

Subject: Public Hearing Comments

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From: DoNotReply@delaware.gov

To: HearingComments, DNREC (MailBox Resources), ggbarac@hotmail.com

Comments on 2022-R-A-0011: Low Emission Vehicle Program

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Comments:

Let the demand of consumers drive the production of EVs and what people want (i.e., free market capitalism) versus a Government that unilaterally decides and mandates. Will Gov Carney decide the style and color for his mandated EVs Too? Is the Director of DNRC an elected position? There is a place for EVs and they are a good 2nd car used for local short trips less than 300 miles per day. EV's are fun and seem more like a street legal golf cart designed for 4 passengers and fast speeds and like the nearly no maintenance (no oil, antifreeze, spark plug, air filter, etc). Most EV battery warranties are 8-years 100,000 miles. As an owner of an EV, I can attest they are more expensive to purchase even with both the Federal and Delaware tax incentives. Delaware's tax rebate process performed through DNREC was a very clunky unintuitive unfriendly user interface that was extremely slow to receive taking over 12 weeks. Did Delaware ever extend the tax rebate for 2023 or beyond? Also, plan to spend an additional \$1,500 (or more) to buy and install a "level 2" charger at your home (240v minimum 60 amp) about the same as a electric double oven or clothes dryer. Because of this, an EV requires a dedicated private off street parking spot to charge. What is Delaware's plan for those who do not have this? For long distance trips beyond an extended battery range of 300 miles on a single charge, plan to spend at least 3-hours at a fast charging station (when you find one) and possibly wait in line since most locations have only a few fast chargers. Also plan to pay up to 40-cents per kWh at some charging stations which will cost you about \$36 to fully charge a depleted 88-91 kWh capacity car battery every 300 miles. That is a savings of \$6 compared to paying \$42 used by a car getting 25 mpg (\$3.50 per gallon for gas for 12 gallons). But most will gladly pay \$6 to get back on the road in 5 minutes versus waiting 3 hours or longer per charge.