

February 14, 2023

Sen. Mark W. Lawrence, Chair  
Committee on Energy, Utilities & Technology  
Cross Building, Room 211  
Augusta, ME 04330

Rep. Stanley P. Zeigler, Jr., Chair  
Committee on Energy, Utilities & Technology  
Cross Building, Room 211  
Augusta, ME 04330

**RE: 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**

Dear Senator Lawrence and Representative Zeigler,

These comments are submitted on behalf of the Maine Automobile Dealers Association (the “Association” or “MADA”) neither for nor against LD 122. The Association did testify regarding the concept draft, but did not have the proposed draft which was handed out to the Committee the day of the public hearing.

MADA supports programs which effectively and practically facilitate the development of zero-emission rebate programs for medium and heavy-duty trucks. That having been said, the Association believes that the program should be carefully thought through with an eye towards making effective use of monies that are available, recognizing the needs that exist for all electric vehicles and the limitations on the effective use of electric vehicles at this time.

As the Association testified, opening the program to heavy-duty tractors, large plow trucks and the like would not be an effective use of any of the monies involved. The purchase at this time of a single tractor with an internal combustion engine is between \$135,000-\$150,000. That same tractor, if electric, costs about \$450,000. The program would, at best, be able to fund one to two vehicles, which would not be an effective use of any monies that might be available. Additional concerns with large heavy-duty trucks are that the weight of batteries, which are 32,000 pounds; about 14,000 pounds more than an internal combustion driven truck. This will significantly limit the amount of goods that can be hauled given the limitations on truck weights on roads. This means there would be many more electric vehicles on the road to deliver the same amount of payload that a single truck delivers at the current time. MADA suggests that if LD 122 goes forward the most effective vehicles to make subject to the program would be box trucks and small delivery vans that do not have long range haul features.

In addition, the Association urges the Committee to review the proposals that came before the Bureau of Environmental Protection to modify Chapter 128, which dealt with proposals to require a certain level of heavy and medium duty truck sales in the Maine market over time. The DEP recognized that the current technology is such that requiring that set percentages of electric trucks be produced and sold in Maine is unworkable at this time. Many of the truck styles simply are not available or are only in the planning stages.

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The Association appreciates this opportunity to augment its public testimony and looks forward to working with the Committee as it evaluates this legislation.

Very truly yours,

A handwritten signature in blue ink that reads "Bruce C. Gerrity". The signature is written in a cursive style with a large, stylized "S" at the end.

Bruce C. Gerrity

cc: Committee members  
Lindsay Laxon, OPLA Analyst  
Jacob Faria, Committee Clerk