



**Testimony of the Efficiency Maine Trust
Michael D. Stoddard, Executive Director**

IN SUPPORT OF

LD 122 - An Act to 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

Presented to the Joint Committee on Energy, Utilities and Technology (EUT)

February 2, 2023

Senator Lawrence, Representative Zeigler, and Members of the Committee on Energy, Utilities and Technology, the Efficiency Maine Trust (the Trust) appreciates the opportunity to testify today **in support of LD 122** - An Act to 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.

As originally printed, LD 122 is a concept bill seeking to authorize the Trust to (1) establish a program to promote market demand for Medium and Heavy Duty Vehicles (MHDV) that have no onboard emissions and (2) establish a vehicle-to-grid pilot project using MHDVs.

However, the Trust now understands that the Sponsor is considering amending the bill by:

- eliminating from the bill the provision to establish a vehicle-to-grid pilot;
- making some clarifying edits to the existing statutory authority for the Trust's EV Rebate Program; and,
- establishing a new Efficiency Maine pilot program to demonstrate the functionality and applications of EVs in the certain classes and types of MDHVs.

The Trust would support such an evolution from the concept bill.

Regarding the clarifying edits of the Trust's Electric Vehicle Fund (Section 10126 of Title 35-A), the Trust supports these edits to clean up the language of the section. These edits specify that the Trust is authorized to use a wide variety of types of financial incentives, including instant discounts and vouchers, which are a popular tool in other state programs, especially for MDHV

vehicles. The language also reinforces and clarifies the point that leases, a popular alternative to outright purchases especially for lower/moderate-income consumers and for businesses and municipalities, are eligible through the program.

We understand that the Sponsor's bill edits will add detail about a limited-time pilot program to promote electric battery propelled MHDVs. We support a limited scope for this initiative. In order to offset the incremental cost and make the vehicles attractive to local businesses, a pilot program will likely have to provide incentives for these larger and heavier vehicles in the range of \$25,000 to \$75,000 per vehicle. A pilot program, limited to two years and a fixed amount of budget, would enable the Trust to demonstrate the types of electric MHDV models that are a good fit for the needs of Maine businesses and that offer the best early potential to help those businesses lower their operating costs and greenhouse gas emissions. We support the Sponsor's proposal to limit eligibility of vehicles to Class 2b through Class 7 MDHVs, and limiting eligibility to Maine businesses. We also support the proposed guidance to the Trust to "prioritize the ... vehicle types that are commonly used in Maine where ... the duty cycle proposed by program participants is suitable for such electric models, giving consideration for the amount and type of daily use and potential to improve energy independence and reduce greenhouse gas emissions."

The Trust welcomes the opportunity to work with the bill's Sponsor and other stakeholders to develop language to accomplish these objectives.

Respectfully,

/s/MDS

Michael D. Stoddard
Executive Director