



**TECHNET**  
THE VOICE OF THE  
INNOVATION ECONOMY

TechNet Northeast | Telephone 774.230.6685  
One Beacon Street, Suite 16300, Boston, MA 021081  
[www.technet.org](http://www.technet.org) | @TechNetNE

February 25, 2021

The Honorable Senator Mark Lawrence, Senate Chair  
The Honorable Representative Seth Berry, House Chair  
Committee on Energy, Utilities, and Technology  
Cross Building, Room 211  
100 State House Station  
Augusta, Maine 04333

**Re: TechNet Support for LD 347 – Encouraging the Use of Electric Vehicles**

Dear Chair Lawrence, Chair Berry, and members of the Committee:

I write to offer TechNet's support for LD 347, legislation which would direct Maine's utilities to develop rate schedules that promote the installation and operation of electric vehicle charging stations.

*TechNet is the national, bipartisan network of technology CEOs and senior executives that promotes the growth of the innovation economy by advocating a targeted policy agenda at the federal and 50-state level. Our diverse membership includes dynamic American businesses ranging from startups to the most iconic companies on the planet and represents over three and a half million employees and countless customers in the fields of information technology, e-commerce, the sharing and gig economies, advanced energy, cybersecurity, venture capital, and finance.*

As you know, more than half of Maine's emissions associated with climate change are attributed to the transportation sector. We believe LD 347 is a critical step in encouraging the adoption of electric vehicles statewide.

LD 347 requires electric utilities to propose, and file with the Public Utilities Commission, alternatives to traditional, demand-based electricity rates for high-powered EV charging stations that are responsive to the new grid load caused by increasing EV adoption. Direct current (DC) charging is specifically important as it increases EV driver range confidence, allows for increased community charging in dense urban areas for drivers without access to dedicated charging, supports environmental justice goals, enables the electrification of medium- and heavy-duty fleets for public (e.g. school buses, public transit) and private entities (e.g. last-mile delivery, transportation network companies).

Traditional electricity rates were not designed with the unique characteristics of EV fast charging in mind, and therefore present a significant barrier to deploying faster charging stations. The model simply doesn't fit. This means that owners and operators of DC fast chargers often face significant economic burdens driven by demand charges due to the few

peak charging sessions that occur each month that effectively penalize site hosts and station owner-operators for turning on their stations.

Establishing alternatives to traditional, demand-based electricity rates would help to achieve Maine's efforts to reduce emissions and make it easier for goods and people to transition to electric transportation.

Thank you for your consideration. We hope that the Committee advances this bill favorably. Please do not hesitate to contact me if TechNet or our members can provide any additional information.

Sincerely,



Christopher Gilrein  
Executive Director, Massachusetts and the Northeast  
TechNet  
[cgilrein@technet.org](mailto:cgilrein@technet.org)