

June 3, 2024

To: Members of the House Transportation, Mobility, and Infrastructure Committee


Last year, EV sales grew by over 40%. This growth came from the purchases of light-duty passenger EVs. ACEEE supports SB 501 because it is mirroring federal weight exemptions in order to help reduce barriers to EV big rig adoption. This is important as we continue to work to mitigate climate change.

Heavy-duty vehicles like tractor trailers are only 10 percent of vehicles on the road, but are responsible for 28% of U.S. greenhouse gas emissions from the vehicle sector. They are also responsible for 45% of on-road nitrogen oxide emissions and 57% of on-road, direct PM2.5 emissions according to data compiled by the Union of Concerned Scientists. Both of these cause significant health risks. Big rigs often follow routes through communities of color and low-income communities. Working to eliminate barriers for cleaner modes of transportation to ensure that these communities, who are often found to have the highest concentration of these pollutants, is critical.

For more information on Electrifying Big Rigs, please see the blog post at <https://www.aceee.org/blog-post/2023/02/ev-sales-soar-electrifying-big-rigs-remains-challenge>.

Let us know if we can be a resource in the future.

Sincerely,



Steven Nadel
Executive Director