriction on Adding Vehicles

Year (January 1)	Large Fleets	Medium Fleets	Small Fleets	Ultra-Small Fleets
2024	Tier 3 Tier 4i/MY 2006 or older on-road	Tier 3 Tier 4i/MY 2006 or older on-road	Tier 3	Tier 3
2028			Tier 4i/MY 2006 or older on-road	
2035				Tier 4i/MY 2006 or older on-road

Zero-Emission Forklift Regulation Applicability

- **Cushion-tired of all capacity**
- **Pneumatic-tired <12,000 capacity**
- **Powered by Large Spark Ignition (LSI)**
- **Propane, Natural Gas, and Gasoline**
- **Does not apply to Rough Terrain**

ZE Forklift Requirements

- **1/1/2026 Govt. Fleets restricted from purchasing.**
- **1/1/2026 Maintain records for reporting compliance.**
- **4/30/2026 Deadline for large fleet initial report to CARB (> 25 total)**
- **9/30/2026 Deadline for small fleet initial report to CARB (<= 25 total)**

LSI Small Fleet Phase Out

Compliance Date	MY Phase-Out Schedule for Class IV Forklifts with a Rated Capacity of 12,000 Pounds or Less	MY Phase-Out Schedule for Class IV Forklifts with a Rated Capacity Greater than 12,000 Pounds
1/1/2028	-	-
1/1/2029	2016 MY and older ¹	-
1/1/2030	-	-
1/1/2031	-	-
1/1/2032	2017 - 2019 MY	-
1/1/2033	-	-
1/1/2034	2020 and 2021 MY	-
1/1/2035	-	-
1/1/2036	2022 and 2023 MY	-
1/1/2037	-	-
1/1/2038	2024 and 2025 MY	2025 MY and older

LSI Large Fleet Phase Out

Compliance Date	MY Phase-Out Schedule for Class IV Forklifts with a Rated Capacity of 12,000 Pounds or less	MY Phase-Out Schedule for Class IV Forklifts with a Rated Capacity Greater than 12,000 Pounds
1/1/2028	2018 MY and older ¹	-
1/1/2029	-	-
1/1/2030	-	-
1/1/2031	2019 - 2021 MY	-
1/1/2032	-	-
1/1/2033	2022 and 2023 MY	-
1/1/2034	-	-
1/1/2035	2024 and 2025 MY	2025 MY and older

ACT

- **2020 - ACT Adopted by CARB requiring sales % of class 2b and above**
- **5/1/2021 - One-Time Reporting due for Government Fleets**
- **2023 - Clean Truck Partnership Announced**
- **6/12/2025 – Federal overturn of ACT, ACC II, and Omnibus**
- **6/12/2025 – CA EO N-27-25 Reaffirming commitment to accelerating ZEV deployment**

Advanced Clean Trucks Regulation – Companion to ACF

Enacted Prior to ACF Regulation

- Requires vehicle manufacturers to sell an increasing percentage of their total sales volume as Zero Emissions Vehicles (ZEVs).
- Required private and government fleets to submit a fleet report to CARB staff by 3/31/2022
 - **If you have not reported yet, do so as soon as possible.**
 - **The ACF reports that must be submitted each year may be compared to your original ACT report submission.**

Advanced Clean Trucks (ACT)

- Manufacturers must sell ZEVs as a percentage of sales*
- Approved June 2020
- Begins with 2024 model year
- Credit for sales start in 2021
- Minimum tractor sales
- Flexibility to shift sales between categories
- One-time fleet reporting

Model Year (MY)	Class 2b-3	Class 4-8	Class 7-8 Tractors
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035+	55%	75%	40%



*Partial credit for near-zero emissions vehicles (NZEVs). NZEVs are plug-in hybrids with minimum all electric range

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<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>

Advanced Clean Trucks Regulation – Companion to ACF

Regardless of the compliance strategy utilized, only ZEVs will be available in the marketplace to purchase as replacements for Class 2b-8 vehicles beginning with model year **2036** vehicles.

100 Percent ZEV Sales

100 Percent ZEV Sales Requirement

Starting 2036 instead of 2040, all Class 2b-8 vehicles sold into California must be ZEVs

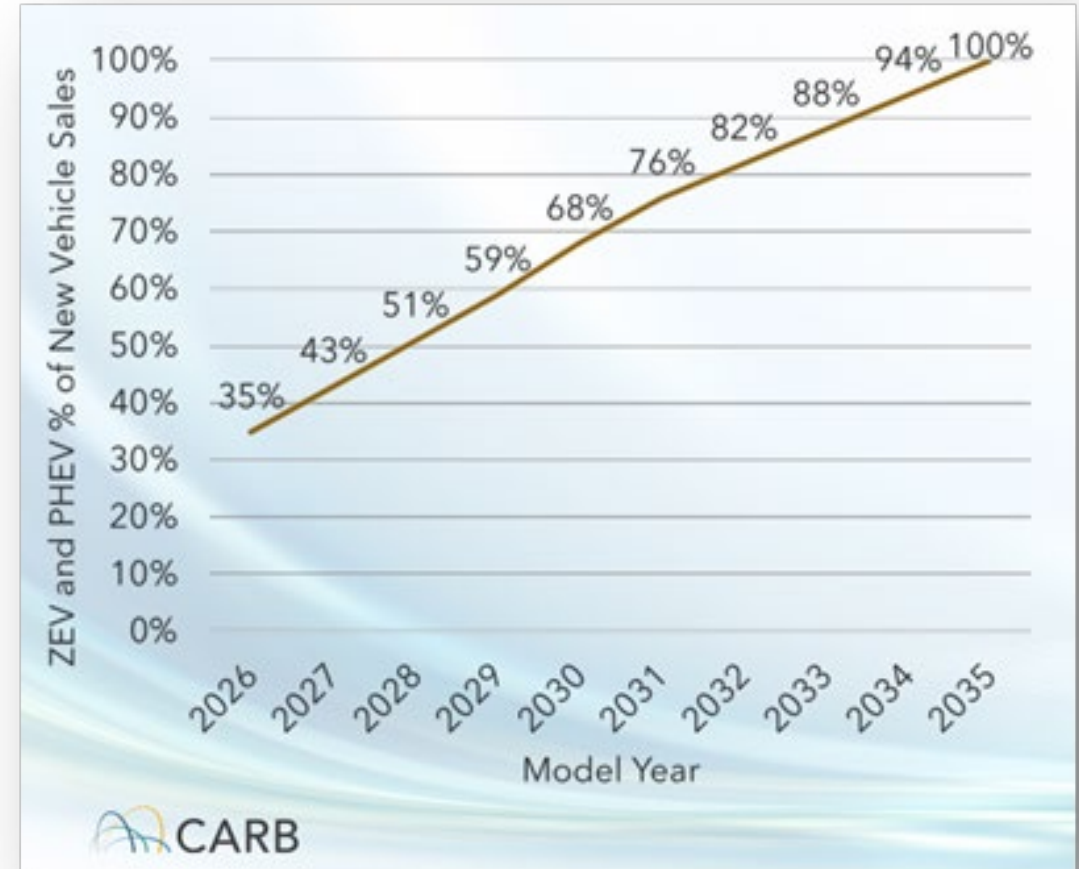
- Provides certainty to the market and supply chain for manufacturers, fleets, infrastructure providers, service technicians, partner agencies, and local governments
- Expands market choice



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ACC II

- **2022 – Adopted by CARB**
- **MY 2026 – 35% Sales Requirement**
- **MY 2035 – 100% Sales Requirement**
- **2025 – Stopped by Feds**
- **2025 – CA EO N-27-25 Reaffirms ZEV's**
- **2025 – Drive Forward LD Program**



Drive Forward Light-Duty Vehicle Program

- **10/2025 – Workshop #1**
- **2/2026 – Workshop #2 (Postponed)**
- **Updates State Purchasing Requirements To Prioritize From OEM's Aligned With State Goals**
- **Develop New Regs To Reduce GHG, Criteria, AND Toxic Pollutants**

CHP Basic Inspection of Terminals (BIT) Program

Section 34501.12(a) CVC identifies vehicles subject to the BIT program as those described in Section 34500 CVC as listed below:

- Any motortruck of three or more axles that are more than 10,000 pounds Gross Vehicle Weight Rating (GVWR).
- Truck tractors. Trailers and semitrailers, pole or pipe dollies, auxiliary dollies, and logging dollies used in combination with vehicles listed above. This subdivision does not include camp trailers, trailer coaches, and utility trailers.
- A combination of a motor truck with a GVWR of more than 10,000 pounds, while towing any trailer listed above, which exceeds 40 feet in length when coupled together. Combinations which include a pickup truck as defined in Section 471 CVC or which are never operated in commercial use are excluded.
- A commercial motor vehicle with a GVWR of more than 26,000 pounds or a commercial motor vehicle of any GVWR towing trailers listed above with a GVWR of more than 10,000 pounds, except combinations including camp trailers, trailer coaches, or utility trailers.
- A vehicle, or a combination of vehicles, transporting hazardous materials for which the display of placards, a California hazardous materials transportation license, or a California hazardous waste transporter registration is required.
- Any other motortruck not specified above that is regulated by the Department of Motor Vehicles (DMV) Motor Carrier Permit (MCP), Public Utilities Commission (PUC), or FMCSA.

BIT

- **CVC 34505.5 – Carriers must ensure each regulated vehicle is inspected at least every 90 days, or more often if necessary to ensure safe operation. Transit is different.**
- **Vehicle inspections must be documented and retained for at least two years.**
- **BIT Terminal Inspection will include inspection of a sample of regulated vehicles, maintenance records, and driver records.**
- **Safety Compliance rating is issued in the following categories: regulated vehicles, maintenance program, driver records, and hazardous materials (if applicable).**

Crane Operator

- **Under OSHA 29CFR1926.1427 – Crane operators involved in the construction industry operating cranes with a maximum manufacturer rated lifting capacity over 2,000 pounds must be nationally certified. Recertify every five years.**
- **The regulation also requires the operators of service truck-mounted cranes to be certified if said crane is “involved in construction.” Please keep in mind that “involved in construction” is defined by how the machinery is used. For example, a delivery truck that simply unloads in a common area is not defined as such. However, a delivery vehicle that delivers, say, an air conditioner unit to an upper floor of a building is said to be “involved in construction.”**

Crane Certifications

- **Cal/OSHA (DIR Title 8/5031) requires any crane exceeding 6,000 lbs. rated capacity to be certified annually.**
- **29CFR 1926.550(a)(6) requires an annual inspection to be completed before a crane may be operated in the United States.**

CARB Tire Pressure Regulation

- **Went into effect September 2010**
- **Applicable to all vehicles less than or equal to 10,000 GVWR**
- **Check and inflate each vehicle's tire to the recommended tire pressure rating, with air or nitrogen, as appropriate, at the time of performing any automotive maintenance or repair service**
- **Indicate on the vehicle service invoice that a tire inflation service was completed and the tire pressure measurements after the services were performed**
- **Perform the tire pressure service with a tire pressure gauge with a total permissible error no greater than +two (2) pounds per square inch (PSI)**
- **Have access to a tire inflation reference that is current within three years of publication**
- **Keep a copy of the service invoice for a minimum of three years, and make the vehicle service invoice available to CARB, or its authorized representative within 72 hours upon request**

DMV Reporting on SR-1

- **Check with your Risk Manager or legal**
- **Typically, government employees are exempt from filing the CA DMV SR-1 form following a motor vehicle accident that results in property damage of \$1,000 or more, when the employee was acting within the course and scope of employment**
- **Your employees might be exempt under CVC 16000(a) along with California Insurance Code 557.5**

Thank You to the NorCal Clean Cities and Communities, Fleet Associations, and Partners that Helped Make this Recording Possible



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