

**Subject:** RE: Climate Change Solutions Act and EV Mandate Bill

**Date:** Wednesday, May 24, 2023 at 8:57:34 AM Eastern Daylight Time

**From:** Clay Greer

**To:** Carney, John (MailBox Resources), Garvin, Shawn M. (DNREC), HearingComments, DNREC (MailBox Resources)

**CC:** Smith, Michael (LegHall), Sturgeon, Laura (LegHall), Hansen, Stephanie (LegHall), Heffernan, Debra (LegHall), Krall, Kyle (DNREC)

Comments from a friend:

"1. Nobody talks/complains @ the EV's not paying any road tax that supports our highway infrastructure. The road tax is collected on diesel/gas sales. All of the Tesla's are driving scott free on our roads and highways.

2. The weight of electric commercial trucks will weigh more than their current diesel counterparts. The federal gov't is considering increasing the GVW on tractor trailers from 80,000 lbs. GVW to 82,000 lbs. GVW, since batteries weigh more than diesel engines. Again, there would be no easy way to collect user fees from heavy trucks. Not to mention the additional wear and tear on our roads and bridges. The Feds also keep dropping the truck weights on all our local bridges. Making electric trucks even less practical. If the Feds don't raise the GVW on heavy trucks, the less payload of these electric trucks will exasperate our already nationwide shortage of CDL drivers. We may need more CDL drivers to drive more trucks(just to keep up with supply and demand deliveries), which will create more wear and tear on our highways from vehicles that won't pay into our systems. I see us in 30 years, driving on dirt roads everywhere....."

Might I add the expense and availability of asphalt...

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**From:** Clay Greer

**Sent:** Wednesday, March 29, 2023 11:19 AM

**To:** John.Carney@delaware.gov; Shawn.Garvin@delaware.gov; DNRECHearingComments@delaware.gov

**Cc:** Michael.F.Smith@delaware.gov; Laura.Sturgeon@delaware.gov; Hansen, Stephanie (LegHall)

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**Subject:** Climate Change Solutions Act and EV Mandate Bill

Governor Carney and Secretary Garvin,

I have a few questions regarding the attached Climate Bill and Associated Zero Emissions Vehicle Regulations:

- Where is the cost vs. benefit analysis demonstrating that 50% greenhouse gas emissions by 2030 and net zero by 2050 are necessary, achievable, and fiscally-responsible goals?
- That an EV mandate is necessary, achievable, and fiscally-responsible?
- What will it cost?
- What are the measurable benefits?
- How much will this bill and associated regulations reduce CO2 concentrations in Earth's atmosphere vs. business as usual vs. voluntary transition?
- How much corresponding temperature reduction and sea level rise reduction will this generate?
- What is the correlation between this purported reduction in CO2 in the atmosphere and the temperature reduction we should expect? Is it the 10ppm CO2 to 1 deg C in the 400,000-year ice core record? Is it the 100ppm CO2 to 1 deg C in the last 100 years of historical global temperature records? Is it the 500ppm CO2 to 1 deg C in the global temperature record since 2000? If CO2 in the atmosphere is a significant factor in determining the climate, why are these correlations so different?
- Why is the only discussion of measurable benefits in the Climate Bill deferred to a future group of State

agency heads and extremely vague and qualitative? Section 10004(d)(5) – “A discussion of changes in the State’s current and future vulnerability to climate change risks from the prior update of the Climate Action Plan, including but not limited to impacts on human health, infrastructure, agriculture, water resources and natural resources. Such discussion shall reference the most recent climate change planning scenarios issued by the Scientific Committee on Climate Scenarios.”

The preamble to the bill should include known and knowable costs associated with this bill. For example:

- Increases in the cost of electricity generation required to replace existing generation with more expensive ‘zero emissions’ versions (please define, including associated taxpayer-funded subsidies)
- Costs to the consumer to purchase zero emission equipment, some of which does not currently exist in solely electric-powered form, to replace existing, functional equipment. For example, working furnaces, hot water heaters, gas stoves, grills, boats, mowers, snowblowers, etc. (please define, including any associated taxpayer-funded subsidies)
- Costs to industries and small businesses to purchase zero emission equipment, some of which does not currently exist in solely electric-powered form, to replace existing, functional equipment. For example, in addition to the above consumer list, excavating equipment, off-road vehicles, cranes, backup generators, blowers, space heaters, other hydraulic equipment driven by gasoline and diesel-powered engines (please define, including any associated taxpayer-funded subsidies)
- Costs to individuals, industries, and small businesses to dismantle the existing working infrastructure supporting existing vehicles, energy production, and heating (please define)
- Costs to construct the increased infrastructure required to deliver additional electricity to homes, businesses, and public charging stations (currently standing at 260 in Delaware) to replace the above equipment (please define)
- Costs for the disruptions required to construct the associated infrastructure (please define)
- Costs to construct the additional power generation required to transition all the above new equipment to electric-power (please define)
- Price increases for zero emissions technologies in response to artificially-increased demand and subsidies (please define)
- The cost to comply and track compliance with all the new regulations from various agencies this bill will trigger (please define)
- Associated increases in the cost of goods and services that use such electricity generation (please define)
- Associated decreases in the ability of consumers to purchase goods and services at higher prices after purchasing zero emissions vehicles, furnaces, hot water heaters, mowers, snow-blowers, stoves, boats, etc. (please define)
- Associated loss of jobs in all industries other than ‘Green Tech’ due to higher employer costs and decreased consumption of goods and services (please define)

An elementary understanding of our State’s geographic, population, and economic proportions relative to global contributions and the apparent answers to the above questions suggests that you already know this bill will have devastating consequences to our State’s economy with no measurable impact on the Climate. So, why are we doing this?

One final question: how can the Climate Action Bill and EV regulations advance without determining and presenting to the public for review the answers to the above questions?

Sincerely,  
Clay

R. Clayton Greer, P.E.  
Newark, DE