

[Valerie Gray (DE DNREC-AQ)] 13:04:24
will be identical at hopefully later this week

[Valerie Gray (DE DNREC-AQ)] 13:04:38
So with that i'd like to get started. our agenda is the same for all 3 of our public workshops, and one of the things I want to important out is These are public workshops.

[Valerie Gray (DE DNREC-AQ)] 13:04:49
These are not formal. legal proceedings like a public hearing where you it's very formal. it's a little more legal oriented kind of like.

[Valerie Gray (DE DNREC-AQ)] 13:04:57
We have and hearing officer here you're just talking with us as Staff.

[Valerie Gray (DE DNREC-AQ)] 13:05:01
So it's not quite the same it's an open forum, and we hope to hear from all of you.

[Valerie Gray (DE DNREC-AQ)] 13:05:06
So today We're gonna go through the the advanced plane car program. what it means and how it's going to impact us in Delaware.

[Valerie Gray (DE DNREC-AQ)] 13:05:14
We're going to explain the air quality, problem. that we're facing here in Delaware and what we're doing to reduce emissions from transportation and I as well as identify your key concerns and identify

[Valerie Gray (DE DNREC-AQ)] 13:05:24
any barriers that you believe. we need to be aware of. As we walk toward implementation of this program.

[Valerie Gray (DE DNREC-AQ)] 13:05:32
The first call. let me give you a reading rudimentary.

[Valerie Gray (DE DNREC-AQ)] 13:05:38
Look at what the regulatory development process is. The division of air quality follows.

[Holly Porter - Delmarva Chicken Association] 13:05:45
Just This past march we were directed by our our Governor to begin a process for adopting the advanced clean car amendments which include 0 mission vehicle components.

[Valerie Gray (DE DNREC-AQ)] 13:05:59
The department begins our regulatory process with the development of what we call start action.

[Valerie Gray (DE DNREC-AQ)] 13:06:05
Notice. and this is a department in internal department document that provides a brief statement to the Cabinet Secretary as why the regulation is to be amended or and adopted.

[Valerie Gray (DE DNREC-AQ)] 13:06:17
Once. this Cabinet secretary approves the start action notice it's posted on a our den rack administrative law.

[Valerie Gray (DE DNREC-AQ)] 13:06:24
Website under the Regulations Tab. We also circulate the start action.

[Valerie Gray (DE DNREC-AQ)] 13:06:30
Notice to the members of the House and Natural Resources and Energy Committee along with the Senate,

Environmental Natural Resources and committees.

[Valerie Gray (DE DNREC-AQ)] 13:06:42

Our next step in the process, which is the second arrow.

[Valerie Gray (DE DNREC-AQ)] 13:06:47

Runs concurrent throughout the entire process up through the public hearing.

[Valerie Gray (DE DNREC-AQ)] 13:06:53

And this is where we developed the technical supporting information and the regulatory Flexibility act and regulatory impact statements to help with the Cabinet Secretary.

[Valerie Gray (DE DNREC-AQ)] 13:07:05

As he makes this decision. And again, I want to reiterate that no decision has been made.

[Valerie Gray (DE DNREC-AQ)] 13:07:09

And the Cabinet Secretary will make that decision.

[Valerie Gray (DE DNREC-AQ)] 13:07:12

Once we move through the final public hearing process so and the purpose of today's meeting is to help us as staff to better understand what documents we need to develop.

[Valerie Gray (DE DNREC-AQ)] 13:07:27

As is in that we'll be developing in the coming weeks.

[Valerie Gray (DE DNREC-AQ)] 13:07:29

That makes sense following our meetings that we've just completed with key stakeholders. and these pieces stakeholders are folks that have identified themselves as either being compliance and a decent in this case that's our auto

[Valerie Gray (DE DNREC-AQ)] 13:07:40

manufacturers or for folks that have a keen interest in clean transportation strategies.

[Valerie Gray (DE DNREC-AQ)] 13:07:46

So we've held 2 of those meetings in October. and now we're proceeding to the public workshop process. and this is an opportunity for us to present what this program is and also to receive feedback

[Valerie Gray (DE DNREC-AQ)] 13:08:00

and input from you. We also are having an opportunity for you to submit some written comments, and we have we're proposing that you submit those by December. the second, and that will help us as we move forward to develop

[Valerie Gray (DE DNREC-AQ)] 13:08:16

our next series of workshops that we hope to hold in December, and those are scheduled right now for 6 Pm.

[Valerie Gray (DE DNREC-AQ)] 13:08:21

On either December thirteenth or December fifteenth.

[Valerie Gray (DE DNREC-AQ)] 13:08:26

What you need to know is that these will be identical workshops similar to what we're doing here today, and what we did yesterday.

[Valerie Gray (DE DNREC-AQ)] 13:08:33

We're also holding another workshop to tomorrow night at 6 0 P. M.

[Valerie Gray (DE DNREC-AQ)] 13:08:37

And this is an opportunity for more people to hopefully engage in the process.

[Valerie Gray (DE DNREC-AQ)] 13:08:41

So once we've developed all the documents, received all your input we will develop everything for public hearing.

[Valerie Gray (DE DNREC-AQ)] 13:08:50

And what that is is, we'll develop the actual proposed regulatory text.

[Valerie Gray (DE DNREC-AQ)] 13:08:54

It will be published in the delaware register on the first of the month.

[Valerie Gray (DE DNREC-AQ)] 13:08:58

We'll also provide all the technical supporting information that will help address any of your comments that consider iterations that we've received prior to opening the official public record.

[Valerie Gray (DE DNREC-AQ)] 13:09:11

So once we've published the Draft regulation or the proposed regulation in the Delaware Register on the first of a month, we are required to hold a hearing at least 20 days after that publication, so typically we might publish on

[Valerie Gray (DE DNREC-AQ)] 13:09:26

the first, and we'll hold it somewhere around the 20 first 20ths, or 20 third is when we try to target right now we're looking at how hopefully holding a public hearing sometime in middle spring probably March or april so once

[Valerie Gray (DE DNREC-AQ)] 13:09:41

we've received public comments from the hearing and the public record is open from additional 15 days after the public hearing occurs.

[Valerie Gray (DE DNREC-AQ)] 13:09:52

The staff will then develop what's called a technical response.

[Valerie Gray (DE DNREC-AQ)] 13:09:57

Memo, and this is a response to your comments that you've proceeded, submitted as part of the proceeding the legal proceeding that the public hearing has it's a little bit more formal versus what we're

[Valerie Gray (DE DNREC-AQ)] 13:10:07

doing today in a public workshop. So again, I want to reiterate that Secretary Garvin has not made any final determination on this matter.

[Valerie Gray (DE DNREC-AQ)] 13:10:18

But he will make that decision based upon what's been submitted through public comment, through what the hearing officer in the public hearing has written in their report, and their recommendation as to whether or not to move forward with adoption in this

[Valerie Gray (DE DNREC-AQ)] 13:10:33

matter one of the things that delaware has to do for this particular regulation is to incorporate by reference, the emissions standards developed from California, and in order to do that, we've got to wait until California

[Valerie Gray (DE DNREC-AQ)] 13:10:47

completely entire administrative law proceedings. Carb has filed all their documents with their administrative law offices, and anticipates completing all of those proceedings sometime.

[Valerie Gray (DE DNREC-AQ)] 13:11:01

By the end of this month, which means that their affected date on their regulation will be sometime in December, because we incorporate.

[Valerie Gray (DE DNREC-AQ)] 13:11:08

We have to wait for that date before we're able to even propose our regulation.

[Valerie Gray (DE DNREC-AQ)] 13:11:13

So with that, let's get down into the needy grade So now, if you'll bear with me i'd like to provide you some information on our delaware's, air quality has made really significant progress toward cleaning

[Valerie Gray (DE DNREC-AQ)] 13:11:28

up our air by adding requirements and pollution patrol on our industries as well as our power.

[Valerie Gray (DE DNREC-AQ)] 13:11:35

Plans, and, as you can see from this little donut

[Valerie Gray (DE DNREC-AQ)] 13:11:40

Those emissions are only about 18%. for Just not so. Knox is one of those precursor chemicals that forms in the atmosphere, and we'll talk a little bit about that later, but it

[Valerie Gray (DE DNREC-AQ)] 13:11:51

causes ground level ozone and now what we're seeing is transportation.

[Valerie Gray (DE DNREC-AQ)] 13:11:57

Admissions are becoming the key source of pollution, and those impact our ability to achieve the epa standards.

[Valerie Gray (DE DNREC-AQ)] 13:12:04

So this figure from Epi also helps to depict

[Valerie Gray (DE DNREC-AQ)] 13:12:11

The formation of knocks and voc emissions that come out of industry and power plants as well as primarily this, this tail pipes of our cars, and as you can see it, combines with with heat and

[Valerie Gray (DE DNREC-AQ)] 13:12:22

sunlight, and it forms ground level ozone. And we all know that ground, level ozone results in many detrimental impacts.

[Valerie Gray (DE DNREC-AQ)] 13:12:29

Health impacts, especially for sensitive and elderly populations, and reducing this pollution will result in fewer premature deaths, as the attacks, especially for kids who are likely to have asthma more than adults and

[Valerie Gray (DE DNREC-AQ)] 13:12:43

it will also help less than number of hospitalizations. for cardiovascular and respiratory illnesses.

[Valerie Gray (DE DNREC-AQ)] 13:12:50

Very important. So so, Barbara, our industrial sources and our power plants to install pollution, control equipment.

[Valerie Gray (DE DNREC-AQ)] 13:13:01

We see that over the years we've we've gotten a number of reductions, but our regional levels and pollution still remain above the Federal health based standards for ground level ozone, and because of these levels.

[Valerie Gray (DE DNREC-AQ)] 13:13:18

They continue to exceed the standards. The American Lung Association continues to give you Castle County a failing grade.

[Valerie Gray (DE DNREC-AQ)] 13:13:25

Year after year. more reductions are necessary to protect our health.

[Valerie Gray (DE DNREC-AQ)] 13:13:29

Take carefully for those communities that are located near our highways.

[Valerie Gray (DE DNREC-AQ)] 13:13:33

These communities are also likely to experience a higher health burden from the transportation related emissions.

[Valerie Gray (DE DNREC-AQ)] 13:13:40

So the next slide shows us what ground level ozone looks like as it forms in our area on a hot summer day.

[Valerie Gray (DE DNREC-AQ)] 13:13:49

The orange segment show where the air quality is deemed to be unhealthy for our sensitive populations, such as our kids with asthma and our seniors, our citizens, with underlying health impact so as

[Valerie Gray (DE DNREC-AQ)] 13:14:02

required by the Clean Air Act, the epa identifies areas or regions. in our country, where the health based standards are exceeded or not aaining the standard, and they're called non-attainment areas

[Valerie Gray (DE DNREC-AQ)] 13:14:17

delaware's newcastle county along with Maryland Cecil county are linked to the greater Philadelphia area as key contributors to the regional air pollution in our in our area and that's

[Valerie Gray (DE DNREC-AQ)] 13:14:30

primarily because we're connected, because many of our our neighbors travel to and from Delaware and Maryland into Philadelphia for

[Valerie Gray (DE DNREC-AQ)] 13:14:41

Their jobs, thereby contributing to the air pollution.

[Valerie Gray (DE DNREC-AQ)] 13:14:45

And as we can see that this is this whole area along the I 95 quarter where we see higher transportation related

[Valerie Gray (DE DNREC-AQ)] 13:14:58

Well, let's move on to greenhouse gas emissions Now look at the impact. transportation on greenhouse gas emissions in 2,017.

[Valerie Gray (DE DNREC-AQ)] 13:15:10

Governor Carney committed to reducing greenhouse gas emissions in Delaware by 26 to 28% from 2,005 levels by 2025.

[Valerie Gray (DE DNREC-AQ)] 13:15:21

And he did this by joining a coalition of states called the Us.

[Valerie Gray (DE DNREC-AQ)] 13:15:24

Climate alliance, and this target is identical to the goal.

[Valerie Gray (DE DNREC-AQ)] 13:15:27

To United States made upon joining the Paris agreement under the United Nations Framework Convention for climate change, and it affirms Delaware's recognition that the State level action is important to address in climate change our greenhouse

[Valerie Gray (DE DNREC-AQ)] 13:15:44

gas emission, inventory efforts have resulted thus far in showing that we've reduced by approximately 18 to 20%.

[Valerie Gray (DE DNREC-AQ)] 13:15:52

So we still have a bit further to go, and as a result, according to our climate action plane that was released just last November.

[Valerie Gray (DE DNREC-AQ)] 13:16:01

The plan identifies areas where we could do additional work to reduce our impacts and our emissions on climate.

[Valerie Gray (DE DNREC-AQ)] 13:16:07

And one of those recommendations was to adopt additional measures to reduce emissions from the transportation sector.

[Valerie Gray (DE DNREC-AQ)] 13:16:14

You can see that the transportation sector is up out 25 to 30% of our total emissions.

[Valerie Gray (DE DNREC-AQ)] 13:16:25

Let's jump back to help. Why are we doing this when we consider our impacts of our vehicles?

[Valerie Gray (DE DNREC-AQ)] 13:16:31

They have. on contributing to pollution, we find that vehicles are now our primary source of smog, forming nitrogen, oxides, or nots like we like to call and fine particular matter that worse than our public health

[Valerie Gray (DE DNREC-AQ)] 13:16:46

outcomes, diesel emissions, emit high levels of particular matter which is airborne.

[Valerie Gray (DE DNREC-AQ)] 13:16:52

Particles of suit and even heavy metals. These can result in skin and I.

[Valerie Gray (DE DNREC-AQ)] 13:17:00

Irritation. Allergies and very fine particles tend to launch more deeply into our lungs, where they cause numerous health problems.

[Valerie Gray (DE DNREC-AQ)] 13:17:06

The harmful levels of pollutants, exacerbate folks that experience asthma, other cardiovascular respiratory illnesses, and these are especially a consideration for children and other adults.

[Valerie Gray (DE DNREC-AQ)] 13:17:21

As we, as we mentioned before, on the environmental side, we affect some car pollution or quite whites, but affecting air, soil, and water quality.

[Valerie Gray (DE DNREC-AQ)] 13:17:33

Nitrous oxide also could contribute to the depletion of our ozone layer, which shields our earth from this harmful ultraviolet radiation from the sun sulfur dioxide and nitrogen

[Valerie Gray (DE DNREC-AQ)] 13:17:43

dioxide, mixed with rainwater to form assembly, which damages our crops or force and other vegetation as well as impacting our abilities.

[Valerie Gray (DE DNREC-AQ)] 13:17:55

Oil and sheel spells from our cars and trucks seep into the soil and near our highways, and our discarded fuel.

[Valerie Gray (DE DNREC-AQ)] 13:18:04

And particulates from vehicle missions also contaminate our lakes, rivers, and wetlands, and, as I mentioned, don't worry already experiencing the impacts from climate change from an increased temperature sea

[Valerie Gray (DE DNREC-AQ)] 13:18:16

level rise in extreme precipitation events. One thing to really consider is our overburdened and underserved communities that reside near our major highways and are disproportionately impacted by pollution from our

[Valerie Gray (DE DNREC-AQ)] 13:18:30

vehicles. These tailpipe emissions worsen the health effect on our children at with asthma and elderly folks that might have coopt or other chronic health and conditions, and this is really

[Valerie Gray (DE DNREC-AQ)] 13:18:43

a concern in our overburden and underserved communities

[Valerie Gray (DE DNREC-AQ)] 13:18:51

So Now do you bear with me a bit longer i'd like to give you a quick tutorial on the clean air act?

[Valerie Gray (DE DNREC-AQ)] 13:18:58

I know you guys were waiting for this. so what mechanisms are in place for for Delaware to retail pipe emissions?

[Valerie Gray (DE DNREC-AQ)] 13:19:06

Well, Congress provided States 2 mechanisms or tools for addressing our vehicle initially.

[Valerie Gray (DE DNREC-AQ)] 13:19:14

We can either look at Federal action through emission standards or we can adopt the stronger California standards through the Clean Air Act. Section 177 Federal mission standards for vehicles known as tier 3 engines

[Valerie Gray (DE DNREC-AQ)] 13:19:30

standards were adopted back in 2,014, limiting the amount of sulfur in our gasoline, as well as reducing knocks and other pollutants from the actual tailpipes of our cars

[Valerie Gray (DE DNREC-AQ)] 13:19:42

through the addition of additional control measures in our cars.

[Valerie Gray (DE DNREC-AQ)] 13:19:46

Design the Federal greenhouse gas emissions initially covered model years 2012, through 2025, and more recently.

[Valerie Gray (DE DNREC-AQ)] 13:19:57

And then, or or and they were announced in December for model years, 23, through 2026, and then Epa announced this past march.

[Valerie Gray (DE DNREC-AQ)] 13:20:06

The reissuance of what's called the California waiver under section 209 of the Clean Air Act, which provides The ability for the advanced clean car program, including is that sales and greenhouse gas standards

[Valerie Gray (DE DNREC-AQ)] 13:20:20

to be enforced not only by California, but also by the States that have adopted those measures.

[Valerie Gray (DE DNREC-AQ)] 13:20:27

Epa also when they re-issued the California waiver, they also withdrew interpretive view of the Clean Air Act.

[Valerie Gray (DE DNREC-AQ)] 13:20:38

Section 1, 77, which included it's 2,019 action.

[Valerie Gray (DE DNREC-AQ)] 13:20:43

The States may not adopt California screenhouse gas standards. percent.

[Valerie Gray (DE DNREC-AQ)] 13:20:48

Section 1, 77. But with this action that they did in March it enables us to continue with our programs.

[Valerie Gray (DE DNREC-AQ)] 13:20:56

So what are 1? 77 States, 1, 77 States are those States that have chosen to follow the calf.

[Valerie Gray (DE DNREC-AQ)] 13:21:04

The more strictive California standards and reject Federal programs.

[Valerie Gray (DE DNREC-AQ)] 13:21:09

So these are the States that have adopted Pennsylvania and Delaware are the only States that have adopted just 2 components of the California program which we call the Low Mission vehicle program as well as The

[Valerie Gray (DE DNREC-AQ)] 13:21:25

greenhouse gas standards. So what is the clean air Act?

[Valerie Gray (DE DNREC-AQ)] 13:21:32

Limit us when we do adopt. Well, Congress obviously provided us 2 options. When it comes to reducing pollution from our cars, we can either adopt the California program or we can accept the week or Federal tail pipe emission

[Valerie Gray (DE DNREC-AQ)] 13:21:44

standards, but by adopting the California standards we also protect ourselves from further future Federal rollbacks that might occur with changes in administration.

[Valerie Gray (DE DNREC-AQ)] 13:21:55

But in order to do that, we've got to check some boxes, and that includes that we must have identical regulations to California, and we must provide our auto manufacturers 2 years advanced notice model year notice on the

[Valerie Gray (DE DNREC-AQ)] 13:22:07

adoption of the circle requirements. So what are these vehicle regulations?

[Valerie Gray (DE DNREC-AQ)] 13:22:14

Well, Delaware adopted the California tail pipe emission standards, and then, as advanced clean car over 10 years ago, and they're in place today.

[Valerie Gray (DE DNREC-AQ)] 13:22:23

The advanced clean car program includes 3 elements, the low emission vehicle program which I've already mentioned, which provides increasingly stringent emission standards for both criteria air pollutants.

[Valerie Gray (DE DNREC-AQ)] 13:22:36

As well as the second component greenhouse gases for standards, for new passenger vehicles through Model year 2025.

[Valerie Gray (DE DNREC-AQ)] 13:22:46

The left criteria standards were developed to address the continued increase in deriving throughout our State. While also improving our air quality, Carb adopted new admission vehicle standards to reduce small forming emission beginning with

[Valerie Gray (DE DNREC-AQ)] 13:23:01

Molly, or 2015, and implementation of this regulation was estimated to result in a meeting 75% less So small forming pollution by 2025 in the average vehicle sold Okay, is that

[Valerie Gray (DE DNREC-AQ)] 13:23:18

component is the third comparison and it's designed to achieve a long term emission reduction goal by requiring our auto manufacturers to offer specific numbers of the cleanest vehicles for sale

[Valerie Gray (DE DNREC-AQ)] 13:23:31

These vehicle technologies include fuel, full battery, electric hydrogen, fuel, cell and plug in hybrid vehicles, and over the last 30 years the Z requirements have been modified to reflect current

[Valerie Gray (DE DNREC-AQ)] 13:23:45

technology modifications adopted in 2,012, along with the other 2 advanced clean car.

[Valerie Gray (DE DNREC-AQ)] 13:23:53

Elements have set the market on the path towards 0 mission vehicle.

[Valerie Gray (DE DNREC-AQ)] 13:23:58

Commercialization with the resurgence of battery technology, enabling autom manufacturers to offer competitively price 0 emission vehicles to our consumers.

[Valerie Gray (DE DNREC-AQ)] 13:24:10

Okay, Shh: So we have a question. to Ask ourselves what's the best program for reducing vehicle missions in Delaware that will improve our quality.

[Valerie Gray (DE DNREC-AQ)] 13:24:23

Delaware in the greater Philadelphia area continues to remain in non attainment to the health based ozone standards.

[Valerie Gray (DE DNREC-AQ)] 13:24:32

We're obligated under the clean air act to identify and implement additional policies and regulations to reduce that pollution and vehicles are a huge contributor to that ozone formation.

[Valerie Gray (DE DNREC-AQ)] 13:24:43

We've already addressed industrial and electrical generation. By controlling them very well, and including New York pollution control, We just need to ensure that all our communities

[Valerie Gray (DE DNREC-AQ)] 13:24:58

So in March of this year it it's a result of the the clean, or the climate action plan.

[Valerie Gray (DE DNREC-AQ)] 13:25:05

Our governor directed the department and natural resources and environmental control to begin the regulatory development process for adding the 0 emission standards to strategies for reducing and controlling emissions from vehicles that's

[Valerie Gray (DE DNREC-AQ)] 13:25:20

where we are today, So let's remember that delaware's, current vehicle program has been in place since model year, 2,014, and it continues up through model year 2025 gasoline and diesel

[Valerie Gray (DE DNREC-AQ)] 13:25:36

power vehicles on the road will remain on the road. They're not going away and adding. this Zeb element only addresses the delivery of sales of new vehicles in delaware.

[Valerie Gray (DE DNREC-AQ)] 13:25:51

And it does not impact farm equipment or vehicles weighing more than \$14,000, which a number of commenters have noted.

[Valerie Gray (DE DNREC-AQ)] 13:26:00

So let's talk about what the vehicle emission program means for us in Delaware.

[Valerie Gray (DE DNREC-AQ)] 13:26:07

But who? what? When? we're in how so who has the compliance up application?

[Valerie Gray (DE DNREC-AQ)] 13:26:12

Well, it's not consumers. it's the auto manufacturers and the autom manufacturers will deliver and produce for sale vehicles that meet these new emission standards for what

[Valerie Gray (DE DNREC-AQ)] 13:26:25

Well, Delaware will realize reductions in vehicle missions in our passenger cars are light duty, vehicle and meeting duty fleet.

[Valerie Gray (DE DNREC-AQ)] 13:26:36

When Well, we're going to begin with model year 2027, which commences on January, second of 2026, it's a little confusing, but it's with the vehicles that are

[Valerie Gray (DE DNREC-AQ)] 13:26:47

produced for model year 2027 the where is well?

[Valerie Gray (DE DNREC-AQ)] 13:26:52

The new vehicles did passenger cars, and, like duty trucks delivered for sale, and recall that the our automated venture system announced numerous products that are 0 emitting and expect to have more

[Valerie Gray (DE DNREC-AQ)] 13:27:04

than a 100 products available by 2025. So the the how is by by amending our current regulation, 1140,

[Valerie Gray (DE DNREC-AQ)] 13:27:19

So again, let's reiterate who has the compliance on Okay.

[Valerie Gray (DE DNREC-AQ)] 13:27:24

This means that you and I is vehicle owners we don't comply with this program.

[Valerie Gray (DE DNREC-AQ)] 13:27:30

This program does not ban gasoline or diesel vehicles, and we believe that we're projecting that the Overall Zap fleet will only be projected to be about 30%.

[Valerie Gray (DE DNREC-AQ)] 13:27:42

Of our entire fleet by 2035 compliance is achieved by our auto manufacturers, designing and producing and certifying their products to meet the requirements before delivering for sale these

[Valerie Gray (DE DNREC-AQ)] 13:27:54

vehicles in Delaware, and many of those auto manufacturers already announced. Their plans, develop many of these vehicles, and deliver them to market

[Valerie Gray (DE DNREC-AQ)] 13:28:07

So you may have even seen some recent commercials. while you were watching the Phillies in the World Series.

[Valerie Gray (DE DNREC-AQ)] 13:28:14

I don't know how you could have not seen them but there are quite a few products coming to market, and expected in the near future.

[Valerie Gray (DE DNREC-AQ)] 13:28:24

So again. we've already said that compliance will begin with model year.

[Valerie Gray (DE DNREC-AQ)] 13:28:28

27 which begins on January second of 2026, and this is again due to the timeline that we have to have for the adoption.

[Valerie Gray (DE DNREC-AQ)] 13:28:40

The California program. So what are the requirements? So again, remember that it fails.

[Valerie Gray (DE DNREC-AQ)] 13:28:49

Clean car applies to the vehicle manufacturers and not vehicle owners meaning.

[Valerie Gray (DE DNREC-AQ)] 13:28:52

If you currently own an internal combustion engine powered by gasoline or diesel, this program element does not apply to you, and this picked this chart will show you kind of where we're projecting the point to be

[Valerie Gray (DE DNREC-AQ)] 13:29:09

as we increase the number of vehicles delivered for sale through 2035, so what it means on a regulatory

[Valerie Gray (DE DNREC-AQ)] 13:29:22

It means that we are going to amend the regulation 1140, which is Delaware.

[Valerie Gray (DE DNREC-AQ)] 13:29:29

Low emission vehicle recommend that we change the actual title of the regulation to be more encompassing of the 3 elements of the advance plane car regulation.

[Valerie Gray (DE DNREC-AQ)] 13:29:40

We're also going to amend the language and add the the 0 mission vehicle requirements in the incorporation by reference.

[Valerie Gray (DE DNREC-AQ)] 13:29:50

Section of the regulation. In addition to that, there are some flexibility ability mechanisms that I want to point out in the program itself.

[Valerie Gray (DE DNREC-AQ)] 13:30:03

Manufacturers may fulfill portion of their total zone requirements by producing plug-in hybrid vehicles. for sale.

[Valerie Gray (DE DNREC-AQ)] 13:30:12

They can also fulfill proportion a portion of their annual zone requirement, which the additional vehicles earned in.

[Valerie Gray (DE DNREC-AQ)] 13:30:22

According to these provisions, we can establish community-based mobility programs, and those programs will enable them to to earn credits for use as part of their compliance.

[Valerie Gray (DE DNREC-AQ)] 13:30:37

Mechanisms. We will have to work on the community based mobility programs.

[Valerie Gray (DE DNREC-AQ)] 13:30:44

Haven't got any of those yet, but we hopefully can work on that we also have the operator.

[Valerie Gray (DE DNREC-AQ)] 13:30:51

For vehicles in Dallas are sold at the end of the lease and participating dealerships for them to also earn credits or values at the end of the least subs and plug-in hybrids initially

[Valerie Gray (DE DNREC-AQ)] 13:31:06

least in Delaware and sold at the end of a lease. 2 Delaware dealerships participating in a financial assistance program can earn a digital vehicle values that can be used for compliance.

[Valerie Gray (DE DNREC-AQ)] 13:31:18

We also have an opportunity for the auto manufacturers.

[Valerie Gray (DE DNREC-AQ)] 13:31:23

To to have new vehicles and plug-in hybrids below the manufacturers suggested retail price threshold, and they can earn an additional value for model

[Valerie Gray (DE DNREC-AQ)] 13:31:39

years, 2026 through 2028.

[Valerie Gray (DE DNREC-AQ)] 13:31:42

We also have the opportunity for manufacturers to fulfill a portion of the total annual Zeb requirements.

[Valerie Gray (DE DNREC-AQ)] 13:31:49

With an early compliance value that they can earn, but delivering for sale.

[Valerie Gray (DE DNREC-AQ)] 13:31:54

Then early, then, when the program commences, and then finally the last flexibility mechanism that this program offers to our auto manufacturers they can cool their values, which allows the manufacturers

[Valerie Gray (DE DNREC-AQ)] 13:32:12

to move specified percentages in excess of their credit values from sets and plugin hybrids earned in one state for use in another state, where there's a short fall.

[Valerie Gray (DE DNREC-AQ)] 13:32:26

So let's look at the emission benefits that we believe this program will realize in 2,035.

[Valerie Gray (DE DNREC-AQ)] 13:32:33

It is projected that we will realize for 541 tons of additional knots, submissions reduced.

[Valerie Gray (DE DNREC-AQ)] 13:32:43

And through this program with 40 tons of additional fine particulate matter, as well as an additional 5 point, 7 million metric tons of CO₂, carbon dioxide equivalence in greenhouse gas emissions, and

[Valerie Gray (DE DNREC-AQ)] 13:33:01

5 the annual health outcomes of the Delaware's Adoption of advanced clean car are estimated using EPA's, COBRA model. COBRA model estimates change in the number of cases and their

[Valerie Gray (DE DNREC-AQ)] 13:33:17

economic values for PM. Fine particulate matter. PM: 2.5: Associated Health impacts.

[Valerie Gray (DE DNREC-AQ)] 13:33:24

These values, combining all the health effects, are summarized in this table.

[Valerie Gray (DE DNREC-AQ)] 13:33:31

In general, adopting the advanced clean car reduces on-road mobile emissions and gasoline production and distribution emissions, and thereby realizes a net health benefit.

[Valerie Gray (DE DNREC-AQ)] 13:33:44

These reductions of over 23 million dollars course. Now let's look at what the cost of ownership might be for a typical vehicle owner.

[Valerie Gray (DE DNREC-AQ)] 13:33:56

The total cost of ownership is less than a gasoline equivalent, and this is primarily due to the tremendous amount of fuel savings, and maintenance costs that electric and in this particular instance, a

[Valerie Gray (DE DNREC-AQ)] 13:34:08

battery, electric vehicle might realize so over a course of owning the vehicle for 10 years.

[Valerie Gray (DE DNREC-AQ)] 13:34:17

You will realize if you have if you're charging at home, you're gonna realize that in \$8,600 savings over a gasoline equivalent and that's primarily due to the price of

[Valerie Gray (DE DNREC-AQ)] 13:34:28

gasoline and the maintenance that you Avoid So I wanna do a time check It's about 1 30 and ask if we am present, then is ready to take over the microphone.

[Valerie Gray (DE DNREC-AQ)] 13:34:44

Yeah.

[Breanne Preisen (DNREC)] 13:34:49

Yup, thanks, Valerie. My name is Brian present.

[Breanne Preisen (DNREC)] 13:34:53

I am a transportation planner with a division of climate consultant energy. So i'm kind of gonna go over some of our complementary programs and policies and incentives that we have to to kind

[Breanne Preisen (DNREC)] 13:35:04

of help. move Delaware into a state with one more 0 mission vehicle.

[Breanne Preisen (DNREC)] 13:35:10

So. next slide, please. So, as Valerie has mentioned, the transportation transportation sector is the largest contributor to air pollution, and has been for quite some time, and so we know that the pollutants that come from

[Breanne Preisen (DNREC)] 13:35:23

tail Pipes have a suite of of pollutants that come out of there, and there's. they have all kinds of negative effects on the environment, and on, human health, which is why the foundation of the clean air act is to

[Breanne Preisen (DNREC)] 13:35:36

improve public health. So models show that 0 emission vehicles will have the largest impact on reducing our greenhouse gas emissions here in the State.

[Breanne Preisen (DNREC)] 13:35:47

Not only here in Delaware, but nationally and and globally.

[Breanne Preisen (DNREC)] 13:35:50

And so that technology, 0 0 mission technology is electric vehicles and and but 2030, 50 years from now that technology might be very different.

[Breanne Preisen (DNREC)] 13:36:00

But right now it is electric vehicles and that's Why, our focus has been it's where that's where our focus has been with the complementary incentives programs and policies that have been put in place next slide

[Breanne Preisen (DNREC)] 13:36:10

please. So our most public facing program that has been foundational to our progress we've made in is the clean transportation incentive program.

[Breanne Preisen (DNREC)] 13:36:22

So the program has been in place since 2,015, and it does continue to change and grow with that market.

[Breanne Preisen (DNREC)] 13:36:28
Our first funding round in 2,015 and 16, that Po.

[Breanne Preisen (DNREC)] 13:36:33
The program only paid out 292 rebates, and since July first, of 2,021, which is the current funding round that we're in, we have already issued over a 1,000 rebates between the

[Breanne Preisen (DNREC)] 13:36:44
2 programs which are rebate for ev's that gives residents and businesses up to \$2,500 for the purchaser lease of a plugin hybrid or a battery electric

[Breanne Preisen (DNREC)] 13:36:55
vehicle under 60,000 and then there's a rebate program for the purchase of charging stations.

[Breanne Preisen (DNREC)] 13:37:00
And so we do provide more funding to the folks that operate multi-family unit dwelling properties, You know, apartments, complexes, town homes cause a large percentage of people do live in those types of

[Breanne Preisen (DNREC)] 13:37:14
housing setups, and at home charging is a barrier for these residents.

[Breanne Preisen (DNREC)] 13:37:19
To purchase an ev so many complexes in the State, particularly in Newcastle County.

[Breanne Preisen (DNREC)] 13:37:24
Recognize this and the value of offering charging for for their tenants, and seeing it as an amenity, and are beginning to to install them.

[Breanne Preisen (DNREC)] 13:37:34
Next slide, please.

[Breanne Preisen (DNREC)] 13:37:40
So range anxiety has always been a thing with Evs, and so to kind of curve range range anxiety.

[Breanne Preisen (DNREC)] 13:37:48
Delaware has had a few funding opportunities to expand our ev charging network.

[Breanne Preisen (DNREC)] 13:37:52
Here in the State. So under the Volkswagen, mitigation settlement Delaware did receive 9.6 million for emission reduction type programs and States were allowed to use 15% of those funds for

[Breanne Preisen (DNREC)] 13:38:06
ev charging. so delaware chose to use it's 15%, which was 1 point, 4 million to expand the fast charging network here in the State.

[Breanne Preisen (DNREC)] 13:38:15
So through the competitive Rfp process, we we put that Rfp.

[Breanne Preisen (DNREC)] 13:38:21
Out, and we received 8 million in funding requests. So we we did have some hard decisions to make, because we only had 1.4 to spend

[Breanne Preisen (DNREC)] 13:38:28

So we did choose 14 locations that include downtown locations, hotels, traditional gas stations, and even at some fast food restaurants one of the many line items under the bipartisan infrastructure law.

[Breanne Preisen (DNREC)] 13:38:39

Is the national electric vehicle infrastructure or navy.

[Breanne Preisen (DNREC)] 13:38:43

It's a formula funding program and so over the next 5 years.

[Breanne Preisen (DNREC)] 13:38:46

Delaware is gonna receive 18 million for the installation of Dc.

[Breanne Preisen (DNREC)] 13:38:51

Fast charging stations along those states output to fuels portal.

[Breanne Preisen (DNREC)] 13:38:54

So that's going to be roots 1 1 13 13 and I 95.

[Breanne Preisen (DNREC)] 13:39:01

So there's there are specific requirements for that funding and there must be at least 4 ultra fast charging stations at each location.

[Breanne Preisen (DNREC)] 13:39:11

Locations must be no longer no greater than or no less than 50 miles apart.

[Breanne Preisen (DNREC)] 13:39:16

We're no more than 50 miles apart excuse me and then one mile off of the highway, and since Delaware is so small that won't take us very long to expand that out so we picked a goal of fast

[Breanne Preisen (DNREC)] 13:39:28

charging for every 25 miles, and so the Navy funds will also be deployed through the ar at the Rf.

[Breanne Preisen (DNREC)] 13:39:34

Process like we use with our bulks wagon funds as the State does not plan on uninstalling and owning, owning and operating fast charging stations.

[Breanne Preisen (DNREC)] 13:39:42

Here. we're just simply the funding mechanism for that so once the Us.

[Breanne Preisen (DNREC)] 13:39:46

Department of Transportation Secretary declares Delaware.

[Breanne Preisen (DNREC)] 13:39:50

All fuel borders have been fully built out.

[Breanne Preisen (DNREC)] 13:39:52

We will be able to use the remaining funds for community charging to include rural areas disadvantaged communities and those living in multi-family dwelling communities.

[Breanne Preisen (DNREC)] 13:40:02

That is just one of the many line items that will be available to to install more charging stations for for for charging stations.

[Breanne Preisen (DNREC)] 13:40:09

So this map here shows a quick snapshot of all the planned locations for Dc.

[Breanne Preisen (DNREC)] 13:40:13

Fast charging. that will be between the 2 funding opportunities.

[Breanne Preisen (DNREC)] 13:40:17

So, as you can see, eb drivers will have plenty of opportunities too fast.

[Breanne Preisen (DNREC)] 13:40:21

Charge along their journeys, and we also pay attention to our surrounding States to see what they're up to, and where they're going to be putting their fast charging stations to ensure that drivers can feel competent

[Breanne Preisen (DNREC)] 13:40:32

driving between the 2 or the surrounding States, and getting a charge when they need, without fear of running out of juice.

[Breanne Preisen (DNREC)] 13:40:38

Next slide, please energized delaware. has recently introduced a new grant program that's available for local and county governments, which provides up to 500,000 for the purchase of give of an eb the

[Breanne Preisen (DNREC)] 13:40:52

charging stations that go along with that electric motorcycles and even electric lawn equipment.

[Breanne Preisen (DNREC)] 13:40:58

So local and county governments can also use the funds for feasibility studies to help transition them their their fleets into 0 emission, equipment and vehicles.

[Breanne Preisen (DNREC)] 13:41:12

Next slide Del Marva power and the Delaware level, Electric cooperative also have programs.

[Breanne Preisen (DNREC)] 13:41:16

So they offer programs for ev drivers to save money well charging their vehicles during off-peak hours the Delaware Cooperative has a program for their customers to install charge point home chargers

[Breanne Preisen (DNREC)] 13:41:27

in their home, and can receive a billing crowd of \$200, plus a \$5 additional discount a month.

[Breanne Preisen (DNREC)] 13:41:34

During those peak months. they do require a specific charger, though.

[Breanne Preisen (DNREC)] 13:41:38

So the Cooperative can actually access that charger and regulate the energy usage for the for the eb charging.

[Breanne Preisen (DNREC)] 13:41:44

During those peak times and off peak times, and then eligible Del Marva power residents or residential customers in in here. Delaware can also receive a special time of use rate specific to

[Breanne Preisen (DNREC)] 13:41:55

plug in charging, and so that rate provides the benefit of reduced electric bills for customers when they, when they charge their their vehicles.

[Breanne Preisen (DNREC)] 13:42:04

Times next thing over the last few years has been an increase in a need to create some ordinances and regulations and codes relating to ev charging.

[Breanne Preisen (DNREC)] 13:42:16

So in 1922, excuse me, 2,019.

[Breanne Preisen (DNREC)] 13:42:19

The Public Service Commission determined that ed charging stations are not a utility, and would be not regulated as such.

[Breanne Preisen (DNREC)] 13:42:26

And then last year the Newcastle County Government passed a requirement that all new construction, and so that's parking lots, residential housing, and commercial buildings, you make ready for ebs meaning that, the sites must be prepared

[Breanne Preisen (DNREC)] 13:42:36

for Ev charging. There should be dedicated circuits on the panels.

[Breanne Preisen (DNREC)] 13:42:39

Conduit run etc. so the sites need to be ready for a property owner or a homeowner to install a charging station.

[Breanne Preisen (DNREC)] 13:42:47

So they decide to the State also recently passed a law directing the cities of Wilmington, Dover, and Newark to develop ordinances for residential street parking, so that will all require cities with populations of over

[Breanne Preisen (DNREC)] 13:42:59

30,000 which is why it is specific to those 3 cities.

[Breanne Preisen (DNREC)] 13:43:05

So these ordinances will likely be shared in, copied by other local governments to use when planning ordinances and codes and regulations for their town specific and then final slide.

[Breanne Preisen (DNREC)] 13:43:18

Please, So, as I mentioned, if you have a few slides back, one of the funding opportunities that's going to be available for charging is through the

[Breanne Preisen (DNREC)] 13:43:23

The the Navy formula funding, which is that that line item under the bill bill.

[Breanne Preisen (DNREC)] 13:43:28

States will also be required or work required to submit a plan to the Federal Government, demonstrating how we're going to be using those funds.

[Breanne Preisen (DNREC)] 13:43:35

And so that plan was submitted and recently improved. and then we are just waiting from first and forth, further guidance from the Federal Government before we could proceed, and that that will all be done through through.

[Breanne Preisen (DNREC)] 13:43:45

We are also developing a statewide ev charging infrastructure plan.

[Breanne Preisen (DNREC)] 13:43:50

So that is a a collaboration between Del Dot and denre and that partnership is in consultation with ae common.

[Breanne Preisen (DNREC)] 13:43:58

So that plan is intended to be a living document and will initially tell us where charging stations should go and what types, what the ev deployment is going to be over time and the charging station deployment to match that and

[Breanne Preisen (DNREC)] 13:44:10

Then we're gonna really focus on those disadvantaged and underserved communities, rural areas, and then those who live in multi-family dwellings.

[Breanne Preisen (DNREC)] 13:44:16

So the implant. The plan is intended to help those who currently have evs, but also prepare areas that do not have the higher adoption rates.

[Breanne Preisen (DNREC)] 13:44:24

Right now. And so part of developing these plans is public.

[Breanne Preisen (DNREC)] 13:44:28

And stakeholder engagement just like we're doing here we're also having public workshops on that.

[Breanne Preisen (DNREC)] 13:44:34

So we can drop that in the chat later on if you're interested in that.

[Breanne Preisen (DNREC)] 13:44:38

We've we've had a couple of workshops and There's more to come on those opportunities as well as a virtual room that you can visit. and Then, lastly, this past legislative session the governor

[Breanne Preisen (DNREC)] 13:44:47

reinstated the state's energy advisory council with the directive to update the state's energy plan, and so that energy that plan will include the needs for transportation and use.

[Breanne Preisen (DNREC)] 13:45:00

And use projections for ev's in their modeling and so that will help ensure adequate generation and transmission to meet the come.

[Breanne Preisen (DNREC)] 13:45:06

The the upcoming energy transitions needs and to make sure that the greater is ready for this transition.

[Breanne Preisen (DNREC)] 13:45:12

I think I am done and i'm gonna hand this back over to Valerie.

[Valerie Gray (DE DNREC-AQ)] 13:45:16

Thank you for listening. Thank you, brian so so before we open it up. for your comments and your questions on the program.

[Valerie Gray (DE DNREC-AQ)] 13:45:25

I'd like you to remind you to use the raised hand feature

[Valerie Gray (DE DNREC-AQ)] 13:45:28

That will help us to how I call in folks it'll make it a little easier.

[Valerie Gray (DE DNREC-AQ)] 13:45:33

But I also want to direct you to our questions that we need to answer

[Valerie Gray (DE DNREC-AQ)] 13:45:39

Should Delaware adopt the program? and if not, what policy should we consider for our vehicle emissions, and how we should move forward with reducing them?

[Valerie Gray (DE DNREC-AQ)] 13:45:49

And then, if you I can, I help us identify what barriers?

[Valerie Gray (DE DNREC-AQ)] 13:45:53

That we should be considering as we look forward to adoption, and then any other issues that you all can identify.

[DNREC Admin Support] 13:46:01

That would be very helpful. So with that i'd like to open it up to yes, So chat has been blowing up a little bit, and if we could just address a couple of issues to start with before we

[Valerie Gray (DE DNREC-AQ)] 13:46:17

start taking comments or or questions And can you quickly explain how the non attainment in Newcastle County?

[DNREC Admin Support] 13:46:31

The if, if and if Newcastle County is in non-attainment, can we consider regulations by county, you know, like Sussex, has find attainment versus Newcastle County.

[Valerie Gray (DE DNREC-AQ)] 13:46:44

Could you just clarify how that works? One more time? sure.

[Valerie Gray (DE DNREC-AQ)] 13:46:49

When we look at regulations, we typically don't dedicate them to one county over another, specifically with air pollution. The molecules don't stay in that one county.

[Valerie Gray (DE DNREC-AQ)] 13:46:58

They kind of move around, and then the other bit that we have to consider is the point that our residents move from counting to county.

[Valerie Gray (DE DNREC-AQ)] 13:47:06

So when we look at a regulation, we look at doing it statewide versus in one particular county hope that answers that question.

[DNREC Admin Support] 13:47:14

Next question. Okay. discussing the regulations, if approved and municipalities and state, we purchased fleet vehicles off of State contracts.

[DNREC Admin Support] 13:47:28

Those dealerships going to have the requirement for the Zev vehicles. There's already a challenge.

[DNREC Admin Support] 13:47:36

Getting our municipalities and State agency vehicles because of contract issues and availability.

[DNREC Admin Support] 13:47:44

So plus. If we have a contract with somebody outside of the State, they would not be regulated under our regulation, because this is for Delaware dealers.

[Valerie Gray (DE DNREC-AQ)] 13:47:57

Correct. The regulation is for auto manufacturers to deliver for sale. vehicles that meet the standards.

[Valerie Gray (DE DNREC-AQ)] 13:48:04

I can't speak to the contracting issues because i'm not on work.

[Valerie Gray (DE DNREC-AQ)] 13:48:08

I don't work with contracts. I can only say that This regulation pertains to the auto manufacturers delivering for sale vehicles that meet the 3 requirements for the criteria

[Valerie Gray (DE DNREC-AQ)] 13:48:19

pollutants, greenhouse gas emissions, and to deliver an increasing number of 0 emission vehicles up through 2,030.

[DNREC Admin Support] 13:48:27

Okay, thank you that covers the majority, of what's happening on chat from the moment Okay, Well, if you all need to put other items in the chat, or if you want to raise your hand and ask questions, we'll

[Valerie Gray (DE DNREC-AQ)] 13:48:40

call in you bit by bit, and hopefully we'll get to everyone. I just ask that to try to limit it so that we can get everyone in to talk.

[Valerie Gray (DE DNREC-AQ)] 13:48:46

So. the first hand race, I see is Dustin Thompson

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:48:53

Hello, Yeah. Can you hear me? My name is Dustin Thompson?

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:48:59

I'm at the Sierra Club delaware chapter. Now our chapter has been around since the early 1970 S.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:49:07

Advocating for clean air and water, as well as bold climate action.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:49:09

Here in the first State. we are thrilled to see the inclusion in the climate action plan that there is a recommendation to join the other 14 States and District Columbia, and adopting the advanced clean cars program from California the

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:49:22

Sierra Club is assisted nationally. Many of these other States, through the regulatory process, and the Delaware chapter remains poised to assist here in Delaware.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:49:31

We view this as a climate issue and an environmental issue and a health justice issue for our State.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:49:39

For too long. Certain communities, particularly communities of low wealth or heavy bypock populations, have had to deal with the racist and longstanding damages of the National Interstate and Defense highways.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:49:51

Act well. This act created the many highways. The Delawareans and our neighbors rely on daily to commute to and from work, and other various destinations.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:49:59

It also disproportionately, negatively impacts communities of color as it was implemented, and it still does to this day.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:50:07

The majority of these highways, and the tail quite pollution that comes with them, traverse over top of surround, or cut directly through low income, or historically bypark communities.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:50:18

This is led to severely sharp increases and rates of asthma copd.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:50:22

Other respiratory diseases and health conditions outlined in your presentation today that have been directly linked to increased exposure to these various pollutants that come from the tail pipes of vehicles relying on internal

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:50:34
combustion engines. Well, opponents of the regulation will state the air.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:50:39
Pollution is not an issue in Delaware. Our health outcomes and our community experiences along these transit corridors and Delaware tell a very different story.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:50:48
We have seen this presentation, our national partners have created additional analysis that confirms that by adopting Acc.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:50:57
2 in Delaware, thus joining every other state around us except Pa.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:51:04
We can share, and substantial health and economic benefits.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:51:06
Oh, this year Club Delaware chapter also sees this as a wind to help curve climate change impacts in our region.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:51:12
The health and economic realities that can be realized cannot be under overstated.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:51:19
The northeast is home to the most critical air. pollution.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:51:22
Hot spots compared to any other region in the Us.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:51:26
That means we have the most to gain by adopting Acc.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:51:31
2, and the most to lose by continuing to refuse to acknowledge this reality and deny our ability to move forward.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:51:39
On this measure we believe it is time for Delaware to stop being the laggard of the Northeast, and to finally join every other State in our region by adopting the full advanced clean cars.

[Valerie Gray (DE DNREC-AQ)] 13:51:51
Program. we appreciate the opportunity to comment. Thank you. The next hand I see is John Erwin.

[John Irwin] 13:51:58
John. Hi! thank you my Name's China, when i'm a resident of Newcastle County.

[John Irwin] 13:52:05
I'm about here with you here close here in delaware a parent, and a volunteer at a democratic school here.

[John Irwin] 13:52:11
I urge you to adopt these Ac Accc: 2 programs.

[John Irwin] 13:52:15

Now takes time to get all the components in place for it.

[John Irwin] 13:52:20

Real rapid transition to clean cars. The Climate emergency demands that we move as fast as possible.

[John Irwin] 13:52:25

We've heard at the international climate conference in Egypt or still not meeting the targets needed to reduce greenhouse gas emissions.

[John Irwin] 13:52:35

We need time to build out the rapid Dc Charging infrastructure now is when the money is coming available from the Federal programs, like the Infrastructure Bill and the Inflation Production Act.

[John Irwin] 13:52:46

We need to figure out how how to make clean transportation available to people live in multi-family housing, and those without dedicated street parking across the State, and not just in Dover, Newark and

[John Irwin] 13:53:00

Wilmington. So that means designing the rules and procedures across the State.

[John Irwin] 13:53:06

We need the dealers to get up to speed we're explaining Ev's and answering potential customers questions and to be ready to service tvs as needed.

[John Irwin] 13:53:15

We need to be accelerating the transition to the clean energy generation.

[John Irwin] 13:53:20

So that the electricity we use in our Uvs is cleaner and cleaner.

[John Irwin] 13:53:25

Adopting these Acc. 2 rules with standards, sends a signal that we see the direction we must go.

[John Irwin] 13:53:33

Health and climate concerns absolutely require urgent action. We need to set our course in that direction.

[John Irwin] 13:53:40

Start building the foundation and make clear You must have an electrified future for transportation.

[John Irwin] 13:53:48

We need to start now. we're behind our neighboring states because we haven't adopted the Acc.

[John Irwin] 13:53:56

One fully does that we didn't adopt the zip part. We shouldn't delay the needed steps to close the gap and do our part to reduce emissions and improve air quality and our public health always to save money

[John Irwin] 13:54:11

people living in areas with poor air quality are being damaged unjustly.

[John Irwin] 13:54:16

We know, transitioning to clean act, clean cars. We approve health, save lives, and reduce healthcare costs for everyone.

[John Irwin] 13:54:28

We know that the auto industry is transitioning to clean car technology as fast as possible.

[John Irwin] 13:54:32

Evs are superior to gasp our cars in many ways.

[John Irwin] 13:54:36

We need to be ready for an accelerating demand for them.

[John Irwin] 13:54:41

As people realize range anxiety, the issue will soon disappear with improving batteries and the build out of fast charging and highways.

[John Irwin] 13:54:48

So we need to get started by adopting these Ac. c.

[Valerie Gray (DE DNREC-AQ)] 13:54:53

2 rules. Thank you. Thank you. The next hand I see is Mr.

[Clem Dinsmore] 13:54:58

Dinsmore. Good afternoon. Can you hear me? Yes, I can thank you.

[Clem Dinsmore] 13:55:03

My name is Clem Dinsmore i'm a member of the Delaware Sierra Club, and volunteer at the port of Wilmington's seamen center I offered 2 points first i'm a

[Clem Dinsmore] 13:55:14

weekly witness to the acute air pollution at and surrounding the port of Wilmington, associated with port operations, including the presence of oil field ships, decrepit tractors used by the port operator to move

[Clem Dinsmore] 13:55:29

many thousands of intermodal containers within the port, and and the huge volume of interstate truck traffic associated with moving bananas, other fruit, and other cargo from the port to their destinations and the return of

[Clem Dinsmore] 13:55:44

empty containers to the port. This air pollution clearly adversely affects the communities near the port, and the city of Wilmington, generally pending drage and interstate chuck Tractors becoming less polluting the state of

[Clem Dinsmore] 13:56:00

Delaware has the immediate opportunity of improving the state's air quality by adopting the ac 2 regulatory standard.

[Clem Dinsmore] 13:56:10

Second adoption of the Acc. 2 standard will serve the economic self-interest of both Delaware consumers and Delaware.

[Clem Dinsmore] 13:56:19

Auto dealers who are rapidly adjusting to the transition from fossil fueled autos and light trucks to electric vehicles.

[Clem Dinsmore] 13:56:27

Delaware is a small part of the mid-atlantic economy.

[Clem Dinsmore] 13:56:32

It. its residents and its auto dealers will benefit from the state of adapting air quality standards that are both consistent with those adopted, or being adopted by her immediately neighboring States of Maryland and New Jersey

[Clem Dinsmore] 13:56:46

and allow Delaware residents to purchase ev vehicles within the State and and Delaware auto dealers to participate in the Regional Ev Market.

[Clem Dinsmore] 13:56:58

Such State action will save residents money, while also increasing Ev sales of Delaware auto dealers.

[Valerie Gray (DE DNREC-AQ)] 13:57:07

Thank you for this opportunity to speak. Thank you. Our next hand raised is Mr.

[Richard Trask] 13:57:13

Trust. Thank you, I'm Richard Trask of Newark and I'm.

[Richard Trask] 13:57:20

A native Delawarean I'm also a business owner and employer in Delaware for over 30 years and I'm presently raising my 2 wonderful children Here I'm strongly in favor of

[Richard Trask] 13:57:32

Delaware, adopting the advanced clean part, 2 program, including the 0 emission vehicle standards.

[Richard Trask] 13:57:39

I believe that this is vital for our health, our economy, and our future.

[Richard Trask] 13:57:45

The future is not yet written, but these goals are achievable or challenge of today is, will we do nothing and let things get worse?

[Richard Trask] 13:57:55

Or will we decide to embrace the new technologies and encourage accelerated implementation?

[Richard Trask] 13:58:02

The good news is that new innovation and a wave of motivation have expanded our possibilities at a time when we really need them.

[Richard Trask] 13:58:13

There are now more people than ever working on 0 mission vehicles and infrastructure, and there's a lot more growth ahead.

[Richard Trask] 13:58:21

In my view, it's a No-brainer Delaware ins are ready for these advancements.

[Richard Trask] 13:58:29

I'm happy and proud to live in a state where our Government has the courage to take decisive action to be leaders rather than obstructionists.

[Richard Trask] 13:58:38

Thank you, Denver, for recognizing the many benefits of the advanced clean car.

[Richard Trask] 13:58:44

2 program for me. it feels great as a citizen of Delaware to be a part of the solution.

[Valerie Gray (DE DNREC-AQ)] 13:58:53

Some serious problems. Thank you. Thank you, and I apologize.

[Yeh-Tang Huang] 13:58:58

I may put you your name Yay Tang. Thank you.

[Valerie Gray (DE DNREC-AQ)] 13:59:02

Can you hear me? Yes, I can thank you. Good afternoon. My name is Ian, and I am a clean vehicles and fields, fellow for Nrdc.

[Yeh-Tang Huang] 13:59:10

The natural Resources Defense Council i'm speaking today to urge Delaware to move forward with the adoption of the advanced clean cars to regulation expeditiously as transportation is the largest source of

[Yeh-Tang Huang] 13:59:23

greenhouse gas emissions in Delaware, ensuring that we accelerate the transition to a 0 mission.

[Yeh-Tang Huang] 13:59:28

P. vehicle future as imperative to prevent the worst effects of climate change from occurring.

[Yeh-Tang Huang] 13:59:36

The Acc. 2 standards are a key part of this transition, then you to adopt the regulation would mean that Delaware and its residents would be delayed from reaping the multitude of benefits associated with

[Yeh-Tang Huang] 13:59:47

the transition towards as your mission transportation feature and put Delaware behind its neighbors in terms of transportation. Electrification leadership, especially since automakers will likely send Evs to the States that have adopted acc 2

[Yeh-Tang Huang] 14:00:02

first, the transition to 0 emission vehicles is not just good for the climate.

[Yeh-Tang Huang] 14:00:07

It will also improve air, quality, and health, which will continue to improve over time as cleaner energy is added onto the grid.

[Yeh-Tang Huang] 14:00:14

All the way. reducing costs for drivers. We know that gasoline prices are volatile, as we've seen over the past year, while the price of electricity has historically been stable, and zams have lower maintenance costs due to their fewer moving

[Yeh-Tang Huang] 14:00:30

parts. The sooner that Delaware adopts these standards, the sooner is residents. Can its residents can realize the benefits of this transition.

[Yeh-Tang Huang] 14:00:40

Cc. 2 is a common sense standard. When we consider that, according to Atlas public policy, automakers and manufacturers have pledged more than a 113 billion dollars towards Eb technology, research manufacturing

[Yeh-Tang Huang] 14:00:54

and distribution operations in the United States, and customers increasingly want these vehicles as well.

[Yeh-Tang Huang] 14:01:01

During the first quarter of 2,022 Ev.

[Yeh-Tang Huang] 14:01:03

Is a accounted for 5% of total vehicle cells in Delaware alone, charging infrastructure to support electric vehicles also continues to increase.

[Yeh-Tang Huang] 14:01:15

There are currently a 142 locations. we're charging infrastructure in Delaware with over 330 charging plugs available to drivers and more charging infrastructure will be coming

[Yeh-Tang Huang] 14:01:27

online in Delaware within the next 4 years. as a result of the 15 million dollars from the infrastructure Investment and Jobs Act, Delaware is prime for the transition towards 0 emission vehicles and in order for

[Yeh-Tang Huang] 14:01:40

Delawareans to realize these benefits as soon as possible.

[Yeh-Tang Huang] 14:01:45

It is imperative that this Commission votes to adopt these regulations.

[Valerie Gray (DE DNREC-AQ)] 14:01:48

Thank you very much for your time today. Thank you. Our next speaker is Miss Butler.

[Sally Buttner] 14:01:56

Good afternoon. My name is Sally, Buttner I live outside Newark, and I'm.

[Sally Buttner] 14:02:01

A member of my church's peace and justice working group I urged in wreck to adopt the acc 2 standards.

[Sally Buttner] 14:02:10

Adoption of this. these standards is critical because of the urgent need to reduce greenhouse gas emissions and to address environmental justice.

[Sally Buttner] 14:02:18

It's clear that we must quickly reduce greenhouse gas emissions as widely reported at the current cop.

[Sally Buttner] 14:02:25

27 Conference, the un secretary said, The world is on highway to climate.

[Sally Buttner] 14:02:30

Hell with our foot still on the accelerator, and he continued. We're in the fight for our lives, and we are losing.

[Sally Buttner] 14:02:36

We can sign climate, solidarity, pack or collective suicide. Pact. adoption of the Acc.

[Sally Buttner] 14:02:44

2 standards is particularly important in Delaware, because Delaware does not yet have legislated mandatory requirements for greenhouse gas reductions, according to electrifying now replacing gasoline cars with electric

[Sally Buttner] 14:02:57

vehicles will avoid 4 to 8 tons of Co.

[Sally Buttner] 14:03:00

2 per year per car, and thus would contribute significantly to reducing Delaware's greenhouse gas emissions.

[Sally Buttner] 14:03:06

Secondly, moving to our electric vehicles is a matter of environmental justice.

[Sally Buttner] 14:03:12

Numerous studies find that levels of pollutants that impact health are higher near highways and heavily traveled roads.

[Sally Buttner] 14:03:20

These pollutants contribute to a number of adverse health outcomes.

[Sally Buttner] 14:03:24

The American Lung Association's 2021 report illustrated the disparities and pollution burdens across the United States.

[Sally Buttner] 14:03:32

Noting that a person of color in the United States is up to 3 times more likely to be breathing the most polluted air than white people.

[Sally Buttner] 14:03:41

Further, the report stated that all sources of harmful air and climate pollution must shift rapidly away from combustion and towards 0 emission technologies to ensure all Americans have access to the benefits of less polluting technologies

[Valerie Gray (DE DNREC-AQ)] 14:03:56

the in closing den. Right, please adopt the acc 2 standards there's no time to lose, thank you, thank you.

[Beth Chajes] 14:04:07

Our next hand raised is path changes. Good afternoon, my name is Beth changes, and I live in Newark.

[Beth Chajes] 14:04:16

I'm a parent and volunteer my time with several environmental organizations and boards.

[Beth Chajes] 14:04:22

Here in Delaware, including with Newark's conservation Advisory commission. I'm.

[Beth Chajes] 14:04:24

Here to testify to my personal experience of the vast superiority of electric vehicles.

[Beth Chajes] 14:04:31

My family has owned a fully electric vehicle.

[Beth Chajes] 14:04:35

For almost 5 years we purchased our Chevy Bolt in 2018.

[Beth Chajes] 14:04:39

Personally, I have found my Ev to be cheaper to fuel, and maintain convenient to charge, nimble and quiet, to drive with the incentives and rebates available to us at the time.

[Beth Chajes] 14:04:50

We found the price of our vehicle to be equivalent to the type of gasoline powered vehicle we would have otherwise been likely to purchase.

[Beth Chajes] 14:04:59

And, best of all, as someone who cares deeply about our climate, our public health, and our children's future.

[Beth Chajes] 14:05:04

Our car has no tailpipe emissions, and by opting into the renewable energy program available to us as Newark electric customers, we can help ensure that our source of power for our car is clean and

[Beth Chajes] 14:05:17

renewable making the switch to cleaner, healthier transportation involved some initial effort.

[Beth Chajes] 14:05:23

While it was not overly burdensome. it has been, and it has been entirely worthwhile.

[Beth Chajes] 14:05:28

I would like to see it become even easier and more accessible for everyone.

[Beth Chajes] 14:05:32

I want more of my fellow Delawareans day have this opportunity to experience all these benefits.

[Beth Chajes] 14:05:39

I will never go back to a gasoline powered vehicle.

[Beth Chajes] 14:05:41

I fully support government actions to ensure that electric vehicles are even more available, more affordable and more convenient for everyone, including full participation in the advanced clean car.

[Valerie Gray (DE DNREC-AQ)] 14:05:55

2 standards. Thank you for the opportunity to comment. Thank you.

[Valerie Gray (DE DNREC-AQ)] 14:06:00

Audrey like hi my name, is audrey like I live in Wilmington, and i'm commenting to support Delaware's adoption.

[Valerie Gray (DE DNREC-AQ)] 14:06:11

If the advanced clean car to regulations and 0 emission vehicle targets in my few, it will be good for the climate, good for human health, and good for business.

[Audrey Lyke] 14:06:21

Climate change is already impacting our state i'm lucky to not have personally experienced flooding from stronger storms.

[Audrey Lyke] 14:06:28

But as Delaware is the lowest lying state, numerous communities are at risk, flooded and submerged roads are already more frequent throughout the State.

[Audrey Lyke] 14:06:37

Severe flooding from hurricane Ida in 2,021 left. several Wilmington residents homeless, and Ida may have only been a preview in addition to flooding the buildup of greenhouse gases in the

[Audrey Lyke] 14:06:47

atmosphere is causing other harm. Wildlife impacts, larger tick populations, time to shellfish and shellfish industry and significant impacts to defense department missions and installations as your presentation show

[Audrey Lyke] 14:07:02

transportation is the leading source of greenhouse gas emissions in Delaware.

[Audrey Lyke] 14:07:06

More than half of those emissions are from passenger cars and light duty trucks addressed by Acc.

[Audrey Lyke] 14:07:11

2 adopting Acc. 2 is a straightforward and effective stuff to reduce Delaware's contribution to this harmful climate pollution.

[Audrey Lyke] 14:07:20

The Acc. 2 standards, and the set requirements will also reduce tail pipe pollutants that harm human health more directly traffic related.

[Audrey Lyke] 14:07:28

Air pollution aggravates asthma and acute respiratory illness, especially as you mentioned in the most vulnerable, and ask my attack, can be a terrifying experience.

[Audrey Lyke] 14:07:38

Cutting tail pipe emissions would reduce the incidence of asthma attacks, hospital and emergency room visits, school and work days lost to respiratory illness in the age of COVID-19 Rsv

[Audrey Lyke] 14:07:49

and other results in our lungs. it's doubly important to act on a commercial note. Accc.

[Audrey Lyke] 14:07:54

2, and Z requirements will translate to more car sales in state.

[Audrey Lyke] 14:07:59

Electric vehicles are a high hot item when they make it to car lots and demand for them is growing. Both hybrid and plug-in plug and hybrid and 0 emission states that adopt stronger requirements have an

[Audrey Lyke] 14:08:12

advantage in getting these cars to dealerships, and available to car shoppers who might otherwise cross State lines to find what they want for the climate, for human health, and for commercial opportunity.

[Audrey Lyke] 14:08:23

I urge Dan Wreck to continue the process to strengthen tailpipe emission rules.

[Audrey Lyke] 14:08:29

Specifically, I support delaware's adoption by reference of the California advanced clean car 2 standards, and the addition of the requirements for 0 emitting vehicles for model years 2,027 and beyond these are

[Audrey Lyke] 14:08:41

the best opportunity for Delaware to cut harmful tail pipe emissions.

[Valerie Gray (DE DNREC-AQ)] 14:08:46

Thank you, Thank you. Our next hand raise that, I see is Peggy Schultz.

[Peggy J. Ostrom Schultz] 14:08:53

Peggy. Thank you. My name is Peggy Schultz, and I live in New York, Delaware.

[Peggy J. Ostrom Schultz] 14:09:04

I am the facilitator of power people for offshore wind, energy resources, and I work with a number of other environmental organizations.

[Peggy J. Ostrom Schultz] 14:09:19

In an earlier life I was an elementary school teacher, mostly in primary grades.

[Peggy J. Ostrom Schultz] 14:09:26

The school teacher depends on several key elements in order to reach her students most of effectively.

[Peggy J. Ostrom Schultz] 14:09:32

One important to actually baseline. Instructional necessity is that the kids be healthy and alert, ready for learning.

[Peggy J. Ostrom Schultz] 14:09:43

Unfortunately, the children in our in disadvantaged communities often don't come to school with the same baseline situations in place as children from more affluent neighborhoods, transportation emissions bear at

[Peggy J. Ostrom Schultz] 14:09:58

least part of the blame. A Massachusetts study shows that Asian America and Black and Latino residents in Massachusetts are exposed to particular matter.

[Peggy J. Ostrom Schultz] 14:10:12

Concentrations from onroad transportation that are on average 26 to 36% higher than the exposure of white residents.

[Peggy J. Ostrom Schultz] 14:10:23

We learned in a league of women voters for them, and 2,021, that the pollutant Pm.

[Peggy J. Ostrom Schultz] 14:10:30

2.5 is particularly in city as and problematic for children from our poorer neighborhoods.

[Peggy J. Ostrom Schultz] 14:10:39

Pm. 2 point, 5 traps throughout the child's body so so tiny that it can enter the mongs and even the blood, The brains and lungs of these kids are still growing, and are especially harmed by particulate matter

[Peggy J. Ostrom Schultz] 14:10:55

Dr. Allen Green Glass said at the Forum that every year, due to air pollution, Delaware has an estimated 500 excess cases of many in children alone.

[Peggy J. Ostrom Schultz] 14:11:10

It is obvious that wider availability of electric vehicles in Delaware will add: In cleaning up our air, we urge the Department of Natural Resources and environmental control to adopt the acc 2 rules first promulgated

[Valerie Gray (DE DNREC-AQ)] 14:11:28

by California. Our kids lives, depend on it. Well, thank you. Our next speaker is Roger.

[Roger Reinicker] 14:11:39

I hope it's Rightiker, that's correct my name is Roger Reiniger, and I am a hookess and resident.

[Roger Reinicker] 14:11:48

But I attend and volunteer at a downtown Wilmington Church, close to I, 95, and a very busy Pennsylvania Avenue.

[Roger Reinicker] 14:11:57

Our church very recently installed 2 ev charge stations to encourage our congregation and staff and workers and residents in a nonprofit at that location to make the transition to electric vehicles the same building

[Roger Reinicker] 14:12:12

with the Ev chargers draws 45% of its power from a rooftop solar array.

[Roger Reinicker] 14:12:21

I strongly support the transition to clean electric vehicles, including myself, 7 extended family members, including 3 children under 7, live in a State and county that currently exceed national ambient air quality standards for ozone the American long

[Roger Reinicker] 14:12:39

Association, as I think we've noted gives Newcastle County in particular, a grade of F.

[Roger Reinicker] 14:12:46

For ozone with a header on the web page it's stating the air you breathe may put your health at risk.

[Roger Reinicker] 14:12:53

So just the simple act of breathing outside in Newcastle County. maybe unhealthy vehicle emissions are responsible for high percentage of the air pollution.

[Roger Reinicker] 14:13:06

In Delaware, a physician last week talked to our church's, peace and justice work group about the toxic mix of pollutants in our air.

[Roger Reinicker] 14:13:15

The harmful effects in damage to lungs and arteries.

[Roger Reinicker] 14:13:21

An increase in diabetes. heart attacks, damage to placentas and poor pregnancy outcomes, including low birth weights and impaired lung development.

[Roger Reinicker] 14:13:32

Besides the immediate health effects, there are increases in stress, violence, and aggression.

[Roger Reinicker] 14:13:37

These all have economic cost that must be accounted for in any discussion of the benefits of moving to electric vehicles.

[Roger Reinicker] 14:13:48

The good news is that I transitioned to cleaner error from retiring.

[Roger Reinicker] 14:13:52

Our gas-powered cars has add-on effects converting to ev's reduces, greenhouse gases, and particular pollution in urban areas with the health benefits greatest for those most at risk better air

[Roger Reinicker] 14:14:07

is conducive to more people. Walking and biking Cleaner error means less asthma, better protection, and healthier outcomes.

[Roger Reinicker] 14:14:19

I urge denreck in Delaware to realize these positive economic effects by adopting lower Mission vehicle and greenhouse gas standards known as a Cc.

[Valerie Gray (DE DNREC-AQ)] 14:14:29

2. thank you for my your attention. Thank you i'm next Speaker is Joe Gomer

[Jill Gaumer] 14:14:43

Alright, thank you all thank you all for beller for, and a really good explanation of what I think is a hugely complicated subject.

[Jill Gaumer] 14:14:53

My Name's Jill gomer and I live in Newcastle County, and I drive a 14 year old gaspowered small Suv and I'm.

[Jill Gaumer] 14:15:04

Here obviously to urge the State of Delaware and Den Rack to adopt the California standards of the advanced clean car.

[Jill Gaumer] 14:15:12

2 standards, because I strongly believe that our country, more specifically our State, must move away from fossil fuel, driven from a fossil fuel, driven economy to a renewable energy, economy, I want to replace my

[Jill Gaumer] 14:15:27

trusty, rusty old car, with a new, clean, and really important to me.

[Jill Gaumer] 14:15:33

Quiet electric vehicle you've heard all the urgent messages about pollution and healthcare risk to all of us, and especially those living in neighborhoods.

[Jill Gaumer] 14:15:44

Vulnerable neighborhoods, particularly those near major highways.

[Jill Gaumer] 14:15:48

Pollution equals breathing problems such as asthma copd.

[Jill Gaumer] 14:15:53

This equals high health care costs, and this in dollars and quality of life, is a tax upon our State.

[Jill Gaumer] 14:16:00

My thought in this discussion is a little more self-serving.

[Jill Gaumer] 14:16:05

I want to purchase an affordable ev because over the long haul, as Beth J.

[Jill Gaumer] 14:16:10

Just said they're cheaper to maintain the gas car gasoline prices fluctuate with the economy, and all of my out of the all of those out of control world affairs.

[Jill Gaumer] 14:16:22

Electric prices are relatively stable and based on national average gas prices.

[Jill Gaumer] 14:16:28

There are about 3. Excuse me, 4 point, 3, one dollars per gallon, while electricity prices are about point 14 per kilowatt hour.

[Jill Gaumer] 14:16:39

Research shows that electric car owners can save between 1,800 \$2,600 in operating and maintenance costs every year, on average, compared with drivers of gas-powered vehicles in the

[Jill Gaumer] 14:16:58

October. the twentieth 20 consumer report shows that when tunnel ownership cost is considered, including such factors as purchase, price, feeling, cost, and maintenance expenses ev has come out as ahead especially

[Jill Gaumer] 14:17:12

in more affordable segments of card purchases.

[Jill Gaumer] 14:17:16

The savings advantage can be compelling in the first few years, and continues to improve.

[Jill Gaumer] 14:17:22

The longer you own the Ev. our study being the Consumer Report study shows that the fuel savings alone can be \$4,700 or more over the first 7 years.

[Jill Gaumer] 14:17:35

So I want to purchase my new Ev car in the State of Delaware.

[Jill Gaumer] 14:17:39

I want to use a dealer who is close by and a supports Delaware economy.

[Jill Gaumer] 14:17:45

The Acc. 2 asks that more and more ev's and Phvs be sold in Delaware.

[Jill Gaumer] 14:17:51

Thus more and more cars that I might want to buy will be available, and the prices would be more competitive.

[Jill Gaumer] 14:17:57

Recently contacted a dealership about a set chevy bolt, and we're told that there was a \$2,000 market adjustment fee.

[Jill Gaumer] 14:18:05

This is the money packed onto the manufacturers, suggested retail price, because these quote affordable cars are rare and hard to get, and of course I would be more than happy to be eligible for the tax credit up to

[Jill Gaumer] 14:18:17

\$7,500. So again I urged Den wreck, and along with all the other folks on this call to implement the Acc.

[Jill Gaumer] 14:18:27

2 in Delaware. Thank you very much for your time.

[Valerie Gray (DE DNREC-AQ)] 14:18:30

Thank you I Don't see it and any other hands raise so I wanna pause and give anyone an opportunity to speak if they haven't done so already.

[Valerie Gray (DE DNREC-AQ)] 14:18:43

Okay, Anyone else. Okay, with that I see David Del Granite.

[David Del Grande] 14:18:51

Yup hi! thank you i'm dave dal brandy I'm.

[David Del Grande] 14:18:54

The Friday instructor here at City, New York, and we are in support of this of this program.

[David Del Grande] 14:18:59

The concerns I have as a municipal finance director is the by putting date certain timelines in bills, it creates a whole supplied and demand issue.

[David Del Grande] 14:19:12

So as of the moment, our ability to purchase vehicles, and even acquire vehicles is is not existent. We've we've had orders in for cars and trucks.

[David Del Grande] 14:19:22

They buy the manufacturers and have certainly been canceled because they can't meet the demand of of the of everyone's needs right now.

[David Del Grande] 14:19:30

So by putting a 100% Zv requirement, and by 27, or 28 is going to push up a lot of stress on these manufacturers to produce these vehicles.

[David Del Grande] 14:19:41

Iterate that it's even faster than what they're seeing to do now with the and doing so is gonna drive up costs.

[David Del Grande] 14:19:52

So as a provider of electric to our residents we also have the the expected requirement to provide electric to meet the demand of all these Evs.

[David Del Grande] 14:20:03

So not that we're against these things it's a matter of who's going to pay for it?

[David Del Grande] 14:20:06

And how are we going to adequately distribute that cost amongst our taxpayers and our customers cause right now the grants that are available are not sufficient to meet the cost for us to do these

[David Del Grande] 14:20:18

upgrades. we have a fleet apply a fleet car of police cars and at the moment our police are not comfortable with the Nev.

[David Del Grande] 14:20:28

That exists. that they could drive on a regular basis.

[David Del Grande] 14:20:29

That checks all their boxes so we're not sure if there's even an Ev.

[David Del Grande] 14:20:35

For police that's adequate at this moment so we would look for things that moving into this program as as we can, and as the as the as time progresses would be great for us by putting an absolute must

[David Del Grande] 14:20:50

buy 27, or 28 will create a budgetary issue for us, and also we do have a strong feeling that we're not gonna be able to even acquire the vehicle if we have the ability and the funds to

[David Del Grande] 14:21:03

purchase them so. But thank you, as a father of children with asthma by all means would love to see our standards come down.

[David Del Grande] 14:21:11

But as a finance person i'm i'm having some thanks, wondering how we're gonna pay for it all.

[Valerie Gray (DE DNREC-AQ)] 14:21:17

What happens. Thank you for your time. First, I want to correct a misunderstanding that you may have

[Valerie Gray (DE DNREC-AQ)] 14:21:23

This program commences with modeling a 2027, and it ramps up through 2035 when out of manufacturers will be begin delivering up to 100% of their vehicles as

[Valerie Gray (DE DNREC-AQ)] 14:21:37

0 emission vehicles. It begins with a lower number in 2,027. I believe it's about 38%, and then it grows to 100%, 2035. it does not go immediately.

[Valerie Gray (DE DNREC-AQ)] 14:21:50

To a 100%, and when the program commences it's A.

[Valerie Gray (DE DNREC-AQ)] 14:21:53

Up through that timeframe. It also does not require that in the timeframe that I believe you were speaking to, to purchase 0 mission vehicles.

[David Del Grande] 14:22:04

It just provides an opportunity for our automobile manufacturers to deliver those vehicles to us, so that we, as consumers can have choice, and that that helps a lot.

[Valerie Gray (DE DNREC-AQ)] 14:22:16

And I appreciate the clarification. but I just wouldn't make sure, also that the automatic factors were able to meet these demand .

[David Del Grande] 14:22:21

That's the problem we're facing right now. they just we just can't find anything to purchase.

[Valerie Gray (DE DNREC-AQ)] 14:22:27

Because, yeah, the fact manager I just can't create it I think that's that's kind of wrapped up in the supply chain issues that we're currently experiencing and hopefully by the time, this program

[Valerie Gray (DE DNREC-AQ)] 14:22:36

commences 5 years from now those things will have settled out.

[David Del Grande] 14:22:41

Can I ask one more thing I'm sorry are there.

[David Del Grande] 14:22:45

We used to have programs, and then maybe they still exist. like rideshare programs, work from home incentives, biking incentives.

[David Del Grande] 14:22:53

Do those programs still offer by Den Rick exist in order to help maybe bring down some of our carbon footprint.

[Valerie Gray (DE DNREC-AQ)] 14:23:01

Well, this programs are implemented by our colleagues over with

[Valerie Gray (DE DNREC-AQ)] 14:23:03

The Department of Transportation still exist.

[David Del Grande] 14:23:08

Okay, thank you.

[Charlie Garlow] 14:23:16

Thank you. This is Charlie Garlo, from Roberta Beach, Delaware.

[Charlie Garlow] 14:23:21

I testified earlier, but since then other comments have come.

[Charlie Garlow] 14:23:24

The the attention of this association that I thought I might be able to respond to

[Charlie Garlow] 14:23:30

The suggestion has been made that Sussex County is got terrifically clean air, and therefore we ought to snip it off of the non-.

[Charlie Garlow] 14:23:38

Team areas, and that would be a fine way of doing things as a Sussex County resident on behalf of myself.

[Charlie Garlow] 14:23:43

My wife my 2 dogs and I've visiting family I would like to say that Sussex County air pollution gets a lot worse in the summer when it's hot, and a lot of the precursors to ozone

[Charlie Garlow] 14:23:55

smog are cooked into the into the smog atoms.

[Charlie Garlow] 14:24:01

The ozone atoms and that's caused by lots and lots of cars, all jamming up in root, one bumper to bumper.

[Charlie Garlow] 14:24:11

I would, using gasoline, most of them, which much more pollution than if they were driving more efficiently at 35 miles an hour, idling and moving along 2 or 3 miles an hour, is a great way to make more pollution, not less

[Charlie Garlow] 14:24:24

So our summertime air pollution problem is something needs to be addressed, and electric cars are certainly one way of doing so.

[Charlie Garlow] 14:24:32

Our associate, I'm a president of the diva group the Delaware Electric Vehicle Association.

[Charlie Garlow] 14:24:39

We are at association with the Electric Nickel Association of Creator, Washington, Dc. A.

[Charlie Garlow] 14:24:44

501 c. 3 educational organization, and we were originally formed in 1,975.

[Charlie Garlow] 14:24:53

In response to the 73, and then, later 1,979 oil crises. since oil and petroleum and gasoline are set.

[Charlie Garlow] 14:25:01

Matters of international markets, and of late we've seen international markets and oil going crazy. and we are glad to see that we have an option this time around as opposed to the back in the 1,900 and

[Charlie Garlow] 14:25:15

seventys when you had no option other than gasoline.

[Charlie Garlow] 14:25:19

Now I have 2 electric cars in my family. one is a Chevy Bolton.

[Charlie Garlow] 14:25:22

One is a Bmw. I 3 should there be any future international complications in the oil markets.

[Charlie Garlow] 14:25:30

We're ready and we're glad to be able to use the solar panels on the roof of our house to help out with that

[Charlie Garlow] 14:25:37

I was also going to suggest that we may want to put more emphasis on our discussion on water pollution that comes from gasoline cars that do does not come from collector cars.

[Charlie Garlow] 14:25:47

The oil and the oil tanks, oil the pans of gasoline cars frequently leaks out and into parking lots, and then, when rain comes along, washes down into the sewers and eventually outed to our wonderful

[Charlie Garlow] 14:26:02

ocean that we have here in sussex county a matter of at any time after a rain, you'll frequently see things that look like rainbows, and that's the light being that dispersed because of the oil that's in those

[Charlie Garlow] 14:26:17

parking lots if we want to stop oil, pollution and water can in our oceans.

[Charlie Garlow] 14:26:22

A great way to do so is to get more and more electric vehicles, and the best way to do that is under current regulatory structures is to adopt the acc to regulations.

[Charlie Garlow] 14:26:33

We've been discussing here for the gentleman who was concerned about the demand for vehicles generally.

[Charlie Garlow] 14:26:39

There's a lot of demand for gasoline vehicles, and they're hard to come by getting the one that you'd like to have as well as getting electric vehicles and we'll say that there have

[Charlie Garlow] 14:26:49

been electric vehicles on available. and Peggy Schultz was one of your testifiers here today.

[Charlie Garlow] 14:26:56

Bought one recently. I also might note that the city of Hyattsville, Maryland.

[Charlie Garlow] 14:27:00

I used to live over that direction, has purchased one or more electric vehicles for their police department.

[Charlie Garlow] 14:27:06

They find them to be very nice. they're very quiet they can sneak up on bad guys without being noticed.

[Charlie Garlow] 14:27:12

So the police there like those electric vehicles i'll bet you that if the police in the the gentlemen's jurisdiction wherever it was i've forgotten try an electric vehicle

[Charlie Garlow] 14:27:23

i'll bet those police officers would be glad to know that they're doing the right thing for their children, and the air pollution and our country and the globe, but also it's a great car as extremely fast

[Charlie Garlow] 14:27:34

acceleration which the police would also appreciate. Electric cars are very quick off the line.

[Charlie Garlow] 14:27:40

They deliver peak torque right away. My wife has frequently said that she has seen picked up trucks at the stop, light on root, one revving their engine at her, and she as soon as the light turns green she pedals, it

[Charlie Garlow] 14:27:54

and leaves there in the dust. so she's feeling rather good about that toxic air pollution.

[Charlie Garlow] 14:28:00

We have not mentioned that very much. but gasoline involves toxic chemicals that can cause cancer, such as benzene, toluine, ethylene, and, the elimination of those topics pollutants will have to

[Charlie Garlow] 14:28:13

reduce cancer that's what cancer costing carcinogenic air pollutants that we haven't really discussed much here today.

[Charlie Garlow] 14:28:19

But continue to be a problem. They are not addressed just because you're in and on it, or an attainment area or a non-attainment area, because we don't have attainment areas for cancer causing toxic air

[Charlie Garlow] 14:28:30

pollutants. I think that's about all I was going to suggest that for today's discussion thank you very much for the time to testify on behalf of diva in favor of the Ac.

[Valerie Gray (DE DNREC-AQ)] 14:28:41

To provisions. Thank you, thank you I don't see any more hands raised.

[Valerie Gray (DE DNREC-AQ)] 14:28:49

Does anyone have anything else they want to add or ask before we move to some closing reminders and remarks

[Charlie Garlow] 14:29:05

Okay.

[Valerie Gray (DE DNREC-AQ)] 14:29:10

But so that I want to remind you of our regulatory development timeline.

[Valerie Gray (DE DNREC-AQ)] 14:29:17

Currently we're in the public engagement process which continues through the formal legal proceeding called a public hearing. We intend to hold an additional public workshop tomorrow evening at 6 Pm.

[Valerie Gray (DE DNREC-AQ)] 14:29:31

If there are folks that you know that we're unable to attend either yesterday's or today's workshop, we offer another opportunity tomorrow night at 6 Pm.

[Valerie Gray (DE DNREC-AQ)] 14:29:42

And that information is available on our on our website. We are also planning on holding additional opportunities for public engagement in December.

[Valerie Gray (DE DNREC-AQ)] 14:29:52

These are both going to be in the evening, they'll be virtual. The similar format that we're using today under December the thirteenth and fifteenth and then, finally, once seeps your feedback and input on

[Valerie Gray (DE DNREC-AQ)] 14:30:06

the proposal will begin developing our regulatory information for presentation at a formal legal proceeding called the public hearing, and we expect to hold that in our second quarter of 2,000.

[Valerie Gray (DE DNREC-AQ)] 14:30:24

And 23. so. and one of the things that I wanna mention is that again.

[Valerie Gray (DE DNREC-AQ)] 14:30:28

The secretary has not made any decisions on this matter he's the one that makes all final decisions on adoption, and many proposed regulation or amendments.

[Valerie Gray (DE DNREC-AQ)] 14:30:38

And we expect that to occur sometime. in the middle of the year.

[Valerie Gray (DE DNREC-AQ)] 14:30:43

Again. this program will commence with model your 2027 vehicles.

[Valerie Gray (DE DNREC-AQ)] 14:30:48

It does not require your gasoline or Diesel vehicle to be replaced.

[Valerie Gray (DE DNREC-AQ)] 14:30:53

So this is our website. If you go to denver's website under air and a regulatory development, it's in the middle of our page.

[Valerie Gray (DE DNREC-AQ)] 14:31:05

If you click on that you'll get to this page and you will find under public workshops all the information you need to participate in future workshops as well as we'll add for the public hearing and Finally, I want

[Valerie Gray (DE DNREC-AQ)] 14:31:18

to remind you. If you prefer to submit comments in writing to us, you can do so on via email by sending them to our

[Valerie Gray (DE DNREC-AQ)] 14:31:28

Our staff person Kyle crawl at Kyle Crawl at Delaware.

[Valerie Gray (DE DNREC-AQ)] 14:31:33

Dot com. And so with that, I really appreciate everyone taking their afternoon this afternoon to give us your feedback and and information regarding the proposal to adopt california's advanced clean car requirements in Delaware.