



## Owner-Operator Independent Drivers Association

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Liane M. Randolph, Chair  
California Air Resources Board  
1001 I Street  
Sacramento, California 95814

**Re: Comments of the Owner-Operator Independent Drivers Association to the proposed 2021 Advanced Clean Fleets Regulation.**

Dear Madame Chair,

I am writing on behalf of the Owner-Operator Independent Drivers Association (OOIDA). OOIDA is the nation's largest trade association representing the interests of independent owner-operators, small-business motor carriers, and professional truck drivers. OOIDA has over 150,000 members, located in all fifty states, that collectively own and operate more than 240,000 individual heavy-duty trucks. OOIDA is the leading advocate of single truck motor carriers, which represent nearly half of the total active motor carriers in the United States, and independent owner-operators, a critical component of today's motor carrier industry. OOIDA's mission is to promote and protect the interests of its members on any issues that might impact their economic well-being, working conditions, and the safe operation of commercial motor vehicles (CMVs) on our nation's highways.

I am writing to address the proposed Advanced Clean Fleets Regulation, a zero-emission truck requirement that the California Air Resource Board (CARB) has scheduled to put forward later this year. OOIDA is concerned that the proposed regulation would require long-haul, interstate truck drivers to adopt zero-emission technology if they wish to serve the California market. For example, the high-priority fleet component of the regulation, as currently proposed, will almost certainly have implications for long-haul, interstate truckers including owner-operators. Similarly, even attempts to regulate local trucking, such as the drayage sector, could have interstate implications preventing interstate truck drivers from continuing to work in California. Requiring interstate single truck motor carriers and owner-operators to comply with the zero-emission truck regulation would adversely impact OOIDA's members and unduly burden interstate commerce. Some of the problems that would be caused by extending a zero-emission requirement to this segment of the motor carrier industry include, but are not limited to, the following:

- neither the technology nor the interstate infrastructure will be available in the foreseeable future to support a zero-emission requirement for long-haul interstate trucks, which are primarily heavy-duty Class 7 and 8 trucks; and

- even if the technology and infrastructure were in place, the zero-emission requirement would force small-business interstate truck drivers—both independent owner-operators and motor carriers—to purchase entirely new vehicles, which could cost hundreds of thousands of dollars per vehicle and increase interstate trucking costs by billions of dollars.

These issues reflect the reality that today’s motor carrier industry is transnational and based on a model that prioritizes flexibility such that drivers can freely transport freight between states regardless of where they call home. CARB’s development of a zero-emission truck requirement must acknowledge and accommodate long-haul interstate trucking, which is a critical component of interstate commerce. Attempts to address emissions from local and/or the intrastate California truck industry should not penalize interstate truck drivers, particularly when they spend a minority of their time within California’s borders, or burden business far beyond California’s borders with more expensive transportation costs.

In prior Advanced Clean Fleets Regulation workshops and presentations, CARB staff has asserted that the proposed regulation would not regulate long-haul interstate trucking, yet uncertainty remains. CARB’s written statements as to the purpose of this rule do not restrict its scope to California-based motor carriers or trucking operations. Similarly, there have been no written statements that CARB intends for the rule to exempt out-of-state motor carriers that may occasionally do business in California, even when current components of the regulation will clearly impact interstate, long-haul trucking. OOIDA specifically requests that CARB address the question of whether, and to what extent, the Advance Clean Fleets Regulation will extend to trucks used in long-haul, interstate commerce, particularly those trucks that are based outside California and/or spend a minority of their time in the state.

OOIDA is ready to work with CARB in developing its zero-emission truck regulation so that interstate trucking is not unduly burdened, and the motor carrier industry remains a safe, robust, and reliable mode of transportation for our country and national economy.

Thank you for your consideration of OOIDA’s comments.

Sincerely,



Todd Spencer  
President & CEO  
Owner-Operator Independent Drivers Association, Inc.