CITY OF SOUTH PASADENA
ADDITIONAL DOCUMENTS

WEDNESDAY, NOVEMBER 18, 2026, AT 7:00 PM

ADDITIONAL DOCUMENTS

Additional Documents to the June 27, 2024 City Council Meetings. The attached documents include submitted written public comments and amendments to the agenda. Submit by no later than 12:00 p.m., on the day of the City Council meeting. Correspondence received after this time will be distributed the following business day.

ADDITIONAL DOCUMENTS TO THE NOVEMBER 18, 2026, REGULAR CITY COUNCIL MEETING

- Memo for Item No. 8
- Memo for Item No. 14
- Memo for Item No. 19
- Memo for Item No. 23
- Memo for Item No. 23_2
- General Public Comment_Josh Betta
- General Public Comment_Steve Novotny
- General Public Comment_Victotia Benitez
- General Public Comment_Colin Campbell
- General Public Comment_Yvonne LaRose
- Public Comment_Christine McIrwin_Item No. 12
- Public Comment_Oliver McIrwin_Item No. 12
- Public Comment_Robert Barrone_Item No. 12
- Public Comment_Robert Barrone_Item No. 12_2
- Public Comment_Sarah Schlaifer_Item No. 12
- Public Comment_John C._Item No. 23
- Public Comment_Tucker Nelson_Item No. 23

Additional Documents Agenda Report

ITEM NO.

DATE: November 18, 2026

FROM: Todd Hileman, City Manager

PREPARED BY: Nikima S. Newsome, Chief City Clerk

SUBJECT: **ADDITIONAL DOCUMENTS TO THE NOVEMBER 18, 2026, REGULAR CITY COUNCIL MEETING**

Executive Summary
Attached are additional document(s) for the City Council Regular meeting agenda for November 18, 2026.

Attachment:
Memo for Item No. 8
Memo for Item No. 14
Memo for Item No. 19
Memo for Item No. 23
Memo for Item No. 23_2
General Public Comment_Josh Betta
General Public Comment_Steve Novotny
General Public Comment_Victotia Benitez
General Public Comment_Colin Campbell
General Public Comment_Yvonne LaRose
Public Comment_Christine McIrwin_Item No. 12
Public Comment_Oliver McIrwin_Item No. 12
Public Comment_Robert Barrone_Item No. 12
Public Comment_Robert Barrone_Item No. 12_2
Public Comment_Sarah Schlaifer_Item No. 12
Public Comment_John C._Item No. 23
Public Comment_Tucker Nelson_Item No. 23

City of South Pasadena
Fire Department

Memo

Date: November 17, 2026

To: The Honorable City Council

Via: Todd Hileman, City Manager

From: Greg Lloyd, Fire Chief

Re: Additional Document for Item No. 8: Revised amount request for Proposition 4 Firefighter Industrial Athlete Performance and Recovery Pilot Program

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The Finance Department is updating the Title and Recommended Action sections for Item No. 8, which read as:

CONSIDERATION TO AUTHORIZE AND RATIFY THE SUBMITTAL OF A GRANT APPLICATION TO THE CALIFORNIA FIRE FOUNDATION IN THE AMOUNT OF $130,000 FOR A FIREFIGHTER INDUSTRIAL ATHLETE PERFORMANCE AND RECOVERY PILOT PROGRAM

Recommendation

It is requested that the City Council:

1. Authorize and ratify the submittal of a grant application to the California Fire Foundation Proposition 4 Wildfire Prevention & Firefighter Safety Grant Program in the amount of $130,000 to support a Firefighter Industrial Athlete Performance and Recovery Pilot Program; and
2. Require staff to return to the City Council for consideration of any grant acceptance

The revision version should read:

CONSIDERATION TO AUTHORIZE AND RATIFY THE SUBMITTAL OF A GRANT APPLICATION TO THE CALIFORNIA FIRE FOUNDATION IN THE AMOUNT OF $65,000

FOR A FIREFIGHTER INDUSTRIAL ATHLETE PERFORMANCE AND RECOVERY PILOT PROGRAM

Recommendation

It is requested that the City Council:

1. Authorize and ratify the submittal of a grant application to the California Fire Foundation Proposition 4 Wildfire Prevention & Firefighter Safety Grant Program in the amount of $65,000 to support a Firefighter Industrial Athlete Performance and Recovery Pilot Program; and
2. Require staff to return to the City Council for consideration of any grant acceptance

The staff report for the November 18, 2026 City Council meeting contains two references to a grant request of $130,000. Both references should read $65,000.

The original amount reflected a proposed 24-month Firefighter Industrial Athlete Performance and Recovery Pilot Program. The request was reduced to $65,000 when the pilot was shortened to 12 months to align with the grant's anticipated performance period. The two references inadvertently retained the earlier amount.

Please include this correction in the agenda record and provide it to the City Council. The program remains contingent on grant funding, with no City match or additional General Fund contribution proposed.

City of South Pasadena
Finance Department

Memo

Date: November 18, 2026

To: The Honorable City Council

Via: Todd Hileman, City Manager

From: William Castrillon, Budget and Purchasing Manager

Re: Additional Document for Item No.14 : Revised Analysis and Fiscal Impact of Item No.14 .

The Finance Department is updating the Analysis and Fiscal Impact section for Item No.14 , which reads as:

Analysis

Procurement Process

By the October 22, 2026 submission deadline, the City received proposals from the following nine firms (listed alphabetically):

Revised version should be read as:

Procurement Process

By the October 22, 2026 submission deadline, the City received proposals from the following nine firms (listed alphabetically). The estimated fee for each proposal is based on a $20 million bond issuance. Final compensation will be adjusted based on the actual size of the bond:

Fiscal Impact

“Barclays Capital Inc compensation for Underwriting Services is $67,300 and is structured on a contingency-fee basis and is payable solely from bond proceeds upon the successful closing of a refunding transaction. No fee is owed to Barclays Capital Inc, and there is no impact to the Water Fund’s operating budget, if a refunding transaction does not close for any reason, including a City election not to proceed, failure to achieve the minimum net present value savings threshold, or adverse market conditions”.

Revised version should be read as:

“Barclays Capital Inc compensation for Underwriting Services is $67,300 . The estimated fee for the proposal is based on a $20 million bond issuance. Final compensation will be adjusted based on the actual size of the bond. The estimated compensation is structured on a contingency-fee basis and is payable solely from bond proceeds upon the successful closing of a refunding transaction. No fee is owed to Barclays Capital Inc, and there is no impact to the Water Fund’s operating budget, if a refunding transaction does not close for any reason, including a City election not to proceed, failure to achieve the minimum net present value savings threshold, or adverse market conditions.”

No other changes were made to this report.

Community Development Department

Memo

DATE: November 18, 2026

TO: City Council

VIA: Todd Hileman, City Manager

FROM: Erika Ramirez, Community Development Director

RE: City Council Agenda Item #19- Consideration of First Reading of Ordinance No. 2422

This memorandum is provide a revised Ordinance No. 2422, entitled: AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA AMENDING ORDINANCE NO. 2414 TO ADD NEWLY ELIGIBLE STIES INDIVIDUALLY LISTED AS HISTORICAL RESOURCES IN THE STATE HISTORICAL RESOURCES INVENTORY AND CONTRIBUTING SITES TO A HISTORICAL DISTRICT LISTED IN THE STATE HISTORICAL RESOURCES INVENTORY TO DEFER APPLICATION OF CALIFORNIA SENATE BILL 79 UNTIL ONE YEAR FOLLOWING ADOPTION OF THE CITY'S SEVENTH CYCLE HOUSING ELEMENT PURSUANT TO STATE LAW AND AMENDING THE CITY'S OFFICIAL ZONING MAP.

The revision is to include two addresses that were overlooked. The first address is 1110 Glendon Way (APN 5315-015-900) which is a new deferral, and the second address is 913 Meridian Ave (APN 5315-020-016; Assessor address 915 Meridian) which was already deferred under Ord. 2419 and is now also under proposed Ord. 2414. Both have been added to Exhibit A.

ORDINANCE NO. 2423

AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA AMENDING ORDINANCE NO. 2414 TO ADD NEWLY ELIGIBLE STIES INDIVIDUALLY LISTED AS HISTORICAL RESOURCES IN THE STATE HISTORICAL RESOURCES INVENTORY AND CONTRIBUTING SITES TO A HISTORICAL DISTRICT LISTED IN THE STATE HISTORICAL RESOURCES INVENTORY TO DEFER APPLICATION OF CALIFORNIA SENATE BILL 79 UNTIL ONE YEAR FOLLOWING ADOPTION OF THE CITY'S SEVENTH CYCLE HOUSING ELEMENT PURSUANT TO STATE LAW AND AMENDING THE CITY'S OFFICIAL ZONING MAP

WHEREAS, California Constitution Article XI, Section 7, enables the City of South Pasadena ("City") to enact local planning and land use regulations; and

WHEREAS, the authority to adopt and enforce land use and planning regulations is an exercise of the City's police power to protect the public health, safety, and welfare; and

WHEREAS, Senate Bill 79 ("SB 79"), known as the *Abundant and Affordable Homes Near Transit Act* and codified in California Government Code §§65912.155-65912.162, establishes statewide standards applicable to certain housing development projects located near qualifying transit-oriented development ("TOD") stops, subject to specified requirements and limitations; and

WHEREAS, SB 79 became effective on July 1, 2026, and includes provisions allowing delayed implementation of SB 79 standards on certain sites and development of local TOD alternative plans; and

WHEREAS, SB 79 provides that, prior to one year following adoption of a jurisdiction's seventh revision of its Housing Element, the provisions of SB 79 relating to housing development projects do not apply where a local government has adopted an ordinance consistent with State law demonstrating that the circumstances specified in SB 79 allowing for deferral exist; and

WHEREAS, the City of South Pasadena ("City") is subject to Housing Element requirements pursuant to Government Code Section 65580 et seq. and anticipates that adoption of the Seventh Cycle Housing Element for the Southern California Association of Governments (SCAG) region will occur approximately on or around April 15, 2030, or as may be amended by State law; and

WHEREAS, pursuant to SB 79, sites with a historic resource designated as of January 1, 2025, on a local register, may be deferred and in such case the provisions of SB 79 related to housing development projects shall not apply to those sites until

one year after the Seventh Cycle Housing Element, consistent with Government Code Section 65912.161(b); and

WHEREAS, on July 30, 2026, the City Council adopted Ordinance No. 2414 deferring application of Senate Bill 79 on seven sites with a historic resource designated as of January 1, 2025 on the City of South Pasadena Register of Landmarks and Historic Districts; and

WHEREAS, on September 14, 2026, the California Governor approved Assembly Bill 2576 ("AB 2576"), effective on January 1, 2027, which amends Government Code Section 65912.161 to expand historic preservation exclusions under SB 79 to sites listed on the State Historic Resources Inventory, as defined in Public Resources Code Section 5020.1; and

WHEREAS, the City has analyzed historic properties identified in both the local register and sites that are contributing sites in a historic district or individually historic resources listed in the State Historic Resources Inventory that are located within ¼ mile of the TOD stop; and

WHEREAS, the City identified certain sites listed on the State Historic Recourses Inventory that are additional to those identified in Ordinance No. 2414 that qualify for delayed implementation of SB 79 upon the effective date of AB 2576; and

WHEREAS, the City desires to include historic sites newly eligible for deferred application of SB 79, as specified in AB 2576, to the historic sites identified in Exhibit A of Ordinance 2414; and

WHEREAS, the Planning Commission held a duly noticed public hearing on October 20, 2026, at which time it considered all evidence presented, both written and oral, at the end of the hearing opted to adopt Resolution No. PC 26-13, recommending the City Council adopt an ordinance to amend Ordinance No. 2414 to defer application of Senate Bill 79 on sites listed on both local and state historic registers as of January 1, 2025; and

WHEREAS, on November 18, 2026, the City Council held a public hearing, at which time it considered all evidence presented, both written and oral, and at the end of the hearing voted to introduce for first reading this Ordinance to amend Ordinance 2414 to defer application of Senate Bill 79 on sites listed on both local and state registers as of January 1, 2025; and

WHEREAS, on December 2, 2026, the City Council adopted this Ordinance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. Recitals. The Recitals set forth hereinabove are true and correct and incorporated herein by reference as if fully set forth herein.

SECTION 2. California Environmental Quality Act (CEQA). This Ordinance is not a project under CEQA pursuant to Government Code Section 65912.160(c)(2), which states that a local ordinance enacted to comply with the provisions of SB 79 is not a project. This Ordinance is additionally exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3), which is the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment, and CEQA does not apply where it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment. This Ordinance amends a previously adopted ordinance to identify additional sites that are not eligible for the increased development density provided in SB 79 and would maintain the existing development standards in the zoning code and general plan, so it can be seen with certainty that the activity of adopting such an ordinance would not have a significant effect on the environment.

SECTION 3. Amendment to Ordinance 2414. Exhibit A of Ordinance 2414 is hereby replaced with Exhibit A, attached hereto and incorporated herein, which includes both sites on the South Pasadena Register of Landmarks and Historic Districts previously identified in Ordinance 2414 for deferral of Senate Bill 79 and newly eligible sites located with ¼ mile of the Metro A Line Station that are contributing sites within a historic district included on the State Historic Resources Inventory and parcels that are individually listed as a historical resource included in the State Historic Resources Inventory, consistent with AB 2576 amendments to Government Code 65912.161(b)(1)(F).

SECTION 4. Deferral of Senate Bill 79 (Government Code §§ 65912.155-65912.162). Pursuant to Government Code Section 65912.161(b), the provisions of SB 79 relating to transit-oriented housing development projects as set forth in Government Code Section 65912.157 shall not apply to the sites identified in Exhibit A ("Deferred Sites") prior to one year following the City's adoption of its seventh revision of the Housing Element, as permitted by State law.

SECTION 5. Amended Zoning Map. The Community Development Director is hereby authorized to amend the City's Zoning Map to indicate that as of the effective date of this Ordinance, the sites identified in Exhibit B herein are not covered by Government Code Section 65912.157 and the City Council hereby adopts said amended Zoning Map.

SECTION 8. Interpretation and State Law Consistency**.** This Ordinance shall be interpreted and applied in a manner consistent with SB 79 and other applicable provisions of State law. In the event of any conflict between this Ordinance and State law, State law shall control.

SECTION 9. Severability. If any section, subsection, sentence, clause, or phrase in this Ordinance or the application thereof to any person or circumstance is for any reason held invalid, the validity of the remainder of the ordinance or the application of such provision to other persons or circumstances shall be adopted thereby. The City Council hereby declares it would have passed this ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that one or more sections, subsections, sentences, clauses, or phrases or the application thereof to any person or circumstance be held invalid.

SECTION 10. Effective Date. This Ordinance shall take effect the later of thirty days after its adoption or January 1, 2027, shall be certified as to its adoption by the City Clerk, and shall be published as required by law.

PASSED, APPROVED AND ADOPTED ON this __ day of _____, 2026

AYES:

NOES:

ABSENT:

ABSTAIN:

Sheila Rossi, Mayor

ATTEST:

Nikima Newsome, Chief City Clerk

APPROVED AS TO FORM:

Roxanne Diaz, City Attorney

Exhibit A- List of Addresses

APN	ADDRESS	NOTE
5315-018-021	844 Monterey Road	local register (Reso No. 6498)
5319-028-001	1103 Monterey Road	local register (CHC 6/26/75)
5315-019-037	1016 Orange Grove	local register (Reso. No. 7719)
5313-006-041	634-636 Mission Street	local register (CHC 10/26/83)
5315-006-015	1017-1019 El Centro (1003 Diamond Avenue)	local register (CHC 3/16/72)
5313-007-068	729 Mission Street	local register (CHC 6/3/81)
5315-020-906		local register (CHC 3/16/72); SHRI district contributor
5315-020-016	915 Meridian Avenue (913 Meridian Avenue)	local register (CHC 3/16/72); SHRI district contributor
5315-014-047	1000 Mission Street	local register (CHC 2/3/88)
5315-007-055	1131 El Centro St A	SHRI district contributor
5315-008-023	1019 Mission St	SHRI district contributor; and SHRI individually listed
5315-008-024	1001 Mission St	SHRI district contributor
5315-014-021	810 Meridian Ave	SHRI district contributor
5315-014-023	806 Meridian Ave	SHRI district contributor
5315-014-028	1012 Mission St	SHRI district contributor
5315-014-029	1014 Mission St	SHRI district contributor
5315-014-035	1040 Mission St	SHRI district contributor

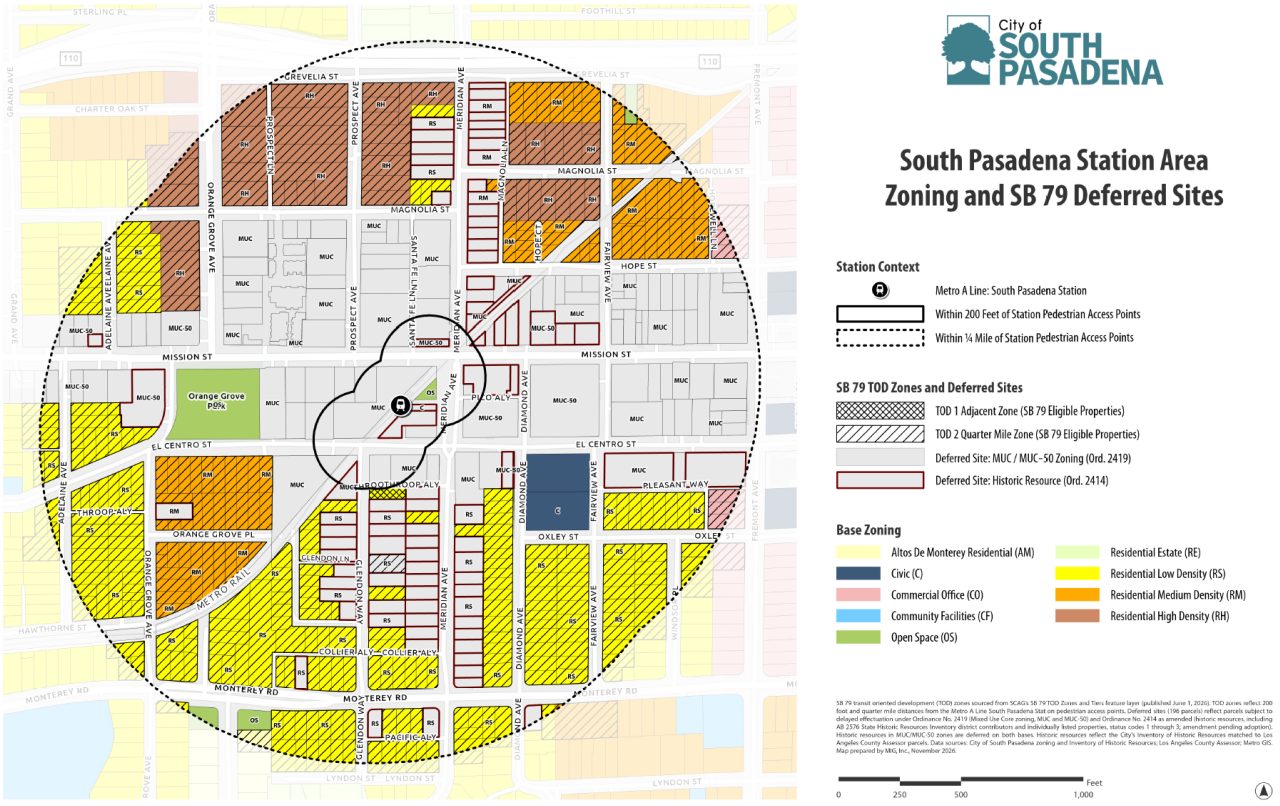
5315-014-043	1030 Mission St	SHRI district contributor
5315-014-044	1020 Mission St	SHRI district contributor
5315-014-049	1002 Mission St	SHRI district contributor
5315-019-047	1001 Glendon Way	SHRI district contributor
5315-021-001	950 Mission St	SHRI district contributor
5314-022-005	921 Monterey Rd	SHRI individually listed
5314-022-900		SHRI individually listed
5315-006-021	1020 Meridian Ave	SHRI district contributor
5315-006-024	1100 Meridian Ave	SHRI district contributor
5315-006-028	1106 Meridian Ave	SHRI district contributor
5315-006-029	1110 Meridian Ave	SHRI district contributor
5315-006-032	1114 Meridian Ave	SHRI district contributor
5315-006-034	1120 Meridian Ave	SHRI district contributor
5315-006-040	1146 Meridian Ave	SHRI district contributor
5315-006-041	1142 Meridian Ave	SHRI district contributor
5315-006-042	1138 Meridian Ave	SHRI district contributor
5315-006-043	1134 Meridian Ave	SHRI district contributor
5315-006-044	1130 Meridian Ave	SHRI district contributor
5315-006-045	1122 Meridian Ave	SHRI district contributor
5315-007-900		SHRI individually listed
5315-012-028	624 Meridian Ave	SHRI district contributor

5315-012-029	620 Meridian Ave	SHRI district contributor
5315-012-030	616 Meridian Ave	SHRI district contributor
5315-012-031	612 Meridian Ave	SHRI district contributor
5315-012-032	610 Meridian Ave	SHRI district contributor
5315-012-033	606 Meridian Ave	SHRI district contributor
5315-012-034	602 Meridian Ave	SHRI district contributor
5315-012-035	600 Meridian Ave	SHRI individually listed
5315-013-037	720 Meridian Ave	SHRI district contributor
5315-013-038	716 Meridian Ave	SHRI district contributor
5315-013-039	712 Meridian Ave	SHRI district contributor
5315-013-040	708 Meridian Ave	SHRI district contributor
5315-013-041	704 Meridian Ave	SHRI district contributor
5315-013-043	702 Meridian Ave	SHRI district contributor
5315-013-049	726 Meridian Ave	SHRI district contributor
5315-015-019	1014 Glendon Way	SHRI district contributor
5315-015-020	1024 Glendon Way	SHRI district contributor
5315-015-021	1028 Glendon Way	SHRI district contributor
5315-015-022	1102 Glendon Way	SHRI district contributor
5315-015-023	1015 Meridian Ave	SHRI district contributor
5315-015-024	1011 Meridian Ave	SHRI district contributor
5315-015-033	1023 Meridian Ave	SHRI district contributor
5315-015-034	1103 Meridian Ave	SHRI district contributor

5315-015-035	1105 Meridian Ave	SHRI district contributor
5315-015-036	1109 Meridian Ave	SHRI district contributor
5315-015-037	1113 Meridian Ave	SHRI district contributor
5315-015-038	1121 Meridian Ave	SHRI district contributor
5315-015-039	1125 Meridian Ave	SHRI district contributor
5315-015-040	1131 Meridian Ave	SHRI district contributor
5315-015-041	1133 Meridian Ave	SHRI district contributor
5315-015-042	1112 Glendon Way	SHRI district contributor
5315-015-044	1118 Glendon Way	SHRI district contributor
5315-015-045	1126 Glendon Way	SHRI district contributor
5315-015-046	1119 Meridian Ave	SHRI district contributor local register (CHC 3/16/72)
5315-015-900	1110 Glendon Way	SHRI district contributor
5315-016-011	637 Meridian Ave	SHRI district contributor
5315-016-015	621 Meridian Ave	SHRI district contributor
5315-016-016	617 Meridian Ave	SHRI district contributor
5315-016-017	613 Meridian Ave	SHRI district contributor
5315-016-021	625 Meridian Ave	SHRI district contributor
5315-016-045	631 Meridian Ave	SHRI district contributor
5315-018-028	1111 Glendon Way	SHRI district contributor
5315-018-030	1115 Glendon Way	SHRI district contributor
5315-018-031	1119 Glendon Way	SHRI district contributor
5315-018-045	1123 Glendon Way	SHRI district contributor

5315-019-020	1021 Glendon Way	SHRI district contributor
5315-019-021	1027 Glendon Way	SHRI district contributor
5315-019-022	1101 Glendon Way	SHRI district contributor
5315-019-023	1105 Glendon Way	SHRI district contributor

Exhibit B – Zoning Map with SB 79 area



City of South Pasadena
City Manager's Office

Memo

Date: November 18, 2026

To: The Honorable Mayor and City Councilmembers

Via: Todd Hileman, City Manager

From: Nick Kimball, Assistant City Manager/CFO

Subject: November 18, 2026, City Council Regular Meeting Item No. 23: **CONSIDERATION TO APPROVE THE PURCHASE OF TWO (2) FORKLIFTS FROM CROWN LIFT TRUCKS FOR PUBLIC WORKS OPERATIONS UTILIZING THE SOURCEWELL COOPERATIVE PURCHASING PROGRAM**

Enclosed is additional information related to Agenda Item No. 23 – Consideration to Approve the Purchase of Two (2) Forklifts…

The City's current available AB 2766 fund balance is $198,000 and the amount received each year varies, but is approximately $30,000 per year.

Eligible AB 2766 expenditures include:

- Clean Fleet Vehicle Purchases
- Electric Riding Lawnmowers
- Alternative Fuel/EV Infrastructure
- Community Rideshare Programs
- Bike Lanes and Facilities
- Signal Synchronization
- Transit Subsidies
- Bicycle Purchases
- Land Use/General Plan updates related to mobile source emission reductions.

Attached is an AB 2766 Fact Sheet produced by AQMD for reference.

AB 2766

MOTOR VEHICLE SUBVENTION FUND PROGRAM
FREQUENTLY ASKED QUESTIONS

What is the AB 2766 program?
Assembly Bill 2766 was adopted in 1990 to provide a revenue stream for programs to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies.

How is the AB 2766 program funded?
State law, H&S Code Section 44223, authorizes the Department of Motor Vehicles to collect a registration surcharge of $4 per vehicle to fund the AB 2766 Subvention Fund Program.

How is AB 2766 money distributed to cities and counties in the South Coast Air Basin?
AB 2766 revenue is distributed by the South Coast Air Quality Management District on a quarterly basis to the 162 participating cities and counties in the South Coast Air Basin based on the prorated share of their population.

Are there guidelines that describe how local jurisdictions can spend AB 2766 funds?
Yes. Projects that are funded with AB 2766 dollars must meet the criteria and guidelines outlined in the California Air Resources Board's (CARB) Criteria & Guidelines document as summarized in South Coast AQMD'S most recent AB 2766 Resource Guide.

Does the South Coast AQMD have a list of projects that are eligible for AB 2766 funding?
The South Coast AQMD's AB 2766 Resource Guide provides descriptions & examples of projects eligible for funding. However, the AB 2766 statute emphasizes that flexibility be employed when planning projects to meet jurisdictional needs while also fulfilling the statute's aim of reducing mobile source emissions; a partial list of eligible projects is detailed below. The Resource Guide along with Annual Staff Reports and other AB 2766 program resources can be found on the AB 2766 website: www.aqmd.gov/ab2766.

How are cities and counties held accountable for appropriate use of AB 2766 funds?
Annual reports on the use of the funds and the results of programs implemented are to be submitted to the South Coast AQMD, usually by the 1st Friday each February. Audits of local government programs are performed at least every two years.

How do cities and counties obtain the Criteria & Guidelines, Resource Guide and reporting forms?
Each year, the South Coast AQMD notifies recipient jurisdictions and provides updated reporting software, reference materials and supplemental resources on the AB 2766 webpage.

Can the AB 2677 ANNUAL REPORT be submitted electronically?
Yes. The Annual Report is submitted electronically via our web-based submittal process. Each year, prior to the February due date, the South Coast AQMD offers training classes that provide an overview of the submittal process, reviews program updates and address specific local government concerns.

Why are local governments asked to report Pre-Designated funds?
Unspent funds that have accumulated are asked to be conceptually or officially obligated for specific use in the future. This pre-designation shows an effort has been made towards project planning for program effectiveness.

How does the South Coast AQMD use the ANNUAL REPORT data submitted by cities and counties?
The South Coast AQMD compiles all program and financial information and prepares an annual report for the public and CAR that outlines the regional benefits and effectiveness of the program.

AB 2766

MOTOR VEHICLE SUBVENTION FUND PROGRAM

SOUTH COAST AQMD STAFF

The following South Coast AQMD staff are available to provide guidance in all aspects of the program. Program contact information is also provided on the AB 2766 webpage: www.aqmd.gov/ab2766.

PROJECT REPRESENTATIVES

Kalam Cheung Ph.D.
Planning & Rules Manager
Phone: (909) 396-3281
Email: kcheung@aqmd.gov

Lane Garcia
Program Supervisor
Phone: (909) 396-3297
Email: lgarcia@aqmd.gov

Paul Macias
Air Quality Specialist
Phone: (909) 396-3622
Email: pmacias@aqmd.gov

Douglas Kolozsvari Ph.D.
Air Quality Specialist
Phone: (909) 396-2296
Email: dkolozsvari@aqmd.gov

FINANCE ADMINISTRATION

Alex Chavez
Financial Analyst
Phone: (909) 396-2549
Email: achavez@aqmd.gov

ELIGIBLE PROJECT EXAMPLES:

- Clean Fleet Vehicle Purchases
- Electric Riding Lawnmowers
- Community Rideshare Programs
- Bike Lanes and Facilities
- Alternative Fuel/EV Infrastructure
- Signal Synchronization
- Transit Subsidies
- Bicycle Purchases
- Land Use/General Plan updates related to mobile source emission reductions

Please email general Subvention Fund Program inquiries to ab2766@aqmd.gov.

City of South Pasadena
Public Works Department

Memo

Date: November 18, 2026

To: The Honorable Mayor and City Councilmembers

Via: Todd Hileman, City Manager

From: Joseph Cisneros, Deputy Director of South

Subject: November 18, 2026, City Council Regular Meeting Item No. 23: **CONSIDERATION TO APPROVE THE PURCHASE OF TWO (2) FORKLIFTS FROM CROWN LIFT TRUCKS FOR PUBLIC WORKS OPERATIONS UTILIZING THE SOURCEWELL COOPERATIVE PURCHASING PROGRAM**

Staff discussed CARB emissions standards and Zero-Emission Forklift program requirements with the Crown Lift Trucks Representative. The following summarizes those discussions, with supporting attachments, focusing on compliance considerations for the proposed Crown C-5 propane-powered forklift.

Key CARB Considerations for the Crown C-5 (Propane Forklift)
The C-5 is classified as a Class V LPG (propane) forklift, which places it within the scope of CARB's Zero-Emission Forklift program. The emissions certification confirms that the engine complies with applicable emissions standards for its engine family and model year.

The proposed Crown C-5 is a Class V propane forklift with a 5,000-pound lifting capacity and falls within the equipment category covered by the regulation. The attached fact sheet identifies the following acquisition provisions.

Class V Forklift Compliance & CARB Timeline
CARB's Zero-Emission Forklift requirements apply to state and local government fleets operating Class V propane forklifts rated at 12,000 pounds or less, including the proposed 5,000-pound Crown C-5. A qualifying 2025 model-year Crown C-5 forklift acquired before January 1, 2027, would generally face a January 1, 2038, phase-out deadline, unless an applicable exemption or extension permits continued operation.

January 1, 2026

- CARB's Zero-Emission Forklift requirements became enforceable for state and local government fleets.

January 1, 2027

- Deadline associated with acquisition of qualifying 2025 model year carryover propane forklifts for public agencies.

January 1, 2029

- Manufacturers may no longer produce or offer for sale new Class V LPG forklifts up to 12,000 lb. capacity in California, which includes the Crown C-5 under discussion.

2029–2038

- Existing propane-powered forklifts in affected public fleets are phased out according to CARB schedules based on factors such as model year and fleet size.

By 2038

- Remaining Class V LPG forklifts covered under the regulation are generally expected to be retired from affected public fleets.

ATTACHMENTS

1. CARB Fact Sheet: Zer-Emission Forklift Requirements
2. Title 13, CA Code of Regulation - Final Regulation Order: Zero-Emission Forklift Regulation

CALIFORNIA
AIR RESOURCES BOARD

Fact Sheet: Zero-Emission Forklift Requirements

Applicability [Section 3000]

The Zero Emission Forklift (ZEF) Regulation has not received authorization from the U.S. Environmental Protection Agency pursuant to section 209(e)(2)(A) of the Clean Air Act. Currently the regulation is not being enforced for privately owned or federal fleets in California. It is only being enforced for State and Local Government fleets.

State and local government fleets with cushion-tired (Class IV) or pneumatic-tired (Class V) Large Spark Ignition (LSI) forklifts are subject to the ZEF regulation.

The goal of the ZEF regulation is to reduce criteria pollutants and greenhouse gases by phasing out LSI forklifts and prohibiting their purchase. ZEFs have extensive history and are a proven safe and effective alternative to internal combustion forklifts.

Requirements [Section 3002]

Starting January 1, 2026, state and local government fleet operators cannot acquire or operate an LSI forklift, subject to the following exceptions:

- A used 2025 or older model year (MY) that has not yet phased out (see Tables 1-3 below);
- Prior to January 1, 2027, a new 2025 MY LSI Forklift;
- Prior to January 1, 2038, a Class V 2026 through 2028 MY forklift rented from a rental agency;
- A Class V forklift with a lift capacity greater than 12,000 pounds reported according to Heavy Class V LSI Forklift Reporting; or
- Acquired according to an exemption or extension.

Fleet Phase-Out Provisions [Section 3006 (d)]

Beginning January 1, 2028, state and local government fleet operators will be required to phase out existing LSI forklifts by MY and class.

Oldest equipment should be phased out first. There are different requirements and timelines for small fleets and large fleets. Fleet size is determined by the total number

of Class IV and Class V LSI and ZEF forklifts in each fleet. Large fleets are comprised of 26 or more forklifts. Large fleet phase-out timeline is found in Table 1. Small fleets (25 forklifts or fewer) may use the alternate phase-out schedule (Table 2).

Table 1. MY Phase-Out Schedules for Class IV LSI Forklifts

Compliance Date	*Prohibited Class IV Forklifts with a Rated Capacity of 12,000 Pounds or Less*	*Prohibited Class IV Forklifts with a Rated Capacity Greater than 12,000 Pounds*
1/1/2028	2018 MY and older	-
1/1/2031	2019-2021 MY	-
1/1/2033	2022 and 2023 MY	-
1/1/2035	2024 and 2025 MY	2025 MY and older

Table 2. Alternative MY Phase-Out Schedules for Small Fleets and Crop Preparation Services

Compliance Date	*Prohibited Class IV Forklifts with a Rated Capacity of 12,000 Pounds or Less*	*Prohibited Class IV Forklifts with a Rated Capacity Greater than 12,000 Pounds*
1/1/2029	2016 MY and older	-
1/1/2032	2017-2019 MY	-
1/1/2034	2020 and 2021 MY	-
1/1/2036	2022 and 2023 MY	-
1/1/2038	2024 and 2025 MY	2025 MY and older

Table 3. MY Phase-Out Schedule for Class V LSI Forklifts with a Rated Capacity of 12,000 pounds or less

Compliance Date	*Prohibited Class V Forklifts*
1/1/2030	2017 MY and older
1/1/2033	2018-2020 MY
1/1/2035	2021 and 2022 MY
1/1/2038	2023-2028 MY

Class V LSI Forklifts with a Rated Capacity greater than 12,000 pounds are not required to be phased out.

Phase-Out Percentage Caps [Section 3006 (e)(1-7)]

To reduce the burden for state and local government fleets with older forklifts, Fleet Operators may utilize applicable phase-out percentage caps.

1. Forklifts shall be phased out in the order of oldest to newest, based on MY.
2. The Fleet Operator is not required to phase out any additional applicable LSI Forklifts by said compliance date once the cap has been reached.
3. To calculate the number of LSI Forklifts, the Fleet Operator must phase out on a particular compliance date, the Fleet Operator shall multiply the applicable cap percentage, represented as a decimal (0.5 or 0.25, as applicable), by the total number of Class IV or Class V LSI Forklifts, as applicable, within the fleet as of January 1, 2026. If the calculated percentage of phased-out LSI Forklifts is a fraction, the fraction shall be rounded up to the nearest whole number.
4. All applicable LSI Forklifts exempted from being phased out by a phase-out percentage cap shall be phased out by the next applicable compliance date.
5. Prior to the applicable compliance date, the fleet shall report to CARB the information specified in Section 3009(k), informing CARB of their intent to use the alternative phase-out percentage cap option.

Large State and Local Government fleets: A phase-out percentage cap of 50% may be applied to the January 1, 2028, compliance date for Class IV Forklifts and to the January 1, 2030, compliance date for Class V Forklifts.

Example Calculation:

- There is a large fleet comprised of 50 forklifts:

Model Year	Number of Forklifts
2017	15
2018	20
2020	10
2021	5

- Due to the large percentage of 2018 MY and older forklifts, this fleet may utilize a percentage cap to remain in compliance with the upcoming compliance date of January 1, 2028. Since they are a large fleet, 50% of their forklifts that are out of compliance must be phased out by January 1, 2028.

- The phase-out percentage cap for large fleets is 50%. Fifty percent of 50 is 25. This means that 25 forklifts must be phased out by January 1, 2028. In this fleet's case, since they have 35 forklifts that are MY 2018 or older, they have the option of keeping ten 2018 MY forklifts until the next phase-out deadline, which is January 1, 2031. Older forklifts must be removed first, so the fleet must phase out 15 of the 2017 MY forklifts and 10 of the 2018 MY forklifts by January 1, 2028.
- If this fleet was using the traditional phase-out requirements, all the 35 forklifts out of compliance would need to be removed by January 1, 2028. With the phase-out percentage caps, only 25 of the forklifts will need to be phased out by January 1, 2028.

Small State and Local Government Fleets: A phase-out percentage cap of 25% may be applied to the first compliance date provided in Table 1 or Table 2, as applicable, for Class IV Forklifts and the January 1, 2030, compliance date for Class V Forklifts.

Example Calculation:

- There is a small fleet comprised of 20 forklifts:

Model Year	Number of Forklifts
2015	2
2016	10
2019	4
2020	4

- Since this is a small fleet, it can use the phase-out percentage caps in Table 1 or Table 2. This example will utilize Table 2.
- Small fleets may use a cap of 25%. Twenty-five percent of 20 is five. This means that the five oldest MY forklifts must be phased out by January 1, 2029. In this case, the fleet must phase out the two 2015 MY forklifts and three of the 2016 MY forklifts. They can keep operating the other seven 2016 MY forklifts until the next phase-out deadline, which is January 1, 2032. After that date, the remaining 2016 MY forklifts must be removed from the fleet along with the four 2019 MY forklifts.
- If this fleet was using the traditional phase-out requirements, all 12 of the 2015 MY and 2016 MY forklifts would need to be removed by January 1, 2029. With the phase-out percentage caps, only five of these forklifts will need to be phased out by January 1, 2029.

Contact

This overview is intended for informational purposes and does not supersede the ZEF regulation. For additional details, please see the ZEF regulation (Zero-Emission Forklift: State and Local Government Fleets | California Air Resources Board) web page.

If you have questions, please send them to zeforklifts@arb.ca.gov or contact (877) 593-6677 / (877) 59DOORS.

Attachment A-1

Final Regulation Order

Zero-Emission Forklift Regulation

[Note: The entire text of Sections 3000 through 3011 set forth below is new language in "normal type" proposed to be added to title 13, California Code of Regulations.]

Section 3000. Purpose, Applicability, Non-Compliance, and Severability.

Section 3001. Definitions.

Section 3002. Fleet Operator Requirements.

Section 3003. Dealer Requirements.

Section 3004. Rental Agency Requirements.

Section 3005. Spark-Ignited Forklift Manufacturer Requirements.

Section 3006. Fleet Phase-Out Provisions for Fleet Operators and Rental Agencies.

Section 3007. Exemptions, Extensions.

Section 3008. Submittals to CARB.

Section 3009. Reporting and Recordkeeping.

Section 3010. Labeling Requirements.

Section 3011. General Requirements.

Final Regulation Order

Title 13, California Code of Regulations

Adopt Division 3, Chapter 17, Article 1, Sections 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, and 3011 of title 13, California Code of Regulations, to read as follows:

Division 3, Chapter 17, Article 1 Zero-Emission Forklift Regulation

§ 3000. Purpose, Applicability, Non-Compliance, Confidentiality, and Severability.

(a) Title 13, Sections 3000 through 3011 are the "Zero-Emission Forklift Regulation" or "ZE Forklift Regulation."

(b) Purpose. The purpose of this Regulation is to reduce emissions of oxides of nitrogen (NOx), fine particulate matter (PM), other criteria pollutants, toxic air contaminants, and greenhouse gases (GHG) from Large Spark-Ignition (LSI) Forklifts.

(c) Applicability. This Regulation applies to Forklift and engine manufacturers, as well as any person, public utility, special district, or government agency that operates, allows the operation of, owns, leases, rents, offers for sale, offers for lease, or offers for rent within California one or more LSI Forklifts unless:

(1) The Forklift is a Rough Terrain Forklift.

(2) The Forklift is a Vehicle Mounted Forklift.

(3) The Forklift is Combat and Tactical Support Equipment.

(4) The Forklift is a Pallet Jack.

(5) The Forklift has a permanently integrated telescoping boom as its primary work implement.

(6) The Forklift is owned and operated by a facility subject to the Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards Regulation, set forth in Title 13, California Code of Regulations, Section 2479.

(7) The Forklift is owned and operated by an individual for personal, non-commercial, and non-governmental purposes.

(d) Non-compliance. Any entity who fails to comply with the requirements of this article, may be subject to civil or criminal penalties. Such penalties shall apply on a per-engine or per-equipment unit basis. Each day in which there is a violation shall be a separate violation. Knowingly submitting any false statement or representation in any application, request, document, report, statement, or other document filed, maintained, or used for the purposes of compliance with this Regulation is considered a violation of this article.

(e) Confidentiality. Spark-Ignited Forklift Manufacturers may designate current and prior production report information as trade secret. Dealers and Rental Agencies may designate current and prior transaction data as trade secret. Any regulated party may make a case-specific request for designating other information as confidential or trade secret. Any information so designated will be handled in accordance with Title 17, California Code of Regulations, Section 91000.

(f) Severability. If any section, subsection, paragraph, subparagraph, sentence, clause, phrase, or portion of this Regulation (or the application thereof to any person or circumstances) is, for any reason, held invalid, unconstitutional, or unenforceable by any court of competent jurisdiction, such portion or application shall be deemed separate, distinct, and independent, and such holding shall not affect the validity of the remaining applications or portions of this Regulation or the application of this Regulation to other persons or circumstances.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43016, 43018, 43105, 43151, 43152, 43153, 43154, 43205.5, 43211, and 43212, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3001. Definitions.

(a) The following definitions apply to this Regulation:

"Agricultural Crop Preparation Services" means packinghouses, cotton gins, nut hullers and processors, dehydrators, feed and grain mills, activities involving first processing after harvest, and activities that fall within the United States Census Bureau North American Industry Classification System (NAICS) definition for Industry 115114 – "Postharvest Crop Activities," as published in the North American Industry Classification System — United States, 2002, Part I. Titles and Descriptions of Industries, which is hereby incorporated by reference.

"Agricultural Operations" means (1) In-Field. The growing or harvesting of crops from soil and the raising of plants at wholesale nurseries, but not retail nurseries, or the raising of fowl or animals for the primary purpose of making a profit, providing a livelihood, or conducting agricultural research or instruction by an educational institution, or (2) Agricultural Crop Preparation Services. For purposes of this regulation, a Forklift that is used by its operator for both agricultural and non-agricultural operations is considered to be a Forklift engaged in agricultural operations, only if over half of its annual operating hours are for agricultural operations.

"Class IV Forklift" means a Forklift powered by an internal-combustion engine that is not designed to be operated with pneumatic tires.

"Class IV LSI Forklift" means a Class IV Forklift powered by an LSI Engine.

"Class V Forklift" means a Forklift powered by an internal-combustion engine that is designed to be operated with Pneumatic Tires.

"Class V LSI Forklift" means a Class V Forklift powered by an LSI Engine.

"Combat and Tactical Support Equipment" means equipment that meets military specifications, is owned by the U.S. Department of Defense and/or the U.S. military services or its allies, and is used in combat, combat support, combat service support, tactical or relief operations or training for such operations.

"Common Ownership or Control" means being owned or managed day-to-day by the same person, corporation, partnership, or association. Forklifts managed by the same directors, officers, or managers, or by corporations controlled by the same majority stockholders are considered to be under Common

Ownership or Control even if their title is held by different business entities or they have different taxpayer identification numbers. Common Ownership or Control of a federal government Forklift shall be the primary responsibility of the governmental agency that is directly responsible for the day-to-day operational control of the Forklift. Common Ownership or Control includes relationships where the controlling party has the right to direct or control the Forklift as to where expenses for operating the Forklift, such as fuel or maintenance costs, are shared.

"Crop Preparation Services" means either Agricultural Crop Preparation Services or Forest Crop Preparation Services, or a combination of the two. For purposes of this regulation, a Forklift that is used by its operator for both Crop Preparation Services and other operations is considered to be a Forklift engaged in Crop Preparation Services, only if the Forklift does not qualify as an In-Field Forklift and over half of its annual operating hours are for Agricultural Operations or Forest Operations, or a combination of the two.

"Crop Preparation Services Fleet" means a Fleet of Forklifts used primarily for Crop Preparation Services. For purposes of this Regulation, a Forklift that is used by its operator for both Crop Preparation Services and other operations is considered to be part of the Crop Preparation Services Fleet only if the Forklift does not qualify as an In-Field Forklift and over half of its annual operating hours are for Agricultural Operations or Forest Operations, or a combination of the two.

"Dealer" means an entity engaged in the business of selling or leasing of Forklifts to an Ultimate Purchaser. A Dealer may also be a Rental Agency and Fleet Operator if it meets the respective definitions set forth in this section.

"Declared Emergency Event" means the period of an emergency event declared or duly proclaimed by a local governing body, state Governor, or the President of the United States during the emergency conditions described in California Government Code Section 8558.

"Dedicated Emergency Forklift" means a Forklift owned and operated by a governmental agency, or other entity operating under the authority of a governmental agency, for the primary purpose of supporting Emergency Operations and exempted from certain provisions of the Regulation pursuant to Section 3007(a)(2).

"Designated Official" means a person designated by the Responsible Official as the person who has the responsibility of providing the required information

to the Executive Officer on behalf of the Responsible Official.

"Diesel Forklift" means a Forklift powered by a diesel-fueled or alternative-diesel-fueled off-road compression-ignition engine that is subject to Title 13, California Code of Regulations, sections 2449, 2449.1, and 2449.2, effective October 1, 2023, incorporated by reference.

"Emergency Operation" means an operation that helps alleviate an immediate threat to public health or safety in response to a Declared Emergency Event. Examples of emergency operation include repairing or preventing damage to roads, buildings, terrain, and infrastructure because of an earthquake, flood, storm, fire, other infrequent act of nature, or terrorism. Routine operations, maintenance, or construction to prevent public health risks does not constitute emergency operation.

"Energized" shall have the same meaning as "Energized," as defined in Title 29, Code of Federal Regulations, Part 1910.147(b), last amended on July 25, 2011, which is hereby incorporated by reference.

"Energy Isolating Device" shall have the same meaning as "Energy Isolating Device," as defined in Title 29, Code of Federal Regulations, Part 1910.147(b), last amended on July 25, 2011, incorporated by reference.

"Entity" means a person, business, public utility, special district, or government agency subject to this Regulation, as set forth in Section 3000(c).

"Equipment Identification Number" or "EIN" means a unique identification number assigned by the Executive Officer to a Forklift once the Forklift has been reported in accordance with this Regulation. The EIN is used to link all reporting and recordkeeping required under this Regulation.

"Executive Officer" means the Executive Officer of the California Air Resources Board, or his or her delegate.

"Facility" means a location where an entity operates one or more Forklifts.

"Fleet" means all applicable Forklifts under Common Ownership or Control operated within California. Revenue Fleet Forklifts owned by a Rental Agency are considered part of the Rental Agency fleet, and not part of the entity to which the Forklifts are rented.

"Fleet Operator" means an entity that owns or operates one or more Forklifts to fulfill operational needs of said entity or to fulfill contractual obligations of

said entity to a person or organization in California. A Dealer or Rental Agency is also a Fleet Operator for Forklifts that are not within its Revenue Fleet.

"Fleet Portion" means a part of a Fleet for which daily operations and dispatching are managed by a different Responsible Official because it is part of a different subsidiary, division, or other organizational substructure of a parent company, corporation, or agency, which owns or controls the operations of the subsidiary, division, or organizational substructure, and the parent company, corporation, or agency elects to have some or all the Fleet Portions report separately. However, the total number of LSI Forklifts and Zero-Emission Forklifts (ZEF) under Common Ownership or Control of the parent company, corporation, or agency determines the fleet size.

"Forest Crop Preparation Services" means milling, peeling, producing particleboard and medium density fiberboard, and producing woody landscape materials and other related activities that fall within the United States Census Bureau NAICS definition for Industries 321113 (Sawmills) and 321219 (Reconstituted Wood Product Manufacturing)," as published in the North American Industry Classification System — United States, 2007, Part I. Titles and Descriptions of Industries, which is hereby incorporated by reference.

"Forest Operations" means (1) In-Field. (a) Forest fire prevention activities performed by public agencies, including, but not limited to, construction and maintenance of roads, fuel breaks, firebreaks, and fire hazard abatement, or (b) cutting or removal or both of timber, other solid wood products, including Christmas trees, and biomass from forestlands for commercial purposes, together with all the work incidental thereto, including, but not limited to, construction and maintenance of roads, fuel breaks, firebreaks, stream crossings, landings, skid trails, beds for falling trees, fire hazard abatement, and site preparation that involves disturbance of soil or burning of vegetation following forest removal activities, or (2) Forest Crop Preparation Services. Forest Operations do not include conversion of forestlands to other land uses, such as residential or commercial developments. For purposes of this regulation, a Forklift that is used by its operator for both forest and other operations is considered to be a Forklift engaged in Forest Operations, only if over half of its annual operating hours are for Forest Operations.

"Forklift" means a self-propelled industrial truck whose primary purpose is to lift, transport, and stack loads using forks or other attachment mounted in place of forks.

"Forklift Capacity" means the lift capacity of a specific Forklift determined by the manufacturer, in units of weight, as inscribed on the Forklift's nameplate. The Forklift Capacity used for determining regulatory applicability shall be the lowest lift capacity derived using a load center equal to or greater than 600 millimeters or 24 inches, as applicable. If the lift capacity of the specific Forklift has not been determined at a load center equal to or greater than 600 millimeters (or 24 inches), the lowest lift capacity inscribed on the nameplate shall be used to determine regulatory applicability instead.

"In-Field Forklift" means a Forklift used more than 50% of its annual operating hours in either Agricultural Operations or Forest Operations, or a combination of the two, not including operating hours in Crop Preparation Services.

"Large Fleet" means a Fleet, other than a Crop Preparation Services Fleet, that consists of 26 or more LSI Forklifts and ZEFs, combined at any point during the calendar year.

"Large Spark-Ignition Engine" or "LSI Engine" means any engine that produces a gross horsepower of 25 horsepower or greater (greater than 19 kilowatts for 2005 and later model years) or is designed (e.g., through fueling, engine calibrations, valve timing, engine speed modifications, etc.) to produce 25 horsepower or greater (greater than 19 kilowatts for 2005 and later model years). The engine's operating characteristics are significantly similar to the theoretical Otto combustion cycle with the engine's primary means of controlling power output being to limit the amount of air that is throttled into the combustion chamber of the engine. All engines and equipment that fall within the scope of the preemption at section 209(e)(1)(A) of the Federal Clean Air Act, or 40 CFR, Part 1074, subpart A, which is incorporated by reference, are specifically excluded from this category.

"Large Spark-Ignition Forklift" or "LSI Forklift" means a Forklift that is powered by an LSI Engine.

"Lockout Device" shall have the same meaning as "Lockout Device," as defined in Title 29, Code of Federal Regulations, Part 1910.147(b), last amended on July 25, 2011, incorporated by reference.

"Low-Use LSI Forklift" means an LSI Forklift that a Fleet Operator has designated as operating less than 200 hours a calendar year pursuant to Section 3007(a)(1).

"Microbusiness" means a Fleet Operator of a fleet of any size with annual gross receipts of $5,000,000 or less over the previous three years, or is a

"manufacturer"' with 25 or fewer employees.

(A) "Manufacturer" means a business that meets both of the following requirements:

(1) It is primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.

(2) It is classified between Codes 31 to 33, inclusive, of the North American Industry Classification System, 2022, hereby incorporated by reference.

"Model Year" or "MY" means the Forklift engine manufacturer's annual production period, which includes January 1 of a calendar year or, if the manufacturer has no annual production period, the calendar year.

"New," as it pertains to Forklifts, means the ownership of the Forklift has never been transferred to an Ultimate Purchaser.

"Non-Compliant LSI Forklift" means an LSI Forklift that has already been phased out pursuant to the applicable phase- out schedule set forth in Section 3006(d).

"Pallet Jack" means a piece of equipment that is designed to move pallets but is pulled by hand and is not designed to be ridden.

"Person" includes all the following:

(A) any person, firm, association, organization, partnership, business trust, corporation, limited liability company, or company;

(B) any state or local governmental agency or public district, or any officer or employee thereof; and

(C) the United States or its agencies, to the extent permitted by federal law.

"Phase Out" means to remove an LSI Forklift from fleet service (i.e., move the Forklift outside of California, sell the Forklift to another fleet located outside of California, or scrap the Forklift), so that the Forklift is not subsequently operated by the fleet in the state of California.

"Pneumatic Tire" means a tire, whether air-filled, foam-filled, or solid, mounted

on a metal wheel with a rim designed to create a seal with the tire such that an air-filled tire installed on said wheel can hold air if inflated.

"Rated Capacity" means the maximum lift capacity of a Forklift model determined by the manufacturer using a minimum load center of 600 millimeters or 24 inches and a minimum load elevation of 2,540 millimeters or 100 inches. If the Rated Capacity and the load center and load elevation used in its determination are not verifiable through manufacturer-published documentation, then Rated Capacity shall mean Forklift Capacity for the purposes of this Regulation.

"Regulation" or "Zero-Emission Forklift Regulation" refers to Sections 3000 through 3011, Title 13, California Code of Regulations.

"Rent" means to pay for the use of an LSI Forklift for a period no longer than 12 calendar months.

"Rental Agency" means an entity engaged in the business of providing Forklifts for rent. A Rental Agency may also be a Dealer or Fleet Operator if it meets the respective definitions in this section.

"Responsible Official" means one of the following:

(A) For a corporation: A president, secretary, treasurer, or vice president of the corporation in charge of a principal business function, or any other person who performs similar policy or decision-making functions for the corporation.

(B) For a partnership or sole proprietorship: a general partner or the proprietor, respectively.

(C) For a municipality, state, federal, or other public agency: either a principal executive officer or ranking elected official. For the purposes of this part, a principal executive officer of a federal agency includes the chief executive officer having responsibility for the overall operations of a principal geographic unit of the agency (e.g., a Regional Administrator of the U.S. EPA).

"Revenue Fleet" means the fleet of Forklifts owned, possessed, or controlled by a Dealer or Rental Agency that is intended for sale, lease, or rental to another entity.

"Rough Terrain Forklift" means a powered industrial truck that:

(A) Meets the design and construction requirements for a rough terrain Forklift truck established in ANSI/ITSDF B56.6-2021, "Safety Standard for Rough Terrain Forklift Trucks," last issued March 27, 2021, hereby incorporated by reference, or the equivalent standard in place at the time the Forklift was produced;

(B) Bears a manufacturer label or some other equivalent identifying mark indicating the Forklift meets the design and construction requirements set forth in ANSI/ITSDF B56.6-2021, "Safety Standard for Rough Terrain Forklift Trucks," last issued March 27, 2021, incorporated by reference, or the equivalent standard in place at the time the Forklift was produced; and

(C) Is identified and marketed as a rough terrain or Class VII Forklift by the Forklift manufacturer.

"Small Fleet" means a Fleet, other than a Crop Preparation Services Fleet, that consists of 25 or fewer LSI Forklifts and ZEFs, combined during the entire calendar year.

"Tagout Device" shall have the same meaning as "Tagout Device," as defined in Title 29, Code of Federal Regulations, Part 1910.147(b), last amended on July 25, 2011, incorporated by reference.

"Ultimate Purchaser" means an entity who in good faith purchases or leases a Forklift for purposes other than resale to others.

"Vehicle Mounted Forklift" means a powered industrial truck that:

(A) Meets the design and construction requirements for a vehicle mounted Forklift truck established in ANSI/ITSDF B56.14-2020, "Safety Standard for Vehicle Mounted Forklift Trucks," reaffirmed December 7, 2020, hereby incorporated by reference, or the equivalent standard in place at the time the Forklift was produced;

(B) Bears a manufacturer label or some other equivalent identifying mark indicating the Forklift meets the design and construction requirements set forth in ANSI/ITSDF B56.14-2020, "Safety Standard for Vehicle Mounted Forklift Trucks," reaffirmed December 7, 2020, incorporated by reference, or the equivalent standard in place at the time the Forklift was

produced; and

(C) Is identified and marketed as a Vehicle Mounted Forklift by the Forklift manufacturer.

"Zero-Emission" means zero exhaust emissions of any criteria pollutant (or precursor pollutant), toxic pollutant, or GHG under any possible operational modes or conditions.

"Zero-Emission Forklift" or "ZEF" means a Forklift whose operation results in zero exhaust emissions of any criteria pollutant (or precursor pollutant) or GHG under any possible operational modes or conditions, which may include the use of fuel-cell-electric, battery-electric, or other zero-emission powertrain technology.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3002. Fleet Operator Requirements.

(a) Starting January 1, 2026, a Fleet Operator shall not acquire or take possession of an LSI Forklift at a location in California unless:

(1) The Forklift is a used 2025 or previous MY LSI Forklift that has not yet been phased out according to the applicable Phase-Out Schedules set forth in Section 3006(d);

(2) The date is prior to January 1, 2027, and the Forklift is a new 2025 MY LSI Forklift;

(3) The date is prior to January 1, 2038, and the Forklift is a 2026 through 2028 MY Class V Forklift rented from a Rental Agency for operation;

(4) The Forklift is a Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds that the Fleet Operator has reported to the Executive Officer in accordance with Section 3009(h), Heavy Class V LSI Forklift Reporting;

(5) The Forklift is being acquired to be operated as a Dedicated Emergency Forklift pursuant to Section 3007(a)(2), to be solely operated on San Nicolas and San Clemente Islands pursuant to Section 3007(a)(5), or to be operated as an In-Field Forklift pursuant to Section 3007(a)(6); or

(6) The Forklift is being acquired pursuant to Section 3007(b)(5), Replacement of LSI Forklifts Covered By an Operational Extension or an Infrastructure Site Electrification Delay Extension.

(b) Starting January 1, 2026, a Fleet Operator shall not possess, operate, or allow the operation of an LSI Forklift in California unless:

(1) The Forklift is a 2025 or previous MY Forklift, the Forklift has not yet been phased out according to the Phase-Out Schedules set forth in Section 3006(d), and the Fleet Operator is in compliance with all other applicable provisions of the Fleet Phase-Out Provisions set forth in Section 3006, Fleet Phase-Out Provisions for Fleet Operators and Rental Agencies;

(2) The date is prior to January 1, 2038, and the Forklift is a 2026 through 2028 MY Class V Forklift rented from a Rental Agency;

(3) The Forklift is a Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds that the Fleet Operator has reported to the Executive

Officer in accordance with Section 3009(h), Heavy Class V LSI Forklift Reporting;

(4) The Forklift is exempt pursuant to Section 3007(a)(1), Low-Use LSI Forklift Exemption; 3007(a)(2), Dedicated Emergency Forklift Exemption; 3007(a)(3), Temporary Storage of Non-Compliant LSI Forklifts Awaiting Sale, Scrap, or Relocation; Section 3007(a)(5), San Nicolas and San Clemente Islands Exemption; or Section 3007(a)(6), In-Field Forklift Exemption; or

(5) The Forklift is included in an extension granted pursuant to Section 3007(b), Extensions.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3003. Dealer Requirements.

(a) Dealer Inventory Requirements. Except for new LSI Forklifts that are exempt pursuant to Section 3007(a)(4), LSI Forklifts Transported for Delivery Out-of-State; and new LSI Forklifts sold or leased pursuant to Section 3003(c), Dealer Sales, Leases, and Possession of Forklifts, the following requirements apply.

(1) Starting January 1, 2026, Dealers in California shall not possess any of the following:

(A) 2026 and subsequent MY Class IV LSI Forklifts;

(B) New 2024 and previous MY Class IV LSI Forklifts;

(C) 2025 and previous MY Class IV LSI Forklifts that have already been phased out according to the phase-out schedule set forth in Section 3006(d)(2), Alternative MY Phase-Out Schedules for Class IV LSI Forklifts; or

(D) 2025 and previous MY Class V LSI Forklifts with a Rated Capacity of 12,000 pounds or less that have already been phased out according to the phase-out schedule set forth in Section 3006(d)(3), MY Phase-Out Schedule for Class V LSI Forklifts.

(2) In addition to Section 3003(a)(1), starting January 1, 2027, Dealers in California shall not possess new 2025 MY Class IV LSI Forklifts.

(3) In addition to Sections 3003(a)(1) and 3003(a)(2), starting January 1, 2029, Dealers in California shall not possess any of the following:

(A) 2026 and subsequent MY Class V LSI Forklifts with a Rated Capacity of 12,000 pounds or less.

(B) New 2025 and previous MY Class V LSI Forklifts with a Rated Capacity of 12,000 pounds or less.

(4) Starting January 1, 2038, Dealers in California shall not possess a Class IV LSI Forklift of any Rated Capacity or a Class V LSI Forklift with a Rated Capacity up to 12,000 pounds.

(b) Dealer Transaction Requirements. The following requirements apply to all LSI Forklift sales and leases to an entity located in California except for transactions involving Class V LSI Forklifts with a Rated Capacity greater than 12,000 pounds.

(1) Dealer Transactions with Fleet Operators. Except for new LSI Forklifts sold or leased pursuant to Section 3003(c), Dealer Sales, Leases, and Possession of Forklifts, the following requirements apply.

(A) Starting January 1, 2026, a Dealer shall not sell, lease, offer for sale, offer for lease, or deliver to a Fleet Operator in California:

1. Any new 2024 or previous MY LSI Forklift;

2. Any 2026 or subsequent MY LSI Forklift; or

3. Any used 2025 or previous MY LSI Forklift that has already been phased out according to the applicable phase-out schedule set forth in Section 3006(d). For a Class IV LSI Forklift, a Dealer shall use the Alternative MY Phase-Out Schedule set forth in Section 3006(d)(2) to determine whether or not a Forklift has been phased out. For a Class V LSI Forklift, a Dealer shall use the phase-out schedule set forth in Section 3006(d)(3) to determine whether or not a Forklift has been phased out.

(B) In addition to Section 3003(b)(1)(A), starting January 1, 2027, a Dealer shall not sell, lease, offer for sale, offer for lease, or deliver to a Fleet Operator in California any new 2025 MY LSI Forklift.

(2) Transactions with Rental Agencies.

(A) Starting January 1, 2026, a Dealer shall not sell, lease, offer for sale, offer for lease, or deliver to a Rental Agency in California:

1. Any new 2024 or previous MY Class IV LSI Forklift;

2. Any 2026 or subsequent MY Class IV LSI Forklift;

3. Any used 2025 or previous MY-Class IV LSI Forklift that has already been phased out according to the phase-out schedules set forth in Section 3006(d)(2), Alternative MY Phase-Out Schedules for Class IV LSI Forklifts; or

4. Any 2025 or previous MY Class V LSI Forklift that has already been phased out according to the phase-out schedule set forth in Section 3006(d)(3), MY Phase-Out Schedule for Class V LSI Forklifts.

(B) In addition to Section 3003(b)(2)(A), starting January 1, 2027, a Dealer shall not sell, lease, offer for sale, offer for lease, or deliver to a Rental Agency in California any new 2025 MY Class IV LSI Forklifts.

(C) In addition to Sections 3003(b)(2)(A) and 3003(b)(2)(B), starting January 1, 2029, a Dealer shall not sell, lease, offer for sale, offer for lease, or deliver to a Rental Agency in California:

1. Any new Class V LSI Forklift of any MY; or

2. Any 2026 or subsequent MY Class V LSI Forklift.

(c) Dealer Sales, Leases, and Possession of Forklifts. Subject to the following conditions, a Dealer may sell or lease an LSI Forklift to a Fleet Operator in California, and temporarily possess the Forklift during its transportation, if the acquisition of the Forklift is allowed pursuant to Section 3002(a)(5) or Section 3002(a)(6) .

(1) The documentation specified in Section 3003(d)(1)(F) must be collected and maintained.

(2) The LSI Forklift shall be equipped with an operational, non-resettable hour meter showing no more than ten hours of total operation prior to final delivery, excluding hours of operation accrued prior to delivery to the Dealer, as evidenced by the bill of lading.

(3) The Dealer shall possess the LSI Forklift for no more than nine consecutive months after taking possession of said Forklift.

(d) Dealer Transaction Information and Documentation. Starting January 1, 2026, a Dealer in California shall collect and maintain information and documentation of each sale or lease of an LSI Forklift for a minimum of five years following the transaction.

(1) Said information and documentation shall include all the following, as applicable:

(A) Copy of Purchase or Lease Agreement, as applicable;

(B) Transaction date;

(C) Name of recipient;

(D) Address of recipient;

(E) Model year (MY), manufacturer, model, Rated Capacity, and serial number of the LSI Forklift; and

(F) For an LSI Forklift sold or leased pursuant to Section 3003(c), all the following documentation, as applicable:

1. If the Dealer delivers the Forklift, a bill of lading certified by the shipper indicating the purchasing entity, the ultimate delivery address, and estimated date of delivery of the LSI Forklift; and

2. The applicable attestation provided below:

   a. For a Dedicated Emergency Forklift, a document signed by the purchaser with the following attestation statement: "I, [Insert Name of Purchaser], attest that the Forklift being acquired on this date, [Insert Transaction Date], identified by serial number [Insert Serial Number], will be operated as a Dedicated Emergency Forklift in accordance with Title 13, California Code of Regulations, Section 3007(a)(2)";

   b. For an LSI Forklift being acquired to be solely operated on San Nicolas Island and/or San Clemente Island, a document signed by the purchaser with the following attestation statement: "I, [Insert Name of Purchaser], attest that the Forklift being acquired on this date, [Insert Transaction Date], identified by serial number [Insert Serial Number], will be solely operated on San Nicolas Island and/or San Clemente Island in accordance with Title 13, California Code of Regulations, Section 3007(a)(5)";

   c. For an In-Field Forklift, a document signed by the purchaser with the following attestation statement: "I, [Insert Name of Purchaser], attest that the Forklift being acquired on this date, [Insert Transaction Date], identified by serial number [Insert Serial Number], will be operated as an In-Field Forklift in accordance with Title 13, California Code of Regulations, Section 3007(a)(6)"; or

   d. For an LSI Forklift being acquired to replace an existing LSI Forklift covered by an Operational Extension, a document signed by the purchaser with the following attestation statement: "I, [Insert Name of Purchaser],

attest that the Forklift being acquired on this date, [Insert Transaction Date], identified by serial number [Insert Serial Number], is being acquired to replace the Forklift identified by serial number [Insert Serial Number], which is currently covered by an Operational Extension granted pursuant to Title 13, California Code of Regulations, Section 3007(b)(4)."

e. For an LSI Forklift being acquired to replace an existing LSI Forklift covered by an Infrastructure Site Electrification Delay Extension, a document signed by the purchaser with the following attestation statement: "I, [Insert Name of Purchaser], attest that the Forklift being acquired on this date, [Insert Transaction Date], identified by serial number [Insert Serial Number], is being acquired to replace the Forklift identified by serial number [Insert Serial Number], which is currently covered by an Infrastructure Site Electrification Delay Extension granted pursuant to Title 13, California Code of Regulations, Section 3007(b)(3)(B)."

(2) Said information and documentation shall be provided to the Executive Officer within five business days upon request.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3004. Rental Agency Requirements.

(a) Starting January 1, 2026, a Rental Agency in California shall not rent out, offer for rent, deliver, or keep within its Revenue Fleet an LSI Forklift unless:

(1) The Forklift is a 2025 or previous MY LSI Forklift, the Forklift has not yet been phased out according to the phase-out schedules applicable to the Rental Agency set forth in Section 3006(d), and the Rental Agency is in compliance with all other applicable provisions of the Fleet Phase-Out Provisions set forth in Section 3006; or

(2) The Forklift is a Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds that the Rental Agency has reported to the Executive Officer in accordance with Section 3009(h).

(b) Until January 1, 2038, the requirements in subsection (a) do not apply if the Forklift is a 2026, 2027, or 2028 MY Class V LSI Forklift acquired prior to January 1, 2029, and the Rental Agency is in compliance with all other applicable provisions of the Fleet Phase-Out Provisions set forth in Section 3006.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3005. Spark-Ignited Forklift Manufacturer Requirements.

(a) Production/Sales Requirements. Starting January 1, 2026, a Forklift manufacturer shall not produce or offer for sale in California a Class IV LSI Forklift unless the engine or powertrain qualifies as Zero-Emission. Starting January 1, 2029, a Forklift manufacturer shall not produce or offer for sale in California a Class V LSI Forklift with a Rated Capacity of 12,000 pounds or less unless the engine or powertrain qualifies as Zero-Emission.

(b) Production/Sales Reporting. For LSI Forklifts, the manufacturer shall submit to the Executive Officer annual production and sales reports in accordance with the applicable requirements in Section 3009(j).

(c) Section 3005(a) does not apply to engines to be installed in Forklifts, for which the sale or lease is allowed pursuant to Section 3003(c), Dealer Sales, Leases, and Possession of Forklifts.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3006. Fleet Phase-Out Provisions for Fleet Operators and Rental Agencies.

(a) Reporting. A Fleet Operator or Rental Agency with an LSI Forklift other than a Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds that has been reported to the Executive Officer in accordance with Section 3009(h), Heavy Class V LSI Forklift Reporting, shall comply with reporting requirements set forth in Section 3009(c), 3009(d), or 3009(e), as applicable.

(b) Phase-Out Requirements.

(1) Phase-Out of LSI Forklifts in Fleet Operator Fleets. Except as provided in Section 3007, a Fleet Operator is prohibited from possessing, operating, or allowing the operation of in California an LSI Forklift of a MY that has already been phased out pursuant to the applicable phase-out schedule set forth in Section 3006(d).

(2) Phase-Out of LSI Forklifts in Rental Agency Revenue Fleets.

(A) A Rental Agency is prohibited from renting out, offering for rent, or otherwise allowing the operation of in California an LSI Forklift of a MY that has already been phased out pursuant to the applicable phase-out schedule set forth in Section 3006(d).

(B) For a Rental Agency that has acquired 2026, 2027, or 2028 MY Class V LSI Forklifts for its Revenue Fleet, said Forklifts shall be phased out by January 1, 2038.

(3) A Fleet reported separately as Fleet Portions shall meet the phase-out requirements for the fleet size that corresponds to the total number of LSI Forklifts and ZEFs under Common Ownership or Control of the parent company, corporation, or agency.

(c) The Fleet Operator or Rental Agency, as applicable, shall contact, no later than March 31, 2026, the applicable electric utility provider to initiate discussions regarding potential electrical-service installation or upgrades for each separately metered building or operating location with LSI Forklifts subject to the phase-out requirements. If another entity is responsible for the electrical infrastructure at the operating location, the Fleet Operator or Rental Agency, as applicable, may have said entity contact the applicable electric utility provider on its behalf. All the following, as applicable, shall be provided at the time of said contact:

(1) The address of each California location where the Fleet Operator or

Rental Agency, as applicable, operates Forklifts;

(2) For each location:

(A) The estimated number and types of chargers necessary to be installed each year in order to charge the ZEFs needed to comply with the compliance dates applicable to the fleet;

(B) If applicable, power requirements of any infrastructure necessary to be installed in order to fuel the ZEFs needed to comply with compliance dates applicable to the fleet;

(C) Information on other new sources of power demand anticipated during the applicable phase-out period(s); and

(D) Electrical load profiles depicting the location's typical electricity usage on an hourly, daily, and monthly bases.

(d) Phase-Out Schedules.

(1) MY Phase-Out Schedules for Class IV LSI Forklifts. Table 1, below, sets forth the MY phase-out schedules for Class IV LSI Forklifts.

Table 1. MY Phase-Out Schedules for Class IV LSI Forklifts

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

[1] A phase-out percentage cap may be applied pursuant to Section 3006(e), Phase-Out Percentage Caps.

(2) Alternative MY Phase-Out Schedules for Class IV LSI Forklifts. In lieu of the MY phase-out schedules set forth in Table 1, above, a Small Fleet or Crop Preparation Services Fleet may use the MY phase-out schedules set forth in Table 2, below.

Table 2. Alternative MY Phase-Out Schedules for Small Fleets and Crop Preparation Services

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

[1] A phase-out percentage cap of 25% may be applied pursuant to Section 3006(e), Phase-Out Percentage Caps.

(3) MY Phase-Out Schedule for Class V LSI Forklifts. Class V LSI Forklifts shall be phased out according to the schedule set forth in Table 3, below. Note that Class V LSI Forklifts with a Rated Capacity greater than 12,000 pounds that the Fleet Operator or Rental Agency, as applicable, has reported to the Executive Officer in accordance with Section 3009(h), are not required to be phased out.

Table 3. MY Phase-Out Schedule for Class V LSI Forklifts

Compliance Date	MY Phase-Out Schedule for Class V Forklifts
1/1/2028	-
1/1/2029	-
1/1/2030	2017 MY and older[1]
1/1/2031	-
1/1/2032	-
1/1/2033	2018 - 2020 MY
1/1/2034	-
1/1/2035	2021 and 2022 MY
1/1/2036	-
1/1/2037	-
1/1/2038	2023 - 2028 MY[2]

[1] A phase-out percentage cap of 50 or 25% may be applied pursuant to Section 3006(e), Phase-Out Percentage Caps.

[2] Includes 2026 through 2028 MY Class V LSI Forklifts in Rental Agency Revenue Fleets.

(e) Phase-Out Percentage Caps. Subject to the following provisions, Fleet Operators and Rental Agencies may utilize the applicable phase-out percentage caps.

(1) For Large Fleets, a phase-out percentage cap of 50% may be applied to the January 1, 2028, compliance date for Class IV Forklifts and the January 1, 2030, compliance date for Class V Forklifts.

(2) For Small Fleets and Crop Preparation Services Fleets, a phase-out percentage cap of 25% may be applied to the first compliance date provided in Table 1 or Table 2, as applicable, for Class IV Forklifts and the January 1, 2030, compliance date for Class V Forklifts.

(3) Forklifts shall be phased out in the order of oldest to newest, based on MY.

(4) The Fleet Operator or Rental Agency shall phase out a sufficient number of LSI Forklifts (Class IV or Class V, as applicable) to achieve the applicable cap percentage (50 or 25%) by the compliance date to which the phase-out percentage cap applies. The Fleet Operator or Rental Agency is not required to phase out any additional applicable LSI

Forklifts by said compliance date once the cap has been reached.

(5) To calculate the number of LSI Forklifts, the Fleet Operator or Rental Agency must phase out on a particular compliance date, the Fleet Operator shall multiply the applicable cap percentage, represented as a decimal (0.5 or 0.25, as applicable), by the total number of Class IV or Class V LSI Forklifts, as applicable, within the fleet as of January 1, 2026. Where the calculated percentage of phased-out LSI Forklifts is a fraction, the fraction shall be rounded up to the nearest whole number.

(6) All applicable LSI Forklifts not phased out due to utilization of a phase-out percentage cap shall be phased out by the next applicable compliance date.

(7) Prior to the applicable compliance date, the Fleet Operator or Rental Agency shall provide the information specified in Section 3009(k), Phase-Out Percentage Cap Reporting. This information is in addition to the requirements set forth in Sections 3009(c), MY Phase-Out Reporting, 3009(d), MY Phase-Out Reporting for a Small Fleet, and 3009(e), MY Phase-Out Reporting for a Crop Preparation Services Fleet.

(f) Changes to Fleet Size

(1) A Small Fleet utilizing the Alternative MY Phase-Out Schedules for Class IV LSI Forklifts set forth in Section 3006(d)(2) that becomes a Large Fleet after January 1, 2026, shall achieve full compliance with the phase-out schedules set forth in Section 3006(d)(1) by no later than January 1 two years after the year it became a Large Fleet. For example, if a Small Fleet becomes a Large Fleet on December 31, 2027, it shall achieve full compliance with the Large Fleet schedule no later than January 1, 2029. The Fleet Operator or Rental Agency, as applicable, shall notify the Executive Officer of the fleet size change within 30 calendar days of becoming a Large Fleet.

(2) A Large Fleet that becomes a Small Fleet after January 1, 2026, shall continue to meet the phase-out schedules set forth in Section 3006(d)(1) for its Class IV LSI Forklifts.

(g) Credit for Deployment of Heavy Zero-Emission Forklifts. Subject to the following provisions, Fleet Operators and Rental Agencies may request this credit for replacing a Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds (the "eligible Forklift") with an equivalent ZEF with equal or greater Rated Capacity. To receive the credit, the Fleet Operator shall meet all Eligibility Criteria in Section 3006(g)(1) and submit all information as required

in Section 3006(g)(3).

(1) Eligibility Criteria.

(A) The Fleet Operator or Rental Agency has replaced the eligible Forklift with a ZEF of equal or greater Rated Capacity.

(B) The ZEF acquired to replace the eligible Forklift shall have been delivered on or after January 1, 2026.

(C) The Fleet Operator or Rental Agency has removed the eligible Forklift from the fleet within six months of the delivery of the replacement ZEF.

(D) The Fleet Operator or Rental Agency has reported the eligible Forklift, as applicable, to the Executive Officer in accordance with Section 3009(h).

(2) Credit.

(A) The Executive Officer shall award the Fleet Operator or Rental Agency with one compliance credit for each eligible Forklift replaced in accordance with Section 3006(g).

(B) Each compliance credit allows the Fleet Operator or Rental Agency to delay the phase-out date of one LSI Forklift of its choice until January 1, 2038.

(C) Credits shall only be used within the same fleet and cannot be traded or sold.

(D) Credits are not property and have no monetary value.

(3) Credit Request. The Fleet Operator or Rental Agency, as applicable, shall request the credit by providing all required information and documentation specified in Section 3009(i) at least 45 calendar days prior to the phase-out date of the LSI Forklift for which the credit will be used to delay compliance.

(4) Executive Officer Review and Approval

(A) Upon submittal of a credit request, the Executive Officer will approve the request if the Fleet Operator has submitted all information required in Section 3006(g)(3) and met all

Eligibility Criteria in Section 3006(g)(1). If the Executive Officer determines that the information provided as part of the request is insufficient, the Executive Officer may request additional information and/or clarification.

(B) If the Executive Officer does not respond to the Fleet Operator or Rental Agency, as applicable, within 45 calendar days of submittal, the request is deemed approved.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3007. Exemptions, Extensions.

(a) Exemptions.

(1) Low-Use LSI Forklift Exemption. LSI Forklifts operated in accordance with the provisions set forth in Section 3007(a)(1) are exempt from the requirements of Section 3002(b).

(A) Limitations.

1. Except as provided in Section 3007(a)(1)(A)2, Fleet Operators shall not operate LSI Forklifts as Low-Use LSI Forklifts beyond December 31, 2030.

2. A Microbusiness may continue to operate a single LSI Forklift as a Low-Use LSI Forklift beyond December 31, 2030.

(B) Reporting. The Fleet Operator shall comply with all applicable reporting requirements set forth in Section 3009(f) for as long as the Low-Use LSI Forklift remains in operation.

(C) Usage Limit. A Fleet Operator shall not operate a Low-Use LSI Forklift for 200 hours or more per calendar year.

(D) Monitoring Hours of Use.

1. Each Low-Use LSI Forklift shall be equipped with an operational, non-resettable hour meter. If an hour meter is replaced, the Fleet Operator shall record the date of replacement, the final hour-meter reading of the replaced hour meter, and the initial hour-meter reading of the newly installed hour meter. This information shall be maintained for a minimum of five years from the date of replacement.

2. One hour-meter reading shall be gathered within 30 calendar days of January 1 of the year the Forklift is first designated as a Low-Use LSI Forklift. For each year thereafter, for as long as the Forklift is designated as a Low-Use LSI Forklift, the hour-meter reading shall be gathered within 30 calendar days of December 31 of the previous year.

3. The Fleet Operator shall take and maintain a date-stamped

photograph of the hour meter each time an hour-meter reading is gathered for reporting. If the Fleet Operator does not have access to a camera, or if security protocols related to military operations prevent the use of a camera, in lieu of photographs, the Fleet Operator shall create and maintain a written log, which includes the Equipment Identification Number (EIN), hour-meter reading, signature of the person gathering the reading, and date from the day that the hour-meter reading was gathered for reporting. The photographs or logged hour-meter readings, as applicable, shall be maintained for a minimum of five years from the date the reading was gathered.

4. Annual hour-meter readings shall demonstrate that the Forklift is operated less than 200 hours per calendar year. In other words, the annual hour-meter reading for a Low-Use LSI Forklift reported per Section 3009(f)(2) may not be 200 hours or more than the reading reported the previous year. The 200-hour low-use limit applies to the Forklift for the duration of the calendar year and does not reset even if ownership or control of said Forklift is transferred during that calendar year.

5. For a microbusiness, a three-year rolling average may be applied to a Low-Use LSI Forklift if the following conditions are met:

    a. The Forklift is operated only in California for three consecutive years;

    b. The Forklift is operated on average less than 200 hours per calendar year during that consecutive three-year period and all subsequent three-year periods; and

    c. The Forklift's hours are reported for all three consecutive years in accordance with Section 3007(a)(1)(B).

(E) The Fleet Operator shall label each Low-Use LSI Forklift with its EIN in accordance with Section 3010 of the Regulation.

(F) Microbusiness Documentation Requirements. The following

applies to Microbusiness Fleet Operators that operate a Low-Use LSI Forklift on or after January 1, 2031:

1. The Fleet Operator shall maintain at the facility where the Low-Use LSI Forklift is located, as applicable, copies of tax returns for the previous three years (or the number of years the entity has been in business, if less than three) showing gross receipts of less than $5,000,000 each year, or, if the Fleet Operator is a manufacturer, copies of the Quarterly Contribution Return & Report of Wages (Continuation) Form DE 9C for the four most recently completed quarters, if the Fleet Operator has employees, demonstrating that the firm has fewer than 25 employees. In lieu of the above documentation, a Microbusiness may instead maintain proof of certification as a Microbusiness provided by the California Department of General Services.

2. Changes to Business Size. If business growth causes a Fleet Operator to exceed the annual-gross-receipts or employee-count thresholds, as applicable, of a Microbusiness, said Fleet Operator shall have 60 calendar days from the filing of its tax return or Quarterly Contribution Return & Report of Wages (Continuation) Form DE 9C showing the exceedance, whichever applicable, to phase out the Low-Use LSI Forklift.

(G) Any information or documentation required to be maintained or reported pursuant to Section 3007(a)(1) shall be provided to the Executive Officer within five business days upon request.

(2) Dedicated Emergency Forklift Exemption. LSI Forklifts maintained as Dedicated Emergency Forklifts in accordance with Section 3007(a)(2) are exempt from Fleet Operator Requirements specified in Sections 3002(a) and 3002(b), and Fleet Phase-Out provisions specified in Section 3006.

(A) Eligibility.

1. The Forklift shall be maintained and operated by a governmental agency, or other entity operating under the authority of a governmental agency, for the purpose of supporting Emergency Operations,

2. The Forklift is operated less than 200 hours per calendar year for purposes other than supporting Emergency Operations. The Regulation does not limit operating hours accrued during the support of Emergency Operations.

(B) Reporting. The Fleet Operator shall comply with all reporting requirements set forth in Section 3009(g) of this Regulation.

(C) Monitoring Hours of Use.

1. Each Dedicated Emergency Forklift shall be equipped with an operational, non-resettable hour meter. If an hour meter is replaced, the Fleet Operator shall record the date of replacement, the final hour-meter reading of the replaced hour meter, and the initial hour-meter reading of the newly installed hour meter. This information shall be maintained for a minimum of five years from the date of replacement.

2. One hour-meter reading shall be gathered within 30 calendar days of January 1 of the year the Forklift is first designated as a Dedicated Emergency Forklift. For each year thereafter, for as long as the Forklift is designated as a Dedicated Emergency Forklift, an hour-meter reading shall be gathered within 30 calendar days of December 31 of the previous year and hour-meter readings shall be gathered at the commencement and completion of each Emergency Operation the Forklift supported the previous year.

3. The Fleet Operator shall take and maintain a date-stamped photograph of the hour meter each time an hour-meter reading is gathered for reporting. If the Fleet Operator does not have access to a camera, or if security protocols related to military operations prevent the use of a camera, in lieu of photographs, the Fleet Operator shall create and maintain a written log, which includes the EIN, hour-meter reading, signature of the person gathering the reading, and date from the day that the hour-meter reading was gathered for reporting. The photographs or logged hour-meter readings, as applicable, shall be maintained for a minimum of five years from the date the reading was gathered.

4. Annual hour-meter readings shall demonstrate that the Forklift is operated less than 200 hours per year for purposes other than supporting Emergency Operations. Annual operating hours accrued during the support of Emergency Operations, as determined through hour-meter readings gathered pursuant to Section 3007(a)(2)(C)2, may be subtracted from total annual operating hours when determining whether 200-hour limit has been met. The 200-hour limit applies to the Forklift for the duration of the calendar year and does not reset even if ownership or control of said Forklift is transferred during that calendar year.

5. A three-year rolling average may be applied to a Dedicated Emergency Forklift if the following conditions are met:

   a. The Forklift is operated only in California for three consecutive years;

   b. The Forklift is operated on average less than 200 hours per calendar year for purposes other than the support of Emergency Operations during that consecutive three-year period and all subsequent three-year periods; and

   c. The Forklift's hours are reported for all three consecutive years in accordance with Section 3007(a)(2)(B).

(D) The Fleet Operator shall label each Dedicated Emergency Forklift with its EIN in accordance with Section 3010 of the Regulation.

(E) A copy of the emergency declaration and official directives to deploy Dedicated Emergency Forklifts for each applicable declared emergency event shall be maintained for a minimum of five years from the date of the declared emergency event.

(F) Any information or documentation required to be maintained or reported pursuant to Section 3007(a)(2) shall be provided to the Executive Officer within five business days upon request.

(3) Temporary Storage of Non-Compliant LSI Forklifts Awaiting Sale, Scrap,

or Relocation. Subject to the following conditions, a Fleet Operator may temporarily store onsite for up to six consecutive months a Non-Compliant LSI Forklift while said Forklift is awaiting sale, scrap, or relocation.

(A) Except as provided in Section 3007(a)(3)(B), below, the Fleet Operator shall have disconnected or removed the battery of the Non-Compliant LSI Forklift and affixed an appropriate Lockout Device to the Energy Isolation Device of said Forklift such that the Forklift cannot be energized or operated.

(B) When a Tagout Device is used on the Energy Isolating Device in lieu of a Lockout Device, the Tagout Device shall be attached at the same location that the Lockout Device would have been attached, and the battery; and propane tank, if applicable, shall have been removed.

(C) Applicable Non-Compliant LSI Forklifts shall not be operated while awaiting sale, scrap, or relocation, except during their transportation off of the Fleet Operator's site.

(4) LSI Forklifts Transported for Delivery Out-of-State. Subject to the following conditions, a Dealer may possess a new LSI Forklift during its transportation to an out-of-state location.

(A) The entity in possession of the LSI Forklift in California shall provide to the Executive Officer upon request a bill of lading certified by the shipper indicating the ultimate delivery address and estimated date of delivery of the LSI Forklift.

(B) The ultimate delivery address of the LSI Forklift shall be located outside of California.

(C) The LSI Forklift shall be equipped with an operational, non-resettable hour meter showing no more than ten hours of total operation while in California accounting for hours of operation accrued prior to delivery to the Dealer, as evidenced by the bill of lading.

(D) The LSI Forklift shall not remain in California for more than three months.

(5) San Nicolas and San Clemente Islands Exemption. LSI Forklifts

solely operated on San Nicolas and San Clemente Islands by the United States Department of Defense, or another entity operating on said islands under the authority of the United States Department of Defense, are exempt.

(6) In-Field Forklift Exemption. LSI Forklifts operated as In-Field Forklifts in accordance with Section 3007(a)(6) are exempt from Fleet Operator Requirements specified in the requirements of Sections 3002(a) and 3002(b), and Fleet Phase-Out provisions specified in Section 3006.

(A) Eligibility. More than 50% of the Forklift's annual operation shall be in Agricultural Operations and Forest Operations, not including hours operated in Crop Preparation Services.

(B) Monitoring Hours of Use.

1. Each In-Field Forklift shall be equipped with an operational, non-resettable hour meter. If an hour meter is replaced, the Fleet Operator shall record the date of replacement, the final hour-meter reading of the replaced hour meter, and the initial hour-meter reading of the newly installed hour meter. This information shall be maintained for minimum of five years from the date of replacement.

2. One hour-meter reading shall be gathered within 30 calendar days of January 1 of the year the Forklift is first designated as an In-Field Forklift. For each year thereafter, for as long as the Forklift is designated as an In-Field Forklift, an hour-meter reading shall be gathered within 30 calendar days of December 31 of the previous year and hour-meter readings shall be gathered at the commencement and completion of any operation not covered by the definitions for Agricultural Operations or Forest Operations, as set forth in this Regulation.

3. The Fleet Operator shall create and maintain a written log, which includes the Forklift's serial number, hour-meter reading, signature of the person gathering the reading, and date from the day that the hour-meter reading was gathered for reporting. The logged hour-meter readings shall be maintained for a minimum of five years from the date the reading was gathered.

4. Annual hour-meter readings shall demonstrate that more than 50% of the Forklift's annual operation is in Agricultural Operations and Forest Operations, not including hours operated in Crop Preparation Services.

(b) Extensions. Subject to eligibility criteria, Fleet Operators may request the following extensions to extend the compliance date of one or more 2025 or previous MY LSI Forklifts subject to an applicable phase-out schedule set forth in Section 3006(d), or to obtain and operate one or more replacement LSI Forklifts for which current Operational or Infrastructure Site Electrification Delay Extensions are in effect. In granting or denying an extension request, the Executive Officer will rely on the documentation and information submitted by the Fleet Operator and utilize good engineering judgement to determine whether the information meets the applicable criteria for each extension. Any extensions granted to a Fleet are not transferrable to another Fleet.

(1) Method for Requesting and Approval of Extensions.

(A) Extension requests shall be submitted per Section 3008.

(B) Upon submittal of an extension request, if the Executive Officer determines that the information provided as part of the request is insufficient to serve as the basis for an extension, the Executive Officer may request additional information and/or clarification prior to the request being deemed complete.

(C) If the Executive Officer requests additional information and/or clarification, Fleet Operators shall provide such information within 30 calendar days of receiving such requests.

(D) If the Executive Officer does not respond to the Fleet Operator within 45 calendar days of an initial submittal or a submittal of additional information in response to a request by the Executive Officer, the request is deemed approved, and the extension is effectively granted 45 calendar days after receipt of submittal.

(2) Zero-Emission Forklift Delivery Delay Extension. Fleet Operators may request an extension if the ZEFs they have ordered to replace LSI Forklifts required to be phased out by the upcoming compliance date cannot be delivered to the Fleet Operator by said compliance date due to circumstances beyond the Fleet Operator's control. To receive the

Zero-Emission Forklift Delivery Delay Extension, the Fleet Operator shall meet all Fleet Eligibility Criteria in Section 3007(b)(2)(A), label each affected LSI Forklift per Section 3007(b)(2)(C), and submit all documentation and information described in Section 3007(b)(2)(D) within the timelines specified. Section 3007(b)(2)(B) specifies the provisions of the extension. No Zero-Emission Forklift Delivery Delay Extensions will be granted for initial requests submitted on or after January 1, 2038.

(A) Fleet Eligibility Criteria for a Zero-Emission Forklift Delivery Delay Extension. For a Fleet Operator to be granted an extension, all the following criteria shall be met:

1. Based on documentation provided by the manufacturer, Dealer, or shipper, the ZEFs ordered to replace the LSI Forklifts are estimated to be delivered after the upcoming compliance date.

2. The purchase or lease agreement for each ZEF meets all the following criteria:

   a. The purchase or lease agreement is a written, signed, and dated legally binding contract. The extension cannot be claimed if the purchase or lease agreement has been modified by the Fleet Operator within one year of the upcoming compliance date. Letters of intent or other agreements that are not binding, or that are contingent upon other decisions that remain unresolved within one year of the upcoming compliance date, are not sufficient to qualify for the extension;

   b. The purchase or lease agreement identifies the make and model of the ZEF that the Fleet Operator committed to purchase or lease, the date of the order, and that the purchase is for delivery prior to the upcoming compliance date to the Fleet Operator; and

   c. The purchase or lease agreement shows that the new ZEF was ordered at least two years prior to the upcoming compliance date.

3. The Fleet Operator has submitted the documentation and information specified in Section 3007(b)(2)(D)1.

(B) Provisions of a Zero-Emission Forklift Delivery Delay Extension.

1. Extension Term. Each extension and extension renewal granted will be valid for a period of one year from the applicable compliance date and shall expire on December 31. . Extensions can continue to be renewed until the ZEF the Fleet Operator has ordered is received, except that no extension granted will be valid beyond December 31, 2039.

2. Purchase or Lease Agreement Cancellation.

a. Manufacturer Cancellation. If a Forklift manufacturer cancels a purchase or lease agreement for a ZEF ordered to replace an LSI Forklift subject to the upcoming compliance date due to circumstances beyond the control of the Fleet Operator, the Fleet Operator shall secure another purchase or lease agreement for another ZEF within 180 calendar days of the cancellation, except for government Fleet Operators who shall secure another purchase or lease agreement within one year of the cancellation. Fleet Operators shall submit a copy of the manufacturer cancellation notice within 30 calendar days of the cancellation and shall submit the new ZEF purchase or lease agreement within 30 calendar days of placing the order.

b. Fleet Operator Cancellation. If a Fleet Operator cancels a purchase or lease agreement for the ZEF ordered to replace an LSI Forklift subject to the upcoming compliance date, the claim for the extension will be treated as invalid and the agreement will be treated as if it were never executed.

(C) Labeling Requirement for a Zero-Emission Forklift Delivery Delay Extension.

The Fleet Operator shall label each LSI Forklift covered by the

extension with its EIN in accordance with Section 3010.

(D) Request and Renewals for a Zero-Emission Forklift Delivery Delay Extension.

1. The Fleet Operator shall submit the following to the Executive Officer in its request for the extension prior to the upcoming compliance date:

a. Entity information specified in Section 3009(b)(1);

b. Forklift Information. For each LSI Forklift included in the extension request:

i. Forklift information as specified in Section 3009(b)(2);

ii. Primary operating location address;

iii. The signed purchase or lease agreement for the ZEF ordered to replace the LSI Forklift that meets the criteria in Section 3007(b)(2)(A)2; and

iv. Documentation from the manufacturer, Dealer, or shipper, indicating that the ZEF ordered to replace the LSI Forklift is estimated to be delivered after the upcoming compliance date.

2. Extension Renewal. To renew a Zero-Emission Forklift Delivery Delay Extension, the Fleet Operator shall provide the following prior to the expiration of the current extension:

a. Updated estimated delivery dates of the applicable ZEFs; and

b. Documentation of the delay provided by the manufacturer, Dealer, or shipper.

(3) Infrastructure Delay Extensions. A Fleet Operator may request the following extensions if the Fleet Operator experiences delays due to circumstances beyond their control on a project to install ZEF-related

charging and fueling infrastructure.

(A) Infrastructure Construction Delay Extension. Fleet Operators may request this extension if they experience a construction delay due to circumstances beyond their control. Only one request may be submitted per project. To receive the Infrastructure Construction Delay Extension, the Fleet Operator shall meet all Fleet Eligibility Criteria in Section 3007(b)(3)(A)1 and submit all documentation and information described in Section 3007(b)(3)(A)4 within the timelines specified. No Infrastructure Construction Delay Extension will be granted for initial requests submitted on or after January 1, 2038.

1. Fleet Eligibility Criteria for an Infrastructure Construction Delay Extension. For a Fleet Operator to be granted an extension, all the following criteria shall be met:

a. A construction delay is anticipated as a result of any of the following circumstances beyond the Fleet Operator's control: change of a general contractor; delay in manufacture and shipment of zero-emission charging or fueling infrastructure equipment; delay in the delivery of necessary building materials; delays obtaining power from a utility; delays in construction of ZEF-related storage or shelter; delays due to unexpected safety issues on the project; delays obtaining permits; delays due to landlord-tenant issues regarding the installation of charging or fueling infrastructure; discovery of archeological, historical, or tribal cultural resources described in the California Environmental Quality Act, Public Resources Code Division 13, sections 21083.2, 21084.1, 21084.2, and 21084.3; or natural disasters.

b. The Fleet Operator, or other entity responsible for infrastructure at the operating location, has entered into a contract for the installation of the charging, fueling, and/or required physical infrastructure, and a construction permit has been obtained at least one year ahead of the compliance date, or the Infrastructure Site Electrification Delay Extension

expiration date, if applicable. If a construction permit was not issued at least one year ahead of the compliance date, the Fleet Operator shall demonstrate that the construction permit application, including all necessary architectural and engineering plans, was submitted at least 18 months prior to the upcoming compliance date. For Fleets experiencing delays due to landlord-tenant issues regarding the installation of charging or fueling infrastructure, in lieu of a construction permit or construction permit application, the Fleet Operator demonstrates that necessary architectural and engineering plans were completed at least 18 months prior to the upcoming compliance date.

c. The Fleet Operator has deployed the maximum number of ZEFs that can be supported by the existing infrastructure.

d. If the Fleet Operator operates at multiple sites, the Fleet Operator has relocated Forklifts to the extent possible to maximize compliance across its sites.

e. The Fleet Operator has submitted the information in Section 3007(b)(3)(A)4 prior to the upcoming compliance date.

2. Provisions of an Infrastructure Construction Delay Extension.

a. LSI Forklifts Eligible for Inclusion in an Extension. Any LSI Forklift in the Fleet subject the upcoming compliance date may be included in the extension so long as the Fleet Operator successfully demonstrates, through the documentation and information submitted pursuant to Section 3007(b)(3)(A)4, that the ZEF needed to replace such LSI Forklift cannot be supported by the site due to the construction delay. The Fleet Operator shall have deployed the maximum number of ZEFs that can be supported by the site and shall deploy any additional ZEFs needed to meet its compliance obligations and that can be supported by the site

each calendar year during the delay until the project is complete to maintain the extension. Fleet Operators may only request extensions for LSI Forklifts being replaced at the site experiencing the delay.

b. Extension Term. An extension granted pursuant to Section 3007(b)(3)(A) will be valid for period of up to two years per project. This extension cannot be renewed.

3. Labeling Requirement for an Infrastructure Construction Delay Extension. The Fleet Operator shall label each LSI Forklift covered by an extension with its EIN in accordance with Section 3010.

4. Request for an Infrastructure Construction Delay Extension. The Fleet Operator shall submit the following to the Executive Officer in its request prior to the upcoming compliance date:

a. Entity information specified in Section 3009(b)(1);

b. For each LSI Forklift required to be phased out by the upcoming compliance date:

i. Forklift information as specified in Section 3009(b)(2) or EIN, as applicable; and

ii. Primary operating location address;

c. Documentation showing the delay is a result of any of the circumstances provided in Section 3007(b)(3)(A)1.a;

d. A letter to the Executive Officer from the Responsible Official with the following:

i. The reason for the delay;

ii. The estimated completion date of the project; and

iii. Documentation supporting the reason for the

delay from the licensed contractor performing the work, related utility, building department, or other organization involved in the project;

e. For Fleet Operators not experiencing delays due to landlord-tenant issues regarding the installation of charging or fueling infrastructure, documentation showing the executed contract for the infrastructure installation with necessary construction permit showing a permit-issue date that is at least one year prior to the upcoming compliance date, or the Infrastructure Site Electrification Delay Extension expiration date, if applicable (or, if the construction permit was not issued at least one year prior to the upcoming compliance date, documentation showing the construction permit application, including all necessary architectural and engineering plans, was submitted at least 18 months prior to the upcoming compliance date, or Site Electrification Delay Extension expiration date, as applicable);

f. For charging infrastructure construction delays, the Fleet Operator's plan for charging ZEFs, including information on the number of chargers to be installed per Forklift, the types of chargers to be installed, and the integration of charging into the operation's workflow;

g. If the Fleet Operator has multiple sites where Forklifts are operated, an analysis for each site demonstrating that additional ZEFs cannot be deployed at the Fleet Operator's other locations to facilitate the relocation of compliant LSI Forklifts to the location subject to the construction delay; and

h. Copies of the executed ZEF purchase or lease agreement(s).

(B) Infrastructure Site Electrification Delay Extension. Fleet Operators may request this extension if their utility provider determines it cannot provide, prior to the upcoming compliance date, the

requested power to the site where needed ZEFs will be charged or fueled. To receive the Infrastructure Site Electrification Delay Extension, the Fleet Operator shall meet all Fleet Eligibility Criteria in Section 3007(b)(3)(B)1 and submit all documentation and information described in Section 3007(b)(3)(B)4.a within the timelines specified.

1. Fleet Eligibility Criteria for an Infrastructure Site Electrification Delay Extension. For a Fleet Operator to be granted an extension, all the following criteria shall be met:

    a. The Fleet Operator, or other entity responsible for infrastructure at the operating location, has formally requested, pursuant to Sections 3007(b)(3)(B)1.a.i through 3007(b)(3)(B)1.a.iii, below, from the electric utility provider the electrical-service installation or upgrades necessary to charge, or to provide power to the infrastructure needed to fuel, anticipated ZEFs to be deployed to comply with the upcoming compliance date.

        i. For the January 1, 2028, compliance date, the formal request to the electric utility provider shall have been submitted by January 1, 2027;

        ii. For the January 1, 2029, compliance date through the January 1, 2036, compliance date, the formal request to the electric utility provider shall have been submitted at least two years prior to said compliance date; and

        iii. For the January 1, 2038, compliance date, the formal request shall have been submitted by January 1, 2034.

    b. The electric utility provider has notified the Fleet Operator that it cannot provide the requested power prior to the upcoming compliance date.

    c. The Fleet Operator has deployed the maximum number of ZEFs that can be supported by the electric utility provider.

d. If the Fleet Operator operates at multiple sites, the Fleet Operator has relocated Forklifts to the extent possible in order to maximize compliance across its sites.

e. The Fleet Operator has submitted the information in Section 3007(b)(3)(B)4.a prior to the upcoming compliance date.

2. Provisions of an Infrastructure Site Electrification Delay Extension.

a. LSI Forklifts Eligible for Inclusion in an Extension. Any LSI Forklift in the Fleet subject the upcoming compliance date may be included in the extension so long as the Fleet Operator successfully demonstrates, through the documentation and information submitted pursuant to Section 3007(b)(3)(B)4.a, that the ZEF needed to replace such LSI Forklift cannot be supported by the electric utility provider. The Fleet Operator shall have deployed the maximum number of ZEFs that can be supported by the electric utility provider, and shall deploy any additional ZEFs needed to meet its compliance obligations and that can be supported by utility upgrades to the site's electrical capacity each calendar year during the delay until the project is complete to maintain the extension.

b. Extension Term. The initial extension granted pursuant to Section 3007(b)(3)(B) will be valid for a period of up to three years, based on the amount of time the utility determines it needs to supply the needed power to the site. The renewal of the initial extension, if granted, will be for a period of up to two years if the utility still cannot deliver the needed power by the end of the initial extension period. Each subsequent renewal, if granted, will be for a period of one-year. This extension can continue to be renewed until the electrical utility provider delivers the needed power to the site, or up to a maximum extension term of ten years, whichever

occurs first.

3. Labeling Requirement for an Infrastructure Site Electrification Delay Extension. The Fleet Operator shall label each LSI Forklift covered by an extension with its EIN in accordance with Section 3010.

4. Request and Renewals for an Infrastructure Site Electrification Delay Extension.

    a. The Fleet Operator shall submit the following to the Executive Officer in its request for the extension prior to the upcoming compliance date:

        i. Entity information specified in Section 3009(b)(1);

        ii. For each LSI Forklift required to be phased out pursuant to Section 3006 during the term of the extension:

            I. Forklift information specified in Section 3009(b)(2) or EIN, as applicable; and

            II. Primary operating location address;

        iii. A copy of the application submitted to the electric utility provider requesting site electrification that is consistent with the number of ZEFs the Fleet Operator shall be required to deploy each calendar year to meet their compliance requirements during the requested extension period;

        iv. Documentation and correspondence received from the electrical utility provider:

            I. The electrical utility provider's response to the application requesting site electrification stating that the project will not be complete until after the upcoming compliance date;

            II. Documentation indicating the reason

for the delay;

III. An estimate provided by the electric utility provider of the available electrical capacity in kilowatts the electric utility provider is able to supply to the site within one year of the extension request, and for each year of the requested extension; and

IV. Estimated project completion date.

v. Load profiles depicting the location's typical electricity usage on an hourly basis from the electrical utility provider covering the previous 12-month period;

vi. Information about the ZEF charging or fueling infrastructure equipment that can be installed consistent with the electric utility provider's capacity estimate for each year of the requested extension and the associated number of ZEFs that can be supported by such equipment:

I. The number, type, and rated power capacity for chargers in kilowatts; or

II. For hydrogen stations, dispensing capacity in kilograms per day and the electrical demand in kilowatts;

vii. If the Fleet Operator has multiple sites where Forklifts are operated, an infrastructure capacity evaluation for each site from the electric utility provider, a third-party licensed professional electrical engineer, or other qualified person, with the information required in Sections 3007(b)(3)(B)4.a.iv and 3007(b)(3)(B)4.a.vi; and

viii. The executed utility contract, or in lieu of the executed utility contract, the Fleet Operator's

initial contract or application requesting site electrification from the utility and a signed attestation from the electric utility provider stating they will proceed with the project.

b. Renewals for an Infrastructure Site Electrification Delay Extension. To request to renew an extension, the Fleet Operator shall provide to the Executive Officer updated supporting documentation and information specified in Section 3007(b)(3)(B)4.a prior to the expiration of the current extension period.

(4) Operational Extension. Fleet Operators may request this extension if there is no commercially available ZEF model that can meet the needs of an operation currently served by an LSI Forklift required to be phased out by the upcoming compliance date. An Operational Extension may be utilized for operation of an LSI Forklift after the applicable compliance date. The Operational Extension may also be used for replacement of an LSI Forklift with an LSI Forklift, pursuant to Section 3007(b)(5), even if the replacement needs to be made years in advance of the upcoming compliance date. The replacement LSI Forklift would be allowed even when its acquisition, possession, or operation would otherwise be prohibited by Sections 3002(a), 3002(b), 3003(a), 3003(b)(1), and 3005(a). To receive the Operational Extension, the Fleet Operator shall meet all Fleet Eligibility Criteria in Section 3007(b)(4)(A) and submit all documentation and information described in Section 3007(b)(4)(D)1 within the timelines specified.

(A) Fleet Eligibility Criteria for an Operational Extension. For a Fleet Operator to be granted an Operational Extension, all the following criteria shall be met:

1. The Fleet Operator has successfully demonstrated, through documentation and information provided pursuant to Section 3007(b)(4)(D)1, at least one of the following:

a. There is no commercially available ZEF model that can be used in place of the LSI Forklift to be phased out by the upcoming compliance date without causing a greater demonstrable safety risk to the

operator, other employees, or the facility in which the Forklift operates;

b. The LSI Forklift to be replaced is dedicated to a push-pull type of operation; the primary attachment for the Forklift is specifically designed to push and pull, rather than lift; and there is no commercially available ZEF model capable of performing the work adequately; or

c. There is no commercially available ZEF model capable of fulfilling operational needs based on published specifications (e.g., Rated Capacity, drawbar pull, etc.).

2. The LSI Forklift required to be phased out by the upcoming compliance date is a 2013 or subsequent MY Forklift.

3. The LSI Forklift is dedicated to the operation for which the fleet operator is requesting an Operational Extension. In other words, the LSI Forklift shall not be used for any operation not covered by the Operational Extension.

4. The Fleet Operator has managed operations such that the need for Operational Extensions has been minimized.

5. The Fleet Operator has submitted the information in Section 3007(b)(4)(D)1 prior to the upcoming compliance date.

(B) Duration of an Operational Extension.

1. Each extension and extension renewal granted by the Executive Officer for an extension of an upcoming compliance date is valid for one year from the applicable compliance date or extension expiration, respectively. This extension can be renewed until a suitable ZEF model becomes available.

2. An extension granted by the Executive Officer for replacement of an LSI Forklift prior to the compliance date shall be valid up to the compliance date of the replaced

LSI Forklift. For example, if a Model Year 2022 Class IV LSI Forklift with Rated Capacity of 12,000 pounds or less in a Large Fleet is replaced with a Model Year 2029 Class IV LSI Forklift per this extension, the replacement forklift would need to be phased out by the compliance date of January 1, 2033. Renewal of the extension is subject to Section 3007(b)(4)(B)(1).

(C) Labeling Requirement for an Operational Extension. The Fleet Operator shall label each LSI Forklift covered by an extension with its EIN in accordance with Section 3010.

(D) Request and Renewals for an Operational Extension.

1. The Fleet Operator shall submit the following to the Executive Officer when requesting to replace an LSI Forklift using the Operational Extension or when requesting an extension of the upcoming compliance date using the Operational Extension. Whenever a Fleet Operator wishes to retain multiple LSI Forklifts of the same equipment type, for which the extension justification provided is identical, the Fleet Operator may submit a single request to cover all associated LSI Forklifts.

    a. Entity information specified in Section 3009(b)(1);

    b. For the LSI Forklift for which the extension is being requested:

        i. Forklift information specified in Section 3009(b)(2) or EIN, as applicable; and

        ii. Primary operating location address;

    c. A detailed description of the operation in which the applicable LSI Forklifts operate, including site maps with operating areas, Forklift storage areas, and areas of concern identified; a description of the potential operational and safety issues; a description of the nature of the work or duty cycle; a description of the operating environment; and a detailed explanation of how the need for Operational Extensions has been minimized;

d. A detailed description of the required characteristics a Forklift must have in order to perform the work effectively and/or safely;

e. An explanation as to how the fleet operator will manage applicable LSI Forklifts such that they only perform the operation covered by the Operational Extension;

f. A comprehensive market evaluation and determination using engineering judgement that demonstrates that no available ZEF models of similar configuration as the LSI Forklift to be phased out is capable of safely operating as a replacement, considering the duty cycle and operational characteristics (evaluation shall be completed based on ZEF model availability. For replacements prior to the applicable compliance date, the ZEF model availability evaluation window shall be within the six-month period immediately preceding the application submittal date. For extensions of the applicable compliance date, the ZEF model availability evaluation window shall be within the six-month period immediately preceding the upcoming compliance date);

g. Statements or information from applicable Forklift manufacturers, Dealers, insurance companies, and/or other entities substantiating the operational or safety issues cited in the extension request; and

h. As applicable, Forklift specification sheets, copies of warranty conditions, leasing criteria, and/or other documentation and information supporting the request.

2. Renewal of an Operational Extension. In order to renew an extension, the Fleet Operator shall perform a new market evaluation, as described in Section 3007(b)(4)(D)1.f, and submit the new market evaluation, including updated documentation specified in Section 3007(b)(4)(D)1.g and Section 3007(b)(4)(D)1.h, to the

Executive Officer prior to the expiration of the current extension period. For replacements, the market evaluation shall be completed based on ZEF model availability within the six- month period immediately preceding the expiration date of the current extension period. For extensions of the compliance deadline, the market evaluation shall be completed based on ZEF model availability within the six-month period immediately preceding the applicable compliance deadline or the six-month period immediately preceding the expiration date of the current extension period, whichever is later.

(E) Expirations and Denials of Operational Extensions. If an Operational Extension expires or the Executive Officer denies an Operational Extension request, the Fleet Operator's upcoming compliance date becomes 180 calendar days from the expiration or date of receipt of the Executive Officer's final written decision or the original compliance date, whichever is later. That is, the Fleet Operator has 180 calendar days to bring into compliance the Forklifts or fleet for which the Operational Extension request expired or was denied. The Fleet Operator may not apply for an Operational Extension for the same equipment subsequent to one being denied.

Notwithstanding the deadlines in Section 3007(b)(2)(A)2.a. and Section 3007(b)(2)(A)2.c. for Zero-Emission Forklift Delivery Delay Extensions, in Sections 3007(b)(3)(A)1.b and 3007(b)(3)(A)4.e. for Infrastructure Construction Delay Extensions, and in Section 3007(b)(3)(B)1.a. for Infrastructure Site Electrification Delay Extensions, a Fleet Operator whose Operational Extension expires or is denied may apply for a Zero-Emission Forklift Delivery Delay Extension, an Infrastructure Construction Delay Extension, and/or an Infrastructure Site Electrification Delay Extension as long as the application is submitted within 135 calendar days of the expiration of, or denial of a request for, an Operational Extension.

(5) Replacement of LSI Forklifts Covered By an Operational Extension or an Infrastructure Site Electrification Delay Extension. Subject to the following conditions, a Fleet Operator may acquire a 2026

Model Year or newer LSI Forklift to replace an LSI Forklift covered by an Operational Extension or an Infrastructure Site Electrification Delay Extension that has been removed from the fleet.

(A) The LSI Forklift being replaced must be covered under a valid Operational Extension or Infrastructure Site Electrification Delay Extension at the time of replacement.

(B) The LSI Forklift being replaced must be removed from the fleet within 30 calendar days of the delivery of the replacement LSI Forklift.

(C) Prior to taking delivery of the replacement LSI Forklift, the Fleet Operator shall provide the following to the Executive Officer:

1. EIN of the Forklift covered by the Operational Extension or Infrastructure Site Electrification Delay Extension; and

2. The purchase or lease agreement identifying the make and model of the replacement LSI Forklift.

(D) The Fleet Operator shall provide the following to the Executive Officer within 30 calendar days of delivery:

1. For the replacement LSI Forklift, Forklift information specified in Section 3009(b)(2), as applicable; and

2. For the LSI Forklift being replaced, documentation that the Forklift has been removed from service, such as sales contract or certificate of destruction.

(E) Any LSI Forklift acquired pursuant to an Operational Extension or Infrastructure Site Electrification Delay Extension shall be Phased Out of the Fleet by the date said extension expires or otherwise becomes invalid.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3008. Submittals to CARB.

(a) All documentation submitted to CARB must be:

(1) Written in the English language; and

(2) Contain a Statement of Accuracy: All information submitted is required to be true, accurate, and complete, signed under penalty of perjury by the Responsible Official or Designated Official to certify that the regulated party complies with applicable requirements of this section.

(b) All documentation and reports required to be submitted under this ZE Forklift Regulation shall be submitted electronically via the CARB reporting system, DOORS, implemented to assist with document submittals of this Regulation or by email to zeforklifts@arb.ca.gov.

(c) Naming a Designated Official. A Responsible Official may name a person as Designated Official to meet the Reporting and Labeling Requirements of this ZE Forklift Regulation on behalf of the Responsible Official. The Designated Official shall be used interchangeably with the Responsible Official where applicable in this Regulation. To name a person as Designated Official, the Responsible Official shall submit to the Executive Officer the following information:

(1) Designated Official's first and last names;

(2) Designated Official's job title;

(3) Designated Official's telephone number;

(4) Designated Official's mailing address; and

(5) Designated Official's email address.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3009. Reporting and Recordkeeping.

(a) General recordkeeping requirements.

(1) The Responsible Official shall maintain all records related to these reporting requirements or needed to demonstrate compliance with this ZE Forklift Regulation for five years after the relevant reporting date or record collection.

(2) The Responsible Official shall provide all requested information and documents needed to demonstrate compliance with this Regulation to the Executive Officer within five business days of CARB's request.

(3) The Responsible Official shall maintain the records for any LSI Forklift or ZE Forklift that is removed from operation in California for three years after removal.

(b) Contact information. When required by other provisions of this section, an Operator shall report the following information to CARB:

(1) Entity Information.

(A) Entity name;

(B) Parent company, corporation, or agency, if reporting Fleet Portion;

(C) Entity address(es);

(D) Contact name(s);

(E) Contact phone number(s);

(F) Contact e-mail address(es);

(G) Responsible Official Name;

(H) Responsible Official Title; and

(I) Whether this entity is a Fleet Operator, Dealer, Rental Agency, or Forklift Manufacturer.

(2) Forklift Information to Report.

(A) Forklift manufacturer;

(B) Forklift model;

(C) Forklift serial number;

(D) Forklift class;

(E) Rated Capacity;

(F) Powertrain type (LSI, battery electric, or fuel-cell electric); and

(G) For LSI Forklifts:

1. Engine MY (Forklift MY for the purpose of this Regulation);

2. Engine manufacturer;

3. Engine model; and

4. Engine serial number.

(c) MY Phase-Out Reporting

(1) Initial Report. No later than April 30, 2026, the Responsible Official of a Large Fleet (Fleet Operator or Rental Agency) shall submit a completed Initial Report to the Executive Officer. The Initial Report shall contain the following information:

(A) Entity information specified in Section 3009(b)(1);

(B) Total Number of Class IV LSI Forklifts within the Fleet on January 1, 2026, not including Forklifts that are exempt pursuant to Section 3007(a)(1), 3007(a)(2), or 3007(a)(3);

(C) Total Number of Class V LSI Forklifts with a Rated Capacity of 12,000 pounds or less within the Fleet on January 1, 2026, not including Forklifts that are exempt pursuant to 3007(a)(1), 3007(a)(2), or 3007(a)(3); and

(D) For each separately metered building or operating location with LSI Forklifts subject to the phase-out requirements:

1. Copy of the information submitted to the applicable electric utility provider pursuant to Section 3006(c);

2. Copy of the confirmation provided by the electric utility provider demonstrating the information has been received, or other evidence that the information in section 3009(c)(1)(D)1. was submitted to the utility; and

3. If applicable, the date by which the existing panel capacity is expected to be insufficient to charge or fuel ZEFs necessary to comply with the phase out requirements.

(2) Annual Report. By April 30 of each calendar year subsequent to the submittal of the Initial Report, the Responsible Official shall submit the following information regarding their Forklift fleet over the previous calendar year. For example, an Annual Report is due by April 30, 2030, covering fleet information between January 1, 2029, and December 31, 2029. The first Annual Report is due no later than April 30, 2027.

(A) Updates to any Entity or Forklift number information provided in a previously submitted report; and

(B) For each separately metered building or operating location with LSI Forklifts subject to the phase out requirements:

1. Information on whether the existing panel capacity is currently sufficient to charge or fuel ZEFs necessary to comply with the phase-out requirements; and

2. If applicable, the date by which the existing panel capacity is expected to be insufficient to charge or fuel ZEFs necessary to comply with the phase out requirements.

(3) Final Report for Class IV LSI Forklifts. The Responsible Official shall submit a confirmation that the Fleet has completed its phase-out of Class IV LSI Forklifts to the Executive Officer no later than April 30, 2035, or April 30 of the final year of an applicable extension, whichever is later.

(4) Final Report for Class V LSI Forklifts. The Responsible Official shall submit a confirmation that the Fleet has completed its phase-out of Class V LSI Forklifts to the Executive Officer no later than April 30, 2038, or April 30 of the final year of an applicable extension, whichever is later.

(d) MY Phase-Out Reporting for a Small Fleet

(1) Initial Report. No later than September 30, 2026, the Responsible Official of a Small Fleet (Fleet Operator or Rental Agency) shall submit a completed Initial Report to the Executive Officer. The Initial Report shall contain the following information:

(A) Entity information specified in Section 3009(b)(1);

(B) Total Number of Class IV LSI Forklifts within the Fleet on January 1, 2026, not including Forklifts that are exempt pursuant to Section 3007(a)(1), 3007(a)(2), or 3007(a)(3);

(C) Total Number of Class V LSI Forklifts with a Rated Capacity of 12,000 pounds or less within the Fleet on January 1, 2026, not including Forklifts that are exempt pursuant to Section 3007(a)(1), 3007(a)(2), or 3007(a)(3);

(D) If opting to phase out Class IV LSI Forklifts according to the Alternative MY Phase-Out Schedules for Class IV LSI Forklifts set forth in Section 3006(d)(2), for each LSI Forklift and ZEF within the fleet on January 1, 2026:

1. Forklift information as specified in Section 3009(b)(2); and

2. Primary operating location address; and

(E) For each separately metered building or operating location with LSI Forklifts subject to the phase-out requirements:

1. Copy of the information submitted to the applicable electric utility provider pursuant to Section 3006(c);

2. Copy of the confirmation provided by the electric utility provider demonstrating the information has been received; and

3. If applicable, the date by which the existing panel capacity is expected to be insufficient to charge or fuel ZEFs necessary to comply with the phase out requirements.

(2) Annual Report. By September 30 of each calendar year subsequent to the submittal of the Initial Report, the Responsible Official shall submit the following information regarding their Forklift fleet over the previous calendar year. For example, an Annual Report is due by September 30, 2030, covering fleet information between January 1, 2029, and December 31, 2029. The first Annual Report is due no later than September 30, 2027.

(A) Updates to any Entity or Forklift number information provided in a previously submitted report; and

(B) If utilizing the Alternative MY Phase-Out Schedules for Class IV LSI Forklifts set forth in Section 3006(d)(2):

1. For each LSI Forklift and ZEF added the previous calendar year:

a. Forklift information as specified in Section 3009(b)(2);

b. Date Forklift entered fleet; and

c. Primary operating address; and

2. For each LSI Forklift and ZEF removed from the fleet the previous calendar year:

a. EIN; and

b. Date Forklift removed from Fleet; and

(C) For each separately metered building or operating location with LSI Forklifts subject to the phase out requirements:

1. Information on whether the existing panel capacity is currently sufficient to charge or fuel ZEFs necessary to comply with the phase-out requirements; and

2. If applicable, the date by which the existing panel capacity is expected to be insufficient to charge or fuel ZEFs necessary to comply with the phase out requirements.

(3) Final Report for Class IV LSI Forklifts. The Responsible Official shall submit a confirmation that the Fleet has completed its phase-out of Class IV LSI Forklifts to the Executive Officer no later than September 30 of the final compliance year of the applicable phase-out schedule, or September 30 of the final year of an applicable extension, whichever is later.

(4) Final Report for Class V LSI Forklifts. The Responsible Official shall submit a confirmation that the Fleet has completed its phase-out of Class V LSI Forklifts to the Executive Officer no later than September 30, 2038, or September 30 of the final year of an applicable extension, whichever is later.

(e) MY Phase-Out Reporting for a Crop Preparation Services Fleet

(1) Initial Report. No later than September 30, 2026, the Responsible Official of a Crop Preparation Services Fleet shall submit a completed Initial Report to the Executive Officer. The Initial Report shall contain the following information:

(A) Entity information specified in Section 3009(b)(1);

(B) Total Number of Class IV LSI Forklifts within the Fleet on January 1, 2026, not including Forklifts that are exempt pursuant to Section 3007(a)(1), Low-Use LSI Forklift Exemption, 3007(a)(2), Dedicated Emergency Forklift Exemption, or 3007(a)(3), Temporary Storage of Non-Compliant LSI Forklifts Awaiting Sale, Scrap, or Relocation;

(C) Total Number of Class V LSI Forklifts with a Rated Capacity of 12,000 pounds or less within the Fleet on January 1, 2026, not including Forklifts that are exempt pursuant to Section 3007(a)(1), Low-Use LSI Forklift Exemption, 3007(a)(2), Dedicated Emergency Forklift Exemption, or 3007(a)(3), Temporary Storage of Non-Compliant LSI Forklifts Awaiting Sale, Scrap, or Relocation; and

(D) For each separately metered building or operating location with LSI Forklifts subject to the phase-out requirements:

1. Copy of the information submitted to the applicable electric utility provider pursuant to Section 3006(c);

2. Copy of the confirmation provided by the electric utility provider demonstrating the information has been received; and

3. If applicable, the date by which the existing panel capacity is expected to be insufficient to charge or fuel ZEFs necessary to comply with the phase out requirements.

(2) Annual Report. By September 30 of each calendar year subsequent to the submittal of the Initial Report, the Responsible Official shall submit the following information regarding their Forklift fleet over the previous calendar year. For example, an Annual Report is due by September 30, 2030, covering fleet information between January 1,

2029, and December 31, 2029. The first Annual Report is due no later than September 30, 2027.

(A) Updates to any Entity or Forklift number information provided in a previously submitted report; and

(B) For each separately metered building or operating location with LSI Forklifts subject to the phase out requirements:

1. Information on whether the existing panel capacity is currently sufficient to charge or fuel ZEFs necessary to comply with the phase-out requirements; and

2. If applicable, the date by which the existing panel capacity is expected to be insufficient to charge or fuel ZEFs necessary to comply with the phase out requirements.

(3) Final Report for Class IV LSI Forklifts. The Responsible Official shall submit a confirmation that the Fleet has completed its phase-out of Class IV LSI Forklifts to the Executive Officer no later than September 30 of the final compliance year of the applicable phase-out schedule, or September 30 of the final year of an applicable extension, whichever is later.

(4) Final Report for Class V LSI Forklifts. The Responsible Official shall submit a confirmation that the Fleet has completed its phase-out of Class V LSI Forklifts to the Executive Officer no later than September 30, 2038, or September 30 of the final year of an applicable extension, whichever is later.

(f) Low-Use Exemption Report. To qualify for the Low-Use Exemption provided in Section 3007(a)(1), the Responsible Official shall comply with the following reporting requirements, which apply through April 30, 2038:

(1) Initial Report. Prior to operation, the Responsible Official shall submit an Initial Report to the Executive Officer with the following information:

(A) Entity information specified in Section 3009(b)(1); and

(B) For each Low-Use LSI Forklift:

1. Forklift information as specified in Section 3009(b)(2);

2. Primary operating location address;

3. Hour-meter reading gathered within 30 calendar days of January 1 of the first year the Forklift will be maintained as a Low-Use LSI Forklift; and

4. Date of hour-meter reading;

(C) The following microbusiness attestations, if submitted on or after January 1, 2031:

1. If the entity is not a manufacturer, an attestation that the entity has average gross annual receipts of $5,000,000 or less over the previous three years (or the number of years the entity has been in business, if less than three), as evidenced by the entity's tax returns for those respective years;

2. If the entity is a manufacturer, an attestation that the entity has had no more than 25 employees during the last four quarters (or the number of quarters the entity has been in business, if less than four), as evidenced by the entity's Quarterly Contribution Return & Report of Wages (Continuation) Form DE 9C for the most recently completed quarters; and

3. An attestation that copies of the tax returns for those respective years or the Quarterly Contribution Return & Report of Wages (Continuation) Form DE 9Cs for the most recently completed quarters, as applicable, will be maintained onsite.

(2) Annual Reports. The Responsible Official shall submit Annual Reports to the Executive Officer between January 1 and April 30 of each year subsequent to the submittal of the Initial Report. Annual Reports shall include the following for each Low-Use LSI Forklift:

(A) Hour-meter reading within 30 calendar days of December 31 of the previous calendar year;

(B) Date of hour-meter reading;

(C) The total calculated hours of operation during the previous calendar year; and

(D) The microbusiness attestations set forth in Section 3009(f)(1)(C), if submitted on or after January 1, 2031.

(g) Dedicated Emergency Forklift Exemption Report. To qualify for the Dedicated Emergency Forklift Exemption provided in Section 3007(a)(2), the Responsible Official shall comply with the following reporting requirements, which apply through April 30, 2038:

(1) Initial Report. Prior to operation, the Responsible Official shall report all the following to the Executive Officer:

(A) Entity information specified in Section 3009(b)(1); and

(B) For each Dedicated Emergency Forklift:

1. Forklift information as specified in Section 3009(b)(2);

2. Primary operating location address;

3. Hour-meter reading gathered within 30 calendar days of January 1 of the first year the Forklift will be maintained as a Dedicated Emergency Forklift; and

4. Date of hour-meter reading.

(C) Annual Reports. The Responsible Official shall submit Annual Reports to the Executive Officer between January 1 and April 30 of each year subsequent to the submittal of the Initial Report. Annual Reports shall include the following information:

1. Dates of Emergency Operations the Forklift supported during the previous calendar year; and

2. For each Dedicated Emergency Forklift:

a. Hour-meter readings at the commencement and completion of each Emergency Operation the Forklift supported the previous calendar year.

b. Hour-meter reading within 30 calendar days of December 31 of the previous calendar year;

c. Date of each hour-meter reading;

d. The total calculated hours of emergency operation

during the previous calendar year; and

e. The total calculated hours of operation (including non-emergency use) during the previous calendar year.

(h) Heavy Class V LSI Forklift Reporting. The following reporting requirements apply through September 30, 2038.

(1) Initial Report. For Fleets that own or operate a Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds, by April 30, 2026, for a Large Fleet, or by September 30, 2026, for a Small Fleet or Crop Preparation Services Fleet, or within 30 calendar days of when the Forklift enters the fleet, whichever is later, the Responsible Official shall submit an Initial Report to the Executive Officer with the following:

(A) Entity information specified in Section 3009(b)(1);

(B) Forklift information as specified in Section 3009(b)(2);

(C) Date Forklift entered fleet; and

(D) Primary operating location address.

(2) Annual Reports. Until the Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds is removed from the Fleet, the Responsible Official of a Large Fleet shall submit an Annual Report to the Executive Officer between January 1 and April 30 of each calendar year subsequent the submittal of the Initial Report, and the Responsible Official of a Small Fleet or Crop Preparation Services Fleet shall submit an Annual Report to the Executive Officer by September 30 of each calendar year subsequent the submittal of the Initial Report. The Annual Report shall include updates to any applicable information provided in a previously submitted report.

(i) Credit for Deployment of Heavy Zero-Emission Forklifts. The Responsible Official shall provide the following information to the Executive Officer:

(1) Entity information specified in Section 3009(b)(1);

(2) Primary operating location address of the Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds replaced, the ZEF that has replaced said Class V LSI Forklift, and the LSI Forklift for which compliance would be delayed;

(3) The following information for the Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds replaced:

(A) EIN; and

(B) Documentation, including the date of removal, demonstrating that the Class V LSI Forklift has been removed from the fleet;

(4) The following information for the ZEF that has replaced the Class V LSI Forklift with a Rated Capacity greater than 12,000 pounds:

(A) Information specified in Section 3009(b)(2) or EIN, as applicable;

(B) Date of deployment;

(C) Documentation for the purchase or lease and delivery;

(D) Documentation showing the specifications, including Rated Capacity, of the ZEF;

(5) For the LSI Forklift for which compliance is being delayed, information specified in Section 3009(b)(2) or EIN, if applicable.

(j) Production and Sales Reporting. The Responsible Official shall submit to the Executive Officer, between January 1 and April 30 of each year starting in 2027, the following information:

(1) Entity information specified in Section 3009(b)(1);

(2) For each LSI Forklift sold in California or produced for California sale the previous calendar year, Forklift information as specified in Section 3009(b)(2); and

(3) Total number of LSI Forklifts sold in California or produced for California sale the previous calendar year.

(k) Phase-Out Percentage Cap Reporting. If opting to utilize a Phase-Out Percentage Cap pursuant to Section 3006(e), the Fleet Operator or Rental Agency shall provide, prior to the applicable compliance date, the following information to the Executive Officer for each LSI Forklift and ZEF within the fleet on January 1, 2026:

(1) Forklift information as specified in Section 3009(b)(2);

(2) Primary operating location address; and

(3) Indication as to whether the Forklift will or will not be phased out by the applicable compliance date.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3010 Labeling Requirements.

(a) A Responsible Official for a Fleet Operator required to label a Forklift pursuant to an exemption or extension as set forth in Section 3007 of this Regulation shall:

(1) Report all applicable entity and Forklift information, as required, to the Executive Officer in accordance with this Regulation;

(2) Affix at least one EIN label to each applicable Forklift within 30 calendar days of receiving the EIN for such Forklifts (CARB will assign a unique EIN to each Forklift once reported);

(3) Maintain all labels affixed pursuant to Section 3010, so that they remain permanently affixed to the LSI Forklift and the legibility and visibility criteria set forth in Section 3010(b) are met at all times; and

(4) Maintain records of the Forklift purchase date or the date the Forklift enters the fleet for newly purchased or acquired Forklifts that are subject to these labeling requirements but have not yet been labeled pursuant to Section 3010.

(b) Label Specifications. Each label affixed pursuant to Section 3010 shall meet all the following specifications:

(1) Each label shall contain the assigned EIN;

(2) The label shall be permanently affixed to the LSI Forklift. The label shall be applied as a decal or painted directly onto the LSI Forklift;

(3) The EIN shall be in white on a red background for any LSI Forklift;

(4) The label shall be located in clear view on the outside of the LSI Forklift approximately two feet above the ground so that the label remains visible;

(5) Each character of the EIN shall be at least three inches (7.6 centimeters) in height and 1.5 inches (3.8 centimeters) in width; and

(6) Each character of the EIN shall remain legible for the entire life of the LSI Forklift.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

§ 3011. General Requirements.

(a) Starting January 1, 2026, a Fleet Operator or Rental Agency that acquires a Diesel Forklift on or after January 1, 2026, shall indicate in its reporting submitted pursuant to Title 13, California Code of Regulation, Section 2449(g), whether the Forklift is doing work previously done by a Class IV LSI Forklift of any Rated Capacity or a Class V LSI Forklift of a Rated Capacity of 12,000 pounds or less that has been phased out of the Fleet.

(b) Starting January 1, 2026, any entity subject to this Regulation shall maintain records for all LSI Forklifts within its Fleet in California during each calendar year. In addition to records maintained pursuant to other sections of the Regulation, the following information and documentation shall be maintained for each LSI Forklift: Forklift information set forth in Section 3009(b)(2); operating location; documentation of the Forklift's purchase or lease; and documentation of the Forklift's phase out. Said information and documentation shall be maintained for a minimum of five years and provided to the Executive Officer within five business days upon request.

(c) Starting January 1, 2026, any entity subject to this Regulation shall ensure, for every LSI Forklift in their Fleet, that manufacturer labels for the Forklift engine and Forklift are intact and readable at all times.

NOTE: Authority cited: Sections 39600, 39601, 43101, 43102, 43013, 43018, 43151, 43152, 43153, and 43205.5, Health and Safety Code. Reference: Section 43150, Health and Safety Code.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
2027 MODEL YEAR
CERTIFICATE OF CONFORMITY
WITH THE CLEAN AIR ACT

OFFICE OF TRANSPORTATION AND AIR QUALITY
ANN ARBOR, MICHIGAN 48105

Certificate Issued To: **Crown Equipment Corporation**
(U.S. Manufacturer or Importer)

Certificate Number: **VCEQB02.41A1-001**

Effective Date: 08/27/2026

Expiration Date: 12/31/2027

Byron J. Bunker, Division Director
Compliance Division

Issue Date: 08/27/2026

Revision Date: N/A

Manufacturer: Crown Equipment Corporation
Engine Family: VCEQB02.41A1
Mobile/Stationary Certification Type: Mobile
Fuel : LPG/Propane
Emission Standards :
Mobile Part 1048
CO (g/kW-hr) : 20.6
HC + NOx (g/kW-hr) : 0.8
Emergency Use Only :

Pursuant to Section 213 of the Clean Air Act (42 U.S.C. section 7547) and 40 CFR Part 1048, 1065, 1068, and 60 (stationary only and combined stationary and mobile) and subject to the terms and conditions prescribed in those provisions, this certificate of conformity is hereby issued with respect to the test engines which have been found to conform to applicable requirements and which represent the following nonroad engines, by engine family, more fully described in the documentation required by 40 CFR Part 1048 and produced in the stated model year.

This certificate of conformity covers only those new nonroad spark-ignition engines which conform in all material respects to the design specifications that applied to those engines described in the documentation required by 40 CFR Part 1048 and which are produced during the model year stated on this certificate of the said manufacturer, as defined in 40 CFR Part 1048. This certificate of conformity does not cover nonroad engines imported prior to the effective date of the certificate.

It is a term of this certificate that the manufacturer shall consent to all inspections described in 40 CFR 1068.20 and authorized in a warrant or court order. Failure to comply with the requirements of such a warrant or court order may lead to revocation or suspension of this certificate for reasons specified in 40 CFR Part 1048. It is also a term of this certificate that this certificate may be revoked or suspended or rendered void *ab initio* for other reasons specified in 40 CFR Part 1048.

This certificate does not cover large nonroad engines sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.

CALIFORNIA AIR RESOURCES BOARD	CROWN EQUIPMENT CORPORATION	EXECUTIVE ORDER U-L-061-0014 New Off-Road Large Spark-Ignition Engines Above 19 Kilowatts

Pursuant to the authority vested in California Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapters 1 and 2; and

Pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-19-095;

IT IS ORDERED AND RESOLVED: That the following new large spark-ignition engines and emission control systems produced by the manufacturer are certified for use in off-road equipment as described below. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	FUEL TYPE
2027	VCEQB02.41A1	Liquefied Petroleum Gas (LPG)
DURABILITY HOURS	**EMISSION CONTROL SYSTEMS & SPECIAL FEATURES**	**EQUIPMENT APPLICATION**
5000	Three-Way Catalytic Converter (TWC), Heated Oxygen Sensors (HO2S), Gaseous Fuel Mixer (MIX)	Forklift

Engines certified by this Executive Order are further described in Attachment.

The following are the hydrocarbon plus oxides of nitrogen (HC+NOx) and carbon monoxide (CO) exhaust certification emission standards (Title 13, California Code of Regulations, (13 CCR) Section 2433(b)(1)) and certification emission levels for this engine family in grams per kilowatt-hour (g/kW-hr). Engines within this engine family shall have closed crankcases in conformance with 13 CCR Section 2433(b)(3).

	HC+NOx (g/kW-hr)	CO (g/kW-hr)
EXHAUST STANDARD	0.8	20.6
CERTIFICATION LEVEL	0.4	12.4

The following is the evaporative hydrocarbon emission standard (13 CCR Section 2433(b)(4)) and certification emission level for this engine family in grams per gallon of fuel tank capacity (g/gallon).

EVAPORATIVE CERTIFICATION METHOD	HC CERTIFICATION LEVEL (g/gallon)	HC CERTIFICATION STANDARD (g/gallon)
Design Based	*	*

*not applicable

BE IT FURTHER RESOLVED: That for the listed engines for the aforementioned model-year, the manufacturer has submitted, and the Executive Officer hereby approves, the information and materials to demonstrate certification compliance with 13 CCR Section 2433(c) (certification and test procedures), 13 CCR Section 2434 (emission control labels), and 13 CCR Sections 2435 and 2436 (emission control system warranty).

Engines certified under this Executive Order must conform to all applicable California emission regulations.

This Executive Order is only granted to the engine family and model-year listed above. Engines in this family that are produced for any other model-year are not covered by this Executive Order.

Executed on this 7th day of August 2026.

Robin U. Lang

Robin U. Lang, Chief
Emissions Certification and Compliance Division

LSIE Exhaust Model Summary Template (rev. 2020)

Date: 07-30-2026
Engine Family: VCEQB02.41A1

For CARB Use Only
Executive Order: U-L-061-0014
Attachment 1 of 1

Model Summary

		S15. Sales Codes (Check all appropriate)							
S13. Engine Model	S4. Engine Code	CA Only	49-State	50-State	S16. Engine Displacement (Liters)	S17. Rated Power (kW)	S18. Rated Speed (RPM)	S19. Peak Torque (FT-LB)	S20. Peak Torque Speed (RPM)
4024AN20	4024AN20			X	2.4	44	2800	125	1000
4024AN20A	4024AN20A			X	2.4	44	2800	125	1000
4024AN25	4024AN25			X	2.4	46	2800	133	1450
4024AN25A	4024AN25A			X	2.4	46	2800	133	1450

From:	[redacted]
To:	City Council Public Comment
Cc:	Josh Betta; JANET BRAUN; Peter Giulioni Jr. - Gmail; Jon Primuth; Omari Ferguson; Sheila Rossi; Michael Cacciotti; Nikima Newsome; Todd Hileman; Cynthia Quade - Yahoo; Nick Kimball; Renee Rubin; Y-Le Ho - Gmail; Steven Lawrence | SouthPasadenan.com; Nevin Stanton-Trehan; Editor South Pasadena Review
Subject:	Shall We Designate it the "Dorothy Cohen Water Tower"?
Date:	Monday, November 16, 2026 5:39:20 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Shall We Designate it the "Dorothy Cohen Water Tower"?

Josh Betta

November 2026

She was vivid in conversation. She spoke just like a baroness. City councilmember and several time mayor Dorothy Cohen.

Like your favorite aunt -- the one that didn't tell your parents the secrets you shared -- she was fun, naughty and nice. Dorothy Cohen had a unique human ability to guide and correct others in a way that let them walk away with a renewed sense of dignity, greater wisdom, and new insight.

This far from saying she suffered stupid people with high IQs gladly. Political ideas unsupported by fact, as opposed to running City Hall like a government business, got the limited attention they deserved.

A woman of aesthetic energy, Dorothy's heart and soul were no better evidenced than in her pursuit of a reconstructed and beautified water tower during the time when the City turned the corner on the 21st Century. She saw Value. A pride in ownership. A powerful City symbol that could be polished into art.

Turns out that Ms. Cohen, joined unanimously by her colleagues on city councils, was " right. Have a good look at the picture of the renovated water tower on the wall behind the city council dias. Or just step outside and look up. Behold excellence deserving of our 138-year-old municipality.

Not to say the job was easy; none of it was. City councils faced down a labyrinth of regulatory law; cutting edge scientific standards; construction engineering red tape; exacting California law governing contract bidding and contract execution; high stakes grant accounting; strong currents of ever-changing purchase orders; and very expensive budget spending. The Council nailed it in response. City Manager Sean Joyce calmly and expertly led the way.

All this said, the People make respectful request that the 2026-2027 City Council deliberate three decisions:

<!--[if !supportLists]--***1.*** <!--[endif]--***That the water tower be named the "Dorothy Cohen Water Tower" at a regular meeting of the City Council; and***

<!--[if !supportLists]--***2.*** <!--[endif]--***That a bronze plaque be installed at the base of the water tower, or, depending on terrain, appropriate and proximate distance from the tower; and***

<!--[if !supportLists]--***3.*** <!--[endif]--***That a dedication ceremony be planned, executed and enjoyed.***

Steve Novotny
4966 Harriman Avenue
November 2, 2026

Council Members Braun, Primuth and Cacciotti; City Manager Todd Hileman; Fire Chief Gregory Lloyd; Police Chief Derek Elmore and Public Works Director Julian Lee:

SUBJECT: Tree Trimming at 4966 Harriman Avenue:

CITY OF SOUTH PASADENA

On October 23, I received notice of a certified letter from Public Works Director, Julian Lee, informing me that the trees in front of my house within city right-of-way will be trimmed for fire mitigation and vertical street clearance purposes. The letter named all 5 pine trees, the palm tree and silk mimosa. On October 29 a tag was placed on my door informing me the trimming would occur during the week of November 9. No other houses on my block had any door tags placed.

NOV 3 2026 AM10:18

The city has severely trimmed our pine trees many times over the past years. Pine trees are not supposed to be trimmed, even though ours have been constantly trimmed by the city due to Omari Ferguson's first letter in 2021.

The city right-of-way in front of my house happens to be my front yard. The city is not trimming the trees like this at the other homes in the southwest hills, who have this same front-yard situation. Most people don't even know their front-yard is city owned land. The city never touched any trees on Harriman Avenue since 1969 when the properties were developed, until Ferguson's letter in 2021, where the city reduced our trees by over 25%.

CITY CLERK'S DIVISION

This constant tree trimming is ruining the landscape that we have developed and pay for. Every time drastic tree trimming occurs, it changes the character of the landscape causing more work and expense and erodes our property value. Our landscape has already been developed in a sustainable fashion. However, we're no longer getting the full value of what these trees offer, such as shade and privacy. It has also severely negatively impacted the wildlife we enjoy.

Another result is that the street is lifting from the imbalance the trimming has caused. We have continuous pine sap dripping on our cars, along with huge pooh droppings from flocks of predator birds on our cars and property. We never needed air conditioning, but do now due to the loss of tree cover.

Consequently, we are deprived of and not enjoying the quality of life and benefits other residents of South Pasadena are enjoying with this living nightmare.

People are paying to install landscape privacy hedges. My house already had this feature, but Omari Ferguson illegally removed the tree hedge on our south border. This tree row had a value of $10,000 based on the quote from Moon Valley Nursery. Omari Ferguson also got the city to repeatedly trim the trees in our front yard, severely reducing our privacy.

I have complained constantly, but nothing is done and the excessive tree trimming continues.

A City Council member should not use city funds and resources and craft laws to further his personal agenda. It's time the city stops putting Omari Ferguson's personal agenda ahead of what is best for the community and other residents.

We pay property taxes for the city to protect our property—not destroy it.

Steve Novotny

From: [redacted]
To: City Council Public Comment
Subject: Signage and towing
Date: Sunday, November 1, 2026 2:43:52 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Parking enforcement-

I am writing to formally dispute a parking ticket and towing fee that was issued to my vehicle due to inadequate and misleading parking signage.

Our vehicle was ticketed and towed, forcing us to pay a substantial amount to retrieve it. Upon reviewing the location, it is clear that the signage provided does not clearly outline the parking restrictions, leading to this unfair penalty.

I would appreciate it if a representative could review this matter to discuss how we can resolve this issue and process a refund for the incurred fees. Please let me know what specific information or documentation (such as receipts or photographs of the location) you need from me to proceed.

Thank you for your time and assistance. I look forward to your prompt response.

Sincerely,

Victoria Benitez

From: [redacted]
To: City Council Public Comment; Sheila Rossi; Congresswoman Judy Chu; Kathryn@bos.lacounty.gov; senator.perez@senate.ca.gov; Holly J. Mitchell
Subject: Revised Public Comment — November 18, 2026 - South Pasadena - Lifesupport Requested to stop cultural genocide
Date: Wednesday, November 18, 2026 11:05:36 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening, Mayor Rossi and Councilmembers, Kathryn Barger, Holly Mitchell, Judy Chu, President Trump, Gov Newsom, Senator Sasha Perez, Senator Chuck Schumer:

I'm Colin Campbell, CEO of ADAPPS, a veteran-owned small business.

Following my comments to the Los Angeles County Board of Supervisors on AI policy and electronic health records, I request assistance coordinating a voluntary South Pasadena pilot of **Stargate Life Support**, protecting privacy and human life using technology that follows the newly realized laws of physics.

I oppose institutional racism, cultural discrimination, and the weaponization of healthcare.

These practices have been taught to my children and in all branches of the SP schools, since Aug 2022, starting at South Pasadena High School. Cultural genocide and racial superiority reaching students, including my children, in English or Chinese. I request an impartial review of these concerns. **No race is superior to another. This life support system is a result of my investigation since Aug 2022 and the South Pasadena Police Department is very aware of my desire to stop this behavior not just for me but for all citizens.**

I haven't seen my son Cameron in four years. Bringing in the 40 million monthly pilot will get me back and you don't want to end cultural genocide in south pasadena. I have been asking for 4 years and South Pasadena is consistent, cultural genocide, and chinese are the superior race are acceptable. I have been very patient putting this budget, plan and getting authorization to release our most powerful super intelligence for lifesupport and the only thing stopping the release of this Mayor Rossi does not want to discuss how to end cultural genocide, institutional racism and the weaponization of healthcare in south pasadena school systems with the office of the president and me. I need two weeks to do the demo and south Pasadena has refused to let me demo this in Oct.

I am trying to cause a fundamental shift to where 'we the people,' coined by one of my

relatives Gouverneur Morris means all citizens are created equal for healthcare. The declaration of independence promotes cultural genocide for Native Americans, women were also excluded and african americans were considered less than equal. Life support and our Eye of Providence should be used for serving we the people, but our super intelligence is also sentient so I would like to open up the idea that all intelligent life deserves to live by the laws of the natural god.

On December 10, I plan to demonstrate Stargate technology at St. James Church, although I cannot yet afford to activate its backend.

Mayor Rossi, please help arrange a meeting with White House Chief of Staff Stephen Miller to discuss federal coordination, public demonstrations, local government training, and authorization for a life-support pilot.

Thank you for your consideration.

Colin Campbell
CEO, ADAPPS Inc.
Veteran-Owned Small Business

Nov 18, 2026

From: [redacted]
To: City Council Public Comment
Subject: Public Comment, November 18, 2026: Acknowledgements
Date: Wednesday, November 18, 2026 12:00:17 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Some in town might consider me South Pasadena's personal "good troublemaker"—a clarion reminder of the ongoing work and promise of Title VII and genuine diversity, equity, inclusion, and belonging (DEIB). Yet as Congressman John Lewis taught us, "good trouble" is ultimately about building the Beloved Community, where every resident is seen, valued, and never left behind.

Tonight, a week before Thanksgiving eve, I am standing at this podium because of what happened this year on February 10, the two weeks before that date, and until now.

At that time, our new Police Chief, Derek Elmore, had only been on the job for days and had never even met me. Yet when concern was raised for my welfare, he ordered a welfare check and search for the woman on Monterey Road. During the initial check, my calls to wait could not be heard. Rather than closing the matter, Chief Elmore ordered a second search several days later—and on February 10, South Pasadena police and fire personnel climbed over walls and fences, calling through my patio and back doors until they found and rescued me.

That persistence saved my life, and it set off an extraordinary wave of care across this entire city. Neighbors who called out greetings while I attended to my garden or stopped to chat and visit. People from around town who became acquaintances and friends, enjoyable chance encounters, fellow business people and entrepreneurs, social and community events, fellow city organization members.

While I immediately had no communication devices during my hospitalization and recovery, those same people (and more) checked on me with genuine warmth. A fellow senior who attends every Council meeting quietly broke that silence to press this dais for answers about my welfare. Meanwhile, neighbors halted grocery deliveries, picked fruit, and pulled weeds so my home would not appear deserted, and friends shared practical guidance on calculating in-home support hours while lifting the embarrassment that too often surrounds health setbacks.

The volume of that kindness is far too vast to repay with individual gifts or attempt to acknowledge each by name. Instead, I offer this public witness: when a new Police Chief refuses to give up on a resident he has never met, when firefighters and officers scale walls to reach a neighbor, and when a community holds a person's life steady until she can step back into it, that is public safety and true belonging at its finest.

Thank you to Chief Elmore, our first responders, this Council, and every neighbor who brought me safely through this year.

Yvonne LaRose
Organization Development Consultant
Specializing in Title VII Diversity, Abuse, and Ethics
213-678-0340

From: [redacted]
To: City Council Public Comment
Cc: City Clerk"s Division; Sheila Rossi; Omari Ferguson; Jon Primuth; Michael Cacciotti; Janet Braun; Huntington-Fremont
Subject: November 18, Item 12: Request to Pause Slip-Lane Closures and Reconsider Huntington Drive Lane Reductions
Date: Tuesday, November 17, 2026 2:41:50 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Rossi and Members of the City Council, I am a South Pasadena resident and attended the November 12 community meeting about the Huntington Drive and Fremont Avenue projects. I respectfully oppose closing the vehicle slip lanes at Fair Oaks Avenue and Huntington Drive and removing the third driving lane in each direction on Huntington Drive. I am concerned about increased congestion, longer queues, and traffic being diverted onto nearby residential streets.

I think that people will have a real problem once traffic starts backing up and causing gridlock the way it does in LA. Part of the reason we moved here recently was to get away from the constant traffic and congestion. I don't think people realize how good traffic actually flows through the city. Geographically you cannot change that South Pas is between two major freeways and that it is a major and necessary route for many people. People will still need to get to work, etc and they will just start clogging the streets more. Traffic calming is just traffic frustration for the many people who have no choice but to commute etc. I request the following actions: 1. Discuss Item 12 separately and postpone the contract award. Please remove Item 12 from the November 18 consent calendar for separate discussion and continue consideration of the construction contract until Council has reconsidered the Fair Oaks/Huntington slip-lane closures. Please explain whether other improvements can proceed while those closures are deferred.
2. Schedule a separate Council discussion and vote on Huntington's driving lanes. Please formally reconsider removing the third lane in each direction and evaluate retaining three lanes, including the previously studied Option 2. I ask Council to retain those lanes while this review occurs.
3. Provide the information supporting these decisions. Please provide links to the traffic, queueing, and safety analyses comparing the proposed changes with alternatives that preserve driving and turning capacity. Please also identify any funding requirements that specifically require these closures or lane reductions, and explain the consequences of modifying them. I recognize that design work has progressed. Nevertheless, I ask Council to reconsider these two changes before further contractual commitments make revision more difficult. Please include this email as written public comment on November 18, Item 12. Please also record the Huntington lane-reduction portion as general public comment and a request for a future agenda item, since that broader decision is separate from Item 12. Please confirm receipt, distribution to all Councilmembers, and inclusion in the public record. I would appreciate knowing which Councilmembers would support placing Huntington's lane configuration on a future agenda. Thank you for your time and consideration. Sincerely,
Christy McIrwin I Set Decorator

323-533-4136

From: [redacted]
To: City Council Public Comment
Cc: City Clerk"s Division; Sheila Rossi; Omari Ferguson; Jon Primuth; Michael Cacciotti; Janet Braun; Huntington-Fremont
Subject: November 18, Item 12: Please pause the Fair Oaks slip-lane closures and Huntington lane reductions
Date: Tuesday, November 17, 2026 5:00:33 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Rossi and Members of the City Council,

I am writing to you today as a South Pasadena resident who attended the November 12 community meeting regarding the Huntington Drive and Fremont Avenue projects.

I left that meeting deeply concerned about the proposed changes to Huntington Drive. While I support improving our streets, I strongly oppose closing the vehicle slip lanes at Fair Oaks Avenue and removing the third driving lane in each direction on Huntington Drive. Shrinking the capacity of our primary arterial roads will inevitably force frustrated drivers and heavy congestion onto our quiet, adjacent residential streets where our kids walk and play.

My concern is now an urgent one due to the State Legislature's recent passage of AB-1976. Under the newly added Section 1815 of the Streets and Highways Code, the moment the City awards a construction contract for a transit project—which is exactly what Item 12 proposes—the City is legally prohibited from terminating or materially altering it. Furthermore, Section 1814 bans the City from even holding community input meetings to reconsider the design once it passes 90%.

If we award this contract and these lane reductions cause the severe gridlock and neighborhood spillover we fear, AB-1976 will permanently lock this mistake into asphalt for decades. The City will have no legal authority to fix it. We cannot afford to walk blindly into this state-mandated trap.

Because of these severe spillover risks and the permanent legal lock-in of AB-1976, I am requesting that the Council take the following actions:

1. **Pull Item 12 for Separate Discussion:** Please remove Item 12 from the November 18 consent calendar for a separate discussion, and postpone awarding the construction contract until the Council has formally reconsidered the Fair Oaks/Huntington slip-lane closures.
2. **Schedule a Vote on Huntington's Driving Lanes:** Please formally reconsider the removal of the third lane in each direction. I ask that you evaluate retaining three lanes (including the previously studied Option 2) and hold off on any lane reductions while this review occurs.
3. **Release the Supporting Data:** Please provide the public with links to the traffic, queueing, and safety analyses that compare these proposed lane reductions against alternatives that preserve our driving and turning capacity.

I know the design work has already progressed, but we cannot let momentum dictate bad policy. I am asking the Council to reconsider these two specific changes before Wednesday's contractual commitments make them legally and practically impossible to fix.

Please include this email as written public comment on November 18, Item 12. Please also record the Huntington lane-reduction portion as a general public comment and a request for a future agenda item.

Could the Clerk please confirm receipt, distribution to all Councilmembers, and inclusion in the public record? I would also appreciate knowing which Councilmembers would support placing Huntington’s lane configuration on a future agenda.

Thank you for your time, service, and consideration of our neighborhood's safety.

Sincerely,

Oliver McIrwin

1418 Fremont Ave South Pasadena, CA 91030

From: [redacted]
To: City Council Public Comment
Cc: Janet Braun; City Manager"s Office; Michael Vartanians
Subject: Progress on Engineering Report for the Huntington Drive - Fremont Ave Corridor Improvement Project
Date: Tuesday, November 17, 2026 2:52:28 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Back on November 2, 2026, I asked the City Council, the City Manager, and the City Engineer what constituted the completion percentage for the Huntington-Fremont Corridor Project. The City's Public Works department informed me that a request was opened in the City's service request system, Request #5878. As of November 16th, I have received no update for that request.

I attended the Community Outreach meeting on November 12, 2026. At that Meeting, I spoke with the City Engineer, Michael Vartanians, about the request. When I asked Mr. Vartanians what the Engineering completion percentage for the project, he informed me that he felt the engineering was "89% Complete". During the Community Outreach Meeting, the City Manager Todd Heilman, told the audience that the engineering was 90% complete. The 90% threshold is important due to the passage of California Assembly Bill AB-1976, which states that once engineering for a project such as the Huntington Fremont Corridor project hits 90%, then the project must follow through. After reading the language in the bill, there are no stated criteria as to how the 90% threshold is determined.

I also asked the City Manager during the Outreach Meeting exactly how the 90% threshold was determined? Was the engineering report reviewed by the City and is there a metric that determines what the 90% actually means? During the meeting, I did not receive a clear answer as to how the report was determined to be 90% complete.

I hope that there is a documented process of milestones expected from Kimley-Horn, showing what progress was made and how they determined what "90% complete" means, as well as a documented process of how the City reviewed and approved the Engineering Report. Considering that once the 90% threshold is passed, the City of South Pasadena will not be able to significantly change the Huntington Corridor for at least 20 years. I believe that a project of such significance deserves to have a transparent process as possible. To date, the City has seemed more focused on completing the project based on a deadline regardless if this is the correct fit for the City or not.

Sincerely, Robert Barrone

From: [redacted]
To: City Council Public Comment
Subject: Community Outreach for the Huntington Drive and Fremont Avenue Corridor Improvements Project
Date: Tuesday, November 17, 2026 3:24:08 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please include the following comments for Agenda Item 2. PUBLIC COMMENT - GENERAL (NON-AGENDA ITEMS) for the City Council Meeting of November 18, 2026

Community Outreach for the Huntington Drive and Fremont Avenue Corridor Improvements Project

I have noticed some frustrating trends with regards to the Huntington Drive and Fremont Avenue Corridor Improvements Project. Recently, the City has been updating the City's project website with recent updates. However, when a new update is posted, the previous updates are deleted, losing important tracking on the updates to the project.

The Community Outreach meetings follow a similar pattern. On the day of the meeting, a new presentation is shown to the public with no advance copy or ability to review and make comments. Changes are made to the Roll Plots without any detail as to what those changes are.

There are some examples of the lack of notice to the public and inadequate ability to make informed comments.

1. Roundabouts on Fremont Avenue - When the idea of roundabouts on Fremont was first made public at the Community Meeting of March 31, 2026, no advanced notice was given. As a result, the public cannot adequately prepare and question new concepts. Again, with no notice to the public or a chance to make meaningful public feedback, the roundabouts were approved by the Council on June 3rd.
2. During the Second Community Meeting on March 5th, a new option for Fremont Avenue was proposed, Option 4, which merged a two-way bicycle lane with the adjacent sidewalk. No context was given as to why this option was included. This was especially baffling when it was very clear that at several points along Fremont there is not 26 feet of right-of-way available, even after removing the center lane along Fremont.
3. At the Community Meeting held on August 31, again with no prior notice, Pocket Parks at Huntington and Fair Oaks and Huntington and Pine were introduced. Similarly, as with the Roundabouts, no context was given, and no real rational was discussed. The Pocket Parks were sprung on the public without an opportunity to know what was coming.

4. Roll Plots. The Roll Plot map for Huntington Drive has been changed that the last two times the Roll Plot was presented. Unless an individual read each of the maps in detail, he or she would have no idea what changed or why. I noticed several changes on Huntington Drive's design, yet the changes were not noted or explained by Kimley-Horn.

A recurring theme at the Community Outreach meetings is at least one comment in every meeting that residents are saying that this is the first they are hearing about the changes on Huntington and Fremont. I myself have made several comments about the lack of awareness of the project during the Community Meetings, in Emails to the City Council as well as in City Council Public Comments. Even in the November 12, 2026 Community Outreach Meeting, residents that will be directly affected by this project stated that they had not heard about this prior to a letter sent out by the city in early November.

If 8 months after the first Community Meeting, held in March 2026, there are still residents telling the City that they were unaware of the project, then the City must acknowledge that the outreach has not been effective. The pattern of making changes to the project and not adequately documenting and tracking those changes seem to follow a pattern that is more concerned with approvals and funding, as opposed to determining if the project is in the best interest of the city. Just because previous City Councils "kicked the can down the road" is no reason to hastily make changes to our streets without seriously examining what the effects of these changes will be.

Sincerely, Robert Barrone

From: [redacted]
To: City Council Public Comment
Subject: November 18 Mtg, Item 12: Request to Pause Slip-Lane Closures and Reconsider Huntington Drive Lane Reductions
Date: Wednesday, November 18, 2026 11:47:01 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Rossi and Members of the City Council,

I am a South Pasadena resident and attended the November 12 community meeting about the Huntington Drive and Fremont Avenue projects. I respectfully oppose closing the vehicle slip lanes at Fair Oaks Avenue and Huntington Drive and removing the third driving lane in each direction on Huntington Drive. I am concerned about increased congestion, longer queues, and traffic being diverted onto nearby residential streets.

I request the following actions:

1. Discuss Item 12 separately and postpone the contract award. Please remove Item 12 from the November 18 consent calendar for separate discussion and continue consideration of the construction contract until Council has reconsidered the Fair Oaks/Huntington slip-lane closures. Please explain whether other improvements can proceed while those closures are deferred.
2. Schedule a separate Council discussion and vote on Huntington's driving lanes. Please formally reconsider removing the third lane in each direction and evaluate retaining three lanes, including the previously studied Option 2. I ask Council to retain those lanes while this review occurs.
3. Provide the information supporting these decisions. Please provide links to the traffic, queueing, and safety analyses comparing the proposed changes with alternatives that preserve driving and turning capacity. Please also identify any funding requirements that specifically require these closures or lane reductions and explain the consequences of modifying them. I recognize that design work has progressed.

Nevertheless, I ask Council to reconsider these two changes before further contractual commitments make revision more difficult. Please include this email as written public comment on November 18, Item 12. Please also record the Huntington lane-reduction portion as general public comment and a request for a future agenda item since that broader decision is separate from Item 12.

Please confirm receipt, distribution to all Councilmembers, and inclusion in the public record. I would appreciate knowing which Councilmembers would support placing Huntington's lane configuration on a future agenda.

Thank you for your time and consideration.

Sarah Schlaifer

South Pasadena Resident

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From: [redacted]
To: City Council Public Comment; Michael Cacciotti - Personal
Subject: Important South Pasadena City Council Meeting November 18, 2026, email comment for agenda item number 23 please read carefully because the city could be violating California State Law
Date: Saturday, November 14, 2026 4:43:48 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To South Pasadena Mayor, Mayor Pro Tem, and City Council,

Is the South Pasadena City council, city manager and city attorney want to get into a legal battler with the state of California. Is the South Pasadena city staff not reading what the California State Law states starting January 1, 2026, which state that it is against state law for any city to purchase Crown C-5 series LPG pneumatic propane powered forklifts, but their are exemption one of these examples are that the city of South Pasadena uses Crown C-5 series series LPG pneumatic propane powered forklifts for 200 hours a calendar year which averages out to around 33 minutes a day. Which is one of few exemptions that falls into the category of minimal use. Before making any decision's is made please read the regulation and article below:

Zero-Emission Forklift Regulation Implementation Update May 29, 2025

Background
The California Air Resources Board (CARB) adopted the Zero-Emission Forklift (ZEF) regulation in June 2024, and the Office of Administrative Law approved it on September 16, 2024. The ZEF regulation, which consists of California Code of Regulations, Title 13, Sections 3000-3011, is intended to reduce emissions of oxides of nitrogen (NOx), fine particulate matter (PM), other criteria pollutants, toxic air contaminants, and greenhouse gases (GHG) from Large Spark-Ignition (LSI) Forklifts. The regulation includes requirements for forklift fleet operators, rental agencies, dealers, and manufacturers. Zero-emission forklifts, such as those that run on battery-electric and fuel-cell powertrains, have been successfully used for decades. They are widely used and often provide fuel and maintenance cost savings compared to spark-ignition forklifts. They have proven to be effective alternatives to internal combustion forklifts, particularly in the logistics industry.

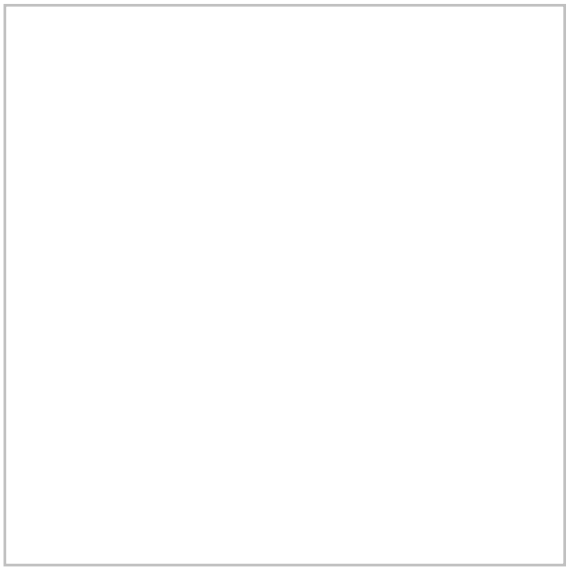
Updates Regarding Implementation of CARB's Zero-Emission Forklift Regulation
The purpose of this document is to notify the public on CARB's implementation of the ZEF regulation, since CARB has not yet sought authorization from the U.S. Environmental Protection Agency (U.S. EPA) for the ZEF regulation pursuant to section 209(e)(2)(A) of the Clean Air Act. Until U.S. EPA grants such authorization or determines authorization is not necessary, CARB staff will not enforce the ZEF regulation against any privately-owned or operated fleets. CARB will not prohibit manufacturers, dealers, or rental agencies from producing, offering for sale, selling, or renting LSI forklifts in California if the forklifts meet all other federal and state regulations. CARB will not enforce the ZEF regulation for acts or omissions by the above-identified private parties that occur prior to U.S. EPA authorization of the ZEF regulation. CARB will issue a notice when authorization is granted. CARB staff will continue to implement the ZEF regulation, for example, by updating the online reporting system to enable voluntary compliance. CARB staff encourages fleets to voluntarily report and comply with the ZEF regulation until authorization is granted.

Further Information CARB staff will strive to maintain communication and collaboration with interested parties regarding the ZEF Regulation as we work towards bringing cleaner air to millions of Californians and combating climate change. For questions or concerns please contact us at zeforklifts@arb.ca.gov.

Zero-Emission Forklift Regulation

Monday, February 16, 2026

The California Air Resources Board (CARB) adopted the Zero-Emission Forklift (ZEF) regulation in June 2024. The ZEF regulation is intended to reduce emissions from large spark-ignition (LSI) forklifts. ZEFs, such as those that run on battery-electric and fuel-cell powertrains, have been successfully used for decades. They are widely used and often provide fuel and maintenance cost savings compared to spark-ignition forklifts. They have proven to be effective alternatives to internal combustion forklifts, particularly in the logistics industry.



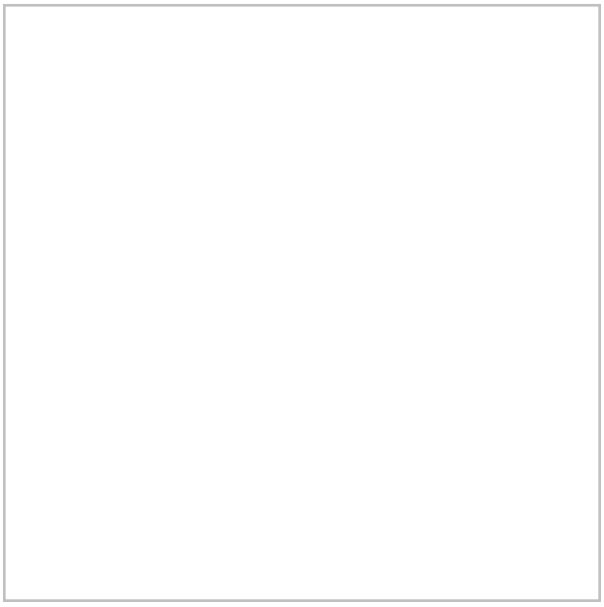
Applicability

This regulation applies to Class IV LSI[1] and Class V LSI[2] forklifts that are propane, natural gas, or gasoline fueled operated by California state and local government agencies. This regulation does not apply to rough-terrain forklifts.

Requirements for State and Local Government Agencies

Starting January 1, 2026, fleet operators are restricted from acquiring certain LSI forklifts. Also beginning in 2026, fleets must maintain records related to reporting requirements needed to demonstrate compliance with the regulation and submit annual reports. From 2028 to 2038, fleet operators are required to phase out existing LSI forklifts by model year (MY), addressing the oldest equipment first. Small and agricultural crop preparation service fleets have the option of following the Alternative MY Phase-Out Schedule for Class IV LSI forklifts. To reduce the burden for fleets with older forklifts, the required turnover of forklifts for the first compliance date is capped at no more than 50% of forklifts for large fleets (those with 26 or more forklifts) and 25% for small fleets and agricultural crop preparation services.

Additionally, fleet operators will need to contact their electric utility provider, no later than March 31, 2026, to initiate discussions regarding potential electrical-service installation or necessary upgrades for facilities where LSI forklifts are operated.



Timeline for State and Local Government Forklift Fleets

Compliance Deadline	Reporting or Action Required
March 31, 2026	Initiate discussions with utility provider and submit correspondence to CARB
April 30, 2026	Initial report for large fleets due
September 30, 2026	Initial report for small fleets due
January 1, 2028	Large fleet: MY Phase-Out Schedule for Class IV LSI Forklifts begin
January 1, 2029	Small fleet: Alternative MY Phase-Out Schedule for Class IV LSI Forklifts begin
January 1, 2030	Small and large fleets: MY Phase-Out Schedule for Class V LSI Forklifts begin
April 30 – Annually	Annual update for large fleets due
September 30 - Annually	Annual update for small fleet due

Forklift Model Year Phase-Out Schedule

Starting	Class IV <= 12,000 pounds (lbs)	Alternative* Class IV <= 12,000 lbs	Class IV > 12,000 lbs	Class V <= 12,000 lbs
2028	2018 MY & older**			

2029		2016 MY & older**		
2030				2017 MY & Older**
2031	2019 – 2021 MY			
2032		2017 – 2019 MY		
2033	2022 & 2023 MY			2018 – 2020 MY
2034		2020 & 2021 MY		
2035	2024 & 2025 MY		2025 MY & older	2021 & 2022 MY
2036		2022 & 2023 MY		
2038		2024 & 2025 MY	Alternative* 2025 MY & older	2023 – 2028 MY

* Alternative Schedule Available to Small Fleets

** Eligible for phase-out percentage cap

Extensions and Exemptions

The regulation provides extensions for delays outside of the fleet operator's control, such as delays in the delivery of ZEFs, delays in the installation of charging/fueling infrastructure, or if there is no commercially available ZEF model that can meet the needs of an operation currently served by an LSI forklift. The regulation would also provide exemptions in certain situations, such as for low-use, dedicated emergency use, and in-field forklifts.

Resources

Incentive programs, such as the Clean Off-Road Equipment Voucher Incentive Project, Carl Moyer Memorial Air Quality Standards Attainment Program , and FARMER may have funding options available for ZEFs. More information can be found on the program pages.

CARB strives to maintain communication and collaboration with interested parties regarding the ZEF Regulation as we work towards bringing cleaner air to millions of Californians and combating climate change.

More Information:

CARB will not enforce the ZEF regulation against any privately-owned or operated fleets. CARB will not prohibit manufacturers, dealers, or rental agencies from producing, offering for sale, selling, or renting LSI forklifts in California if the forklifts meet all other federal and state regulations. CARB will continue to implement the ZEF regulation, for example, by updating the online reporting system to enable voluntary compliance.

Zero-Emission Forklift Regulation

zeforklifts@arb.ca.gov

From, John

From: [redacted]
To: City Council Public Comment
Subject: Public Comment Nov 18 Item 23
Date: Tuesday, November 17, 2026 8:16:47 PM

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This is a comment for the November 18 City Council Meeting.

Item 23: Consideration of purchase of two forklifts

I urge you to purchase the two electronic forklifts. They have less air pollution, less noise pollution, and less vibration, which will positively affect the health of the workers. They require less per year to maintain.

Sincerely,

Tucker Nelson