

Maine State Legislature
Committee on Energy, Utilities and Technology
March 6, 2025

**Testimony of Conservation Law Foundation in Support of L.D. 585,
*An Act to Use Certain Regional Transmission Organization Payments for Beneficial
Electrification to Reduce Electricity Rates***

Chair Lawrence, Chair Sachs, and members of the Committee on Energy, Utilities and Technology, my name is Emily Green and I am the Director of Clean Mobility at the Conservation Law Foundation (CLF). CLF appreciates the opportunity to submit this testimony in support of L.D. 585.

CLF is a member-supported, nonprofit advocacy organization working to conserve natural resources, protect public health, and build healthy communities in Maine and throughout New England. In Maine for almost four decades, CLF works to ensure that laws and policies are developed, implemented and enforced that protect and restore our natural resources; are good for Maine's economy and environment; and equitably address the climate crisis.

CLF urges the committee to vote ought to pass on L.D. 585 to grant the Efficiency Maine Trust (the "Trust") increased flexibility in administering beneficial electrification, to ensure the initiatives' significant benefits reach all Mainers.

The Trust's very purpose is the administration of "cost-effective" energy, efficiency, and beneficial electrification programming to "help individuals and businesses meet their energy needs at the lowest cost and generally to improve the economic security of the State. . ." 35-A M.R.S. § 10103(1)(B). Trust programming in 2024 alone will save Mainers more than \$559 million in avoided lifetime energy costs.¹

Funding for the Trust's programming comes from a variety of sources, with forward capacity market revenue a relatively small proportion of overall revenues received.² L.D. 585 would allow the Trust to allocate those funds to not only promote high-performance air source heat pumps, but also to supplement incentives supporting beneficial electrification measures that are cost-effective and reliably reduce electricity rates. This amendment to revenue allocation would enhance the Trust's flexibility, better enabling it to design and administer programs that serve the needs of Mainers, and allowing it to further tailor initiatives to ensure they reach those who need them most.

Expanding availability of electric vehicles in Maine is an important component of the Trust's

¹ *Efficiency Maine Trust*, [FY 2024 Annual Report](#), at 1.

² *Id.* at 63.

existing portfolio which continues to grow in popularity.³ Like the Trust’s investments in heat pumps, its investments in electric vehicles are premised on careful analysis of costs and benefits.⁴ Numerous studies, including Maine-specific analyses, demonstrate electric vehicles can put downward pressure on electricity rates (simply put, when properly managed, electric vehicle charging can drive up utility revenue more than it drives up utility costs, resulting in excess revenue that is passed along to customers through reduced electricity rates).⁵ The economic benefits of transportation electrification go far beyond ratepayer impacts and include significant vehicle fuel and maintenance cost savings,⁶ attraction of private charging infrastructure investments, and creation of high-paying jobs. Societal benefits also include quantifiable enhancements to air quality, greenhouse gas emission reductions, and public health benefits including lives saved.⁷

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Thank you for the opportunity to testify in support of L.D. 585. We urge the Committee to vote “ought to pass” to enhance the Trust’s efforts to deploy beneficial electrification initiatives across the state.

³ *Id.* at 34 (“Notably, the number of low-income and moderate-income [electric vehicle] rebates provided through the program increased by more than 100% over the previous fiscal year”).

⁴ *See, e.g., id.* at 33 table 18 (the benefit-to-cost ratio for the Trust’s electric vehicle initiatives in FY 2024 was 1.83).

⁵ *ERM for Conservation Law Foundation, [The Benefits of the Advanced Clean Cars II in Maine: Fact Sheet](#)* (August 2023); *see also S. Shenstone-Harris et al., Synapse Energy Economics, Inc., [Electric Vehicles Are Driving Rates Down for All Customers](#)* (Jan. 2024).

⁶ *Efficiency Maine Trust, [What cost savings can you expect from an electric vehicle?](#)* (May 12, 2022).

⁷ *The International Council on Clean Transportation, [Benefits of Adopting California’s Advanced Clean Cars II \(ACC II\) Standards in Maine](#)* (May 2023); *see also ERM for Conservation Law Foundation, [The Benefits of the Advanced Clean Cars II in Maine: Fact Sheet](#)* (August 2023).