



UNITED STATES
HOUSE OF REPRESENTATIVES

April 6, 2023

COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON AGRICULTURE, RURAL
DEVELOPMENT, FOOD AND DRUG
ADMINISTRATION
SUBCOMMITTEE ON MILITARY CONSTRUCTION,
VETERANS' AFFAIRS AND RELATED AGENCIES
SUBCOMMITTEE ON TRANSPORTATION, HOUSING,
AND URBAN DEVELOPMENT, AND RELATED
AGENCIES
COMMITTEE ON BUDGET

The Honorable Gavin Newsom
Governor
State of California
1303 10th Street, Suite 1173
Sacramento, California 95814

Dear Governor Newsom,

We urge you to reconsider the mandate from California Air Resources Board (CARB) that half of all heavy trucks sold in California be electric by 2035. This misguided proposal will have detrimental impacts on our supply chain, electrical grid, and economy.

Heavy trucks are the backbone of the nation's economy, transporting highly demanded goods from ports and suppliers to our store shelves and homes. In the United States, truck drivers move about 71% of the economy's products throughout the country. Over the last three years, the county has been impacted by crippling supply chain problems, caused in part by truck driver shortages. According to the California Trucking Association, the additional weight of electric truck batteries could force these heavy trucks to lessen their load capacity by around 8,000 pounds. This electric vehicle mandate would require more trucks and drivers to transport goods at a time when the trucking industry is already facing a worker shortage of nearly 80,000 drivers.

While we support continued investment in alternative energy production and more sustainable technologies, the reality is that electric trucks are not yet a viable alternative to diesel and gas-powered trucks, especially given the unreliable capabilities of the state's electrical grid. In September 2022, California's electric grid was stressed, and consumers were asked to reduce energy use to avoid rolling blackouts. During this time, the California Independent System Operator (ISO) said that the state's grid hit a new all-time record of 52,061 megawatts. While the grid was able to sustain this use thanks to conservation efforts from residents, the demand for energy would have been much greater had thousands of heavy trucks been reliant on power from the state's grid.

Even the most technologically advanced trucks and tractors require significant power and short downtimes to operate most effectively. Diesel and gas engines continue to prove that they are the most reliable and efficient means of powering this essential equipment. Current EV technology has a reduced hauling range and requires lengthy charging times, making them unsuitable for long-haul trips and other heavy-duty applications. This is especially true for farm equipment that operates in rural regions of the state with little to no EV infrastructure surrounding their respective farming operations. Instead of needing only five minutes to refuel a standard eighteen-

wheeler, an operator would now need to allot between forty-five minutes to over an hour of downtime to fully charge an electric model. Up-front investment costs aside, these downtimes add up quickly and cost both the supplier and receiver valuable man-hours that are lost to charging times.

Furthermore, the current cost of electric trucks is significantly higher than their diesel and gas counterparts. A business can expect to spend anywhere from \$400,000 to \$500,000 on today's electric truck options, more than doubling the current cost of purchasing a traditional diesel truck. Should this mandate be implemented, these increased costs will inevitably be passed on to California residents, consumers, and businesses across the nation. These pressures are the last thing California residents need given the current inflation levels.

We urge you to reconsider CARB's mandate, and instead work towards a more reasonable and practical approach to sustainable technologies and alternative energy production, while still maintaining the economic viability and success of the State of California. These solutions could include promoting more efficient engines and fuel sources such as propane and natural gas and investing in new technologies and infrastructure to make electric heavy equipment more viable. Building a more secure and reliable energy grid would also be a great start to allowing the adoption of these electric technologies.

Sincerely,



David G. Valadao
Member of Congress



John Duarte
Member of Congress



Kevin Kiley
Member of Congress



Young Kim
Member of Congress



Doug LaMalfa
Member of Congress



Tom McClintock
Member of Congress



Jay Obernolte
Member of Congress



Michelle Steel
Member of Congress