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From: Bobby Reynolds <bobby@teamjgolden.com>
Sent: Monday, February 5, 2024 10:02 AM
To: DEP Rule Comments
Subject: Comment on Chapter 127-A: Advanced Clean Cars II Program (Reposting) Congressman Golden Testimony

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TO:
Maine Board of Environmental Protection
FROM: Representative Jared F. Golden (ME-02), Lewiston, ME
DATE:
February 1, 2024
SUBJ:
Chapter 127 – A California Advanced Clean Cars II Regulation, Rulemaking

On May 23, 2023, the Department received a citizen petition to initiate rulemaking pursuant to 5 M.R.S. § 8055. The petition was submitted by Jack Shapiro of the Natural Resources Council of Maine, and included the certified signatures of more than 150 registered voters. The petition proposes to promulgate a new rule establishing motor vehicle emission standards for new passenger cars, light-duty trucks, and medium-duty vehicles by incorporating the requirements of the California Advanced Clean Cars II regulations, beginning with the 2027 model year, and continuing through the 2032 model year. Due to an unforeseen emergency situation, the proposed rule has been modified to take effect with the 2028 model year.

Similar to my submitted testimony in regard to the flawed proposed Chapter 128, California Advanced Clean Trucks Regulation, please accept this as my written testimony in opposition to the adoption of this proposed rule, the California Advanced Clean Cars II Regulation.

Mainers proudly work to protect the environment of our state. I, too, support steps to address the threats of climate change and the goal of keeping our pristine vistas along our coast, mountains, and farmlands intact. Zero Emission Vehicles (ZEV) will eventually – and undoubtedly – play a role in those efforts. Forcing manufacturers – via dealerships in Maine – to offer ZEV automobiles is, in my opinion, contrary to those goals.

Maine's Second Congressional District is among the most rural in the country. For those of us who make our homes here, safe, dependable, and – most importantly – affordable transportation is not a luxury but a cold hard necessity. Any efforts to broaden the use of new energy technologies, particularly in the case of transportation for the average citizen, must take these considerations into account ahead of any government actions.

In discussions with leaders of the Maine Automobile Dealers Association, I have been told only 4 percent of car sales in our state currently are for ZEV's. Customer demands for ZEV are anemic at best due to a number of factors, chief among them are real-life functionality, (charging infrastructure and electric grid capacity), and costs both at the point of sale and associated with the upgrades needed to facilitate home charging. Attempting

to mandate lot inventories absent the reality of market forces is unwise, will damage dealerships, and, ultimately, negatively impact the people I represent. Until the needed advancements in technology, battery development, and infrastructure improvements to the Maine electrical grid/charging station numbers take place, these market forces will remain a reality.

Protecting our environment is of the utmost concern. Investments in new technologies and rewards via tax incentives would be a better course of action when compared to the proposed adoption of California's Advanced Clean Car regulation. I was proud to support the Inflation Reduction Act in the last Congress. The incentives for domestic production of new technologies were a primary driver in gaining my support.

Respectfully, I must register my opposition to the proposed rule 06-096 127-A, Advanced Clean Cars II Program.

Thank you,

Jared F. Golden
Congressman, Maine's Second District