

## 2022-R-A-0011 Low emission vehicle program

Andrew Levinson <a Levin7403@aol.com>

Thu 4/27/2023 2:20 PM

To: HearingComments, DNREC (MailBox Resources) <DNRECHearingComments@delaware.gov>

To whom it may concern,

I have several concerns with low emission vehicle program. While I don't disagree that the majority of people are in favor of clean air, I see several problems with adopting the latest California vehicle emissions standards. First of all, the State of Delaware and Governor Carney are overstepping bounds by telling car manufacturers and dealers in the State they have to sell X number of low emissions vehicles starting in 2026. Basic premises in the United States, capitalism and a free marketplace, are what regulate sales, not state or federal government. That brings me to the second issue, low emission vehicles are consuming too much in the way of taxpayer dollars for subsidies to justify it to the consumer. There should be no mandate on these vehicles when they cannot stand on their own financially. The program seems to favor electric vehicles. Everybody needs to realize the facts about electricity production. Much of it is still produced and will be for some time with fossil fuels, so there are still emissions which are just upstream of where the energy is consumed. Electricity is one of the least efficient forms of energy because of the loss that occurs in the transmission from production point to consumption point. The push for all electric is placing too many eggs in one basket, relying on a transmission system that needs a lot of updating to handle all the demand. Electric cars have a place, but it is not for everyone because of reasons such as how far they made need to drive, size/weight of payload being carried, etc. There are plenty of other alternatives available now that already offer lower emissions and more are on the horizon. Vehicle and engine manufacturers have taken note, so the technology of the traditional combustion engine is catching up and evolving. Government needs to stay out of the way. Let them develop their product, bring it to market and allow the consumer to have choices when it comes to energy for things like their vehicles. California and Delaware are two very different states when it comes to things such as population density, geography, climate, etc so these standards are not a one size fits all. What might be the right thing in California doesn't mean its the right thing in Delaware. Unfortunately, Governor Carney's approach to this, along with other issues, seems to be to "copy and paste" what a few other states are doing, throwing it out there in the form of a mandate via DNREC, regardless if it is really right for the people of Delaware or not. This methodology ignores the constituent, which should be raising some legal questions within DNREC and the Governor's office. When it comes to the future of transportation in Delaware, the State needs to get laser focused things such as traffic flow, safety, and roadway infrastructure given the shift and change in the population around Delaware, not on vehicle emissions.

Andrew Levinson  
Middletown