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 districtsiv 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 emissionsv, 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 busesvi. Electrification of vehicles has the potential to offer cost savings in segments of the supply chainvii, which over the lifespan of the vehicle, could benefit fleets, individual owner operators, and consumersviii. 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 alreadyvi. 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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**Florida Businesses**  

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Dane Myers  
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Jacob Guerra  
Founder and CEO  
EV SemiFleet

Glenn Cook  
Founder and CEO  
EV Transport

Jacob Zepf  
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Maria Bolton  
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Mary Chambliss  
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Karina Veaudry  
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Charlie Pioli  
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Christopher Lee Regis  
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Thomas A. Bowden  
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**Georgia Businesses**

Laura Sultan  
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Pete Marte  
CEO  
Hannah Solar

Pamela Fann  
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Impact Energy

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Joe Binns  
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Illinois Businesses

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Liam Donnelly  
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WindSolarUSA

Michigan Businesses

Jennifer Yeatts  
Director of Coffee  
Higher Grounds Coffee

Chris Huntoon  
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Peter Laing  
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Meghan Navoy  
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Rosemarine Textiles

Lisa Ludwinski  
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Sister Pie

Nevada Businesses

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Christian Waskiewicz  
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Alpen Sierra Coffee

Asli Kupoglu  
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Down to Earth Composting

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Lorraine Fitzhugh  
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Stephanie Cochran  
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Alan Dick  
Bison EV

Karen Mulcahy  
Above the Briery, LLC

Lisa Tompkins  
Carolina Heritage Nursery

Kevin Campbell  
Campbell Family Nursery
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
ii FOTW #1302, August 7, 2023: In 2021, 87% of U.S. Truck Freight Tonnage Was ShippeLess 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
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)

Cost of electric commercial vans and pickup trucks in the United States through 2040 (theicct.org)

STATES — Electric Trucks Now