



Maine's electrical grid and uni-direction dispatch and distribution are not currently adequate to support this new kind of potentially two-way traffic.

A substantial growth of EV and memories of the Ice Storm are not a good night's sleep.

The electrical grid still lacks the surge capacity (via storage, mostly) to match evening domestic power consumption for the usual domestic use and emerging charging demands.

Electric vehicles are not yet contributing, via an equivalent of the gas tax, to road maintenance.

By intent of EV manufacturers, the ability of EV owners to obtain professional repairs at the local, reasonably-priced garage will be practically nil. "Right to Repair" initiatives will help to a degree, but scale-driven base participation costs will make rural repair for EVs both expensive and a transportation nightmare for (single vehicle) owners.

Dealers and private parties in other states will be happy to fulfill the needs of Maine rural drivers for function-fitting gas vehicles. The Commerce Clause of the US Constitution will preempt most State action to interfere with this trade.

EVs will likely dominate the market in 20 years and most of my listed issues will have been adroitly addressed, but today and for some time to come, California's approach will not make practical or economic sense for most of Maine.

We need to make our climate change contributions to the planet in other areas where the costs are lower.