

Dear Board,

Reference: Chapter 128 Advanced Clean Trucks Program  
Chapter 127 Advanced Clean Cars II Program

EV Technology in vehicles is not where it has to be, to be viable in this rural state.

There's a big difference between Southern Maine and Rural, Western, Northern and Central Maine including climate and distances to services.

I have a new Ford F-150 Truck that I bought in Feb of 2023. I researched an F-150 EU and Hybrid truck before my purchase. Neither would work for me. I live rurally with the nearest charging station being 20 miles away, the next nearest is 60 miles.

An F-150 Ford EU has a range of around 230 miles, in warm weather, winter cold is another issue.

I have a friend that drove a Ford F-150 EU from Madawaska to Howland on a cool spring morning. He kept watching his battery status and in order to complete his trip, he had to be conservative with his heat, turning it on & off so he could make the trip.

I have a camp in Northern Maine, 100 miles from my house in Lee. There is no power there. The nearest charging station is the same one that is 20 miles from my house, so 80 miles from my camp.

I go to camp anywhere from a few days to a week or 10 days to a time. I've put as many as 1,000 miles on in a week on some moose hunts. Normally it's a few hundred miles per trip. My point is, with the approx 230 mile range, I could only go to camp and back, without putting on any miles while there, if the weather was warm.

So my camp trips would be impossible with an EU truck.

Another example, my youngest daughter lives in Scarborough, exactly 200 miles from my house. If there was a family emergency, I could just about make it if I had a full charge.

Also, I put a plow on my truck, as a lot of rural people do, you can't put a plow on a Hybrid or EU truck. Plus in different seasons, I'm pulling boats, snowsked trailers, utility trailers hauling firewood etc, which would drain the batteries even quicker.

As far as commercial trucks, it would destroy the woods industry in Northern Maine. The larger trucks are hauling 100,000 to 150,000 pound plus loads over 100 miles round trip.

They couldn't afford to haul less and make money. A lot of woods workers travel over 100 miles per day to & from work.

A lot of people couldn't afford an EU and have a home charger.

Rural Maine is not ready, technology is not ready to meet the proposed goals of EU transformation.

The entity of the BEP should not be the sole decider of something that is going to have such a drastic impact on the lives of the people of the state of Maine, rural Maine will be the hardest hit.

I'm 74 years old, if possible, I'll trade again before they ban gas vehicles, so I can get a vehicle that will allow me to do the things I do.

If I live long enough for technology and cost to make it possible for them to build a truck that will perform overall as well as a gas vehicle, I'll have one. I don't see that happening in my lifetime.

This EU decision should be made by a much larger representation of the people of this state rather than a rule passed by the BEP Board of 7 people.

There are 2 Maines, Urban & Rural (which is  $\frac{2}{3}$  of the less populated parts of this state) that any EU decisions will have the greatest impact upon.

Maine people have always been known for their Independence, Maine people can come up with the best rules for Maine. Not Copying another state, that is more populated, traffic congested, warmer (more EU friendly) and already over regulated.

Maine can do better for the people of Maine, be the independent state we are known for not a copycat.

Dont regulate rural Maine into a Depression.

Go Slow

Sincerely,

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