

[Valerie Gray (DE DNREC-AQ)] 18:01:27

is a of public workshops to engage with you and discuss the Delaware's proposed adoption of a suite of vehicle emission standards recently adapted by California.

[Valerie Gray (DE DNREC-AQ)] 18:01:42

We hope to provide you with information about delaware's. clean transportation programs and begin a conversation with you tonight about the development of these regulations for reducing vehicle emissions.

[Valerie Gray (DE DNREC-AQ)] 18:01:57

But before I get started i'd like to introduce to you our departments plane transportation team, I am Valerie Gry.

[Valerie Gray (DE DNREC-AQ)] 18:02:04

I'm the program for the the division of air quality and I am responsible for developing policies and regulations that will help Delaware meet the Federal health based on air standards.

[Valerie Gray (DE DNREC-AQ)] 18:02:21

With me tonight is one of our administrative assistants.

[Valerie Gray (DE DNREC-AQ)] 18:02:25

Lawrence lauren higton and she's going to be helping with the meeting logistics, and making sure that we're keeping all the notes and recordings. and she's also going to monitor the chat and

[Valerie Gray (DE DNREC-AQ)] 18:02:36

we're going to talk about that in a few minutes with me today?

[Valerie Gray (DE DNREC-AQ)] 18:02:39

I have Jim Coverdale, our program manager, and he supervises our air toxic greenhouse gas and mobile source programs with him.

[Valerie Gray (DE DNREC-AQ)] 18:02:49

Is Kyle Crawl. He is our staff engineer who's going to be responsible for developing all the regulatory documents as well as receiving your comments.

[Valerie Gray (DE DNREC-AQ)] 18:02:59

If you decide to submit them in writing and we'll provide his contact information.

[Valerie Gray (DE DNREC-AQ)] 18:03:06

A little later also with this, tonight, are 2 of my colleagues from the division of climate, coastal and energy.

[Valerie Gray (DE DNREC-AQ)] 18:03:13

Susan. Love is our program administrator for climate and sustainability programs that Brian Preason, who has one of our planners with our climate program, and she can answer any of the questions you might have.

[Valerie Gray (DE DNREC-AQ)] 18:03:25

The on our complementary policies and programs for implementing clean transportation.

[Valerie Gray (DE DNREC-AQ)] 18:03:33

I don't believe tonight we have folks from del Dot, who also are part of our clean transportation team.

[Valerie Gray (DE DNREC-AQ)] 18:03:42

This would be Jim papas who's the Director of resiliency, transportation resiliency and sustainability programs as well as his colleague, Stephanie Johnson.

[Valerie Gray (DE DNREC-AQ)] 18:03:52

But if they're here tonight, they can speak up and answer any questions that are with respect to the Delta program.

[Valerie Gray (DE DNREC-AQ)] 18:04:01

Hopefully by Now we're all used to zoom and they're kind of routine.

[Valerie Gray (DE DNREC-AQ)] 18:04:06

But if they're not I want to just for sure some of your information on work to find the mute button, it should be at the bottom of the the screen.

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

That will help you, too. So if you're not speaking or if you're eating dinner.

[Valerie Gray (DE DNREC-AQ)] 18:04:23

We don't get to hear you and join your supper, but

[Valerie Gray (DE DNREC-AQ)] 18:04:26

That that would be great if you just meet yourself there's also a camera button, and if you all have a camera when you are speaking, when we go to the open discussion period, we'd really love to see you is that we

[Valerie Gray (DE DNREC-AQ)] 18:04:38

were in one room. but unfortunately we have to work and do this workshop virtually.

[Valerie Gray (DE DNREC-AQ)] 18:04:46

There's also a lovely feature in zoom that allows us to call on people individually.

[Valerie Gray (DE DNREC-AQ)] 18:04:52

It's a raised hand feature, and if you go to the reactions, a little smiley, on icon the bottom of your screen.

[Valerie Gray (DE DNREC-AQ)] 18:04:59

If you click on, that you'll see the raised hand and when we get to that, and you want to make a comment where you have a question.

[Valerie Gray (DE DNREC-AQ)] 18:05:05

If you'll just click on that that would be really helpful we also want to suggest that you use the chat feature, and that's going to help us.

[Valerie Gray (DE DNREC-AQ)] 18:05:14

If you as you ask questions as as you go through the slides, we have a about a 30Â min presentation tonight, and if you have questions as we go, if you put them in the chat Lauren will let me know that

[Valerie Gray (DE DNREC-AQ)] 18:05:28

you have a question we can, we can answer it then so she'll be monitoring our chat for us tonight.

[Valerie Gray (DE DNREC-AQ)] 18:05:35

So as I mentioned tonight's public workshop you're gonna learn about Delaware's efforts on clean transportation and our and our mission reductions from the transportation sector.

[Valerie Gray (DE DNREC-AQ)] 18:05:48

Our plan is first to provide you with a high level overview of the advanced clean car program, and how it will help us reduce those emissions from our vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:05:58

We also hope that you will assist us with the development of our regulations by engaging in open discussion.

[Valerie Gray (DE DNREC-AQ)] 18:06:06

Part of tonight's workshop so we're gonna ask you all to engage with us.

[Valerie Gray (DE DNREC-AQ)] 18:06:14

So we're gonna give high-level overview we're gonna provide, and i'll be an opportunity to learn a little bit about where delaware's our quality is and why we need to address it and then the

[Valerie Gray (DE DNREC-AQ)] 18:06:26

bits that we need from you are as we need you to help us identify issues and barriers to implement tissue.

[Valerie Gray (DE DNREC-AQ)] 18:06:33

So feel bear with me we're gonna give you a tutorial and a quick overview of how the Department of Natural Resources in our middle called actually develops regulations and prepares them to be presented at a public hearing

[Valerie Gray (DE DNREC-AQ)] 18:06:48

tonight. Is not that meeting? It is not a public hearing.

[Valerie Gray (DE DNREC-AQ)] 18:06:53

This is a public workshop where we all get to openly discuss and and interact together.

[Valerie Gray (DE DNREC-AQ)] 18:07:00

So this is not the legal proceeding. This is just a workshop where we can talk So past March, Governor Carney directed the Department to begin the process for the adoption of the advanced clean car amendments which include the 0

[Valerie Gray (DE DNREC-AQ)] 18:07:17

emission standards. In order to begin that process, the department begins with the development of what we call a start action.

[Valerie Gray (DE DNREC-AQ)] 18:07:27

Notice. This is the department's document that provides a brief statement on why the regulations to be amended or adopted.

[Valerie Gray (DE DNREC-AQ)] 18:07:37

Once start option. Notices are approved by our cabinet secretary.

[Valerie Gray (DE DNREC-AQ)] 18:07:42

They're posted on the Den Rack administrative law website under the regulations Tab.

[Valerie Gray (DE DNREC-AQ)] 18:07:47

So if you go to Denver dot com look in the middle there's an administrative law tab and it'll drop down a menu, and you can find our start option under the regulations part once the start action notice is

[Valerie Gray (DE DNREC-AQ)] 18:08:03

approved. The document is sent by the direct registrar to members of our House and National Resources and Energy committees as well as the Senate.

[Valerie Gray (DE DNREC-AQ)] 18:08:15

Environmental natural resources and energy committee then our next step in the process one's concurrent throughout the rest of them and the key milestones.

[Valerie Gray (DE DNREC-AQ)] 18:08:28

And this is the development of the technical support documentation along with the regulatory Flexibility act and the regulatory impact statements.

[Valerie Gray (DE DNREC-AQ)] 18:08:39

And today's meeting will help staff develop these documents which are expected to be completed in the coming weeks following meetings with key stakeholders, and these are folks who have identified themselves as either compliance entities and in this

[Valerie Gray (DE DNREC-AQ)] 18:08:54

case it's the autom manufacturers or They have a keen interest in our clean transportation strategies held those meetings in October, and then we move on to the public workshops which is where

[Valerie Gray (DE DNREC-AQ)] 18:09:08

we are tonight, and in during the public workshops we present the program to the broader public to receive your input and feedback. Now, some folks and I've seen this in some of the pr press information have mischaracterized tonight's

[Valerie Gray (DE DNREC-AQ)] 18:09:23

meeting as the public hearing. I want to correct that misunderstanding by this is a public workshop.

[Valerie Gray (DE DNREC-AQ)] 18:09:29

This is a more relaxed form, in which we can all engage in a dialogue and discussion.

[Valerie Gray (DE DNREC-AQ)] 18:09:34

We can also answer your questions that you might have regarding this matter.

[Valerie Gray (DE DNREC-AQ)] 18:09:39

So once we've done the public workshops, and we plan to have 2 more in December to make sure that we've really gone out and tried to engage with all of you those will be december

[Valerie Gray (DE DNREC-AQ)] 18:09:52

thirteenth and the fifteenth at 6 Pm.

[Valerie Gray (DE DNREC-AQ)] 18:09:55

They will also be a virtual format and if you want Please please, please let other folks know that they're more opportunities to engage with us and provide input once we receive comments from tonight's meeting.

[Valerie Gray (DE DNREC-AQ)] 18:10:11

And this week's workshops we really like if you want to submit written comments to try to get those in by December second.

[Valerie Gray (DE DNREC-AQ)] 18:10:20

We will then work toward developing the proposed regulation and we're going to talk about that a little bit more.

[Valerie Gray (DE DNREC-AQ)] 18:10:27

Once we've written the proposed regulation publish it in the Delaware Register on the first of the month which opens the the final opportunity for public comment.

[Valerie Gray (DE DNREC-AQ)] 18:10:40

Air Quality Staff also developed the documents necessary for the public hearing proposed regulatory text.

[Valerie Gray (DE DNREC-AQ)] 18:10:47

The technical support documentation, which, i've already mentioned which includes addressing comments that we've received prior to the publication of the proposal as well as any other information that we've received the publication and the

[Valerie Gray (DE DNREC-AQ)] 18:11:06

registrar occurs on the first day of the month.

[Valerie Gray (DE DNREC-AQ)] 18:11:09

The Administrative Procedures Act requires that the public hearing be held no less than 20 days after publication in the Delaware Register.

[Valerie Gray (DE DNREC-AQ)] 18:11:19

So it gets published on the first. We hold a hearing sometime after, usually the twentieth, the 20 first of the month.

[Valerie Gray (DE DNREC-AQ)] 18:11:26

We typically try to do those on Tuesday, Wednesday or Thursday evenings, and then typically at 6 point.

[Valerie Gray (DE DNREC-AQ)] 18:11:34

So stay tuned we'll put more information out once we get to that So once the public hearing is how which we expect that to happen sometime in early 2023, probably in March or April, the comment period for

[Valerie Gray (DE DNREC-AQ)] 18:11:51

the regulation remains open for an additional 15 days so there's, 45 D's approximately for comment

[Valerie Gray (DE DNREC-AQ)] 18:12:01

In in the formal public hearing. So once the comment period closes, then staff from air quality will then prepare a technical response.

[Valerie Gray (DE DNREC-AQ)] 18:12:11

Memo that responds to any comments that we received during the formal comment process, and the hearing officer. Then, after we've written that Memo then prepares their written hearing officers report and their recommendation to the

[Valerie Gray (DE DNREC-AQ)] 18:12:29

Cabinet Secretary with the Secretaries order. I wanna remind everyone that Secretary Garvin will make any final determination on this matter based upon that.

[Valerie Gray (DE DNREC-AQ)] 18:12:40

Only the technical support documents that we've prepared for the public hearing your public comments that we received, as well as the hearing officers report, and his decision is expected sometime in the middle of 2,023 so he's the

[Valerie Gray (DE DNREC-AQ)] 18:12:54

one who makes the final decision. None of that has been done so far, because Delaware incorporates by reference the emission standards developed.

[Valerie Gray (DE DNREC-AQ)] 18:13:05

Or from California in order to do that we've got to wait for California to complete It's official administrative law process.

[Valerie Gray (DE DNREC-AQ)] 18:13:15

California has submitted all their dots to their administrative law office, and we expect them to complete all of that.

[Valerie Gray (DE DNREC-AQ)] 18:13:26

Sometime in December so let's move on

[Valerie Gray (DE DNREC-AQ)] 18:13:33

Now, if you'll bear with me a bit more I'd like to provide you some information about our air. quality.

[Valerie Gray (DE DNREC-AQ)] 18:13:38

Delaware is needs to be significant progress for clear air, by placing requirements on our industrial and power sector by

their insulation of pollution, control, equipment, and thereby have reductions in their emissions and as you can

[Valerie Gray (DE DNREC-AQ)] 18:13:55

see, there are missions right now only about 18% for Knox, which is an ozone.

[Valerie Gray (DE DNREC-AQ)] 18:14:03

Precursor. And now transportation is a key source of pollution.

[Valerie Gray (DE DNREC-AQ)] 18:14:09

That impacts our ability to meet the clean air app standards, tailpipe emissions, knocks, nitrous and oxides and volatile organic compounds.

[Valerie Gray (DE DNREC-AQ)] 18:14:21

We like to call them. vocs, combine in our atmosphere with heat and sunlight to form ground level ozone.

[Valerie Gray (DE DNREC-AQ)] 18:14:29

This graphic from Epa really helps us understand how this forms.

[Valerie Gray (DE DNREC-AQ)] 18:14:33

So you can see our tail pipes with industry, contribute to the formation of ground level ozone, or what we finally call smog.

[Valerie Gray (DE DNREC-AQ)] 18:14:42

So Graham level ozone results in really detrimental health impacts, especially for all are sensitive and elderly population.

[Valerie Gray (DE DNREC-AQ)] 18:14:52

So reducing this point solution. it's going to help us reduce premature deaths.

[Valerie Gray (DE DNREC-AQ)] 18:14:59

Asthma attacks this for for children we're much more likely to be impacted by asthma.

[Valerie Gray (DE DNREC-AQ)] 18:15:05

Some of us as adults, and it'll also lessen the number of hospitalizations or cardiovascular cardiovascular respiratory illnesses.

[Valerie Gray (DE DNREC-AQ)] 18:15:17

So this chart shows us

[Valerie Gray (DE DNREC-AQ)] 18:15:26

The success we've had thus far in ensuring that we're trying to meet those standards.

[Valerie Gray (DE DNREC-AQ)] 18:15:33

Yeah, has that for us? we've done so by requiring our industrial and our power plants to install pollution, control equipment, and we can see these reductions over the years.

[Valerie Gray (DE DNREC-AQ)] 18:15:46

But our regional pollution levels continue to remain above the Federal health based standards for ground level ozone.

[Valerie Gray (DE DNREC-AQ)] 18:15:56

And because these levels continue to exceed those standards, the American Law Association continues to give New Castle County a feeling great year after year.

[Valerie Gray (DE DNREC-AQ)] 18:16:07

So more reductions are necessary to protect our health articulation that are located near our major highways.

[Valerie Gray (DE DNREC-AQ)] 18:16:15

These communities are much more likely to experience higher health burdens from our transportation.

[Valerie Gray (DE DNREC-AQ)] 18:16:23

Related emissions. This slide helps, picked it's a snapshot, and essentially of how ground level forms on a hot summer day.

[Valerie Gray (DE DNREC-AQ)] 18:16:33

It shows areas where ozone is forming in our region.

[Valerie Gray (DE DNREC-AQ)] 18:16:37

Just this past June. The orange segments show where the air quality has been deemed unhealthy for those sensitive groups, such as our kids with asthma or senior citizens with underlying health, conditions so

[Valerie Gray (DE DNREC-AQ)] 18:16:53

as required by the Clean Air Act. Epa identifies areas or regions in the country where the health-based standards are exceeded or not.

[Valerie Gray (DE DNREC-AQ)] 18:17:04

Meeting the the standard. These areas are called, not attainment areas.

[Valerie Gray (DE DNREC-AQ)] 18:17:09

Delaware's new castle county along with marilyn Cecil County are linked to the greater Philadelphia area as key contributors to the region's air pollution so many folks who travel from

[Valerie Gray (DE DNREC-AQ)] 18:17:25

Delaware and Maryland into Philadelphia for work each day are helping to contribute to those emissions in the greater Philadelphia area. and as up I mentioned, the key source of air pollution in our area is

[Valerie Gray (DE DNREC-AQ)] 18:17:36

transportation. So those living along the I 95 corridor, we see higher emissions from ozone precursors that knocks and voc from our tail pipes as well as particular matter so

[Valerie Gray (DE DNREC-AQ)] 18:17:51

Now let's take a look at the impact transportation has on greenhouse gas emissions in 2,017.

[Valerie Gray (DE DNREC-AQ)] 18:18:00

John Carney, our governor, committed us to reducing Delaware screenhouse gas emissions by 26 to 28% from 2,005 levels by 2025 by joining a coalition of States in

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

the Us Climate Alliance. This target is identical to the goal.

[Valerie Gray (DE DNREC-AQ)] 18:18:19

The United States made in joining the Paris agreement under the United Nations Framework Convention of climate change and affirms Delaware's recognition that the State level action is important to addressing climate change our

[Valerie Gray (DE DNREC-AQ)] 18:18:35

greenhouse gas emissions. thus far, in our efforts to reduce greenhouse gas emissions have really only a achieved about an 18 to 20% reduction from 2,005 levels.

[Valerie Gray (DE DNREC-AQ)] 18:18:46

So we have more work to do according to our climate action plan was released.

[Valerie Gray (DE DNREC-AQ)] 18:18:53

This past, actually a year ago. Delaware is not yet not the reduction targets that have previously mentioned.

[Valerie Gray (DE DNREC-AQ)] 18:19:01

The plan looked to identify different actions that we, as a State, could take to ensure that we meet and exceed or exceed those goals.

[Valerie Gray (DE DNREC-AQ)] 18:19:11

And one of those plans, recommended, actions was for us to adopt additional measures to reduce those emissions from the transportation sector.

[Valerie Gray (DE DNREC-AQ)] 18:19:21

So let's take a look, look deeper into how our tailpipe emissions impact out when we consider the impacts of our vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:19:32

As contributing to pollution, we find that vehicles are now our primary source of small forming nitrogen, oxides, and fine particulate matter; that, worse in the public health, outcomes, diesel emissions.

[Valerie Gray (DE DNREC-AQ)] 18:19:45

admit high levels of particulate matter. Which is it, Eric, which are airborne particles of sit and sometimes heavy metals, and these can cause us to have skin.

[Valerie Gray (DE DNREC-AQ)] 18:19:57

And iron airitation, along with allergies, and very fine particles, tend to lodge deeply within our lungs, where they cause numerous health and respiratory problems.

[Valerie Gray (DE DNREC-AQ)] 18:20:09

The harmful levels of these pollutants exacerbate asthma and other cardio respiratory illnesses, and it's like previous mentioned, our children and our older populations are significantly impacted and these always lead or

[Valerie Gray (DE DNREC-AQ)] 18:20:26

not always, but they lead tend to lead to additional hospitalizations and even premature deaths.

[Valerie Gray (DE DNREC-AQ)] 18:20:31

On the environmental side of this graphic car pollution is is widespread, and it affects not only air, but also soil and water quality.

[Valerie Gray (DE DNREC-AQ)] 18:20:43

Nitrous oxides contribute to the pleasing ozone layer which shields our earth from the harm for ultraviolet radiation from the sun.

[Valerie Gray (DE DNREC-AQ)] 18:20:52

Sulfur, dioxide, and nitrogen dioxide mixed with rainwater, and ultimately create acid rain, which damages our crops and other vegetation along with buildings as well on the water side oil

[Valerie Gray (DE DNREC-AQ)] 18:21:08

and field spills from our cars and trucks seep into the soil near our highways, our parking lots and discarded fuel, and particulates from our vehicle missions.

[Valerie Gray (DE DNREC-AQ)] 18:21:19

Also tend to contaminate our lakes rivers and white ones.

[Valerie Gray (DE DNREC-AQ)] 18:21:25

So i've already mentioned delaware is already in experiencing the impacts of climate change.

[Valerie Gray (DE DNREC-AQ)] 18:21:30

We've seen increased temperatures we are a state that's impacted by sea level rise, and we're already seeing stream precipitation.

[Valerie Gray (DE DNREC-AQ)] 18:21:39

Events, our overburdened and underserved communities that reside near our major highways, or disproportionately impacted by pollution from our vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:21:50

The tailpipe emissions worse than our health, for our children, as well as gasoline.

[Valerie Gray (DE DNREC-AQ)] 18:21:56

Powered vehicles are the major source of air toxics which I haven't mentioned, and these include formaldehyde and benzene health effects at very low levels breathing in formaldehyde can

[Valerie Gray (DE DNREC-AQ)] 18:22:06

cause I nose and throat. irritation at higher levels from Maldehyde exposure can cause skin rashes, shortness of breath, wheezing, and changes in lung function.

[Valerie Gray (DE DNREC-AQ)] 18:22:19

So we need to reduce the exposure of vehicle pollution for our front line, and disadvantaged communities that are disproportionately affected by air, pollution.

[Valerie Gray (DE DNREC-AQ)] 18:22:35

So if you'll bear with me just a bit longer i'll provide a very quick tutorial in the clean air act, and what mechanisms are in place for reducing those vehicle missions congress provided States

[Valerie Gray (DE DNREC-AQ)] 18:22:48

with 2 mechanisms or tools for a addressing vehicle emissions, one through Federal action, through emission standards or adoption, or the adoption of California standards through section 177 of the clean air

[Valerie Gray (DE DNREC-AQ)] 18:23:04

Act, the Federal emission standards which are adopted by the Environmental Protection Agency.

[Valerie Gray (DE DNREC-AQ)] 18:23:10

These are known as our tier, 3 engine standards and we're adopted in 2,014, and they limit the amount of sulfur and our gasoline as well as reducing knocks and other pollutants

[Valerie Gray (DE DNREC-AQ)] 18:23:24

through tightening, tightening up the emission standards for vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:23:28

The Federal greenhouse gas side of the equation is It was initially covered in through model years 2012 and through 2025, and we're recently amended.

[Valerie Gray (DE DNREC-AQ)] 18:23:41

Last December to cover an additional model year Model year.

[Valerie Gray (DE DNREC-AQ)] 18:23:47

2026 epa announced in March the reissuance of what we call the California waiver.

[Valerie Gray (DE DNREC-AQ)] 18:23:52

This is done under Section 2 o 9 of the clean Air Act, the reissues that waiver for their advanced clean car.

[Valerie Gray (DE DNREC-AQ)] 18:24:02

One program which includes sub sales and greenhouse gas standards goes through.

[Valerie Gray (DE DNREC-AQ)] 18:24:07

Model your 2025 Epa also withdrew the prior administration's interpretive view of clean air accession, 1, 77, which in 2019.

[Valerie Gray (DE DNREC-AQ)] 18:24:23

When they presented this interpreted view It states may not adopt California's greenhouse gas emissions.

[Valerie Gray (DE DNREC-AQ)] 18:24:30

It's pursuant section 177 a plea Air Act.

[Valerie Gray (DE DNREC-AQ)] 18:24:34

Even if Epa is granted a California waiver, such standards!

[Valerie Gray (DE DNREC-AQ)] 18:24:38

So Epa is withdrawn that interpretive guidance, and with that action the States may continue to adopt zoom force.

[Valerie Gray (DE DNREC-AQ)] 18:24:47

California's emission standards under section 1 77 so long as they meet the requirements of that section

[Valerie Gray (DE DNREC-AQ)] 18:24:57

So who are the ones? 77 States stay. 17 States along with California, have chosen the stronger, more restrictive California program over the Federal program.

[Valerie Gray (DE DNREC-AQ)] 18:25:12

And these States and combination represent over 40% of the nation's vehicle fleet.

[Valerie Gray (DE DNREC-AQ)] 18:25:18

So Congress, and providing us with 2 options. When it comes to reducing pollution from our drops, we can either adopt the California program or we can accept the weaker Federal tailpipe emission standards in doing

[Valerie Gray (DE DNREC-AQ)] 18:25:32

so, or by adopting the California standards, the States that do so.

[Valerie Gray (DE DNREC-AQ)] 18:25:38

Our protecting themselves not only from future Federal rollbacks, but We're also protecting the health or citizens.

[Valerie Gray (DE DNREC-AQ)] 18:25:46

However, in order to do that adoption, we have to check a couple of boxes.

[Valerie Gray (DE DNREC-AQ)] 18:25:49

We must, I adopt identical regulations to California, and we must provide the auto manufacturers with 2 years advanced notice for some background on vehicle regulations.

[Valerie Gray (DE DNREC-AQ)] 18:26:03

Delaware adopted the California Tailpipe Mission standards.

[Valerie Gray (DE DNREC-AQ)] 18:26:09

News advanced clean car over 10 years ago, and they're in place Today they have been amended a couple of times as California has amended their regulations.

[Valerie Gray (DE DNREC-AQ)] 18:26:18

The advanced claim car program or advance plane car one included 3 elements: The low emission vehicle program provided increasingly stringent emission standards for both criteria air pollutants.

[Valerie Gray (DE DNREC-AQ)] 18:26:32

And their precursors. Oh, along with greenhouse gas, emission standards for new passenger cars through model year, 2,020.

[Valerie Gray (DE DNREC-AQ)] 18:26:43

5 the left, the or the low emission vehicle.

[Valerie Gray (DE DNREC-AQ)] 18:26:47

Criteria standards were developed specifically to address and continue throughout.

[Valerie Gray (DE DNREC-AQ)] 18:26:54

The last program and standards were developed solely to address increased.

[Valerie Gray (DE DNREC-AQ)] 18:27:01

Driving throughout the State, while also improving our air quality so carb adopted new emission standards to reduce small forming emissions, beginning with Model Year 2015.

[Valerie Gray (DE DNREC-AQ)] 18:27:15

So they've amended them A couple times implementation of the regulation was estimated to result in cars emitting 75% less, so of that small performing pollution by 2025 then the average

[Valerie Gray (DE DNREC-AQ)] 18:27:31

vehicle sold in 2,012. The greenhouse gas component was developed in coordination with Epa and the national highway.

[Valerie Gray (DE DNREC-AQ)] 18:27:41

Traffic, Safety administration, Nita, for one national program to harmonize the greenhouse gas and fuel economy standards, fuel, economy, standards are also called cafe standards.

[Valerie Gray (DE DNREC-AQ)] 18:27:57

Prior administration rolled back those standards and provided different levels of the fuel economy for autom manufacturers.

[Valerie Gray (DE DNREC-AQ)] 18:28:06

To me the deserve requirements are designed to achieve this is the third component of this pyramid.

[Valerie Gray (DE DNREC-AQ)] 18:28:14

They're designed to achieve long term mission reduction goals by requiring auto manufacturers to offer a specific number of the cleanest cars available for sale in those 1 77 States.

[Valerie Gray (DE DNREC-AQ)] 18:28:29

These technologies include full battery, electric hydrogen, fuel cell, and plug in hybrid vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:28:39

Over the past 30 years the Zev requirements have been modified to reflect.

[Valerie Gray (DE DNREC-AQ)] 18:28:40

The speed of technology modifications adopted in 2012, along with the other 2 advanced clean car regulations, have set the market on a path towards 0 emission vehicle.

[Valerie Gray (DE DNREC-AQ)] 18:28:55

Commercialization, and with the resurgence of battery technology have enabled the auto manufacturers to offer competitively priced low 0 emission vehicles to consumers since 2010

[Valerie Gray (DE DNREC-AQ)] 18:29:11

more than 1 million emission vehicles can plug in hybrids.

[Valerie Gray (DE DNREC-AQ)] 18:29:16

I've been registered just in California, beginning with model. Your 2022 auto manufacturers have announced over 40 new vehicles entering the market, and additional vehicles are expected to be

[Valerie Gray (DE DNREC-AQ)] 18:29:29

introduced. and we estimate that over a 100 or 100 new products will be available by model year 2025.

[Valerie Gray (DE DNREC-AQ)] 18:29:39

So the question we have the answer: What is the best program for reducing vehicle emissions in cow, in in Delaware that will improve our air quality and reduce harmful impacts on our most sensitive

[Valerie Gray (DE DNREC-AQ)] 18:29:55

populations. here's what we know duller and the greater Philadelphia area remain in non attainment for the health based ozone standards or obligated by the clean air act to identify and implement additional policies

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

and regulation to reduce ozone, pollution vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:30:20

Our huge contributors to zoom, formation, industrial sources and electric electricity generation have already been a address and are well controlled, and we need to ensure that all our communities are protected.

[Valerie Gray (DE DNREC-AQ)] 18:30:37

So in March of this past year, as we mentioned, our governor directed the Department to begin the process to consider adopting all 3 components of advanced plane car in order to close the gap and meet our greenhouse gas reduction

[Valerie Gray (DE DNREC-AQ)] 18:30:59

commitment. let's remember the delaware's current vehicle program has been in place since model year 2014, and continues through model your 2025 gasoline and diesel vehicles on

[Valerie Gray (DE DNREC-AQ)] 18:31:16

the rug will remain on the road so if you own a vehicle.

[Valerie Gray (DE DNREC-AQ)] 18:31:22

It's gasoline or diesel power This regulation does not change that.

[Valerie Gray (DE DNREC-AQ)] 18:31:29

Adding, is Zeb. element only addresses the delivery and sale of new vehicles in Delaware.

[Valerie Gray (DE DNREC-AQ)] 18:31:34

It does not impact farm equipment, and nor does it impact vehicles that way.

[Valerie Gray (DE DNREC-AQ)] 18:31:40

More than \$14,000 let's dive a little deeper into the whoa when we're in how hey?

[Valerie Gray (DE DNREC-AQ)] 18:31:49

So the vehicle emission program and what it means for us, the who it's, the auto manufacturers they will produce and deliver for sale new vehicles that meet these submission standards.

[Valerie Gray (DE DNREC-AQ)] 18:32:01

The what those are going to be Real reductions in vehicle emissions from delaware's passenger cards like duty, trucks and medium duty vehicles when Well, we're going to begin

[Valerie Gray (DE DNREC-AQ)] 18:32:13

this program with Model year, 2720 27, which commences production on January, second of 2,026.

[Valerie Gray (DE DNREC-AQ)] 18:32:25

And the how, How will we do so? We will be amending delaware's air quality regulations. So again, who has the compliance? obligation?

[Valerie Gray (DE DNREC-AQ)] 18:32:37

This means that as a vehicle owner, the vehicle owner does not comply with this program.

[Valerie Gray (DE DNREC-AQ)] 18:32:43

This program does not ban gasoline or Diesel vehicles were called at.

[Valerie Gray (DE DNREC-AQ)] 18:32:50

The overall fleet is projected to be only about 30%, like 2035 compliance is achieved by our auto manufacturers who are going to design reduce the certify that their products meet

[Valerie Gray (DE DNREC-AQ)] 18:33:03

the requirements for delivery by delivering this vehicles for sale in Delaware.

[Valerie Gray (DE DNREC-AQ)] 18:33:09

Many of our large meetings auto manufacturers have already announced their plans to develop 0 emitting vehicles and deliver them to the market.

[Valerie Gray (DE DNREC-AQ)] 18:33:22

And they've also told us that they've invested billions of dollars in research and development. for these products.

[Valerie Gray (DE DNREC-AQ)] 18:33:27

Some have even announced goals to be completely carbon-free by totally 35.

[Valerie Gray (DE DNREC-AQ)] 18:33:36

You may have even seen some recent announcements and commercials during the World series, showcasing the multitude of vehicles offered by our autom manufacturers

[Valerie Gray (DE DNREC-AQ)] 18:33:51

That I was able to find. So when with compliance began, it's gonna begin with Mollier, 2027 and not model to one model year, 2,026, which the California program will do and this is primarily due

[Valerie Gray (DE DNREC-AQ)] 18:34:06

to delaware's timeline for adopting the California amendments.

[Valerie Gray (DE DNREC-AQ)] 18:34:12

The California program will begin with model year. 2026,

[Valerie Gray (DE DNREC-AQ)] 18:34:20

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

[Valerie Gray (DE DNREC-AQ)] 18:34:28

If you currently add a gasoline or Diesel vehicle, you are not going to have to comply with this program.

[Valerie Gray (DE DNREC-AQ)] 18:34:36

The program element for 0 mission vehicles applies to the autom manufacturers.

[Valerie Gray (DE DNREC-AQ)] 18:34:41

If you continue to own and drive, or gasoline or Diesel powered vehicle, you're gonna continue to register it with Dmv, as you already do.

[Valerie Gray (DE DNREC-AQ)] 18:34:54

This graph is a very rough depiction of what the fleet will look like as the view the auto manufacturers, the cart manufacturers begin to deliver more and more cleaner vehicles

[Valerie Gray (DE DNREC-AQ)] 18:35:08

and products tool to our system by 2035.

[Valerie Gray (DE DNREC-AQ)] 18:35:14

We anticipate that a approximately 30% of our light duty and medium duty vehicles will be 0 on many.

[Valerie Gray (DE DNREC-AQ)] 18:35:22

Let's talk about and look into the regulation that we're proposing to amount proposing to change the title of the regulation to advance clean car to incorporate all 3 components of the program we plan to amend

[Valerie Gray (DE DNREC-AQ)] 18:35:37

the applicability and add the 0 mission vehicle requirements by incorporating, by reference.

[Valerie Gray (DE DNREC-AQ)] 18:35:47

In addition advance, clean cartoon is going to provide the auto manufacturers with a number of flexibility mechanisms for compliance.

[Valerie Gray (DE DNREC-AQ)] 18:35:56

One of those is the plug-in, hybrid, flexibility, manufacturers can fulfill a portion of their total annual.

[Valerie Gray (DE DNREC-AQ)] 18:36:04

Ze requirements by producing plug-in hybrids. 4 deliberate for sale.

[Valerie Gray (DE DNREC-AQ)] 18:36:12

Manufacturers can also take advantage of a portion of their total annual zoom Requirements additional vehicle values earned according to a couple programs, new sets or 0 mission vehicles and plug-in

[Valerie Gray (DE DNREC-AQ)] 18:36:28

hybrids provided for use and community based clean mobility programs, and those programs would be programs that we would need to stand up new 2024 through 2031 model year vehicles provided for use in the community based

[Valerie Gray (DE DNREC-AQ)] 18:36:46

programs. What are an additional vehicle values that can be used to meet a portion of the manufacturers annual set requirement vehicle sold in Delaware at the end of a lease to participate

[Valerie Gray (DE DNREC-AQ)] 18:37:01

in dealerships can also earn some press and new Zs and plug-in hybrids that are offered below.

[Valerie Gray (DE DNREC-AQ)] 18:37:08

The manufacturers suggested retail price, can earn some additional credits as well.

[Valerie Gray (DE DNREC-AQ)] 18:37:15

Another opportunity for flexibility. Manufacturers can fulfill a portion of their annual Zeb requirement with really compliance, vehicle values that they can earn, and finally, to provide flexibility for the manufacturers

[Valerie Gray (DE DNREC-AQ)] 18:37:29

through model years, 2026, through 2030 advance playing.

[Valerie Gray (DE DNREC-AQ)] 18:37:35

Cartoon includes pooling, which allows our manufacturers to move a specified percentage of excess.

[Valerie Gray (DE DNREC-AQ)] 18:37:43

Z and plug in hybrid credit values earned in once state for you in another state where there is a shortfall relative to that requirement, and looking at what the program will achieve in total emission reductions we find so for just

[Valerie Gray (DE DNREC-AQ)] 18:37:59

knocks alone by 2035. Delaware will have realized approximately 540.

[Valerie Gray (DE DNREC-AQ)] 18:38:06

One fewer tons of nots emitted 40 tons.

[Valerie Gray (DE DNREC-AQ)] 18:38:11

A fine particular power of fine particular matter will be reduced.

[Valerie Gray (DE DNREC-AQ)] 18:38:17

And finally we see almost 5.7 million metric tons of carbon dioxide equivalent or greenhouse gas emissions will be reduced.

[Valerie Gray (DE DNREC-AQ)] 18:38:31

The annual health outcomes of Delaware is adoption in the business plane car.

[Valerie Gray (DE DNREC-AQ)] 18:38:36

Were estimated in this table using epa's cobra model.

[Valerie Gray (DE DNREC-AQ)] 18:38:40

The cobra model estimates the change in the number of cases and their economic values.

[Valerie Gray (DE DNREC-AQ)] 18:38:47

Fine particulate matter. Associated health effects in general, adopting the advanced clean cartoon will reduce on road mobile source emissions and gasoline production and distribution emissions and realize a net health benefit of almost

[Valerie Gray (DE DNREC-AQ)] 18:39:06

24 million dollars. Looking at the total cost of ownership we find that when we compare a battery electric vehicle it's gasoline equivalent, we find that vehicle owners can achieve

[Valerie Gray (DE DNREC-AQ)] 18:39:26

savings over the over 10 year period of almost over \$8,600, and that's primarily from the tremendous fuel and maintenance cost savings that an electric vehicle might have or and that's

[Valerie Gray (DE DNREC-AQ)] 18:39:41

with when you charge it at home. Do you if a vehicle.

[Valerie Gray (DE DNREC-AQ)] 18:39:48
Editor doesn't have a home-based home charger or electric charger.

[Valerie Gray (DE DNREC-AQ)] 18:39:51
They can still realize tremendous cost savings of almost *.

[Valerie Gray (DE DNREC-AQ)] 18:39:55
And if with a plug-in hybrid, we find that the gasoline fuel costs still remain a significant portion of the cost of ownership.

[Valerie Gray (DE DNREC-AQ)] 18:40:07
So I want to do a time check before I pass the mic to my colleague.

[Breanne Preisen (DNREC)] 18:40:13
We're about at 6 40, so Call Brian Are you ready? Yep, Sure I am.

[Breanne Preisen (DNREC)] 18:40:22
Thank you, Valerie. Hello, everyone! My name is Brian Priscin.

[Breanne Preisen (DNREC)] 18:40:26
I am the clean transportation planner with the Delaware division of climate, coastal and energy.

[Breanne Preisen (DNREC)] 18:40:30
So i'm just gonna kind of quickly go over some of the complementary programs that we have done and have in place that support, clean transportation and kind of our goal to getting to clean their air and 0 emissions so next

[Breanne Preisen (DNREC)] 18:40:44
slide. So Al as Valerie has mentioned. the clean transportation sector is the largest contributor to air pollution, and has been for quite some time.

[Breanne Preisen (DNREC)] 18:40:56
And so we know that pollutants that come from tail pipes have all kinds of negative effects and shown in that graphic on both the environment and on human health, which is why the foundation of that clean air act is to

[Breanne Preisen (DNREC)] 18:41:07
improve public health. And so models show that 0 emission vehicles will have the largest impact on our greenhouse gas reductions. Not only here in the State but nationally and globally, So that technic.

[Breanne Preisen (DNREC)] 18:41:20
The technology right now is electric vehicles. So 32, 2030, 50 years from now that technology might be something different.

[Breanne Preisen (DNREC)] 18:41:27
But right now it is electric vehicles and that's where our focus has been with the complementary programs incentives and policies that we've put into place next slide, please.

[Breanne Preisen (DNREC)] 18:41:41
Alright. So our most public facing program that has been foundational to our progress is the clean transportation incentive program.

[Breanne Preisen (DNREC)] 18:41:49
And so that program is been in place since 2,015, and it does continue to grow and change with the market and over time.

[Breanne Preisen (DNREC)] 18:41:56

So our first funding round was between 2,015 and 2,016, and that program paid out about 290 2 rebates.

[Breanne Preisen (DNREC)] 18:42:04

And so since July first of 2,021 we've issued over a 1,000 rebates between between the 2 rebate programs, so one is a rebate program for electric vehicles and plug-in

[Breanne Preisen (DNREC)] 18:42:16

hybrids that gives residents and businesses up to 2,500 for the purchase or lease of one of those vehicles with a purchase price of 60,000 or less and then we have

[Breanne Preisen (DNREC)] 18:42:25

a rebate program for the purchase of charging stations, and we do provide more funding to multi-family dwellings.

[Breanne Preisen (DNREC)] 18:42:32

Because we know a large port large portion where percentage of people do live in these types of housing communities.

[Breanne Preisen (DNREC)] 18:42:39

So at her at home. Charging is is a big barrier for these residents to purchase an eb. So many complexes in the State, particularly in Newcastle County, have recognized this and the value of offering

[Breanne Preisen (DNREC)] 18:42:50

this amenity to their to their tenants, and so are are beginning to install them.

[Breanne Preisen (DNREC)] 18:42:56

Next slide, please. So one of the things one of the biggest things we hear about driving an Ev is range anxiety.

[Breanne Preisen (DNREC)] 18:43:05

So Delaware has begun to work on curbing some of that range.

[Breanne Preisen (DNREC)] 18:43:09

Anxiety, and we've had a few funding opportunities to expand our ev fast charging network.

[Breanne Preisen (DNREC)] 18:43:14

Here in the State so recent under the Volkswagen mitigation Settlement,

[Breanne Preisen (DNREC)] 18:43:20

Delaware received 9.6 million for emission reductions programs.

[Breanne Preisen (DNREC)] 18:43:26

And so States were allowed to use 15% of those funds for electric vehicle charging whether it's level 2 or one or fast charging, and so delaware chose to use that 15% which was 1.4

[Breanne Preisen (DNREC)] 18:43:36

1 million to expand this fast charging network here in Delaware.

[Breanne Preisen (DNREC)] 18:43:40

So through the competitive Rfp process we received 8 million in funding requests which we only had 1.4, 2 to to give out

[Breanne Preisen (DNREC)] 18:43:49

So we had some hard decisions to make, but we we did choose 14 locations.

[Breanne Preisen (DNREC)] 18:43:55

That are going to include downtown areas, hotels, traditional gas stations, and even some basket places.

[Breanne Preisen (DNREC)] 18:44:01

And so one of the other areas is the line item. One of the many line items under the bipartisan infrastructure wall is the national electric vehicle.

[Breanne Preisen (DNREC)] 18:44:10

Infrastructure formula funding. So over the next 5 years Delaware namely, jail Dot will receive 18 million for the installation of Dc.

[Breanne Preisen (DNREC)] 18:44:18

Fast charging stations along delaware's alternative fuel corridors which are roots.

[Breanne Preisen (DNREC)] 18:44:25

1, 1413, and I 95. And so there are some specific requirements for that funding, so there must be at least 4 ultra fast charging stations at each location.

[Breanne Preisen (DNREC)] 18:44:35

Each location must be no further than 50 miles apart from one another, and without, no no more than one mile off of the highway.

[Breanne Preisen (DNREC)] 18:44:43

And since Delaware is so small that won't take us very long, so we expanded that pull out even further

[Breanne Preisen (DNREC)] 18:44:48

And we picked able of 25 miles between every fast charging location.

[Breanne Preisen (DNREC)] 18:44:54

Along with this all fuel porters, so the Navy funds will be deployed also through the competitive Rfp.

[Breanne Preisen (DNREC)] 18:45:00

Or a fee process the State does not plan on owning and operating and installing fast charging stations in Delaware we are just gonna be simply the funding mechanism to help a private partner private

[Breanne Preisen (DNREC)] 18:45:12

partnership kind of a thing. So once the us department of secretary, declares Delaware's alternative fuel corridors are built to help.

[Breanne Preisen (DNREC)] 18:45:19

We will then be able to use those the additional remaining funds for community, charging that will include rural and disadvantage and other underserved communities, and those living in multi-family dwelling

[Breanne Preisen (DNREC)] 18:45:31

communities as well. So that map there on your screen is going to be as a quick snapshot of where those plan locations for Dc.

[Breanne Preisen (DNREC)] 18:45:38

Fast charging stations will be between those 2 funding opportunities.

[Breanne Preisen (DNREC)] 18:45:43

So, as you can see Eb drivers will have plenty of opportunities to fast charge along their journeys, and we are also paying attention to what our surroundings are doing and where their plan locations are as well so

[Breanne Preisen (DNREC)] 18:45:53

they'll feel confident. that drivers can travel between between the States around us and charge. Get a charge when they need, and not have a fear or worry of running out of power.

[Breanne Preisen (DNREC)] 18:46:03

Next slide, please. So energy is Delaware. Yep. and I. Jar has recently introduced a new grant program that is available for local and county governments which provides up to \$500,000 for the purchase of electric

[Breanne Preisen (DNREC)] 18:46:17

vehicles the charging stations that go along with those electric motorcycles and email electric one equipment.

[Breanne Preisen (DNREC)] 18:46:24

So local and county governments can also use those funds for feasibility.

[Breanne Preisen (DNREC)] 18:46:28

Studies help them transition their fleets to 0 emission vehicles and equipment.

[Breanne Preisen (DNREC)] 18:46:33

Next slide. So Jamarva Power and the Delaware Electric cooperative pro offer programs for Eb drivers to save money while charging their vehicles during off-peak hours Delaware electric

[Breanne Preisen (DNREC)] 18:46:46

Cooperative has a program for their customers to install a charge point home charger in their home, and can reset a billing credit of \$200 plus an additional \$5 discount a month.

[Breanne Preisen (DNREC)] 18:46:58

During those people to peak months. So they do require a specific charger, so that the cooperative can monitor and and kind of regulate that energy.

[Breanne Preisen (DNREC)] 18:47:07

Usage for the eb charging with that home.

[Breanne Preisen (DNREC)] 18:47:11

So it is a voluntary program for for that customer and the collaborative the l eligible don't more of a power customer residential customers in delaware can receive a special time of use rate

[Breanne Preisen (DNREC)] 18:47:21

specific to plug-in vehicle charging.

[Breanne Preisen (DNREC)] 18:47:23

And so that vehicle, the Evie charging program provides the benefit of reduced electric bills for customers when they charge their vehicle.

[Breanne Preisen (DNREC)] 18:47:30

During those off peak hours next slide over the last few years there's been an increase in the need to create ordinances and regulations and codes relating to eb charging and so in 2,000.

[Breanne Preisen (DNREC)] 18:47:45

And 19. The Public Service Commission determined that eb charging stations are not a utility, and would not be regulated as such.

[Breanne Preisen (DNREC)] 18:47:53

And then last year the New Castle County Government passed a requirement that all new construction, and that includes parking lots, commercial buildings, residential housing.

[Breanne Preisen (DNREC)] 18:48:01

They make ready for ed's. meaning that the sites must be prepared for ed charging, So there should be dedicated circuits on those electric panels that conduit should already be run on the site just need to be ready

[Breanne Preisen (DNREC)] 18:48:13

for a property or homeowner, property owner or homeowner, to just install a charging stations that they decide to

[Breanne Preisen (DNREC)] 18:48:21

The State also recently passed a law directing the cities of Wilmington's over in Newark to develop ordinances for residential street parking, so that that the law requires cities with populations of over 30,000

[Breanne Preisen (DNREC)] 18:48:32

or more which is why it's specific to those 3 cities And so these ordinances will likely be shared and copied by other governments to use when planning ordinances goes and regulations for their town specific

[Lauren (DAQ Admin Support)] 18:48:44

Brian I have someone that has requested to slow down a little bit.

[Breanne Preisen (DNREC)] 18:48:49

I guess like the the speaking speed there's it says to slow down a little bit for on my last slide.

[Breanne Preisen (DNREC)] 18:49:00

So I will slow down on this one because i'm almost done

[Breanne Preisen (DNREC)] 18:49:04

So, as I did mention a few slides back one of the funding opportunities.

[Breanne Preisen (DNREC)] 18:49:07

That was gonna be available for fast charging. is through the national electric vehicle.

[Breanne Preisen (DNREC)] 18:49:13

Infrastructure formula, funding or navy which is again like that line item under the bipartisan infrastructure law.

[Breanne Preisen (DNREC)] 18:49:20

And so States were required to submit a plan to the Federal Government, which is a it's called the joint office.

[Breanne Preisen (DNREC)] 18:49:26

So it's between the Federal highways and the department of energy. So we had to submit a plan to to that office, demonstrating how those navy funds would be used, which is which is where we pick them up.

[Breanne Preisen (DNREC)] 18:49:35

with our 25 miles plan essentially it's a much larger plan, but that's that's where that went in.

[Breanne Preisen (DNREC)] 18:49:42

So that plane was submitted. and it was recently improved And so we're just waiting on for so further guidance from from that joint office before we can further through that rfp process, and that'll come out through

[Breanne Preisen (DNREC)] 18:49:52

delta we're also developing a statewide ed charging infrastructure plan which is a It's just separate than the neby plan, but they they kind of our sister documents.

[Breanne Preisen (DNREC)] 18:50:03

So den rack and Delta has initiated this partnership earlier this year in consultation with a Ecom.

[Breanne Preisen (DNREC)] 18:50:11

And so that plan is intended to be a living document. But it will initially tell us where charging stations should go, and what types what ev deployment will be over time and the charging station deployment that's

[Breanne Preisen (DNREC)] 18:50:23

gonna match that with that with that and then direct to focus on disadvantage and underserved communities, rural areas.

[Breanne Preisen (DNREC)] 18:50:29

And again, those who do live in those multi-family dwellings.

[Breanne Preisen (DNREC)] 18:50:32

So the plan is intended to help Those who currently have ev's, but also preparing the areas that don't have higher adoption rates right now.

[Breanne Preisen (DNREC)] 18:50:39

And so part of developing these plans has also been stakeholder and public engagement, just like you're doing here tonight with our events.

[Breanne Preisen (DNREC)] 18:50:47

Clean first 2 and we've already had a few public workshops. in our in stakeholder meetings for that.

[Breanne Preisen (DNREC)] 18:50:55

There's also a virtual room and we can put that in the chat.

[Breanne Preisen (DNREC)] 18:50:56

Later. if you're interested and so lastly this past legislation legislative session, the Governor reinstated the States energy advisory Council with the directive to update the State's

[Breanne Preisen (DNREC)] 18:51:08

energy plan, and so that plan will include energy needs for transportation and use.

[Breanne Preisen (DNREC)] 18:51:13

Project projections for ev's in their models and planning. and so this will help ensure adequate generation and transmission.

[Breanne Preisen (DNREC)] 18:51:21

So to meet those coming needs as we as we get further into adoption.

[Breanne Preisen (DNREC)] 18:51:26

So I I am done. I apologize for going too fast.

[Breanne Preisen (DNREC)] 18:51:30

These are recorded those to a few needed to go back.

[Breanne Preisen (DNREC)] 18:51:32

We certainly will have that on your website. so i'll kick this back over to Valerie.

[Valerie Gray (DE DNREC-AQ)] 18:51:36

Thanks, thank you, Brian so we're gonna open up the next bit.

[Valerie Gray (DE DNREC-AQ)] 18:51:43

It's about 6. 51 and we're gonna just have an opportunity for us to have an open conversation, and we really really I wanna give everyone an opportunity.

[Valerie Gray (DE DNREC-AQ)] 18:51:54

So we're gonna ask you to use the raise hand feature that should be in that reactions. smiley face.

[Valerie Gray (DE DNREC-AQ)] 18:52:00

Icon, if you click on that you'll find that the icon to raise your hand, and I see that We already have a couple of folks that have figured out how to use that. and we have some questions that we really

[Valerie Gray (DE DNREC-AQ)] 18:52:14

kind of want to focus our conversation on tonight. If we fail to reduce vehicle emissions.

[Valerie Gray (DE DNREC-AQ)] 18:52:21

We'll need to find those reductions elsewhere. within our industry, our power plants, even residential, commercial or industrial sources.

[Valerie Gray (DE DNREC-AQ)] 18:52:30

So I want to solve kind of think about what we would do if we don't do this.

[Denise Clendenning] 18:52:35

So with that i'm gonna call on our first raised hand. which is Denise Clenden Denise, You want to unmute yourself, and if you have a camera we'd love to see you Oh, hello, my name is Denise

[Denise Clendenning] 18:52:48

Clinton, and I would like to first say that i'm against this plan altogether.

[Denise Clendenning] 18:52:54

And looking at some of the backs on the electric heart.

[Denise Clendenning] 18:52:59

Currently they are not going to go down in price. They are going to keep increasing, due to the cost of the battery prices.

[Denise Clendenning] 18:53:07

Rising electric cars are up by 7%, 22 as compared to 2,021.

[Denise Clendenning] 18:53:13

And I remember when I was in the call last month that you guys had.

[Denise Clendenning] 18:53:21

You were speaking about having lower costs for these electric cars Well, that doesn't seem to be going to happen most people.

[Denise Clendenning] 18:53:28

I know ourselves here would not be able to afford the cost of an electric car

[Denise Clendenning] 18:53:34

At this time. also, according to consumer reports, electric cars are not for cold climates.

[Denise Clendenning] 18:53:42

In fact, when these cars when they're when there's certain temperatures being hit electrical parties lose power in temperatures under 65, and lose power quickly in temperatures under 50 degrees also temperatures over 86

[Denise Clendenning] 18:54:01

rob the vehicle power. so there will be a lot of intermittent times, where you're not going to know how much power you're going to need for that day might end up getting stuck somewhere Carl just

[Denise Clendenning] 18:54:11

shut off. This results in a very big safety issue for people driving cars and not knowing whether their car is just going to stop on the highway or not.

[Denise Clendenning] 18:54:22

Just just a terrible, terrible, terrible plan. most car manufacturers type of 5 to 8.

[Denise Clendenning] 18:54:29

Your warranty on the battery the cost of replacing that battery is 20,000 on average.

[Denise Clendenning] 18:54:36

I don't know if you if you guys can afford that but I don't think the average citizen in Delaware 10, and with inflation at an all-time high this whole plan is just ridiculous also charging

[Denise Clendenning] 18:54:52

vehicles. You're gonna be charging your vehicle somewhere there might not You might be all alone could be your daughter, your young son, your young daughter. They're charging their vehicle up which could take more than

[Denise Clendenning] 18:55:03

30 min to do. It could be dark. It could be bad weather, and there they are, not being able to have heat, and this could be for older people, too.

[Denise Clendenning] 18:55:12

You can't really have your heat on in freezing sub-freezing temperatures when you're charging that car, or it is not going to fully charge it is a battery, and that's how

[Denise Clendenning] 18:55:22

batteries work don't work. it's gonna put people at risk put people at risk with their safety, that they're vulnerable at these charging stations.

[Denise Clendenning] 18:55:33

You know all of this has never been discussed I didn't hear it on any of the other meetings that you guys had.

[Denise Clendenning] 18:55:41

But it is truly a concern. The other concern is is that the governor basically ordered this ordered this, and that's not being stated either.

[Denise Clendenning] 18:55:51

And this isn't something that the delaware citizens had any input on.

[Denise Clendenning] 18:55:57

We've had no input on this at all basically heard about it through your through your committee.

[Denise Clendenning] 18:56:02

So this this is also wrong. and and also you say that people can still drive gas-powered vehicles, but but by 2,035, They're only going to be electric vehicles.

[Denise Clendenning] 18:56:16

Produced. What effect is that going to have when the people need guests?

[Denise Clendenning] 18:56:20

And there may be one or 2 gas stations open with an hour's drive, or you may have to go out of state.

[Denise Clendenning] 18:56:27

So it's it's really going to will affect gas power Diesel powered vehicles.

[Denise Clendenning] 18:56:32

No matter what you say here tonight, there none of those things are being addressed as to what are the possibilities?

[Denise Clendenning] 18:56:39

What are going to be consequences of something like this happening and it's basically being shared on people.

[Denise Clendenning] 18:56:47

You. Do you have any idea how many people have no idea that this is even going on in the State?

[Denise Clendenning] 18:56:52

I'm gonna tell you lots of people so you need to think about that.

[Denise Clendenning] 18:56:57

You need to get notices out to everybody in this state because people just don't know It's another unfair process.

[Denise Clendenning] 18:57:08

The Government has done in this state really is wrong so there's going to be probably a lot of backlash with this one.

[Denise Clendenning] 18:57:15

I will tell you, because this is just unheard of and it's also unconstitutional, and I can't wait till the time that it also goes to court with all the other stuff that is

[Denise Clendenning] 18:57:27

unconstitutional in this state that's really all I have to say thank you.

[Valerie Gray (DE DNREC-AQ)] 18:57:35

Our next raised hand is Cindy Johnson. Sunday.

[Lauren (DAQ Admin Support)] 18:57:35

If i'd like to meet yourself and if you have a camera we'd love to see you, and Valerie.

[Valerie Gray (DE DNREC-AQ)] 18:57:41

We have 2 questions in the chat. If you would like to answer those after Miss Cindy speaks this Johnson.

[Cindy Johnson she/her] 18:57:54

Okay, much. for the presentation tonight. it's really informative thanks for calling on me.

[Denise Clendenning] 18:58:00

I'm very happy i'm thrilled in fact to learn about this plan going forward.

[Denise Clendenning] 18:58:06

I understand that it's not just something nice to ask have to do Oh, can someone meet themselves who, speaking?

[Cindy Johnson she/her] 18:58:18

I I wanna be heard. Thank you. that we we have to take action to comply with

[Cindy Johnson she/her] 18:58:28

The Federal law, anyway. So just speaking about my own personal concerns

[Cindy Johnson she/her] 18:58:36

I've people in my family who have asthma and I am aware my daughter's a teacher, and i'm aware of lots of the children she interacts with also do struggle with illness.

[Cindy Johnson she/her] 18:58:52

And i'm really looking forward to when there's less air pollution in the Delaware and philadelphia area, because it's not fair to these vulnerable people whether they're children whether

[Cindy Johnson she/her] 18:59:04

they're elderly people to you know suffer with really what's preventable illness, and I don't wanna see

[Cindy Johnson she/her] 18:59:13

My tax dollars going toward you know paying for the treatment of illness that's preventable.

[Cindy Johnson she/her] 18:59:19

So that's just a close to home kind of issue secondly,

[Cindy Johnson she/her] 18:59:28

I do share the previous speakers concern about the affordability of electric vehicles, so that's something that between the State and the Federal Government there's going to need to be a lot more work done outside of the the

[Cindy Johnson she/her] 18:59:47

subject matter of this workshop. This presentation also, you know, we need much better public transportation, light rail, better bus service in the State of Delaware.

[Cindy Johnson she/her] 18:59:59

Delaware is kind of notorious for not being the easiest place to rely on public transportation.

[Cindy Johnson she/her] 19:00:06

If you choose not to drive, you know, for most of your activities that you do work and other activities.

[Cindy Johnson she/her] 19:00:14

So the last thing i'll say is I am aware from news and international news.

[Cindy Johnson she/her] 19:00:21

There are parts of the world that are really becoming unlivable, or have become unlivable.

[Cindy Johnson she/her] 19:00:29

People are moving throughout the globe. people are moving away from areas of the world where they just can't live there anymore.

[Cindy Johnson she/her] 19:00:38

So we have, you know, this notion of climate refugees that's going to impact all of us.

[Cindy Johnson she/her] 19:00:44

Whether we like it or not, whether we're ready for it or not.

[Cindy Johnson she/her] 19:00:47

The more temperate areas of the globe where luckily Delaware.

[Cindy Johnson she/her] 19:00:53

We still pull in that category we're going to have to absorb. You know, greater and greater populations of people who simply can't.

[Cindy Johnson she/her] 19:01:00

You know you can't live in a place that's a 118 degrees day after day, after day, like some areas of the world have become

[Cindy Johnson she/her] 19:01:07

So I'm not an expert I am just someone who pays attention.

[Cindy Johnson she/her] 19:01:12

I try to read, I try to be involved, and to very much favor.

[Cindy Johnson she/her] 19:01:18

You know, adopting the California and the standards really doing everything we can to reduce pollution, which will then, you know, improve everyone's health in the more immediate future.

[Cindy Johnson she/her] 19:01:31

In the long term future. it'll help to mitigate climate change, which is, you know, you watch the news.

[Cindy Johnson she/her] 19:01:38

There's wild viruses you know. more severe hurricanes. so we all have a vested interest in my view of being part of the solution of that.

[Valerie Gray (DE DNREC-AQ)] 19:01:47

So. thank you very much, thank you, and if we can turn to the questions that Lauren mentioned.

[Lauren (DAQ Admin Support)] 19:01:57

Lauren, you want to? How was the first question? Yes, the first question.

[Lauren (DAQ Admin Support)] 19:02:01

The username count. They were looking at the charts of global atmospheric gases with Co.

[Lauren (DAQ Admin Support)] 19:02:07

2 at point 0, 3, 5%. and nitrous oxide at Point 0, 0, 0, 5% of atmospheric gases

[Lauren (DAQ Admin Support)] 19:02:23

I don't know if they would like to elaborate or if they had a question about the percents of those gases

[Valerie Gray (DE DNREC-AQ)] 19:02:49

Okay, I'm not sure what the question is so you want to go to the next question.

[Lauren (DAQ Admin Support)] 19:02:51

Okay, The next question is, well, farm trucks and vehicles be exempt.

[Valerie Gray (DE DNREC-AQ)] 19:02:59

This program does not address farm equipment Vehicle swing.

[Valerie Gray (DE DNREC-AQ)] 19:03:07

Less than \$14,000 be covered by this program and as auto manufacturers to lower increasingly number of cleaner vehicles.

[Valerie Gray (DE DNREC-AQ)] 19:03:18

If you're buying any truck and it's for that model here and you choose to buy the electric vehicle that's offered by the autom manufacturer That's what it covers

[Lauren (DAQ Admin Support)] 19:03:36

Right. Those were the only 2 questions. Thank you. If you have other questions. If you wanna just put them in the chat, or when you raise your hand, you can ask them as well.

[Sherry Long] 19:03:44

Our next commenter is sherry long sherry i'm sitting here with the light on behind me, and i'm not sure if you can see me.

[Valerie Gray (DE DNREC-AQ)] 19:03:57

But Okay, I will turn my camera on First of all, Valerie, I want to say thank you.

[Sherry Long] 19:04:01

Wonderful presentation, and I do thank you for caring about my health.

[Sherry Long] 19:04:06

I am someone who has borderline C. O. Pd.

[Valerie Gray (DE DNREC-AQ)] 19:04:10

And sleep at mia and I do understand that there can be things that can affect us.

[Sherry Long] 19:04:16

As you can see from my name on the screen. It is sherry long.

[Sherry Long] 19:04:19

I do have a couple of concerns, however, with this particular plan.

[Sherry Long] 19:04:25

Now I like the person speaking before myself. i'll admit that I am by no means an expert.

[Sherry Long] 19:04:32

However, I have been a citizen stakeholder of Valerie.

[Sherry Long] 19:04:41

I just said your name of stephanie hansen's clean energy forum that she has had now for over 2 years, and I've been very blessed to learn a lot as i've listened and so

[Sherry Long] 19:04:55

there are a couple things that I had concerns with that i've learned as I've been paying attention, and I was hoping that maybe those some of those could be addressed and so for one there would be when we're talking

[Sherry Long] 19:05:09

about health. we're talking about a corridor and which, no matter what Delaware does and or does not do.

[Sherry Long] 19:05:17

And I and I know that this is probably expanding it a bit much by. If we do not change whatever is going on in, say, Philadelphia, or to the west of Delaware Newcastle County, then We're probably

[Sherry Long] 19:05:30

still going to have issues with those health things so the impact that We're saying that we would get from it and using the model that is being done.

[Sherry Long] 19:05:42

Probably isn't going to be as grand as we would hope for because I do understand that health issues are concerns and are very costly, and it would be great to be able to reduce those and or eliminate. them.

[Sherry Long] 19:05:57

But i'm? not really sure sure that we can do that so one question would be, Have we factored in or these other areas also doing the same thing?

[Sherry Long] 19:06:11

Because if they're not then are we attempting to put something on the citizens of Delaware that we're looking forward to something.

[Sherry Long] 19:06:19

But we may not get that. That would be one thing and i'm not saying you have to answer that right now.

[Sherry Long] 19:06:26

But if we could, please add this into what we are looking at as we go forward, I think that these are things we may want to take into consideration, so that's when the health issue now we are we are saying that we would like to

[Sherry Long] 19:06:39

implement what California has done. So 2 of the headlines one in August of this year, and one in September.

[Sherry Long] 19:06:47

One says Sacramento, California wants to quit fossil fuels, but not yet because they will have a problem, because they'll end up with blackouts.

[Sherry Long] 19:06:58

September eleventh, Cnbc. says, and I follow them closely.

[Sherry Long] 19:07:06

California has to avoid widespread rolling blackouts as the heat and stream are on the power grid.

[Sherry Long] 19:07:13

So obviously we're watching what they're saying we're watching what they're doing, and they want to be stringent, and they want to save the environment.

[Sherry Long] 19:07:21

I live formed to table. it's how on my life I leave very, very small.

[Sherry Long] 19:07:26

Small minute amount of a footprint. but at the same time, while I want everyone to be as green as I am, I know that that's not possible.

[Sherry Long] 19:07:38

I just happen to live in a place where I can have a form, and I can do that.

[Sherry Long] 19:07:43

Obviously the people that y'all were talking about that are living in these apartment complexes and so forth, or housing developments.

[Sherry Long] 19:07:50

They can't do what I do we we have to figure out How do we balance this?

[Sherry Long] 19:07:58

And so that would be my next concern, because one of the things that I know is, even though Sussex County has a Delaware electric Co-op and Delaware electric co-op has far exceeded this agreement that

[Sherry Long] 19:08:13

was made with France as far as the clean energy so they've already exceeded that for themselves, however, the other counties and the other multiple power purchasing and selling companies that we have within that are entities within our

[Sherry Long] 19:08:33

state when they go. quote, unquote clean energy green it means They're purchasing it from somewhere outside of Delaware, and one of the things that we've realized is that the places that are outside of Delaware that are

[Sherry Long] 19:08:48

bordering States who may wanna try, as we obviously do, want them to be cleaner, because that has an impact on our errors.

[Sherry Long] 19:08:57

Well, the thing is, while they are continuing to discontinue, utilizing those other fossils, they are in coming up with more clean energy, the more that they don't use fossils, means.

[Sherry Long] 19:09:16

They use more of their clean energy, and when they are doing that they have less to sell.

[Sherry Long] 19:09:20

One of the issues that we have in Delaware is that we are not producing clean energy.

[Sherry Long] 19:09:27

So if we're not producing it and we're purchasing it from someone else, and then they no longer have it to sell to us, we can set up anything we want as far as wanting to plug something in and make

[Sherry Long] 19:09:39

it work. But at what point do our relations go out because we can't purchase from the neighboring State.

[Sherry Long] 19:09:46

We've looked at things like wind and last 2 weeks ago in our most recent, and tomorrow will be another of our clean energy stakeholders, forums.

[Sherry Long] 19:10:02

We again, 2 years later, looked at when one more time, and the people who had done 2 years ago the presentation for us.

[Sherry Long] 19:10:12

They talk to good talk, and even with that it would take 7 years from start to decision, to legislation and implementation, and to move through to to get the power from the wind to the power plants and to the customer except that that same

[Sherry Long] 19:10:33

company from 2 years ago, who only had one wind farm that was physically working and getting that clean energy in that same company still only has 2 years later only one singular wind farm that is actually producing clean energy.

[Sherry Long] 19:10:52

We've looked at solar we've even looked at net metering, and one of the things we found is, and especially now, where the lack of production is occurring is that even to get the appropriate metering mechanisms that are

[Sherry Long] 19:11:06

necessary in order for the individuals even in state newcastle if they wanted to work together and say housing development, and be able to co-op it with utilizing that solar, we don't even have the ability to get what we need

[Sherry Long] 19:11:24

for the the Is specific net metering electronic mechanisms, and it would take us 3 years, and that was us with a Testament about a year ago, and production is slowed down since then.

[Valerie Gray (DE DNREC-AQ)] 19:11:39

So that would just be to get those simple types of things. Sure, we.

[Sherry Long] 19:11:44

So we we have so many reasons to look at this and if we're going to say that we want to decide we want everything to go clean.

[Sherry Long] 19:11:55

Energy electric by this time frame but we're not producing the clean energy in order to back it.

[Sherry Long] 19:12:04

Then we have put the cart before the horse and I think that's probably the best way to look at this, and we may want to go back.

[Sherry Long] 19:12:13

We may want to review, and we may want to find out.

[Valerie Gray (DE DNREC-AQ)] 19:12:16

Where are we going to get this clean energy in order to even power these Thank you very much for your time, Sherry.

[Valerie Gray (DE DNREC-AQ)] 19:12:24

I wanted to mention that in the map that I showed you those 177 States, those are all our neighbors from Virginia to Maine.

[Valerie Gray (DE DNREC-AQ)] 19:12:32

Those are the States that have in our area have adopted that the advanced clean car, the Pennsylvania and Delaware, the only 2 States that have failed to adopt the 0 mission vehicle component of advanced

[Valerie Gray (DE DNREC-AQ)] 19:12:46

clean car. Both of our States are looking at, at reviewing those regulations and proceeding with proposing adoption.

[Valerie Gray (DE DNREC-AQ)] 19:12:56

With respect to, I think, your point on renewable energy.

[Valerie Gray (DE DNREC-AQ)] 19:12:59

We we all agree. we do need to make out and we need to do something now, waiting an additional time period to install renewable energy.

[Valerie Gray (DE DNREC-AQ)] 19:13:08

Probably isn't the wisest choice we can make but thank you so much for your comments.

[Lauren (DAQ Admin Support)] 19:13:13

Our next speaker. is Representative Rich Collins and Valerie.

[Lauren (DAQ Admin Support)] 19:13:18

We do have another question in the chat, if you would like to address it.

[Valerie Gray (DE DNREC-AQ)] 19:13:22

When the representative is finished. Speaking Representative Collins. Yup.

[Valerie Gray (DE DNREC-AQ)] 19:13:31

If you can unmute yourself

[Rep Rich Collins] 19:13:37

Representative Collins. if you can unmute yourself okay i'm sorry that's great.

[Rep Rich Collins] 19:13:42

Now I can hear you thank you so much well I tell you though it's not as troubling as this presentation.

[Rep Rich Collins] 19:13:54

I I hope you go back sometime and think about some of these things.

[Rep Rich Collins] 19:14:00

You stated that California, we have to wait until these people in California make up their mind what they want to do.

[Rep Rich Collins] 19:14:12

What role is the Delaware General Assembly that are elected by the people playing in this whole plan?

[Valerie Gray (DE DNREC-AQ)] 19:14:24

Well, you're engaging in this workshop you have the ability to comment.

[Rep Rich Collins] 19:14:32

That's the role that the administration has placed on us is I'm not quite sure what the question is. Well, the question. Representative centers have no idea this is even going on so.

[Rep Rich Collins] 19:14:49

These are anonymous people in California, and something else in your presentation tonight.

[Rep Rich Collins] 19:14:55

It was right on the screen. You said that California began this whole program years ago, because they have unique air quality problems, and I know what they are.

[Rep Rich Collins] 19:15:11

They have mountains to their east. that causes the pollution to stop and not leave California, whereas Delaware has an ocean next to us, and with the aircraft currents going from west to east we don't have that

[Rep Rich Collins] 19:15:28

problem. So the whole concept that we should allow unelected people in California They're not elected by anybody to decide how we should live in Delaware when we don't have anywhere near the same environmental circumstances.

[Rep Rich Collins] 19:15:47

They do is nothing short of crazy something else that bothers me a lot about your presentation.

[Rep Rich Collins] 19:15:57

You put. You pointed out that if you have an electric car, and if you believe, if you charge at home that over the over 10 years or so, you would say about \$8,600, well in 10 years a car, the typical car in America is

[Rep Rich Collins] 19:16:15

driven somewhere around 15,000 miles a year so in 10 years, that'd be about a 150,000 miles and I would say that's accurate, because I have 4 vehicles, and every one of them or more than

[Rep Rich Collins] 19:16:27

10 years old At this point they've all got one of them has over 300,000 miles on it.

[Rep Rich Collins] 19:16:34

So my question is, how come you didn't include a battery replacement cost in this thing.

[Rep Rich Collins] 19:16:42

I understand that a battery will only last about a 100,000 miles, and I understand that a chevy bolt the battery replacement for that car one of the cheapest cars you could buy is 17

[Rep Rich Collins] 19:16:57

\$1,000 from Gm. and that you can buy the current.

[Rep Rich Collins] 19:17:03

I think it was a toyota right now you can buy a gas power, Toyota something, or you know some car. I may not be toyoted, but something like that for about \$17,000.

[Rep Rich Collins] 19:17:16

So who will be able to afford these car if if this 100,000?

[Rep Rich Collins] 19:17:20

And, by the way, in the batteries I don't think most people have any idea that the batteries for these cars, or basically made out of the same kind of cells that are in your cell, phone, They just have a whole lot

[Rep Rich Collins] 19:17:33

more of them. Does anybody out there think their cell phone would last for 10 years without a battery replacement?

[Rep Rich Collins] 19:17:40

I certainly never had one even come close or battery power tools.

[Rep Rich Collins] 19:17:45

They have those little round. they have those little cells in them.

[Rep Rich Collins] 19:17:48

They all. After 3 or 4 years. The batteries are dead as a door now.

[Rep Rich Collins] 19:17:53

I just had one go bad last week the cost like a \$100.

[Rep Rich Collins] 19:18:00

So here, here, here's what I really find I I find a number of things very offensive, and and don't think that this will end tonight with for me.

[Rep Rich Collins] 19:18:08

But I find your your whole presentation at and i'm sorry if you take offense.

[Rep Rich Collins] 19:18:15

But you have emphasized any possible problem. You have exaggerated the health risk you have diminished cost and the level of difficulty that it would impose on a citizen of State in about a 1 million different ways in cost

[Rep Rich Collins] 19:18:36

inconvenience. And then this is in doing it the way it's being done.

[Rep Rich Collins] 19:18:48

I mean anybody with the brain can see. This is the perfect definition of Socialism.

[Rep Rich Collins] 19:18:51

People are not allowed to make their own decision. You were going to be told by the State, but not by the State Government, not by your elected representatives, but by a handful of people working in back rooms that Most people will never even know who They

[Rep Rich Collins] 19:19:05

are, and you'll be told how you will live what you have to buy.

[Rep Rich Collins] 19:19:11

This is not America folks. This is not how things are supposed to work, and I hope all of you will.

[Rep Rich Collins] 19:19:17

I'm gonna go off this thing cause I can't take any more of it.

[Rep Rich Collins] 19:19:20

But I hope all of you that are involved in this, and have been involved.

[Rep Rich Collins] 19:19:24

This will think about what you are doing, because this is going to destroy this kind of thing.

[Rep Rich Collins] 19:19:30

And, by the way, one other thing it also said in your presentation that we have to adopt whatever California does.

[Rep Rich Collins] 19:19:42

They're already working on electric tractor trailer requirements.

[Rep Rich Collins] 19:19:45

In other words, these people never stop there's people out in California. Don't you know the people that tell us that everything we touch everything we buy is gonna cause cancer, those people.

[Rep Rich Collins] 19:19:56

They're never gonna stop. so you told the one gentleman that these farm vehicles, if they're not, you know, got the right kind of tag.

[Rep Rich Collins] 19:20:06

They're not covered that's only until these your crabs in California.

[Rep Rich Collins] 19:20:08

Decide what they want to do so I I i'm sorry I I i'm getting upset, and I I hope I've not been impolite, but i'm trying to be as accurate and honest as I can possibly

[Rep Rich Collins] 19:20:21

be about the problems and and just frankly that's just the tip of the iceberg.

[Rep Rich Collins] 19:20:27

But we'll have to discuss this more as we move along so thank you.

[Valerie Gray (DE DNREC-AQ)] 19:20:31

And i'm gonna take off now? thank you Lord did you want to mention the question that you have in the chat? Oh, yes,

[Lauren (DAQ Admin Support)] 19:20:39

Could we clarify the future ability to purchase gasoline?

[Lauren (DAQ Admin Support)] 19:20:44

And what is delaware's plan to ensure the electrical grid can support increased ev usage.

[Valerie Gray (DE DNREC-AQ)] 19:20:52

Well, currently we're working with our partners within the Pjm Grid and our utility partners to look at how we can include beneficial electricity.

[Valerie Gray (DE DNREC-AQ)] 19:21:03

Use. We also have to consider if the vehicles themselves will not consume as much kilowatt hours as even a typical household does.

[Valerie Gray (DE DNREC-AQ)] 19:21:14

A typical household, on average, over a month. concerns about a 1,000 kilowatts, whereas the vehicle might consume about 300 kilowatts, so we're adding some additional kilowatt usage to

[Valerie Gray (DE DNREC-AQ)] 19:21:26

the grid. So we are working with our partners in electricity generation in the line to address these questions, and those haven't been completely formulated.

[Valerie Gray (DE DNREC-AQ)] 19:21:36

But they are all very interested and want to make sure that the grid is reliable.

[Lauren (DAQ Admin Support)] 19:21:42

Okay, And we have another question about disposal of batteries that are used in the pollution that they could potentially cause sure.

[Valerie Gray (DE DNREC-AQ)] 19:21:52

What are the things the components of this program under the 0 Mission vehicle requirements?

[Valerie Gray (DE DNREC-AQ)] 19:21:57

It requires that the vehicle recycled. the battery vehicle is recyclable, so that it can be used for potential.

[Valerie Gray (DE DNREC-AQ)] 19:22:05

Grid support. It can be used in other mechanisms, so that auto manufacturers are looking at how they can design the battery, so that it can be perfectly recycled and not have to be disposed

[Lauren (DAQ Admin Support)] 19:22:16

of at the end of the vehicle's life Okay, and those were the chat questions, for now if we'd like to move on to the next person with a raised hand.

[Valerie Gray (DE DNREC-AQ)] 19:22:28

Thank you, Lauren. I see Anita Manning.

[Valerie Gray (DE DNREC-AQ)] 19:22:32

Anita, would you like to unmute yourself? Thank you.

[Anita Manning] 19:22:34

Yes, thank you so much for this opportunity. and i'm I'm trying to get my video up, though. great.

[Anita Manning] 19:22:41

Thank you. Hello! I really appreciate this conversation. I I and I appreciate the previous speakers, because I it's giving the insight into where the pushback is. here.

[Anita Manning] 19:22:53

I am. I live in just north of Wilmington.

[Anita Manning] 19:22:58

I retired, and I have 6 grandchildren.

[Anita Manning] 19:23:02

My grandkids are very concerned about the health of their planet, and and and their future, and they are really puzzled about why my generation has let things go so far.

[Anita Manning] 19:23:17

I I don't have a good answer for that but i'm hearing some things that are giving me clues, and I think one of them is that people are looking at short term costs rather than long term costs so it's

[Anita Manning] 19:23:30

cheaper to buy a battery for a \$100; that for a fossil fuel powered car.

[Anita Manning] 19:23:39

Then it is to have a battery for an electric vehicle that will be clean.

[Anita Manning] 19:23:45

Provide cleaner air I just it's like a short term solution for really global, long-term problems.

[Anita Manning] 19:23:52

But anyway, I promised my grandkids and myself that I would do what I can in the time that I have left on this earth to to try to improve our our climate and the future for these kids encouraging the transition to electric vehicles that

[Anita Manning] 19:24:08

are powered by clean electricity and I agree we need clean electricity.

[Anita Manning] 19:24:14

That's one way to fulfill that promise you know just about everyone I know is curious about electric vehicles, but they're they do site mainly the barriers that have been mentioned tonight.

[Anita Manning] 19:24:28

Like price, but also the vehicle supply and and just uncertainty, because it's new.

[Anita Manning] 19:24:34

It's a new technology. I believe that these barriers will ease in time and adoption of this clean, advanced, clean car program in Delaware will speed that along.

[Anita Manning] 19:24:47

It will allow us to join with other States leading the way will help to reduce the 60% of greenhouse gas emissions that are caused by cars and small trucks in our state it's not we're not

[Anita Manning] 19:25:00

being forced to follow California's rules we're joining with our partners.

[Anita Manning] 19:25:07

Aren't other citizens of this country to try to improve the climate for our children, and our grandchildren.

[Anita Manning] 19:25:16

It just doesn't. make sense to me that all these objections I know It's going to be hard absolutely.

[Anita Manning] 19:25:24

But Delaware is already moving toward creating the infrastructure We need with these this network of rapid charges throughout the State and other incentives, and these things will encourage adoption of electric vehicles and start to clear the

[Anita Manning] 19:25:37

air for some of the millions of people who live near busy roads.

[Anita Manning] 19:25:41

A lot of people think that making a transition like this is going to be too hard, and it's too late to save the planet, anyway.

[Anita Manning] 19:25:47

So we may as well just ride off into the sunset on our smuggy into the small bee sunset on our Gasco Link guzzling Suvs.

[Anita Manning] 19:25:57

I hear that I know I I hear that discouraging kind of talk from time to time.

[Anita Manning] 19:26:04

It is does seem overwhelming, but if we don't get started.

[Anita Manning] 19:26:06

We're not going to ever get there if we if we refuse to move forward.

[Anita Manning] 19:26:12

We're we're gonna be stuck and the the planet is gonna spin us right off.

[Anita Manning] 19:26:17

I think the planet will survive. i'm not sure about humans. Malcolm Plaidwell is an author, and in his book the Tipping point he acknowledges this He wrote the world may seem like an immovable

[Anita Manning] 19:26:29

implacable place, but it's not with the slightest push in just the right place.

[Anita Manning] 19:26:35

It can be tipped. So I hope that we can come together to let's make sure that we tip this in the right direction.

[Anita Manning] 19:26:43

By having Delaware adopt this advanced clean par program.

[Valerie Gray (DE DNREC-AQ)] 19:26:48

Thank you very much. I appreciate it. Thank you, Miss Manning.

[Anna Quisel] 19:26:53

Our next hand. Rice is an acquisal. Hi!

[Anna Quisel] 19:26:59

My video should be come there. We go I am super thankful for this conversation and the work that the Department of Natural Resources is doing.

[Anna Quisel] 19:27:09

And I spend some time with the league of women voters and I'm, speaking on behalf of really good women voters in Delaware who spent time discussing and researching this problem.

[Anna Quisel] 19:27:21

This this question of how do you reduce Delaware?

[Anna Quisel] 19:27:25

Our climate impact and also improve our health. and so I totally agree with everything that you've presented about cleaning up our transportation and adopting these advanced groups car 2 regulations to help improve our health and the

[Anna Quisel] 19:27:43

League also really has for a long time taken a strong position against climate change.

[Anna Quisel] 19:27:48

It is important for countries such as the U.S. and States, such as Delaware, that are going to be especially impacted by climate change to take positive action.

[Anna Quisel] 19:27:59

And, as you say, Miss Gray, this is really important, and one of the most impactful ways that we can reduce our climate impact here in Delaware.

[Anna Quisel] 19:28:12

We also are interested in in 0 mission vehicles being available for sale in Delaware.

[Anna Quisel] 19:28:18

I think that's one of the things that has not come up too much tonight. When people talk about their concerns about driving electric vehicles, people don't even have the opportunity to drive electric vehicles here in Delaware because

[Anna Quisel] 19:28:31

we can't buy them here because without these sorts of regulations that our neighboring States have mostly adopted Delaware is not even able.

[Anna Quisel] 19:28:39

Our car dealerships can't even get these vehicles.

[Anna Quisel] 19:28:42

So this regulation will allow Delaware to start being able to to have these vehicles available to us, so that we can actually try it and understand. Just on our personal note I've had an electric vehicle for 3

[Anna Quisel] 19:28:56

years and it's been incredibly reliable incredibly unimpacted by hot days and cool days. I haven't noticed a difference, and 2 years in my charging capacities is because it was pretty much on day one.

[Anna Quisel] 19:29:09

So it is not exactly like a telephone battery I have to say they're much better.

[Anna Quisel] 19:29:18

And then the last point is that, these regulations the advanced car.

[Anna Quisel] 19:29:22

2 regulations have a lot of potential for making electric cars more available and affordable for everyone.

[Anna Quisel] 19:29:28

So there's a lot of considerations to rebates for new car purchases for low income families.

[Anna Quisel] 19:29:34

The as we've said in this as you said this presentation of lower maintenance and fuel costs help make them more affordable, even though they're little they're more expensive upfront of the long term

[Anna Quisel] 19:29:45

they'll they'll see money for many people and the Some of the measures that could be implemented if we're following California's regulations, we'll make a use clean car market.

[Anna Quisel] 19:29:58

Very viable. So there's going to be consideration for how long?

[Anna Quisel] 19:30:06

Battery vehicles. Actually, the batteries are warranted for which is going to be.

[Anna Quisel] 19:30:11

It looks like 10 years they should be at 80% still they're built in incentives for manufacturers to make lower cost, clean vehicles.

[Anna Quisel] 19:30:18

This has been presented and there's going to be This regulation will bring some great standards for electric cars, such as included car charging chords and 200 mile minimum ranges so we just see

[Anna Quisel] 19:30:30

this as the League of Women voters. See, this is a really great opportunity for Delawareians to get these cars in their hands.

[Anna Quisel] 19:30:38

Give them a try and discover a new, clean way to to drive, and in addition to provide some environmental justice for our communities that have been struggling in particular with our smoggy air and the health consequences, especially asthma and lung

[Anna Quisel] 19:30:54

cancer, And we see this is an important step forward for Delaware and fighting climate change.

[Anna Quisel] 19:31:00

So we are very much in favor of these regulations and appreciate the work that has been taken on this this action. thanks for taking my comments.

[Valerie Gray (DE DNREC-AQ)] 19:31:09

Thank you. The next hand raised is Cindy Johnson.

[Cindy Johnson she/her] 19:31:16

Cindy, would you like to unmute yourself? Hi.

[Valerie Gray (DE DNREC-AQ)] 19:31:19

Yes, I am double dipping. Okay, Great. I actually just put my comment in the chat.

[Cindy Johnson she/her] 19:31:27

I noticed the Graphic had Delaware rebate through the end of this year, and I was just wondering.

[Cindy Johnson she/her] 19:31:35

I I would be a person who would more affordably look to buy a used electric car that's that would be really what I would do.

[Cindy Johnson she/her] 19:31:45

But i'm curious to know if you have information on what the electric vehicle.

[Cindy Johnson she/her] 19:31:51

Rebate for Delaware would be in this coming year. 2023 and with the Federal Rebate will be, I think, because of the bipartisan infrastructure act and in things that have been passed on

[Cindy Johnson she/her] 19:32:02

the Federal level that there will be a Federal rebate.

[Cindy Johnson she/her] 19:32:05

So if you have any hard numbers or ballpark numbers even i'd be interested to hear.

[Valerie Gray (DE DNREC-AQ)] 19:32:14

Thanks. I will love that question to my colleague Brian, who is more knowledgeable on the rebate side than I am Brian.

[Breanne Preisen (DNREC)] 19:32:23

So we are hoping to make an announcement here in a few weeks on what will happen after the program, or with the program after December 30 first 22.

[Breanne Preisen (DNREC)] 19:32:33

I can't speak on that right now. but we will be making some announcements on the on the website.

[Breanne Preisen (DNREC)] 19:32:36

And through press release normal channels as far as the Federal tax credit.

[Breanne Preisen (DNREC)] 19:32:41

Your guess is as good as mine. I have really just as much information that that you had to have out there as far as what that's gonna entail.

[Breanne Preisen (DNREC)] 19:32:50

And I know that they just as in the Federal Government, just closed the public comment period on having to deal with the by America provisions. So more information to to come on that.

[Valerie Gray (DE DNREC-AQ)] 19:33:02

Okay, Thank you. Okay, thank you for that. So my next comment or or person is Paul Johnston Paul?

[Paul Johnston] 19:33:14

Hello, I'm Paul Johnston. i'm against this bill 100%, as you know, overseas is where they get the minerals to make these cars.

[Paul Johnston] 19:33:26

90% of the parts are not even made here. They exploit small children, and they use slave labor to create these things.

[Paul Johnston] 19:33:35

It creates massive pollution and it's harmful to people around the world.

[Paul Johnston] 19:33:39

You claim that it's environmentally good product for us here what we kill off half the world.

[Paul Johnston] 19:33:45

How is that a beneficial product to us on top of that? California is not?

[Paul Johnston] 19:33:52

Who our legislators are. Our legislators are Delaware, and you're superseding our legislators.

[Paul Johnston] 19:33:59

Yes, that is tyranny and you guys work for us right now. everybody that's trying to pass this should be fired or resigned because you're violating the constitution of Delaware and the United States you work for us not

[Paul Johnston] 19:34:14

we work for you. So, making mandatory dictatorships on us, buying a car that is unefficient and will not work for everybody in this place is wrong at this time.

[Paul Johnston] 19:34:27

You need to turn around and think about What you're actually doing Are you looking on helping the environment?

[Paul Johnston] 19:34:32

We have dropped the pollution level heavily in the in Delaware.

[Paul Johnston] 19:34:37

The cars are now polluting less. Every year the Standard has managed to reduce the carbon pollution.

[Paul Johnston] 19:34:46

Coming out of a car so we have reduced everything there's no beneficial to go into all electric and seth 400, making a grid system that can't support it.

[Paul Johnston] 19:34:55

Try to run, make the port people can't afford a car and dictate how far people can go and travel.

[Paul Johnston] 19:35:03

It will definitely shut down a lot of the farmers because they're, Small farmers, and they have to use their regular vehicles which you would turn around and mandate.

[Paul Johnston] 19:35:14

That they have an electric vehicle which make it unefficient every time I look at everything that you're trying to pass on this. There's no good deal for the delaware citizens.

[Paul Johnston] 19:35:23

It's only a handful of people that are trying to dictate to us every time we go out in into our legislators.

[Paul Johnston] 19:35:30

We are not a dictatorship. We are represented Republic, not a democracy.

[Paul Johnston] 19:35:39

And we need to actually start looking at our legislators doing their job, not appointed personnel that are actually lobbyists for special interest.

[Paul Johnston] 19:35:48

And right now i've watched special interest groups see here, and tell us how great this cars want to be, and they named all their little groups that they belong to.

[Paul Johnston] 19:35:58

None of them actually represents the actual hard working people of delaware.

[Paul Johnston] 19:36:03

We don't have that. That would be our legislators and you basically just dismissed a few minutes ago. One of our legislators for speaking up against this, and Therefore that's a good reason why you should be

[Paul Johnston] 19:36:15

terminated. You do not work for us anymore. you're working for California and special interest again, as a delaware citizen, a Delaware taxpayer, and a disable that I believe that this is the wrong thing for our State

[Paul Johnston] 19:36:28

and all use involved in this should be fired for breach.

[Paul Johnston] 19:36:31

A contract and overstep in the bounds of your employment.

[Valerie Gray (DE DNREC-AQ)] 19:36:36
Your employees. Thank you. My next speaker is Miss Corley.

[Valerie Gray (DE DNREC-AQ)] 19:36:42
Pride, Corley.

[coraliepryde] 19:36:51
Okay, I hope I'm online. Now, you are I can see you

[coraliepryde] 19:36:58
I feel like I need to comment just briefly on the last speaker in the I did not hear you.

[coraliepryde] 19:37:03
Dismissed representative columns. we all listen to him for quite a long time, and he decided to leave on his own initiatives.

[coraliepryde] 19:37:15
So I think that was a strong mischaracterization.

[coraliepryde] 19:37:19
I am very much looking forward to purchasing an electric car before i'm still an age when I can drive and

[coraliepryde] 19:37:29
I I would like to see much more availability of of these electric cars, and this is just one of the reasons that I would like us to adopt this plan.

[coraliepryde] 19:37:39
I also, i'm sure that all we though we have done a lot to clean up our cars in in recent decades.

[coraliepryde] 19:37:47
The fact is that they still any car that burns gasoline. and this combustion takes place in in the local area and in on crowded streets there are nitrous oxide nitrogen oxides and other

[coraliepryde] 19:38:06
materials that are very bad for the health particulates ex organic vapors, and so on, is particularly important that we get rid of this kind of pollution, and our inner cities well, there is indeed, a lot of pollution.

[coraliepryde] 19:38:21
Coming in from Pennsylvania, so on the cold burning plants.

[coraliepryde] 19:38:26
We are also producing some of our own and it's particularly bad, for instance, in downtown Wilmington.

[coraliepryde] 19:38:31
These are bad places for children have to grow when there's heavy traffic.

[coraliepryde] 19:38:37
It's also bad in other places where there's heavy truck traffic, and many major corridors are crossing each other.

[coraliepryde] 19:38:43
They? the air there can be quite bad, and I think the starting to clean up on that is very important thing to do right now as well as is reducing the

[coraliepryde] 19:38:58

Our use of fossil fuels, I don't want my keyboard, stepped on

[coraliepryde] 19:39:06

We need to reduce our fossil fuel use because this is a major

[coraliepryde] 19:39:10

The contribution to global warming. So for all of these reasons I I support this plan.

[coraliepryde] 19:39:16

I hope to say, See, Delaware supports this plan so I can buy an electric car in Delaware.

[Valerie Gray (DE DNREC-AQ)] 19:39:22

So thank you for your work on this. Thank you. Like to pause a moment to ask if anyone else would like to make statement or ask a question, or engage with us on this program.

[Valerie Gray (DE DNREC-AQ)] 19:39:49

Denise Clinton has another comment to raise. Denise

[Valerie Gray (DE DNREC-AQ)] 19:40:04

Tanisa, if you're speaking i'm sorry you may have to unmute yourself.

[Denise Clendenning] 19:40:09

Oh, sorry about that. This is something to go with my other statement.

[Denise Clendenning] 19:40:14

I I would like to know if there is going to be something sent out to the public, because and you can see just by the few people in the call.

[Denise Clendenning] 19:40:23

That so many people don't know about this and you know a few interest groups that are trying to represent a lot of people.

[Denise Clendenning] 19:40:31

It's just not fair, So why are we not getting the public more involved by letting them know, and the best way to let the public know is by now, because they don't know about this these meetings so unless they go

[Denise Clendenning] 19:40:45

under website, and I think that's only there that the people should be involved almost like It's done behind closed doors, and it's It's really not a good thing, especially with something like this or is there going to be some

[Denise Clendenning] 19:41:00

type of mailing done to let the people to let the public know in this state.

[Denise Clendenning] 19:41:04

If this is what is zoom moving forward because you're obviously going to do it.

[Denise Clendenning] 19:41:11

Taking public comment means nothing. I can hear that by what you are all replying.

[Denise Clendenning] 19:41:17

So I would like to know the public made aware of what is going on.

[Valerie Gray (DE DNREC-AQ)] 19:41:21

At least i'd like to address that we hit the department. We provide numerous opportunities through notice through legal notices in the newspapers.

[Valerie Gray (DE DNREC-AQ)] 19:41:30

We try to get we've issued press releases on this particular statement.

[Valerie Gray (DE DNREC-AQ)] 19:41:36

Unfortunately, the Department does not have the funding to to do mailings on every action that we are considering.

[Valerie Gray (DE DNREC-AQ)] 19:41:42

So we rely on you to get to help us to get the word out to your neighbors and people that of like mindedness.

[Denise Clendenning] 19:41:50

To engage with the Department on these matters, so we have to rely on the newspapers.

[Valerie Gray (DE DNREC-AQ)] 19:41:57

Our legal notices our communications through organizations and such to get the word out on on actions that the department is engaged on.

[Denise Clendenning] 19:42:06

It's all So in other words, the taxpayer is going to have to pay for this grid system.

[Valerie Gray (DE DNREC-AQ)] 19:42:12

And all this this stuff. So but but yet you're saying that you guys don't have the money we do not have the money.

[Denise Clendenning] 19:42:21

Unfortunately, you have the money to Take from the taxpayers is what I'm saying to do this whole program and expect people to spend exorbitant amount of money on a vehicle that they don't want so that's what

[Denise Clendenning] 19:42:31

i'm saying, that's okay for you that you don't have the money, but not okay for the people that they can't afford something.

[Valerie Gray (DE DNREC-AQ)] 19:42:40

That's what you're saying. no ma'am it's. Not that I appreciate that we're just going to have to disagree just anyone thank you does anyone else have any other comments.

[Valerie Gray (DE DNREC-AQ)] 19:42:55

They would like to offer. Okay, with that i'd like to just wrap up tonight.

[Valerie Gray (DE DNREC-AQ)] 19:43:03

We are in the public engagement process of our action, and we hope to have a public hearing.

[Valerie Gray (DE DNREC-AQ)] 19:43:11

It the first quarter of the year, and next month we will do 2 additional workshops.

[Valerie Gray (DE DNREC-AQ)] 19:43:18

At 6 Pm. both of them virtually on December thirteenth and the fifteenth.

[Valerie Gray (DE DNREC-AQ)] 19:43:24

We anticipate the department's cabinet secretary making a decision on this matter sometime in the middle of the year.

[Valerie Gray (DE DNREC-AQ)] 19:43:32

If you have comments that you would like to submit to the Department, we recommend that you submit them in writing

to Kyle Crawl, and he's Kyle dot carl at Delaware dot com and you can send those to

[Sherry Long] 19:43:45

him. So with that I really thank everyone for hanging in here it's now Valerie, I apologize.

[Sherry Long] 19:43:54

Could you back up 2 slides i'd like to get a shot of it, so that I can share it for people of, as you said, like mindedness in order to get the word out.

[Valerie Gray (DE DNREC-AQ)] 19:44:03

Thank you, dear, is it this the slide that you're looking at sharing?

[Sherry Long] 19:44:07

Yes, ma'am, thank you just 1Â s thing sure, and our information is available for this presentation on our website, and that's it.

[Sherry Long] 19:44:21

Denver, Dot, Delaware, go, and you can find that under the division of air quality under regulatory development. Thank you.

[Valerie Gray (DE DNREC-AQ)] 19:44:28

I got it so like I said, you can find additional information for this action that we're considering on our website.

[Valerie Gray (DE DNREC-AQ)] 19:44:39

So with that I really appreciate everybody taking time this evening to join us.

[Valerie Gray (DE DNREC-AQ)] 19:44:45

To have a conversation about this program. Thank you so much.