

## Townsend, Erle

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**From:** Anthony Long <anthony.long.f9875@advocacy.online>  
**Sent:** Monday, February 5, 2024 11:15 AM  
**To:** DEP Rule Comments  
**Subject:** OPPOSE - Chapter 127-A: Advanced Clean Cars II Program (Reposting)

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Lynne Cayting,

I am writing to you today to urge you to oppose the proposed rule to mandate the sale of light-duty electric vehicles in Maine. The electric grid this country will not support the amount of electric vehicle demand across the country electric batteries do not have the capacity to tow trailers in a cold weather environment for a long period of time without recharging. We live in a very remote environment for the majority of the state of Maine, do not like the idea of sitting and waiting for hours for a battery to charge after waiting for hours of a line to get to the Chargers. Also do not like the concept of replacing the batteries and the expense that goes with it after the batteries are dead, and no longer capable of taking a charge , it's not a DY project and requires dealership and high labor rates

As revised, the rule requires that beginning with the 2028 model year, 51% of the vehicles sold must be electric vehicles. This plan is not only unrealistic, but requires automobile dealers to abandon our longstanding principle of finding vehicles that best suit the needs of our customers.

When a customer comes into a dealership looking to buy a vehicle, this is not a decision that is taken lightly. Often times, hours of research have gone into their decision. It's a large purchase, often times second only to purchasing a home. Every customer has a unique situation, and we pride ourselves with offering them the most sensible options within their specific needs and price ranges.

The most important guiding principle is that a vehicle purchase is a consumer's choice. This proposed rule severely restricts that choice, and in some cases may eliminate consumer choice altogether. Customers will no longer be able to select vehicles based on their own wants and needs. Unfortunately, this means that many Mainers - especially in southern Maine - will simply purchase the vehicle they want in other states like New Hampshire, where they are not bound by these mandates.

Maine does not have registration denial, which means Mainers can buy vehicles out-of-state and then register them to drive in Maine, even though Maine dealers cannot sell the vehicles the customer bought. In addition to the option of crossing state lines, many Mainers could simply keep their current vehicle or trade their vehicle in for another used vehicle, decisions which negate the climate goals that this proposed rule seeks to achieve.

Dealerships work very hard to help customers purchase vehicles that best suit their needs, and we oppose efforts that reduce the options available for hardworking Maine families.

Again, please oppose the proposed Rule 127-A: Advanced Clean Cars II program.

Sincerely,

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