



March 20, 2024

Hon. Stacy Brenner, Senate Chair
Hon. Lori Gramlich, House Chair
Committee on Environment and Natural Resources
100 State House Station
Augusta, ME 04333

RE: Support – LD 2261 - *Designating New Motor Vehicle Emissions Rules as Major Substantive Rules*

Dear Chairwoman Brenner, Chairwoman Gramlich, and Members of the Committee:

On behalf of the Alliance for Automotive Innovation¹ (Auto Innovators), thank you for the opportunity to provide testimony in support of LD 2261, *An Act Designating New Motor Vehicle Emissions Rules as Major Substantive Rules*.

At the outset, it is important to recognize that Auto Innovators' members are committed to the decarbonization of the transportation sector and are working diligently to expand motor vehicle offerings of battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles with ranges, price points, and vehicle types to satisfy all customers' needs. There will be 150 models² of electric vehicles for sale in the U.S. market by 2026, up from roughly 90 models today. Globally, automakers have committed to investing \$1.2 TRILLION dollars³ on electrification through 2030.

Recognition of vehicle emissions regulations as major substantive rules is appropriate given that this is not a policy which can stand alone; instead a network of supporting policies will be needed to build a thriving electric vehicle marketplace. This treatment will allow the Maine State Legislature the opportunity to weigh the implications of adoption and ultimately provides the discretion to modify or reject a rulemaking that, in the judgement of the legislature, may not best meet the needs of Maine people.

For a bit of context, this legislation has come before your committee following the submission of a citizen petition to the Board of Environmental Protection. That petition directed the Board of Environmental Protection to adopt a rule implementing California's Advanced Clean Cars II (ACC II) regulation and California's Advanced Clean Trucks regulation. Together, these two regulations would require a significant curtailment of tailpipe emissions across all vehicles in Maine – effectively forcing automakers and dealers to offer primarily electric vehicles in ever increasing numbers before reaching 100% electric vehicle sales in 2035.

¹ **About Alliance for Automotive Innovation**

From the manufacturers producing most vehicles sold in the U.S., to autonomous vehicle innovators, to equipment suppliers, battery producers, and semiconductor makers – Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the overall economy. Active in Washington, D.C. and all 50 states, the association is committed to a cleaner, safer, and smarter personal transportation future. www.autosinnovate.org.

² <https://www.autonews.com/white-paper/here-are-nearly-150-evs-plug-hybrids-headed-us-dealerships-through-2026>

³ <https://www.autosinnovate.org/posts/communications/The%20Future%20Is%20Electric%20Infographic>

While Auto Innovators does not voice a position of support or opposition when states have considered adopting ACC II, we have taken the opportunity to highlight that the successful adoption of this regulation is not the end of the race, but the beginning. For a state to have any possibility of achieving the adoption numbers called for within these rules, a full spectrum of supporting measures and investments are needed, including increased public charging infrastructure, increased electric vehicle sales incentives, and commercial and residential building code modifications. Additional examination is needed of the state's electrical grid and planning for future electric draw demands. The Legislature's task is not simply to assess the merits of ACC II as a standalone policy, but also to consider the body's appetite for advance these other needed programs.

We appreciate the consideration of the ENR Committee in requiring that any of the above policy proposals be adopted through major substantive rulemaking. We believe it will provide the legislature the necessary and appropriate oversight for adoption of such a significant policy.

Thank you again for your consideration.

Kindest regards,

A handwritten signature in black ink that reads "Judith Fenelus". The signature is written in a cursive, flowing style.

Judith Fenelus
Director, State Affairs

cc: Joint Committee on Environment and Natural Resources