

## DE Low Emission Vehicle Program - Public Workshop - My testimony from Tuesday, in writing.

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Below is a written version of my testimony on Tuesday:

My name is Anne Kirby, I live in Wilmington and I represent Green Building United and I am the Private Sector Chair of the Delaware Energy Services Coalition.

On November 4<sup>th</sup> 2008 at 11pm, my brother took his last breath. He was 50 years old. He was a never smoker and extraordinarily fit, healthy, and vibrant man before he started experiencing symptoms of lung cancer at 47 years old. 14 years later, last month a friend of mine also lost her brother to lung cancer, and another friend of mine has a brother in law in his final days of his battle with lung cancer. It is offensive to hear anyone speak to a lack of urgency in cleaning up our air.

Of course we will never know for sure why lung cancer invaded my brother's or other victim's bodies, but as November is lung cancer awareness month, we know that risk factors include diesel exhaust and air pollution. After my brother's death I made the decision to be a part of the solution and made a career change into renewable energy. I inherited my brother's car, which I drove until it was 19 years old before I finally took delivery of my EV in December 2018. Nearly 4 years and 75K anxiety free miles later, I have saved an incredible amount of money. With regenerative brakes, no fluids, no engine, the maintenance and expenses involve tire rotations and windshield wiper fluid. The costs of charging is a fraction of the cost of gasoline (even less with solar on your house).

Yes, the manufacturing emissions from an EV are higher than an ICE, Internal Combustion Engine, this is largely from the battery. But that initial greater impact has a short environmental breakeven period. In Delaware, a 300 mile range EV breaks even at 21,300 miles. As the EV industry continues to reduce the environmental footprint of extracting raw materials, and a circular supply chain for battery recycling, the EV story gets even more compelling.

In the majority of regions of the US, an (ICE) would need to get 59 mpg to equal the emissions of an EV. The greater the efficiency of the EV, the greater the divide. As the grid increases its percentage of renewable energy (and as ICE's age), the divergence will increase.

A common talking point from opponents to EV's is our grid is largely powered by fossil fuels. Of course this is true today. But we are talking about the plan for the future. Our grid is transforming to renewable energy and the transition to EV's logically should occur in parallel. This is just one of many specious arguments.

I had the good fortune to speak with Governor Carney last Tuesday and he assured me he supports rules and legislation for clean transportation. So let's move forward with cleaning up our air and advancing EV adoption in the First State.