

18:00:17 Well Welcome. And thank you for joining Us tonight for our fourth meeting in a series of Public Workshops to Discuss Delaware's proposed Adoption of A Suite of Vehicle Emission Standards recently adopted by California

18:00:33 Tonight, we, will provide you with information about Delaware's clean transportation programs.

18:00:40 We're going to start a conversation with you, about the development of our regulations for reducing Vehicle.

18:00:47 Missions with that let me introduce you to our departments.

18:00:52 Clean Transportation Team I Am Valerie Gray, the Program Administrator with Division Bear Quality, and I'm Responsible for Developing Policies, and Regulations, that Will Help Delaware, Meet the Federal

18:01:04 Not the Zoom Meeting, but I can't hear it

18:01:06 Vehicle, standards.

18:01:10 And with me. Tonight I have our administrative team, Jennifer Children's and Lauren Higden, who are helping to operate the meeting Legislature, and keep our meeting notes, with me also today, is Jim Coverdale He's our program Manager for our Air Toxic

18:01:27 Greenhouse, Gas and Mobile Source, Programs, Kyle Crawl is also with us tonight, and he is our staff Engineer, who is responsible for developing the regulatory documents and we'll be that will be presented throughout this Regulatory, process and he's, also your Point of Contact for

18:01:46 Submitting any additional written comments. You might have to provide us about these workshops.

18:01:52 We also have colleagues with us from our division of Climate, coastal, and energy for important partners with us on our clean transportation program susan love is our program administer for Climate and Sustainability programs and with her is Brian Preston She's our planner, with our Climate

18:02:15 Hey on!

18:02:10 program and she can answer any additional questions. You might have on our complementary programs and policies in support of clean transportation, and I don't believe any of our Colleagues from Della were able to Make it Tonight's Call Jim Pappus who is the director of Transportation

18:02:28 Resiliency, and sustainability and along with him, is Stephanie Johnson, a member of his staff, and if you have Questions, for Depth, do T.

18:02:37 Tonight. We'd love to record them, and then send them over to Jim and to Stephanie to answer.

18:02:45 So with that let me talk about zoom and hopefully by now, we're all used to some virtual meetings, using zoom, and you know how to manage some of those features particularly the mute and the raise hand Button as well as your camera, by using the Zoom Meeting features, this will allow us for you to

18:03:06 use your microphone, to speak. And if you're not familiar with Zoom here's a quick referral on the bottom, right hand corner of your screen.

18:03:15 You should see a mute button alongside, a stop, a video button, or a camera button.

18:03:21 And when you're speaking, we would love for you to use the camera, button.

18:03:23 If you have it so that we can see you the other feature.

18:03:28 I'd like to point out is the chat feature, and throughout our presentation.

18:03:32 Tonight, as you have questions, if you'd like to Jot the down in the in the chat feature, our administrative staff, will read your question to our presenters start with our next slide, we also want to talk about the raised Tm feature, this is a Feature, that's found under the

18:03:52 Reactions on town and when we get to the point where we're in the open discussion format, we would love you to just raise your hand, and we'll identify you and have you unmute yourself, and then provide your Comments, questions, or Feedback we are going, to have some staff Presentations.

18:04:09 That'll take about 30A min of the first Portion of the the call to that we will open it up after the Presentations for your Questions and a Broader, discussion just on vehicle Mission Standards.

18:04:25 So we do plan to record today's meeting, and you may

18:04:31 So that way we'll have a record of all your input as we move forward with toward our public, hearing, on the matter, as well, as the 2 other features that I'd like to point out, there is the ability to have a live translation or live interpretation on the screen and I believe That's, available at the

18:04:50 bottom, if you, if you need to take that service, so with that our workshop, agenda tonight is to go over the advanced clean car program, Discuss Complementary policies and programs that we have hopefully answer any questions, you have regarding these and just an open discussion and dialogue with you about

18:05:15 this these programs. So as I mentioned, we're gonna learn about the clean.

18:05:25 They.

18:05:20 Transportation, and the mission, reductions from the transportation sector.

18:05:37 So let's begin with a quick overview of how the Department Develops Regulations and presents them at a formal public, Hearing, which is the Final, Step, or the or the legal Proceeding that

18:05:54 If you're if you can, if you can mute yourself that would be really helpful.

18:05:59 Say that I'm hearing a little Bit of Feedback

18:06:07 So a quick overview of our regulatory timeline that the Department Uses to develop regulations prior to introducing the matter at Public, Hearing, this past marked our Governor, Directed the Department of Natural Resources, Environmental Control to begin a Process for Adoption of the Advanced Clean Car Amendments.

18:06:27 which include the 0, mission, Vehicle Standards. The Department begins each process, with the development of what we call a start action.

18:06:37 Notice this, is the Department document that provides a brief statement on why a regulations to be amended and adopted all approved Start Action notices or Cens as we like to use acronyms within the environmental field are Posted on the den Recogn administrative Law website under the regulations

18:06:56 tab, so once a sand is approved the document is sent to the Denmark Registrar, and to the members of the House, and Natural Resources and Energy Committee, and the Senate, Environmental and Natural Resources and Energy Committee, with that our next Step Runs Concurrent, throughout the Rest of the Key

18:07:16 milestones, and the development which is the development of a technical Support documentation and the Regulatory flexibility of Act and Regulatory impact Statements, today's meeting is going to help our staff develop these Documents, which are expected to Be Completed in the coming Weeks following Meetings, with the Key

18:07:38 Stakeholders who have identified themselves as either compliance, entities, are having a keen interest in clean transportation strategies.

18:07:45 We hold a series of public workshops to present this program to the Broader public and receive your input and Feedback Comments received Following these 2 December workshops will be accepted through December Thirtieth the Proposed Regulation is in the Anticipated, To Be

18:08:03 Published in the Delaware Register, and It's always published on the First of the month, and that opens our our formal and final opportunity for public Comment Air Quality Staff We'll Develop Documents Necessary for the Public Hearing which Include the Proposed Regulatory, text the Technical Support Documentation

18:08:25 Which includes addressing your comments, that we've received prior to the publication in the Delaware Register on the First Day of the month prior to the Public Hearing, so the Administrative Procedures act requires us to hold a public hearing no Less than 20 days Ago the Publication in the

18:08:44 Delaware Room. The public Hearing is also expected to be sometime in the spring of 23, and with that the comment period will be open for this regulation, and for at Least 15 days after the Public hearing and it could be longer if the Hearing Officer deems, that That's

18:09:04 Appropriate, following the closure of our public comments, Period Air Quality Staff will then prepare a technical response memo that responds to the Comments, received during the Formal comment period which begins the proposed Record which begins once the proposed Regulation is published in the Delaware

18:09:27 Register, They Herring Officer also Prepares, a Hearing Officer's Report, and Makes a Recommendation with the Secretary's Order Secretary, Garvin, Will, make the Final Determination on this Matter Based Upon the Technical Support Documents Prepared for the Public Hearing, your Public Comments, received and the Hearing

18:09:49 Officers Report and his des decision is expected sometime in mid 2,023, because Delaware Incorporates, the by reference, the emission Standards developed from California in Order to Do that we've had to wait until They've complete their Process completely and that is in part because of what

18:10:11 We're going to explain a little bit later some of the things that the Clean Air Act requires.

18:10:14 So Carb has already filed, and the Admin Administrative Law Office of California has already finalized the the adoption of these It's more stringent Emission Standards and that Occurred on November Thirtieth Alright Let's See if I can Change the

18:10:34 Slide, so, what I'd like to try to do. Now, if you'll allow me is I'd like to provide some information and Background Regarding Delaware's Air Quality and explain why we believe further, Reductions in Pollution are needed here, in Delaware Delaware Has Made significant progress toward Cleaner

18:11:00 Hang on.

18:10:54 Air by placing requirements on our industrial and power, Sector, by installing Pollution, control equipment, that reduces their

18:11:04 That reduces their emissions, and, as you and as you can see, there's emissions, right now from the power Sector and Industry only account for about 18% of our overall emissions, for Nitrous, Oxide which is Ongoing Level Ozone Precursor now the

18:11:25 transportation sector is a key source of over 75% of the pollution.

18:11:31 That impacts our ability to achieve the clean air standard set by EPA mobile Sources, and fossil fuels, the power our vehicles account for most of the pollutants, that are in our air today, and these are contribute some of the Diesel particulate if you have a diesel

18:11:52 Vehicle, the Pm, Particular Matter, as Well, as any Small forming pollutants, such as oxides of Nitrogen, and the Largest Portion of Greenhouse, Gases in Delaware also come from our Transportation, Sector, therefore It's, Imperative that we

18:12:10 Maximize our mission, reductions, from all types of air pollutants, so that Delaware can meet our Air Quality Climate and Community risk reduction goals.

18:12:20 Achieving these milestones early on would provide immediate benefits to our communities that continue to bear a Brunt of Poor Air Quality

18:12:30 Huh!

18:12:33 So this graphic really helps us depict what happens with the emissions from the tailpipes of our cars, these Tailpipe submissions emit Nitrogen Nitrogen Oxides, and Volatile, Organic Compounds, which Combine, in our

18:12:49 Atmosphere to form that ground level, ozone, or smog and In Delaware, as we've mentioned our Vehicles, remain, the Largest single source of Emissions, Forming Ozone, Brown, Level, Ozone, Results, in a Number, of Detrimental Health Impacts, especially for our

18:13:07 vulnerable, population, such as our children's, then our elderly reducing, this pollution result in fewer premature deaths, asthma Attacks especially for our children, in narrow an elderly who might have underlying health conditions, we also will Realize Fewer Hospitalizations, for

18:13:25 Cardiovascular and Respiratory illnesses

18:13:30 Studies consistently show that Mobile Source Pollution Exposure near our Major Roadways contributes to an Exacerbates, Asthma Impairs, our Long Function and Increase Is Cardiovascular Mortality, Residents, of Communities, Located near Major Roadways, often the Residents, who have Low Income

18:13:54 Are increased. Risk of asthma, attacks and other respiratory and cardiac effects people in these communities are also more sensitive to and likely to experience the negative impacts of Climate, change, this History, of disappointment, at Exposure to Polluted air makes it essential to prioritize

18:14:15 Disadvantage and Low Income Communities and Households, collectively known as Priority, Populations, and they will Benefit, the most from Reduced Emissions and Cost Saving Benefits of Cleaner, Less Polluting, Newer, Technology, Vehicles, and Alternate Transportation.

18:14:33 By requiring our industrial sources in our power plants to insult solution control equipment.

18:14:39 We see reduction over the years, but our regional air pollution levels remain above Federal health Based standards for ground-level ozone and because these levels continue to exceed the standards, the American lung association continues to give our new castle county a failing great year after year so more, and

18:15:00 More reductions are necessary to protect our health and as I've mentioned particularly those communities located near our highways.

18:15:09 These communities. As I've said, are likely to experience a higher health burden from transportation related emissions.

18:15:19 This slide provides us a snapshot of how ground-level ozone forms on a hot summer day, it shows areas where the ozone was forming in our region, this past June, the Orange Segments Show us where the Air Quality was deemed Unhealthy for those

18:15:37 Sensitive, groups, such as our kids with Asthma or senior citizens with underlying health conditions.

18:15:44 So as required by the Clean Air Act EPA identifies, areas, or regions in the Country where the Health Based Standards are exceeded as not meeting or attaining the Standard, those Areas, we Call Monotame in Areas, Delaware's, new Castle, County along with Maryland and Cecil County are Linked to

18:16:08 the Philadelphia Area as a key contributor to the Regions, that Air Pollution, the key source of air pollution, as I've mentioned continues to be transportation, along the I 95 Corridor, We See higher Emission Levels, for Ozone Precursors, and Particulate

18:16:27 Matter many of our Friends and Neighbors in Delaware and Maryland Travel to Philadelphia, every Day, for Work, and further Contribute to the Emissions in the Greater Philadelphia Area

18:16:39 Now let's consider the impacts of transportation on Greenhouse Gas Emissions, in 2,017, Governor John Carney, committed to Reducing Delaware's Greenhouse, Gas Emissions, by 26 to 28% from 2,000, and 5, levels, by 20,

18:16:57 25, by joining a coalition of coalition of States in the Us Climate alliance.

18:17:03 This target identified to the goal, the Us. Made when joining the Paris Agreement under the United Nations

Framework Convention, a plan for climate Change Affirms, Delaware's, Recognition that State Level Action Is Important to Addressing Climate Change from Delaware's Greenhouse Gas Inventory, our

18:17:24 State's efforts have resulted in an overall emission reduction of about 18 to 30 18% from 2,005 levels, and our climate Action plan that was recently released this past a year ago, in in November of last year continues to identify recommendations to Ensure, that we meet or

18:17:46 exceed these levels. And one of the in the plans recommended actions was to adopt additional measures to reduce emissions from transportation

18:17:57 When we consider the impact, our vehicles have and contributing pollution, we find the vehicles, are now our Primary Source of Smog, forming Nitrogen Oxides and Find Particulate matter that Worse than Public Health, Outcomes Diesel Emissions in Particular have High Levels.

18:18:16 of particulate matter, which is airborne, particles of so and metal.

18:18:20 These costs in an Eye, Irritation and Allergies, and these very fine Particles, also launch deep in our lungs.

18:18:29 Where they can cause us rough respiratory problems, harmful levels of these pollutants, exacerbate, Asthma, and other cardiovascular illnesses, especially in Children, and older Adults, leading to Additional Hospitalizations, and Unfortunately, Premature Deaths, on the Environmental side of this video the

18:18:50 Effects of Car Pollution are Widespread Affecting Air Soil and Water Quality, nitrous oxides, contribute to the Depletion of the Ozone Layer, which Shields, our Earth, from the Harmful Ultraviolet Radiation from the Sun Sulfur Dioxide

18:19:07 And nitrogen, dioxide mix with the rainwater, to form acid rain, which further damages crops, force vegetation in even our buildings, Oil and Fuel, Spells, from our Cars, and trucks, seep into the Soil, near our Highways, and Discarded

18:19:24 Fuel and particulates from vehicle, emissions contaminate, our lakes, rivers, and wetlands, our overburden and underserved communities that resign near our major highways, are just portionally impacted by pollution from where vehicles the

18:19:41 Tailpipes, emissions weresen, the health of our children, who suffer from asthma or our elderly with Copd and other chronic conditions gasoline, powered, Vehicles, are also a Major Source of Air Toxic such as Formaldehyde and

18:19:59 Benzene Health effects at low levels result in from breathing formaldehyde can cause eye nose and throat, irritation at higher levels formaldehyde Can Cause, Skin Rashes, Shortness and Breath, Wheezing, and Changes, in our Lung Functions, We Need

18:20:16 To reduce the exposure to vehicle pollution for our communities that are disproportionately impacted by this pollution in order to reduce the Impacts of Air Pollution, the Department works to identify major sources and what control technologies are available then we Draft Regulation.

18:20:37 Recording those sources to meet a mission standards, which begs the question, what can Delaware do, to mitigate the Harmful Impacts, to our Health, and our Environment that are attributed just from the operation of our vehicles

18:20:52 So if you'll bear with me just to bit longer. I'd love to provide you with a very quick tutorial on the clean air act and what mechanisms are in place for us.

18:21:02 In reducing vehicle, tailpipe, emissions, yes.

18:21:06 Valerie! Hi! I would just like to say that the chat is going to be turned off.

18:21:14 If there are attendees, that cannot follow common decency and

18:21:23 If they would please, wait until the end of the Presentation to ask their questions on chat we will certainly get them. Before you.

18:21:31 However, we are having a hard time maintaining the chat with what is happening at the moment, and I would just like to ask all the Attendees to please keep their comments, professional and

18:21:46 Thank you.

18:21:47 Sure. Yeah.

18:21:49 If I if I may ask, however you did say at the beginning of the Presentation, that people should put their comments, some questions in the Chat, I Enjoy that some people are being rude, but you know that was a direction that we were given and we were also told that people would be responding to some of

18:22:07 those questions I haven't seen a single response. I'm just stating

18:22:11 I can't answer questions. When I have 20, negative attacking comments coming up at once.

18:22:19 I, I,

18:22:19 So we will definitely take our time to look through those. And I certainly appreciate your response.

18:22:26 Yeah

18:22:32 Unfortunately that

18:22:26 Thank you for being hitched, and we will try to answer any questions and if if the Chat becomes unmanageable We'll do our best so

18:22:35 There will be a question and answer excuse me. There will be a question and answer session at the end of the meeting.

18:22:43 We are going to go through the information first and then we will respond to raised hands and questions.

18:22:35 Unfortunately, that seems as

18:22:50 However, no personal attacks will be tolerated

18:22:53 But that seems as inappropriate

18:22:59 You know it's an it's inappropriate.

18:23:02 The entire presentation without allowing this to be a feedback session, and and shutting people down.

18:22:23 Thank you.

18:23:09 Is just making people more frustrated and angry

18:23:11 It is a feedback session. Once the presentation is complete a lot of your questions.

18:23:16 Were answered during the presentation

18:23:19 And listening to the presentation, and none of my questions have been answered.

18:23:24 I haven't been able to see any questions on on here from you

18:23:25 So please don't, please don't don't assume that you're that you're speaking for me.

18:23:30 I'm I'm asking questions, and you know to me, what you're doing and what this speaker is doing is saying, I don't care.

18:23:38 What you all say. We're going to push this through regardless. That's what it's saying to me and it's in fairly new

18:23:58 This is our fourth public workshop to discuss this with the public.

18:23:47 I have to make plans to leave Delaware. If Delaware is going in this direction.

18:24:05 We are taking a lot of effort and time to hear feedback from people.

18:24:11 And we will have an opportunity for that after the conclusion of the presentation, thank you

18:24:22 So in returning to the presentation Congress provided us with 2 mechanisms, or tools, for Addressing, the Vehicle Missions Federal Action through Admission Standards, or the the Adoption, Or More Stringent emission Standards, through What California has Adopted and this is all provided through Us through the

18:24:44 clean air, act in Section 1 77. The Federal emission Standards for Vehicle, known as Tier 3.

18:24:52 Engine Standards were adopted by EPA. In 2,014, and they limit the amount and they also limit the amount of Sulfur, and Gasoline, and Reduce, the Knox and other Pollutants the Federal Greenhouse Gas Standards, and Initially Covered Model, Years 22 through 25 and were recently

18:25:13 Amended last December to include Model Years 23, through 26

18:25:20 EPA announced in March 3, Issuance of the California Waiver, under section 2, O. 9 of the Clean Air Act for the 2,000, and 12, advanced Clean Car, one, Program which included 0 Mission, Vehicle Sales and it

18:25:42 EPA, also withdrew the prior Administration's interpretive view of the Clean, Air app.

18:25:48 Section 1, 77, that States may not adopt California's greenhouse Standards, pursuant to section 177.

18:25:58 Even if EPA has granted a waiver for such fuel standards with that action, states can now continue to adopt and Enforce California's Greenhouse, standards under section 177 so long as they meet the requirements, of that section

18:26:15 So the question becomes that some folks have is, what are the 1 77 states these are the states that have adopted the more stringent emission standards.

18:26:26 And these 17 states are the green States indicated here, with Pennsylvania and Delaware in brown, because we did not adopt the Zoo.

18:26:35 Mission Standard with advanced clean car one. We've also been told that North Carolina, is also working on adopting the standards.

18:26:45 So Congress provided us with 2 mechanisms, or 2 options, when it comes to reducing the pollution from our cars, and trucks we can adopt more stringent emission standards.

18:26:58 Or we can accept the weaker, Federal tailpipe emission standards by adopting the stronger Emission Standards, the California establishes we can realize that we have protected ourselves from future administrative for all that of these standards and get Deeper, reductions in pollution.

18:27:19 From our cars and trucks. However, when we do adopt, we have to check some boxes in doing so.

18:27:26 These standards must be identical to California's emission standards.

18:27:30 So if we choose, the more stringent emissions standards for Delaware, we must have identical regulations.

18:27:37 We also have to provide 2 years, advanced notice to the auto manufacturers to provide for those vehicles, so in Delaware, if we adopted these standards that go from 26 model Year 26 through twenty-thirty-five we would Adopt
18:27:56 Our program to begin and be effective with model year 2,027, which in actuality is January the second of 26 I know that's confusing but that's how these things were decided, in the Federal Regulations so I'd love, to give you a little bit more.

18:28:15 Background, on our vehicle Regulations Delaware Adopted California's More Stringent Tailpipe Emissions Known As Advanced Clean, Car One, over 10 Years ago and They're in Place today, and We Adopted 2 of Those Elements, but there are 3 Complete Elements, of the Program the Love

18:28:32 Program provided increasingly stringent emission standards, for both criteria, pollutants, including precursors, as well, as Greenhouse Gas Emission Standards for New Passenger Cars, Through model year 2,000 and 25 the Love 3 or the Low Mission, Vehicle 3

18:28:52 Criteria standards were developed to address the continued increase of driving throughout our State, while also Improving our Air Quality in 2,000, and 12 Karb adopted new emission Standards to reduce small forming emissions, beginning with most Year 2,000, and 15 Implementation, of this Regulation was Estimated to

18:29:13 Result in emissions of 75 per less, 75% less smog forming pollution by 2025 than the Average Vehicle, that was sold in 2,012 the greenhouse, gas component was developed in coordination with the Us.

18:29:32 Epi, or the environmental Protection Agency, as well as the Height National Highway, Traffic.

18:29:39 Safety Administration, 41, national program, that harmonized, both Greenhouse, Gas and Tailpipe, emission standards, along with the Fuel Economy Standards, which we know is the cafe Standards, the Zf Requirement or the 0 Admission, Vehicle Requirement is designed to Achieve the

18:29:59 Long-term Emission, Reduction Goals require auto manufacturers.

18:30:03 To offer a specific number of the cleanest cars available for sales

18:30:09 These vehicle Technologies, include full Battery, Electric Hydrogen Fuel cells, and plug in Hybrid Vehicles, over the last 30 Years, the Zeb, Or the 0 Mission, Vehicle, Requirements have been Modified to reflect the State of Technology, the Modifications in 2,000 and

18:30:28 12, along with the other, 2 advanced clean Car elements, have set the market on a path towards 0 admission, vehicle, commercialization with the Resurgence of Battery, Technology, Enabling our Auto, Manufacturers, to Offer Competitively Priced 0 Mission, vehicles

18:30:47 To to our consumers, since 2,010, more than 1 million emission vehicles and plugin hybrids have been registered in California, and beginning with Model Year 2,022 our automakers have announced over 60 New Vehicles, Entering the market and additional Vehicles, are expected to Be

18:31:08 Introduced by the year, model year 25, and the latest trade news says that They're looking at about a 150 different vehicles, so with that we have to answer a question what is the best program for reducing vehicles, in reducing, vehicle

18:31:29 Emissions in Delaware that will improve our Air Quality and reduce those harmful impacts on our near highway communities.

18:31:37 Here's what we know. Delaware and the greater Philadelphia Area remains in non attainment for the Health Based Ozone Standards, We're Obligated under the Clean Air Act to Identify and Implement Additional Policies, and Regulation to Reduce Ozone It Pollution

18:31:57 Vehicles are a huge contributor to the ozone Formation, industrial sources and Electricity.

18:32:05 Generation have already addressed and are well controlled and we still need to ensure that all our communities are protected and as a state already experiencing the Impacts of Climate Change we also need to address the sources of Greenhouse Gas emissions

18:32:24 So the Climate Action Plan released last year, recommended that Delaware Consider Adoption of all 3 components of Advanced clean car in order to close the Gap and Meet our Greenhouse Gas Reduction Commitments, and in March of this Year our Governor, Directed the Department of Natural Resources and Environmental Control We

18:32:47 begin this Regulatory Development process for Adding 0 Mission Standards and Requirements, to our strategies for Reducing Image Following Missions from our Cars

18:33:03 So let's remember our current vehicle program has been in place since model year 2,014 and continues up through model years, 2,025.

18:33:14 Gasoline, and diesel powered, Vehicles, and On our on the road will remain on the road, adding the 0, Emission Vehicle.

18:33:25 Element only addresses its delivery of new Vehicles for Delaware, and let me clarify the proposal.

18:33:32 Does not impact off road farm equipment, vehicles, weighing more than \$14,000,

18:33:42 So so let's talk about what the vehicle emissions standards are what that means for us.

18:33:48 Here In Delaware who has the compliance obligation.

18:33:53 Well That's our auto manufacturers, or car makers.

18:33:55 They'll produce, and deliver for sale, new vehicles that meet these emission standards.

18:34:02 The what is well Delaware will re, realize real reductions in vehicle emissions from Passenger Cars, Light-duty, Trucks, and Meetings, Duty Vehicles, the when this will Comeence, beginning with Model Year 27 which As I.

18:34:19 Said, begins on January, so 2,026 new passenger Vehicles and Light Duty, Trucks delivered for Sale In Delaware, will Be the where recall that the Autos have Announced Numerous Products of 0, meeting and expect to have over

18:34:38 100 products, in the coming coming years. So the the how well, this is gonna reduce emissions from transportation and help Delaware meet the Federally Established Health-based, Air, Quality Goals and as We've said Transportation Emissions Impact our Communities, Located near our

18:35:00 roads, and highways.

18:35:06 So as we said, the who has the compliance, obligation.

18:35:11 This is our auto manufacturers. For GM.

18:35:14 Although Volkswagen and the Others. So this means you as a vehicle, owner, do not comply with this, program, the first program, does not Ban Gasoline or Diesel, vehicles the proposal does not prohibit you from Registering your Gasoline, or

18:35:30 Diesel vehicle compliance is achieved by the Auto Manufacturers Designing and Producing and Certifying their Products, to Meet the Requirements, before Delivering those Vehicles for sale in Delaware many of these large auto

18:35:46 manufacturers have already announced their plans to develop and these 0, emitting vehicles and deliver them to mark some have announced goals to be completely carbon-free by

18:36:01 So this thank you some of those vehicles of what we're talking about when in the the 3 classes of vehicles, class, 1, 2, and 3, and they have them done by weights, so these enclosed our light-duty passenger, Cars, up through some of our

18:36:18 Medium, d duty, delivery, vehicles, in the Us Postal Services, Working on Getting their Vehicles to Be Elected as Well, As Amazon and other Large Warehouse, Businesses so you, may have seen recent Announcements of Commercial Showcasing these New

18:36:38 Vehicles. the automakers are producing many manufacturers have announced numerous new electric vehicle products with over a 100 and 50 expected by modeling to 25

18:36:53 So when does compliance begin we've already mentioned that it begins with Model Year 27, which is actually modeled it begins in Calendar year 26,

18:37:05 So we remember advanced clean car applies to vehicle manufacturers, and not vehicle owners, meaning.

18:37:13 If you currently own a gasoline, or diesel, like duty vehicle, this program, element does not apply to you, you'll continue to register vehicle with Vm being similar as you do today, on average the delaware new auto dealers will sell approximately about

18:37:30 45,000 cars in this graph shows us, where we project, those vehicles to be 70% of our vehicles in 2,035 are expect to be gasoline, or diesel, vehicles.

18:37:45 So let's take a quick look at the Delaware Regulation Proposal We're proposing to change the title from the low Emission Vehicle program to advance Clean Car We're Going To Amend the Applicability and Add the 0, Emission, Requirements, to our

18:38:02 Incorporation, by reference.

18:38:13 We also will have flexibility mechanisms within the regulation

18:38:19 That will provide the Automakers some ability Flexibility for components with the requirements, these requirements again, plug-in, hybrid flexibility, some environmental, justice, components, enable, the manufacturers, to fulfill a Portion, of their total Annual.

18:38:41 Zeb Requirement with additional vehicle values earned by providing vehicles and plugging Hybrids for in Use Community-based Clean Mobility, programs that we would have to establish as well, as provide additional Credits, by meeting a Portion, of their Zoom Requirement Vehicles

18:39:04 In, there were sold at the end of a lease, could also receive credits for participating dealerships.

18:39:10 This would allow lease vehicles, in Delaware and sold at the end of the lease to dealerships participating in a financial Assistant Program Will, Earn an additional Vehicle Products and then it and then one more program that will provide some Flexibility and adding

18:39:30 Credits is a low income program for providing 0 mission vehicles and plugin hybrids that are below the manufacturers suggested Retail price and and this will add and earned Credit that they Can Earn in Model, years, 2026 through 2020 and some of these

18:39:50 Will enable them to do make early credits, and then finally, they can manufacturers can fill a portion of their total annual 0 mission requirements, with early compliance values that they earn by providing those vehicles prior to the onset of the program commencement, and

18:40:13 The final flexibility mechanism, that the program Provides is that for model years 2,026, through twenty-thirty

18:40:21 The program will allow pooling which allows the manufacturers to move specify percentages of excess credits, and that they earn in other States, do you use in one another state, where there's A shortfall Relative to the requirement

18:40:39 So our productive analysis that we've done to project our mission reductions.

18:40:44 We show that the total initial, is reduced by 2035, that we will realize in Delaware over 541 tons of Knots, Reduced, a 100, and 40, Sorry, 40 Tons, of Particulate, matter and as well as a reduction of 5, point 7 million, Metric tons, of Co. 2

18:41:09 The Annual Health Outcomes of Delaware's Adoption of this Program were Estimated using EPA's Cobra Model the Cobra Model Estimates the Change in the Number of Cases and there Economic Values for Particulate Matter, Associated, Health Effects, so it really Only Focuses

18:41:29 On Particular and in General Adopting this Program, Reduces, On-road Mobile, Source Emissions and Gasoline Production, and Distribution, Emissions, but would increase slightly the Electric Generation Emissions, but then that Benefit, that Would Be Realized, by Delaware, it would Be Approximately 24 million Dollars

18:41:52 In looking at the total cost of carbon. This is the direct any Direct Cost phone does not result in direct costs on Us, as individuals or vehicle Owners, but we are affected, indirectly, vehicle Manufacturers are Expected to See increased Costs as a Result of

18:42:14 the requirements of the program, and they will likely pass those costs onto individuals through higher vehicle prices.

18:42:21 Thus it is important for us to understand the indirect costs to our individual consumers.

18:42:29 Most 0 mission vehicle, purchasers are estimated to realize a significant operational savings through reduced Fuel and Energy Costs, prepare In Maintenance Costs, such that the total cost of Ownership, Results, in an Overall Net Savings, within the first year of vehicle

18:42:49 ownership, the total cost of ownership does not incorporate financial incentives, because you may not know what those are.

18:42:58 So what we realize is that for home charging, we'll see approximately \$8,600 in in saving, and if we charge at home if we have to use a public charger, We're still going to have a savings of about \$1,500 if we have a plugin hybrid with

18:43:19 a home charger. We're not necessarily going to see a realize, a total cost savings

18:43:26 I want to do a time check before we move on. Superann

18:43:32 Jennifer do you have questions that we can answer quickly before we move on to again.

18:43:38 There are a couple of questions about arriving at the figures that you have in Slide 27 and slide 31 and

18:43:50 So that that one seems the most relevant to your portion of the presentation.

18:43:57 If you wanted to go back to slide, 27 and slide, 31,

18:44:14 Is there a question.

18:44:16 Oh the question, is, How did you arrive at the figures in the slide

18:44:19 Oh, I'm sorry. Okay.

18:44:21 By 28, not 27,

18:44:24 Oh, the the chat had 27. I guess, look at 28,

18:44:31 Sure, so this this slide actually comes from the California regulation.

18:44:37 This is this is the increase in the projection of the fees, and this slide was taken based upon 45,000 vehicles.

18:44:45 And looking at just projecting out the Number of Vehicles, using the information here, the percentages that would be delivered to us, it's a very rough estimate of the number of vehicles that would be in our fleet overall so you can see the 0 mission vehicles, the

18:45:02 Green line, would increase and as vehicles age and come off,

18:45:07 We would offset that by gasoline, and diesel vehicles, so 70% of our fleet is expected to still be gasoline and diesel vehicles, and 30% of the fleet is gonna approximately, be overall the 0, mission vehicles, but our

18:45:27 Total emission. Our total vehicle fleet is about 900 1,000 vehicles, it's, the very Back of the Envelope, kind of estimate, next Question

18:45:40 Slide 31, also the figures on how you arrived at those figures on Slide 31,

18:45:51 Sure these are our mission calculations, that we've done based upon the number of vehicles, and the offset emissions, reduction that we would receive they're using emission factors.

18:46:02 Okay. One, final question before we move on, because I think a lot of the questions that have been coming up in the chat will be answered by brands presentation.

18:46:14 But most folks want to know why this isn't coming up for a vote or why, it's not being done through legislation. And why it's being done through regulation if you could review that again, I think that would be Helpful

18:46:28 Well, sure, through our Governor has directed us is the Department of Natural Resources, and Environmental Control.

18:46:36 To begin a regulatory development, to adopt a mission standards to Title 7 chapter 60.

18:46:43 The legislature gave the department, the the authority to address emissions and Pollution, and the reductions therein, which we do by regulation.

18:46:58 Okay, I think, some of the other ones we can address

18:47:07 Okay, then I will pass the mic over to my colleague.

18:47:11 Brian Preston, with our Division of Climate Coastal and energy.

18:47:16 Ryan.

18:47:17 Thank you, thank you, Valerie, as Valerie said, my name is brian poison.

18:47:21 I am in clean transportation, program, Manager for the Division of Climate, Coal and Energy.

18:47:26 So part of my presentation is to kind of go over some of the complementary programs and policies, and It's sentence that we have in place to kind of Help, Smooth the transition, into a 0 emission world and so some of these slides are going to answer a lot

18:47:42 of the Infrastructure, Questions, that we've got, and I'll be happy to answer anything else.

18:47:46 So if you want to advance to the next slide, please, Valerie

18:47:50 So as Valerie's mentioned. The transportation sector is the largest contributor to air pollution, and it has been for for some time.

18:47:58 We know that the pollutants that come from tailpipes, have all kinds of negative effects on the environment, and on human Health, as you saw in that slide which is why the Foundation, of that Clean Air Act Is to Improve public Health Model show that 0 and mission Vehicles, will have the Largest Impact

18:48:12 on our Greenhouse, Gas reductions, not only here in the State, but nationally and global, the technology, right now is electric vehicles could be hydrogen, Fuel, Cell then 2030, 50, years from now, at that technology, Might, be something, completely, different, but Right.

18:48:27 Now, it's electric vehicles. And so that's where our focus has been with the complementary programs and incentives policies that have been put into place, next slide, please

18:48:39 So, our most public facing program that we have has been foundational to our progress.

18:48:44 We've made so far. is the clean transportation incentive.

18:48:48 Program that program has been in place since 2,015, and continues to grow and change with the market, our first funding round, which was in 2,015, and 16, only paid out 292 rebates and since July, of last, year of 2,000, and 21 we have issued over a

18:49:04 1,000 rebates between our 2, programs which are a program for ev electric vehicles.

18:49:11 That gives businesses and residents. I'm sorry.

18:49:13 Yes, this, is the residence up to 2,500, for the purchase or least of a plugin hybrid, or a Battery, Electric Vehicle, under 60,000 and every Bait, Program for the Purchase of Charging Stations we do provide more Funding to those who Live

18:49:25 in multi-family. As well, because a large percentage of people do live in that type of housing and at home charging is a barrier for these residents to purchase an ev so many complexes in the state particularly in newcastle county have recognized this and the value of

18:49:41 Offering this amenity to their tenants, and are beginning to install them.

18:49:46 Next slide, please so to kind of start addressing the questions on Infrastructure, and to Curve range anxiety, Delaware has a few Funding Opportunities to expend our Eb Fast Charging Stations here in the State under the Volkswagen Mitigation Settlement

18:50:03 Delaware received 9.3 million for admission reduction programs and States were allowed to use 15% of those funds to extend their eb charging network in their States Delaware, chose to use it's 15% which is 1.4 million to expand the fast charging network

18:50:20 Here, through the competitive Rfp Process, we did receive 8 million dollars in funding.

18:50:24 So we had some hard decisions to make. But we did choose 14 locations that include downtown, locations, hotels, and traditional gas stations.

18:50:34 Those projects are underway we are in the contracting phase and this project should be completed within the next year one of the many Light Items under the Bipartisan Infrastructure Law.

18:50:43 Is the national, electric, vehicle formula funding, or what we call Neve over the next 5 fiscal years.

18:50:50 Delaware is going to receive 18 million dollars for the Installation of DC fast Charging stations.

18:50:55 Along our States, alternative, fuel corridors which are Roots 1 113, 13, and i.

18:51:03 95 there are specific requirements for their supporting and there's.

18:51:08 So there must be at least 4 ultra fast charging stations.

18:51:10 At each location, and each location must be no less than 50 miles apart from one another and no less than one mile off the Highway, Since Delaware is so small that won't take us long so we expanded, that Goal, out further and picked a Goal of 25 Station, or Excuse

18:51:26 Me best Charging Stations. Every 25 miles the Nebula funds will also be deployed through the Competitive Rfp for Rfp Process, as the State of Delaware does Not Plan on Owning and Operating the Fast Charging, Network here We are just

18:51:38 Simply going to be the funding mechanism for that once the Us, Department of Transportation Secretary Declares Delaware's Alternative Fuel corridors are built out.

18:51:47 We will be able to use the Remaining Funding for Community charging to include rural areas, Disadvantaged and underserved communities, and those living in Multi unit dwelling Communities there is also additional line items and other a a another programs, that will also support the Infrastructure, build

18:52:06 Out, the Max shown here is equipped Snapshot of where the Plan locations are for DC fast charging, we'll that we're where those proposed locations will be between the 2 Funding Opportunities.

18:52:19 And so as you can see, ev drivers will have plenty of opportunities to fast charge.

18:52:22 Along Their Journeys and We're also paying attention to what the Surrounding States are doing and where their Plan locations are so Drivers will Feel confident that they can move about and Get a charge and not have fear that they will want out of a charge next slide please

18:52:37 The, Energized Delaware Or Delaware Sustainable Energy Utility has recently introduced any grant program that is available for local and County Governments, which Produce Provides up to \$500,000,, for the Purchase of Electric Vehicles, Charging, Stations, Electric Motorcycles, and

18:52:52 Electric loan equipment. Lookal and County governments can also use the the funds for feasibility studies to help them transition their fleets, to Public excuse Me to 0 Emission Vehicles, and equipment, next Slide Please Delaware, our Del Marba Power, and the

18:53:09 Delaware, Electric Co-OP offer programs for ev drivers to save money, while charging their vehicles during Off Peak, Hours, the Electric Co-OP has a Program for Customers who Install A Charge Point, Home Charger, in their Home, and They can Receive a Billing Credit of \$200,, plus An

18:53:24 Additional \$5 a month during those off Peak, Berbie, the Peak, Months Eligible, Del Mar of a Power, Customers, can Take Advantage of a Special Time of Use Rate, Program, that they have and that Program, Provides, the Benefit of Reduce Electric Bills for Customers when they Charge, their Vehicle.

18:53:42 During off Peak hours. I saw some comments in the chat about the the grid not being ready for the electric vehicles, and so please know that we continuously set up the table with all of the Utilities here in Delaware and then Surrounding States to make Sure that the the

18:53:57 Transition and that the grid is prepared for the transition of more electric vehicles on the road.

18:54:03 So please know that they are at the table and part of the conversation, as well next slide.

18:54:09 Please over the last few years. There has been an increase in need to create the ordinances and regulations and codes relating to ev charging.

18:54:16 And so in 2,019 the public service commission determined that ev charging stations are not actually considered a utility and actually it would not be regulated aside if you Live in Newcastle County the newcastle county government passed, a requirement that all new construction that means parking lots

18:54:32 Residential, Housing and Commercial Buildings must be considered ev ready or make ready, meaning that the sites must be prepared for ev charging there should be dedicated circuits, on the panels Conduit Ron Etc the Site needs to be ready for a Property Owner or Homeowner to

18:54:48 Install a charging station. Should they decide to the State also recently passed a law, directing the Cities, of Wilmington Over in Newark to develop Ordinances for Residential Street, Parking that role that law requires cities, with the Populations over 30,000 which is why it is specific to

18:55:04 Those, 3, cities, these ordinances will likely be shared and copyrighted by other local governments to use when planning their ordinances, codes and Regulations for their specific towns next in last slide, please as I mentioned a few Slides, Back one of the Funding Opportunities that will be Available

18:55:20 For charging is through the national electric vehicle, Infrastructure, Formula, funding which is that line on the line item under the bill, bill states are Required to submit a plan to the Federal Government demonstrating how those funds would be would be spent that plan was submitted and

18:55:37 Recently Improved we recently Approved and We're just kind of Waiting for Further Guidance, from from the Federal Government.

18:55:43 We are also developing a statewide ev infrastructure plan that Delta and Denrek has initiated that process through consultation with a this plan is intended to be a living document and will Initially tell Us, for charging station should go and what Types what the ev deployment is

18:55:59 Going to be over time, and what that charging station should deployment should be to match that adoption and we're really gonna focus on our disadvantage communities, rural areas, and most living in multi units dwellings but in the the plan is intended to help current ev drivers and also

18:56:14 preparing areas that do not have higher adoption rates, and then part of developing these plans is stakeholder and public engagement.

18:56:21 So we have had 2, public, working, or 2. Ev working groups, and We've also had our public workshops and engagement, opportunities for those 2 plans, as well and then lastly, this past Legislative, Session the Governor, Reinstated the States, Energy Advisory, Council, with

18:56:37 the directive to update, the State's energy plan this plan will include energy needs for transportation, and use Projections for Evs in their modeling and their planning efforts.

18:56:48 And this is ensure adequate generation and transmission to meet the upcoming transition.

18:56:53 Needs, so I believe that that is my final slide.

18:56:57 So we'll go into the next next. Part. Thank you

18:57:02 Thank you. Brian, before we had been up tonight's conversation with your questions and discussions I would last that you'd be considerate, and you limit your port to to this program please use the raised Hand Feature, and we'll call you on calling you in order all comments, received must be limited

18:57:24 solely to the subject matter of tonight's workshop in order to ensure that everyone who wishes to offer comment tonight, we also offer an opportunity for you to submit comments in writing and we will accept those for this workshop through december the thirtieth I also want to

18:57:42 Point out that there's an additional opportunity through the public hearing which will occur sometime in early spring, of this year of next year.

18:57:50 We'll offer an opportunity for receiving your comments.

18:57:56 And lastly, the ultimate decision regarding this matter is made by the Denrack Cabinet Secretary Garvin.

18:58:02 This workshop. Tonight's acts as a mechanism to enable the Department to receive your Feedback, and answer your questions.

18:58:10 You might have regarding this proposal so we really, ask you to keep your questions and feedback to the proposal.

18:58:17 And this topic of Advanced Clean Cars and Should Delaware look at the Federal Mission standards.

18:58:24 Or should we consider more stringent admission standards.

18:58:28 So we ask you again, to please be civil and courteous.

18:58:30 When speaking, and as we we've already said, there will be 0 tolerance for disparaging comments, offensive language, and personal attacks, so here's what we've heard so far in our november workshops and in general this is what we've heard from others who've

18:58:50 Participated or submitted comments in writing, that those who support Delaware needs further admission.

18:58:57 Reductions from our vehicles. We also are concerned about the emission impacts to our communities, especially our sensitive populations, they also say that this will ensure vehicles, are available in delaware and the vehicles will be Cheaper to operate and maintain those that don't

18:59:14 support. Now again, these are just comments in general, the Delaware does not need further reductions in vehicle.

18:59:22 In our vehicle pollution. We don't have the charging infrastructure in place, and we believe that this will limit consumer choice, and the vehicles are also too expensive, and this is just what We've heard in general there are many others that we've heard as well, and those Will be

18:59:41 Compiled and placed on our Comments on our website so with that let's focus your attention to the proposal,

should if we fail to reduce vehicle emissions, we will, need to find, additional reductions, elsewhere, with Industry our power, Plants, even residential community and intel s

19:00:02 sources. So with that let me please recognize our first hand raised.

19:00:09 I have this correctly, I believe it is Mr. Chuck, Mr.

19:00:16 Garcia. Would you like to unmute yourself, and make your comment

19:00:20 Yes, can you hear me?

19:00:22 Yes, I can thank you.

19:00:24 If you're a so, if you're so concerned about vehicle emissions.

19:00:28 In this state, instead of adopting these processes of of Shoving, Electric vehicles, down Everybody's why don't you Adopt a process, of vehicle Emissions like other States have, done where vehicles are actually brought in on a yearly basis, and They're Inspected for the the

19:00:46 Emissions, that they are emitting Delaware, State inspection.

19:00:50 Right. Now, really is a joke as far as for safety inspection, and as far as for vehicle, emissions, inspection, so I I don't understand why you're you're you're forcing everybody into an electric vehicle, when you could police the vehicles you have

19:01:04 Right. Now, and you would lower your emission standards right up right at the Bat. Why don't you adopt the Vehicle Admissions program

19:01:13 Thank you. That's an interesting point. So our next comment, or handraise, I believe, is Susan, that nick hopefully I've said your name correctly, Susan, would you like to unmute yourself.

19:01:26 And provide your questions, or comments.

19:01:29 Thank you.

19:01:32 Hang on.

19:01:35 Hi so my name is Sue Vonick and my husband, and I live in Northern Delaware, and I'm originally specialized teacher, and a mother and first I want to thank you all for all the Efforts in putting these Workshops, Together, They're Incredibly Informative and Very Helpful in

19:01:51 terms of just giving us a clear idea of what this would all look like my family lives in a neighborhood very near Interstate 95 in Newcastle, County, over 30 years, we've lived here I worried a great deal, about the exposure, to air Pollution, that my family has experienced every time I clean

19:02:07 the windows of our car, or house. I'm wiping my black engine, Soot, the Black Glime crime is what I see I what I can see but what Isn't Visible are the Plumes of Dirty Air Drifting over our Neighborhood and other Neighborhoods in our State

19:02:21 and proximity to Major highways these fumes are known to cause increases in the risk of cancer, asthma, heart disease and other illnesses, according to the recent report as you Mentioned the American Lung Association transportation, And Electricity are the leading Sources of Unhealthy Air and Pollutants

19:02:38 that are causing climate, causing our pollution. Problems in in our State, Newcastle, County, where I live received a failing grade for ozone levels from the American Lung Association State of the air Report Transportation Emissions, was the great largest source of Greenhouse, Gas Emissions, in

19:02:54 Delaware, in 2,018 passenger cars and small trucks made up 60% of Delaware's.

19:02:58 Transportation, Emissions and the American Lung Association's Recent report.

19:03:03 It was found that the national shift to 100% sale of 0 emission passenger vehicles in 20 by 2,000, and 35, and Medium to heavy Trucks, by 2,000, and 40, coupled with Renewable and Electricity, would generate, over 1.2 trillion, in public

19:03:18 Health benefits between 2020 and 25. I care about the health and well-being of my family and my fellow Delawareians.

19:03:27 Clean Air is a necessity, and a right for all of us.

19:03:30 And we must, we must consider our future of our kids and our grandkids.

19:03:34 I urge you to move forward and adopt the Acc.

19:03:37 2 program for Delaware. It's the best tool States have for slashing emissions from the transportation sector.

19:03:42 Thank you.

19:03:44 Thank you for your comment. Our next hand raised, I believe, is Mr.

19:03:48 John Irwin, would you like to unmute yourself?

19:03:51 And Provide, a sharp comments, or questions.

19:03:54 Thank you, my name's Shannon. When I live in Newcastle, County.

19:03:58 I'm here because we need to move rapidly to the channel transitioned to a clean transportation system here in

Delaware now is the time to Adopt.

19:04:08 This advanced clean cars Rules as adopted by California.

19:04:13 We need to do this because we're in a climate emergency.

19:04:16 That's driven and made worse by the emission of greenhouse gases, like those produced by gasoline and Diesel Engines, transference is the largest Sector, causing these emissions for Delaware and the Us.

19:04:29 Climate scientists have made it clear that we need to take decisive action.

19:04:32 To reduce these Greenhouse Gas emissions over this decade we also need to do this, because we have a large problem with young people.

19:04:39 Suffering, from asthma, older people suffering from long damage our poor air quality, across the State is particularly affecting, low income and underserved communities.

19:04:51 Your industrial and other heavily traveled areas. We need to make our traditional gas burning cars, pollute less and transition to clean cars, that will not add dangerous fumes to the air following the advanced clean cars, rules would make a huge difference by 25 reducing the

19:05:11 Nitrous, oxide emissions, by 79,% particulate matter, emissions by 48,% sulfur, dioxide emissions by 48,% below, 2021, levels, here in Delaware, you need to adopt these rules also to be able to find

19:05:28 Electric cars, here in Delaware and our dealerships I don't want to have to go out of state, to find a car.

19:05:34 This program will make sure. We can buy these here in Delaware by 2026.

19:05:39 Are there going to be problems to solve? Yes, well, it cost money to save lives and give us a better future, and a chance, to liveable climate of course.

19:05:49 Well, we have to make changes. Now, we do things to stop making our climate worse.

19:05:54 Yes, I want all young people in my life to have a chance and a climate.

19:06:00 They can enjoy. We've been lucky enough to have a moderate climate in our lifetime.

19:06:04 But we can see it begin to move in a dangerous direction.

19:06:07 We owe it to our children and all future generations to make sacrifices, if necessary to do, what must be done.

19:06:15 Please adopt these important regulations. Thank you

19:06:20 I have.

19:06:19 Thank you for your comments, and our next hand raise that. I see is Miss Casilla and I'm sorry if I'd set your name wrong

19:06:29 Oh, it's fine. Thank you A a couple of observations, right one is.

19:06:35 I I've heard a couple of questions rather than those long red supportive statements.

19:06:42 And I don't think I heard an answer to those.

19:06:45 But and I don't know if the intent was to hear an answer to just take those as comments forward somewhere.

19:06:50 But i'd really like to hear an answer and my question to you is you've made reference with throughout the presentations to California standards, and I'd like to understand when California standards became Us.

19:07:07 Standards. Because we I think, know for a fact, while the data shows that California is suffering through significant

19:07:17 You know great issues with where they've actually asked their people with electric vehicles not to charge your vehicles and not to drive their vehicle.

19:07:26 So you know, we know that that is an infrastructure issue.

19:07:30 We know that Delaware would have an information issue, and I don't see in any of your presentations.

19:07:36 Where Number one California became the standard for the United States. I'm not a resident of California and number, 2.

19:07:43 You know. How how is that model? That's already proven to be failing miserably, going to be the model for for our state what what is the thought process? There?

19:07:58 Because honestly, I think the last 6 months alone have proven that the model doesn't work.

19:08:04 So.

19:08:05 Sure, in when Congress wrote the Clean Air Act they provided 2 mechanisms for states to consider, Vehicle Emissions, standards.

19:08:16 They said, you could adopt the Federal emission standards, or you could adopt as a state more stringent standards that were only adopted by California they created 2 different programs that a State could choose either the Federal standards.

19:08:34 Or the California mission standards, they also told us, the states that we must identically adopt those California standards, so that there were only 2 choices, the the the Federal standards, or the California standards, and that's, in the authority, the Congress provided under the clean air so I hope, that answers, your first

19:08:55 Question with respect to the national program, with California, the 1718 States that have adopted the California Mission standards, represent over 40,% of the Annual new Car Vehicle Sales in our Country at this time so Congress gave us 2 choices, either the Federal standards or more Stringent, Standards, as Adopted

19:09:25 Okay.

19:09:21 by California, and that's what we're here tonight is to make that that choice is to try to hear your feedback, on which Standard Delaware should use.

19:09:30 And if we don't pick one, or the other, what else are we going to do?

19:09:33 Is the question

19:09:34 Okay, so thank you for that, because not I understand why we're here.

19:09:39 I was just you know. I only heard about this presentation 3 days. Ago.

19:09:43 Via, an email that I received and I wasn't even sure.

19:09:47 Why, I got that but I'm thankful that I did so the choice here is Federal standards, or California standards, and our feedback is to tell you.

19:09:56 Whether we agree with going either right, or a third option.

19:10:03 Correct okay.

19:10:01 If yes, if if you can, if you have a third option, that's great, we are we are obligated to find additional emission reductions in order to meet the the Clean Air standards, that EPA has established, so we're trying to Figure out how to do that do we just go with

19:10:17 the Federal standards which would for us would be we would our program would lapse in 2,025, and we would revert to the Federal Standards, beginning with model, year 2,026 or should we consider, something a bit more Stringent with the California Standards, or are there other Ideas, that

19:10:35 we haven't considered and that's one where we need jaws help in thinking through what should we regulate should we regulate industry in the power sector. More should we find a additional mission reductions in other sectors that we have considered

19:10:49 Okay. Thank you

19:10:54 Okay, so the next hand I see raised is Mr. Garlo. Mr.

19:10:59 Carla, would you like to unmute yourself

19:11:02 Yes, thank you this is Charlie Garlo from Robert Peach Delaware.

19:11:05 I'm the President of the Delaware Electric Vehicle Association, a Nonprofit group of Consumers, like myself, you want to have options to buy electric Vehicles and to See More of Them Available to our Members I think the Presentations, have been made by John Irwin and

19:11:22 others as a is fairly encapsulated. The arguments in favor of having Cleaner Air I'm in Favor of Cleaning Rare.

19:11:30 My family has asthma problems. I think that most people in this world would like to have cleaner air, currently some of them were on this call tonight don't care so much about that but my thought to present to you tonight was in response to those who have questions because there are a lot of people out

19:11:46 there who have, questions and we, should do the courtesy of trying to answer their questions.

19:11:51 One question seems like I've heard a couple of times is, Why is the State of Delaware trying to RAM things down our throats.

19:11:58 Well, my response to that is that this is a regulatory process, that's being developed with the input of people and if anybody doesn't, like the rules that are potentially Promulgated by the direct there's they have recourse to the Courts just like any other Regulation

19:12:15 And that these rules are not being RAM down our throats are required of us any more than other regulatory programs that protect the health and safety of Americans, such as other clean air, act, requirements, before the idea of having a Electric Cars, Requirements for Seatbuilds, Requirements for

19:12:36 Airbags Requirements for Bumpers On cars, all these things have been identified by Congressional, legislation, and Implemented through regulatory development, such as we're doing today, and they benefit Americans.

19:12:47 To have bumpers on cars. They've been and they have seat belts and airbags.

19:12:53 And this is this idea of having more electric cars is just one more step in protecting Americans from dirty unhealthy air and protecting our climate, from the Global Warming Gases, which have been have been emitted and will be continue to be meeting another question seems to be from several people about what are

19:13:10 They going to do with their gasoline, cars? I think that's been answered already.

19:13:14 But just in case anybody didn't quite get it. The first time around if you have a gasoline car you're going to be able to continue driving that after 2,035 one commenter said that he's gonna continue to drive his gasoline, car until the wheels are fall, off well, that

19:13:30 Person, is perfectly entitled to do exactly that and lesson until some new regulatory structures developed with input from the citizens just like We're Doing tonight but for right now, the Regulatory, proposal before you is to allow you to continue to drive your gasoline, car as long as

19:13:46 You'd like to and Diesel Cars as well, and a lot of these lenses last a very long time, so we may have them on the road for quite a so I can make other Comments.

19:13:56 But I think we have a lot of other people who want to raise their hand as well.

19:13:59 So I'll stop there, thank you, valerie, and for the presentation, and I thought it was very good, and I hope we adopt these regulatory structures.

19:14:07 Thank you.

19:14:08 No, thank you for your comments. Our next hand raised. I believe, is Jim Stromberg.

19:14:15 Jim, would you like to unmute yourself and provide us with your questions or your feedback.

19:14:21 Oh, you're on Mute.

19:14:35 Jennifer, can you Unmute Mr. Strongberg

19:14:40 There, we go, Mr. Stromberg, we can hear you now

19:14:46 Yes, I can

19:14:43 Yeah. Yes, can you hear me alright, and maybe I missed it.

19:15:06 Yes.

19:14:52 But what are we gonna do with all these gasoline power cars, and there's a after 2 thail after the year 35, We're still gonna be allowed to drive, them but what is nobody.

19:15:10 Can predict this at this point. But what's going to be the cost and are they gonna have admissions stations that are what are gonna be the requirements after 35 do?

19:15:24 They take the cars Away from people, and even if they did, where are we gonna deposit, all the gaspired cards good are no longer gonna be on the Room

19:15:40 Well, the cars as Mr. Farlo side. Those cars will remain on the road until is such time as they're not on the road similar to when you have a car and it no longer operates I mean we run our my family we run the Cars until they're completely dead and then we

19:16:02 essentially take them to the junkyard, and that's where they go, and then we purchase another new or used vehicle, we are not banning these or Operation of Gasoline, or v. Diesel Vehicles, in 2,035 if you have a

19:16:17 Gasoline or Diesel Vehicle. This is Particular Proposal Addresses, New Car Sales. The new Cars offered for Sale, that Auto Manufacturers will be Delivering to our Car Dealers, in Delaware, will be Required to Meet these Standards.

19:16:35 Also as anybody looked into the safety Factor of these Electric Vehicles that They're very susceptible to catch Fire actually in New York, the Electric Bicycles They've had 200 of Them that Fire and 6 People Died, so what are the Safety, Factors involved, with the Electric Vehicles

19:17:08 The safety they they they have to meet the national Transportation and safety Boards, Requirements, and they also have to meet the Federal Highway requirements for safety, the the vehicles that catch on fire the there's actual Data that Sheds, that there are Fewer Electrons, catching on Fire than our Internal Combustion.

19:17:29 gasoline, or diesel-powered vehicles, but we We'll Take your Point, and Provide Additional information in our Technical Support Materials to describe the Overall Safety Concerns with Electric Vehicles, so that there will be additional Information, Available at the Public Hearing thank you anything Else.

19:17:49 okay.

19:17:47 Thank you. Thank you. Yes.

19:17:51 Alright, so he's muted himself, so thank you so much.

19:17:56 Our next hand raised is Mr. Stevenson. Dave, do you want to speak, thank you

19:18:01 Yes, Valerie, thank you. So you've already stated that the primary reason for this is to reduce, nitrous Oxides, and both or bad at compounds since the Clean Air Rack was written Federal Standards, have done pretty well, all to Organic compounds, are down.

19:18:28 91% 66,%, just since 2,000, and 17 and as more older cars leave we're gonna, continue to improve secondly, Federal standards, EPA's, already working on the next low admission standards, for Federal Standards, that, Don't Involve the California Standard those will be

19:18:49 Tighter. So we will continue to approve. There is really no specific reason that we need to go to the California standards, we're gonna get cleaner no matter.

19:19:02 What there's nobody gets cleaner, air, but we do have a national ambient, air quality standards, and guess what if instead of 2,017, data, you were looking at the most recent data which includes 2022, since the ozone, Seasons,

already Ended, We're Meeting

19:19:21 Standards. Not only are we meeting the standards in Delaware, particularly New Castle, County.

19:19:27 But We're There's 21, Air Quality Monitoring Stations in Greater Philadelphia, Area, 20 of them are now, in standard.

19:19:34 If you use up to date data, there's only one that's not Bristol Pennsylvania, it the standard is maximum, is 70 parts Per 1 billion in 2,000, and 22 Bristol met that in 2,000, and 20 2020 it was at only

19:19:53 71, is only, one part over it was over in 2021, because of smoke from western wildfires.

19:20:02 We basically, the Philadelphia area is basically meaning the standard.

19:20:07 So not only should we follow the Federal standards instead of, but I note that in 2,017, the EPA responded to a direct request to lead Let New Castle County Out of the Greater Philadelphia, Area, it was denied because Upwind Stations were still over

19:20:26 The standard, and so was so it. Was one in Newcastle County, but at this point that's no longer true.

19:20:33 We should be applying to the EPA to let new castle county out of this out of this Greater Philadelphia Area.

19:20:40 We will have met the standard we will not need to follow this expensive expensive project

19:20:47 By the way your cost benefit analysis. You're using a \$4,500 premium cost right now there are 9 models that have to our models, that have both an ebay or not you'd be Model, and the average premium cost is 14

19:21:06 \$1,000, not 4,500. And since Lithium is a primary component of those batteries, since 2,021, the Price of Lithium's Gone, from \$10,000, a Ton to \$70,000,, a Ton I would say We're not looking at Battery, Costs

19:21:24 Coming down anytime soon, so there, in your cost, benefit analysis, you need to raise that and finally, Pm, 2.5 find particles that you're using for the Health Benefits first, of all the way, to do the calculation is screwy but even using your calculation they're the only

19:21:46 Place we get that is from Diesel powered, vehicles, not gasoline, power, vehicles, which accounts for about 2% of automotive sales, if you, really want to do with 5 deal with fine power, goals, why don't you just ban diesel instead of everything valerie thank you very much, I think.

19:22:04 You're going in the wrong direction I've Written these comments before and I'm not seeing any positive reaction from writing comments.

19:22:12 I think you're going to ignore them all

19:22:13 No, we will not ignore your comments, David We will provide responses in our technical support information that we'll be providing at public hearing and we really appreciate you pointing out, a number of considerations and that's, the the really been really helpful so thank you

19:22:34 So Let's See who's next George Maholic, I believe your hand is up next, to which I like to unmute yourself, and provide your questions, or comments.

19:22:48 Yes, I can

19:22:47 Hi can you hear me! Hi my name? Is Beth moore i'm in the room with my father, George Maholic.

19:22:52 Oh, okay. So I'm sorry.

19:22:53 We are from Sussex County, and we do have quite a few concerns basically with what you're promoting in an urban setting.

19:23:02 Yes, fine! But in a farming rural setting, very dead from where we live it's 10 miles to the Closest Gas Station.

19:23:08 We live in farming communities. Most farm trucks, you know, are one tons definitely under your \$15,000 and from what I' reading in the literature, about the California, about wanting to outlaw, all non-electric vehicles, by Twenty-thirty-five, for the

19:23:25 Farming Community going to be detrimental by time.

19:23:28 You're out in the fields collecting crops, loading everything in the truck, the trucks moving around wagons, but by the way, when you have a trail or that Kills, your Battery life you're, not even gonna get through a half days, worth of Work, you're not even

19:23:40 gonna have your grain wagon school and get them.

19:23:42 You know, to the Processing Facility, and where with gas you know you can.

19:23:46 You know it last longer. You can get through the work day.

19:23:49 So just from that point alone, just in Sussex County is detrimental, because I'm looking at where your guests were charging stations are, and they're so far away from where the Rural community lives that it's just not practical and then you have your other like your construction, industry where you

19:24:08 guys have the box trucks again, the vehicles, don't have the battery life let's say hypothetically, you have a cabinet, guy he's hauling the cabinets to a job, Site He's, by the time, he gets Halfway, through the Workday Hauling a

19:24:20 Load his battery is going to be dead? Where is he going to charge just from an industry standpoint?

19:24:25 I mean the guy that delivers the bread on his route, just the amount of mileage.

19:24:28 He covers in a day. It's not gonna work.

19:24:32 Just when you add in you know the weight of the vehicle, the bet like for the Battery, We're in Urban Settings, where everything's clustered.

19:24:38 Yes, I can see where that'll work. But down here it's not I mean.

19:24:42 My husband drives 30 miles to one to work, and 30 miles back every day again, and then people came down here commute to Wilmington, and you know, with the span of a Battery again, the Math Just not adding up especially in the Winter time where if it's, under 40 degrees it the bet your Battery Life Drops by

19:25:03 Half right away. So again, although we work in urban settings for Sussex, County.

19:25:10 It's not gonna work. Thank you

19:25:12 Thank you.

19:25:15 So our next commenter is Jordan. I believe your hand is raised

19:25:25 I'm, great how are you?

19:25:23 Hi! Hi! How are you today? Can you hear me good

19:25:28 So I might have missed this I did sign on late but I am a I'm a local firefighter in Newcastle, County.

19:25:36 And I didn't see if there was any exemptions for fire and emergency Services

19:25:40 Yes, there, are

19:25:42 Okay. So that's great, that's great news for my profession.

19:25:48 But I also do, a a sizable amount of work on the side, as a helping people out, and I drive a one, ton pickup Truck that weighs \$9,000,, so at the current Regulations, I would be under I would when I go to replace that truck I would need to get a electric

19:26:11 Vehicle, correct

19:26:12 Spending a time in what year you you want to purchase that vehicle.

19:26:17 So I drive them

19:26:18 Yes, you were gonna purchase it in Delaware

19:26:21 I drive about 15,000 miles a year, and I have a trailer for about Si attached to my truck for about 7,000 of them, which all the studies that I've seen on electric vehicles telling trailers have been absolutely Horrendous, so I I would like to begin by

19:26:40 Saying that I am not in favor of following a California standard, and that I would rather follow the Federal standard if we even had to do that, but will there be any.

19:26:53 Will there be any ban on purchasing a vehicle, outside a dollar and titling it in Delaware.

19:27:00 No, there's no plan, no

19:27:02 Yeah, so you're gonna have people that don't wanna follow the standard go right across the state line, which will be 30 to 45 min in most cases to get to a dealership, outside dollar, to circumvent this and and then we're gonna lose the tax revenue, to

19:27:20 Our state, because we want to come up with some with some plan that has already proven itself, not to work in California

19:27:35 So all I'm saying is there are, a lot of avenues.

19:27:39 To look at, and I think we're shooting ourselves in the foot, by attempting to even enter the Following California Standard.

19:27:50 Well, thank you. Our next hand raised is Miss Peggy, Shultz Peggy.

19:28:04 Thank you, It's clear that in order to address the problems created by climate, change, and Health, we're going to need to look beyond or some of the Problems of Climate Change, and Health we're going to need to look beyond our Immediate Self-interest with Ev Car Prices, Going down and Tax Credits, and

19:28:29 Rebuilds increasing. However, it's not clear that the drawbacks are so compelling as some suggest the Inflation Reduction Act Provides Huge tax Credits for new electric Vehicles, as Well as for used to Vehicles bringing Electric vehicles, into the affordable range

19:28:50 Of most Delawareians. Evs are Fun to Drive and a lot cheaper to Maintain and they're clean. We have.

19:28:58 People, dying from rest, Respiratory Diseases, caused by Fossil Fuel-powered Cars.

19:29:04 Many of the climate change issues that were now experiencing hitting hardest at the underserved Communities, contrary to one of the Comments in the Chat Internal Combustion, Engines do indeed, Emit Particulate Matter and because Cars, and Small Trucks, are much more numerous than the larger

19:29:27 vehicles that often use these so it makes sense to phase out internal combustion, engine, cars, and small trucks, and the opera po Car Fires.

19:29:39 This information is from October's auto week.

19:29:42 Quote there were 1,529, point 9 fires per 100,000 for gas vehicles, and just 25.1 fires.

19:29:59 Per. 100,000 sales for a electric vehicles.

19:30:03 Requiring car dealers to morph into the electric vehicle mode is low hanging fruit.

19:30:11 We don't complain about traffic light rules that require us to do what will keep us from slamming into other Cars I'm not sure why we should complain about rules that will keep us from Dying of restauratory.

19:30:26 Diseases, or if not us, our neighbors to live in communities closer to I.

19:30:32 95, and we'll also do our bit to mitigate climate change.

19:30:38 I urge the State to adopt the Advanced Cling Car To Standards

19:30:45 Thank you for your comments. our next Speaker is Kathy Scott, Kathy, would you like to unmute yourself, and provide your questions, or Feedback.

19:30:57 Hello. Thank you. Yes, my question. Sorry. My question is about the new Environmental Impact from mining, the minerals to produce the batteries, and also the toxicity to the earth, after the batteries, are Disposed of What's, the State, plan to Do about this cause There's, really no Efficient way, of

19:31:14 Recycling them. So we're gonna have all this toxic stuff in our landfills.

19:31:20 I'll take the Second Part, first in the Regulation.

19:31:24 It requires the auto manufacturers to have to produce batteries that are recycling, ratty, in other words, they can be used for other purposes, such as vehicle or grid support mechanisms, where they can continue to serve a useful purpose, after they've been used in the

19:31:44 vehicle with respect to the mineral, Mining Impacts we are concerned about that, just as we are also concerned about the the the Oil Production and refining emissions and the Damage They've also done, to the environment that we live in both are both troubling and there are people working

19:32:06 On those, both those issues that are well outside of our state, so thank you did.

19:32:12 You have any other questions that I can

19:32:15 I I did, and since the charging stations are powered by fossil fuel.

19:32:20 How is. It it's kind of like just shifting where the fuel is being used versus some in the car, so what's the difference

19:32:28 Sure, as we as we move toward electrification, our electrification grid can become more cleaner, we can use more renewable energy and other resources, but the other bit that's really important for us, to consider is that our power, plants, are very well, controlled and they reduce Don't and Pm

19:32:51 Emissions exceedingly well, so by moving from the Tailpipe to a well-controlled power, plant, we are in the end reducing those Emissions

19:33:00 Okay, and I would just like it said that I'm against following anything.

19:33:04 California is doing. Because I feel they are failure with the other power grids.

19:33:10 Okay. Thank you anything else. Alright, so jeopardy, torell

19:33:21 Jeffrey, would you like to unmute yourself and provide us with your questions and feedback.

19:33:29 I can thank you.

19:33:26 Yes. Hello Thank you. Can you hear me? Okay, awesome.

19:33:33 Well I I I I wanted to express my support for this, and also I'm in line with one of the first commentsers that was I I believe I believe against but but their statement, was that we really do.

19:33:48 Need to make the inspection Process Meaningful. I said in the Chat, but I'm kind of from the midwest behind the Corn Curtain, originally, and I know some about Pickup Trucks and larger Vehicles, and I think the It's I came to Delaware and It's the

19:34:01 First place that I have ever lived and had Inspections, and I said to my father-in-law, Who's long Time Delawareian oh, my God, Well, It's obviously not Working Cause I've, never seen so many people Rolling Coal or these Lifted big Pickup Trucks and things, like that so

19:34:18 Increase the frequency of inspections. Second, I'm Excited because I get to buy my first Chevy here in about 30 days, for \$25,800.

19:34:31 It's a cool new bolt. I've never had an electric vehicle before.

19:34:33 I've driven 2 cars till they ran off the road.

19:34:37 Gas, third, I wanted to say, you know no one's pointing a finger at anybody.

19:34:43 And saying you cause the climate crisis. I've driven cars internal combustion, engines, my whole life and I didn't cause it but you know it was a small part of it but I was Doing the Best We could everybody was just doing what was the best thing.

19:34:56 Now there's something better and I'm happy to join on board.

19:35:01 Fourth, my kids are 18 and 22 and they think anybody who's.

19:35:07 Again, this is a complete moron. I say, watch your managed kids but they're completely flabbergasted that this is getting opposition.

19:35:17 And then the last thing I'd like to say is that you know farm and commercial vehicles that are electric, have not been invented.

19:35:24 Yet the very first prototypes are coming out of Tesla, there's Some others.

19:35:28 There are no farm combines that are electrical, electrified.

19:35:32 But then I I heard that this plan was attacked because well, we're so far from the Nearest Gas station and and that's why how far we'd have to go.

19:35:41 But when in fact, they don't even have there's there does not exist an electric farm vehicle, that they would need to take there yet so just as the vehicles at that Scale large ones, haven't been invented yet so to by the time they are the distribution, network will increase

19:35:58 But this is just a step in a process, and it'll be bumping and things possibly could be you know, unexpected that come up, but we cannot deny the hard, fact, that global warming is real the naysayers just need to remember fdr there's, nothing.

19:36:16 To fear, but fear itself. Thank you very much.

19:36:20 Thank you for your comments. Hi. Next Speaker is Serena, Silva Serena. Would you like to unmute yourself, and provide us your questions or comments.

19:36:31 Can you hear me?

19:36:32 I can thank you.

19:36:34 I wanted to. Start it's mostly dealing with the Infrastructure part of this all states are not there, infrastructure wise to handle every household having what they say it on average is gonna be about 2 electric vehicles, Per Household our Grids, cannot Handle that one Slot of power, and if

19:36:53 you think the majority of the State is not going to charge the vehicles during the Hottest part of the summer, during the heat, wave, the that's gonna go right out the window because it happens people, come home that's when it's Time to cook, Dinner and everything but earlier on this is where I really wanna make my

19:37:08 point early on you even stated that the infrastructure here In Delaware is not up to par, yet to handle these electric vehicles.

19:37:16 But you guys are trying to work on that. Wouldn't it be more logical to get our infrastructure, point that we could handle these vehicles.

19:37:25 So that then more households could actually afford them, and not worry about losing power in their houses, especially in the rural, areas, because the Grids Constantly fluctuate even now where I live we have constant constant fluctuations, in our grid where our House, either loses, some power, or has an

19:37:43 overshoot, of power, if we're gonna go to electric vehicles, now, is not the to force it on everyone in the state, now it's not the time to Make Mandates and definitely not Adopt California's, Regulations, They're, Not always, the most Brilliant they go by Emotions, and

19:38:00 not actual scientific, base facts I would rather see our state get our infrastructure up to par for the amount of people.

19:38:09 We have now plus the amount of people where we're coming in the future.

19:38:11 You guys go forward with these half hatch plans, just like our transportation system, our transportation systems, a joke, outside inner city limits.

19:38:23 It is worthless. You have dart buses running around on the streets with no one on there.

19:38:30 Seldom can provide the data. In the Dmv.

19:38:33 Showing we're not there, yet. So we should hold off a little longer, and actually get more by variety of different scientific viewpoints.

19:38:43 And more data and get our infrastructure, built up properly.

19:38:49 So when we, do this, we, do this right, because you're just going to end up costing the average household more money.

19:38:54 And We're already in an inflation type of economy, middle class and lower class can't handle this

19:39:04 Well, thank you. Do. You have any questions.

19:39:07 Well, you won't be able to answer my question. How are you going?

19:39:11 To get the m our infrastructure to power to handle.

19:39:15 Well, we are work.

19:39:15 This you guys stated or you don't know

19:39:17 Well, we're working with Pjam, who's the Grid Operator.

19:39:22 They they have plans on how to ensure a grid reliability.

19:39:26 We also are working with our partners at Del Marva and the other power providers within our State, there's lots of very very smart people working on Grid Reliability and Resiliency I'm not pretty to all of their Communications but I Do know that they are very

19:39:45 much aware of this issue, and are working on plans to ensure great reliability

19:39:51 But right. Now, we're in the working phase, why would you guys push this forward without having basically, all your duck, a row to handle this

19:40:04 I think it's kind of a chicken and the egg kind of conversation.

19:40:07 We're having, but we are working on these issues, and we're providing information to our colleagues, that that work on these issues.

19:40:17 So thank you

19:40:20 Sure.

19:40:18 I guess. Wanna say, one last thing before I go. It seems like, you guys have all these plans in the making.

19:40:24 But you don't really have any answers on how to make sure this is gonna go, right not fail

19:40:36 Thank you.

19:40:37 Thank you. Our next speaker is sherry long sherry.

19:40:41 Would you like to unmute yourself?

19:40:43 Yes, thank you very much. again, thank you for holding this forum.

19:40:49 I do appreciate it. I would I would like to, if I could address a little bit of what our most recent commenter had said and after I left In November.

19:41:02 I went back to our clean Energy stakeholders forum and there was an elephant in the Room, and the Elephant in the room was that they including Valerie and I I Don't mean this in Any Way, wrong I believe that you're Telling the the information that you know they basically

19:41:22 Didn't really have quote unquote communication with you all and know exactly what your plans were.

19:41:32 And my comment was to tell them that maybe Den reck needed to talk to them so that we could hopefully find a way to get the grid and the infrastructure set as would need be because obviously that was one of the things that I brought up whenever we did do this in november was my

19:41:54 Kind.

19:41:57 Sadly, we we do seem to get the cart before the horse, which I had said before, and not to reiterate, but yet I feel that it is obviously necessary.

19:42:07 I would also like to reply to Mr. Garlo is to his people.

19:42:20 Cool.

19:42:14 Must not care, Mr. Garlo, I do have a borderline, Copd and sleep at me I care.

19:42:22 Very, very much I care for myself. I have a grandchild who already has a specific issues whose more from the Philadelphia, area, which would obviously be an area that would affect our Northern Wilmington and Northern Delaware areas, and so I basically do care about what does occur, however, I care enough.

19:42:49 To know that I don't want in the freezing cold to repeat Texas and have multiple people dying, because our Grid can't handle it?

19:43:02 I do not want all of our elderly with specific health issues, and so forth, to die in the middle of the summer, because the Grid cannot take what is being asked of it and so I would ask again, would we please would we please take a good.

19:43:20 Hard look, at? What we are telling ourselves. We're going to do.

19:43:25 Because I sit in the stakeholders forum and pjam does not say.

19:43:31 And actually we had. When I asked about the different questions and Senator Hansen had said what anyone like answer, sherry long and there was a pregnant, a complete to the answers to my Questions there was Z 0 and so therefore we can tell people that we're you know the the car Dealers are going to have to

19:43:56 Do, X, or that the different, co-ops and Electric Providers are going to be required to do Acts, but if they Don't have the ability to do X, then what do we do.

19:44:13 If we have set a standard, and which we are saying, we have to keep up with and do and yet at the same time, we're not capable of it, and so I care, just because somebody doesn't see this as a you know all.

19:44:30 Green lights go does not mean that we don't care so for anyone who's listening.

19:44:35 If you think that because we're, not saying yes, let's jump on the Band's Wagon and hope that we don't end up

with you know hundreds or thousands of people dying, every winter or summer, because the Grid, Can't Handle it that Doesn't mean that we don't

19:44:50 care. It means that we do care, and we care enough to say, did you really say, Valerie, that Mr.

19:44:58 Secretary. Graven is going to make the final say that nobody else really gets to have a say on this, the final say is on the Secretary

19:45:20 Wow!

19:45:10 The regulatory process is that the secretary makes all decisions regarding the department regulations so that sends the administrative process that we do taking in all your comments and Feedback is part of the record so your Comments, and Feedback will be incorporated, into the record and he will see those comments, so he

19:45:31 considered those as well as the other technical support information that we provide him as an addition.

19:45:39 Hmm.

19:45:37 We please have his could his email please be put into the chat, so that we can, in fact send or comments to him. So that we're sure that he's scating the information that we want to make sure that he has because I would I would hope that need

19:45:56 Comments, can be, I've put in the chat 3 times.

19:45:59 Where comments can be submitted, they will certainly be included in the record.

19:46:03 When it goes to secretary Garvin for his review

19:46:07 Thank you so very much. I appreciate that. And thank you all again for hosting.

19:46:11 This, I do appreciate it.

19:46:14 Thank you. Our Next commenter is Sam. Check your hand, is next. So if you'd like to unmute yourself, and provide a share questions and feedback

19:46:38 It's Sam

19:46:38 I'm Sorry Valerie Who was who was next

19:46:42 Check Sam check he may have dropped off. Maybe I don't see him anymore.

19:46:49 Oh, there you are great thank you.

19:46:48 Yes, Hello, Hi, yes, how are you? I strongly oppose these measures?

19:46:56 This is a massive taking of rights and an oppressive exercise of government.

19:47:01 It's a tax on every Delawareian Vehicle Prices will increase repair Prices will increase this will cost everyone money.

19:47:10 And especially the Poor and underserved communities will be hardest. Hit.

19:47:17 Okay, these requirements, along with the plan for statewide state, Funded charging stations are all a large scam to benefit politically connected ultra wealthy elites who have massive investments in this technology, our government is being used yet again, to line, the pockets of the wealthy and screw average

19:47:43 People out of their hard-earned money. Thank you very much.

19:47:47 Thank you. Our next commenter is James Elliot.

19:47:53 James, would you like to unmute yourself, and provide us your questions or feedback

19:47:59 Yes, good evening, like to thank you once again, for hosting, this, and I too am completely against this whole agenda and one of the things.

19:48:10 I have, is it? It took America close to 70 to 80 years, to get electrical grids to every home, in America, the last hope in America to get electricity was in 1,960 just like the other young lady said why Don't we focus on the Infrastructure and why Don't

19:48:26 They make it something where those individuals can invest in it like, they do gas stations up and down the street, the government's not paying for those gas stations.

19:48:34 Ultimately, they're going to need money. And they're gonna come to the same people, homeowners and then that's where they're gonna come to looking to get this money, from some form of tax some sort of add-on, Utility, Bill is Going to go, Sc high there, has to be a better way to

19:48:48 Do this, nobody's against progress. We all want, progress, but logical, reasonable, education, a lot of progress and not just, a spurtable emotional thing that it seemed like one party left to do make emotional, responses, no one's, against progress but we need to be logical reasonable, so that at the

19:49:07 Average Citizen, We Don't pay the brendan disk.

19:49:09 That's what it looks like is gonna happen. Thank you

19:49:13 Thank you. I'm next commenter is Kim Stevenson, Kim

19:49:19 Thank you, I I do have a question I just wondering what will this do?

19:49:24 To small businesses like, used car lot

19:49:28 It does not impact them directly, they do not have an obligation to comply with particular regulation.

19:49:35 This Regulation is compliant to the actual Car Maker in new Car Maker and not use cars

19:49:45 Okay. No, okay. Then, I I guess I'm confused.

19:49:48 Alright so so. But then only the car dealerships in Delaware will only be selling Electric vehicles Correct

19:49:55 As the Auto Manufacturers Produce and Deliver increasing numbers of of 0 emissions, vehicles, to those dealers that are franchised with those automakers the new car Dealers will be provided those cars

19:50:11 But will they also be provided. Gas powered cars.

19:50:14 Up, until 2,035

19:50:17 Okay. Well, alright, thank you. I think this will hurt our service.

19:50:22 Industry employees, who already having trouble making ends, meet, I.

19:50:27 Mean, we have a huge problem in Sussex county with people being able to afford housing down here.

19:50:31 I can't see them being able to afford more expensive cars, either and they don't Live where they work because they can't Afford to I am concerned about the mechanics, and the smaller Businesses, and I do think that electric Vehicles, are our future or something of that form but I do believe

19:50:53 the markets making that happen anyway, and by Letting the market handle it. Will the Structure infrastructure will catch up with it as it goes along so if we only have the choice between California and Federal standards, i'm gonna ask that we go with the Federal standards thank you

19:51:10 Okay, thank you. Roseanne, your hand is next.

19:51:16 Thank you. I appreciate the opportunity, first of all, I wanna say that I am totally against any dictates of the Federal government, or the state government and requiring us to purchase electric cars I do.

19:51:37 Know that our State has programs in place to increase the amount of

19:51:45 Solar and wind, Generated Electricity, and that we are committed to certain percentages, going forward.

19:51:59 However, if everyone is required to purchase electric cars that oh, program needs to be increased by thousands of percentages, my suggestion is since you folks are probably gonna go ahead with this no matter.

19:52:21 How much opposition you have from the citizenry. I would suggest that you have a

19:52:34 Program for new Castle County, as a

19:52:44 As a potential market for seeing whether or not. This would actually work

19:52:55 And rather than put the burden on Kent County and Sussex County who are more agricultural related and put the burden on the farmers, and this the businesses that Support ag in our State that really highly depends on the Agricultural industry.

19:53:22 Put the Burden on New Castle, County. See if the infrastructure can be developed, and let's see what its viability is.

19:53:34 There, before we destroy our whole, entire state, economy.

19:53:43 Thank you for that opportunity to express my opinions.

19:53:47 Thank you you make some interesting points. Our next commenter is James Kuggler, and I apologize. If I set your name wrong

19:53:58 That's all right, Googler, but I've spent 35 years working with Del Marvin, improving the efficiency of Power, plants, one thing that stands out to me if you look at a Combustion, engine vehicle it has an Efficiency, of 20, to

19:54:15 35%. If you look at generating, in the electricity, to power, an electric vehicle by the time you take care of all the losses, the best efficiency you're going to get is around 21,% you're just shifting all the pollution, Demands, from one, sector

19:54:37 Transportation to another sector, power generation, I think you, and in the Process You're probably creating a higher Fuel and emissions Demand in Process that's all I wanted to pass on

19:54:51 Thank you. Our next Commenter is Ms Joyce, Hoover Joyce, would you like to unmute yourself

19:55:02 Thank you so much. Can you hear? Me? Okay.

19:55:05 Yes, I can thank you.

19:55:06 Okay, I am, totally, against the idea of doing any kind, of Mandate dictate of the Federal, by the Federal Government, or the State government I know we're a constitutional Republic, and We, as a State, should be able to to say what is right for us and we should not be following California in any

19:55:33 Way, I have family that live in California and they have had to not be able to use electricity at certain parts of the day.

19:55:45 They've had to have blackouts that could not charge electric vehicle, because they did not have the capacity.

19:55:55 They could not use their air conditioning their home appliances work to to use their home appliances, even the dishwasher at certain times of the Evening Would, Cost More because of Not having the Capacity so I you know there's

a whole, lot to this idea Client, in the Sky that sounds

19:56:18 Really good, you know, safe and effective. But have you really thought through the the issues that you're creating for the society citizens, the ones that actually pay for this stuff,

19:56:34 Then then at any even in some parts of California, they don't even need to have air conditioning, and they still can't keep up with the capacity.

19:56:44 So I think you're kinda trying to jump into a deep sea and not have any life saving abilities in place

19:56:58 And and then on top of that what have you even thought about the people, that the that are mining the toxic things that the cobalt, and the and the different kinds of things, that are used in these battery, some people, really thought about those people, and how you're, impacting their lives, and destroy, their

19:57:25 Health? Have you really looked at that? I would like to know the answer to that question.

19:57:31 I'll I'll pause for a moment for that

19:57:33 Sure. Yes, we have. And we're just as equally concerned about the damage that the fossil fuel industry commits to okay, alright

19:57:49 Hmm.

19:57:40 Oh, come on! Back that that hey? No, no, these can't. There are kids in in these countries that are mining toxic minerals, cobalt, and they're, dangerous and you're thinking, that our look, our more efficient, guessing, vehicles, are more toxic to

19:58:06 Us than that is to them. Have you really thought about those young children that are doing that out there

19:58:12 Yes, I have. Thank you.

19:58:18 Thank you.

19:58:12 Oh, oh, I will, I would like for you to think that a little harder, anyway, what what's gonna really happen to all the cars that the gasoline power vehicles that that say say somebody wants to want wants to get Rid of their gasoline, power car and they want to get an

19:58:33 Electric vehicle. Hey? It's right right up there their gasoline vehicle, this one.

19:58:51 Hmm.

19:58:40 Not have any much value at all, even if it's a brand new car, because you're diminishing the value of the the that Part they just, the demand, is not there for that car because you're Eliminating that car, so why would I buy I guess We car, now, with the idea, that in 5 years

19:59:05 You're gonna take it, away. Because I gotta get an electric vehicle

19:59:09 Well, as we say it stated numerous Times. This does not take away your car.

19:59:14 If you have a car. If you sell that car to the used car dealer, they can sell that form

19:59:19 Of course it's not gonna be one worth worth anything at that point.

19:59:23 And you know that you know that

19:59:24 I don't believe that is going to be true.

19:59:28 But thank you for your comment. We will include that in our support information.

19:59:33 Mr. Wilkins, I believe you are not

19:59:37 Is my microphone working

19:59:38 Yes, it is I can hear you fine thank you.

19:59:41 Very good. so first, I appreciate the the ability to be able to provide the work.

19:59:50 Verbal comment

19:59:51 I I would I would strongly and encourage Delaware to adopt the Federal clean Air at standard, over the California Standard, for reasons that many of which have already been stated but Primarily Industries, such as the Agriculture, Industry, that Relies upon medium Duty Trucks for a Substantial Amount

20:00:20 of the work that must be done in that industry, they they need a vehicle that can deliver torque to the wheels.

20:00:29 I could be able to carry the load, pull the trailer, Move the equipment from field, to field, Thanksgiving or they don't typically they don't get as many Miles in the Year's Time, As Commuter Vehicles, would have but They during the Seasons that

20:00:52 were very busy with planning and harvesting those vehicles are away from the home base, for often, 14 or 16 h, I think

20:01:07 So it is, if and then if you you you asked about the third alternative.

20:01:12 So if the concern is to reduce the emissions and have a cleaner air environment for the citizens of Delaware, then we should provide either additional incentives or some mandate, for the Use of renewable liquid you good, awesome

20:01:40 And that do provide for a satisfactory transitional fuel.

20:01:46 As we try to develop the technology and Longer Lasting Batteries, any electrical motors, that can deliver the amount of Torques necessary for Industries, that Need Medium, Pdv the Agriculture industry, is a is a Low Margin Industry what You're

20:02:11 Proposing to do would be catastrophic to Delaware's Agriculture, industry, we would Not we would lose significant Competitive advantage in the marketplace, because the Substantial Increase in Economic Cost to Work and you would Just Hasten the Further Decline, of

20:02:32 The agriculture industry in Delaware, Hastened, the transition of Farmland to other uses.

20:02:39 Oh, more, people, more houses. Just it's an unattended consequence.

20:02:48 That I don't think that you are considering.

20:02:50 Thank you for the offering

20:02:53 Well, thank you you make some very interesting points. Mr. Haig.

18:44:29 Yeah, you went too. Fast. I couldn't remember the number

20:02:59 I believe you are not

20:03:00 Oh, well, thank you can you hear me

20:03:02 Yes, I can thank you.

20:03:03 Now you Miss Greg, just a couple of things, one just to follow Mr.

20:03:09 Wilkins said that earlier in the presentation you mentioned, that we only had 2 choices.

20:03:14 That was the Federal Guidelines, or the California Missions.

20:03:17 But you also alluded to a third one, which is what Mr.

20:03:20 Wilkins has mentioned, so we can adopt regulations in between more stringent than the Feds, but not quite as strangers in California.

20:03:30 That should be a way we should go, since that oh, you you're shaking your head.

20:03:34 But you said that you can use companies

20:03:34 No, we can't, because the clean Air act requires us to adopt identical.

20:03:39 Either the Federal or identical regulations. There's only 2

20:03:42 What was the what's the what's the third option you mentioned

20:03:44 The third option would be finding a mission reductions in other sectors.

20:03:49 Wow! I'll take you that then, alright, so that was misleading.

20:03:56 I apologize that I was misleading

20:03:54 What you said that I took it wrong, the other. The other thing is I haven't seen anything about what the impact is on small businesses, and according to the administrative procedures.

20:04:05 Act, and record regulatory, flexibility act in chapter 21 O 4, of Title 29, there's a couple of statements that need to be fun with this regulation, as before Regulation I've not seen anybody talk about this there's, Nothing file as yet my history, with derek, says that you

20:04:23 hide that document, unless people ask for it. You don't get it.

20:04:26 I would like to make a statement here that you publicly say that that document will be published along with the proposed regulation good.

20:04:34 It has to be followed. When you make composed regulation change

20:04:44 Not the Feedback.

20:04:37 Yes, I believe it's fine it's it's published in the Delaware Register at Time of Proposal, We're, in the Process of Developing that document, that we will Make.

20:04:46 Not the impact shape.

20:04:48 Sure that it is available on our website. Once we prepare all the documentation

20:04:52 Unless unless you've changed your ways. You only publish the impact statement as requested at the public Hearings.

20:04:59 Okay.

20:04:58 That's too. Late, it easily published. It needs to be published along with the proposed regulations.

20:05:04 So this is totally out in the open.

20:05:07 I'm very familiar with the regulatory flexibility act.

20:05:10 And how this stuff? Works. So thank you very much.

20:05:13 Thank you, Mr. Hag, I believe we have one last comment, or it is 805.

20:05:19 So, Patrick, I believe you'll be our last commenter for the evening.

20:05:23 Mr. Smith, would you like to unmute yourself.

20:05:26 Yes, I just like to start up by saying that I am 100% opposed to any such regulation and aside from a being

another example of government, overreach, and a one party, state, I like to tell anybody on here that if you are opposed to this type of regulation to research, your local

20:05:48 legislatures there are legislators that vote for these types of policies, that help to move them along, and get them, into bill and if you're not happy with them, if you're listening to them, here it's probably too late so before 2024 I Suggest you go out, and look up

20:06:03 your legislation, to find out who's voting for these Bills Who's Voting to fund the Electric car Charging stations because it's obvious that denrek is not Going to Heat anything that the Citizens, say the Ball is already in Motion Regardless of how is Going

20:06:19 to impact small businesses, and farmers, because you don't really hear anybody calling in here that has a fleet of vehicles that supports this type of Initiative so I think this is another example of a single party running our state and not looking out for anybody, but a new castle county

20:06:39 Well, thank you. That's the last hand. Raise. Let us remind you that this is our regulatory development timeline.

20:06:48 This is the lot we have an an additional final public workshop to provide an opportunity.

20:06:54 To ask questions on this regulatory language, and this program, Thursday, evening at 6 Pm.

20:07:00 We will then begin preparing all our documents and preparation for public hearing.

20:07:05 Which we believe will occur sometime in early 2023, and we expect the Cabinet Secretary's decision on this regulatory matter sometime in mid 2,000, and 23, so with that if you have written comments, that you would like to provide us we ask that you try to submit those by

20:07:23 December, thirtieth We are preparing our regulatory, language, and Technical information.

20:07:31 And as I mentioned this program, if adopted would begin with Model year, 2,020.

20:07:36 7, which commences. On January, second, of 2026, and if you are interested in our website, we have provided some additional information here we hope to have all the Comments Posted here, as Well as other Technical Support information and resources, so you can look for that under our our Web page under the

20:07:58 Division of air, quality. Peggy, you have your handwriting

20:08:03 Actually I just wanted to draw your attention into the dust, and Con.

20:08:11 Thompson has he spoken. I didn't hear him.

20:08:14 Oh, I'm sorry I did not see Destin's hands raised

20:08:17 No, that's a hey, Valerie, this is Dustin that's completely.

20:08:21 Oh, I'm sorry, Justin, I apologize.

20:08:23 No, no, no, I thought I have my hand up, but I didn't.

20:08:25 But it's been a long night. God bless you all, and I'll comment on Thursday. Thank you

20:08:31 Okay. Well, I apologize. I did not see her hand

20:08:39 Okay, again, If you have written comments that you'd like to put into our record for the workshop Phase, of our Regulatory development.

20:08:50 You can send them to Kyle, Crawl at Delaware.

20:08:54 Dot com so that concludes our feedback, and I really really appreciate everyone hanging in there for the entire time until 8 O'clock.

20:09:02 I know it was long again. If you have questions, you can submit them to Kyle, or if you have comments, you can also submit those to call and we'll work toward trying to answer them, and include them.

20:09:11 In our record. Thank you and have a good evening