

**Via Electronic Mail**

February 25, 2021

The Honorable Mark Lawrence, Chair  
Committee on Energy, Utilities & Technology  
Maine Senate  
3 State House Station  
Augusta, Maine 04333

The Honorable Seth Berry, Chair  
Committee on Energy, Utilities & Technology  
Maine House of Representatives  
3 State House Station  
Augusta, Maine 04333

**Re: Northeast Clean Energy Council Testimony on LD 347 – An Act to Facilitate  
Maine's Climate Goals by Encouraging Use of Electric Vehicles**

Dear Chair Lawrence and Chair Berry,

The Northeast Clean Energy Council (“Council”) appreciates the opportunity to provide this written testimony on LD 347 – An Act to Facilitate Maine's Climate Goals by Encouraging Use of Electric Vehicles. The Council supports this bill, which would require the electric utilities to submit proposals to the Public Utilities Commission for rate designs that would facilitate the deployment of Electric Vehicle (“EV”) charging stations. As the Committee is well aware, transportation emissions account for more than half of Maine’s total Greenhouse Gas emissions. Reducing pollution from the transportation sector will be crucial to meeting Maine’s ambitious climate commitments.


The Council is a clean energy business, policy, and innovation organization whose mission is to create a world-class clean energy hub in the Northeast, delivering global impact with economic, energy and environmental solutions. The Council is the only organization in the Northeast that covers all of the clean energy market segments, representing the business perspectives of investors and clean energy companies across every stage of development. The Council’s members span the broad spectrum of the clean energy industry, including clean transportation, energy efficiency, wind, solar, energy storage, microgrids, fuel cells, and advanced and “smart” technologies.

Electric rate design can present a barrier to the deployment of EV charging stations, slowing progress on the state’s climate commitments. Across the Northeast, we are seeing a recognition of the challenges that traditional rate designs can present for transportation electrification. The Council encourages passage of this bill that would allow the electric utilities, the Public Utilities Commission, and industry stakeholders to work to advance innovative rate designs. Notably, the bill does not prescribe any particular solution, but rather provides significant discretion to the Public Utilities Commission to review any utility proposals. With meaningful industry

participation, this discretion will strike the needed balance between the utilities' need for cost-recovery and the industry's need for alternatives to traditional rate structures.

Thank you for the opportunity to provide this written testimony and please do not hesitate to contact us with any questions or for further information.

Sincerely,



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cc: Honorable Members of the Energy, Utilities, and Technology Committee