November 3, 2026

Honorable Karen Spilka, Senate President
Office of the Senate President
State House, Room 332
Boston, Massachusetts 02133

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

Dear Senate President Spilka and Chair Rodrigues,

On behalf of the Transportation Association of Massachusetts (TAM) and our members who operate medium- and heavy-duty commercial vehicles throughout the Commonwealth, I write in strong support of Amendment #65, Relative to Creating a Special Commission to Reduce Emissions Today While Working Towards a Zero Emissions Future, to Senate Bill 3290.

TAM supports the Commonwealth's long-term goal of reducing and ultimately eliminating emissions from the transportation sector. At the same time, Massachusetts cannot afford to lose momentum while the policy, market, infrastructure, and legal landscape surrounding medium- and heavy-duty truck electrification continues to evolve. The Commonwealth is still working through significant questions related to charging infrastructure, utility capacity, vehicle availability, workforce readiness, cost, duty cycles, and operational feasibility. In addition, congressional action revoking the federal waiver for the Advanced Clean Trucks and Heavy-Duty Omnibus (ACT/HDO) rules has created further uncertainty around one of the Commonwealth's intended pathways for reducing emissions from this sector.

That uncertainty does not reduce the need for action. Older, higher-emitting trucks continue to operate on Massachusetts roads today, and many of these vehicles are used by essential industries, small businesses, municipalities, contractors, towing operators, utilities, food distributors, waste and recycling companies, transit providers, and other sectors that cannot simply transition to zero-emission vehicles overnight. If the Commonwealth waits for every infrastructure and technology challenge to be solved before acting, we risk delaying meaningful emissions reductions that can be achieved now.

Amendment #65 offers a practical and responsible path forward. By creating a special commission focused on reducing emissions from medium- and heavy-duty vehicles in the near term while preserving the Commonwealth's long-term zero-emission goals, the amendment brings the right

stakeholders to the table. State agencies, legislators, environmental and environmental-justice representatives, vehicle dealers, fleet operators, utilities, infrastructure developers, fuel providers, training providers, and affected industries should work together to identify strategies that can actually be implemented, scaled, and sustained.

Those strategies should include a full portfolio of emissions-reduction tools, including cleaner liquid fuels, renewable diesel, biodiesel, renewable natural gas, propane, clean diesel, hybrid vehicles, hydrogen fuel cell vehicles, battery-electric vehicles where feasible, voluntary fleet turnover, tax incentives, grant programs, financing mechanisms, infrastructure planning, and public-private partnerships. This approach does not compete with electrification; it complements it by reducing emissions now while Massachusetts continues building toward a zero-emission future.

The trucking industry shares the Commonwealth's commitment to cleaner air, public health, climate leadership, and sustainable transportation. However, emissions policy will only succeed if it reflects the real-world conditions faced by the fleets that deliver goods, build infrastructure, support public works, respond to emergencies, and serve communities across Massachusetts every day. Amendment #65 provides the forum necessary to develop that practical implementation roadmap. For the aforementioned reasons, TAM respectfully urges the Senate to adopt Amendment #65 to Senate Bill 3290.

I appreciate your consideration of this important matter. If you have any questions or concerns, please do not hesitate to let me know.

Sincerely,



Kevin Weeks
Executive Director

Cc:

Honorable Michael Barrett, Senate Chair
Joint Committee on Telecommunications, Utilities and Energy

Honorable Bruce Tarr, Minority Leader
Office of the Senate Minority Leader