



February 2, 2023

Senator Mark Lawrence  
Representative Stanley Paige Zeigler  
Joint Standing Committee on Energy, Utilities, and Technology  
100 State House Station Augusta, Maine 04333

RE: AGC Maine Comments on LD 122 *"An Act to Authorize the Efficiency Maine Trust to Establish a Program to Support the Uptake of Medium-duty and Heavy-duty Zero-emission Vehicles by Maine Businesses and to Establish a Medium-duty and Heavy-duty Zero-emission Vehicle-to-grid Pilot Project."*

**Senator Lawrence, Representative Zeigler, and Distinguished members of the Energy, Utilities, and Technology Committee, my name is Matt Marks, I am a Principal at Cornerstone Government Affairs and testifying on behalf my client the Associated General Contractors of Maine (AGC Maine).**

In October of 2021, Maine DEP initiated a rulemaking process to adopt California's Advanced Clean Truck Rule that would have established zero-emission truck sales for vehicles over with a gross vehicle weight rating (GVWR) of 8,500 lbs. The Bureau of Environmental Protection received feedback from a broad cross-section of the impacted industry with primary concerns on the availability of units, and technology challenges some of which included charging capacity, and the use of equipment-mounted units.

As a result, a stakeholder process was established and managed by Maine DOT to explore the current marketplace for medium and heavy-duty trucks which I participated in along with many industry colleagues and environmental advocates for more than a year. From my perspective, it was clear that we had significant barriers to the practical application of equipment in any given situation to meet the demands of a particular job. For example, limitations on traveling distance and cold weather would greatly impact the ability to clear snow. We spent a great deal of time discussing the necessary transmission and distribution upgrades, including costs, that would be needed to convert fleets.

For the construction industry, additional challenges exist as many trucks are not only driving from point to point but must use installed equipment such as truck-mounted cranes, dump bodies, mixers, and other high-energy use components that had not been fully developed by ZEV manufacturers. As we concluded our stakeholder process the use of hydrogen for these types of vehicles seemed to be gaining traction as a solution but still faces technology and energy hurdles.

This bill will assist with the process of evaluating the use of ZEVs for commercial trucks and help determine the practical use to ensure the tasks required can be completed with the emerging technology. I would suggest that the language be modified slightly to include hydrogen vehicles, and while those are also limited in the marketplace, it's thought that they might be better equipped on trucks that require power to run equipment-mounted options.

Thank you, I am happy to answer any questions.

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