



## **Oregon and Vermont Pumping the Brakes on California's Clean Trucks Rules**

### **Regulations Have Proven Economically and Technologically Infeasible**

**May 15, 2025:** The governors of [Maryland](#), [Massachusetts](#), and this week, [Vermont](#) and [Oregon](#), have postponed the enactment of California's Advanced Clean Trucks regulations. These blue states are among the 10 states that used federal waivers to implement California's clean truck rules. Washington State is considering similar actions.

"While California's electric vehicle mandate is well-intended, it has proven technologically and economically infeasible," said Josh Lovelace, national director of the Safe Roads Coalition. "Truck manufacturers are not mass-producing medium to heavy-duty (MHD) electric trucks, and the sales of combustion truck chassis are coming to a standstill in states that have implemented California's rules. Moreover, there are not adequate charging stations for large trucks, which are essential infrastructure for interstate commerce and roadside services."

Meanwhile, with bipartisan support, the U.S. House of Representatives passed resolutions under the Congressional Review Act that would revoke federal waivers that allow states to adopt California's EV mandates, and the U.S. Senate is expected to take similar action in the coming weeks.

"While states are pumping the brakes on implementing California's clean truck regulations, California is moving forward, despite the impact on the sales of medium-heavy duty diesel trucks. When small businesses can no longer build tow trucks in states that enacted California's rules, the motoring public will spend more time stuck in traffic and wasting fuel," said Lovelace.

**Except for California, [every state scheduled to adopt California's rules in 2025-26](#) has delayed them to 2027, modified them (in violation of the Air Quality Act), or is actively considering similar actions. The remaining ACT states have an adoption date of 2027.**

The regulations have suppressed sales of medium to heavy-duty (MHD) combustion engine trucks before truck manufacturers can mass-produce ZEV alternatives, and states lack adequate charging stations for large trucks. As an indication of what is occurring in other ACT states, within 12 months of California enacting this regulation, MHD combustion [engine chassis sales declined](#) by over 80 percent.

Public safety agencies widely recognize towing and recovery drivers as essential members 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 fewer greenhouse gas emissions. In

California ([Freeway Service Patrol](#)) and some other states, towing services collaborate with state and local transportation authorities to offer free highway services. UC Berkeley found that tow truck availability reduces emissions by quickly removing vehicles to alleviate traffic congestion.

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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