



Congress Must Pump the Brakes on California’s Electric Vehicle Mandate Towing Businesses Urge Congress to Reject California Waiver

February 18, 2025 (Sacramento, CA): A national coalition of towing and recovery truck business owners released the following statement in response to [EPA Administrator Lee Zeldin’s decision](#) to send Congress the waiver that allowed California to set its vehicle greenhouse-gas emissions, including California’s failed Advanced Clean Trucks (ACT) and low NOx Heavy-Duty Omnibus regulations.

“Despite the best intentions, California’s Advanced Clean Truck regulations are not functioning as intended. It is time to pump the brakes on regulations that have not incentivized truck manufacturers to build heavy-duty electric trucks that meet minimum safety and performance standards and has completely disrupted the sales of medium-heavy duty combustion engine trucks,” said Josh Lovelace, National Coalition Director for the Safe Roads Coalition. “Congress must act. Without the ability to purchase new trucks, it will be increasingly difficult for towing services to support safe roadways and provide the motoring public reliable, affordable service.”

In 2024, the California Air Resources Board (CARB) implemented what the Governor Gavin Newsom Administration characterized as a [“nation-leading regulation”](#) to phase out the sales of medium—and heavy-duty (MHD) combustion engines. Ten other blue states adopted California’s regulations to eventually transition America’s trucking industry to Zero-Emission Vehicles (ZEVs) by 2035. That was then, not now.

Among the ten ACT states, [five blue states seek to delay](#) the regulations in whole or in part. The regulations have suppressed the sales of MHD combustion engine trucks before truck manufacturers can mass-produce ZEV alternatives and have adequate infrastructure in place. As an indication of what will happen in other states, within 12 months of California enacting this regulation, the sales of medium—to heavy—duty truck (MHD) combustion [engine chassis declined](#) by over 80 percent. Despite CARB’s amendments to the ACT regulation in October 2024, truck dealers and upfitters have not reported increased availability or sales.

When the towing industry represents only 1% of commercial truck sales, truck manufacturers have not prioritized the mass production of electric alternatives that can meet a tow truck’s range, performance, and safety standards. [Recent media reports](#) suggest the regulations are so onerous that MHD truck sales are being redirected to non-

ACT states, and the election of President Donald Trump, a critic of electric vehicle mandates, has only increased uncertainty in the market.

Public safety agencies widely recognize towing and recovery drivers as part of the roadway safety network that supports motorists and first responders. By providing reliable roadside assistance 24/7 and clearing road accidents and mechanical breakdowns, motorists and truckers waste less time stuck in traffic, waste less fuel, and generate less greenhouse emissions. In California (Freeway Service Patrol) and in some other states, towing services partner with state and local transportation authorities to provide free highway services.

The Safe Roads Coalition is a coalition of towing and recovery truck businesses from 11 ACT states that seek delays or the exemption afforded other emergency vehicles (police, fire, and government-owned tow trucks). Before expanding to other states, the coalition was known as the California Safe Roads Coalition. Its rebranded website (www.saferoadscoalition.com) has information and news from all 11 ACT states, including an explainer video.

Contact: Marko Mlikotin
River City Communications
marko@rivercitycomm.com
m 916.799.7574

###