

sean mahoney  
Conservation Law Foundation

In Maine, transportation accounts for more than half of the state's energy use, emissions, and costs due to our almost 100% reliance on gasoline, oil and diesel fuel. Maine currently has few alternative transportation options, although electric vehicles (EVs) are making inroads. In a planned economy-wide transition to electrified transportation, EVs must be supported and incentivized with appropriate rate schedules that promote the installation and operation of EV charging stations throughout the State.

LD 347 is one possible policy option to achieve the transition to a new transportation paradigm. It does so by requiring Maine transmission and distribution utilities to submit to the Public Utilities Commission by November 2021 proposed incentive rate schedules "designed to align with and support relevant strategies of the State's climate action plan ... to help achieve the State's greenhouse gas emissions reduction levels" for approval by the Commission.

Specifically, LD 347 requires electric utilities to propose alternatives to traditional, demand-based electricity rates for high-powered EV charging stations that are responsive to the new grid load necessary to achieve increased EV adoption. These alternative rates can help meet the needs of EV drivers, the grid, businesses hosting DC fast chargers, and ratepayers. As major beneficiaries of electrifying our means of transportation, Maine utilities can, should and must offer alternative rate schedules to help offset high electricity prices based on the time of day and week that consumers use charging stations.

CLF supports LD 347 because it will contribute to the proper design of rates that can send the appropriate price signals to the market and we urge the Committee to support this legislation. Thank you.