

**Subject:** Public Hearing Comments

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**From:** DoNotReply@delaware.gov

**To:** HearingComments, DNREC (MailBox Resources), alane.pflumm@gmail.com

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

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I am vehemently opposed to the EV mandate. All Delaware counties are currently in attainment of all National Ambient Air Quality Standards as set by the EPA. New Castle county is considered out of compliance only because DNREC has failed to petition the EPA with the updated data. Gov. Carney, concedes that most of the state's air pollution is not produced by Delawareans. The governor stated that "90% of Delaware's air pollution comes from other states; out-of-state power plants, south and west of Delaware, were not using pollution control equipment to reduce their emissions." Ironically, Delaware EVs will be using power produced by some of the same types of fossil fuel-fired generating plants cited by the governor. Less than 1% of the cars, SUVs and light-duty trucks on US roads are electric. Without any consent or input from the public's elected legislative representatives – Gov. Carney and the agencies under his command are seeking a rapid, potentially traumatic, transition to electric vehicles, despite unresolved massive logistical, environmental, social, and economic concerns. The rapid switchover from fueled vehicles to their electric counterparts will collectively cost consumers, utilities, businesses, and the state and federal governments uncounted hundreds of millions of dollars. Sales, equipment, parts, trained personnel, multiple infrastructures, supply chains, and road system financing will all need to be hurriedly updated, renovated, or created on numerous levels. A rapid, forced transition to electric vehicles will disrupt the marketplace, require huge investments to upgrade the power grid, and require taxpayers to spend untold millions of dollars to subsidize the installation of new charging stations. Lower-income Delawareans will be hit hardest as new car prices rise and the availability of affordable used vehicles shrinks. This mandate will hurt the majority of Delawareans from a financial perspective, driving the wealth gap further and further. Elected officials must not force problematic electric vehicle technology onto a reluctant public based more on political ideology than sound science and rationality. The fast charging stations the Carney administration plans to build, "According to the U.S. Transportation Department, fast chargers will still take 20 minutes to an hour to deliver an 80% charge." This will absolutely GUARANTEE mass chaos at stations, and other high-traffic locations, such as WaWa, throughout the year, and especially the summer as people travel to the beach. Commuting times will increase on both ends, thereby adding to the already problematic traffic patterns throughout Delaware. The performance of EV technology is also significantly inferior to gasoline and diesel vehicles in a variety of common situations. Especially relevant for downstate Delawareans, the range of an EV pick-up truck carrying a load or hauling a trailer pales in comparison to its traditional counterpart. In one recent demonstration, a Ford Lightning full-size pick-up truck was only able to travel 85 miles while pulling a medium camping trailer. Extreme temperatures, as Delaware has been experiencing, also affects the technology, and provides for less effective distances than gasoline or diesel vehicles. Separate research done by AAA in 2019 showed that when temperatures drop to 20°F, and an EV's heater is used to warm the inside of the car, the driving range decreased by 41 percent. There are other huge issues that have not been addressed, such as the sourcing of the materials needed for battery manufacturing, disposing or recycling vehicle batteries on a massive scale, the consumer cost of replacing batteries, and the limitations of the power grid to support hundreds-of-thousands of Delawareans simultaneously recharging their cars when they get home at night. ZEVs are not truly emissions-free since they are usually charged on the power grid. According to the U.S. Energy Information Administration, last year 60% of the nation's electrical power was from fossil fuels: 38% from natural gas, and 22% from coal. Nuclear reactors generated 19% of the nation's total, while solar power produced less than 3% and wind power just over 9%. Last summer (2022), California Independent System Operator (ISO) had to ask EV owners to avoid charging because of a heat wave burdening the power grid. The ISO's website describes their system as "one of the largest and most modern power grids in the

world.” Could Delaware’s grid support large-scale vehicle recharging under similar conditions? What happens if a hurricane hits Kent or Sussex County? Could we evacuate using vehicles that take 40 minutes or more to recharge -- if so-called “fast” chargers were available -- while high winds threatened to disrupt power? What happens to vehicles that lose power in traffic jams? Delaware representatives have the option of observing the U.S. Environmental Protection Agency (EPA) standards. Why is THAT option not being chosen? We DO NOT have to adopt the PROBLEMATIC California emission standards. We should not be following and voting in lockstep with California. The states are vastly different in geography, population, wealth, emissions, and pollution. The EV mandate will NOT solve any pollution problems when the majority of Delaware's recorded pollution is coming from neighboring states, as conceded by our own Governor Carney. By imposing the transition through coercive regulatory measures, the Carney Administration is all but ensuring needless turmoil, pain, and expense for all Delawareans. Consumers must be allowed to voluntarily purchase EVs as they wish, allowing this technology to naturally mature and advance, instead of barreling down a tunnel in the dark, unaware of what's waiting for us on the other side. No state agency should be telling Delawareans what kinds of cars they can purchase! Delawareans are AGAINST the EV Mandate as evidenced by the large crowds that showed up for these EV mandate meetings, and the concerns consistently being shared throughout. STOP IGNORING our concerns and put a STOP to this EV mandate!