

Townsend, Erle

From: Cayting, Lynne A
Sent: Monday, January 15, 2024 2:22 PM
To: Townsend, Erle
Subject: FW: Advanced Clean Cars II

Follow Up Flag: Follow up
Flag Status: Flagged

Lynne Cayting, Chief

Mobile Sources Section in the Bureau of Air Quality Department of Environmental Protection
(207)-287-7599

<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.maine.gov%2Fdep&data=05%7C02%7CErle.Townsend%40maine.gov%7C86736823212d4155c73808dc15ff3e64%7C413fa8ab207d4b629bcdea1a8f2f864e%7C0%7C0%7C638409433198187423%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=dh4oGj%2F44AJLuxCIDhVaSNaFpo7zXx4dEJokyYD6hg4%3D&reserved=0>

-----Original Message-----

From: Bill Carter <bcarter5@maine.rr.com>
Sent: Saturday, January 13, 2024 11:46 AM
To: Cayting, Lynne A <Lynne.A.Cayting@maine.gov>
Subject: Advanced Clean Cars II

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Lynne A. Cayting,

I'd like to take the opportunity to encourage the BEP to endorse the ACCII proposal offered by a group of concerned Maine citizens and pass your endorsement on to the Legislature to enact. I know there is considerable pushback against the proposal, much of which is founded on inaccurate information regarding electric mobility in general and on outright negative propaganda. The immediate impact of ACCII would be borne chiefly by EV manufacturers and their dealerships in the various states that have enacted its quota requirements. Current negative reaction to the proposal claims that car buyers will be strong armed into buying EVs,

or that owners of ICE vehicles will have to get rid of their current fossil fueled vehicles, neither of which are mandated by ACCII.

I have long been supportive of EV adoption, thinking the sooner the better. I owned a Prius plug-in from 2013 to 2020, then traded it for a Hyundai Kona electric and two years later traded it for a Kia EV6. I know first hand how well EVs and hybrids perform here in Maine in all seasons. Range anxiety has mostly ceased to be an issue for me and for many other EV owners and has been replaced by charger anxiety. I remain in touch with Efficiency Maine's NEVI funding projects and earlier phased charging infrastructure efforts to get Level 2 and DCFC ports installed in much of the state. With new federal funding just granted, the build out of charging infrastructure will quicken, easing one of the main anxieties prospective EV adopters have. This should in turn ease concerns about the time frame set out by Maine's version of the ACCII, the target dates for compliance of 2028 and 2035. Much can and will be accomplished between now and then. Hopefully robust clean energy and regional grid development will ease anxiety about having enough generated power to support developing charging infrastructure. Maine's and the nation's climate goals literally demand that the change to electric mobility is of paramount importance. I hope that the BEP will be of like mind as it again takes up consideration of the ACCII in February.

Thank you very much for your attention to this matter and for extending the time frame for public comment.

Bill Carter
Yarmouth