



April 11, 2025

Representative Lydia Crafts
Senator Tim Nangle
Joint Committee on Transportation
Legislative Information Office
100 State House Station
Augusta, Maine 04333

Testimony re: LD 1242, “An Act to Incentivize the Construction of Solar Carport Canopies and Solar Chargers at Highway Picnic Areas”

ReVision Energy (ReVision) offers these comments as a Maine-founded, employee owned, certified B Corporation clean energy construction company with over 470 employees across our five branches in New England, including more than 225 co-owners in Maine between our Montville and South Portland locations. Our mission is to build a just and equitable electric future that provides all Mainers access to clean, affordable, local energy. We carry out this work by installing distributed energy resources for homes, businesses, municipal buildings, nonprofit organizations, and the public each year. As a developer and owner of electric vehicle (EV) charging sites, we have experience in all facets of project development, from site selection and project design to system operation and servicing. To date, we have installed hundreds of Level 2 and Direct Current Fast Charging (DCFC) ports across Maine, Massachusetts, and New Hampshire.

The electrification of our transportation sector is already delivering benefits to households across the state. Not only do EVs offer lower operating and maintenance costs, they support our energy independence by reducing our reliance upon imported fossil fuels. And as a source of flexible load, EVs can support the integration of renewable energy on our grid. Of course, transportation electrification is also critical to the achievement of Maine’s climate targets. The transportation sector is responsible for roughly half of Maine’s annual greenhouse gas emissions, with 59% of those emissions produced from passenger cars and trucks.

ReVision thanks the both the sponsor and co-sponsors of this legislation for their leadership and attention to policies and initiatives to support the expanded deployment of EV charging stations. Access to reliable, convenient charging is essential to accelerating the pace of EV adoption in Maine to a level that would achieve a target of 150,000 EVs on Maine roads by 2030. This bill introduces a creative proposal for incentivizing the installation of EV chargers paired with solar carport canopies, including at highway picnic areas. As programs in other states have demonstrated, solar carports and EV charging can



be a complementary, space-efficient pairing—providing drivers benefits of shade and protection from the elements while providing the grid benefits of local, renewable generation.

In considering Section 1 of this bill, ReVision would encourage the Committee to further evaluate whether the proposed arrangement would provide sufficient incentive to mobilize the intended EV charging development. The installation of solar on canopy structures generally involves higher costs than the installation of solar on rooftops or in ground-mount arrays. Other states, acknowledging these costs and the benefits that solar canopies offer, have designed enhanced solar incentives for canopy projects.¹ In fact, recognizing ongoing hurdles to solar canopy development, Massachusetts recently enacted legislation that requires the establishment of a stakeholder working group specifically dedicated to identifying policies to promote cost-effective canopy deployment.² We offer this context to highlight that the proposed pairing of a solar canopy with EV chargers would add significant upfront costs to charging sites—costs that could challenge the financial viability of installing and operating those chargers, even when accounting for revenues from energy generated by the onsite solar array.

We appreciate the Committee’s consideration of these comments and its attention to the importance of continued investment in Maine’s EV charging infrastructure. We would be glad to answer questions or provide additional input ahead of your work session, especially from the members of our team with significant expertise on the financing of EV charging site development.

Sincerely,

/s/ Lindsay Bourgoine

Lindsay Bourgoine
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ReVision Energy

¹ See, for example, the Massachusetts SMART Program (225 CMR 20.00), which offers a 6c/kWh “adder” for solar arrays mounted on canopies.

² See Section 124 of S.2967 (2024), “An Act Promoting a Clean Energy Grid, Advancing Equity and Protecting Ratepayers.”