



TESTIMONY IN SUPPORT OF SB 501

June 4, 2024

Thank you, Chair Shannon and committee members, for the opportunity to testify in support of SB 501 today, and thank you, Senator Camilleri, for your leadership in introducing this legislation. My name is Chase Attanasio, I am a policy analyst with Clean Fuels Michigan, a nonprofit trade association dedicated to advancing the clean mobility ecosystem in Michigan.

I offer our support for SB 501, which will create a 2,000 pound extension to the maximum weight limit for electric semi-trucks. This extension is already permitted for semis using liquified natural gas (LNG) fuel and is already permitted at the federal level. Electric semi trucks are a new and growing technology with the potential to increase the efficiency of freight transportation in Michigan. They are also an important aspect to ensure Michigan achieves its goals for transportation decarbonization outlined in the MI Healthy Climate Plan.

Freight is a powerful economic driver in Michigan. According to [MDOT's 2024 "Fast Facts,"](#) more than 530 million tons of freight, worth approximately \$796 billion, travel using Michigan's transportation infrastructure annually. 74% of all freight tonnage in Michigan is carried by truck, making it the most prevalent method of freight transportation in the state.

As Michigan strives to reduce the transportation sector's carbon footprint, heavy-duty freight vehicles play a critical role. This segment of transportation is responsible for the largest portion of greenhouse gas emissions in the state despite only making up a fraction of vehicles on the road. Policies like SB 501, which facilitate the adoption of electric and other low- or no-emission transportation alternatives, not only contribute to environmental sustainability and better public health outcomes but also hold the potential to boost Michigan's economic growth.

The weight exemption provided in this bill is necessary because electric semi-trucks are typically heavier than their traditional counterparts. The bulk of this weight differential comes from the weight of the battery itself, which is heavier than a conventional diesel engine. These batteries are essential to provide the range needed for long-haul transportation, a critical requirement for the viability of electric semi-trucks as an alternative to diesel engines. By providing a modest weight exemption to compensate for the heavier powertrain component, SB 501 will ensure electric semi-trucks are a viable alternative for heavy-duty fleet operators in Michigan. Updating the Michigan Vehicle Code to allow for this weight exemption is not just a convenience but a necessity to enable the widespread adoption of electric semis in the state.

Thank you for considering this legislation and for the opportunity to testify.

Sincerely,

Chase Attanasio

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