

Transportation Committee, Rio Grande Chapter, Sierra Club

I am pleased to speak up for the state's proposed clean car standards, with the first step for the Environmental Improvement Board to adopt Clean Cars 1.

My own experience with getting electric vehicles runs the gamut from great to frustrating. In 2016 my wife and I leased an all-electric Ford Focus for 3 years. Besides enjoying its pep, it required a mere \$47 in maintenance costs, to rotate the tires once. But with a 65 mile range we looked forward to one with a much longer range and a charging infrastructure throughout the state that could reduce range anxiety. Sadly, at the end of the lease in 2019 no reasonably priced long range EV's were available in New Mexico, and there were few extra charging stations outside cities, where there are most needed.

We looked long and hard for a plug in hybrid that had a decent range and price, but alas none was to be found. We did settle for a used all electric Smart car, and at a very decent price of \$7,500. It's great for around town, when I'm not using my electric bike. But for trips out of town we had to settle for a hybrid. Having an SUV that gets 40mph is nice, but it's no substitute for what we had in mind.

Longer-range EVs are available, just not in New Mexico. With adoption of new clean car standards, electric cars and trucks will be made available to car dealers heretofore not promoting their sale, as the rule will require automakers to reach approximately 7 percent EV sales by 2025. That may seem like a small number, but it is a significant step up the glide path toward full electrification.