



SIERRA CLUB

MAINE CHAPTER

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To: Committee on Environment and Natural Resources
From: Ania Wright, Legislative & Political Specialist, Sierra Club Maine Chapter
Date: March 20, 2024
Re: **Testimony in Opposition to LD 2261: *An Act Designating New Motor Vehicle Emissions Rules as Major Substantive Rules***

Senator Brenner, Representative Gramlich, and members of the Environment and Natural Resources Committee,

I am testifying on behalf of Sierra Club Maine, representing over 22,000 supporters and members statewide. Founded in 1892, Sierra Club is one of our nation's oldest and largest environmental organizations. We work diligently to amplify the power of our 3.8 million members and supporters nation-wide. We urge you to vote "ought not to pass" on LD 2261.

LD 2261 attempts to 'retroactively' nullify the passage of Advanced Clean Cars II (ACC II). The intent of this bill is clear: singling out the Clean Cars standards currently being considered by the Board of Environmental Protection (BEP) and using a 'retroactive' clause to do so. The adoption of Clean Cars Standards follows decades of precedent reducing pollution and increasing efficiency, is essential to meeting Maine's climate goals, and is critical for a reasonable and affordable approach to the transition to electric vehicles (EVs). For these reasons, we oppose LD 2261 and encourage the committee to defer to the BEP decision making process.

The Legislature authorized the BEP to adopt stronger standards three decades ago, and Maine has chosen higher standards for efficiency and health for years through routine technical rulemaking like that which is currently underway. ACC II was originally intended to be voted on at the end of December 2023, and only had to be reposted due to a climate-induced flooding event. This rulemaking has spanned months and has featured numerous opportunities for the public and various stakeholders to engage with the process.

The proposed rules are expected to generate \$16.9 billion in net societal benefits for Maine (including health savings, consumer savings, climate benefits and ratepayer savings) through 2050¹. Additionally, Maine's Clean Transportation Roadmap², developed in 2021 to evaluate all of our policy options to reduce emissions from cars and trucks, supported these standards as its number one recommendation.

¹ <https://www.clf.org/wp-content/uploads/2023/08/ME-ACCII-FactSheet.pdf>

² <https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/Maine%20Clean%20Transportation%20Roadmap.pdf>

Climate change is damaging local communities **now** and we cannot delay progress in addressing it. Transportation accounts for nearly half (49%³) of Maine's annual greenhouse gas emissions, greater than any other sector. Adoption of ACC II is critical to ensuring new and affordable EV models come to Maine. Without the adoption of these standards, Maine will be left with what's left over: more expensive and gas-guzzling cars. To date, 13 other states have adopted this standard. **If Maine doesn't act, manufacturers will prioritize EV sales in those states, leaving Maine people out of an affordable transition.**

The Clean Cars Standards phase in gradually and apply only to new car sales, starting with model year 2028, allowing time for carmakers to ramp up production. Clean Cars Standards only apply to big carmakers in order to supply more EVs to Maine over time. **There are no requirements for any person or business to buy any particular vehicle.**

Thank you for your time and consideration, and please vote 'ought not to pass' on LD 2261.

Sincerely,

Ania Wright
Legislative & Political Specialist
Sierra Club Maine Chapter

³ <https://www.maine.gov/energy/initiatives/clean-transportation>