January 26, 2026

Honorable Ron Mariano, Speaker
Office of the Speaker of the House
State House, Room 356
Boston, Massachusetts 02133

Honorable Karen Spilka, Senate President
Office of the Senate President
State House, Room 356
Boston, Massachusetts 02133

Honorable Mark Cusack, House Chair
Joint Committee on Telecommunication, Utilities and Energy
State House, Room 43
Boston, Massachusetts 02133

Honorable Mike Barrett, Senate Chair
Joint Committee on Telecommunication, Utilities and Energy
State House, Room
Boston, Massachusetts 02133

Dear Senate President Spilka, Speaker Mariano, Chair Cusack and Chair Barrett:

On behalf of medium- and heavy-duty (MHD) truck retailers and end-users across the Commonwealth, we write to urge the Massachusetts Legislature to embrace reasonable strategies for reducing emissions from the transportation sector. As those who rely on these vehicles every day - businesses, municipalities, contractors, motorcoach and bus operators, freight carriers, utilities, tow companies, food distributors, waste haulers, landscapers, fuel haulers, franchise retail dealers, manufacturers, and countless others - our members are closest to the operational realities, infrastructure constraints, and workforce challenges that determine whether emissions-reduction policies succeed or unintentionally stall progress.

As you know, Massachusetts follows California's standards for emissions under Mass. Gen. Laws ch. 111, §142K. The debate about the Commonwealth's ability to meet the Advanced Clean Truck (ACT) and Heavy-Duty Omnibus (HDO) rules last year underscored the fact the emissions reduction conversation focuses on the idea that electrification of truck fleets is the only answer. This is simply not true – emissions reduction, today, is not tied to our efforts to eventually move towards zero emissions technology in the future – whether it is electric, hydrogen or some other zero emissions technology.

End-user stakeholders are not opposed to reducing emissions; in fact, we have been doing so for years. Every purchase of a new clean diesel, hybrid or alternatively fueled vehicle (i.e. propane, CNG, etc.) MHD truck moves the Commonwealth closer to its emissions reduction goals. However, the debate about the implementation of the ACT and HDO rules – both at the state and federal level – focused on the viability of the electric MHD truck future not on attainable emissions reduction today. That said, the Commonwealth has a major opportunity to partner with our industries to accelerate near-term emissions reductions while still building toward a long-term zero-emission future. To succeed, however, policymaking must reflect operational realities rather than best intentions. We therefore ask that any legislation or regulatory process related to MHD truck emissions invite end-user groups and truck retailers to "have a seat at the table" early and meaningfully - before laws, rules, mandates, or targets are finalized.

Further, with uncertainty surrounding the regulation of the electric MHD market, its affordability and capacity overall, as well as the necessary electric infrastructure to support it, there are several practical, immediate, and effective strategies available that end-users stand ready to help implement. With solutions ranging from new fuel technologies that do not require additional equipment and the embrace of a variety of engine technologies (i.e. clean diesel, renewable diesel, hybrids, hydrogen fuel cells, and battery-electric vehicles) to simply incentivizing the replacement of older MHD trucks through tax changes or by expanding eligibility for replacement under existing grant programs, we can make a significant reduction in emissions today.

A balanced approach avoids one-size-fits-all mandates and ensures that small businesses, rural operators, and fleets of all types, whether public or private, are not left behind. End-user stakeholders and truck retailers are committed to reducing emissions. What we need is partnership, practical planning, and a policymaking process that respects operational realities. By formally incorporating all our voices into legislative and regulatory discussions, the Commonwealth can achieve meaningful emissions reductions today while laying the long-term foundation for a cleaner, more resilient transportation system.

We appreciate your leadership on environmental and economic issues and stand ready to participate constructively in this important work. Thank you for ensuring that the voices of Massachusetts' medium- and heavy-duty truck community are included as the Commonwealth designs the policies that will shape the future of transportation in an environmentally clean and economically practical manner as possible.

Sincerely,

Advantage Truck Group
American Trucking Associations
Associated Builders and Contractors
Associated Industries of Massachusetts
Associated Subcontractors of Massachusetts
Ballard Truck Center
Beer Distributors of Massachusetts
Cape Cod Landscape Association
C.N. Wood
Commonwealth Waste Transportation, LLC
Construction Industries of Massachusetts
Insurance Marketing Agencies
Greater Boston Chamber of Commerce

Massachusetts Aggregate and Asphalt Pavement Association
Massachusetts Arborists Association
Massachusetts Association of Landscape Professionals
Massachusetts Association of Lawn Care Professionals
Massachusetts Chemistry & Technology Alliance, Inc.
Massachusetts Concrete and Aggregate Producers Association
Massachusetts Energy Marketers Association
Massachusetts Food Association
Massachusetts Forest Alliance
Massachusetts Movers Association
Massachusetts Retail Lumber Dealers Association
Massachusetts State Auto Dealers Association
Massachusetts Water Works Association
Motor Transport Association of CT
National Association of Landscape Professionals
National Federation of Independent Business, Massachusetts
National Waste and Recycling Association
New England Bus Association
New England Convenience Store & Energy Marketers Association
Propane Gas Association of New England
Regency Transportation
Retailers Association of Massachusetts
Rhode Island Trucking Association
School Transportation Association of Massachusetts
Statewide Towing Association of Massachusetts
The Pete Store
Transportation Association of Massachusetts
UPS
Utility Contractors Association of New England (UCANE)
WL French
Wyson Trucking

Cc:

Honorable Aaron Michlewitz, Chair
House Committee on Ways and Means
State House, Room 243
Boston, Massachusetts 02133

Honorable Michael Rodrigues, Chair
Senate Committee on Ways and Means
State House, Room 212
Boston, Massachusetts 02133