



Natural Resources Council of Maine

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Testimony in Support of LD 1133, An Act to Allow Electric Vehicle Charging Stations by Condominium and Residential Associations

Before the Committee on Judiciary

Josh Caldwell, Climate and Clean Energy Policy Advocate

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Senator Carney, Representative Kuhn, and members of the Judiciary Committee, my name is Josh Caldwell, and I am the Climate and Clean Energy Policy Advocate for the Natural Resources Council of Maine (NRCM). NRCM is Maine's leading nonprofit, nonpartisan membership organization dedicated to protecting the environment on behalf of our nearly 24,000 supporters statewide and beyond. I am here today to testify in support of LD 1133, An Act to Allow Electric Vehicle Charging Stations by Condominium and Residential Associations.

Electric vehicles (EVs) are a critical part of our climate response. Transportation is Maine's most polluting sector by far, contributing about half of our annual greenhouse gas emissions. As such, reducing climate pollution from transportation is Plan A in Maine's Climate Action Plan, and that strategy hinges on making the transition to EVs.¹ More Mainers than ever are now driving EVs, and we've seen an exponential increase in EV ownership over the past few years, but we're still a long way off from the Climate Action Plan goal of 150,000 EVs on the road by 2030.

In addition to the climate imperative, EVs save drivers money and are a critical tool for the continued development of a flexible electric grid. EVs are set to reach upfront cost parity with internal combustion engine vehicles by next year,² and the lifetime cost of EV ownership is already far less than the lifetime cost of an internal combustion engine vehicle due to lower fuel and maintenance costs.³ In fact, Mainers who drive EVs now save \$19-\$30, depending on car type, each time they charge an EV instead of filling up a tank of gas.⁴ Further, Maine's Energy Plan published this year by the Governor's Energy Office finds that EVs offer a "significant

¹ Maine Climate Council, *Maine Won't Wait: A Four-Year Climate Action Plan for Maine*, December 2024, <https://www.maine.gov/climateplan/the-plan>

² Kelley Blue Book, *Study: EVs Could Reach Price Parity in 2026*, December 2024, <https://www.kbb.com/car-news/study-evs-could-reach-price-parity-in-2026/>

³ Atlas Public Policy, *Comparing the Cost of Owning the Most Popular Vehicles in the United States*, March 2024, <https://atlaspolicy.com/wp-content/uploads/2024/03/Comparing-the-Cost-of-Owning-the-Most-Popular-Vehicles-in-the-United-States.pdf>

⁴ Washington Post, *Is it cheaper to refuel your EV battery or gas tank? We did the math in all 50 states*, August 2023, <https://www.washingtonpost.com/climate-environment/interactive/2023/electric-vehicle-charging-price-vs-gasoline/>

opportunity for flexible load management” and are a critical tool for reducing electricity rates in the coming years.⁵

Every four years, NRCM conducts the only survey of all statewide EV drivers to hear directly from the source about the EV ownership experience in Maine. Our 2022 report found that 98% of EV owners would recommend their vehicle to a friend or family member. It also found that, after upfront purchase price, the next two primary concerns for people when considering buying an EV are range anxiety and charging availability.⁶ This finding is borne out by other studies here in Maine and beyond, including the report delivered to the ENR Committee by the DEP in December of 2024 identifying the primary barriers to zero-emission vehicle adoption.⁷ That report identifies the lack of EV charging infrastructure as one of the top five barriers to EV adoption and similarly recommends “increasing access to EV charging at home and work” as one of the top five ways to increase EV adoption in Maine.

Our 2022 report also found that while most EV drivers use the public EV charging network occasionally, more than 90% of respondents primarily charge at home. The ability to plug in your vehicle after coming home from work or play and then waking up the next morning with a full charge is a major benefit for current EV owners and a major determinant for those considering the purchase of an EV.

For these reasons, we urge you to vote Ought to Pass on LD 1133. I am happy to answer any questions you may have.

⁵ Governor’s Energy Office, *Maine Energy Plan 2025*, January 2025, <https://www.maine.gov/energy/sites/maine.gov.energy/files/2025-01/Maine%20Energy%20Plan%20January%202025.pdf>

⁶ NRCM, *2022 Maine Electric Vehicle Owner Survey*, 2022, <https://www.nrcm.org/programs/climate/cleaner-transportation/2022-maine-electric-vehicle-survey/>

⁷ Maine DEP, *The Status of Light-Duty Motor Vehicle Regulatory Programs in the United States, Zero-Emission Vehicle Adoption Rates, and Barriers to Greater Zero-Emission Vehicle Adoption*, delivered to the Joint Standing Committee on Environment and Natural Resources, December 2024