Clean Cars II comment

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Clean Cars Comment

There is significant mis- and dis-information, and outright lies, about Evs being circulated by fossil fuel stakeholders. The facts are far less dramatic. First, no one is going to force consumers to buy an EV, and no one is going to come take anyone's gas-powered car away. As Evs secure gains in range and affordability, they will become more attractive and affordable, but used gas-powered cars will be available for at least the rest of the present adult population's lifetimes. Infrastructure will develop along with vehicle sales, as the installation of charging stations is already a known and utilized process. Some believe it is necessary to build the infrastructure before encouraging people to buy EVs. It is ridiculous to expect businesses to build or install charging stations before it is clear that there will be a sufficient use of this apparatus on their property. Likewise, car battery technology development will continue to evolve as more Evs are sold, just as ICE auto technology evolved with increased gas-powered auto sales. In addition, the price of an EV will likely decrease as interest in the various models increases. For example, the ICE car that I bought in 1986 was the same price as the ICE car I bought in 2002, except that the 2002 model had many more advanced features. I could have purchased a "basic" car with similar features to my 1986 model for much less, but chose not to do so.

Opponents insist that there is no need for transition to electric cars because their air is "just fine" but that is not true for many Delawareans. Air quality varies across the state, with richer communities enjoying better air quality as a whole. Opponents also insist that climate change is not real, thereby ignoring all of the indications to the contrary that, at this point, are mostly borne by countries who add the least to the planet's overall climate change. They argue that DNREC does not have the constitutional authority to enact the Clean Cars II policy. That remains to be seen, and I am not qualified to comment - that is up to the attorneys and courts to hash out. However, the most important fact is that climate change compels us to move forward with the process of decreasing transportation emission, because the emission from personal vehicles leads the list of climate change contributors. In addition, the transition must be available to Delawareans of all income levels if this effort is to be successful. Care must be taken to make sure communities of color have equal access to clean cars. With this caveat, I urge the governor to enable DNREC to adopt Clean Cars II for Delaware.

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