



April 30, 2025

Senator Nangle, Chair  
Representative Crafts, Chair  
Distinguished Members of the Joint Standing Committee on Transportation  
c/o Legislative Information Office  
100 State House Station  
Augusta, ME 04333

*Uploaded Electronically*

Re: LD 622 "An Act to Implement a Surcharge on Electric Vehicle Registration"

Senator Nangle, Representative Crafts, and Distinguished Members of the Committee,

We submit this letter supporting LD 622, "An Act to Implement a Surcharge on Electric Vehicle Registration." Chartered in 1951, AGC Maine is a statewide commercial construction trade association headquartered in Augusta with members statewide that include contractors, service providers, suppliers, and developers. AGC Maine provides safety, craft, and apprenticeship education to members and non-members throughout Maine.

AGC Maine supports LD 622 and has supported similar initiatives in the past. According to the US Department of Energy, Maine citizens registered 8,634 fully electric vehicles as of September 2024. If passed, that would produce ~2 million in additional revenue.

We believe it is warranted, as electric vehicles are heavier primarily due to the weight of the large, high-voltage battery packs required to power the electric motor. It's estimated that the weight differential is 15-20% compared to traditional internal combustion engine counterparts. Take, for example, the most popular light-duty truck in Maine. The electric Ford F-150 Lightning weighs at least 1,000 pounds more than the standard F-150. To be clear, there isn't a known direct correlation between EVs, weight, and potential road damage. However, a principle known as the 4th power rule in traffic engineering describes the relationship between axle load and damage to the road surface.

According to the Maine Climate Council's 2024 updated goals, Maine will work towards 150,000 light-duty battery electric and plug-in hybrid vehicles by 2030. Right now, Maine has a combined

EV and PHEV of 17,492. While PHEVs are not included in this bill, those drivers still pay into the highway fund through the gas tax.

In 2021, Efficiency Maine increased rebates offered for low- and moderate-income residents and made used vehicles newly eligible for a rebate for low-income households. The federal Inflation Reduction Act also provides up to \$7,500 at the point of sale to individuals, businesses, and tax-exempt entities to purchase new and used EVs and plug-in hybrid electric vehicles (PHEVs). This provides some equity in highway funding and doesn't substantially diminish the credits available to electric vehicle consumers.

We urge the Committee to vote in support and are happy to answer any questions.

Sincerely,

A handwritten signature in cursive script that reads "K Flagg".

Kelly Flagg  
Executive Director