

27 August 2023

Madam Chair and Committee Members, To Whom It May Concern,

Respectful greetings.

"Don't turn Maine into California". My motto and a new battlecry. Don't turn Maine into any other state, for that matter, thereby sanitizing and making "vanilla" (figure of speech) our state into other states while they LOSE their uniqueness.

My name is Jon Barkley and this is my written testimony to be utilized for both automobile AND truck EV mandates that have been suddenly announced to the public for commenting as well as a rushed non-legislative process in hopes of pushing through a very poorly thought-through execution specific to Mainers to the Governor for signature.

I will be writing of various concerns/comments.

According to the maine.gov website data, 11% of Mainers live within the poverty level. US News claims the average salary of Mainers is approximately \$39,000. The cost of one EV vehicle can well exceed the annual salary of an individual. This is a cost before any maintenance is performed, cost of paying for a home charging system that can be an exorbitant \$600 cost prior to paying electrician fees for installation. Who can afford such new fees and expenses when their income is already either fixed or considered "poor"? Not the majority of Mainer's, thats for sure.

What the pay-on-site charging fees at the various stations away from home, if any? Are they free or does one have to have a debit/credit card to utilize? Many Mainers do not have debit or credit cards and cannot qualify for the latter.

What are insurance costs for someone to drive an EV car or truck? A truck, I might add, as utilized as the example at the hearing as a Ford F150, the smallest of the considered "heavy duty" truck lines available and one step above a small Ford Ranger or Maverick truck.

Where was the working man during the personal testimonies provided. It appeared to me those who showed in support of were either paid lobbyists, paid slick marketing salespeople, or members of a quite obviously biased attitude in support of EV's without even consideration for the commoner WHICH, btw, IS most of the citizens and constituents of Maine.

For that matter, where is the blue collar working man/woman representation on any of these committees assigned to make permanent decisions for Mainers? I saw none in the "Pro" group for EV's, but many in the "Opposed" group who testified on August 17 in front of the committee. I saw none on the committee, all white collar executive background.

I am in the unique position of having both blue collar and white collar professional backgrounds. I've lived in rural areas and I've lived in very populated city areas and suburbs, too, all over the United States and overseas in Japan for a period of five years where, incidentally, the Japanese people have very unique adaptations to various different inventions/creations at least a decade or more ahead in time of the United States.

I was a resident of California from mid 1994- late 2001 and moved out of state on military orders ten days after 11 September 2001. I lived in the Mojave Desert for a couple of years+ at a desert military installation then moved to San Diego for five and a half years while serving in the military in another capacity and billet. I thought many California policies ridiculous and overreaching as well as expensive then, almost 29 to 22 years ago, and I can only imagine the crazy that exists there now. Many seem to agree with me because the data and census population count and mass exodus of former Californians demonstrates they've had enough by this 2023.

I am very disinterested in anything California being adopted here in Maine, especially anything Governor Gavin Newsome initiated or approved. More on that comment later.

While in the Mojave desert, you can appreciate the high temperatures that prevailed commonplace especially during summer months. Winter evenings could be surprisingly cold. However, a route going from Joshua Tree National Monument to the I-10 interstate heading East out of California was nothing but a several hour drive on a two-lane highway with nothing, absolutely nothing to save you if your vehicle broke down. There are not stores, gas stations, cell towers and therefore no cell service, no homes, no people anywhere most times with the exception of the rare vehicle passing you from an oncoming direction.

If you broke down, you had nothing but the good grace of God on your side if some happenstance occurred where someone drove past you and you could hopefully get them to stop and assist you.

Nothing, but temperatures well over 100 degrees.

In the opposite direction heading East and up from the desert area I lived, there is nothing but a small dot on the map of a former town called Amboy where there used to be a restaurant but no more which was about halfway to either Laughlin, Nevada, or Reno or Las Vegas depending upon which direction you were headed.

To place my entire well-being and that of any family members or pets traveling with me all on an EV we are supposed to simply accept as the new greatest creation since traditional Maine Brown bread isn't acceptable.

With a gas-powered engine, I can manage small repairs, overheated and blown radiator hoses, extra gasoline in a safe container in case I stumble upon another driver in need, water by the gallons, and at least X amount of battery life should something in the engine stop working. Even a chance of a passersby might have some mechanic experience or a few tricks up one's sleeve to assist you limping

your car to eventual safety or even getting you on the road full bore again.

With an EV, what do I have to mitigate and move forward? Nothing. What chance do I have that some passersby might have EV mechanic experience to work on the vehicle right then and there? Practically ZERO.

In Maine, there are many rural areas that are much the same once you head North. Even within my tiny village, there are rural areas where the same concerns can arise as those described in my desert living experiences only they can be applied to the exact opposite of weather spectrums here in Maine.

How well do batteries hold up in extreme climate temperature changes here in Maine as opposed to the temperatures in California? The slick packaged EV products and their supporters will have you believe all is well and nothing to worry about. Well, according to consumerreports.org, Jake Fisher, Senior Director of Auto Testing At Consumer Reports, states, "Car shoppers who live in a cold climate who are considering an EV must BUY more range than they have expected...they should make sure the car gets twice their typical daily (warm-weather) needs". Additionally, Fisher states, "Typically, we WARN new-car shoppers not to buy more vehicle than they need, whether that's seats, cargo, room, or towing capacity, but in this case, EV buyers who drive in colder climates should strongly consider getting a car with a range about DOUBLE WHAT THEIR DAILY DRIVING NEEDS ARE, so they're not left stranded in a cold snap".

This does not seem practical for Mainers who reside in much different climate areas than California as well as much different culture, daily needs for vehicles, heavy workload for construction workers, timber/lumber workers, fishermen/women, etc., as well as the every day driver. You are considering a rushed policy, void of elongated and well-thought out and debated policy discussion by The People as well as our legislatures elected to represent all of our interests in government fashion.

This initiative is simply bypassing all of the usual and NECESSARY dialogue, protocol, fair and reasonable discussion of such a potentially devastating and disastrous initiative that will affect all, not just the 150 people who signed this petition to get you to hear and consider the heavily lobbied/paid lobbyists, pro-EV activists and those who jumped aboard their bandwagon who've had months and perhaps years to put together their polished scripts and questionable data presented to you.

Data, I will add, that could contain confirmation bias, qualitative and quantitative flaws, and my questioning the size of samplings that are used in the sources cited. Were these samples less than 50 consumers? Were they only EV autos or were EV trucks, even though it's a small F150, included? Were the samplings taken by people of one particular political party or were they spread out even? You know this is an influential catalyst, so please do not deny or ignore it. Were those who were sampled mostly, if not all, from city and urban areas and/or were the same amount of individuals who live in rural areas who happen to drive an EV car or an EV truck contacted and represented in the pooled samplings that are utilized in the slick packaged EV products being shoved down Mainers throats to accept "or else".

This entire approach does not seem like fair, balanced, even, reaching-across-the-aisle

representation of The People AT.ALL. This seems like a one-sided, out-of-state and in-state groups of paid lobbyists, billet holders in organizations and snake-oiled salesmen/women trying to pull the wool over Mainers eyes and silencing their voices without appropriate representation of ALL, not just the very biased few; mostly city folk or those who spend most of their time traveling interstate or highways with little to few stops in between points, unlike those citizens who live in rural areas, desolate areas the further North one travels "up and over" West in Maine.

What are the costs of EV batteries initially and what cost will they be to replace? Where do the batteries materials come from? Batteries have an expected declining/deteriorating lifetime of 10 years. Just.ten.years. Then, it's time for a new set. Towards the end of their life cycle, an EV owner will be stopping every 80-100 miles to recharge. How long will that take? How often will that be interrupted? Can you imagine the interruptions associated with trying to make a nationwide trip, a trip with children and pets in tow, no less?!?!

Let's talk about that "tow". Semi trucks are now experimenting with gargantuan sized, very heavy EV batteries. The amount of weight along with the safety, or should I elude to the lack thereof, if one were involved in a vehicle crash would literally crush any individual in an opposing vehicle. I can only imagine a huge semitruck pulling three large trailers full of raw but trees piled high trying to use EV batteries to pull the load for the same amount of time, same power, same mileage, and same effort as SAFELY as gas-powered semi's, especially during winter seasons. Unsafe and impractical. Laughable, actually.

An EV truck, the Ford Lightning (\$80,889 as tested...tell me how the poor people of Maine needing to use trucks can afford THAT cost?) carrying a 5-ton load around a 74 mile test track in Connecticut were found "significant reductions in driving range for...truck when pulling a heavy trailer and believe the short ranges and current lack of robust nationwide charging network could make EV pickups impractical for long hauls with a trailer". (consumerreports.org) That truck is fitted with an extended range battery and STILL only produces a 320 mile range unloaded. Other batteries and truck packages get less mileage. "All Lightenings are crew cabs with a 5.5 foot bed and all-wheel drive". That's JUST a 5.5 foot bed. Most trucks today have 6-8 foot beds for cargo.

With all sorts of tests run, what was found in Consumer Reports Study concluded an EPA range of the F150 Lightening Truck at 320 miles with their "extended battery", a displayed range with 10,000 pound trailer attached at just 161 miles and the ACTUAL RANGE with a 10,000 pound trailer at a measley 91 miles! The Rivian R1T model, another vehicle, using a "large battery" had an EPA Range of just 314 miles, Displayed range including 10,000 trailer at 150 miles, and an ACTUAL RANGE of just 85 miles! The testing further contradicted the EPA's estimate of range mileage "using this data, we extrapolated the theoretical maximum range for the Lightning in these conditions to e 91 miles-less than a third of the EPA rating." (consumerreports.org)

Howtogeek.com mentions, "Lithium batteries take longer to charge when they're cold, and regenerative braking features don't work as well either. Taken together, the adverse effect of cold weather can reduce EV battery capacity by as much as 41%". Now, does that seem feasible in the

reality of day to day, night to night life and work of rural Mainers? Lobstermen/women? Timber/Lumber industry workabees? This is not feasible nor reasonable on a realistic basis.

Maine's Economy, according to MaineBiz, Maine's economy ranks at the 8th worst in the nation. Yet, there is no account taken into consideration for those of lesser means to purchase EV's. As well, those in the middle income bracket will be challenged to purchase an EV while trying to juggle house payments/rent, food on the table for their kids/family who can barely get by as it is. Maine's total population is approximately 1.5 million people. How can you possibly try to compare living standards, conditions, quality of life, TYPE of life, harsh winters in comparison to CA and most other states? Maine IS NOT CALIFORNIA and should NOT be mandated to "follow their policies" re EV's or energy policies in general for that matter.

We are already dealing with the ugly and inefficient windmills that blight the landscape just as those hideous acres of solar panels now dotting Maine's landscape. How can environmentalists approve of such issues tearing up nature's land? And, now the ocean is being challenged for placement for windmills. RIDICULOUS for a number of sound reasons including cost efficiency versus output of energy, loss of fish/bird life, whale deaths and zero production of any energy on days where there's not wind or sun, to name a few examples. That's for another debate, another testimony, another time.

Lots of razzily sounding statistical data was presented by we don't know the efficacy of the scientific data presented in the supporters' testimonies. Many of them repeated the same statistical data and sources, yet didn't explain much of the science involved with their slick presentations. Presentations, I reaffirm, had months/years to collect data and prepare for in-house presentation to the committee while the opposers had just days and some had just hours notice that a hearing was scheduled where we could come and testify. This is NOT ample public announcement let alone ample and appropriate approach to a fair and balanced process prior to anything being brought before an elected Legislative body of the State of Maine. This is an attempt by political lobbyists, paid activists, paid researchers, and paid organizations/employees to present a polished unified front to sell you a new car, just like a snake oil salesman from back in the day.

Supporters can present their polished presentations showing ONLY the good things about their product but rarely, if ever, present all of the negatives that go with their product as well. Also, the human factor is not taken into consideration because Mainers have a much different lifestyle and quality of life and different set of cultural norms than California or many other states. It would be hasty, rushed, dangerous, and devastating for the committee to move forward and support this ridiculously sterile and general "movement" towards EV.

Used car sales are already at a high cost. With the predicted percentages that supporters desire to have EV's on car sales lots versus gas powered vehicles on new car lots would be devastating b/c you are forcing people to narrow their choices (UnAmerican), forcing them to be funneled into an EV system when they simply cannot afford it nor want it due to their types of occupations, personal and family needs, and geographical areas where infrastructure to handle energy, power charging stations,

and electric grids simply cannot handle the full load of an overly ambitious movement pushing EV's upon people who do not want them nor need them.

Remember the electric brownouts in California, restricted use of electrical grids, the floods in Florida where charging systems were four feet under water? How the heck is anyone supposed to recharge their vehicle when the charger, an electric one, is under water. UNDER.WATER. Electricity and water do not mix well. Think you had problems with electrocutions before? Wait until you try to force this crap down American's throats in these areas.

The quality of air was utilized as one tool pushing the ambitiousness of forced EV sales on sales lots by the supporter's fast-laned schedule. Well, Maine's quality of air is much, much different than the quality of air in California, especially the cities. My air is fine here in Maine. My air is clear, clean, and crisp just as it's been for a number of decades, I imagine. No one I know has respiratory issues other than those who smoke(d) cigarettes, cigars, marijuana, or other products to destroy their lungs. Maine's air is not California's air. Therefore, any data and statistics the supporters provide is debatable because it's irrelevant to Maine.

One aspect of the oral testimony provided by one particular speaker supporting EV's, a Director of an organization, had the audacity to use a tragedy on the island of Maui as an opportunistic moment to bolster a questionable "climate change" cheap shot. I take noted exception to such insensitivity.

Allow me to provide true perspective. I lived on Oahu for 15 years prior to moving to Maine.

I have friends now living on the beach while they figure out their next steps to recover from a tragedy that had a myriad of mitigating factors involved for the fire's origin, NONE of them "climate change". Neighborhoods were unusually brown and dry grassed because locals had been on water rationing while the touristy golf courses were fed valuable waters to keep fairways and golf putting greens and beautiful foilage with plants and flowers green. All things for tourists and the image of paradise, yes? The fires occurred, there was inefficiency on the part of an early warning alarm system, and police officers provided confusing and convoluted directions to stop people on the road, only to have them be trapped when it became apparent there was no escape. I will spare the gruesome details I have been provided about what rescuers after the fact found within Lahaina's streets and inside cars. I get daily updates directly from friends. There are other theories involved with how the fire started, why it started, and what might be some of the reasoning that things turned out the way they did. And, some of it not what one would normally consider in a random, all-natural fire. Shame on the individual who tried to capitalize on such a tragedy in the name to push her political lobbying of the EV movement during her testimony. During a sidebar conversation outside and away from the testimony room, I informed her of my personal interest and personal friends and my time in Hawaii and point blank corrected her on a few things that I know she was simply spouting from her mouth and not factually checked out. She had nothing to say and bolted to the restroom to get away from having to dialogue with me at all. Not one thing she had to dialogue with me. And THAT is a very good indication of how many of those in support of EV's and many other agendas pushed here in Maine LACK the ability to reach across the aisle and discuss the issues as they should be discussed.

What is happening now in Maine with this initiative proposed as well as others in recent memory is NOT how business should be conducted in Maine. I state "should be" because that is part of Maine's motto, the very first sign I read crossing over the Maine state line; Maine, the way life SHOULD BE", not what others impose upon us or try to turn us into being. Mainers have a very long history of being different, rugged, self-sufficient, learned whether it be formal or informal, persevering in a very impressionable number of ways, UNLIKE people who hail from other states bring THEIR way of life to Maine and expecting Mainers to assimilate to them. No, thank you. And, my opinion stems from a lifetime of living in many different geographical areas, living amongst a wide variety of different types of peoples and cultures and their norms, mores, and standard/quality of living.

Mom and Pop auto shops would be devastated by this push for EV, regardless of unreasonable, mathematically impossible Federal "mandates". Mandates are not laws. Your approval of this initiative by just 150 people will forever have a negative impact upon many more lives, more families, than you can imagine. How many small business mom and pop auto shops exist in Maine that you see along the roads if you travel outside cities and towns? Very few of them would be able to afford to make the change in tooling and computer tools utilized within the shop required to use on EV's. They simply don't have them and very few will afford to adapt and transition. You will effectively put out of business much needed employment in an already poor state and, instead, funnel all word towards a monopoly, a monopoly where only the dealerships who sell EV's will be able to service them.

Obsolete cars in China have now lived in graveyards. "EV's are piling up in the city of Hangzhou in an EV graveyard", according to Bloomberg.com with a video picture provided by videographer Qilai Shen in addition to the full article. Some EV's apparently have plants growing out of the trunks of cars they've been in the EV graveyard so long. Why do they exist? People aren't buying the used junk after the EV's have run their useful batter life. "Similar pools of unwatered battery powered vehicles have sprouted up in at least half a dozen cities across China, though a few have been cleaned up. Others were discarded in such a hurry that fluffy toys still sit on their dashboards". -Bloomberg.com

Why would we, as Americans, want this? Why would we, as Mainers, want this for our state? We don't. Why are some in America buying into something the Chinese already have tested and known; EV cars are throw-away vehicles with batteries that cost alot, in human labor price as well as financial investment.

The Congo has long been known by those who bother to complete research that children are used as slave labor, adults are given poor wages and work under terrible conditions digging and mining for cobalt and other minerals, perhaps lithium, and the almost unbelievable amount of minerals needed to make batteries. And, you thought alot of maple tree sap was needed to make just one gallon of maple syrup? You have no idea how much mineral it takes to make just one EV battery. Nor does most American consumers. They are only interested in the final shiny product sitting on the showroom floor, denying or not considering or outright blatantly disregarding the human cost and strenuous working environments that exist to bring such precious batteries to the sales rack.

Lastly, I close with this thought. I moved here to Maine after careful consideration of several

years of due diligence and research hoping to find an old home with all that comes with it, drafts and uneven boards and all. I wouldn't have it any other way. I moved to Maine after living all over the country and moving directly from a very expensive, very Left-leaning oriented state that has seen many local people move due to the taxation, policies, ridiculous cost of living and lack of freedoms that have been restricted due to Left-leaning politics and policies.

This initiative smacks of the same. And worse, activists and paid lobbyists have been brought in "from away" in order to try and influence you, motivate you to fall for their slick and polished program and product. Well, for each one of their testimonies and their supposed research involved I could utilize the same skills learned in USC's Doctoral program to conduct thorough authoritative and unbiased research of abundance combined with zeroing in on Mainers particularly and the devastation this initiative as is will cause for Mainers, most especially the middle income to lower income to poverty level citizens of Maine. I would ensure confirmation bias did not exist, large and reasonable more thorough and broader samplings across the board were utilized that would provide a much greater and wider paradigm than the small narrow paradigm that activists, lobbyists, and sales people would have you believe in a one-day testimonial set aside on August 17, 2023.

No more than we voted down having a second gambling casino built in Maine made even after the slick packaging was promoted to make it appear tantalizingly irresistible, everyday Mainers saw through the b.s. and said a resounding, "NO"!

The same should be done here and now with this EV initiative. In its present form, rushed through, with zero consideration given nor opportunity provided for every town and community and county and Legislature to discuss it, especially presented to those who would be affected most, the rural citizens and not just the city folk, is not serviceable nor lay in the best interests of Mainers as a whole.

If I wanted to follow Californian guidelines and be subjected to their policies and laws again, I would've moved back to California instead of Maine. I didn't and for very, very good reasons. California is NOT Maine, thank God.

Governor Newsome policies and initiatives need to stay in California. You can easily see what people think of his policies and governorship; they are leaving California mass exodus in droves. Don't begin to bring it here. Don't bring one more thing here that stinks to high heaven anything California policed or initiated with their politics, for the love of God.

People move to Maine? People need to assimilate to the "Maine ways". After all, isn't that what attracted them here in the first place? Don't allow other states failed policies and citizens bring their crap to Maine and change us into what they escaped from.

Maine, The Way Life Should Be, not the way other states or anyone else thinks we should be doing it THEIR WAY. No, thank you.

Respectfully,

Jon Barkley