

Townsend, Erle

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To: DEP Rule Comments
Subject: Advanced Clean Cars II Program

Categories: Red Category

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Dear Maine Bureau of Environmental Protection,

I am submitting a comment in favor of adopting the Advanced Clean Cars II Program.

Maine needs to do everything it can to encourage sales of EV and PHEVs in our state. I believe that establishing standards on range and batteries is a good thing for the consumer. The arguments for making Maine a healthier, safer and more sustainable state win the day for me. The more EVs are sold, the more will come into the secondary market and made available to Mainers with limited income so everyone can share the cost benefits of owning an EV.

I read through more than half of the public comments and I was struck by the number of people testifying who had no direct experience with EV driving yet were certain that they do not work in Maine. My experience is the opposite and the data proves many of the arguments wrong.

Last August my husband and I were forced to buy a car to replace an SUV we used for towing. Our choice was limited because of our towing capacity requirements. We bought an Ionic 5 and two days later drove to New York City. We had no issues finding fast charging stations along the way, getting there and back with little inconvenience. More infrastructure is needed for sure, as is modernizing the grid, but I know that Maine is working on it.

We live in Brooklin, not the most isolated community, but the closest fast charger is in Ellsworth, about a 40 minute drive. We won't install a home level 2 charger until the spring but we still get by with level 2 chargers in Blue Hill, even during these cold weather conditions. Yes, it takes a little planning during cold weather to make sure your battery does not get low if electricity might be an issue, but so does making sure we have fuel for the snowblower and the generator when a storm is coming up. ICE cars lose fuel and battery efficiency in the winter, that is why people should make sure they have plenty of fuel in their tank when a storm is coming.

The EVs keep getting better. We had limited income for many years and all of our cars, until this latest one, were second hand. If a second hand EV with the right towing capacity and range had been available, we would have bought it rather than a new car. If we had been able to wait 3 years or so (as we had hoped), less expensive models with good range and towing capacity would have been on the market.

EVs and fires, no more dangerous than ICE cars. This Motor Trend article is formatted in a number of slides (annoying) but worth going through if you are interested.

<https://www.motortrend.com/features/you-are-wrong-about-ev-fires/>

EVs cannot handle traffic jams in cold winters - not true

<https://www.caranddriver.com/news/a38883045/electric-cars-snow-cold-fact-check/>

Shade of the tree repairs

Sure, you can fix older cars at home, but that is becoming increasingly difficult with all new cars, with the manufacturers refusing to share maintenance documentation with independant garages. It is a right to repair issue, not an EV issue. In any case, EVs generally don't need the kind of routine maintenance that can be done by anyone. There are some new start up EV makers who are committed to open source repairs.

EV chargers at home are too expensive

Most new EVs come with chargers that plug into a standard 120 outlet. Installing a level 2 charger will cost more, but there are some incentives available lower income and rural car owners. <https://www.energymaine.com/additional-ev-financial-incentives/>

Thank you for your attention.

Corrinne Collett