

Townsend, Erle

From: Christy Clark <christy.clark.425ef@advocacy.online>
Sent: Friday, February 2, 2024 1:10 PM
To: DEP Rule Comments
Subject: OPPOSE - Chapter 127-A: Advanced Clean Cars II Program (Reposting)

Categories: Red Category

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Lynne Cayting,

I write to you today as both a committed employee in the automotive industry and a concerned consumer, urging you to reconsider and oppose the proposed rule mandating an exceptionally high level of electric light-duty vehicles (cars and trucks up to 8500 GVW). While the pursuit of reduced emissions is important, we must recognize the unique challenges that Maine's climate and population present.

At the dealership where I am employed, we currently maintain a stock of electric vehicles. Despite substantial manufacturer incentives and the support of Efficiency Maine, consumer demand for these vehicles has not increased as anticipated. Conversations with our customers reveal discomfort with the prospect of driving electric vehicles in our cold climate, where frequent and prolonged power outages pose a genuine threat.

Concerns about battery performance in cold weather, the lack of charging infrastructure, and the investment required to equip homes with chargers contribute to consumer hesitancy. The anxiety surrounding the risk of being stranded during winter, coupled with the inconvenience of frequent charging stops on long trips, further adds to their reluctance. We must acknowledge these valid concerns before pushing for a rapid and extensive transition to electric vehicles.

I ask you and your fellow board members to visit a dealership, engage with General Managers, and gain insights into the practicality of the proposed mandate. Understand the challenges faced by those currently navigating the electric vehicle market in Maine. Recognize that our climate presents different operational challenges compared to California, and the frequency of power outages heightens the stakes.

Reducing emissions is undoubtedly a crucial goal, but it must be approached thoughtfully and considerately, taking into account the realities of Maine's unique circumstances. Rather than pushing for an immediate, complete transition to electric vehicles, we could explore alternative, more gradual approaches. A viable compromise lies in promoting gas/electric hybrid vehicles that not only reduce emissions but also prove to be more adaptable to our climate.

In conclusion, I urge you to prioritize a thorough understanding of the challenges faced by both businesses and consumers in Maine before making decisions that could significantly impact our community. Let us work towards a sustainable future, but with a mindful and realistic approach that best serves our state and its population.

Thank you for your consideration.

Sincerely,
Christy Clark

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