



April 01, 2025

The Honorable Mike Johnson
Speaker of the House
U.S. House of Representatives
20515

The Honorable Steve Scalise
Majority Leader
U.S. House of Representatives
20515

The Honorable John Thune
Majority Leader
U.S. Senate
20510

The Honorable John Barrasso
Majority Whip
U.S. Senate
20515

Dear House and Senate Republican Leaders.

America's trucking industry and the 8.5 million Americans who work in trucking related jobs seek your urgent attention in preventing the nation's next supply chain crisis.

As the primary mover of more than three quarters of the nation's freight, the trucking industry requires uniform, national rules and standards to facilitate interstate commerce and deliver for American businesses and families safely and efficiently. When the Biden Administration granted waivers to California under the Clean Air Act, establishing technically unachievable emission standards along unrealistic timelines, it created a cascade of consequences that are now reverberating across the country, setting the trucking industry up for failure, and threatening to upend the supply chain for consumers.

To avoid this unnecessary outcome, we respectfully request Congress take the following actions:

First, Congress should use the Congressional Review Act to immediately revoke the waivers granted to California by the Biden Administration. These standards, which have been adopted by 10 other states, are causing equipment costs to skyrocket for trucking companies, combined with a severe shortage of new and available clean-diesel equipment. This will put enormous inflationary pressure on the economy.

Second, Congress should amend the Clean Air Act to revoke the statute's waiver authority, preserving federal purview over interstate commerce, and ensuring once and for all that the trucking industry has seamless emission standards at the national level to rely on and plan for.

We cannot overstate the urgency of this matter. California-led standards are already having a significant impact in the states that have adopted them and beyond. Beginning with the 2024 model year, the Advanced Clean Trucks (ACT) regulation mandates that manufacturers progressively increase zero-emission vehicle (ZEV) sales, aiming for 55% of Class 2b-3 vehicle sales, 75% of Class 4-8 vehicle sales, and 40% of Class 7-8 tractor sales to be ZEVs by the 2035 model year.

The Low NOx Omnibus requirements, which took effect in 2024, further complicate the situation by imposing stricter nitrogen oxide (NOx) emission standards for heavy-duty vehicles, adding additional

compliance burdens. With purchase cycles already underway, fleets are now facing difficult decisions that will impact their operations and costs for years to come.

As you look at various legislative vehicles to expedite a range of policy priorities this year, we ask that you consider any and all legislative means to address this issue, which affects every consumer and business across the country. The trucking industry's dedication to serving our nation and economy is unwavering, but due to the policy failures of the past Administration, we need your leadership to help us deliver on that critical mission.

Sincerely

A handwritten signature in black ink, appearing to read "Chris Spear". The signature is fluid and cursive, with the first name "Chris" being more prominent than the last name "Spear".

Chris Spear
President & CEO
American Trucking Associations