## Breton, Mary B

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I respectfully urge adoption of the Advanced Clean Cars II (ACC II) rule. It is essential to achieving the state's 2050 climate benchmark of 80% reduction in GHG emissions by 2050. We must move our transportation sector to electricity and away from economically volatile, polluting fossil fuels. The climate catastrophes around the world show that we have no time to lose.

Driving on electricity provides cost stability and savings households can bank on. <u>Consumer Reports</u> found that when the national average gas price spiked to around <u>\$4.30/gallon</u> in 2022 with electricity prices at about <u>\$0.14/kWh</u>, EV owners could save between \$1,800 and \$2,600 in operating and maintenance costs for every 15,000 miles they drive (the average distance newer vehicles are driven in a year in the U.S.), compared to drivers of gas-powered vehicles.

But the proposed rule stops short, potentially depriving Mainers of billions of dollars in economic, health, and climate benefits. Every other state in the region that has adopted or is moving forward with the ACC II, including Vermont, Rhode Island, Massachusetts, and Connecticut, is advancing full adoption through 2035. Maine should lead on climate, as it has over the past six years, and not be a laggard; and, as with RGGI, the Northeast acting together can have a greater impact than individual states fragmented.

The purpose of the ACC II, according to the <u>Maine Clean Transportation Roadmap</u>, is to send clear, long-term signals to automakers to increase deliveries of EVs. Maine must adopt the full ACC II to 100% in 2035 now to send that signal, and to give the state a definite path forward to a clean transportation future. Dan Amory

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