

[Valerie Gray (DE DNREC-AQ)] 18:00:13  
Welcome. And thank you for joining us tonight for

[Valerie Gray (DE DNREC-AQ)] 18:00:19  
Our fifth Virtual workshop in our series of Listening Sessions to discuss the Delaware's Adoption of A Suite of Vehicle Mission Standards, recently Adopted by California, I.

[Valerie Gray (DE DNREC-AQ)] 18:00:37  
Also Want to Thank Wgm, D FM. 98, point 5 for offering to Live, Broadcast, tonight's meeting tonight we will provide you with information about Delaware's clean transportation programs, We're gonna start a or in some cases, continue our conversation with you about the development of

[Valerie Gray (DE DNREC-AQ)] 18:00:59  
our regulations, for reducing vehicle emissions with that, let me introduce to you or departments, clean Transportation Team, I am Valerie Gray, the program Administrator, for the Division of Air Quality and I Am, Responsible for the Development of Possible and Regulations, that Will, Help, Delaware.

[Valerie Gray (DE DNREC-AQ)] 18:01:19  
Meet at the Federal Health Based Air Standards, our Administrative Staff, Lauren, Higden, is also on recall, tonight, and She's Helping with Operating the Meeting Logistics through Zoom and keeping our Meeting Nets, with Me from Air Quality is Jim Coverdale our Program, Manager for Air Toxic Greenhouse

[Valerie Gray (DE DNREC-AQ)] 18:01:40  
Gas and Mobile Source Programs, along with him, is Kyle Crawl.

[Valerie Gray (DE DNREC-AQ)] 18:01:45  
He is our staff engineer, who is responsible for developing the regulatory documents that will be presented throughout this rulemaking Kyle is also your points of Contact for Submitting any of additional written comments.

[Valerie Gray (DE DNREC-AQ)] 18:02:02  
That you would like to provide following these workshops. We also have colleagues from the division of Climate Coastal and Energy, who are important partners in our clean transportation programs.

[Valerie Gray (DE DNREC-AQ)] 18:02:14  
Susan love is the program. Administrator for the climate, and sustainability programs, and with her is Graham Priest Who's, a planner with our climate, program and She'll Present to Us, tonight, on Delaware's Complimentary Policies In Support of Clean Transportation I

[Valerie Gray (DE DNREC-AQ)] 18:02:30  
Don't believe our colleagues from Delta are on tonight's call.

[Valerie Gray (DE DNREC-AQ)] 18:02:34  
But Jim Papp is the director of Transportation Resiliency and Sustainability, along with Stephanie Johnson, a member of his staff.

[Valerie Gray (DE DNREC-AQ)] 18:02:41  
Are very important members in helping to reduce the impacts of the transportation system on our health, and the Environment.

[Valerie Gray (DE DNREC-AQ)] 18:02:49  
And if you have any comments. Tonight. We're going to ask. That you send them to Kyle for and He'll coordinate with Dell I'm answering those questions

[Valerie Gray (DE DNREC-AQ)] 18:03:00

Hopefully, by now zoom. Meetings are now routine, and you all know how to manage many of the features such as mute, hopefully you all are all muted, and you also know, the raised tn feature, which will describe a little bit later and you know how to use your computer's, Phones, and cameras

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

we're gonna ask that you not be on camera, unless you're going to be until you're called on to speak later in the program by using the Zoom, meeting features this will allow us all to use our microphones to speak and if you're not familiar with Zoom here's a quick refresher, the

[Valerie Gray (DE DNREC-AQ)] 18:03:34

Mute, button is located at the bottom left hand corner of your Zoom.

[Valerie Gray (DE DNREC-AQ)] 18:03:39

Platform, you click to mute it, you unclick it to unmute it, and when you're not speaking, we do ask that you mute yourself so that we're not distracted by background, like some of you, may be suffer tonight as we participate in tonight's

[Charles Ewing] 18:03:48

Okay.

[Charles Ewing] 18:03:53

Yeah

[Valerie Gray (DE DNREC-AQ)] 18:03:55

workshop. The camera icon is

[Valerie Gray (DE DNREC-AQ)] 18:04:07

The camera. Icon is located to the right

[Charles Ewing] 18:04:07

Yeah

[Valerie Gray (DE DNREC-AQ)] 18:04:12

Let us see you on camera, as though we were all in the room, together, when we get to the discussion part of today's meeting, we really encourage you, to use your cameras, that we were all in the same room.

[Valerie Gray (DE DNREC-AQ)] 18:04:28

So though we are meeting in a virtual setting. I would like to caution you from engaging inside conversations to the chat feature is that might allow you to hear prohibit you from hearing.

[Valerie Gray (DE DNREC-AQ)] 18:04:40

What we have to say, and which will have important information that will help answer some of your questions.

[Valerie Gray (DE DNREC-AQ)] 18:04:47

Imagine we're all in the meeting together and we're meeting face to face, and your neighbors are or fellow Attendees are engaging in a robust Conversation that Distracts you from Hearing the information that is Presented tonight, distractions, can be kind of annoying and for some and we ask that you

[Valerie Gray (DE DNREC-AQ)] 18:05:04

Try to minimize them as much as possible after our staff presentations, which will cover about 30 40Â min, will open up the call to your questions, and a broader Discussion on vehicle emission standards We'll Use the raised hand Feature, that is located in the reaction

[Valerie Gray (DE DNREC-AQ)] 18:05:20

Tab at the bottom of the Zoom, platform to be recognized to speak, and I'll call on y'all in the order that you're as you raise your hand for being recognized if you have a comment for a particular side just jot down the the this is the slide number and

[Valerie Gray (DE DNREC-AQ)] 18:05:36

That'll help us answer your questions a bit more easily. And also we'd love to Hear, your Feedback, after the Staff Presentations

[Valerie Gray (DE DNREC-AQ)] 18:05:55

Alright.

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

So we plan on recording tonight's call. So we can remember all your input as we move forward to our public hearing on this matter, other features available in zoom, include live transcript and interpretation.

[Valerie Gray (DE DNREC-AQ)] 18:06:17

And those are located at the bottom of your your screen. As well.

[Valerie Gray (DE DNREC-AQ)] 18:06:24

And as I mentioned with tonight's listening session.

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

You'll learn more about the department's effort on clean transportation and the emission reductions from the transportation Sector, we'll provide you a high Level Overview of the Advanced Clean Car Program, and How it will help us to Reduce Emissions, from our

[Valerie Gray (DE DNREC-AQ)] 18:06:43

Vehicles, and second, we will present some of our complementary policies, and programs that help Delaware make the the transition to clean transportation we also hope you'll assist us with the development of our Regulations, for reducing, those Emissions, by Engaging in open discussion especially when

[Valerie Gray (DE DNREC-AQ)] 18:07:03

We have that at the end of our presentations tonight

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

So here are a few, the key objectives that we hope to achieve with tonight's listening session, we hope to clarify your understanding of the Advanced clean car program, what it is and what it is not as well as identifying any issues, and Barriers, that will make the Implementation, of this

[Valerie Gray (DE DNREC-AQ)] 18:07:25

Program, more, difficult. We also hope to answer any questions. You might have about the Program I'm also reminded to clarify that this meeting tonight is just simply one step in our regulatory process that is before the official legal proceeding, then is a public Hearing the key difference in a Workshop or listing

[Valerie Gray (DE DNREC-AQ)] 18:07:48

Session is the ability to have open dialogue with you and our department. Staff.

[Valerie Gray (DE DNREC-AQ)] 18:07:52

We can ask you can ask questions, you can see clarification on the proposal, and engage us in conversation, whereas in a legal proceeding such, as the public, Hearing, it's a bit more formal it Requires you, to Register, if you wish to make Verbal Comments, at the hearing and

[Valerie Gray (DE DNREC-AQ)] 18:08:10

There's, no Dialogue with Department Staff and There's Limited ability for Us.

[Valerie Gray (DE DNREC-AQ)] 18:08:14

To answer any of your questions or your concerns. A hearing officer runs the hearing similar to how a judge might run, a court, there's, a stenographer recording what is said and a transcript is prepared

[Valerie Gray (DE DNREC-AQ)] 18:08:34

So let's begin with a quick overview of how the Department Develops Regulations and present them at formal public hearings, which is again, as I mentioned, the legal Proceeding, this Past, March Governor Carney, Directed the Department, to Begin the Process for Adoption of the Advanced Clean Car Amendments, which

[Valerie Gray (DE DNREC-AQ)] 18:08:59

includes the 0. Emission Vehicle Standards.

[Valerie Gray (DE DNREC-AQ)] 18:09:03

The Department begins this process with the development of what we call a start action.

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

Notice this department own document provides a brief statement. why the Regulation is to be a amended or adopted all approved start action Notices are posted on our Denrich, Administrator, Law Website Under the Regulations Tab what is this start Action Notice is Approved the document is sent by the

[Valerie Gray (DE DNREC-AQ)] 18:09:31

Denrack, registrar, 2 Members of our House of Natural Resources, and Energy Committee and the Senate's Environmental Natural Resources, and Energy Committee, our Next Step Which Runs Concurrent to the Process of the Key Milestones, Listed here Is the Development of our Technical Support Documentation and

[Valerie Gray (DE DNREC-AQ)] 18:09:53

The regulatory flexibility act, and the regulatory impact statements, today's meeting is gonna help staff develop these documents which are expected to be completed in the coming weeks following these Meetings, with our Key our key State meetings, with key stakeholders, you've identified themselves as either

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

compliance entities, and in this case they'd be autom manufacturers or people who just have a keen interest in clean transportation strategies, and then we're here tonight to hold our public workshops, or listening, sessions to present the program, to you all and receive your input and

[Valerie Gray (DE DNREC-AQ)] 18:10:32

Feedback comments received following these next these December when workshops that we've held will be accepted through December Thirtieth, the proposed Regulation will be published in the Delaware Register on the first of the Month which will Open the final Opportunity for us to

[Valerie Gray (DE DNREC-AQ)] 18:10:49

receive your public comment, our Air Quality staff will develop that will develop documents necessary for the public here which include the proposed regulatory text, the technical Support documentation, which includes addressing Comments that we've received prior to the Publication, in the Delaware Register which is again, is on the first Day of the Month prior

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

to the Scheduling of the public, Hearing, our administrative procedures act requires the public hearing to be held no less than 20 days after the Publication, in the Delaware Register the Public hearing is expected sometime in early 23 and that Comment period will remain open an additional 15 days after the

[Valerie Gray (DE DNREC-AQ)] 18:11:35

public hearing, or longer, if the hearing officer, deems, it necessary Following the Closure of the Public Comment Period, our Air Quality Staff and Team, will then prepare Technical a Technical, response, Memo that Responds, to your Comments, Received during the Formal Public Comment Process which Begins once the Proposed

[Valerie Gray (DE DNREC-AQ)] 18:11:59

Regulations, published the Hearing Officer then prepares, their Hearing report, and a recommendation with an additional Secretary's Order Secretary Garvin, our Cabinet Secretary for the Department We'll Make the Final Determination on this Matter Based upon Not Only the Technical Support Documents Prepared for the

[Valerie Gray (DE DNREC-AQ)] 18:12:21

public, hearing but also your public comments and the hearing officers.

[Valerie Gray (DE DNREC-AQ)] 18:12:26

Report we expect Secretary Garb's decision to be made sometime mid 2023

[Valerie Gray (DE DNREC-AQ)] 18:12:35

So now, if you'll bear with me, we'll start with a background on Delaware's Air Quality and explain why further reductions in air pollution are Needed Delaware has made significant Progress for Cleaner Air and We've done that By Placing Requirements on our Industrial. And power.

[Valerie Gray (DE DNREC-AQ)] 18:12:56

Sectors who've installed pollution control across that result in further reductions, in their emissions.

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

This is you can see by this chart, those emissions are only 18% of what we call our nitrogen oxide emissions which, mix with other pollutants, to form ground level Ozone or Smog now we see that the transportation sector is the largest source of air

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

Pollution. That impacts our ability to achieve the clean air standards that are set by eps, mobile sources and fossil fuels, that power them account for the most of the pollutants in our air today our vehicles, contribute most of the diesel particular emissions as

[Valerie Gray (DE DNREC-AQ)] 18:13:39

Well, as the Smog and Ozone, forming pollutants, such as there's, Not Oxides of Nitrogen depicted here the Trade, transportation sector is our Largest portion of Greenhouse, Gases, and therefore It's, imperative that we Optimize, our Mobile

[Valerie Gray (DE DNREC-AQ)] 18:13:56

Source control programs to maximize a mission reductions from all types of airports so that Delaware can meet our Air Quality and climate and community risk reduction goals achieving these milestones.

[Valerie Gray (DE DNREC-AQ)] 18:14:11

Early on would provide immediate benefits in our communities that continue to bear the Brunt of Poor Air Quality, and 0 mission standards for our vehicles are a key part of that solution

[Valerie Gray (DE DNREC-AQ)] 18:14:26

Tailpipe emissions from Knox, or Volatile, Organic Compounds, Combined in our atmosphere, Assisted by Heat, and Sunlight to form toxic ground Level Ozone the Graphic from EPA really helps Us.

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

Take this formation.

[Matt Revel] 18:14:44

Right.

[Valerie Gray (DE DNREC-AQ)] 18:14:47

So ground Level isn't results in several detrimental Health Impacts especially vulnerable to this pollution, our children, and our Elder like Reducing.

[Valerie Gray (DE DNREC-AQ)] 18:15:00

This pollution will result in fewer premature deaths.

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

Asthma, Tax, especially for our Children and elderly with underlying Health Conditions, but we'll also Realize Fewer Hospitalizations from Cardiovascular and Respiratory Illnesses Studies Consistently Show that the Mobile Source Pollution, Exposure Near Major Roadways Contribute To An

[Valerie Gray (DE DNREC-AQ)] 18:15:25

Exacerbates, Asma Impairs, Lone Phase, Lung Function and Increases, Cardiovascular Mortality, Residents of Communities Located, near those Roadways, often residents who have Low Incomes, are Increased Risk, of Asthma Attacks, and other Respiratory, and cardiac

[Valerie Gray (DE DNREC-AQ)] 18:15:43

Of them people in these communities are also more sensitive to and likely to, experience negative impacts of climate change.

[Valerie Gray (DE DNREC-AQ)] 18:15:52

This history of disproportionate exposure to polluted air, makes it essential to prioritize disadvantaged and low-income, communities, and households collectively, known as priority, populations they will benefit the most from reduced emissions, and Cost Saving Benefits of Cleaner

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

Less polluting, newer, technology, vehicles, and alternative modes of transportation

[Valerie Gray (DE DNREC-AQ)] 18:16:20

By requiring our industrial sources, along with our power plants to install pollution, control equipment.

[Valerie Gray (DE DNREC-AQ)] 18:16:28

We see reductions 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 feed the standard the American long association continues to give new castle, county a failing grade year after year more reductions are necessary to

[Valerie Gray (DE DNREC-AQ)] 18:16:51

Protect. Our health and as I mentioned particularly for those communities located near our highways.

[Valerie Gray (DE DNREC-AQ)] 18:16:59

This slide provides you a snapshot of how ground, level ozone might form on a hot summer day.

[Valerie Gray (DE DNREC-AQ)] 18:17:06

It's just areas where ozone was beginning to form in our region.

[Valerie Gray (DE DNREC-AQ)] 18:17:11

Just this past June, the orange Segments are particular.

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

Just because this is where the air quality was deemed unhealthy.

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

For those sensitive population, groups, such as the children with asthma, or it's our senior citizens that have underlying health conditions.

[Valerie Gray (DE DNREC-AQ)] 18:17:27

As required by the Clean Air Act EPA identifies, areas, or regions in the country where Health Based Standards are exceeded as not meeting or Attaining, the Standard, those Areas are called Monotainment Areas Delaware's new Castle County along with Marilyn Cecil County our link

[Valerie Gray (DE DNREC-AQ)] 18:17:50

To the Philadelphia area, as a key contributor to the Region's Overall Air Pollution, the Key Source of air pollution in our Area, Remains Transportation, We Live Alone 900 and 95 Quarters, where we See Higher Emissions for Ozone Precursors, and Particulate

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

matter, many of our friends, and our neighbors, in Delaware and Maryland.

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

Travel each day to Philadelphia for Work, and further contributing to those Emissions and the Greater Philadelphia Area.

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

Now let's consider the Impact transportation on greenhouse gases, those emissions, are the largest source.

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

With over 30, and in 2,017, Governor Carney, committed to reducing Delaware's Greenhouse Gas Emissions by 26 to 28%, from 22,005, levels, by 2025, and he did so by Joining a coalition, of 24,

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

other states, called the Us. Employment Alliance. This target is identical to the goal.

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

The Us. Made upon joining the Paris Agreement under the United Nations Framework Convention of Climate, Change, and then Affirms, Delaware's Recognition, that State-level Action is important to Addressing Climate Change from Delaware's Greenhouse, Gas Inventory We See that State

[Valerie Gray (DE DNREC-AQ)] 18:19:12

Efforts have resulted in an overall emissions.

[Valerie Gray (DE DNREC-AQ)] 18:19:15

Reduction, of about 18 and our client Action. Plan further shows that Delaware has not met our Admissions Reduction target the plan Released last Year looks to identify actions.

[Valerie Gray (DE DNREC-AQ)] 18:19:27

The State can take to ensure that we meet or exceed our goals.

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

One of the Plans Recommended Actions was to Adopt additional measures to reduce emissions from our Transportation Sector

[Valerie Gray (DE DNREC-AQ)] 18:19:42

When we consider the impacts of our vehicles have on contributing to pollution, we find from a health Perspective, the vehicles are now the primary source of small forming Pollution, and find particulate Matter that Worsens, public Health Outcomes, Diesel, Emissions and that

[Valerie Gray (DE DNREC-AQ)] 18:20:04

high levels of particulate matter, which are airborne particles, of soot and metal.

[Valerie Gray (DE DNREC-AQ)] 18:20:11

These cause, skin and irritating and allergies, and very Fine Particles, also Lodge in our Lungs, where they can cause Respiratory problems, it's like previously Have mentioned Harmful levels of these pollutants Exacerbate Asthma another Cardio Respiratory.

[Valerie Gray (DE DNREC-AQ)] 18:20:33

Illnesses, especially in our children and older adults leading to additional hospitalizations and Premature deaths on the Environmental, side, the Effects of Air Pollution, are Widespread Affecting our Air Soil and Water Quality Nitrous, Oxide, Contributes to the Degree of our Ozone.

[Valerie Gray (DE DNREC-AQ)] 18:20:53

Layer, which shields our earth from harmful ultraviolet, radiation from our Sun Sulfur, Dioxide and Nitrogen, Dioxide mixed with Rainwater, to create Acid Rain which Damages, Our Crops, Forests, and other Vegetation, along with some of

[Valerie Gray (DE DNREC-AQ)] 18:21:09

Our buildings, Oil, and Fuels Spills from our cars and trucks seep into the Soil near our Highways, and Discarded, Fuel and Particulates from Vehicle, Emissions Contaminate Not Only our Lakes, our Rivers, also are Wetlands

[Valerie Gray (DE DNREC-AQ)] 18:21:27

Delaware is also experiencing the impacts of climate change through increased temperatures, Sea Level, rise and extreme Precipitation.

[Valerie Gray (DE DNREC-AQ)] 18:21:37

Events our Overburden and underserved communities, that reside near our Major Highways, and are disproportionately impacted by Pollution, from our Vehicles these Tailpipe Emissions Worsen the Health for our Children, who Suffer from Asthma or our Elderly who might

[Valerie Gray (DE DNREC-AQ)] 18:21:53

Have co-pd and other chronic Health Conditions, gasoline, powered, vehicles are also a major source of Air toxic, such as Formaldehyde and Benzene health Effects, at Low Levels, Breathing in Formaldehyde can Cause, I.

[Valerie Gray (DE DNREC-AQ)] 18:22:11

Nose and throat, irritation at higher levels for male, to Hide exposure, can cause Skin Rashes, Shortness of Breath, Wheezing and changes in our long function we need to Reduce Exposure to Vehicle Pollution, for our Frontline, Communities, that are

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

Disproportionately Impacted by pollution in order to reduce the Impacts of Air Pollution, the Department works to identify those major sources, determine what control measures and techniques are available then we draft regulations requiring those sources, to meet emissions standards which begs our

[Valerie Gray (DE DNREC-AQ)] 18:22:52

question, What can the Department do to mitigate the harmful impacts to our help that are attributed to the operation of our vehicle

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

If you'll bear with me just a bit longer. I'll provide you a quick overview or a quick tutorial on the clean air, act.

[Valerie Gray (DE DNREC-AQ)] 18:23:11



And what mechanisms are in place for us in reducing vehicle tailpipe emissions, the Us.

[Valerie Gray (DE DNREC-AQ)] 18:23:20

Congress states, 2 Mechanisms or tools for available to us for addressing Vehicle emissions.

[Valerie Gray (DE DNREC-AQ)] 18:23:26

We can do it by Federal action through a mission standards, or the adoption of Stronger emission standards that are established by California as a allowed, by section 100, and 77 interact Federal emission Standards, for vehicles known as Tier 3, engine Standards, were adopted by EPA

[Valerie Gray (DE DNREC-AQ)] 18:23:49

Back in 2,014, and they limit the amount of sulfur and gasoline.

[Valerie Gray (DE DNREC-AQ)] 18:23:53

And they further reduce knocks and other pollutants.

[Valerie Gray (DE DNREC-AQ)] 18:23:56

The Federal Greenhouse, Gas Standards, initially covered model Years, 2012 through 2025, and were released.

[Valerie Gray (DE DNREC-AQ)] 18:24:04

Thatary met amended last year to include model years 2,023, through 2,026, EPA also announced this past March 3, issues of the California Waiver Intersection, 209 of the clean air for the advanced Clean car Program which which Included the Sub Sales and Greenhouse Gas Standards and

[Valerie Gray (DE DNREC-AQ)] 18:24:29

These requirements were through to model your tone, 2025 EPA also withdrew the prior Administration's interpretation view of the Clean, Air Act section one.

[Valerie Gray (DE DNREC-AQ)] 18:24:43

177, that States may not adopt California's greenhouse Gas standards, even if EPA is granted California, Waiver for such standards with that action now that it's been withdrawn States, may continue to Adopt and Enforce California's, Greenhouse Standards under section

[Valerie Gray (DE DNREC-AQ)] 18:25:04

177, so long. As they meet the requirements of this, of that particular section.

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

So who are the 1, 77 states that have adopted the California standards.

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

The following States on this this map, have elected their 17 states that have chosen to adopt the more stringent emissions standards over the Federal Tail Pipe Standards these Dates in Combination represent over 40% of the Nation's, Vehicle, market I also wanted it that we

[Valerie Gray (DE DNREC-AQ)] 18:25:39

now know that North Carolina is also considering adoption of These standards, so they'll anymore.

[Valerie Gray (DE DNREC-AQ)] 18:25:47

So Congress has provided the States with 2 option. When it comes to reducing pollution from cars and trucks, we can adopt more strangers standards or we can accept the weaker federals, tailpipe emission standards, by choosing to adopt the California standards.

[Valerie Gray (DE DNREC-AQ)] 18:26:05

States protect themselves from future Federal regularity and policy rollbacks as well as continuing to realize Deeper

reductions in pollution, from our Cars and trucks, however, we have to check A Couple of Boxes in Order to Adopt, we have to Adopt Identical Regulations, and we have to Provide our

[Valerie Gray (DE DNREC-AQ)] 18:26:26  
Auto Industry. With 2 Years. Advanced Notice.

[Valerie Gray (DE DNREC-AQ)] 18:26:33  
So let's have some background on. What is the vehicle regulations?

[Valerie Gray (DE DNREC-AQ)] 18:26:38  
We adopted these, California program, admission Standards, no, as the Advanced Clean Car, over 10 years ago, and they're in place today, through model, Year Time, 25, the advanced clean car one Standards, included 3, separate Elements, the Low Emission, Vehicle Program, Provided Increasingly, more Stringent

[Valerie Gray (DE DNREC-AQ)] 18:27:01  
amission standards, for both, criteria, Pollutants and the Greenhouse Gas Standards for New Passenger Cars, and like Duty trucks, through that Model, Year 25 the Low Mission, Vehicle, Criteria, Standards, were Developed to Address, the Continued Increase in Driving While also

[Valerie Gray (DE DNREC-AQ)] 18:27:21  
improving air, quality in 2,012 California air resources, Board Adopted new emission Standards to further reduce the small Forming Emissions, beginning with Model Year 2025 implementation, of these Standards, was that Estimated to result in Cars a meeting 75 per 75% less small

[Valerie Gray (DE DNREC-AQ)] 18:27:46  
forming pollution in 20 by 22,025.

[Valerie Gray (DE DNREC-AQ)] 18:27:52  
Then the average car was unsolved in 2,012.

[Valerie Gray (DE DNREC-AQ)] 18:27:54  
The Greenhouse Gas component was developed in coordination with the United States Environmental Protection agency, and the national Highway Traffic Safety Administration for a one national Program, to harmonize the greenhouse gas and Fuel economy, standards, also called as cafe standards, they harmonize, them

[Valerie Gray (DE DNREC-AQ)] 18:28:16  
So the Z requirement is designed to achieve those long-term emission reduction goals by requiring auto manufacturers to offer specific numbers of the cleanest cars.

[Valerie Gray (DE DNREC-AQ)] 18:28:26  
Available for sale. These vehicle technologies include full Battery, Electric Hydrogen, Fuel Cell and Plug-in, Hybrid Electric Vehicles and over the last 30 Years, the 0, Mission Vehicle, Requirements, have been Modified to Reflect the State, of Merging.

[Valerie Gray (DE DNREC-AQ)] 18:28:46  
Technologies, Modifications Adopted in 2,012 along with the other 2 advanced clean car elements, have set the market on a path towards 0 emission vehicle commercialization with the Resurgence of Battery, technology, enabling auto Manufacturers, to offer

[Valerie Gray (DE DNREC-AQ)] 18:29:03  
Competitively price 0 mission vehicles to our Consumers

[Valerie Gray (DE DNREC-AQ)] 18:29:09  
Since 2,010 more than 1 million mission vehicles and plugin hybrids have been registered just in California, alone,

beginning with Model year 22 the automakers have also announced over 60 new vehicles, entering the market additional Vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:29:26

Are expected to be introduced over the coming years with anticipated by model, year, 25 over a 100.

[Valerie Gray (DE DNREC-AQ)] 18:29:36

New products will be available. And that's I think that's been updated just recently to over a 150 new Products

[Valerie Gray (DE DNREC-AQ)] 18:29:45

So the question we have to answer. What's the best.

[Valerie Gray (DE DNREC-AQ)] 18:29:49

Program for Reducing Vehicle Emissions in Delaware, that will improve our Air Quality and Reduce Harmful Impacts, on our near Roadway, Communities, here's what we know Delaware, and the Greater Philadelphia Area Remains, in Non Attainment Area, for the Health Based Ozone

[Valerie Gray (DE DNREC-AQ)] 18:30:07

Standards, or Obligated under the clean air act, to identify and implement additional policies and regulations to Reduce Ozone pollution.

[Valerie Gray (DE DNREC-AQ)] 18:30:15

Do? You guys are huge contributors to ozone formation.

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

Well Industrial sources and electricity generation have already been addressed and are well controlled, and we need to ensure that all our communities are protected.

[Valerie Gray (DE DNREC-AQ)] 18:30:32

We are also a state already experiencing the impacts of Climate Change.

[Valerie Gray (DE DNREC-AQ)] 18:30:38

So Delaware needs to to address sources of Greenhouse Gases, as well

[Valerie Gray (DE DNREC-AQ)] 18:30:46

The Climate Action Plan, recently released last year, recommended that Delaware consider the Adoption of all 3 Components of the Advanced Clean Car Price, and then and to do so in order to play the Gap and to Meet our Greenhouse, Gas Reduction Commitments, and then March of this Year our Governor

[Valerie Gray (DE DNREC-AQ)] 18:31:07

Directed, the Department of Natural Resources and Environmental Control to begin the Regulatory development process for adding 0 emission standards, to our Strategies for Reducing and Controlling Emissions from our Vehicles so Let's remember our Current Vehicle Program has been in place Since Model

[Valerie Gray (DE DNREC-AQ)] 18:31:28

Year 2,014, and continues up through model year 2,000, and 25, gasoline and Diesel Powered Vehicles on the road will remain on the Road Adding the Dev Element, only Addresses, the Delivery and the Sale of New Vehicles in Delaware and Let Me Clarify

[Valerie Gray (DE DNREC-AQ)] 18:31:46

This proposal does not impact off road vehicles such as farm equipment, or vehicles weighing more than \$14,000.

[Valerie Gray (DE DNREC-AQ)] 18:31:55

I also want to note that emergency vehicles are also exempt from these requirements

[Valerie Gray (DE DNREC-AQ)] 18:32:03

So let's talk about the vehicle emissions standards in the program, and what it means for us here in Delaware automakers will produce and deliver for sale, new vehicles, that meet the Emission, Standards, we Reduction, and Emissions from

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

the Delaware's passenger Cars and Light Duty Trucks and Medium Duty Trucks will be realized, Resulting in Improved Air Quality, the Program, Will Begin with Model Year 2,027 that Commences, Production, on January Second of 2026 new Passenger.

[Valerie Gray (DE DNREC-AQ)] 18:32:39

Cars and Light Duty trucks will be delivered for Sale In Delaware and recall that the Automakers have already announced, numerous Products that are 0 Emitting and expect to have many more In the coming Years

[Valerie Gray (DE DNREC-AQ)] 18:32:53

And we'll do this by amending our regulations, or Regulation 1140, with the adoption of Advanced Clean Car to program this means that you as a vehicle Owner do not comply with program this program, does not Ban Gasoline or Diesel vehicles, this

[Valerie Gray (DE DNREC-AQ)] 18:33:17

proposal does not prohibit you from registering your gasoline, or diesel vehicle, gasoline and diesel, vehicles are actually projected to be over 70% of our Delaware, Fleet by 25, Compliance, is achieved by the auto

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

manufacturers Designing Producing, and certifying their products.

[Valerie Gray (DE DNREC-AQ)] 18:33:39

Meet the requirements, before delivering them, for sale here in Delaware and as we've mentioned many large automakers have already announced their plans to develop these 0, emitting vehicles and Deliver Them to Market and some have even announced, goals, to be completely Carbon

[Valerie Gray (DE DNREC-AQ)] 18:33:57

Free, the Clean Car Standards only apply to light duty and medium-duty vehicles for Sale in Delaware.

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

They do not apply to off road or heavy vehicles or equipment, like farm equipment, or semi trucks, they do not apply to existing vehicles, or the used vehicles, for sale and they do not record, anyone to purchase an Electric vehicle so

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

What part of the Delaware fleet is covered the group of vehicles.

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

These requirements pertain to our Light-duty, Passenger Cars, and trucks, and Medium-duty Vehicles, weighing up to Â£14,000, vehicles, that do not Operate Delaware, Roads, are considered to be non-road or

[Valerie Gray (DE DNREC-AQ)] 18:34:44

Off-road vehicles, and are not covered by this particular program.

[Valerie Gray (DE DNREC-AQ)] 18:34:47

This includes our agricultural equipment construction, vehicles, and other vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:34:52

Weighing more than Â£14,000 many of our commercial sector, delivery companies have already announced their plans

to transition to 0 automating vehicles.

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

These include Fedex, the United States Postal Service, Amazon as well as Walmart.

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

This, this slide depicts just some of the recent products that have been announced.

[Don Cain ] 18:35:14

Security, all, you.

[Valerie Gray (DE DNREC-AQ)] 18:35:20

And you may have seen some of the car commercials showcasing their new vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:35:31

So as we said, these requirements would require Delaware to begin with, model year to 27, remember that the Advanced clean car only applies with manufacturers and not vehicle owners we need currently add a gasoline, or diesel-like duty vehicle

[Don Cain ] 18:35:33

No

[Valerie Gray (DE DNREC-AQ)] 18:35:51

This program element does not apply to you and you will continue to register your vehicle with Dmv.

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

As you do say today. This graphic depicts a rough estimate estimation of our vehicle fleet, and how it might change over time, the Delaware's Vehicle, Registration database tells us that we have a little less than 900,000, vehicles registered on

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

the road today, and on average, the Delaware new automobile dealers sell about 45,000, or so new cars, each year, assuming the Vehicle stay in the Fleet, Port at Least 10 Years We're going to estimate that about 70% of our onroad fleet in 2,000, and 30

[Valerie Gray (DE DNREC-AQ)] 18:36:31

5 will still be fossil, Fuel, burning vehicles, and by 2,035, we estimate that 30% of our Light and medium Duty vehicles, will be 0 Emitting, So Let's, take a quick look at what this means, for the Regulation well, right now, the

[Valerie Gray (DE DNREC-AQ)] 18:36:47

name, of our regulation is called the low emission Vehicle Program and We're Referencing that we change it to be the Advanced clean car program instead we also are proposing to amend the applicability and add the zev or 0 mission Vehicle, Requirements, to

[Valerie Gray (DE DNREC-AQ)] 18:37:06

the to our sections called Incorporation by Reference and Incorporation, by reference, means rather than writing out the entire regulations in our administrative code, we simply refer to the source of those original Regulations and as one Person told me, you can think of the term as a reference like

[Valerie Gray (DE DNREC-AQ)] 18:37:27

a citation. You might have in a written report

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

So the advanced clean car program also Provides Numerous flexibility mechanisms.

[Valerie Gray (DE DNREC-AQ)] 18:37:37  
For helping compliance, by our Nations, Car makers.

[Valerie Gray (DE DNREC-AQ)] 18:37:42  
These include, plug-in, hybrid, electric vehicle, Flexibility, which means that the manufacturers may fulfill, a portion of their total Annual Ze Requirements by Producing Plug-in hybrids, and delivering those for sales we also have programs

[Valerie Gray (DE DNREC-AQ)] 18:38:00  
That manufacturers can fill additional credits and meet their zebra annual zeb requirements by providing vehicles for use in a Community based Clean mobility program which Delaware Will Need to Establish if we were Going to Provide for that Option, and in addition there are

[Valerie Gray (DE DNREC-AQ)] 18:38:20  
Mechanisms, for early compliance, that they if they deliver vehicles before our program commences, they can earn some credits there, and then finally pooling which is enables, an automaker to provide flexibility, through model years, 26 through twenty-thirty it allows our

[Valerie Gray (DE DNREC-AQ)] 18:38:38  
Auto manufacturers, to move a specified percentage, of excess credits, that they've earned in one state for use in another state, where there might be a shortfall relative to the requirement, that they're supposed to deliver

[Valerie Gray (DE DNREC-AQ)] 18:38:53  
So in looking at our projected emissions, our preliminary analysis shows us that the total emission reductions, that we might expect by 2,035 include Knocks reductions of over 541 tons, for particulate matter the fine Particular matter, over 40 Tons, would be

[Valerie Gray (DE DNREC-AQ)] 18:39:13  
Reduced, and on for greenhouse gas emissions.

[Valerie Gray (DE DNREC-AQ)] 18:39:18  
We expect about 5.7 million metric tons to be reduced.

[Valerie Gray (DE DNREC-AQ)] 18:39:22  
The Annual Help cut Outcomes of Delaware's Adoption of Advanced Clean Cars.

[Valerie Gray (DE DNREC-AQ)] 18:39:27  
It's been estimated, using EPA's Cover Model, the Cobra Model Estimates, the change in the number of Cases and their Economic, values, for Pm or Particulate, Fine Particulate Matter Associated with Health, Effects, and they Use, Pm for the Fine Particulate, as A Proxy for those Health

[Valerie Gray (DE DNREC-AQ)] 18:39:50  
Impacts in General Adopting Advanced Clean Car Reduces on Road Mobile Emissions, Gasoline, Production, and Distribution Emissions, but would increase some in some, parts, our Electricity, Emissions but overall the Net Help Benefit of these emission Changes, would Result in an almost a 23.

[Valerie Gray (DE DNREC-AQ)] 18:40:14  
Point 9 million dollars sake.

[Valerie Gray (DE DNREC-AQ)] 18:40:19  
Well advanced clean car would not result in any direct costs on individuals card buyers will be directly impacted

[Valerie Gray (DE DNREC-AQ)] 18:40:30  
Vehicle, manufacturers are expected to to see increased costs as a result of requirements of advanced playing car and they'll likely pass these costs onto the individuals through higher Vehicle Prices, thus It's important for us to Understand

the end Costs, to

[Valerie Gray (DE DNREC-AQ)] 18:40:48

an individual consumer. Most self purchasers are estimated to realize significant operational savings through Reduced, Fuel and Energy Costs and Repair, our Maintenance, Costs, such as Such that the total Cost Ownership Results, in an Overall Net Savings, Within the First Year

[Valerie Gray (DE DNREC-AQ)] 18:41:08

vehicle ownership the total cost of ownership, analysis, does not incorporate any financial and incentives that a State might provide and that's primarily due to the uncertainty that these incentives will be available during the time period of this Regulation and to the Extent.

[Valerie Gray (DE DNREC-AQ)] 18:41:26

that State, Federal and State, local, or even utility, or other incentives might be available.

[Valerie Gray (DE DNREC-AQ)] 18:41:33

The total cost of ownership would be even more fail favorable for battery, electrons, and increased favorability, for plugin, Hybrids, and Fuel Cell vehicles.

[Valerie Gray (DE DNREC-AQ)] 18:41:48

So with that I'd like to do a time check before I pass the baton to my calling brian present to give you an overview of some of our our complementary policies brian, are you ready

[Breanne Preisen (DNREC)] 18:42:05

Yeah, thanks. Valerie. So we're gonna quickly. My name is Brian Parson. I am a Clean transportation planner with the division Appointment Coastal and Energy, so I'm just gonna kind of Quickly go, over some of the Complementary programs, and policies, that

[Breanne Preisen (DNREC)] 18:42:19

We have in place to support our transition into a clear transportation.

[Breanne Preisen (DNREC)] 18:42:24

Options.

[Breanne Preisen (DNREC)] 18:42:26

So by have next slide. Thank you, as Valerie has mentioned the transportation sector, is the largest Contributor to Air Pollution.

[Breanne Preisen (DNREC)] 18:42:33

And it has been for quite some time. We know that the pollutants that come from tailpipes, have all kinds of negative Effects on the Environment, and on human health.

[Breanne Preisen (DNREC)] 18:42:41

As you saw when a few slides back. Which is why the foundation of the clean air Act is to improve public health models.

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

Show that 0 emission vehicles will have the largest largest impact on a greenhouse gas production.

[Breanne Preisen (DNREC)] 18:42:55

Not only here in the State, but nationally and globally, the technology, right now is electric vehicles, twenty-thirty 50 years from now, that technology, might be something different.

[Breanne Preisen (DNREC)] 18:43:04

But right now, with electric vehicles and that's where our focus has been with the complementary incentive program programs, policies, and pro incentives that have been put into place next slide

[Breanne Preisen (DNREC)] 18:43:16

Our most public facing program that has been foundational to our progress.

[Breanne Preisen (DNREC)] 18:43:21

We have made in the is, is there our clean transportation incentive program the program has been in place since 2,015 and continues to grow and changes with the market our first funding round was in 2,000.

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

And 15, and 16, and that program only paid out 292 rebates but since July, first of 2,021 we have issued over 1,200, rebates between the 2 programs, that we have which are a rebate program for electric vehicles that gives

[Breanne Preisen (DNREC)] 18:43:50

Resonance and businesses, up to 2,500, for the Purchase, or Lease of A Plug-in Hybrid or Battery, Electric Vehicle on 60,000 and we have a Rebate Program for the Purchase of Charging Stations both of those Programs, are

[Breanne Preisen (DNREC)] 18:44:03

Funded, through the Reasonable, Regional, Greenhouse, Gass Initiative, and we Do Provide, More Funding towards Multifamily Dwellings, which a cause, We know a large percentage of people living in this Type of Housing at Home, and at home Charging, is a barrier for

[Breanne Preisen (DNREC)] 18:44:17

These Residents to purchase an ev. So many of the Complexes already here in the State, particularly in Newcastle, County, recognize this and the Value of Offering Eb Charging as an Amenity, to their Attendance and future Tenants, and are beginning to Install them, next Slide, please

[Breanne Preisen (DNREC)] 18:44:34

So to begin, kind of curving, range anxiety and dealing with the lack of fast charging, here in the State Delaware has recently had and will have a few funding Opportunities to Expand our Ev Fast Charging, Network in the in the System here so under the Volkswagen Mitigation

[Breanne Preisen (DNREC)] 18:44:52

Settlement Delaware received 9.6 million dollars for emissions.

[Breanne Preisen (DNREC)] 18:44:56

Reductions States were allowed to use 15% of those funds for ev charging in Delaware Chose to use the 15%, which was 1.4 million to expand the fast charging network in the state so through the competitive Rfp process, we received 8 million and and Funding

[Breanne Preisen (DNREC)] 18:45:14

We didn't have that much to to give out at the time.

[Breanne Preisen (DNREC)] 18:45:14

Requirements, so we had some hard decisions to make cause.

[Breanne Preisen (DNREC)] 18:45:17

So 14, locations, were chosen, that include downtown locations, hotels and at traditional Gas Stations, and one of the many line items under the Bipartisan Infrastructure Law, is the National Electric Vehicle Infrastructure, Formula, Funding and so over the Next 5

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

Years Delaware, Annually Del dot will receive 18 million for the Installation of DC.



[Breanne Preisen (DNREC)] 18:45:39

As charging stations along the States alternative fuel corridors which are Roots, 1 13, 1 13, and i.

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

95. There are some specific requirements for that funding.

[Breanne Preisen (DNREC)] 18:45:49

So there must be at least 4 ultra fast charging stations.

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

At each location, and each location must be no less than 50 miles apart from one another and no less than one mile away from the Highways Since Delaware is so small that wouldn't take very long for us to do so we Expanded that Out, even further and picked a Bowl of 25 Miles

[Breanne Preisen (DNREC)] 18:46:08

in between Charging station, locations the nebbly funds will be also deployed through the Competitive Rfp Process so the Stable Delaware does not Plan on Owning and Operating DC Fast Charging Stations, we are Simply the Funding Mechanism, for that once the

[Breanne Preisen (DNREC)] 18:46:25

us Department of Transportation Secretary declares that Delaware has fully built out its alternative field Corridors.

[Breanne Preisen (DNREC)] 18:46:30

We will be able to use that remaining funds for community charging that will include rural areas, are disadvantaged and underserved communities.

[Breanne Preisen (DNREC)] 18:46:39

And those living in multi-unit, dwelling areas.

[Breanne Preisen (DNREC)] 18:46:42

The map here shows just a kind of quick snapshot of where the Planned locations are for DC, fast charging stations where where where they will be between those 2 Funding opportunities as you can see Ev driver Will have a lot of Opportunities to fast Charge along their

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

Journeys and we will be also paying attention to what the other surrounding States are doing, and where they're planned.

[Breanne Preisen (DNREC)] 18:47:03

Locations are so drivers will feel confident that they can travel between states and get a charge.

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

When they need without warrior or fear that they will run out of choose, next slide, please

[Breanne Preisen (DNREC)] 18:47:14

Some of the Incentives that are are out, there, aside from what our clean transportation program is is energized.

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

Delaware, recently introduced a new grant program that is available for your local and county governments, which provides up to \$500,000 for the Purchase of Ebbs Ev Charging, Stations Electric Motorcycles and Electric Law Equipment County and Local Governments, can also Use, those

[Breanne Preisen (DNREC)] 18:47:37

funds for feasibility studies to help to help transition their fleets to 0 emission, vehicles, and equipment, next slide

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

Delaware. Excuse. Me del more of a power, and to deliver Electric Cooperative offer programs for Ev Drivers to Save Money While Charging, their Vehicles, during Off-peak Hours So the Delaware, Electricity, Has a Program, for their Customers, Who Install Charge Point, Home, Chargers, in their

[Breanne Preisen (DNREC)] 18:48:00

home and can receive a billing credit of \$200, plus an additional \$5 a month off of their bill during the Beat, the Peak months, and so they do require a specific charging so they have access to that that voluntary access, to that charger to help the the homeowner, kind of regulate that

[Breanne Preisen (DNREC)] 18:48:19

usage, and be able to charge the vehicle later on at Night to be able to use that energy when they when they need to for cooking and and pulling the Homes and things Eligible Del Margaret power residential Customers in Delaware Can Receive a Special

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

Timeline of use rate program for plugin, vehicles, and so the plugin rate provides the benefit of reduced electric Bills for Customers, when they Charge, their Vehicle, during Off Peak, Hours, next Slide, please Over the last Few Years, there have been an increase in the need

[Breanne Preisen (DNREC)] 18:48:50

to create ordinances, Regulations and Codes Relating to Eb charging in 2,019, the Delaware Public Service Commission determined that ev Charging Stations are not considered a Utility and would not be regulated in such last year, the new Castle County Government passed a requirement that all new Construction meaning

[Breanne Preisen (DNREC)] 18:49:08

parking, Lots Residential Housing Commercial Buildings, anything new must be considered, make ready or ev ready?

[Breanne Preisen (DNREC)] 18:49:15

Is what they call it, meaning the sites must be prepared for ev charging.

[Breanne Preisen (DNREC)] 18:49:19

There should be a dedicated circuit on the panel.

[Breanne Preisen (DNREC)] 18:49:21

Please mute yourself, please

[Don Cain ] 18:49:21

15,000

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

Making sure that that conduit is run and any that the site is is ready for a property, or a homework to install a charging station should they decide to the State also also recently passed a Law Directing the Cities of Wilmington Dover and newark to the develop ordinances for

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

Residential street parking that law requires cities with populations of over 30,000, which which is why, it's specific to to those 3 cities and then the ordinances will likely be shared and copied by over a other local governments, when planning ordinances goes and Regulations

[Breanne Preisen (DNREC)] 18:49:59

for their towns. next slide, please and then, as I mentioned a few seconds, back, one of the Funding opportunities that will be available for charging is through the National Electric Vehicle formula funding which is a line under line item

under that Bipartisan Infrastructure, Low every State, was

[Breanne Preisen (DNREC)] 18:50:15

required to submit a plan to the Federal government just demonstrating how those Navy funds would be spent and so Delaware's plan was submitted, and recently were approved and so We're just Waiting on further Guidance from from the Federal Government before we can proceed with

[Breanne Preisen (DNREC)] 18:50:30

deploying those funds out. We are also developing a statewide ev charging infrastructure.

[Breanne Preisen (DNREC)] 18:50:36

Plan so Delta and Denrek have initiated this process earlier this year in consultation with a ecom they plan is intended to be a living document but will initially tell us where charging station, should go and what areas to Target what Types of trees start Charging Stations what the ev deployment

[Breanne Preisen (DNREC)] 18:50:52

will be over. Time and the charging station deployment that needs to match that and We're Gonna focus on our disadvantage and underserved communities, a Rural Areas and those who live in multi-unit Dwellings the plan is intended to help those who currently have evs and

[Breanne Preisen (DNREC)] 18:51:07

preparing areas that do not have a higher adoption rates Part of the development of these plans is our stakeholder, and public engagement we have had 2 or 3, ev working groups, that do include the utility, so they are very much at the table and very aware of what is needed to to

[Breanne Preisen (DNREC)] 18:51:25

happen to support the grid, to support this transition and there is going to be some upgrades, public workshops, and engagements in the near future.

[Breanne Preisen (DNREC)] 18:51:33

For your input on these plans the the past, legislative, Session, lastly, the Governor and stated, the Reinstated, these States Energy Advisory Council, with a Directive, to Update, the States and Energy plan this plan will include Energy needs for the Transportation, and Use Productions, for

[Breanne Preisen (DNREC)] 18:51:50

Evs in their Models, and planning this will Help help ensure that the output generation and transmission to meet the upcoming energy Needs and We'll take into Consideration, all of the Funding Opportunities, that We're Coming along with the Federal Funding to Upgrade and Clean our

[Breanne Preisen (DNREC)] 18:52:07

upgrade. So that's all I have. I'm gonna pass this step over to Valerie. Thank you.

[Valerie Gray (DE DNREC-AQ)] 18:52:10

Thank you, Brian. So before we open up for questions.

[Valerie Gray (DE DNREC-AQ)] 18:52:16

We'd like to ask that you'd be considerate, and let me your points to this particular program.

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

I see that a number of you already figured out the raised hand features.

[Valerie Gray (DE DNREC-AQ)] 18:52:27

So I'll be calling on you in order all comments.

[Valerie Gray (DE DNREC-AQ)] 18:52:31  
Subject to this meeting will be part of the record.

[Valerie Gray (DE DNREC-AQ)] 18:52:35  
We also ask that we don't get to your comment tonight.

[Valerie Gray (DE DNREC-AQ)] 18:52:38  
That you can cons. We will give you information on how to submit those comments, in writing, and we'll accept those through December, the thirtieth that is not your last opportunity.

[Valerie Gray (DE DNREC-AQ)] 18:52:49  
To provide those comments, because you can do. So through the official public hearing

[Don Cain ] 18:52:49  
Refers to

[Valerie Gray (DE DNREC-AQ)] 18:52:57  
So we've held 3 workshops in November, and we held one on Tuesday night and in general.

[Valerie Gray (DE DNREC-AQ)] 18:53:03  
This is kind of what we've been hearing from the public of those who participate in it in our workshops, or submitted written comments, to us prior to tonight's, meeting, so for those who support we see that Delaware needs further to re further Reduce vehicle pollution

[Valerie Gray (DE DNREC-AQ)] 18:53:24  
and many of folks are very concerned about the emission impacts, our communities have on our sensitive population.

[Valerie Gray (DE DNREC-AQ)] 18:53:31  
They're also concern supported, because they believe that this will ensure that these Vehicles are made available to them in Delaware and the Vehicles will actually result in the being Cheaper to operate maintain and in general we've heard from those who do not support adoption of these

[Valerie Gray (DE DNREC-AQ)] 18:53:47  
More stringent standards. They're concerned they do not believe that we need to further reduce pollution and they believe that our charging infrastructure needs some additional work.

[Valerie Gray (DE DNREC-AQ)] 18:53:57  
And it's not currently in place enough to be able to support these vehicles, and as Brian has pointed out they're working on those and they also believe that this program might limit consumer choice and that overall the Vehicles, are just Too expensive additional items.

[Valerie Gray (DE DNREC-AQ)] 18:54:14  
That we've also heard are concerns about the grid impacts, resiliency and reliability as well as any potential impacts.

[Valerie Gray (DE DNREC-AQ)] 18:54:22  
This program might have on farmers and small business. So that's in general what we've already heard.

[Valerie Gray (DE DNREC-AQ)] 18:54:28  
So.

[Valerie Gray (DE DNREC-AQ)] 18:54:30  
Let's focus your attention to this proposal. If we fail to reduce vehicle emissions, We'll need to find those reductions.

[Valerie Gray (DE DNREC-AQ)] 18:54:38

Elsewhere with industry, our power, sector, or even Industrial, commercial and institutional sort sources.

[Valerie Gray (DE DNREC-AQ)] 18:54:47

So we have 2. So Congress has given us 2, choices.

[Valerie Gray (DE DNREC-AQ)] 18:54:52

We can use the Federal less stringent emission standards.

[Valerie Gray (DE DNREC-AQ)] 18:54:55

Or we can select to use more stringent emissions standards so with that I'd like to recognize our first speaker.

[Lauren (DAQ Admin Support)] 18:55:01

Valerie. We have 2 people who messaged in the chat.

[Valerie Gray (DE DNREC-AQ)] 18:55:03

I believe it. Yes.

[Lauren (DAQ Admin Support)] 18:55:07

They came in on the phone. So they don't have the ability to raise a hand.

[Lauren (DAQ Admin Support)] 18:55:10

They asked if they could speak really quick, first, if that's okay.

[Valerie Gray (DE DNREC-AQ)] 18:55:10

Okay.

[Valerie Gray (DE DNREC-AQ)] 18:55:12

Okay, sure if you'd like to recognize them by their phone. Number.

[Valerie Gray (DE DNREC-AQ)] 18:55:17

That'd be great right.

[Lauren (DAQ Admin Support)] 18:55:18

They said in the chat, that their name was Saul the Mario, if they would like to speak

[Valerie Gray (DE DNREC-AQ)] 18:55:22

Okay.

[] 18:55:24

That's me

[Valerie Gray (DE DNREC-AQ)] 18:55:27

We can hear. You saw

[] 18:55:27

Hello, oh, okay, thank you my name's Santa Mario, I'm the executive director of the Delaware

[] 18:55:42

My biggest.

[] 18:55:47

Light trucks that are electric powered vehicles

[] 18:55:55

When you have to move a trail, a horse, on a trailer.

[Valerie Gray (DE DNREC-AQ)] 18:56:03

I'm sorry I saw your breaking up

[] 18:56:06

Are you, the distance is

[] 18:56:11

Terribly, when you're telling a trailer

[] 18:56:16

It's

[] 18:56:22

Etc.

[] 18:56:44

And we were 2,

[] 18:56:49

Right really hurt. the agricultural second thing is charging. When you have a

[] 18:57:00

Stick out.

[] 18:57:03

Sure pillars to park, your truck.

[] 18:57:10

Standing there, they they yet walk us

[] 18:57:15

But I don't know if anybody

[] 18:57:18

Not going to be good for agriculture

[Valerie Gray (DE DNREC-AQ)] 18:57:23

Thank you. So I think what I heard you say, because it was very difficult to hear you you're concerned about the range.

[Valerie Gray (DE DNREC-AQ)] 18:57:30

And so you have some range anxiety on the the the car, or the truck being able to go as far as you need it as well, as some concerns regarding the towing capacity and just the electric field, charging, access with a a Towing vehicle, Pulling a Trailer.

[Valerie Gray (DE DNREC-AQ)] 18:57:48

So the thank you. So Lauren, you can you identify the next phone speaker

[Lauren (DAQ Admin Support)] 18:57:56

Oh, yes, the second phone Speaker is Scott Kiddner

[Valerie Gray (DE DNREC-AQ)] 18:57:59

Okay, Scott, you want to unmute yourself

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

God. If you're speaking, we cannot hear you on unfortunately

[] 18:58:19

Here we go! How about that

[Valerie Gray (DE DNREC-AQ)] 18:58:21

Oh, that's perfect, thank you

[] 18:58:25

Wonderful thank you for a few moments. on Behalf of the Delaware.

[] 18:58:28

Third Bed, Horsemen's Association I certainly want to endorse.

[] 18:58:33

What Mr. Demario was just talking about is related to the transportation not only of horses but of livestock we are very concerned. About.

[] 18:58:43

This ev, standard, we're very concerned about its impact at Delaware Park, where horsemen our horsemen, operate, and work during the meat, we are constantly shipping in and out of Horses every Day during the Meat We will have somewhere near 800 to 900 Courses, standing at

[] 18:59:04

The Lower Park, the vast majority of our owners and trainers move these credible animals by those class, 3 vehicles, there is no range.

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

Okay.

[] 18:59:16

You're putting a 1,200, 1,500, 1,600.

[] 18:59:22

Pound, animal, 2, 3, or 4, of those, and slide in slant trailers.

[] 18:59:28

You cannot get from point A to point. B. The other. Critical component with any livestock transportation.

[] 18:59:34

Is that you must cover those distances quickly, there is not an opportunity to stop.

[] 18:59:41

You can't just pull over let animals out and as Mr.

[] 18:59:48

Demerio made notice these trailers are long. They are cumbersome.

[] 18:59:51

You do not have the ability to pull in and pull through every charging station is a head in or back, in charging station.

[] 19:00:00

How do you operate a vehicle that has a livestock trailer on the back it's not doable.

[] 19:00:10

It's simply not doable. We we are very concerned about this, proposed wreck.

[] 19:00:16

Additionally, I had, a couple of other sort of generic questions for y'all about this particular proposed the Ordinance There There's something interesting to note I was wondering, if you all can provide essentially the Assumptions, and some of the Similarities.

[] 19:00:35

That you took from California to make that made you believe that Delaware is a good fit for the California Wreck.

[] 19:00:45

So specifically, what was it about California? It's I don't know population.

[] 19:00:52

Climate. It's Infrastructure what are the similarities and Assumptions?

[] 19:00:58

You all made that makes California's law a great fit for Delaware.

[] 19:01:02

As it relates to Evs

[Valerie Gray (DE DNREC-AQ)] 19:01:04

But we don't W. What we're looking at is actual.

[Valerie Gray (DE DNREC-AQ)] 19:01:08

The mission standards for a vehicle that's delivered to Delaware We're not looking, at California or its Climate, We're Looking at How We in Delaware can Reduce That the Emissions from the Tailpipes, of our Vehicles, So There's

[] 19:01:21

Oh, okay.

[Valerie Gray (DE DNREC-AQ)] 19:01:21

2 programs there's either the Federal emission standards, that vehicle manufacturers have to meet or there's, a California mission standard which is much more stringent than the Federal standard, so what we're considering here, what we're considering is the actual Emission standard.

[] 19:01:35

Yes, ma'am

[Valerie Gray (DE DNREC-AQ)] 19:01:41

Not the Climate, or the California at all, it's the emission Standard, itself it's how many pounds of pollutants come out of the Tailpipe.

[] 19:01:49

The impact, that Pennsylvania has on Delaware's Climate, and specifically, Vox and Co.

[] 19:02:00

2. I thought that was part of our problem. So that's why I was wondering what other components of California maybe stated another way are there not other states that are reducing Co.



[] 19:02:17

2, carbon and Vox, not using the California standard.

[Valerie Gray (DE DNREC-AQ)] 19:02:23

There are states that either have adopted and are using the Federal standards, or there are 17 states, plus.

[Valerie Gray (DE DNREC-AQ)] 19:02:30

I also mentioned that North Carolina is also looking at these more stringent emission standards for achievement, the Federal Health Based standards that we have to all meet as individual States so it's just one of the very control measures that each State must consider as to how we can further reduce the

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

Impacts of air pollution on our citizens and meeting that Federal standard

[] 19:02:54

Very well, I would offer then that I don't believe this is the appropriate.

[] 19:02:59

No pun! Intended vehicle. The this Particular regulation is then appropriate, at least certainly from the Thoroughbred Horsemen's association.

[Valerie Gray (DE DNREC-AQ)] 19:03:10

Bye

[] 19:03:12

One other sort of Comment, as it relates, to additionally there's been a recent if you will, another proposed Reg coming from Sediment and Storm Water dealing with the Pooling of C and d.

[] 19:03:33

Cans I happen to know some folks in this business, and I was wondering if you all can rectify the conflict between this proposed Reg and the Red, Coming from Sediment Storm Water that requires the large construction and demolition Cans.

[] 19:03:49

Of construction, sites to be pulled every 2 weeks.

[] 19:03:52

This proposed Reg, just was introduced, and in conversation with a Holler, who has about 400 cans deployed in such a county to meet this new requirement 4 polling C and d.

[] 19:04:09

Covered Cans, every twice a week, pardon me twice a week.

[] 19:04:12

This caller would have to purchase 50 more trucks.

[] 19:04:18

So the question becomes, how do you rectify the conflict inherent conflict, while we're Reducing, vox on the Tailpipe emissions of the class, 1 2, and 3, vehicles yet another Reg is going to Force, a Polar Trash Holder, to

[] 19:04:40

Purchase 50 more trucks to meet that regulatory demand, I asked for some clarity.

[] 19:04:48

There and understanding how that rectifies

[Valerie Gray (DE DNREC-AQ)] 19:04:51

I think you make an interesting point and We'll have to look into it.

[Valerie Gray (DE DNREC-AQ)] 19:04:55

Because I'm unfamiliar with a waste hauling regulation.

[Valerie Gray (DE DNREC-AQ)] 19:04:59

It's so. I'll just have to. I I just don't know. So I really appreciate you bringing the issue up and we'll have to look into it, but this regulation only covers like duty and medium duty it does not cover garbage trucks at this point

[] 19:05:00

Yes, ma'am sediment, Storm Water section.

[] 19:05:11

Yes, ma'am.

[] 19:05:15

Of yes, ma'am, but you understand, the media conflict.

[Valerie Gray (DE DNREC-AQ)] 19:05:16

so, okay, I, do. I, I, do. And we'll have to look into it.

[] 19:05:21

So it's okay.

[Valerie Gray (DE DNREC-AQ)] 19:05:23

So thank you

[] 19:05:25

Yes, ma'am, thank you for the comment. I suspect there will be some more coming before the December 30.

[Valerie Gray (DE DNREC-AQ)] 19:05:30

Okay, that would be awesome. Thank you so much so with that I'd like to recognize our next hand raise. is William Kushel Kuchel, and I apologize if I butchered, your name

[] 19:05:32

One, timeframe thank you

[Valerie Gray (DE DNREC-AQ)] 19:05:48

Well, yeah, if you'd like to unmute yourself

[Valerie Gray (DE DNREC-AQ)] 19:05:53

There, you go.

[William Kuschel] 19:05:54

Okay, okay, thank you, okay, I'm not. I don't.

[Valerie Gray (DE DNREC-AQ)] 19:05:57

That's okay, I understand.

[William Kuschel] 19:05:59

I don't use it as much. I'm sorry I I I'm a retired law enforcement officer.

[William Kuschel] 19:06:05

I was gonna say, a couple of things that that I recognize here.

[William Kuschel] 19:06:09

It 1, one is a one is from and I'm also concerned about the Anabaptist, specifically, the Mennonites, and the Amish as Well.

[William Kuschel] 19:06:17

These are starting to use internal combustion engines, and but it's part of their religious, Co.

[William Kuschel] 19:06:26

Conduct, that they that they or or basically limited to to doing things in a very humble and at God period, way, per se, so I don't want what I'm they took 2, things I'm concerned about is I'm concerned Secondly how these Emission, Standards, are going to because

[Valerie Gray (DE DNREC-AQ)] 19:06:38

Hmm.

[William Kuschel] 19:06:52

I live in the western side of Sussex County, and it's very rural here there.

[William Kuschel] 19:06:57

I have no bus service. I had to turn in my vehicle, and I just got a new word.

[William Kuschel] 19:07:01

Behold, when it was used, and at 34,000 miles on it was less than a tesla replacement.

[William Kuschel] 19:07:07

So the Bet, the Batteries of the Tesla Placements cost more than that my my vehicle did of course, it's a 6, feet, but I'm in Meeting Size Product Real Drive that I'm getting 30 plus Miles Per count on the Highway so I mean it It's, a very Efficient.

[William Kuschel] 19:07:21

Vehicle, very few in low emissions with it, and I tried to drive it very ginger but what but what i'm concerned about is that?

[William Kuschel] 19:07:30

How is this going to affect the feeling? Stations? when you when you start to say Well, we can no longer fully have the the various trucks.

[William Kuschel] 19:07:42

The other thing is then on February sixth of 2,010. When I was driving up to my facility during a snowstorm, I I had to go 5 See it was a class 3, snow.

[William Kuschel] 19:07:57

Emergency, I shouldn't have been out of in it that I was ordered in anyhow, so I violated this class 3 snow emergency to go to my facility at the change Steve long pressure.

[William Kuschel] 19:08:08

So what happened? Is I with 5 to 10 miles an hour.

[William Kuschel] 19:08:11

It took me 6 h to go from Sussex County up to that area.

[William Kuschel] 19:08:17

How is an electric they have going to be able to get through that type of in in that, type, of situation, another concern is that how how are you are you going to deal with also the the different things like the coronal mass ejection, which is an a a natural emp so so I mean.

[William Kuschel] 19:08:40

If we electrify after everything, my personal viewpoint is use it all, and make as as limiting as possible with the fossil fuels.

[William Kuschel] 19:08:51

With the Fossil Fuel Buy by Product, emissions, make everything efficient as efficient as possible.

[William Kuschel] 19:09:00

But I but I am very concerned about farmers about the generation.

[Valerie Gray (DE DNREC-AQ)] 19:09:04

Hmm.

[William Kuschel] 19:09:06

When you start to take away the the gasoline, vehicles.

[William Kuschel] 19:09:10

Are you going to permit new tanks to be put in?

[William Kuschel] 19:09:13

Or you know, they that's what they're doing in California, in some of the areas and cities, they're not permitting new feeling stations to put new new tanks in when they need replacement, tanks, so they're they're doing it through through they are doing it through through

[William Kuschel] 19:09:32

Attrition, so so I mean they the it's a very very serious thing.

[William Kuschel] 19:09:38

It's gonna detrimentally, it's gonna bring down our economy in this area, and the other last thing is if new Castle has a problem with that the Philadelphia area why can't you leave an exemption just away with the present Emissions that you have for Sussex is not really an in

[William Kuschel] 19:09:56

Exemption. But we have slightly different standards than Kent or new Castle counts just a thought, anyhow.

[William Kuschel] 19:10:02

Thank thank you very much for letting me speak, and I will turn it back to you

[Valerie Gray (DE DNREC-AQ)] 19:10:08

Thank you you make some very interesting points we appreciate, your feedback.

[Valerie Gray (DE DNREC-AQ)] 19:10:13

So let's see torito. I think you're next

[Charito Calvachi-Mateyko] 19:10:19

Yes, if if I made I would like to suggest that you give up time to people, otherwise, we hear just one side of the argument, and I don't sniff with other people and if you are so kind to also say who comes next so that person could be ready for example, I had to run to to my husband later to tell

[Charito Calvachi-Mateyko] 19:10:38  
Him. When he is done I I am Charlie to call by Timothy.

[Charito Calvachi-Mateyko] 19:10:41  
Go

[Charito Calvachi-Mateyko] 19:10:46  
Citizen, and I am buying a new vehicle.

[Charito Calvachi-Mateyko] 19:10:50  
At this time, and guess what the money is gonna have to go to Maryland or Pennsylvania not in Delaware, because they are offering and they have more variety of what we really need why is it that our state cannot keep our money, I Don't want to support other States I want to

[Charito Calvachi-Mateyko] 19:11:10  
Support, Delaware who, I lead where the taxes are going to help us all.

[Charito Calvachi-Mateyko] 19:11:16  
So I think. Hi, Jasmine and progress in the changes changes are going to take a Toll in everyone's we all need to work together to be a transition, I, think everybody complained you know when there was we have stopped at using horses or trains.

[Charito Calvachi-Mateyko] 19:11:36  
And and and also the big things like a slavery everybody had to think in the collapse or bay, economists in it, but it was the right thing to do in today, this is the right thing, to do.

[Charito Calvachi-Mateyko] 19:11:50  
For the children that are breeding this gonna this polluted error, which they don't deserve in our new generation. Needs for us to put our up together in American people are very very determined to do the right thing and and I think, they clean the vehicles, is one step towards that future thank you

[Valerie Gray (DE DNREC-AQ)] 19:12:12  
Thank you. I think I will take your advice. Karen Barker, you're next followed by Libby, Greg, so Karen, you're up

[karen barker] 19:12:22  
Okay, thank you, I was happy that we were gonna get warning and then I and then it's me.

[karen barker] 19:12:28  
I very much support the Advanced clean cars program I'm Karen Barker.

[karen barker] 19:12:34  
I'm, a forty-plus year. Science teacher here in Delaware and

[karen barker] 19:12:39  
I have owned a hybrid since 2,002.

[karen barker] 19:12:43  
And it has a 100,000 271,000 miles on it.

[karen barker] 19:12:45  
So I'm very proud of that, no matter how we feel about clean energy, clean energy, is coming clean energy. Is.

[karen barker] 19:12:53

Necessary. And we can either we in Delaware can either be the headlights, or the Tailpipe.

[karen barker] 19:13:01

We need to move on. This it's the right thing to do as Tarita said for our children, and for the future.

[karen barker] 19:13:07

I also want Ev Choices and Affordability the more, they are they make the more we ask for them, the better they will be in the less expensive I mean, who remains.

[karen barker] 19:13:19

Microwaves in the nineteenth seventys. It was a giant, box, the size of your oven.

[karen barker] 19:13:22

And it made all kinds of noise and now you can buy one for \$59, so we support it.

[karen barker] 19:13:29

It gets better, the charging stations get better. All of it gets better and we're doing the right thing.

[karen barker] 19:13:35

I also Google did a little Googling today. And I googled cheap new cars.

[karen barker] 19:13:40

There are hardly any cars under \$20,000 new anymore.

[karen barker] 19:13:45

And there. Then I Googled Cheap, a Electric Cars, and the Cheapest One was 25,000.

[karen barker] 19:13:52

That's not that huge a difference? If you're buying a new car and the Payback for using Electric you're gonna and Maintain costs both so much less.

[karen barker] 19:14:01

It's going to be affordable in the long run.

[karen barker] 19:14:05

For people who can plan for that. So last thing, it's the right thing to do for our children, for our state and we need to do it thanks very much for letting me speak

[Valerie Gray (DE DNREC-AQ)] 19:14:15

Thank you. Libby Greg is no followed by John Irwin, Libby.

[Libby Gregg] 19:14:20

Hi I just wanted to say that I do not think that Delaware should adopt the more Stringent Vehicle omission standards it's not that I'm not for clean Air It's just that I think that We are Grossly Underestimating the Tremendous, Infrastructure.

[Libby Gregg] 19:14:39

costs, and ultimately that comes down to the consumer.

[Libby Gregg] 19:14:44

Whether you get a Vw rebate, you know, because they did something bad and the money comes back through there few passes that cost onto other people,

[Libby Gregg] 19:14:55

All, of these incentives that are being offered by the State of Delaware where's that money coming from it, has to be

coming from Tax Money At some point somewhere along the line even if it comes from Federal dollars I'm Concerned that I believe It was Just Recently there was Talk about Shutting Down

[Libby Gregg] 19:15:14

The Indian River Cold Fired power, Plant, but at the last minute they decided to turn that around because they felt that the Grid was on stable, and that they could not remove that piece source of power.

[Libby Gregg] 19:15:27

So it's now going to be running through 2026, but after 2026, what are you gonna do with that call pow powered electricity producing plan where are you going to get the electricity?

[Libby Gregg] 19:15:40

For this, I understand that it's 12 years, and that there's many new, technologies coming along.

[Libby Gregg] 19:15:48

And I'm certainly open for that sort of thing, but I hate the all or nothing.

[Libby Gregg] 19:15:52

There was an article in the Wall Street, Journal, the other day, about 1,350 jobs at a deep Cherokee plant in the middle of the country, Somewhere, that got all of their Layoff Notices, because the Company could Not keep that the demand for Jeep Cherokees Is starting to Drop they Couldn't keep

[Libby Gregg] 19:16:13

That plant open and meet all the government mandated expenses related to evs, and then I'm I kind of I'm just so puzzled about this idea, or this concept that Delaware Sits in an Air Bubble that if we do all of these things, which would be

[Libby Gregg] 19:16:32

Tremendously expensive and economy crushing that somehow delaware's air is gonna be better and it just makes no sense.

[Libby Gregg] 19:16:43

We have what 8.5 8 billion people. I think the earth just reached its population goal, United States has what 330 million, that's less than one, so we're trashing an entire economy, trying to save the air for Delaware when China India all the places, around us it it.

[Libby Gregg] 19:17:06

Just this all or nothing thought. Just I I just don't understand it.

[Libby Gregg] 19:17:11

And lastly, I think before we start pushing people to evacu vehicles, we need to make sure that the current Evs are paying their fair share, which they're not.

[Libby Gregg] 19:17:21

My gasoline taxes are paying and maintaining for the roads.

[Libby Gregg] 19:17:27

They are not paying gasoline taxes. They are not paying for the root upkeep and honestly, I had a friend come down from Maine.

[Libby Gregg] 19:17:35

It took her 2 days to get to me in her full electric vehicle, because she had to stop to have it charged.

[Libby Gregg] 19:17:41

I think evs are great for people driving around town. But there's just so many places, where they're just not practical.

[Libby Gregg] 19:17:52

And I just don't see how it's gonna work.

[Libby Gregg] 19:17:55

I just think that you're looking at a pie in the Sky dream kind of meeting some kind of standard, and I just don't think it's gonna happen and I don't agree with how you're going

[Valerie Gray (DE DNREC-AQ)] 19:18:07

Okay, well, thank you. Thank you so much. For your feedback.

[Valerie Gray (DE DNREC-AQ)] 19:18:13

Next up is John Irwin, followed by Nancy Waller, John

[John Irwin] 19:18:18

I thank you my name's John I live in Wilmington Delaware.

[John Irwin] 19:18:25

First thing, is, this program will not require you to buy like a car.

[John Irwin] 19:18:30

You can buy gas, car and 2,034 keep it for 15 years, like many people do.

[John Irwin] 19:18:37

Now you can buy used gas. Card, you can buy a hybrid, so no range anxiety, nobody is making you buy the car.

[John Irwin] 19:18:46

You can buy gas, for probably the rest of your life.

[John Irwin] 19:18:48

That means you're set for 30 plus years. I think we'll have worked out any issues with electric cars.

[John Irwin] 19:18:56

By then think it's time for people to realize that the automobile industry has already decided to transition to electric vehicles GM will sell only electric vehicles starting 25, the same Thing that this Regulation Moose towards that no still too new Ev Grants in the us by

[John Irwin] 19:19:16

2030, 2025, GM. And Honda are going to Co-develop, Affordable Evs.

[John Irwin] 19:19:23

For the most popular set segments by 2,027, my twenty-thirty Volvo, Plans to have Electric Cars only Board will offer Only, Electric or Hybrid.

[John Irwin] 19:19:33

In Europe by 2026. Vw. Plans, by twenty-thirty, that 55% of Us car sales will be electric this is happening this will be a transition to electric vehicles by 25 now even with that for new cars, 30% of the cars, on the

[John Irwin] 19:19:54

Road will will be electric and 70% will still be gas.

[John Irwin] 19:19:57

We don't have a massive change by 25.



[John Irwin] 19:20:01

Even that to 12 years off the California regulations are just a recognition of What's happening.

[John Irwin] 19:20:08

He said I was just to start preparing for this, and to begin the process.

[John Irwin] 19:20:12

We need to begin. And that's why we're building the infrastructure.

[John Irwin] 19:20:15

Now the you know, as you heard in the presentation, you're building out the Charging network.

[John Irwin] 19:20:22

Already we will need to increase our electricity. Capacity. Yeah, and we need to move to 100% clean energy.

[John Irwin] 19:20:29

And that's all part of what we need to do.

[John Irwin] 19:20:31

But everybody, is not all at once going to buy an AV.

[John Irwin] 19:20:34

And overwhelm the Grid We're Looking at Changes over 12 Years, Pgm.

[John Irwin] 19:20:40

Is our Regional grid operator. They are not worried.

[John Irwin] 19:20:42

About the rate of growth and demand. They released as long an annual long term forecast last December showing estimated load growth of point 4% per year for Summer Peaks, point 7% for winter peaks, Point 8 for net Energy over a 10 year Planning Horizon, starting in 20

[John Irwin] 19:21:04

22, we have time to figure things out projections.

[John Irwin] 19:21:08

Okay, so we will not be the first to make this transition.

[John Irwin] 19:21:13

Norway Cold country in 2021, 80% 86% of all cars sold in Norway were electric or Hybrid.

[John Irwin] 19:21:22

If there are any issues with batteries and cold weather, it's getting figured out there, china at 35%, either electric or hybrid new car sales in september, this year, by twenty-thirty, bloomberg reported that just over half of new cars sold in the Us will be

[John Irwin] 19:21:40

elected, we will be able to learn from the experience of those ahead of us.

[John Irwin] 19:21:45

We are going to be fine. Thank you.

[Valerie Gray (DE DNREC-AQ)] 19:21:49

Thank you, John, our next speaker, is Nancy Waller, followed by Larry, Mayo

[Nancy Wahler] 19:21:55

Hi, thanks for giving me a chance to speak the findings of the Zeroing in on Healthy Air Report of the American Lung Association shows that the transition to 0 emissions Vehicles and Electricity Will Save Countless Lives the Transition to 0 emission Vehicles over the next

[Nancy Wahler] 19:22:14

30 years, could help generate 1.2 trillion dollars in health Benefits, since in our country, these benefits would likely include 110,000 lives, saved over 2, point 7,000,002, Childhood, Asthma Attacks, Avoided Avoidance, of 13, point 4 million lost Work, days, and over 1.7,

[Nancy Wahler] 19:22:37

trillion dollars in global climate benefits gained experts have made it clear that emissions, from the transportation system add greatly, to Ground level ozone pollution, and Particle Pollution.

[Nancy Wahler] 19:22:49

It's unhealthy for everyone, to breathe ozone pollution, and particle pollution, but some are more vulnerable to illness, and death from breathing this polluted air such as children older adults, pregnant women, and those with Lung Disease and other Pre Existing Health conditions.

[Nancy Wahler] 19:23:08

Where you live can also put you at higher risk. Unhealthy air increases the risk of asthma, attacks, heart attacks Strokes, Lung Cancer and premature Death research, demonstrates, that the burdens of unhealthy air are not shared equitably, many communities, of color and

[Nancy Wahler] 19:23:28

Lower income communities are continually at greater risk. Due to the many ways transportation, pollution, and troops upon their lives I support adopting the advanced clean cars, to regulation, thank you

[Valerie Gray (DE DNREC-AQ)] 19:23:41

Thank you. Our next speaker is Larry Mayo, followed by Donna Hitchner, Larry

[Larry Mayo] 19:23:47

Yes, denrek is a part of the executive branch of our state, government, correct

[Valerie Gray (DE DNREC-AQ)] 19:23:54

Yes, we are

[Larry Mayo] 19:23:55

Okay, your regulations must conform to a Delaware statute.

[Larry Mayo] 19:24:05

Can you direct me to the statute that gives you the authority to dictate to dictate commerce as opposed to regulating commerce, making it regular and dictating to a private company, what they can or cannot sell in the state, of delaware in legal products

[Larry Mayo] 19:24:31

And if you can, Site, the Statute which I doubt you can.

[Larry Mayo] 19:24:36

I'd like to point out that the statute also must comply with the Delaware State constitution, and I don't see anywhere in the Delaware State constitution where it can allow the state to dictate what people Can Buy thank you

[Valerie Gray (DE DNREC-AQ)] 19:24:58

Well, what we're doing, and what this regulation is about is a mission standards reducing a Missions, it's all prized under title, 7.

[Valerie Gray (DE DNREC-AQ)] 19:25:11

Chapter 60, and I don't think I have the actual citation, but it's in Title 7, chapter 60, getting the cabinet Secretary, in the Authorization to Reduce and Control Air Contaminants, which are also called Air Pollution, and that's what this program does it Requires that this

[Valerie Gray (DE DNREC-AQ)] 19:25:30

Sector meets certain requirements for mission standard

[Larry Mayo] 19:25:33

Well, nothing you do. Can can

[Larry Mayo] 19:25:38

Can violate. The Delaware Constitution

[Valerie Gray (DE DNREC-AQ)] 19:25:40

That you're absolutely right. So, yeah.

[Larry Mayo] 19:25:42

And you don't have the authority, under the Constitution, the State government does not have the authority under our constitution to dictate to a corporation, a private corporation.

[Larry Mayo] 19:25:57

What products, it sells or as long as those products are legal now, you don't have the ability to make the wall only the Legislature has the authority to make law.

[Larry Mayo] 19:26:09

If the Legislature wants to make a new Gas-powered Cars illegal they can do that because they have to end to us.

[Larry Mayo] 19:26:20

Nobody in Denrack has to answer to the public

[Valerie Gray (DE DNREC-AQ)] 19:26:27

Well, thank you, thank you for that feedback, Donna Hitchner, followed by David Stevenson, Donna

[Donna Hitchner] 19:26:35

Thank you, I live in Newark, and I just want to point out there's, there's a lot of Miss and Disinformation going out tonight.

[Donna Hitchner] 19:26:43

Some verging on outright lies. The facts are much less dramatic, though first, no one is going to force.

[Donna Hitchner] 19:26:52

You to buy an, Ev, Okay, no, one. Is going to take your gas powered car.

[Donna Hitchner] 19:26:58

Okay, that is not part of this statute or or policy.

[Donna Hitchner] 19:27:06

As as Evs secure more range and more affordable Affordability they'll become more attractive to people.

[Donna Hitchner] 19:27:17

But there will be gas powered cars on the road, in the lifetimes of every adult present on the planet.

[Donna Hitchner] 19:27:28

Right now, okay, so let's just get over it. Okay,

[Donna Hitchner] 19:27:33

The the Battery technology will continue to evolve.

[Donna Hitchner] 19:27:40

And this will Impact, both Safety and Affordability.

[Donna Hitchner] 19:27:44

But most importantly, Evs will address the fact of climate change.

[Donna Hitchner] 19:27:50

Because the emissions produced by private vehicles are the main contributor to climate change.

[Donna Hitchner] 19:27:57

I urge the Governor to adopt the Clean Cars to program

[Valerie Gray (DE DNREC-AQ)] 19:28:04

Thank you, David Stevenson, followed by Coralie pride, David

[David Stevenson] 19:28:10

Yes, thank you. Very good talk to you again, couple of things.

[David Stevenson] 19:28:15

The basis of this regulation is lowering emissions, add it to lowered below the National Ambient air Quality standards with jurisdictional Protection Agency based on safe levels, to health you starting off this thing with the Chart that chose that you're using 2,017

[David Stevenson] 19:28:43

Data at that time, Newcastle County was over the Standard.

[David Stevenson] 19:28:48

The Standard the maximum standard is 70 parts per 1 billion.

[David Stevenson] 19:28:51

We were at about 74. If you use current data however, oh, new Castle County is that 66 and other other Air Quality Stations in in in this state, are in below that so your whole basis, for for writing this is basically gone, we're already meeting, the Air quality Standards which

[David Stevenson] 19:29:15

Means we're meeting the Health Standards, and part of the Reason.

[David Stevenson] 19:29:20

We're now beating those standards is because of the admissions reductions.

[David Stevenson] 19:29:24

Using the Federal Hello, admission standards. We have dropped nitrous, nitrous Oxide, emissions, 83%.

[David Stevenson] 19:29:35

We've dropped out to Organic Commons 91.

[David Stevenson] 19:29:40

They will continue to drop as older cars leave the fleet, and he pays already working on lower admission standards for motor vehicles.

[David Stevenson] 19:29:52

We have Healthy air and we also, it's getting healthier by the day, and as far as the Greater Philadelphia Area goes, back in 2,017 when Denrek Actually asked to get Newcastle County out of the Greater Philadelphia Area the EPA

[David Stevenson] 19:30:14

Responded we can't let you do that you're over the standard, and you may be contributing to Alexander Air Quality Stations up.

[David Stevenson] 19:30:21

There of us Well, the 10 Closest Upwind, Air Quality, Monitoring Stations in the Philadelphia Area, are also all in attainment.

[David Stevenson] 19:30:32

Now we are not contributing to pollution upwind.

[David Stevenson] 19:30:35

We are not. We've done solution for our in Delaware.

[David Stevenson] 19:30:39

So, this this regulation, you should be going back to the EPA telling them you're gonna use, the existing Federal standards, secondly, the Cost of Evs, there are 9 miles Right now that offer a Gas powered and eat the Same Exact Model, the Average price, Premium.

[David Stevenson] 19:31:01

Is \$14,000. There have been announcements from both Ford and Nissan.

[David Stevenson] 19:31:05

The price of batteries is not coming down very soon.

[David Stevenson] 19:31:07

The price of Lithium went from 10,000 a ton.

[David Stevenson] 19:31:12

2 years ago to \$70,000 a ton, this year a unless be frank, if if if evs do get cheaper, then you don't need mandates people buy them anyway, so I don't know why we've got to do this with a mandate what I would suggest to folks online and listening

[David Stevenson] 19:31:32

On, perhaps perhaps on a radio station right now you need to make a comment on these and you put the choices.

[David Stevenson] 19:31:40

Do, we go with the Federal standard, or the California standard. Make sure.

[David Stevenson] 19:31:44

You ask for the, the the Federal standard. Secondly, this entire process was started by executive orders from Governor Cart, we would not be having this, conversation if government, Cardi had not made those executive orders forcing us into this so make Sure you let Governor, clinton, know

[David Stevenson] 19:32:05

At governor.corny@delaware.gov.

[David Stevenson] 19:32:10

If you are opposed to this

[Valerie Gray (DE DNREC-AQ)] 19:32:10

David I'm gonna have to do we have 24 speakers, left and if we get them 3Â min, we'll be here for another hour. And a half.

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

So if you can wrap up. I'm just cautious of letting other people speak when you've spoken at every workshop we've had as far so with your comments.

[David Stevenson] 19:32:26

Yeah, I'm not actually speaking to you, Valerie, I'm speaking to the other people, that are on this call and and and we also. Note, I'm the first person You've asked to to to add, oh,

[Valerie Gray (DE DNREC-AQ)] 19:32:31

I know I understand. But if if we

[Valerie Gray (DE DNREC-AQ)] 19:32:38

I'm just very concerned about the timing on trying to get everybody in. That's all not trying

[David Stevenson] 19:32:44

Other people on this call have not been studying this for the past 10 years, but I will end Valerie at your request, but I would encourage everybody else on this call to make sure the Governor, knows you Disapprove

[Valerie Gray (DE DNREC-AQ)] 19:32:48

I understand thank you.

[Valerie Gray (DE DNREC-AQ)] 19:32:56

Sure. Well, thank you David and I do caution everyone else.

[Valerie Gray (DE DNREC-AQ)] 19:33:01

If you can be be prepared, and speak within one or 2Â min, that would be great, that'll let everyone get in in the timeframe that we have left I really wanna give everyone an opportunity.

[Valerie Gray (DE DNREC-AQ)] 19:33:12

So, thank you, quarterly. Pride followed by it's sick by Nick, and I'm sorry if I pronounce your name, incorrectly Mr.

[Valerie Gray (DE DNREC-AQ)] 19:33:21

Dineck Correlate.

[coraliepryde] 19:33:24

Coral. I tried speaking from Wilmington, Delaware.

[coraliepryde] 19:33:26

I'm just trying to think of a few things that'll come up that I'd like to respond to first thank you to David Stevens and I do intend to write the governor and I certainly intend to.

[coraliepryde] 19:33:37

Tell him that I want to be able to buy an electric car in Delaware, and I believe that getting more of the Gas, Cars Out of the Road and Encouraging, the use of Electric Cars, is just one small Step that we can all Take and making Sure that the Air in our Inner Cities, where there, is a

[coraliepryde] 19:33:58

lot of problems with asthma, because of fumes from Old Gasoline Cars.

[coraliepryde] 19:34:05

So we could help people in the inner cities, in the floor, which I know David has always expressed a lot of concern.

[coraliepryde] 19:34:12

About. I I also agree with the previous speaker, who who said that the people who own evs should be paying for their fair share of you know repair to the roads of the whole transportation, infrastructure I.

[coraliepryde] 19:34:28

Totally agree with that so my let's work on that other questions that come up. Where are.

[coraliepryde] 19:34:35

We going to get all the electricity to charge, the cars, it's not really very much.

[coraliepryde] 19:34:41

I when I get electric car, the amount that I spend for charging it is going to be very small compared to what I have to buy from my all electric house, but with the fact that I'm using a lot of electricity, I do want to see clean electricity used in the car and my house and going

[coraliepryde] 19:35:00

For community Solar, and I'd also like to see Delaware get into offshore, Wind, which I'm afraid Mister Stevenson has passed on a Lot of Miss Information About Problems.

[coraliepryde] 19:35:13

That will cause the money, the money for these mandates is indeed coming from the plans that came from Federal legislation, and that money will come out of the taxes people have paid I would have note that those same taxes have been paying for probably more than a 100 years to encourage the Use of

[coraliepryde] 19:35:36

Gas part Powered automobiles, and so getting a little bit to Ongoing clean energy.

[coraliepryde] 19:35:45

It's not bad the whole world really is facing a problem with floods and with droughts that have been very clearly tied to global warming in the Us.

[coraliepryde] 19:35:56

People have lost their livelihoods, like droughts in the West, they've lost their homes, for the fires in California and people are losing their lives.

[Valerie Gray (DE DNREC-AQ)] 19:36:04

Right.

[coraliepryde] 19:36:08

Very much younger than they should from pollution, caused by tools. Thank you.

[Valerie Gray (DE DNREC-AQ)] 19:36:12

Yeah, I thank you, Carly. I tried to keep you all to 3Â min.

[Sherry Long] 19:36:12

Time's up

[Valerie Gray (DE DNREC-AQ)] 19:36:17

So if you can. Mr. Byneck You're, next followed by Greg Layton.

[Itzick Vatnick (he.him,his)] 19:36:24

Good evening. Thank you, for Lundy speaking. Now I I it's fascinating to me to hear this, conversation, because no, I live in dallas for over 30 years.

[Itzick Vatnick (he.him,his)] 19:36:35

I am a college professor, I've been studying a very mental pollution.

[Itzick Vatnick (he.him,his)] 19:36:39

For my entire life, and started the Fax of Nox.

[Itzick Vatnick (he.him,his)] 19:36:44

Sox, no, just for humans. Also, particles, for our entire ecosystems.

[Itzick Vatnick (he.him,his)] 19:36:49

And I will plan it. So one people are talking about Monday.

[Itzick Vatnick (he.him,his)] 19:36:55

Ates. And you see that that's not the conversation the conversation that we're giving is you want to breathe, cleaner, we want to Breed the year.

[Itzick Vatnick (he.him,his)] 19:37:11

And we know what does our ecosystems.

[Itzick Vatnick (he.him,his)] 19:37:13

When, our past, and it's also produced by a non sustainable source a source that is going to be ended soon.

[Itzick Vatnick (he.him,his)] 19:37:24

So I think that there is no for profit corporation.

[Itzick Vatnick (he.him,his)] 19:37:29

That will change the models of render. Just because they want to do good for the environment, they're doing that because they is a motive.

[Itzick Vatnick (he.him,his)] 19:37:39

Profit, in that all I like to call vehicles that are going to be produced by all the current corporations, are going, to make the money.

[Itzick Vatnick (he.him,his)] 19:37:51

So this is a when we switch for everybody, we get clinical.

[Itzick Vatnick (he.him,his)] 19:37:56

The companies get more money, we get more choices. To the evs that we want to buy.

[Itzick Vatnick (he.him,his)] 19:38:03

Hey, you're market gets flooded with gossiping cars, and everybody can buy chip cars there.

[Itzick Vatnick (he.him,his)] 19:38:09

So I really don't see it downsides also.

[Itzick Vatnick (he.him,his)] 19:38:12

By the way, I was a farmer, you might previous life.



[Itzick Vatnick (he.him,his)] 19:38:15

I made calls for 5 years. I hear the farmers in I know they don't sell that talk to do that I'm not asking them.

[Itzick Vatnick (he.him,his)] 19:38:24

We are not taking charge of the hands, we're not taking heavy vehicles that need to make them.

[Itzick Vatnick (he.him,his)] 19:38:31

I like to eat. I know what makes to produce milk.

[Itzick Vatnick (he.him,his)] 19:38:33

So all that misinformation about models and stuff that has nothing to do with this conversation.

[Itzick Vatnick (he.him,his)] 19:38:39

Thank you for your time.

[Valerie Gray (DE DNREC-AQ)] 19:38:40

Thank you. Our next speaker, is Greg Layton, followed by Jeffrey Terrell.

[Greg Layton] 19:38:46

Thank you. I won't take a lot of time. folks have covered a lot of good. Points.

[Greg Layton] 19:38:50

I just want to point out that people don't believe in climate, change, or some of the people in the chat, don't believe in climate change.

[Greg Layton] 19:38:58

But it's already happening, the Sea level along the Delaware coast Is risen over a foot in the past century, That's causing flooding of Roads from Coastal Highway between Dewey and Fenwick Island to South Market Street, in Wilmington We can See this Delta is currently

[Greg Layton] 19:39:14

in embarked on a plan to raise south powers, Beach road to Escape, the flooding, the Flooding there sometimes blocks people, from their homes for 5 Days at a time you can look that up that's been documented all over the place but del.is raising this Road it also Plans

[Greg Layton] 19:39:30

to raise other roads in the next few years alone, Delta plans to spend 1.5 billion dollars, Raising, the Roads Out of Sea Level, that has already risen these are roads, that Didn't previously Flood denrek your Agency.

[Greg Layton] 19:39:47

Released a report this summer that said by the end of the century, the effects of Climate Change could Cost Delawareians, over 69 billion dollars unless things change so people are complaining about the cost of Electric vehicles or Updating their Homes, or things, like that folks, unless We make major

[Greg Layton] 19:40:07

Changes, you're gonna pay for it, and you're gonna pay for it, through your taxes.

[Greg Layton] 19:40:12

And like, I said, you can look at records dating back to 1895, that the temperature in Delaware on average is risen by 2.5 degrees.

[Greg Layton] 19:40:22

Fahrenheit, my parents grew up in the fifties and sixties skating on local Lakes and ponds, every winter.

[Greg Layton] 19:40:29

Now I haven't seen a Delaware Laker Pond solving enough to skate on or walk long, in probably 20 years.

[Greg Layton] 19:40:37

Maybe 30 things are changing, whether you want to admit it or not, and we need to make serious changes.

[Greg Layton] 19:40:43

To avoid the worst consequences. These aren't consequences.

[Greg Layton] 19:40:46

You can avoid by parroting misinformation, spread by fossil, fuel, energy funded.

[Valerie Gray (DE DNREC-AQ)] 19:40:55

Okay.

[Greg Layton] 19:40:56

But think, thank you, have a great day

[Valerie Gray (DE DNREC-AQ)] 19:40:58

Thank you so much. Jeffrey Terrell followed by Sherry Evan Stan, Jeff

[Jeffrey Terrell] 19:41:04

Good evening. I yes, good evening. I just wanted to say thank you, to denrack and everybody here, who Supports, the Acc.

[Jeffrey Terrell] 19:41:17

2, I I think that the Acc. 2 Frankly doesn't go far enough but I do think it's a good start I'm an architect and a developer, the national Multi-family housing association just came out with A report yesterday that said that both Renters, and

[Jeffrey Terrell] 19:41:39

Purchasers are demanding more access to zoom, Tailpipe emission, charging stations, or other accommodations.

[Jeffrey Terrell] 19:41:50

Kelly, Blue Book just reported that the demand for 0 emission, tailpipe vehicles.

[Jeffrey Terrell] 19:41:57

Here exploded recently by 67%. And I think that I would just add one final thought and that's that I believe that the the Bumper Sticker distractions from the people.

[Jeffrey Terrell] 19:42:11

That just throw out one liners is shouldn't I hope it doesn't discourage you from really keeping up the good fight cause it doesn't matter whether I win or you win or they win our children are going to be the ones that yield or are impacted by what we do today.

[Jeffrey Terrell] 19:42:32

So thank you very much, and have a lovely evening everybody

[Valerie Gray (DE DNREC-AQ)] 19:42:35

Thank you so much for your Feedback Sherry Evan Stanton, followed by Peter Lucas

[Sherri Evans-Stanton] 19:42:42

Thank you. So there have been a lot of comments in the chat, e.

[Sherri Evans-Stanton] 19:42:49

About people feeling like they're being forced to to purchase electric vehicles.

[Sherri Evans-Stanton] 19:42:53

That's just not true, that is not what this rule does and I fully support adopting the Acc. 2.

[Sherri Evans-Stanton] 19:43:03

Program, and you know as somebody said early on if you want to buy, want, not forced, if you want to buy an Ev the States that have the most variety, are the ones that have followed the California rules the seventeenth States that have used it as a model, I personally do not if I ever buy an electric

[Sherri Evans-Stanton] 19:43:30

Vehicle. I do not want my money going to another state.

[Sherri Evans-Stanton] 19:43:34

I want it to stay here in Delaware, and if you ask in Sussex County, in in Canton, in Newcastle, if you ask cardinals whether they want to be able to sell Evs they will tell you yes and the reason We're not getting those Cars, is as I said before it's going

[Sherri Evans-Stanton] 19:43:52

To other states that have signed on to the more Stringent Acc.

[Sherri Evans-Stanton] 19:43:58

2 programs, the other thing I would say, is our air quality is not getting better.

[Sherri Evans-Stanton] 19:44:03

If you look in the summertime, we often get D's and Apps for Air Quality, if you think that's better, than by all means keep breathing it, and finally, We're only talking about Nationwide 26% of the Cars, in the us are new only 26%, this does

[Sherri Evans-Stanton] 19:44:25

Not affect people who have gas costs it does not affect people's who want to buy a used car that's gas.

[Sherri Evans-Stanton] 19:44:33

So please stop, you know spewing all this false information out and let people who want evs to get them in if you don't find thank you

[Valerie Gray (DE DNREC-AQ)] 19:44:42

Thank you. Our next speaker is Peter Luke, I think and then Chill gomer.

[Peter Lucuk] 19:44:48

Yeah, can you hear. Me okay, yeah, thank you, my name is Peter Lucick.

[Valerie Gray (DE DNREC-AQ)] 19:44:49

Yes, I can thank you.

[Peter Lucuk] 19:44:56

I live in Sussex County. I just wanted to make a comment on your chart 33 total cost of ownership.

[Peter Lucuk] 19:45:05

I actually, just ordered a chevy bolt, and I will tell you

[Peter Lucuk] 19:45:11

I I talked a lot of car dealers in Delaware about Evs and Plugin hybrids and your Chart, is way off the the Total Cost of

Ownership will be 5 to \$10,000, more half of the Dealers, have Dealer Add-ons so you have to take that Into

[Peter Lucuk] 19:45:34

Consideration. Insurance is much larger for electric vehicles, by quite a bit.

[Peter Lucuk] 19:45:41

And so I don't think you're saving a ton of money at this current time, and even though GM, who who I'm tracking very closely because I want to get one or 2 other or other other evs they're going to be raising Prices, out of the roof I mean

[Peter Lucuk] 19:45:59

you you could see that coming. So I don't think there's a I think there's an affordability and availability in the future GM will never do a 1 million.

[Valerie Gray (DE DNREC-AQ)] 19:46:07

Hmm.

[Peter Lucuk] 19:46:09

What they say, 1 million cars, by 2,000, and 25 did they?

[Peter Lucuk] 19:46:13

They're lucky if they could. Do 100,000.

[Peter Lucuk] 19:46:15

They can't even do the bolts, now and that's their main car, and then it's the only other question I had is slide 37 mentioned the Clean Vehicle rebate, program, it Stops, the Thirty-first of December, Will, that program.

[Peter Lucuk] 19:46:33

be continued.

[Valerie Gray (DE DNREC-AQ)] 19:46:36

I'm I'll defer the answer to that question to my colleague, brand, present

[Senator David Wilson] 19:46:39

What is Corinth thank you? When did you start thinking.

[Peter Lucuk] 19:46:41

Okay. Thank you

[Breanne Preisen (DNREC)] 19:46:46

Okay, we do intend to we do intend to expand the program.

[Valerie Gray (DE DNREC-AQ)] 19:46:49

Okay.

[Breanne Preisen (DNREC)] 19:46:53

Into 2,023, we are just going to be making some changes to that program. I just can't speak on what that looks like yet just keep an eye on the website because that will be the first place that we put the information

[Peter Lucuk] 19:47:02

Okay, what will it be on the website by the end of the end of the year.

[Breanne Preisen (DNREC)] 19:47:05

We are hoping so. Yes, you will

[Peter Lucuk] 19:47:07

Okay. Thank you

[Valerie Gray (DE DNREC-AQ)] 19:47:09

Okay, thank you, Jill gomer followed by Jack Jerry.

[Valerie Gray (DE DNREC-AQ)] 19:47:14

I'm sorry if I'm mispronouncing your name folks. I'm really really sorry

[Jill Gaumer] 19:47:19

Hey! To to Valerie and Brianna. I just wanna thank you for a a marvelous presentation and I I really just want to.

[Jill Gaumer] 19:47:28

Ditto, what you guys have said, and I want

[Senator David Wilson] 19:47:28

I think they get to know people calling from favors, though

[Senator David Wilson] 19:47:35

What's going again.

[Jill Gaumer] 19:47:38

Am, I on.

[Valerie Gray (DE DNREC-AQ)] 19:47:39

I think so I'm sorry.

[Jill Gaumer] 19:47:41

Okay, and also to just reiterate what the the guys, I think, was sherry, said that I want to buy an ev, but I don't want to pay the market addressment price.

[Jill Gaumer] 19:47:52

Off I'm hoping that as the market comes in the prices will go down, but I hear.

[Jill Gaumer] 19:47:57

So my prepared, talk, my name's Jill. Gomer, and I live in Newcastle County, and the State of Delaware, We're Transportation accounts for 32% of the Greenhouse, Gas Emissions because I believe this level is a Damaging pollution I Arched Enrich to Adopt

[Jill Gaumer] 19:48:11

the California Standard, the Advanced Clean Car Standards, I just returned from a Short visit to Weisberg Virginia was wonderful to visit this reproduction of historic Colonial House here work stopped when the sun went down because they could not see well, in the Dark to Do work.

[Jill Gaumer] 19:48:28

Most production of Good goods was done by hand, sewn, and Grown and Cut and carved the Pollution.

[Jill Gaumer] 19:48:34

If you will, was the Horse droppings and the street after the carriages went by this all made me consider how very far we have come and creating a healthier world with far Less Need for Manual labor or world where we can Read a book after dark energy, is taken for granted and then I think about

[Jill Gaumer] 19:48:53

We are just on the precipice of creating the new energy sources revolve read about the nuclear fusion, Creation, more Energy made from Less Energy.

[Jill Gaumer] 19:49:04

What we all learned about in high school physics, that we thought would someday be part of our world.

[Jill Gaumer] 19:49:10

And other areas, where also on a precipice right.

[Jill Gaumer] 19:49:13

Now we are at a place where we can move from all fossil, fuel-powered world to the Moderate Modern Energy Source of Electricity, from renewables, when solar Hydro and even Nuclear, We're on the Path to Move, from Fossil, Fuels, that are Killing, People with

[Jill Gaumer] 19:49:28

Pollution, and killing the world with global warming. We can now move forward to this new clean healthy environment, or we can be Luddites, those folks who oppose the new machinery, during the time of the industrial revolutions, as humans, we seek, new I beg your pardon

[angelo] 19:49:42

Good

[Jill Gaumer] 19:49:47

But we fear, change a change to cleaner emissions, cars is one.

[Jill Gaumer] 19:49:52

We should seek out and embrace. I thank you, guys, for your time, and once again, Valerie and Brianna, thank you for a wonderful job.

[Jill Gaumer] 19:50:00

I appreciate what you guys are doing

[Valerie Gray (DE DNREC-AQ)] 19:50:01

Thank you. Our next speaker is Jack followed by Eds 76.

[Valerie Gray (DE DNREC-AQ)] 19:50:10

Van Gore, Jack

[Valerie Gray (DE DNREC-AQ)] 19:50:20

Jack, if you're speaking, we need you to unmute yourself

[Jack Guerin] 19:50:27

Thank you.

[Valerie Gray (DE DNREC-AQ)] 19:50:28

Okay, great, now, I can hear you

[Jack Guerin] 19:50:30

Climate change has become the greatest threat to humanity. Every year sets new temperature, records, extreme weather, events are becoming commonplace.

[Jack Guerin] 19:50:41

Our coastlines are being swept away and sea levels continue to rise, splitting both cities and rural areas.

[Jack Guerin] 19:50:48

It is no longer possible to deny this crisis. The automobile industry is leading the transition to 0 emission, vehicles along with states which are adopting California standards these standards, allow more than a decade.

[Jack Guerin] 19:51:04

To adapt to Vehicles, which accelerate Faster Handle Better and Don't Pollute the Environment, first generation of electric vehicles are expensive.

[Jack Guerin] 19:51:15

To buy the lower cost to operate, giving them an overall cost advantage.

[Jack Guerin] 19:51:21

We currently have the worst inflation in decades and supply chain problems have increased the cost of electric vehicles and batteries is these problems ease and production Increases costs will fall as they have for flash screen televisions.

[Jack Guerin] 19:51:38

The Infrastructure for both, manufacturing, and charging these vehicles is under construction, Federal legislation is committed massive resources.

[Jack Guerin] 19:51:49

We will be manufacturing, semiconductor chips, in arizona, by twenty-thirty-five, the economic Advantages, and range of Electric Vehicles, Should Increase Substantially, this Is all Good News and Saving, the Planet Is Even better, News we are a small State.

[Jack Guerin] 19:52:10

We can join with the States who are leading on climate issues and link our Delaware economy.

[Jack Guerin] 19:52:16

To the economy of the future. Thank you

[Valerie Gray (DE DNREC-AQ)] 19:52:20

Thank you. Our next speaker is LED

[Valerie Gray (DE DNREC-AQ)] 19:52:24

Followed by Mary Douglas LED

[ed76vangor@comcast.net] 19:52:28

Yes, thank you. first thing I want to say is that I take a look at some things that take a look at fax, lithium, not renewable resource.

[ed76vangor@comcast.net] 19:52:37

Very limited on what it is. Everybody sitting here saying that we're gonna decrease cost as Ev Kicks up. It's gonna be just polar opposite you're gonna see an increase in cost as a materials become less and less available another thing, why, are we looking at Ev

[ed76vangor@comcast.net] 19:52:55

calls why aren't we looking at the Housing Industry we're tearing down Trees We're Tearing down Farmland, We're tearing down things that used to keep our Environment, Green and We're Nobody's Looking at that We're Bringing in We've brought in Over 200,000, People, in the

[ed76vangor@comcast.net] 19:53:11

past 10 to 15 years, into this state, nobody takes a look at that the next thing is is it the amount of cost.

[ed76vangor@comcast.net] 19:53:19

That it takes for these ev batteries to be maintained 39%.

[ed76vangor@comcast.net] 19:53:23

Increase There's 12 Battery Packs in a Tesla, or a Lightning or any one of the Full Eb Vehicles, hybrids, I.

[ed76vangor@comcast.net] 19:53:30

Can get behind that there's only one battery pack, and it's still how to Missions, so we need to look at other than things other than just Ev cars.

[ed76vangor@comcast.net] 19:53:40

To help impact our environment, and reduce these missions that you were talking about.

[ed76vangor@comcast.net] 19:53:44

Thank you.

[Valerie Gray (DE DNREC-AQ)] 19:53:45

Thank you so much. Mary Douglas followed by Dustin Thompson, married

[Mary Douglas] 19:53:53

Yes, good evening. My name is Mary Douglas and I'm a Lewis Resident and a retired Environmentalist, attorney, and also owner of a Plugin Prius that get 75 miles to the Gallon I strongly Support Adoption, of the advanced clean Car

[Mary Douglas] 19:54:11

To regulations, just a couple of Points first contrary to what some say Delaware doesn't have great air, quality, just despite everyone's best efforts.

[Mary Douglas] 19:54:22

If you have ever been stuck on route one in the Summertime In Sussex, County, you know this, if you've been stuck in traffic in Wilmington, you know this you're breathing in a Stew of Nitrogen and Boc's Volatile, Organic

[Mary Douglas] 19:54:37

Compounds, Including Carson, Jones, like Benzene there is a reason that the American Lung Association gave Sussex County a C.

[Mary Douglas] 19:54:46

Grade, for a roseone, and Newcastle County, and F, and that reason is Tailpipe emissions from our Gas-powered cars, Someone brought up the sort of notion of Sort of Global Spread of Pollution I Do Want to Make the Point that near Roadway, Emissions, are

[Mary Douglas] 19:55:04

The worst and most harmful of all. So if you live near one of our Major roots, or if you drive on them a lot, you're, getting a lot of oh, it doesn't Disperse evenly, as what I'm trying to say You're getting a ton of Pollution, when

[Mary Douglas] 19:55:21

You're right near the roadway, and that can be fixed if Delaware chooses to move towards a greater percentage of Evs, that omit no tailpipe Emissions delaware, Residents, will Suffer Far Less, from Asthma Co Pd one Cancer, Heart Attacks.

[Mary Douglas] 19:55:39

Hospitalizations will be reduced, and mortality data will improve as was in the Projected Health Benefits.

[Mary Douglas] 19:55:47

Chart, that Valerie showed also some seem to think that Delaware Is slavishly, following a progressive Faraway state that has nothing to do with Delaware no we are really not doing.



[Mary Douglas] 19:56:01

That under the clean Air act for decades, every state has had the ability to adopt the Federal more lenient car Emissions standards, or the More Protective California Standards is just an either or situation it has nothing to do at all with the nature of California it's politics, it's.

[Mary Douglas] 19:56:21

Topography, anything. It's simply an emissions, choice

[Mary Douglas] 19:56:27

Right, now 17 states follow the California standards, and most importantly, Car manufacturers specifically make cars that comply with these more protective standards, about 40% of the new cars, sold nationwide every year are manufactured to meet the California standards, that have been adopted by those

[Mary Douglas] 19:56:47

17 and Exciting News tonight, the possibly 18 with North Carolina

[Mary Douglas] 19:56:56

GM, will be manufacturing only Evs by 25, and Ford and Volvo in most Markets, will also be Manufacturing Evs Attitudes, towards global warming are changing some Good, points have been made about the I'm Sorry one more Federal Money

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

Sure. Can you wrap it up, yeah, okay.

[Mary Douglas] 19:57:18

is being deployed to make huge improvements in charging infrastructure. Will Delaware be dragged into the future Kicking and Screaming or will it willingly embrace the health and Climate benefits of an electric future thank you.

[Valerie Gray (DE DNREC-AQ)] 19:57:32

Okay, just want to be to the time check it's 7, 57.

[Valerie Gray (DE DNREC-AQ)] 19:57:39

And we have about 17 people that wanna Speak, so if you all agree, we can continue

[Valerie Gray (DE DNREC-AQ)] 19:57:47

I just want to be cognizant of your time, tonight.

[Valerie Gray (DE DNREC-AQ)] 19:57:51

So if everyone is like going to saying yes, we'll we'll keep going.

[Valerie Gray (DE DNREC-AQ)] 19:57:56

But Dustin is up next followed by Anne Kirby.

[Valerie Gray (DE DNREC-AQ)] 19:58:00

We'd like to try to get to everyone. So if you could be cognizant of the time to let everyone speak so dustin

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:58:07

Thank you very much. My name is Dustin, for the record.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:58:09

I am the chapter director at the Sierra Club, Delaware, Chapter it's been Operating in Delaware on Clean Energy and clients, transportation since the 1,900, and Seventys We are Supportive of Delaware Joining the 18 other States in the Us.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:58:22

On the advanced clean cars, 2 programs, for a reasons but tonight, I'm just going to talk, about the economic and job potential for Delaware billions of dollars are Being Invested by car Companies electric Suppliers Utilities and other Industries, in the transition to an Electric-based transportation System That's Happening

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:58:40

Regardless of whether or not Delaware Moves, forward on Acc. 2.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:58:43

So the question is, not, should we move to an ev or plug in hybrid based future?

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:58:49

That questions already been answered, by the markets, and it's an unequivocal.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:58:52

Yes, the question is what States stand to benefit from that transition and what states will prepare their infrastructure to be ready for the future.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:58:59

That's pretty much already set in stone. So by adopting Acc to what we're really doing.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:59:05

Is sending a much needed signal that Delaware is open for business.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:59:09

And once these investments, 18 other States already sent such a signal including every state in the Northeast, except for PA new Hampshire, and in those States investments have been staggering over the years, we are losing good Pain Union Jobs, and Workforce, Development Opportunities, to new Jersey, and Maryland, Right now

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:59:27

In particular, because we have been lagging behind them from us a decade on this front, we can't continue to lose these massive investments in this growing industry Vermont a state very much like us is actually signing the paywork tomorrow to join in on acc 2 after already being a part of acc

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 19:59:45

One, this is a rural, ag-based state, with a few population centers, just like Delaware, but they know that this is a slow transition, and is more about signaling to the Investors in this market that vermont wants this money, and wants this opportunity they believe in their state that they can work through this and

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 20:00:02

Do, their part to help clean up our regional air. I believe in Delaware, I believe that we can make this transition just equitable beneficial for all and then 15 years, when this really does go into full effect that will be living in a much cleaner healthier advanced state, that we can all enjoy and thrive in that is

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 20:00:20

Why we are supporting the adoption A/C 2 and we encourage others to really think about what we want?

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 20:00:26

Delaware, to look like in 15 years. So thank you for the opportunity

[Valerie Gray (DE DNREC-AQ)] 20:00:30

Thank you. Our next speaker, is Ann Curti, followed by Roseanne.

[Anne Kirby] 20:00:36

My name is Anne Kirby, I live in New Castle, County, I represent Green building united, and I am the private sector chair of the Devil or Energy Services Coalition.

[Anne Kirby] 20:00:45

It is rather obvious. Opponents have militated against the A/C.

[Anne Kirby] 20:00:49

To c. 2, which Establishes Clean Emissions, manufacturing requirements for Automated.

[Anne Kirby] 20:00:54

I have seen manipulative and misleading calls to action with no valid substantiation on Its Demerits or worse outright Fear Mongering with Observed Claims the Effort Is Draconian Radical Liking us to becoming like Cuba the Carbon as Life Affirming

[Anne Kirby] 20:01:11

Gas Claims Delaware's Air is just fine and plenty of other misinformation.

[Anne Kirby] 20:01:16

And declarations that are lacking rational logic.

[Anne Kirby] 20:01:19

This has led to droves of people testifying against this, who are sadly coming from an illumin form.

[Anne Kirby] 20:01:26

Stand the realities are that can consumer interest in converting to electric vehicles is growing substantially as early adopters have confirmed evie's value in areas such as exponentially lower operating costs as well as maintenance the benefits.

[Anne Kirby] 20:01:40

Are many and for those who believe they will want to hold on to their flip phones and digital cameras.

[Anne Kirby] 20:01:46

They will be able to purchase new ice vehicles for another 12 years, and use vehicles for as long as they are available before Purchasing, an Ev in 2,018 i drove my Ice for 19 years they can easily, hang on to an Ice until beyond the Middle of the century, if

[Anne Kirby] 20:02:01

They so desire. This is not going to force anyone to give up their vehicle Delaware is also, not unique in this pursuit.

[Anne Kirby] 20:02:09

There are 18 states that have or are in consideration, of adopting California's Tailpipe permission.

[Anne Kirby] 20:02:14

Standards, regardless of decisions, made in Delaware or other States.

[Anne Kirby] 20:02:19

Auto manufacturers have already dropped, investing in ice vehicles and have begun phasing any avs, because that is, what consumers are demanding from GM forward and chrysler to Vw, Volvo and Toyota, to Pmw.

[Anne Kirby] 20:02:35

Jaguar and Lamborghini Manufacturers will be selling Mostly Evs beginning in 2,000, and 25, to 2,030 and Beyond Claims, electric Vehicle and Ice Vehicles, have Equal Emissions, because our Electricity, is largely, Powered by Fossil.

[Anne Kirby] 20:02:47

Fuels has no valid substantiation comparing largely, natural gas, fuel, Electricity to gasoline is not remotely the same, and is simply a species.

[Anne Kirby] 20:02:56

Argument, I'm confident, the Professional Professionals at Denrek.

[Valerie Gray (DE DNREC-AQ)] 20:02:58

Happy. Now, if you can wrap it up

[Anne Kirby] 20:03:02

Understand this, but I will briefly explain to those listening.

[Anne Kirby] 20:03:05

The con the conversion of electricity to power. A vehicle is far more efficient than petroleum. Our electric grid is significantly beneficial to the

[angelo] 20:03:13

You know

[Valerie Gray (DE DNREC-AQ)] 20:03:13

So yeah, I'm sorry we'll need to move on.

[Anne Kirby] 20:03:17

Okay, and, I, it's a shame. Because other people got to ask questions for 10 min.

[Anne Kirby] 20:03:24

I have like one. I have like 30 s more to go

[Valerie Gray (DE DNREC-AQ)] 20:03:27

Okay, please. Please. Proceed. But

[Anne Kirby] 20:03:29

This is not even considering the lack of them from operating, an electric vehicle.

[Bob Thomas] 20:03:30

Time's up

[Anne Kirby] 20:03:35

If I'm sitting in Traffic I'd far prefer to be sitting behind a 0 omission.

[Anne Kirby] 20:03:38

Ev that has no tailpipe compared to an air pollution, spewing ice, as our great transitions to more renewable sources, the comparison becomes even more dramatic renewable energy today, is only 7% of delaware's electricity but our renewal 100 portfolio

[Anne Kirby] 20:03:54

is set to move to 40% by 2035 We're Compelling challenge to any claims and emissions quality. Thank you

[Unknown-Host (2)] 20:03:56

Time's up

[Valerie Gray (DE DNREC-AQ)] 20:04:02

Okay, please. I'll take care of that. Thank you very much. For trying to help But Roseanne and then Jen Atkins

[Rosanne] 20:04:12

Thank you very much. I appreciate it. I spoke to somebody who does own a an ev, and discovered a couple of things that people have not mentioned yet the battery life is only good for a 100,000 miles.

[Rosanne] 20:04:29

But even more importantly, I know that the insurance, on your presentation showed that it the insurance is higher.

[Rosanne] 20:04:37

But they also mentioned that if an Ev is involved in a collision, it requires Hazmat, cleanup, which your insurance will not cover all that aside, I think we're focusing on the wrong, issue, we're we're, all Discussing whether or not we can purchase, an ev or keep

[Rosanne] 20:04:59

Our gas, combustion, engine, car, what we really should be focusing on is that the fact that Delaware does not exist in a bubble.

[Rosanne] 20:05:10

Let's face it Delaware is a pit.

[Rosanne] 20:05:13

Stop along, the i 95 corridor. We'll need to prepare to amp up our power grid not only to support Delaware consumers, who Purchase evs, but all those who are traveling through Delaware especially in particularly every Holiday, Weekend and and through the

[Rosanne] 20:05:39

Summertime. When we have exterior to Delaware citizens converging on our State and using our Electric Grid power what is that going to do to our existing businesses, here, At Hospitals, who are trying to also generate power, to run their Facilities we also heard

[Rosanne] 20:06:13

just Briefly here that Maryland and New Jersey already adopted some standards, but Pennsylvania has not so no.

[Rosanne] 20:06:23

Matter how hard we try to reduce our emissions.

[Rosanne] 20:06:28

We will be impacted by the Philadelphia Area.

[Rosanne] 20:06:31

Of Pennsylvania, also and finally, I would like to know what is the difference between Ambient emissions, that You're Monitoring with regards, to emissions from exhaust Fumes from Cars Versus Dust Particles from Silica created by Concrete

[Rosanne] 20:06:56

Crushing Operations that are popping up all over Sussex.

[Rosanne] 20:07:00

County, we, currently have 4 or 5 of them, and Dun.

[Rosanne] 20:07:04

Rec has rubber stamped. 2 more, one in Lewis and one in Seaford Bridge Phil Area.

[Rosanne] 20:07:12

You can literally see the dust on the roads. It looks like you're going through a snow, a dusting of snow as you pass these concrete crushing operations, and They're Building them and letting them come forth in highly residential areas, so those are my concerns, and

[Rosanne] 20:07:36

Also again, as I said yesterday, I would recommend using Newcastle County as your Test market, area, or implementing a CC, 2, and see how that goes before you, impact Hint or Sussex, thank you very much, for your time.

[Valerie Gray (DE DNREC-AQ)] 20:07:56

Thank you very much. Our next speaker Is Jen Adkins, following by iphone.

[Valerie Gray (DE DNREC-AQ)] 20:08:02

Mike, Jen.

[Jen Adkins] 20:08:05

Hi. My name is Jenna Atkins, and I've lived and worked in delaware, my entire life I want to thank the Denre folks tonight for their presentations, for All your work, on this and also just for allowing Us.

[Jen Adkins] 20:08:17

All to to comment, and being so patient with everyone, I support the advanced clean cars to program because I think it's the right thing to do not just for delaware, but beyond that to reduce pollution for the health of people who live here, especially as i've heard about especially

[Jen Adkins] 20:08:34

Vulnerable populations, children with Asthma and for the help of people, who live here in elsewhere, who are suffering because of flooding and fires and heat Impacts of Climate change, but also for the long term Growth and Prosperity, of our State in our Economy, which We've, also heard

[Jen Adkins] 20:08:49

About we need to move forward or get left behind is more people have electric vehicles.

[Jen Adkins] 20:08:54

The the lower, cost will become in the longer the ranges will get, and all of the other things that folks have been talking about in terms of the technology will be improving I drove a hybrid for 20 Years and it was the best car ever had it was Low Gas cost low Maintenance never never any problems

[Jen Adkins] 20:09:12

With it. A few years ago I got an Ev, and it's been an even better experience so far again, no no gas costs low maintenance costs, no problems, including problems, with charging so I I haven't Experienced the Kinds of problems, that some folks are talking about and worried about I had a Charger.

[Jen Adkins] 20:09:28

Installed at my house, and it didn't class anywhere in the what some of the chat folks are saying in the chat.

[Jen Adkins] 20:09:35

So just wanted to share that it's been overall a great experience for me and I'd like to see them be more widely, available so that everyone can have the kind of Experience that I've had with higher Gas Prices, I know a lot of people who are interested, in asking questions about them and

[Jen Adkins] 20:09:51

Are having hard time, accessing them, and can't get them.

[Jen Adkins] 20:09:54

So I think everyone who wants to have them should be able to get them.

[Jen Adkins] 20:09:58

But more than anything. I want to breathe, clean air and I want Delaware not to be underwater in a 100 years.

[Jen Adkins] 20:10:04

And I want the people. I love to be able to breathe clean air here, and for them, and our children to be able to live in the places that I've enjoyed living here, in Delaware, for all the years, to come so for all of those reasons I support this advanced clean cars to program and I

[Jen Adkins] 20:10:19

Encourage generic and the governor to move it forward, and it's thank you

[Valerie Gray (DE DNREC-AQ)] 20:10:24

Thank you. Our next speaker is iPhone Mike, followed by Mike Walden.

[Valerie Gray (DE DNREC-AQ)] 20:10:41

iPhone Mike, if you're speaking, we cannot hear you if you'd like to unmute yourself.

[iPhoneMike] 20:10:58

Can you hear me? okay, first, off I'd like to know the Federal Government and the State Government is not going to give up their taxes, that they're raping us for on our Fuels, so I'd like to know how that's, gonna be paid are we gonna have meters on our

[Valerie Gray (DE DNREC-AQ)] 20:10:59

Yes, I can thank you.

[iPhoneMike] 20:11:17

houses to where the house, cars, everything. You're, gonna get taxed on, or is it when I go to get my tags on my cars, renewed, I'm going to get taxed on my mileage which is going to be a 1,000 a Couple \$1,000, Bill plus my tags, send

[John Stachowski] 20:11:25

Yeah

[iPhoneMike] 20:11:32

buddy, thought about that problem, the other thing is why is electric being shoved down.

[iPhoneMike] 20:11:38

My throat! Has anybody looked into the hydrogen vehicles, they use a lot of them in Europe.

[iPhoneMike] 20:11:45

We use tons of them in our cities, here for our mass transportation lot, more reliable a lot cheaper.

[iPhoneMike] 20:11:51

You don't have to waste our electric grid and you don't have to have electric grids, that are Cole fired also Biden's talking about shutting down all of our nuclear power.

[iPhoneMike] 20:12:06

Plants so why don't you get the power grid straightened out first?

[iPhoneMike] 20:12:10

Why are we starting at the end here with the cars?

[iPhoneMike] 20:12:13

Why don't. I'm sorry with the electric is being put at the end.

[iPhoneMike] 20:12:17

The cars are putting in the front. You need to turn this around.

[iPhoneMike] 20:12:21

I don't quite understand all this

[Valerie Gray (DE DNREC-AQ)] 20:12:25

Sure one of the technologies that is 0 emitting our Fuel, Cell vehicles and those are vehicles, that auto manufacturers could choose to deliver as well so fuel.

[Valerie Gray (DE DNREC-AQ)] 20:12:37

Cell vehicles are included as in consideration for meeting and banning clients, so

[iPhoneMike] 20:12:42

Yeah, they're not being pushed, though they're not being.

[iPhoneMike] 20:12:47

And I do know that the core manufacturers they were forced interpretation, electric vehicles, it's not that they wanted to the administration has forced them into doing this basically as we are.

[iPhoneMike] 20:13:00

To I I just. I have a large camper that I pull around.

[iPhoneMike] 20:13:04

How easy? Okay, everybody's saying. Oh, you can still keep your gas, your diesel and off, how are you?

[iPhoneMike] 20:13:10

Is it gonna be for me to get fuel 1 one I'm traveling with a camper.

[iPhoneMike] 20:13:16

How many people are going to come to delaware on this, if they still have a gas car, and everything if they can't get fuel, when you need it or gotta sit in a long line to charge your car up.

[iPhoneMike] 20:13:29

I mean, there's a 1 million questions that a lot of people have never even give a thought as in the climate change.

[iPhoneMike] 20:13:35

The climate has been changing, since the world was here. It's it's gonna continue to change.

[iPhoneMike] 20:13:42

I like clean air, I don't have a problem with clean.

[iPhoneMike] 20:13:46

What the world is. Going to evolve. It is constantly going to change you talk about the beach, as you routing and everything will denyk, look what Denerek does you oversell the beach types go down to the beach on the weekend I used to be an advocate, fisherman, I can't even get

[iPhoneMike] 20:14:02

On the beach because people go on the fishing beaches and bring triploads of people on there, and have parties.

[Valerie Gray (DE DNREC-AQ)] 20:14:10

Well, thank you Mike, you bring up a lot of very interesting points.



[iPhoneMike] 20:14:11  
I can see.

[iPhoneMike] 20:14:14  
Yup well.

[Valerie Gray (DE DNREC-AQ)] 20:14:15  
And I really really appreciate you giving us your feedback. Thank you so much, thank you, Mike Walden, followed by Liz

[iPhoneMike] 20:14:18  
Yep, thanks to let me speak

[] 20:14:24  
Hi I'm Mike Walden and I live with my wife, who's here with me and Burriss In Newark, and our our old car, is 12 years old now it's time to get a new one and we decided to buy an Ev we both Driven Evs, and we really like the

[] 20:14:45  
Way the Evs drive, we, gone to dealers to look at New Ev Cars and most of the Dealers Don't carry the Evs.

[] 20:14:58  
We wanted to look at in delaware we had to go to Pennsylvania, up to Kenneth Square.

[] 20:15:05  
So look at the evs that we want to buy. And I want to keep my money in Delaware, and I think that if you will approved the a C.

[] 20:15:18  
C. 2, then There's a much greater chance that these Car Manufacturers, will take these super High Demand Ev Cars, and Seldom of Delaware, as well, as Pennsylvania, and now my Wife, has a statement

[Valerie Gray (DE DNREC-AQ)] 20:15:32  
Sure.

[] 20:15:34  
Hi I'm Andrew and I just want to sound strongly in in support of the Acc 2.

[] 20:15:40  
Because it's just basically, because it's not a mandate for people at all.

[] 20:15:44  
It doesn't require anyone to buy any. B, it just requires the manufacturers to make them for sales here in Delaware and I'm really concerned about air pollution.

[] 20:15:51  
And While, the Average Pollutant Level may be in Northern Delaware is going down to some degree, and that's great the local Impact of Auto Pollution on communities who are right Along Major Highways, and especially the Inner State, may still Be really terrible and those children in those communities who live in those Dense

[] 20:16:09  
Areas, near highways, they deserve clean air, just as much as people in the suburbs, or the rural areas do and we can all do our part to help that they do have one question you mentioned earlier that other cultural vehicles, are exempt and i'm wondering if vehicles, that

[] 20:16:24

Toes expensive thoroughbred horses and things like that would be under the agricultural extent.

[John Stachowski] 20:16:29

Campers.

[] 20:16:30

Thank you. For opportunity to speak thanks a lot

[Valerie Gray (DE DNREC-AQ)] 20:16:34

Thank you. Our next speaker is Liz followed by Andrew. Oh.

[Liz] 20:16:42

So I'm gonna keep it as short as I can here.

[Liz] 20:16:46

But I'm very much in support of acc tail there's a lot of like sort of either or like absolutism in the Chat, and like what about is on like well, sure batteries.

[Liz] 20:16:56

Also create per pollution. But there's always going to be exceptions and there's always going to be cost to any technology, but at this Point we're We're Sort of we Don't have a choice, everyone, every State, every Country, every Person, has to do whatever they can to Reduce, whatever Emissions, they

[Liz] 20:17:14

Can if we wanna hope to live in like not an inhospitable wasteland and just because other States and countries are taking action as fast doesn't mean, we should wait because then it's just Erase to the bottom which Doesn't help anyone so Very much, in support thank you for

[Liz] 20:17:31

Letting people, comment.

[Valerie Gray (DE DNREC-AQ)] 20:17:33

Thank you, our next speaker is Andrew oh, followed by Denise, Clintonning

[Andrew O] 20:17:40

Okay, Hi, everyone. I hope you can hear me. Okay. I'm a retired army officer, and a father of 2.

[Andrew O] 20:17:44

I'm concerned, how air quality and climate change are affecting my children's health.

[Andrew O] 20:17:50

So I purchased an electric vehicle in 2,000, and 18.

[Andrew O] 20:17:51

So for 4 years ago, as Navy Driver, i've I have first hand experience with a decision to buy an Evie shopping for the right UV, and the Charger for my Family's needs the Purchasing Process Rebates Charging, Equipment Installation that the driving Experience Charging levels, 1 2,

[Andrew O] 20:18:07

And DC. Fast Urging, Commuting Road Trips, and Long Term Maintenance.

[Andrew O] 20:18:11

So with all that in mind I can honestly say that evs are much more capable, reliable, affordable, quiet funded, drive

easier to to maintain than internal combustion engines for a typical Delaware Family like mine I love how it only takes me 5Â s to plug it in at

[Andrew O] 20:18:28

Night, 5Â s to Unplug it before work in the Morning and it's already at a comfortable Temperature without any fumes in my garage.

[Andrew O] 20:18:35

So I never have to visit a gas, station, change the oil or worry about kinda look and order, getting Stolen according to the natural, Resources Defense Console and based on the national Average Gas price, of about 4 31, a Gallon, and Electricity, price, is about 14 Cents per Kilowatt, Ev

[Andrew O] 20:18:52

Owners, can save between \$1,800 and \$2,600 a operating cost and maintenance.

[Andrew O] 20:18:57

Cost, every year, on average, compared to drivers of gas, powered, vehicles, low income consumers spend up to 5 times, higher Percentage, of their income on on fuel cost so getting more, affordable Evs, to the used vehicle market will bring Relief from Unprecedented and Fuel

[Andrew O] 20:19:14

Cost, from Talking with my family, friends neighbors, and other ev drivers.

[Andrew O] 20:19:18

I feel like now that the Us. Ev sales has passed through to 6.7.

[Andrew O] 20:19:23

We are at the right, at the critical s curve point of Ev's taking off in the same way that cell phones did and the same way you.

[Andrew O] 20:19:33

These are currently taking off in other countries, like Norway, the only hurdle left is educating the public like when sea belts became mandatory is essential for future generations that we Aggressively Accelerate a transition to clean transportation, please adopt the advance is Clean Cars to Standards

[Andrew O] 20:19:48

Immediate. So we can get the electric infrastructure of the future that we need today thank you

[Valerie Gray (DE DNREC-AQ)] 20:19:53

Thank you. Our next speaker oh, is C.

[John Stachowski] 20:20:00

I guess people have them, and they speak well of them, but they consider that too.

[Valerie Gray (DE DNREC-AQ)] 20:20:05

See, followed by Daniel Maffett, I believe, or Mafe, C. If you'd like to unmute yourself.

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

Here, up next

[Valerie Gray (DE DNREC-AQ)] 20:20:23

See, if you're speaking, I cannot hear you, if you'd like to unmute yourself.

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

You can begin

[Denise Clendenning] 20:20:32

Hello, can you hear me

[Valerie Gray (DE DNREC-AQ)] 20:20:35

It's oh, it's denise. I'm sorry. Denise.

[Valerie Gray (DE DNREC-AQ)] 20:20:37

I believe you were. Next, is that correct? Okay, okay. Great you?

[Denise Clendenning] 20:20:39

Yes, that's correct. You can hear me all right.

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

I'm sorry I love your hand. So please speak.

[Denise Clendenning] 20:20:46

Okay, thank you, I would like to say that a lot of the people that are calling in that are for this program are giving opinions on cars that they have, or cars that they wanna purchase opinions should not matter, in in such a a big thing like this there were a lot, of really good questions a lot of things

[Valerie Gray (DE DNREC-AQ)] 20:20:47

Thank you.

[Denise Clendenning] 20:21:07

Brought up that I see that you cannot answer, and even though you're saying, thank you for your feedback, there isn't anything given to these people to answer their questions and there are big concerns, like the the gentleman that spoke about the horses the other thing, is is everybody is saying stop Spreading

[Denise Clendenning] 20:21:30

Both information. We're not taking away your guest. Powered vehicles and We're not going to stop you.

[Denise Clendenning] 20:21:34

Well, that is not true, because in 2,035, you're not there.

[Denise Clendenning] 20:21:40

They don't want to have any more. Guest power.

[Denise Clendenning] 20:21:42

Vehicles sold in delaware. So yes, you're taking away a choice.

[Denise Clendenning] 20:21:47

You are taking away basically like the Other gentleman, said, you were telling people, what they can buy instead of businesses.

[Denise Clendenning] 20:21:57

This is not in your Purview, this is not in the Governor's purview.

[Denise Clendenning] 20:22:02

I would like to know what is going to happen with the questions people have asked because it's not just thank you for your feedback.

[Denise Clendenning] 20:22:10

These are important questions that need to be answered that I would like to know.

[Denise Clendenning] 20:22:15

And I would also like to know is the governor himself.

[Denise Clendenning] 20:22:19

Want to address this with the citizens beside going through you, or my questions.

[Valerie Gray (DE DNREC-AQ)] 20:22:24

Well, sure Denise, all the Feedback that We're receiving all the questions will be answered within our technical support, information that We're We're pulling together, so just for the Sake, of Time, We're trying to let everyone speak we will do that through our technical support information that will place

[Valerie Gray (DE DNREC-AQ)] 20:22:44

Online as with respect to what the Governor will or will not say, I can't speak to for him tonight.

[Valerie Gray (DE DNREC-AQ)] 20:22:49

So I don't have an answer for you on that one so

[Denise Clendenning] 20:22:52

Okay, well, one of my technical questions, is this, because batteries are considered Hazmat that you can't even throw them in your trash can and these cars are literally an entire battery that is going to ruin, or earth because they have to I guess get buried and they give up

[Denise Clendenning] 20:23:12

Tons of hazmat. I can't believe that environmentalists and scientists that have said, they are on here have spoken, said that that's okay.

[Denise Clendenning] 20:23:22

It's not. Okay, so we're only worried about emissions.

[Denise Clendenning] 20:23:27

But we're not worried about what we're putting in our earth.

[Denise Clendenning] 20:23:30

So you're a bunch of hypocrites.

[Denise Clendenning] 20:23:33

Whoever's spoke about that, so I would like to know what happens with the batteries when they're dead.

[Denise Clendenning] 20:23:39

That is also a question that needs to be answered. That's my concern, about our earth, so that's that's it

[Valerie Gray (DE DNREC-AQ)] 20:23:45

Thank you.

[Valerie Gray (DE DNREC-AQ)] 20:23:48

Thank you. Our next speaker is see followed by Daniel Matthew.

[Denise Clendenning] 20:23:54

Oh, serious!

[Valerie Gray (DE DNREC-AQ)] 20:24:04

See, would you like to unmute yourself

[Valerie Gray (DE DNREC-AQ)] 20:24:22

See, if you'd like to speak, you'll need to unmute yourself.

[Valerie Gray (DE DNREC-AQ)] 20:24:25

To provide us, your feedback, combat.

[Valerie Gray (DE DNREC-AQ)] 20:24:35

So in the Interest of Time I'm Gonna Move to Daniel Maffett and followed by Georgia Cooperson, Daniel

[Daniel Maffett] 20:24:46

Yes, can you hear me?

[Valerie Gray (DE DNREC-AQ)] 20:24:47

I can thank you.

[Daniel Maffett] 20:24:48

Alright. Well, first, I wanna thank you guys for the presentation and taking the time to do this, I do not support the acc 2.

[Daniel Maffett] 20:24:59

I think it's a gross overreach of Government imposing limits on the Citizens and the Businesses, what I really would like to know is I own a company, that Restores and customizes classic cars.

[Daniel Maffett] 20:25:19

And new cars. So if by 2035, it's illegal to purchase a Gas powered engine, a vehicle.

[Daniel Maffett] 20:25:30

Anything? What does that do? For all of the shops, mechanics, and facilities that need to purchase these items, and bring them into the state for their livelihoods, we saw something very similar to this with the diesel mechanics, and Shops that were limited and reg regulations were

[Daniel Maffett] 20:25:49

Put in place pretty much overnight by EPA and things.

[Daniel Maffett] 20:25:53

Like this that made their businesses illegal overnight some of these bigger companies, we're hit with millions of dollars in fines for just doing their business, they've been doing for years so what limitations will be put on businesses importing or having to go out of state to buy engines, now

[Daniel Maffett] 20:26:13

To bring them in to do their jobs.

[Valerie Gray (DE DNREC-AQ)] 20:26:17

Well, that's a very interesting point. We'll have to consider that. Do you have anything else to say

[Daniel Maffett] 20:26:22

No, I don't want to take up any more time

[Valerie Gray (DE DNREC-AQ)] 20:26:24

Okay, thank you so much, I really appreciate that that's very helpful.

[Valerie Gray (DE DNREC-AQ)] 20:26:29

Georgia, Cooperston, followed by Jonathan, Tate

[Georgia Cooperson] 20:26:34

It's Jay Cooperson, it's, my wife's computer, that's quite all right.

[Valerie Gray (DE DNREC-AQ)] 20:26:35

Okay. I'm sorry. I'm sorry.

[Georgia Cooperson] 20:26:38

I sign up at my office, and so that's why, when I'm at home on her, computer, it shows her name.

[Valerie Gray (DE DNREC-AQ)] 20:26:45

Sure.

[Georgia Cooperson] 20:26:46

Let me say I'm an architect. I believe in science, and I believe that global warming is real.

[Georgia Cooperson] 20:26:52

And this is not an imposition on people. There will have the ability to buy gas cars.

[Georgia Cooperson] 20:26:58

If they want to do so. But we have an obligation to the world to do what's necessary to control climate change.

[Georgia Cooperson] 20:27:07

And if you read the engineering journals, and the construction journals, which I receive constantly when emails, major businesses are recognizing that this change is being done, the amount of money that is being invested, industries, that will be producing in response to the need for low energy, use is enormous, and I think that's

[Georgia Cooperson] 20:27:33

an indication of the Way. Things are going. This is not a this something that's just, a mere arbitrary choice on the part of our governor, or in the arbitrary action, by our government, this is a reference of a crisis, that we're, all facing and it's going to

[Georgia Cooperson] 20:27:51

take, a response, and a sense of responsibility for everybody in this state, in this country, to recognize it and not treat it at science, as a political issue, I thank you for your time and I thank you, for the presentation

[Valerie Gray (DE DNREC-AQ)] 20:28:07

Thank you. Our next speaker is Jonathan Tate, followed by Peggy, Shultz.

[Valerie Gray (DE DNREC-AQ)] 20:28:15

Jonathan, you want to unmute yourself. Oh.

[Jonathan Tate] 20:28:22

Yeah. Yeah. Sorry sorry about that unmuted myself.

[Jonathan Tate] 20:28:27

Yeah, my name is jonathan Tate full disclosure.

[Jonathan Tate] 20:28:31

I am one of the co-chairs, for the Delaware, Democratic Socialists of America, chapter and I just had a couple of comments, and a couple of questions so this is certainly something that I do Support on Delaware, is the Lowest Line, State in the Union and as such we

[Jonathan Tate] 20:28:48

Are highly vulnerable to climate relating Related Flooding, so it's definitely something that I would love to see you know more investment in electric vehicles.

[Jonathan Tate] 20:29:00

And you know, non carbon emitting sources of transportation.

[Jonathan Tate] 20:29:06

And I mean, I think to to add on to people you know, talking about costs and choices, I mean, I think yeah, one thing is that we you know we're gonna pay for the cost.

[Jonathan Tate] 20:29:16

S as Mr. Greg Layton pointed. Out you know, one way or the other.

[Jonathan Tate] 20:29:20

You know either repay in the You know the cost of you know, making the switch to evs, or repay in the cost of you know insurance premiums going up for people's, you know homes, and getting flooded and the insurance you know having to pay that out no we have to pay for

[Jonathan Tate] 20:29:36

Even More, Climate, Resiliency and Roads, being you know, repaired and Levies being made you know and also, you know, have to pay for shelter, for people, who are displaced, from their Homes as We saw with last Year's Climate Related Flooding in Riverside and About

[Jonathan Tate] 20:29:55

Choices. I mean, I think you know frankly, the you know some choices are you know, are.

[Jonathan Tate] 20:30:01

You responsible, I mean, I understand that you have the technology since there for everything gas.

[Jonathan Tate] 20:30:06

You know, electrical related yet but you know, we all have a responsibility to make sure that our children and Grandchildren Delaware don't grow up underwater, that we still have a state so I mean I think you know, you're selling about choices.

[Jonathan Tate] 20:30:20

Is kind of facetious. You know, is it an infringement on choices for me to you know spew, toxic you know Toxic gas, into my neighbor's lawn, you know the atmosphere it is shared by all of us but I do have a couple of our I do have a couple

[Jonathan Tate] 20:30:37

Of concerns with this and one is that I I do wanna make sure that you know the this is equitably implemented and that you know by the time this mandate is enacted.

[Jonathan Tate] 20:30:47

Socc 2, that we do have affordable. yeah, we do.

[Jonathan Tate] 20:30:54

Make electric Cars affordable for for average people which currently they're they're, Not

[Jonathan Tate] 20:31:01

And I also wanna see, is there like, what sort of fiscal note is there on this for the State and if the State is, you know making money, you know how we can equitably you know Enact environmental justice, and Redistribute those resources.



[Jonathan Tate] 20:31:14

To You know, like the you know low lying, you know, mostly loving time, mostly black, and brown communities that are gonna be most you know, in need of climate resilience, projects.

[Jonathan Tate] 20:31:25

And most affected. So, okay.

[Valerie Gray (DE DNREC-AQ)] 20:31:25

Sure, this is the this is a regulation, not legislation.

[Valerie Gray (DE DNREC-AQ)] 20:31:29

So there would be no fiscal note. I just wanna make sure that you understand that that but

[Valerie Gray (DE DNREC-AQ)] 20:31:35

If you don't mind. Your time is up, and I'd like to move to Peggy Shultz. Thank you

[Jonathan Tate] 20:31:35

Okay.

[Jonathan Tate] 20:31:38

Yup.

[Valerie Gray (DE DNREC-AQ)] 20:31:41

Peggy.

[Peggy J. Ostrom Schultz] 20:31:47

Thank you I'm speaking my name is Peggy Shultz.

[Peggy J. Ostrom Schultz] 20:31:52

I'm speaking on Behalf of the Lead, Woman Voters of Delaware, both Drivers and Rural Areas, and the Rural Areas Themselves Stand to gain a Lot, from the Use of Electric Vehicles According to an Article, Posted Online by the Us department of Agriculture.

[Peggy J. Ostrom Schultz] 20:32:12

That's because these drivers tend to drive more miles to reach appointments and to buy supplies, so they generate more carbon emissions than urban vehicles, the Union of concerned scientists, estimates, that rural drivers can save twice as much as their urban

[Peggy J. Ostrom Schultz] 20:32:34

Counterparts, by driving, electric vehicles, the online article include specific references to grants that will help pay for electric charging stations in rural communities.

[Peggy J. Ostrom Schultz] 20:32:48

Hi Breads, supported by all. Have an important role to play in rural transportation, either a Gas engine works to act as a generator, to create to create electricity, that is stored in the battery or it works, alongside, the electric motors, to power the wheels Hybrids can

[Peggy J. Ostrom Schultz] 20:33:11

Remove, the range anxiety that owners of all electric vehicles in rural areas can experience until electric vehicle in infrastructure can Test up with demand I talked to a P farmer and Kent County a Few Years Ago, who Told Me He'd lost Half of his

[Peggy J. Ostrom Schultz] 20:33:32

Crop, from torrential, downpours that spring, if you drive Around Southern Sussex County, you can see the burns that

some farmers have built to keep their crops safe from so salt water over Washers that Sometime Storms Rural Roads, are also Often subject to this

[Peggy J. Ostrom Schultz] 20:33:54

Overwash Assess County farmer, was featured in a News Journal article a few years ago, not because of the Magnificence of the Farms, Yield but sadly because Drought had Ruined the Corn Crop climate Change is bearing down on our State's, most Lucrative Industry

[Peggy J. Ostrom Schultz] 20:34:13

A change over to electric cars and small trucks would not only save money for our rural neighbours, but would also help to mitigate climate, change, the League of women Voters, urged us denrack to adopt the acc 2 rules, to help give Farmers the Encouragement they need to

[Peggy J. Ostrom Schultz] 20:34:35

Exchange their Guests, Driven Cars and Light Tracks for Electric or Hybrid Vehicles.

[Valerie Gray (DE DNREC-AQ)] 20:34:44

Thank you. Our next speaker is Cheryl Winsby, followed by Ch.

[Valerie Gray (DE DNREC-AQ)] 20:34:49

Uck Gorstick

[Sheryl Winsby] 20:34:51

Hi! I'm a retired psychologist, and I guess I'm speaking mostly as a grandmother, because I'm very concerned about the world that We're leaving for my grandchildren, and the children in Grandchildren of others this issue of Air Pollution Pollution, is of Course a

[Sheryl Winsby] 20:35:11

very important, one, and I think the amount of particulate matter that is, going into the Air and being Breathed by people is certainly a big concern in terms of causing Asthma and it's also a big risk factor for Alzheimer's but even more important I think than

[Sheryl Winsby] 20:35:31

the issue of air, pollution is the issue of climate, change, and global warming and anytime.

[Sheryl Winsby] 20:35:36

We're faced with a really major change a change that we are really literally being forced into doing.

[Sheryl Winsby] 20:35:42

I think there's a lot of resistance and a lot of, fear and a lot of questions and I know there will be a lot of legitimate Problems, and some of those Problems, will turn out to probably on nothing and others, will turn out to be large but we will deal with them.

[Sheryl Winsby] 20:36:00

Whereas, if we don't do this, if we don't really become proactive, I think that the results which I think we're seeing now with the intense storms and wildfires and drugs in the world we really have to do something, i'm concerned about the number

[Sheryl Winsby] 20:36:21

Of animals, and species, that are becoming extinct. So I I I really think that we are in a position where we need to do something an I think this is really a very positive thing to do so I appreciate.

[Sheryl Winsby] 20:36:37

Your presentation, I appreciate everybody was presenting their parents and questions and I look forward to hopefully at

soon time when Delaware will Adopt these standards. Thank you

[Valerie Gray (DE DNREC-AQ)] 20:36:50

Thank you.

[Valerie Gray (DE DNREC-AQ)] 20:36:53

Let's See Chat Corsic Followed By Sharing, Long Chuck

[Chuck Grosick] 20:36:57

Cool. Yes, Thank you for the opportunity to speak. I just want to come out and say that my wife and I both are against this clean car initiative.

[Chuck Grosick] 20:37:09

And it's not the fact, that we're again clean air, which we are much for clean air, I believe it's a rush, to implement, a technology that is not fully developed yet the call up the automobile, the Foster field, vehicles that are being built today, are some of the cleanest

[Chuck Grosick] 20:37:27

Vehicles that were ever manufactured. toyota vehicles that I personally work with with many many years are partial 0 emission vehicles which are very very clean toyota, Gas hybrid technology, is very very clean I what i have seen in

[Chuck Grosick] 20:37:44

Delaware is, I see many vehicles on the Road.

[Chuck Grosick] 20:37:47

It had been modified you have people that have taken diesel trucks.

[Chuck Grosick] 20:37:52

You have people that have taken gasoline powered, vehicles, and modified.

[Chuck Grosick] 20:37:56

These vehicles? Why do we not have a stringent emissions program in Delaware to have these vehicles inspected these fit the I Personally worked for the dmv I Saw the inspection Process at the Department of Motor Vehicles, and It's very

[Chuck Grosick] 20:38:14

Inadequate, the Emissions program in the State is inadequate, they look into, they look in the window, to see if the check engine light is on many people, take the ballp out of the check engine like many people disregard it so why do we not have a stringent emissions

[Chuck Grosick] 20:38:31

Program, if we had a if we had a if we adopt the Federal Emissions.

[Chuck Grosick] 20:38:38

Standards, and had an emissions program where these modified vehicles, such as diesel trucks that are going down a road that have been modified with the diesel particular Filters that have been removed and Young Kids, and and Tuners, who have taken the catalytic

[Chuck Grosick] 20:38:55

converters, off their vehicles that are spewing pollutions into the air, this this is not Being, policed in Delaware, and I feel honestly that upturning the whole thing, and mandating that you cannot no longer sell Gasoline Powered vehicles over after 2,030

[Chuck Grosick] 20:39:12

5 is an extreme overreach of government. So we do feel that you should look at a positive of adapting the Federal motor

vehicle standard and I'm Implementing a very strict emission.

[Chuck Grosick] 20:39:24

Program which would not only make vehicles, in Delaware safer but make them cleaner.

[Chuck Grosick] 20:39:28

Thank you for your time. Hmm

[Valerie Gray (DE DNREC-AQ)] 20:39:30

Thank you very much. Sherry long followed by James Taylor

[Sherry Long] 20:39:38

Alright thank you very much, Valerie. You've done a beautiful job again.

[Sherry Long] 20:39:42

Tonight. I wanted to address a couple of things that I had noticed over the last couple of events that you've had and if I unless I misunderstood Sb, 3 O 5 was in fact, submitted during our last Legislative Session it Wasn't Regulatory, it was actually

[Sherry Long] 20:40:00

legislative and the question on that was to give Denrack this power, that you are now

[Sherry Long] 20:40:10

I know people are saying, don't say it's being forced when you, but it is a power to regulate and our legislators rejected it it could not even get out of the House Committee so that was basically turned away, and and still it seems we're on the same app no matter.

[Sherry Long] 20:40:30

What? something else, that I'd like to point out I've been listening.

[Sherry Long] 20:40:33

And there are those who have made the comments concern.

[Sherry Long] 20:40:37

These grants, that are being given, and they are quote unquote, deciding is it a grant that we're getting Federal funds, that's paying for it, and not the taxpayer, or is it the state funds, and so forth that are paying for it the only thing is one of the

[Sherry Long] 20:40:55

things we don't understand. I guess is that government has no money.

[Sherry Long] 20:41:00

Government has \$0. The only way government gets money is, if it takes it out as someone else's pocket.

[Sherry Long] 20:41:09

So if I pay my taxes and I pay a portion in then it affords somebody else to take that money and go and put it where they should so choose.

[Sherry Long] 20:41:20

So we have people who can actually afford these ev vehicles, and in doing so we are now placing these charging stations for them.

[Sherry Long] 20:41:34

For free. So we literally, have the working class, people of forwarding the rich people.

[Sherry Long] 20:41:41

And that's basically the way, I see it. And if you don't see it that way. I'm sorry.

[Sherry Long] 20:41:45

But the fact of the matter stands government has no money, unless they take it from somebody, and then they disperse it somewhere.

[Sherry Long] 20:41:51

Else, something else that I would like to address is that someone said that their is these ditchings.

[Sherry Long] 20:41:59

Yes, there are ditchings, please Rent Sussex County, Ditch Tax, and if you, research Sussex, County ditch tax, you will find out why Sussex, County Floods Sussex Counties, Marshlands where we now have Farms were in Need of the Ditching in Order to give

[Sherry Long] 20:42:20

The dreaming, and that's where the ditch tax came from, and that is why sometimes they can overflow and things like that.

[Sherry Long] 20:42:29

But yes, it was a low-lying marshland.

[Sherry Long] 20:42:30

They needed to be cleared, and if you go in and research, it I'll let you do that on your own time.

[Sherry Long] 20:42:36

I won't take up time, because I know we're short and I have one.

[Sherry Long] 20:42:40

Last thing I'd like to ask. First, first. I'd like to say one thing, some people have been called selfish you're selfish.

[Sherry Long] 20:42:48

If you don't just do this, get over it. Just go.

[Sherry Long] 20:42:50

Do this. Now I want to ask you very politely in as respectfully, as I can.

[Sherry Long] 20:42:58

How selfish is it to ask someone to to have slave labor, because of Supply and demand of other countries, where child slavery is what will, afford what we're saying.

[Sherry Long] 20:43:18

We want, so that we, the rich, people of the world, because most of us, even if we can't afford an ev, are quite rich in comparison to most of these countries, how selfish are we to say that we want child slavery in other countries, so that we can have what we want and I do say want because

[Sherry Long] 20:43:41

We're saying that there won't be any evs solved in the state, and yet we are not going to say don't drive an ev into the state to go to our beaches to go through I 95 etc etc.

[Sherry Long] 20:43:56

There will still be evs and whether we in Delaware, do or don't do whatever we're still going to be inundated with whatever occurs around us, and comes to us I have one last, question.

[Valerie Gray (DE DNREC-AQ)] 20:44:09

Oh, your time's up. I'm so sorry. Okay.

[Sherry Long] 20:44:11

I just want to ask you did you actually say last night, that if secretary, Garvey does make this decision, even though legislation said no, that it wasn't to go to Dinre did you really say they'll make the decision, and if if you don't like it you can Sue

[Valerie Gray (DE DNREC-AQ)] 20:44:29

Secretary Guards, Secretary Garvin will make the decision on this matter.

[Valerie Gray (DE DNREC-AQ)] 20:44:35

I do not believe, sb. 305. Was in respect to this particular regulation, and this proposal that we're making that we can talk offline on that some more if you if you'd like to send me an email i'm@valerie.gray at Delaware, Gov, and

[Sherry Long] 20:44:51

Thank you, dear. Thank you so much. Appreciate it

[Valerie Gray (DE DNREC-AQ)] 20:44:52

We can block a little bit more. Okay, so James Taylor is next followed by Anna Quizzle.

[Valerie Gray (DE DNREC-AQ)] 20:44:59

James

[James Taylor] 20:45:01

Thank you for the opportunity to give public comment, I'll just.

[James Taylor] 20:45:07

I'll be very brief. I've heard people speak to you know what they think is is the economic analysis of all of this.

[James Taylor] 20:45:16

And I have, I have like grave concerns. About you know those analyses based on equity, first of all, we have the timeline of 2035, Councilwoman Darby is in the is in the chat and she she put it perfectly everybody Can't Afford, these particularly up here in the

[James Taylor] 20:45:35

City, where folks in the Chat are suggesting that these cars come particularly.

[James Taylor] 20:45:41

I'm curious whether or not anyone is thought about how renters and poor homeowners who can't afford the repairs on their houses are going to be able to afford putting in you know whatever it is, that they need to put in and have installed to charge these Cars What's, the

[James Taylor] 20:46:00

Education bit, gonna look like to have folks that are used to at least trying to fix cars that are out.

[James Taylor] 20:46:06

Now, if they don't need a key to unlock the computers inside the vehicles to be able to you know work with these new vehicles, that we're we're talking about mandating in in 12 years, that said we're we're also saying that you

[James Taylor] 20:46:23

Know, these things are going to be available the way high tech televisions are and as a scholar of international relations, and watching What's happening right now, or broad I can tell you that given how far we are Behind China and Africa

There's nothing Guaranteeing that the rare Earth, Metals, that

[James Taylor] 20:46:42

We need to make these batteries are going to be around.

[James Taylor] 20:46:44

So like, even if this is all above board and legit, right now how do we guarantee, you know that variable and make sure that that doesn't go pair shape and if we haven't don't have a way to guarantee, that do we have any sort of like failsafe

[James Taylor] 20:47:03

On the Regulation to make sure that the regulation doesn't get worse, or that there's some way to slow it down to address some of these concerns.

[James Taylor] 20:47:10

If they materialize, finally related to that last point. If in fact, we do have this variable which is china and our failure to Compete in Africa, where the raw materials for these batteries that we're gonna need to have these Cars are coming from does it not seem a bit

[James Taylor] 20:47:30

Irresponsible to found the future of our economy in delaware on these vehicles, and attracting these companies.

[James Taylor] 20:47:39

You know, if, in fact, like we've seen what happened the last time large industry left duplicate most recently in the Car plan about 5, or 10 years before that so you know given all these concerns and again, going Back to the Batteries and how they're going to be disposed of or not the

[James Taylor] 20:47:58

Fact that they have Hazmat, Materials inside of them, and they'll they could potentially end up in landfills around which black and Brown, people live.

[James Taylor] 20:48:08

Like I have concerns, you know. I mean of course, climate change is real.

[James Taylor] 20:48:13

I was screaming about Air Quality 10 years ago, when I was teaching voice lessons, I know it's real.

[James Taylor] 20:48:18

But at the same time, you know, as the old saying, goes when America catches a cold, black folks, catch the flu, so until we have like good answers about the equity concerns, around these things less focus on things like modifications, or regulations.

[James Taylor] 20:48:36

To modifications of existing vehicles and doing things, like planning more trees and reclaiming more green space in our city before you bring something else that that you know folks here can't cope, with

[Valerie Gray (DE DNREC-AQ)] 20:48:49

James, your time's up. If you'd like to wrap it up.

[Valerie Gray (DE DNREC-AQ)] 20:48:52

Thank you so much. I that you've mixed excellent points, and I really appreciate your feedback.

[Valerie Gray (DE DNREC-AQ)] 20:48:59

And a quizzle. You're next followed by Maria Pione

[Anna Quisel] 20:49:02

Hi, yes, thanks again for holding this public forum. I'm a retired family doctor and I wanted to talk a little bit, more.

[Anna Quisel] 20:49:10

About the health Impacts of the of Car Pollution, so I've been a lot of questions about Land Conditions, and Asthma on the Call People, Wondering about Pollen and Allergies being the Cause, of Asthma Well, There's been a Lot, of Research, Lately Trying to look at

[Anna Quisel] 20:49:26

The very first thing that causes asma in the first place, so it turns out that nitrogen oxides which are part of what Burning fossil, Fuels, and car engines, produces, is what is probably in many many cases of asthma, what originally Irritates, the the

[Anna Quisel] 20:49:44

Lung, Tissues, and then from then on there. More susceptible to pollen and allergies.

[Anna Quisel] 20:49:50

So it looks like in urban areas. Children are about 4 times more likely to have asthma as in rural areas.

[Anna Quisel] 20:49:58

This is again, an initial that pollution is probably more likely the cause of underlying as my own problems.

[Anna Quisel] 20:50:08

And get pollen and other natural causes are less likely to be the original causative problem.

[Anna Quisel] 20:50:15

I also wanted to talk a little bit about particles.

[Anna Quisel] 20:50:18

So one of the callers mentioned the Silica, that she can see floating around near cement plants.

[Anna Quisel] 20:50:24

That is a problem, those particles do lodge in our lungs and lead to Lung cancer for the long Term.

[Anna Quisel] 20:50:30

But some of the particles that are caused by Burning, Fossil, fuels, and cart engines are so small that we cannot see them, but they are there nonetheless, and that the worst of them.

[Anna Quisel] 20:50:40

Is called Pm. 2. Point 5 it's, so small that when we breathe it and it goes right into our Lung, the very deepest part of our lungs and then we Absorb, it right to our blood and so there was some discussion about like Alzheimer's on the

[Anna Quisel] 20:50:52

Chat. And in fact, these particles do go all over our bodies, they go into our livers, our pancreas, our brains, and they cause, damage, there's a higher rate of heart, attacks, and strokes, and cities, where pm, 2.5, Levels, go up Due to like a Weather in Versions, for

[Anna Quisel] 20:51:09

instance, windows pollution in the air is higher, so so these tiny tiny particles are super concerning so the Acc 2 Well at least give us one of the biggest causes, of these these tiny Particles, and some of the chemicals, that Cause, Asthma, it will Help us clean those

[Anna Quisel] 20:51:32

up because cars are you more impactful than chucks.



[Anna Quisel] 20:51:36

When it comes to air pollution, they're about twice as much.

[Anna Quisel] 20:51:38

So in Delaware. It looks like if we right.

[Anna Quisel] 20:51:41

Now got all of our fossil, fuel cars off the road, and replace them with clean cars.

[Anna Quisel] 20:51:47

We would save about 5 billion dollars over the next 30 years.

[Anna Quisel] 20:51:52

In Delaware, we would save 462 people from dying.

[Anna Quisel] 20:51:55

Early we would save 11,000 Asma Taps, and we would save \$55,000 or 55,000 h of Miss 55,000 Misties, of Work All Due to to Problem from Breathing these Fossil Fuel Pollutions so thanks for the Time, Appreciate It

[Valerie Gray (DE DNREC-AQ)] 20:52:16

Thank you very, very much. So moving on to Maria Pione, and then Chris you're after Maria Maria

[maria payan (she/her) SRAP/SHEN/SESH] 20:52:24

Thanks thanks for the opportunity to comment I just wanna say, Ig.

[maria payan (she/her) SRAP/SHEN/SESH] 20:52:29

Support, the Acc Chip, I do believe in climate change.

[maria payan (she/her) SRAP/SHEN/SESH] 20:52:34

I don't think we can deny it especially what we see living here.

[maria payan (she/her) SRAP/SHEN/SESH] 20:52:40

Someone brought up. You know, we see, with the Architecture of the blood.

[maria payan (she/her) SRAP/SHEN/SESH] 20:52:44

Map, so changing the growing seasons are changing, we are losing fields?

[maria payan (she/her) SRAP/SHEN/SESH] 20:52:48

Layer is important I think public Health is important, and

[maria payan (she/her) SRAP/SHEN/SESH] 20:52:56

I don't think that some of the things that I'm seeing in the Chat, and the political type Statements.

[maria payan (she/her) SRAP/SHEN/SESH] 20:53:06

I I don't think that's helpful.

[maria payan (she/her) SRAP/SHEN/SESH] 20:53:09

I don't think Pollution, Cars, what party anybody's from and I.

[maria payan (she/her) SRAP/SHEN/SESH] 20:53:15

Think the jobs are important. And it's important that Jello layer, not be left in behind.

[maria payan (she/her) SRAP/SHEN/SESH] 20:53:23

In this we really do need good clean jobs. And we have a problem here with our air quality.

[maria payan (she/her) SRAP/SHEN/SESH] 20:53:31

I think it's unfortunately I think if our children have our grandchildren that they were leaving this world to and I don't think whether we want to deny or not.

[maria payan (she/her) SRAP/SHEN/SESH] 20:53:46

The effects of climate Change are here and there's a year that's Happening.

[maria payan (she/her) SRAP/SHEN/SESH] 20:53:51

Will then choose to see it or not so I hope that you know there's some good points brought up and I would, like to see civil discussion, I think that's really important that we turn down the politics, and really talk about the issue.

[maria payan (she/her) SRAP/SHEN/SESH] 20:54:10

I am in support of it, because I think it's the right thing to do.

[maria payan (she/her) SRAP/SHEN/SESH] 20:54:14

Thank you.

[Valerie Gray (DE DNREC-AQ)] 20:54:15

Well, thank you so much. Our next speaker. I'm sorry.

[Valerie Gray (DE DNREC-AQ)] 20:54:19

Is Chris, followed by mark, and I believe mark is our last speaker with sandra. So Chris

[Chris] 20:54:27

Hi! Yes, so I am not in support of of this at all.

[Chris] 20:54:34

Simply being that it's going to take away blue collar jobs, blue Collar jobs was the Backbone of Delaware, that's what kind of got, Everything Going from the Start Going Back to you, know our Ancestors, Coming over here, Denrek, I believe Is

[Chris] 20:54:52

Overreaching. they are very important for our state, for monitoring what is already here.

[Chris] 20:55:01

However, trying to step into my household and tell me what I need or what I don't need or to have this, and not have this, when they are running trucks up and Down Route 9 that are diesel powered themselves so are they going to Adopt the same Philosophy and try to switch

[Chris] 20:55:21

their vehicles. I mean this, is a lead by example, kind of thing, also, we talk about Knox, the doctor talked about some Knocks, Knox is a 100% a real issue, however, kind of Piggybacking off of what Truck said, also about how there's, no Regulation on

[Chris] 20:55:42

Air Quality, in modified vehicles, they're a 100 percentage.

[Chris] 20:55:46

That was the whole reason obd twos were installed in vehicles.

[Chris] 20:55:50

It was no longer let me check in your car to make sure our Lights not on no, it it is hooked up to a computer.

[Chris] 20:55:57

It is registered, and it spits back and says, yes, this pass, number it did not pass.

[Chris] 20:56:02

You need to figure out what you need, for your vehicle and that's put back on them.

[Chris] 20:56:09

So I I really have a lot of concerns about again, blue blue Collar jobs.

[Chris] 20:56:15

It's very vital for a lot of us a lot of us didn't have the opportunity to live in New York or California where we had access to these great schools and then moved to Delaware and now they're trying to tell Delawareians, how to how to Act that is something that's great for

[Chris] 20:56:35

California, or great, for New York or Great for Jersey, but Delaware.

[Chris] 20:56:39

Not too much. Thank you

[Valerie Gray (DE DNREC-AQ)] 20:56:41

Thank you. Our last hand raised is mark

[Mark] 20:56:45

I'm my name's mark, Casey, I'm from Millsboro Delaware.

[Valerie Gray (DE DNREC-AQ)] 20:56:48

Nope, I'm sorry. Yes, I can. Just set mark on your

[Mark] 20:56:49

Can you hear me?

[Mark] 20:56:53

Sorry my name is mark Casey Millsville Delaware wanted to.

[Mark] 20:56:57

Thank you, Paul, for being polite and professional during the whole meeting hope you're supervisors understand that you're doing your job.

[Mark] 20:57:05

And all the people in the audience understand that I am in support of government, pushing industry to find better technology, versus profits.

[Mark] 20:57:17

So I am so in support of that I would ask you to help knowledge this help decrease the concern and confusion I hear the term, 0 admission I believe it.

[Mark] 20:57:31

Was your third chart. That showed a car spewing out pollutants and an electrical power plant spewing out Fleeting, and then I heard another lady say that Gee the power the electric is a Much different Conversion, if you could build a Chart that showed hey?

[Mark] 20:57:48

A car for 500, miles, at a certain desk, mileage, and under gas, and then a car under electric for both the Cost to the Owner, and for the Emissions.

[Mark] 20:58:03

That would be extremely helpful. another gentleman asked subtly, how will we pay for our highway taxes.

[Mark] 20:58:12

And I believe that will be another large concerns. So what our government strategies for that so other than those requests for more Knowledge, and more information and thanking you for your presentation and sharing knowledge.

[Mark] 20:58:25

I was sure good night.

[Valerie Gray (DE DNREC-AQ)] 20:58:28

Has anyone else want to speak that? hasn't raised their hand

[Valerie Gray (DE DNREC-AQ)] 20:58:41

Okay. Seeing no hands raised, we'll wrap up

[Valerie Gray (DE DNREC-AQ)] 20:58:48

If I can get back over

[Valerie Gray (DE DNREC-AQ)] 20:58:53

My screen rose

[Valerie Gray (DE DNREC-AQ)] 20:59:01

So, one, unfortunately my screen for us. So our next steps, we're going to complete our December workshops, written comments from these workshops.

[Valerie Gray (DE DNREC-AQ)] 20:59:10

If you are, want to make additional comments that you thought about after we we shut down that the workshop, tonight, the listening session you can submit those through December, thirtieth it, does not mean that it's your last opportunity, to provide comment on this matter, we hope to

[Valerie Gray (DE DNREC-AQ)] 20:59:27

hold public workshop, our public hearings sometime in early 23, followed by Potential Decision-making, on this by the Cabinet Secretary, in mid 2,000, and 23 if this program, is adopted it Will, Commence with Model Year 2,000, and 26 which actually begins in

[Valerie Gray (DE DNREC-AQ)] 20:59:46

January at 20 yep, Model year 27, beginning with in January 2026.

[Valerie Gray (DE DNREC-AQ)] 20:59:51

I always get those mixed up. But if you'd like to submit comments, cause Kyle crawl at Kyle, C. K.

[Valerie Gray (DE DNREC-AQ)] 20:59:58

Y l e.crawl@delaware.gov is where you can submit your comments, and it's also available on our website.

[Valerie Gray (DE DNREC-AQ)] 21:00:06

And I really, really wanna thank everyone tonight, for all your feedback, and concerns.

[Valerie Gray (DE DNREC-AQ)] 21:00:13

We've you've really helped us a lot. And understanding what it might take to move this program forward.

[Valerie Gray (DE DNREC-AQ)] 21:00:20

So thank you, all have a great evening happy holidays and good night.