



May 15, 2025

The Honorable John Thune
Majority Leader
511 Dirksen Senate Office Building
Washington, DC 20510

The Honorable John Barrasso
Majority Whip
307 Dirksen Senate Office Building
Washington, DC 20510-5003

Majority Leader Thune and Majority Whip Barrasso:

The members of the Clean Freight Coalition (CFC) comprise leaders of the commercial vehicle industry that have a long history of working together to support the needs of motor carriers, drivers, dealers and provide important services for fleets and bus passengers. The Clean Freight Coalition (see members below) was formed by its members for the purpose of advocating for sound public policies which promote a transition to cleaner trucks that is sustainable, affordable, and protects the nation's supply chain. All these stakeholders have worked tirelessly to support the movement of our nation's freight and passengers, while simultaneously significantly improving commercial vehicle emissions.

We urge the Senate to utilize the Congressional Review Act (CRA) to revoke the Biden Administration's Clean Air Act waivers for California's Advanced Clean Truck (ACT) and Low NOx Omnibus (NOx) regulations. The CRA rescission is necessary to protect jobs, eliminate the inflationary pressures caused by these regulations, and prevent a regulatorily induced national supply chain crisis.

California's ACT and NOx regulations have been adopted by 10 other states, and the predicted negative consequences have already come to fruition, although far worse is yet to come if the waivers are not rescinded. In the states that have adopted these regulations, the industry is already experiencing equipment shortages and increased prices. Truck OEMs and dealers are already cutting their workforces due to decreased demand created by these regulations. These regulations, and the regulatory uncertainty caused by them, are financially forcing trucking companies to delay new truck purchases, creating a snowball effect that will create significant negative effects across the economy. A secondary negative effect of the forced delay of new truck purchases is that it will reduce the number of the newest technological trucks, which are the cleanest and safest, that would otherwise be operated on our nation's highways. Rescinding the waivers is good for the economy, the supply chain, and increasing the number of cleaner and safer trucks on the roads.

The trucking industry needs you to act now. Supporting the CRA will course correct the disastrous path created by these waivers and will return the regulatory power over the emission standards of the trucks that haul freight across our great nation back to the federal government where it belongs, and out of the hands of the regulators in the State of California. The men and women in the trucking industry have delivered for this nation during crisis after crisis, without exception, in providing for the transportation of the goods we all use on a daily basis. We ask that you exercise your statutory authority and rescind the ACT and NOx waivers for the benefit of our country.

Sincerely,

A handwritten signature in cursive script that reads "Jim Mullen".

Jim Mullen
Executive Director
Clean Freight Coalition



cc: Members of the CFC

Chris Spear, American Trucking Associations

Jacqueline Gelb, American Truck Dealers

Ryan Streblow, National Tank Truck Carriers

Jim Ward, Truckload Carriers Association

David Fialkov, National Association of Truck Stop Operators

Debbie Sparks, National Motor Freight Traffic Association

Fred Ferguson, American Bus Association

Gary Petty, National Private Truck Council

Dan Gage, The Transport Project