

Subject: Public Hearing Comments

Date: Thursday, May 25, 2023 at 11:40:26 PM Eastern Daylight Time

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To: HearingComments, DNREC (MailBox Resources), mpsadowsky@gmail.com

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

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Organization: N/A

Comments:

I am 6'5" with two small kids. Car shopping involves hauling around the car seats to make sure they fit rear facing in the back seat with the front seat all the way back so I can still drive the car. It is a nightmare. Running all around I could get the car seat into the Subaru Outback, Honda Odyssey (Pilot is too small), the CR-V was ok. Try as I might even the Mazda CX-9 could safely hold the carseat with me driving. At Toyota the Sienna didn't work I needed the Highlander. At Ford I had to up size to the Edge or Expedition size or the F-150 with extended cap. Nissan I needed the Morano or larger. At Hyundai Santa Fe worked, the Kona and Tucson were not worth more than a passing glance. And since electric cars are heavier than gas cars the already bulky car seats will probably need to be larger to keep protecting kids in crashes. Which means the tall family of the future will need even larger cars which will be heavier and need to be charged even more often or get heavier still from more battery weight. For a commuter car I get the EV appeal. But a commuter car doesn't get the kids to or from daycare. I need a family car. And I need that 1 family car to not just get me around Delaware and back home, but I need it to get me across Pennsylvania over Thanksgiving weekend. Or all the way to Florida through areas more rural than Sussex County. Both areas out of the reach of a Delaware government that claims it can install enough charging stations to satisfy the need. I need one car to cover all my needs. Not one twice as expensive car to get around Delaware, to still have to go rent a gas powered car from the Philadelphia Airport and hope I actually get the car I reserved. And if the EV mandate does come to pass, the state is going to need some way to tax the electric charge into the batteries as a road usage tax to fund DelDot. The circa 2016 plan to tax miles driven at registration time rightly fell flat as failing to tax the out of state residents funding our roads by buying Delaware's cheaper gas. Delaware currently has non-residents happily filling our tax coffers. We should keep the going, not end it, by forcing our residents to move to more expensive cars and then stick them with a larger ongoing tax burden as non residents can no longer find a pump to pay Delaware gas tax.