



November 17, 2023

President Joseph R. Biden, Jr.
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

Dear President Biden:

As business leaders committed to a clean transportation future, we are calling on this Administration to finalize the Environmental Protection Agency's (EPA) strongest proposed rule for [Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles– Phase 3](#), as soon as practicable.

We stand by the tens of thousands of citizensⁱ, who have spoken out in support of the timely finalization of the EPA rule. The rule is an incredible opportunity to meet the future of heavy-duty transportation, protect national security, our local communities, public health, economic prosperity, leadership, and global competitiveness, and create American jobs.

The technology is here, and our infrastructure can and will be ready. Of the nearly 12 billion tons of freight moved across every highway and through communities across the country, more than 80% of those travel less than 250 miles and more than 40% travel less than 100 milesⁱⁱ. Most heavy-duty trips are short-range and can leverage existing grid capacity. Hundreds of communitiesⁱⁱⁱ and school districts^{iv} are ready to electrify transit and school buses. Complementary policies and programs at the local, state, and federal level are accelerating the deployment of EV infrastructure. Not only is electrifying our dirtiest trucks and buses possible, it is possible in the very near term.

The benefits outweigh the costs. As the second largest contributor to greenhouse gas emissions^v, regulating heavy-duty tailpipes is an important way to improve public and environmental health, especially for low-income communities and communities of color who are overburdened by the harmful pollution of heavy-duty trucks and buses^{vi}. Electrification of vehicles has the potential to offer cost savings in segments of the supply chain^{vii}, which over the lifespan of the vehicle, could benefit fleets, individual owner operators, and consumers^{viii}. The rule positions the U.S. as a global transportation leader and supports businesses as they work to meet their climate and sustainability commitments.

This rule provides certainty. Eight states, representing 28% of the nation, have adopted much tougher heavy-duty vehicle standards already^{ix}. Adopting the strongest proposal is critical in providing nationwide coordination for an electrified heavy-duty sector and our transportation system as a whole. We, the undersigned businesses, support the strongest proposed Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles-Phase 3 and urge you to do the same.

Sincerely,

National/International

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Carolina Heritage Nursery

Bill Jones, Shelby Jackson
Carolina Native Nursery

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Russ Kilsch
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Ali Forsheim
Co-founder, Owner
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CC:

The Honorable Michael S. Regan, Administrator, Environmental Protection Agency
The Honorable Pete Buttigieg, Secretary of Transportation
The Honorable Jennifer Granholm, Secretary of Energy
The Honorable Brenda Mallory, Chair, White House Council on Environmental Quality
Ali Zaidi, National Climate Advisor, National Climate Task Force
John Podesta, Senior Advisor to the President for Clean Energy Innovation and Implementation
Mitch Landrieu, Senior Advisor and Infrastructure Coordinator
Gabe Klein, Executive Director, Joint Office of Energy and Transportation

ⁱ [Regulations.gov](https://www.regulations.gov)

ⁱⁱ [FOTW #1302, August 7, 2023: In 2021, 87% of U.S. Truck Freight Tonnage Was Shipped Less than 250 Miles | Department of Energy](#)

ⁱⁱⁱ [Low or No Emission Vehicle Program - 5339\(c\) | FTA \(dot.gov\)](#)

^{iv} [Awarded Clean School Bus Program Rebates | US EPA](#)

^v [EPA Announces Clean Truck Plans – Regulatory Update \(EPA-420-F-21-057, August 2021\)](#)

^{vi} ["We have a death sentence": Diesel emissions disproportionately harm people of color and poor neighborhoods, experts say - CBS News](#)

vii [Total cost of ownership of alternative powertrain technologies for Class 8 long-haul trucks in the United States - International Council on Clean Transportation \(theicct.org\)](#)

viii [Cost of electric commercial vans and pickup trucks in the United States through 2040 \(theicct.org\)](#)

ix [STATES — Electric Trucks Now](#)