

Transportation Committee JOINT FAVORABLE REPORT

Bill No.: SB-186

AN ACT ESTABLISHING WEIGHT TOLERANCE EXEMPTIONS FOR
ELECTRIC COMMERCIAL VEHICLES AND CONCERNING THE

Title: REGISTRATION OF CERTAIN PICK-UP TRUCKS.

Vote Date: 3/18/2024

Vote Action: Joint Favorable Substitute

PH Date: 2/26/2024

File No.:

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SPONSORS OF BILL:

Transportation Committee

REASONS FOR BILL:

Connecticut roadways are designed to hold an upper limit on the weight of vehicles. Although the state wishes to phase in the use of electric vehicles, they are on average 30% heavier than gas-powered vehicles. This bill would provide exemptions to the weight limit on certain electric vehicles to aide in the transition away from gas-powered vehicles.

PROPOSED SUBSTITUTE LANGUAGE

In line 7 replaced "said section" with "section 14-267a of the general statutes" to clarify the section

RESPONSE FROM ADMINISTRATION/AGENCY:

Garrett Eucalitto, Commissioner, Connecticut Department of Transportation

The commissioner provided testimony in opposition of the bill. It is in the opinion of the Department of Transportation (DOT) that current law, which sets limits on the size and weights of motor vehicles, prudently accounts for what roads can handle. He goes on to say Connecticut parkways are not designed for regular, high-speed usage by heavy trucks, which take a longer time to stop when compared to lighter vehicles. He believes that heavier vehicles can do more damage to transportation infrastructure and are less likely to be stopped or deflected by safety measures.

NATURE AND SOURCES OF SUPPORT:

Samantha Dynowski, State Director, Sierra Club of Connecticut

Provided testimony in support of the bill on grounds of it recognizes the changing landscape of vehicles on Connecticut roads, making the introduction of zero-emission vehicles easier for manufacturers and consumers.

Beau Whiteman, Public Policy Manager, Rivian Automotive

Provided testimony in support of the bill as it allows Connecticut residents to register their electric pickup trucks, which are heavier than gas-powered trucks, for person use. The current model requires many electric truck customers to obtain commercial insurance policies for personal vehicles which exceed current weight limits, creating frustration in owners while deterring those considering purchasing an electric truck.

Patricia Hanz, Truck and Engine Manufacturers Association

Provided testimony in support of the bill, which aligns with federal law in recognition of the changes to vehicles taking place as new technologies are developed.

Thomas Marricco

Provided testimony in support of the bill, stating that Connecticut's present regulations harm electric truck owners by restricting their access to parkways. As EVs become more popular, laws must change so that users do not lose access to services and roads they used prior to switching to electric.

Charles Rothernberger, Energy Attorney, Save the Sound

Provided testimony in support of the bill.

The Following Also Provided Testimony in Support of the Bill

Juan Guerro

Miles Ingram

Howard Maya

NATURE AND SOURCES OF OPPOSITION:

Vincent Candelora, House Minority Leader, House Republicans

Provided testimony in opposition of the bill as it would permit greater use of vehicles whose weight Connecticut roads are not built to withstand. The strain on existing infrastructure such vehicles create would lead to a higher rate of deterioration and thus increase the frequency of repairs to roads. Additionally, EV owners do not pay into the Special Transportation Fund, which allocates its funds from gasoline taxes. These factors combined will cost residents additional money in taxes over the long term.

The Following Also Provided Testimony In Opposition Of The Bill

Krystin Amato

Nicholas Amato

Reported by: Garrett Smith

Date: 4/5/24

