



Henry L. Ingwersen
Senator, District 32

THE MAINE SENATE
131st Legislature

3 State House Station
Augusta, Maine 04333

Testimony Introducing 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 Ziegler, and honorable members of the Energy, Utilities, and Technology Committee. My name is Senator Henry Ingwersen and I am here to testify in support of my bill 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.”

Transportation in Maine is responsible for 54% of Maine’s annual greenhouse gas emissions. In “Maine Won’t Wait,” the Maine Climate Council’s Four-Year Plan for Climate Action, Strategy A-1 is to “Accelerate Maine’s Transition to Electric Vehicles.” Maine has begun to do that by creating a light-duty electric vehicle incentive program administered by Efficiency Maine Trust with much success. Strategy A-1 goes on to say “...By 2022, create policies, incentives, and pilot programs to encourage the adoption of electric, hybrid, and alternative-fuel medium and heavy-duty vehicles, public transportation, school buses, and ferries.” The goal of this bill is to do just that.

This bill amends the language of Title 35-A MRS §10126, in order to direct the Efficiency Maine Trust to establish a pilot program over the next two years for medium-duty and heavy-duty vehicles in commercial applications using a battery electric propulsion system. Participation is limited to businesses having their principal place of business in Maine. The pilot program shall prioritize the medium and heavy-duty vehicle types that are most commonly used in Maine where electric models of those vehicle types are commercially available, the duty cycle proposed by program participants is suitable for such electric models, with consideration for the amount and type of daily use and potential to improve energy independence and reduce greenhouse gas emissions.

I have attached my proposed amended language for this bill. I am also recommending that the second part of this bill summary, which establishes a vehicle-to-grid pilot project, be deleted from the bill, and that the bill title be amended to reflect that change.

I’m willing to answer any questions you might have, and I believe those following me in testimony may also be able to answer your questions. Thank you.

*Chair, Agriculture, Conservation and Forestry Committee * Health and Human Services Committee
State House (207) 287-1515 * Fax (207) 287-1585 * Toll Free 1-800-423-6900 * TTY 711
Henry.Ingwerson@legislature.maine.gov * legislature.maine.gov/senate*

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