



## **Maryland and Massachusetts Slam Brakes on California's Advanced Clean Trucks Mandate**

**More states are expected to follow**

**April 17, 2025:** Within days of each other, the [State of Maryland](#) and the [Commonwealth of Massachusetts](#) announced that they are slamming the brakes on California's Advanced Clean Trucks regulations.

Since California enacted the ACT in 2023, a federal waiver has allowed 10 other states to adopt the EV mandate. Maryland and Massachusetts delayed them this month. While Oregon, Washington, New York, and New Jersey are considering similar actions or have created exemptions that violate the Clean Air Act, which requires them to comply with the waivers precisely.

"The wheels are coming off California's heavy-duty electric truck regulations," said Josh Lovelace, national director for the Safe Roads Coalition. "The regulations have proven to be technologically and economically infeasible for truck manufacturers who can't deliver electric trucks that meet the roadway safety or specialty use required of emergency vehicles. The Omnibus NOx regulations have also disrupted the sales of combustion engines, making it nearly impossible to replace aging truck fleets."

In 2024, the sale of medium-heavy-duty combustion engine trucks declined by over 80% in California. No more tow trucks will be built or sold in California when existing truck inventories are depleted. According to Democratic governors who delayed the regulations, the goals of the regulations were unattainable, resulting in economic harm and declining sales in their states.

Congress is considering legislation that would repeal the federal waivers that allowed 11 states to adopt their electric vehicle mandates.

"The tow industry supports the clean air goals, but after two years of being rebuffed by Governor Newsom's Administration to correct the problems, common sense is starting to show in other states. Congress may save California from itself," said Lovelace.

In February of this year, towing and recovery truck associations from ten ACT states [wrote their governors](#), urging them to repeal the ACT.

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 spend less time stuck in traffic, use less fuel, and generate less greenhouse emissions. In California ([Freeway Service Patrol](#)) and some other states, towing services partner with state and local transportation authorities to provide free highway services. UC Berkeley found that tow truck availability reduces emissions by removing vehicles quickly to reduce traffic congestion and saves consumers money.

The Safe Roads Coalition is a coalition of towing and recovery truck businesses from 11 ACT states that seek delays or the exemption afforded to other emergency vehicles (police, fire, and government-owned tow trucks). There are an estimated 45,000 towing and recovery businesses in the U.S. Visit [www.saferoadscoalition.com](http://www.saferoadscoalition.com) for news, including an explainer video.

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