

Chair Lawrence, Chair Sachs and Fellow Energy Consumers of the EUT Committee

I am opposed to LD 1258 An Act to Include Qualified Out-of-state Electric Vehicle Providers and Clarify Provisions Regarding Electric Bicycles Under the Electric Vehicle Fund

LD 1258 raises many questions concerning the Trusts' programs and efficiency results.

The Trust is using ratepayer money for these incentives. Is the Trust following up on the three year registration requirement to assure the ratepayers underwriting their programs that everything is on the up and up?

Does the Trust keep up with the electric rate changes and adjust their math determining the electricity savings and rate reductions that “electric vehicles” bring to the ratepayers?

How much cost summation per ton of GHG avoided due to the Trust's Programs?

Does the Trust monitor the cost of gasoline and heating oil and update the impact of these costs on the success of the Beneficial Electrification Programs? Electrically and thermally?

“. While EV chargers are critical infrastructure for promoting the increased use of EVs, chargers do not, by themselves, save any energy. The Trust attributes all costs and savings associated with EVs in the “Major Programs” tables under EV Initiatives. Because the savings of EVs derive from avoiding the consumption of gasoline or diesel fuel, they are reported as thermal savings rather than electric savings. “ 2024 EMT Annual Report, Page 6

Does the Trust follow up on program initiatives to assure lifetimes of devices receiving ratepayer money is actually the lifetime used to develop cost/benefit ratios?

Does the Trust do a good enough job of self-monitoring their programs and results attributed to the programs? How would we know?

Thank You Clayton McKay Dixfield, The Only One