

May 23, 2022

The Honorable Jennifer Granholm  
U.S. Secretary of Energy

The Honorable Pete Buttigieg  
U.S. Secretary of Transportation

Dear Secretaries Granholm and Buttigieg,

The undersigned companies and organizations share a common goal: reducing greenhouse gas (GHG) and air emissions by electrifying our transportation system. We greatly appreciate President Biden's efforts to accelerate this process – especially given his leadership in passage of the Bipartisan Infrastructure Law (BIL). The BIL includes an historic investment in charging infrastructure that has the potential to advance this urgently necessary transition.

Much of the discussion around this investment has understandably focused on charging infrastructure for light-duty vehicles. After all, that's the class of vehicles most Americans drive. But while heavy-duty vehicles make up only **ten** percent of all vehicles on roads in the United States, they contribute **45** percent of the transportation sector's nitrogen oxide pollution, **57** percent of its fine particulate matter pollution, and **28** percent of its global warming emissions.<sup>1</sup> The pollution from these vehicles disproportionately impacts low-income and underserved communities.

Fortunately, electrifying medium- and heavy-duty vehicles (MHDV) is already economical in many cases, with the list of cost-effective use cases growing by the day. Access to charging, on the other hand, remains a significant barrier to adoption.

Most public EV charging infrastructure has been designed and built with passenger vehicles in mind. The size and location of spaces reflect an interest in servicing the driving public, not larger commercial vehicles.

If America's MHDV fleet is to go electric, the charging infrastructure built under the BIL will need to take its unique needs into account. As the Biden Administration drafts guidelines, standards and requirements for EV infrastructure paid for by the BIL, we ask that they encourage states to develop charging infrastructure designed to service MHDVs. More specifically, we ask that at least **ten percent** of the funding included in the BIL's Section 11401 Grants for Fueling and Infrastructure Program be spent on charging infrastructure designed to service MHDV – both along designated alternative fueling corridors and within communities. This includes public charging

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<sup>1</sup> <https://www.ucsusa.org/sites/default/files/2019-12/ReadyforWorkFullReport.pdf>