

Stakeholder Comments Received on Maine’s Electric Vehicle Rebate Initiative Concept Draft Program Proposal

(through 6/5/2019)

Michael Bevilacqua	5/16/2019 and 5/17/2019	I strongly encourage you to consider March 21, 2019 – the date the programs were announced by the Governor and Efficiency Maine – as the program launch date. While I understood there was no guarantee of a rebate, the possibility that it would be more affordable was just the incentive that I needed to purchase my vehicle.
Jon Biehler	5/17/2019	Details covered are detailed and reasonable Could the roll out date overlap with the Leaf offer expiring July 1?
Tom Brown, Maine Auto Dealers Association	6/3/2019	Click here.
Lynne Cayting, Chief, Mobile Sources Section in the Bureau of Air Quality, Department of Environmental Protection	6/3/2019	Click here.
Sue Ely, Natural Resources Council of Maine	6/3/2019	Click here.
Karen Glitman, Center for Sustainable Energy	6/3/2019	Click here.
Emily Green, Conservation Law Foundation	6/3/2019	Click here.
Ethan Jones	5/16/2019	What is the earliest purchase date of a qualifying vehicle to be eligible?
Kristi Kenney	5/20/2019	I believe in supporting the use of electric vehicles which would reduce the dependency on fossil fuel and help the environment. Electric vehicles are cleaner and cheaper than oil. As with most Efficiency Maine Programs, the rebate money would help to offset the higher cost of an electric vehicle over an ICE (internal combustion engine) vehicle. I would like to request that Efficiency Maine set the program Launch date retroactively to include any purchases or leases completed in 2019 and not just from the date of the program launch.

Ben Lake, Sustainability Program Manager, GPCOG	6/3/2019	Click here.
Ben LaRochelle	5/30/2019	<p>Thank you for the opportunity to provide comments on the Electric Vehicle Rebate Program proposal. I was please to see a number of items included that make this proposal very robust. The proposed rebate amounts were very competitive among other states that offer rebates and the decision to offer it as an instant rebate during the purchase/lease process makes it simple for the customer and avoids having to wait until tax time. I feel that both the \$50K cap and the stipulation that the applicant retain registration of the vehicle for at least 36 months are fair and acceptable.</p> <p>Regarding the specific questions at the end of the proposal:</p> <p>The rebate amounts seem appropriate, but I'm interested to know how long the rebates are forecast to last if BEVs and PHEVs are purchased in Maine on par with the current trend.</p> <p>My opinion is that businesses should be limited to 10 rebates per calendar year, so that program's funds aren't depleted before residents have an opportunity to participate.</p> <p>I'm not in favor of allowing the program rules to allow a customer to trade in their BEV/PHEV earlier then the 36 month minimum duration, even if it's to purchase another BEV/PHEV. Customers that can afford to rotate through a vehicle quicker than 36 months probably don't need the rebate as much as customers that hang on to a vehicle for a longer period of time.</p> <p>The instant rebate process should be an incentive in itself to dealerships to start offering BEVs and PHEVs if they don't already.</p> <p>Some training from Efficiency Maine for dealerships is acceptable, but it should relate to the rebate process itself. Providing updated documentation on available public charging stations would be helpful too, so that information could be passed on to customers. Vehicle manufactures need to properly train dealership staff on the products they sell, including EV technology.</p> <p>Rural parts of the state will be the least likely to quickly change to EVs because of range concerns, cost, and the lack of an adequate charging infrastructure. So the best place to start advertising the most is in the populated areas of the state; Portland, Lewiston/Auburn, Augusta, Waterville, Bangor/Brewer, and Presque Isle. I think that digital advertising and co-op advertising with dealers would both be helpful to gain traction for the program.</p>

Paul LeBlond	5/17/2019	I am happy to read there is a provision from “Direct from Manufacturer” inclusion as well.
Geoff Marshall	5/17/2019	<ul style="list-style-type: none"> • What is the goal of this program? Are we trying to reduce carbon emissions or simply sell cars? There should be rebates ONLY for BEV's not for PHEV's. I personally know of two Ford Cmax Energi owners who do not plug their vehicles in--they just buy gas for them. I also know of a Prius Prime that, I suspect, does not get plugged in. • The rebate amount should include any car purchased in 2019. Since I just leased a Hyundai Kona Electric. I realize this is selfish. • If the money available for this incentive is not used up in 2019, the excess should go toward installing CCS chargers of not less than 100kW. • The rebate amount should be reduced to \$1000 per vehicle in order to encourage more Maine residents to purchase or lease a BEV. \$1000 is certainly a decent incentive! This way, twice as many vehicles could be encouraged. • Applicants should be provided with a simple brochure touting the short payback time for installing photovoltaic solar panels.
Curtis A. Mildner	6/4/2019	Click here.
Mark Nahorney	5/18/2019	My comment is to promote the purchase and use of electric vehicles in Maine consider making the effective date of purchase January 1, 2019.
Andrew Patten	5/25/2019	<p>I live in Maine and am contemplating buying a Tesla 3. I noticed that there might be a subsidy limitation of a \$50K purchase. Most Tesla 3's now cost slightly more than \$50K as well as many other EV models. Why have they arbitrarily set \$50K as the ceiling?</p> <p>I would encourage the program administrators to increase that amount to closer to \$55K, before tax of course. If you want to encourage autonomous vehicle purchases then that number might need to be closer to \$60K. However, I'm not sure that encouraging autonomous vehicle purchases is in the spirit of the subsidy program.</p> <p>\$55K should cover Tesla 3 vehicles and the reason the Tesla 3 is a leader in sales is because it delivers 310 miles of charge and for a large state like Maine where there is likely to be range anxiety on the part of the owner this is something to consider.</p>
Michael Pomerleau	6/3/2018	<p>Rebate cap amount of \$50,000: I suggest that the cap be raised to \$51,000 or a little more.</p> <p>Tesla specifically only offers an all wheel drive model that is paired with a long range battery and initial autopilot safety features. And any color other than black is a little more than \$50,000. All of these features are needed for safe driving long distances in Maine winters.</p>

		<p>An alternative is to offer a reduced rebate over \$50,000. You could phase out the rebate by 10% per thousand between \$50,000 and \$60,000.</p> <p>Beginning Effective Date for EV Rebate: Set the EV effective date to March 21, 2019, the day Gov Mills and Efficiency Maine announced the EV rebate program.</p> <p>An alternative is to set the EV effective date to June 1, 2019 so that those interested in purchasing an EV can take advantage of end of the quarter (June 2019) auto manufacturers discounts and federal government incentives.</p>
Larry Pritchett	6/3/2019	Click here.
Lisa Smith, Governor's Energy Office	6/3/2019	<p>Knowing that the overall goal is to transform the market rather than focus specifically on emission reductions, I would modify my initial comments on the rebate amount. There was thoughtful discussion on both sides of the PHEV rebate issue, and valid reasons why the amount should be higher or lower than \$750. So I modify my original comment for decreasing it. Whether it should be \$750 or \$1,000 – a good case can be made for either.</p> <p>There did seem to be a general consensus of the group that the motorcycle rebate was too high, and many thought there should not be any rebate for motorcycles at present. In light of the discussion, the motorcycle rebate probably should not be higher than the rebate for a PHEV, even if not many motorcycle owners will apply for a rebate.</p> <p>I believe there could be some issues with 'backdating' the rebate program to favor the stepdown in the Tesla tax credit, even though the Tesla is the majority of sales. I'm not sure EMT wants to design a program around the stepdown in the federal tax credit for one vehicle by one manufacturer. It would open a door that you may not be able to close.</p> <p>Requiring the vehicle to be sold in Maine won't, by itself, help transform the market. If buyers have to go outside the state to obtain a vehicle, dealers in the state will catch on & not wish to lose sales. Limiting rebates to in state dealers may not provide the same market pressure. Requiring the vehicle to be registered in Maine will assure the car is used here.</p> <p>Having a list of eligible vehicles on your website would provide clarity & transparency, and avoid confusion. Great idea.</p>
Matt Strickland	5/17/2019	I was curious how the dates were derived for qualifying purchases of EV's. I would assume that the current stakeholders should be incentivized for already owning an electric vehicle, registered in Maine. Not just from program launch date to end of calendar year. Are funds expected to run out that soon? What is the long term plan

		<p>for incentives for purchases after 2019</p> <p>Qualifying vehicles. Are purchases of used EV's eligible for the rebate at a full or partial incentive based on the type of vehicle (BEV/PEV). I see the EPA website lists EVs as old as 2013 which the program would consider and eligible vehicle for rebate incentive.</p> <p>Purchase location. As a Maine resident, taxpayer, and owner of a 2019 EV eligible for the rebate. I see I might be disqualified for a rebate as I did not purchase my EV in Maine. I purchased it in Massachusetts as that is where I found the most rebates (from the dealer). As I did not register the vehicle in Massachusetts nor am I a MA resident, I don't qualify for rebates offered from Massachusetts. Are other stakeholders in my situation considered in this plan and why wouldn't they be incentivized for paying to register the vehicle in Maine.</p> <p>Aside from those questions/comments/concerns, I feel as if the calculations for the EV rebates are are are fair and thought out. It would be nice to see a retroactive eligibility for owners who purchased out of state and out of the program eligibility dates who are Maine residents and paid to have the vehicle registered in Maine. I feel like I (and my situation) would encompass many current stakeholders and be able to benefit many more individuals who have taken the initiative and step towards a more renewable transportation method.</p> <p>there should be a special license plate program similar to the rest of the special Maine plates where that money can provide funding to keep the program going longer or fund progression/expansion of EV initiatives across the state</p>
Gail Wartell	5/29/2019	<p>I think this is an excellent initiative, and am very pleased this will be available to encourage Maine residents to switch to more sensible vehicles. Overall, I find the language to be clear and sensible.</p> <p>However, I just can't wait, and am in the process of purchasing what will be a qualifying vehicle. We are picking up our new plug-in car this week.</p> <p>I would be very grateful if you include language for retroactive payments. I suggest the time frame be the beginning of 2019. (If you think there won't be enough money, retroactive provisions to the beginning of May would be acceptable.) I imagine that submitting documentation of the vehicle purchase would be workable.</p>
Ryan Wheaton	6/3/2019	<p>Click here.</p>