



March 10, 2025

The Honorable Mike Johnson  
Speaker of the House of Representatives  
H-232, The Capitol  
Washington, DC 20510

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

The Honorable Hakeem Jeffries  
Minority Leader  
2267 Rayburn House Office Building  
Washington, DC 20515

The Honorable Charles Schumer  
Minority Leader  
22 Hart Senate Office Building  
Washington, DC 20510

Speaker Johnson, Minority Leader Jeffries, Majority Leader Thune, and Minority Leader Schumer:

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 those who provide important services for fleets and bus passengers. The Clean Freight Coalition 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.

The CFC strongly encourages Congress to issue a joint resolution of disapproval for the Environmental Protection Agency's decisions granting California waivers of Clean Air Act preemption for its "Omnibus" Low NOx and Advanced Clean Truck rules. Such action would help stabilize the current regulatory environment and foster continued economic growth in the industry. Existing mandates in California have established unachievable Zero Emission Vehicle (ZEV) requirements and placed excessive regulatory burdens on the commercial trucking industry that must be reviewed and accordingly rescinded.

These rules have driven up the costs of heavy-duty vehicles and engines, translating to higher transportation costs and in turn have led to increased prices for groceries and consumer goods, exacerbating inflation and supply chain challenges. In addition, the lack of uniformity and regulatory certainty subjects commercial truck manufacturers and interstate fleet operators to a patchwork of unnecessary state standards and requirements that undermines the free flow of interstate commerce.

California's one-size-fits-all regulations fail to account for the unique operational requirements of the commercial vehicle industry. Ultimately, the federal government should provide regulatory relief for the trucking industry to maximize cost-efficient transportation of goods and to bring down prices for consumers, while providing appropriate environmental protections, incentivizing technological innovation, and encouraging nationwide commerce.

The CFC supports Administrator Lee Zeldin and the EPA's decision to transmit these rules to Congress and urges Congress to exercise its CRA authority to ensure that regulations in California do not jeopardize our entire nation's supply chain and economy.



Sincerely,

A handwritten signature in black ink 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