

Ch 127-A ACC II
Advanced Clean Cars II Program

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Representing at least 85% of the State of Maine Population
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I am including parts of the original presentation and rebuttals to speakers from the live committee hearing on this proposal along with added content. I would also like to add that I am not opposed to people freely buying the vehicle type that they want to buy but I am opposed to subsidizing that choice out of my pocket (taxes, fees, etc.) and being forced through mandates and regulations to have to buy an EV, Hybrid, or plug-in.

According to the Maine Secretary of State's website on January 1st, 2023 we had approximately 1,100,000 registered private passenger vehicles. (Excludes commercial, municipal, farm, motorcycles, mopeds, etc.) There is no break out of EV's in the data from the state, but I was able to find that there are 5,000 registered EV's as of 2022 on <https://afdc.energy.gov/vehicle-registration> . We also have 332,978 trailers and 90,723 commercial vehicles. Many of those commercial vehicle plates are just larger private vehicles that state law requires to have a commercial plate on because they exceed a weight threshold if they want to pull a trailer, even though they never engage in commercial activity with it. This is important because the batteries used in EV's will make many more vehicles subject to commercial plating due to the weight of the vehicles. This will in turn cause higher insurance rates, increased tolls on roads in some states and potential ticketing and fines in other states for not displaying a company name and DOT # while driving a commercially plated vehicle.

Using the above numbers, we can conclude that less than ½% of drivers in Maine want to drive electric vehicles. ($5,000 \div 1,100,000 = 0.004545$). This can be determined by the way people fire with their wallets. If you add plugins 5,700, and hybrids 28,900, you get a total of 39,600. That brings the total to 3.6%. ($28,900 \div 1,100,000 = 0.036$) If we add a generous +/- 5% error in polling data rate, we can bring the prebiotic number of Maine drivers that potentially want EV's to a whopping 8.6%. Yet the proposed rule would mandate over 40%, followed by over 80% with several people for it saying that's still not enough. These numbers are where I come up with the statement that I represent at least 85% of the State of Maine Population in opposing this legislation.

I only found out about the meeting yesterday morning and didn't have any time to prepare, unlike the groups that brought this forward, because I was spending time with my grandchild.

I will say I live in Maine, not California, by choice.

I keep hearing that people won't be forced to buy an EV and can buy whatever they want, even when mandating that most of the vehicles sold would have to be EV's. This would make the choice when a new vehicle is needed and a gas powered vehicle is wanted to have to go to

another state to buy it or have to buy an unreliable used vehicle. I do believe that this would just be curtailed by a law being passed making it illegal to register non-EV vehicles newer than 20XX date in the state so that ability would be lost.

We also need to take into account the several thousand pounds heavier EV's are due to their batteries. Roads, bridges, parking garages and even driveways were not designed using these heavier calculations. Engineers are starting to sound the alarm on the dangers of a parking garage full of EV's being past the safe weight limit. Roads and bridges will deteriorate at a quicker pace and may end up in danger of collapse, unable to handle the extra weight.

There is also the danger of a battery fire and the inability to extinguish it. This leaves toxic pollutants spewing into our air. There are also scientists questioning the savings on our environment by EV's due to all the pollutants generated during their manufacturing and whether the generated are worth the initial damage caused. The rare, toxic elements are mined, usual in a process called strip mining and usually by children in a foreign country.

Another recurring theme is that you can't find EV's. This is not true as the dealerships within 20 miles of this meeting that I stopped at all have EV's and hybrids for sale on the spot today. (There are actually EV'S that Habs been sitting on the lots unsold for over 6 months I was told.) They did have a problem earlier due to the chip shortage causing supply chain issues just like gasoline and diesel powered vehicles but currently have not had to turn anyone away that wanted one, unless it was a special order that would take time, which is the same process for a gas powered vehicle. The statements that this rule would just make it so that people would have the option to buy an EV vehicle are just patently false. The idea that there's not enough EV's for demand is false as there are more EV's in stock today than current buyers. This rule just seems to want to force people that don't want to buy EV's to have to purchase them. The free market is a great thing. Let the buyer decide what they want. People have been voting for or against EV's with their wallet already, and it's a hands down no that they don't want them.

I heard several false statements brought forth, including that fossil fuels are a finite resource. Science has shown that fossil fuels, which are a naturally occurring source, are constantly replenishing themselves. <https://renew.com/politics6/replent.htm> We don't need dinosaurs to die to replenish them, like was originally thought.

It's easy to site increases in sales of 100%, 200% and 400% when the original number is 10 or 20 total vehicles.

Likewise, when you have such a low number of total vehicles of a certain type in use, the first users will be the fanatics that early adopt buying them. They will provide a skewed positive review of the product, ignoring any negatives, unlike what a true cross sample of the full population would provide. 5,000 out of 1,100,000 is not even statistically significant.

The Ford Lightning range is several hundred miles empty, but under load only gets around 100 miles range on a full charge under real world conditions.

(As a side note, no manufacturer releases actual data on what their EV passenger vehicles get with a full load.)

Ford is losing billions of dollars every year. <https://www.annualreports.com/Click/22074> While some of the losses are offset by traditional gas vehicle sales, Ford directly attributes the significant losses due to the manufacture and selling of EV's. That's in their full stock disclosure. GM is close to the same, but has been saved by a healthier profit from their gasoline powered vehicle sales.

While they publicly state they are committed to transitioning fully to EV's, they are actually being forced to do this by the mafia-like combination of banks and government telling them that they must do that, just like our state is considering right now. (Ford actually states in their filings that California and the Federal government are putting significant negative pressure on their business due to regulations and rules.)

If the 80%+ required EV sales is adopted and comes to fruition, that would cause at least a doubling of the cost of the vehicles from these manufacturers due to the loss of the gas powered vehicle sales that are currently subsidizing them. I heard people talking about how a full switch to EV's was projected to decrease their costs, but that claim is patently false. No vehicles in the history of the automobile since the Model T came out have ever had a decrease in price, especially so for EV's with all the rare earth components electric vehicles require. The only time vehicles reduce in price is at the end of their life in the last model year so that excess inventory can be cleared out.

The electric grid needs to have around 100% more power capacity than is currently available per 20% of increased sales. That's a 400% increase for the full implementation. Who's going to pay for that? This will increase electricity costs for everyone and also produce California / third world country style rolling blackouts. That's if we can even find a way to increase power production that is acceptable.

Someone stated that you save \$30 every fill up using EV over gas. \$30/fill up saved, 52 weeks, \$1,560/ year, 7 years \$10,920. That's only saving \$10,920 over 7 years, which is the top end of how long the average buyer keeps a new vehicle before buying a new one according to the dealers in the area. Yet the price of a low end gasoline powered vehicle is currently \$25,000 while an EV is no less than \$42,000 but realistically \$50,000 and up. The hybrids can be found for a low end car in the \$32,000+ range, which trashes the idea that going to all electric lowers the price. If that were the case, the hybrids would be well under \$30,000 for a nice one. This leaves a current cost difference between a low end gasoline vehicle (\$25,000) and an EV (\$42,000) at +\$17,000. That's almost enough to buy a second gasoline powered vehicle. Remember that this is a low end EV, as I only found one model below \$50,000. If the gas vehicles that are subsidizing the prices go away, the price will increase even further. For reference, financing at a generous 7 years (with 0% interest to make it easy) for a new vehicle would put a \$25,000 @ \$297.62/month while \$42,000 is \$500.00/month. Those numbers rise with interest. Using 7 years at 7% interest brings those numbers up to \$377.32 and \$633.89 respectively. (Traditionally the maximum was only 5 years.)

This pairs up with a majority of Maine's population currently living paycheck to paycheck on a median \$63,000/year household income in 2021.

<https://www.census.gov/quickfacts/fact/table/ME/HSG010222>

I have to drive to Boston for doctor's appointments on a regular basis. This would make a mandatory stop for over 30 minutes to recharge my vehicle at least once during that trip with the current average maximum range of around 300 miles per charge.

I've also gone into the Allagash on the Gold Road, where there are not, and hopefully never will be, any charging stations. One full charge in the summer will get you out there, maybe. This will be a one way trip for an EV.

Past regulation to eliminate items, like leaded gas, is a false comparison. Engines were easily switched over to non-leaded gas by changing essentially seals and wear points in engines, not a noticeable increase in cost or noticeable change in usability of the product. EV's have a much lower mileage range, usable towing capacity, etc. compared to traditional gas engines along with 2 minutes or less to fill up for gas compared to hours to fill up for maximum mileage of an EV.

I would also like to point out that subsidies are money that is taken out of my pocket and yours and given to someone else. That means those have to be included in any cost estimates.

I listened to previous speakers and heard a lot of the usual scare tactics that have been going on for years.

We are getting projections on what the weather will be, what kind of "savings" we will get projected over the next 17 years, how many lives are going to be saved, etc. These projections are, for sure, the potential best case scenarios. If projections were anything better than a "best guess" we would be able to have accurate weather data several days, or at least 1 day, in advance.

I remember reading about during the 1970's when we were entering the next ice age. There was even talk of melting the ice caps using nuclear weapons. Thankfully cooler heads prevailed. Recently we were told that by a certain date the earth will be uninhabitable due to global warming. That date passed and now we are at climate change to cover everything. Even so, there are proposals to block out the sun to protect us using satellites or metal flakes (which actually contaminate the air and earth) in the air.

The air quality in the US is the cleanest it has been in at least the last 150 years. (EPA data from 1980 to 2022 linked for evidence.)

<https://www.epa.gov/air-trends/air-quality-national-summary> (Excluding natural events like wildfires and volcanoes.) If we were serious, we would not have clear cut along I-95, where the trees helped to clean up the tailpipe output that travels along it. Our solar panel addiction is currently resulting in a massive deforestation of the State of Maine that no one is talking about and is currently not quantified and the toll of which on our environment and health has yet to be calculated.

The gentleman who heads the group that brought this proposal forward stated yesterday on the radio that he never has in the past and probably never will in the future buy a new vehicle because he can't afford it. He does look forward to the day when he can buy a used EV, though. This whole proposal was brought forth by a group headed by someone who has no intention of feeling the painful increase in costs of being forced to buy an expensive vehicle that was not what the consumer wanted.

The idea that companies won't be able to buy EV's because they are being prioritized in other states is false because they can just as easily buy from those states. Companies already buy their large diesel trucks from various sources including out of state so this would be no real change in their practice. The only change would be the much lower towing capacity of the

electric trucks and the much shorter range on one charge compared to a diesel fill up. Added to this will be the long time spent charging up. Lower capacity, lower distance between fill-ups and extensive time (hours) spent waiting to charge up all lead to higher prices on anything carried by trucks, like groceries, etc. This will impact the middle class, lower class and working poor the most. These 3 groups make up over 90% of the residents in the state of Maine.

I would also like to add that to me this is not a simple rule change in that the actual cost is already almost double for a bare bones model, a \$17,000 difference and the new product, EV, is significantly different from a gas product in function and usability. If you drive 30 miles each way to work and that's it, EV's might work for you, but so would taking a bus. If you like to travel or must, for health care that's increasingly hard to find, a distant job, gaming cars of family that's distant, towing or hauling, etc. EV's are not a viable option. I firmly believe that if this were put on a ballot and voted on, it will be voted down by a large margin. The people of Maine want to choose on their own and be left alone. If there's a rule or mandate to get to net zero that is causing this, maybe that needs to be changed or repealed. We're close enough to the goal of zero that getting any closer will require massive amounts of monetary outlay and suffering by the people of this state. The returns on that investment are so miniscule that it may no longer be worth it to pursue a closer to zero goal, if that's the case.

If I need to clarify or give any more information, or adjust the format, do not hesitate to reach out to me.

Thank you for your time,
John