

## 12.13.22 Workshop Minutes Record

### Questions Asked, Comments, Concerns:

604

George Mihalik to Everyone

GM

First time using zoom. very inconvenient not having in person public meetings. It was difficult finding a place with internet fast enough to accommodate zoom.

Kevin Goodwin to Everyone

06:05 PM

KG

A key question is whether what negative effects have been studied in setting these regulations. Since EVs take more metals, they cause more mining damage.

- 1) 7 Chuck Grosick
  - a. Bring vehicles in and inspect by year
  - b. Improve DE vehicle inspection
- 2) 7:01 Susan Vatnick
  - a. Thanked DNREC
  - b. Spoke up fumes and air pollution in DE
- 3) 7:03 John Irwin
  - a. Need to transition to ACC2 rapidly
  - b. Gave supporting comments to ACC2
- 4) 7:06 P Casillas
  - a. Wants to know why there are no answers just going through questions
  - b. When did CA standards become US standards

- c. The model does not work, why CA over federal
  - d. Asked about options
- 5) 7:10 Charlie Garlow
  - a. Gave support to ACC2
- 6) 7:14 Jim Stromberg
  - a. What are we going to do with old gas cars after 2035?
    - i. Disposal, etc.
  - b. Susceptible to catching fire? What are the Hazards or Safety Factors?
- 7) 7:17 David Stevenson
  - a. No reason we need to use CA standards if we are going to keep improving AQ
  - b. Why use 2017 data and not more recent data
  - c. Average cost is too high for components and vehicles
- 8) 7:22 George Mihalik
  - a. ACC2 good in cities – detrimental to urban areas
  - b. Trailers kill vehicle batteries and vehicle concerns
  - c. Voiced pros and cons based on charging station maps
- 9) 7:25 Jordan
  - a. Are there exemptions for fire and emergency services
  - b. Would rather follow federal standards
  - c. Will there be bans on out of state purchase? DE will lose tax revenue on gas vehicles sold out of state
- 10) 7:27 Peggy Schultz
  - a. Drawbacks do not exceed benefits; supported ACC2
- 11) 7:30 Cathy Scott
  - a. Impact on mining the minerals for batteries
  - b. Impact of battery disposal? How will it be efficient?
  - c. Difference on the electric grid?
- 12) 7:33 Jeffery Terrell
  - a. First place lived in that has routine emission testing and increase testing

- b. Gave support to ACC2 and how it will help
- c. Farm EVs are being worked on currently but not out yet

13) 7:36 Syrena Silva

- a. Infrastructure concerns for household charging
- b. Now is not the time to adopt CA or enforce ACC2
  - i. Get the state more prepared before rushing into it
- c. Not enough answers or reassurance

14) 7:40 Sherry Long

- a. Communication concerns
- b. Grid infrastructure concerns

15) 7:46 Sam Chick

- a. Will cost too much money

16) 7:47 James Elliot

- a. Took America 70-80 years to get the grid get set up
- b. Why not wait to implement ACC2 until the infrastructure is there

17) 7:49 Kim Stevenson

- a. What will this do to small business like used car lots?
- b. Let the market and grid control the acceleration
- c. Chooses federal standards

18) 7:51 Rosanne

- a. Need a program for NCC as a potential market before implementing ACC2 on the whole state
- b. City vs. Agricultural needs

19) 7:53 James Kugler

- a. Creating a higher emission demand to support the grid

20) 7:54 Joyce Hoover

- a. The state should be able to say what is right for us not follow CA
- b. Electricity cost and capacity concerns

21) 8:00 Richard Wilkins

- a. Adopt federal standards over CA standards
- b. Need vehicles that have torque (farm)
- c. Lower miles vs commuter vehicles

22) 8:02 Jeff Hague

- a. Agree with Wilkins
- b. Wants a reg. in between CA and federal
- c. What is the impact on small business

23) 8:05 Patrick Smith

- a. DNREC will not listen to citizens

24) 8:08 Dustyn Thompson

- a. Will comment Thursday