

New Mexico Farm & Livestock Bureau

Please find attached NMF&L's comments on the Clean Car II proposed rules.

November 3, 2023

New Mexico Environmental Improvement Board
Attn: Pamela Jones, Board Administrator
P.O. Box 5469
Santa Fe, NM 87502

Albuquerque/Bernalillo County Air Quality Control Board
P.O. Box 1293
Albuquerque, NM 87103

Re: EIB 23-56 (R)

Dear Respective Board Members,

New Mexico Farm & Livestock Bureau (NMF&LB) is New Mexico's largest agriculture organization, representing members involved in all aspects of agriculture including dairy, livestock, fruits, and vegetables. Our mission is to promote and protect agriculture in the great State of New Mexico. We are charged with the important task of representing our members' interests while advocating on behalf of agriculture. As the voice of agriculture in the state, we respectfully request that you and the entire Environmental Improvement Board (EIB) vote **NO** on Docket Number EIB 23-56 (R).

EIB 23-56 (R), known as the Advanced Car and Truck Rules, will impose an unnecessary burden on the people, farmers, and ranchers of New Mexico. Throughout the entirety of the lackluster public engagement process on the proposed rules, it has been reported that the Advanced Clean Car and Truck Rules will only apply to automakers and not to consumers, but this is simply untrue. Consumers will be directly impacted by these rules when their ability to purchase gas-powered vehicles is greatly reduced.

New Mexico farmers, ranchers, and agribusiness owners are aware of the environmental effects emissions can create and have worked hard over the years to reduce our footprint. As some of the most seasoned stewards of the land, our state's agricultural producers work diligently to ensure the land, air, and water are cared for. Natural resource stewardship is a cornerstone of farms and ranches as our producer's viability depends on the quality of these resources.

Over time, vehicle and equipment manufacturers have developed new, cleaner technologies, and our agricultural producers and the public have voluntarily embraced them directly resulting in decreased emissions. According to the EPA's "Inventory of Greenhouse Gas Emission and Sinks" report, agricultural emissions decreased from 2020 to 2021 by 0.2% or 1.43 million

metric tons¹. Instead of adopting unattainable rules that burden rural communities, the state should work to better incentivize the use of more sustainable technologies.

NMF&LB opposes these rules for the following reasons:

- The goals outlined in the rule outpace NM's grid capacity. This rule is trying to accomplish extreme goals faster than the state will be able to comply. The state is going TOO FAR TOO FAST.
 - o The state, country, and global markets are still dealing with the impacts caused by the pandemic and inflation, and these factors continue to impact supply chains.
- Infrastructure statewide is ill-prepared to handle the expected demand caused by the conversion of thousands of vehicles.
 - o Additionally, there continues to be a lack of infrastructure available (charging stations) to support and serve rural communities.
 - o Increased demand on the electrical grid will have significant impacts on the cost of energy statewide. New Mexicans cannot afford higher electricity bills and should not have to foot the costs associated with the proposed rules.
 - Californians are already dealing with skyrocketing energy rates as they continue the push to electrify their state. According to data released by the Public Advocates Office at the California Public Utilities Commission, electricity rates have increased 31% from January 2021 to September 2023². This equates to an increase of roughly \$54 dollars per month on consumer electricity bills.
 - Residential electricity prices in California are more than twice the national average. New Mexicans cannot afford the economic costs associated with these rules.
- The average price of an electric vehicle is still significantly higher than a gas vehicle, adding additional financial pressure to NM's low-income residents and agricultural producers who are already operating at razor-thin margins.
 - o According to Kelly Blue Book, the average transaction price for an electric vehicle was \$53,469 compared to gas-powered vehicles at \$48,334³.
 - o This rule will further exacerbate the competitive advantage that NM's producers face today, especially with producers across the border in Mexico.
- Adoption of these rules will dramatically reduce consumer choice not only for producers but for consumers as well.
 - o The cost of compliance for agricultural producers will be much higher than for the public.

¹ Inventory of U.S. Greenhouse Gas Emissions and Sinks, United States Environmental Protection Agency, <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

² Q3 2023 Electric Rates Report, The Public Advocates Office, October 26, 2023, <https://www.publicadvocates.cpuc.ca.gov/press-room/reports-and-analyses/q3-2023-electric-rates-report>

³ Rene Valdes, "How much are electric cars", Kelly Blue Book, July 10, 2023, <https://www.kbb.com/car-advice/how-much-electric-car-cost/#:~:text=According%20to%20data%20from%20Cox,year%20as%20it%20cut%20prices.>

- Producers require larger vehicles with the necessary horsepower and torque to haul agricultural products, equipment, and inputs. Electric trucks and semis with this capacity are currently limited in the marketplace and will be extremely costly when they become available.
 - Tow capacity and reliability will be compromised.
 - These rules will force producers and consumers to travel out of state to make the vehicle purchase of their choice.
- The rule entirely disregards the long distances perishable agricultural products are required to travel to market.
 - NM's livestock industry is valued at \$2.32 billion dollars⁴. Our state's livestock producers are extremely reliant on livestock haulers transporting cattle to feed yards which are located hundreds of miles away.
- These rules will further stress an already shorthanded transportation and trucking sector.
 - EV trucks and semis carrying a full load will have to take additional, longer stops along their route to charge. Additional stops, especially during extremely hot and cold times of the year, can compromise perishable agricultural products and overall animal health.
 - Electric semi-trucks cost roughly 2.8 times more than their conventional diesel counterpart⁵.

With these concerns in mind, we respectfully urge you to vote no on EIB 23-56 (R), also known as the Clean Car II Rules. As some of the most seasoned stewards of our natural resources, New Mexico's agriculture community understands the importance of quality natural resources. While we understand the intent of the proposed rules, we wholeheartedly disagree with the extreme approach and tight timelines outlined in the rules. We encourage the board to look at a more reasonable approach developed with input and feedback from New Mexicans in a timeframe that is achievable and through policies that are affordable.

Respectfully,



Larry Reagan
NMF&LB President

⁴ 2021 New Mexico Agricultural Statistics, New Mexico Department of Agriculture, <https://nmdeptag.nmsu.edu/media/pdf/2021-NM-Ag-Statistics.pdf>

⁵ Claire Buysse, "How much does an electric semi really cost?", International Council on Clean Transportation, February 24, 2022, <https://theicct.org/cost-electric-semi-feb22/>