

Subject: Public Hearing Comments

Date: Friday, May 26, 2023 at 12:47:43 PM Eastern Daylight Time

From: DoNotReply@delaware.gov

To: HearingComments, DNREC (MailBox Resources)

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

Name: David Tancredi

Phone: 3029814580

Email Address: djtancredi@comcast.net

Organization:

Comments:

I just went through some of the presentation material regarding the proposed amendment on only allowing ZEV vehicles starting with model year 2027. I'd like to voice my opposition to one section of the amendment. According to the presentation, only two types of vehicles will be allowed. Plug in Hybrids and fully electric vehicles. I believe that hybridization is both more economically and environmentally friendly in the short term, and by short term I mean the next 15 to 20 years. As recently commented by Toyota, you can build ten hybrid vehicles with the same battery material to build one fully electric vehicle. Also, a hybrid vehicle is roughly \$10,000 less expensive. Further, neither the infrastructure in both battery material mining and electric charging capacity is not available and will not likely catch up for a generation. These facts will make hybrid adoption more viable and more quickly reduce greenhouse gas emissions. I actually like plug in hybrids, which this amendment will allow. I hope my next premium vehicle, be it a Volvo or other is a hybrid that gets around 40 miles on a battery charge and then can use gas to travel another 250 miles +. However, there are many very good vehicles that use hybrid technology to extend fuel range and are not plug in. and by outlawing those vehicles, which can be affordable, you are reducing options for the vast majority of residents in the state. A good example is the Ford Maverick, which I hope to purchase in the next couple years for work travel. The Maverick was first sold in a front wheel drive hybrid option with an entry level price of \$20,000 and got around 40 MPG combined city/highway driving. This type of affordable, high mileage per gallon vehicle would be unavailable under this proposed rule. And it fills a critical need. It is a perfect pickup truck for my work needs and I'm sure many others. And there are multiple other high mileage hybrid vehicles that are affordable which would be unavailable with this rule in place. Thus, I recommend that this rule be altered to allow all vehicles that are hybrid. Or to only restrict to only plug in hybrids and full electric to 2035. I feel like DNREC would be making a major mistake in restricting sales of hybrid only vehicles. Because their increase in MPG will also reduce environmental impacts while allowing more affordable options and getting more people to adopt. Thank you for considering these comments.
Sincerely, Dave Tancredi