



Owner-Operator Independent Drivers Association

National Headquarters: 1 NW OOIDA Drive, Grain Valley, MO 64029

Tel: (816) 229-5791 Fax: (816) 427-4468

Washington Office: 1100 New Jersey Ave. SE, Washington, DC 20003

Tel: (202) 347-2007 Fax: (202) 347-2008

December 4, 2023

The Honorable Tim Walberg
2266 Rayburn House Office Building
Washington, DC 20515

Dear Representative Walberg,

The Owner-Operator Independent Drivers Association (OOIDA) is the largest trade association representing the views of small-business truckers and professional truck drivers. OOIDA has approximately 150,000 members located in all fifty states that collectively own and operate about 240,000 individual heavy-duty trucks. OOIDA's mission is to promote and protect the interests of its members on any issues that might impact their economic well-being, working conditions, and the safe operation of commercial motor vehicles (CMVs) on our nation's highways.

We are writing to express our support for H.R. 4468, the Choice in Automobile Retail Sales (CARS) Act, and encourage Representatives to support this legislation when it is brought to the House Floor for a vote. This legislation would help ensure the continued availability of engine technologies that small-business truckers depend on for their livelihoods and are necessary to keep our supply chain functioning. Specifically, the bill would prohibit the EPA from issuing any mandate that would require the use of a specific engine technology or limit the availability of new vehicles based on engine type.

The Environmental Protection Agency (EPA) has continued a regulatory blitz on small-business truckers in recent years and attempted to force truckers into purchasing costly alternative vehicles. It's baffling that the EPA has pushed forward with more impractical emissions timelines without first addressing the overwhelming concerns with electric CMVs such as the absence of a national charging infrastructure network for heavy-duty trucks.

In recent decades, the trucking industry has been subjected to numerous federal and state regulations relating to environmental emissions. Some of these standards were necessary and have undoubtedly been successful in reducing vehicle emissions. However, many were short-sighted, have been difficult to implement, and driven costs higher for small-business truckers. The influx of regulations has helped increase the average price of a new truck almost 52 percent since 2001.¹ In some cases, these costs can limit the environmental benefits of the regulations by

¹ [Owner-Operator Member Profile Survey 2022, OOIDA Foundation \(2022\)](#), pg. 26.

forcing truckers to maintain older vehicles longer than they otherwise would or compelling motor carriers to purchase used vehicles instead. In 2022, owner-operators responded that their truck had traveled approximately 1.2 million miles since it was manufactured, which is more than double the mileage that was reported in 2001.²

Simply put, if a technology is not financially feasible or reliable, truckers will not be able to adopt it, regardless of a government mandate. Previous EPA regulations, such as 2011 emissions regulations, resulted in unreliable trucks that put some truckers out of business and induced others to hold on to older, less efficient trucks for much longer.

These previous regulations would pale in comparison to a forced transition to electric trucks. Without national charging infrastructure, there is no way for truckers to do their work. Even if some charging becomes available in the near future, small trucking companies still could not operate as efficient routes as they do now. Electric trucks are also much heavier than current vehicles, which would displace payload and directly cut in to a businesses' bottom line.

OOIDA urges lawmakers to support H.R. 4468, the CARS Act, that will reign in EPA's overreach and protect consumer choice. Clean air is a priority for everyone, but any new regulations must ensure that vehicles are reliable and affordable for professional truckers.

Thank you,

A handwritten signature in cursive script, appearing to read "Todd Spencer".

Todd Spencer
President & CEO
Owner-Operator Independent Drivers Association, Inc.

² Ibid, pg 28.