

[Valerie Gray (DE DNREC-AQ)] 13:01:24
just the logistic stuff i'm welcome to our first advanced clean car.

[Valerie Gray (DE DNREC-AQ)] 13:01:31
He stakeholders meeting, we welcome you. We have a very diverse group effects gathered today.

[Valerie Gray (DE DNREC-AQ)] 13:01:39
And I am going to try to do both the the slides and speak at the same time.

[Valerie Gray (DE DNREC-AQ)] 13:01:46
So you'll have to bear with me. i'll probably have to go off camera for a bit.

[Valerie Gray (DE DNREC-AQ)] 13:01:51
But we welcome you. Our first slide is on the zoom orientation.

[Valerie Gray (DE DNREC-AQ)] 13:01:56
Most of you all have done zoom meetings for quite some time, but in case you forgot we are putting most folks on mute at this time.

[Valerie Gray (DE DNREC-AQ)] 13:02:07
Just so that we have one person speaking at a time I know it's really annoying when people speak over each other.

[Valerie Gray (DE DNREC-AQ)] 13:02:11
So we're gonna have everyone muted and Then at the end. when we open it up for questions and dialogue, you can unmute yourself and hopefully, if you can. you can go on camera so that we can see you

[Valerie Gray (DE DNREC-AQ)] 13:02:23
we'd hope to have this meeting as a face-to-face meeting, because it's a little more collegial and and helpful.

[Valerie Gray (DE DNREC-AQ)] 13:02:29
But being what it is with covid and I like we'll just go with the zoom platform, for now, so we'd like you to raise your hand to speak when that comes along there at the bottom.

[Valerie Gray (DE DNREC-AQ)] 13:02:43
There is under reactions. You can raise your hand hopefully.

[Valerie Gray (DE DNREC-AQ)] 13:02:44
Most of you all are very familiar with that and if there are folks on the phone, our staff support is gonna hopefully unmute.

[Valerie Gray (DE DNREC-AQ)] 13:02:55
Those folks as they raise their hand. So the roadshop is being recorded, and this is primarily to help us.

[Valerie Gray (DE DNREC-AQ)] 13:03:02
Remember everything that you all say we're in Listen mode we're trying to get input and feedback from you on advanced clean car and the adoption here in delaware. So we're gonna be listening to what you

[Valerie Gray (DE DNREC-AQ)] 13:03:13
all have to say You can put questions. in the chat as we go along, and our administrative folks are gonna see those, and they're gonna help us organize those we're gonna go through some staff presentations and Then we'll open

[Valerie Gray (DE DNREC-AQ)] 13:03:27
it up to hopefully answer all the questions that you have are just our agenda with me today.

[Valerie Gray (DE DNREC-AQ)] 13:03:37
Is all of you you're quite a diverse group of folks.

[Valerie Gray (DE DNREC-AQ)] 13:03:39
We have phone from American life. We have legal women voters.

[Valerie Gray (DE DNREC-AQ)] 13:03:42
We have the auto innovators which represent the majority of our automotive industry.

[Valerie Gray (DE DNREC-AQ)] 13:03:49
We have representatives from various folks, such as the Nrdc.

[Valerie Gray (DE DNREC-AQ)] 13:03:55
The National Resource Defense Council Sierra Club.

[Valerie Gray (DE DNREC-AQ)] 13:04:01
We have folks from from Dart on board with us today.

[Valerie Gray (DE DNREC-AQ)] 13:04:03
We also have folks from our utilities as well as our environmental justice communities.

[Valerie Gray (DE DNREC-AQ)] 13:04:11
We've invited them to participate as Well, so it's a very diverse group of folks, and we're hoping to hear from all of you as you give us feedback in your input our adoption of advanced clean

[Valerie Gray (DE DNREC-AQ)] 13:04:22
car. So we're going to give a presentation and I will go off-camera to do that

[Valerie Gray (DE DNREC-AQ)] 13:04:36
One of the things we want to do is to explain. our Delaware air quality problem provides you a high level overview of what advance clean car is.

[Valerie Gray (DE DNREC-AQ)] 13:04:46
Some people are very intimately familiar with advanced, clean car, and some people are not what it is and what it what it does not do.

[Valerie Gray (DE DNREC-AQ)] 13:04:54
We also want to hear from you identifying issues and barriers, particularly those areas of concern that you feel that the Department should consider as we move forward with it.

[Valerie Gray (DE DNREC-AQ)] 13:05:05
With this regulatory development very briefly i'd like to give you a timeline of what we're looking at in terms of our reg process, we start all our regulatory development work with a start action notice that's an

[Valerie Gray (DE DNREC-AQ)] 13:05:21
internal document that we use to seek approval from our Cabinet secretary.

[Valerie Gray (DE DNREC-AQ)] 13:05:28
That tells him that we need to do either an amendment to a regulation, or adopt a new regulation, and it very briefly tells the timeframe of what we're looking at and some of the key issues associated

[Valerie Gray (DE DNREC-AQ)] 13:05:38
with that, and we began that back in May, and the secretary approved it.

[Valerie Gray (DE DNREC-AQ)] 13:05:44

And then once that's approved it is submitted to the House and the Senate natural resources committees, so they have a copy of it.

[Valerie Gray (DE DNREC-AQ)] 13:05:53

So they're informed that we are moving forward with this regularly development.

[Valerie Gray (DE DNREC-AQ)] 13:05:58

And then the other thing that we do is staff. Here is we develop the technical support, and we also provide information on a form that's required for how this might impact small business And individuals.

[Valerie Gray (DE DNREC-AQ)] 13:06:10

So where we are today is trying to get information and and feedback from you.

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

All is key stakeholders. you buy their identified cell identified yourself as being very interested in advanced clean car or

[Valerie Gray (DE DNREC-AQ)] 13:06:25

We've invited you here today, because we thought you might be interested in advance playing card.

[Valerie Gray (DE DNREC-AQ)] 13:06:29

So we're we're starting with today's meeting and We've also got another one scheduled in this slide is wrong.

[Valerie Gray (DE DNREC-AQ)] 13:06:35

It would be october 20 sixth is what we're looking for.

[Valerie Gray (DE DNREC-AQ)] 13:06:38

But we're gonna ask you at the end if that's a great date for everyone, or whether or not we should look for a different day.

[Valerie Gray (DE DNREC-AQ)] 13:06:45

Then we also have scheduled some public workshops.

[Valerie Gray (DE DNREC-AQ)] 13:06:48

This is an opportunity for the public to provide broad engagement and feedback, and we plan to have 3 of those on November fifteenth, sixteenth, and seventeenth, at different times during the day, in order for people to more

[Valerie Gray (DE DNREC-AQ)] 13:07:02

conveniently engage with us as to their interest in this matter.

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

So so the fifteenth, I think is at 10 o'clock this sixteenth?

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

Is at one Pm. and the seventeenth will be in the evening at 6 Pm.

[Valerie Gray (DE DNREC-AQ)] 13:07:14

And those should be noticed in our newspapers on sunday and they're also available up on our website and the public calendar.

[Valerie Gray (DE DNREC-AQ)] 13:07:24

And once we get through all of that, and we've developed our proposed regulation with its its language.

[Valerie Gray (DE DNREC-AQ)] 13:07:32

We hope to have a public hearing sometime in early 2023 and as i'm told quite often that the the secretary is not made any decision on this matter, at this time and we're simply preparing the

[Valerie Gray (DE DNREC-AQ)] 13:07:47

record for him for his review on on this matter so his decision is expected.

[Valerie Gray (DE DNREC-AQ)] 13:07:54

I'm gonna say sometime in mid 2023.

[Valerie Gray (DE DNREC-AQ)] 13:07:59

So let's talk about some of our background on air quality why are we even here?

[Valerie Gray (DE DNREC-AQ)] 13:08:04

Well as Den Rack. Our mission is to protect human health in the environment.

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

So we're here to make sure that our air is clean and We've done a lot of work toward the achieving that goal.

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

We've reduced our air pollution and especially small forming chemicals by over 62% since 1990. But we're still not where we need to be delaware continues to be a non

[Valerie Gray (DE DNREC-AQ)] 13:08:28

attainment area for the Federal ozone standard, and we continue to work toward trying to meet attainment.

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

And when we do our mission inventory, what we find is that transportation is now our key source of nitrous oxide emissions, which is one of the precursors to ozone.

[Valerie Gray (DE DNREC-AQ)] 13:08:49

These are chemicals that once they get in the atmosphere, they they get together with other chemicals, and they form ozone.

[Valerie Gray (DE DNREC-AQ)] 13:08:56

We've done an amazing amount of work to reduce knocks emissions from industry and from the power sector.

[Valerie Gray (DE DNREC-AQ)] 13:09:04

But now it's time for us to focus on transportation so, as you can see from this slide, this tells us that the number of exceedance days that we've had over time.

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

We've improved our air quality, but we still continue to exceed the ozone standard.

[Valerie Gray (DE DNREC-AQ)] 13:09:25

Even primarily in Newcastle County. but on occasion we do get exceeding days throughout the State.

[Valerie Gray (DE DNREC-AQ)] 13:09:33

This is our data that we have as of 2021, and we just finished the ozone season for 2022.

[Valerie Gray (DE DNREC-AQ)] 13:09:43

On June thirtieth of this year. These are as a photo, a photo, or our website where you can see ozone forming in our region this past June.

[Valerie Gray (DE DNREC-AQ)] 13:09:54

The air quality was deemed unhealthy for our sensitive groups, and these are primarily our kids with asthma, and even some of our senior citizens that have underlying health, conditions and when the air is

[Valerie Gray (DE DNREC-AQ)] 13:10:04

unhealthy for these groups. They have to take many precautions.

[Valerie Gray (DE DNREC-AQ)] 13:10:08

And perhaps even limit their ability to go outside or do things.

[Valerie Gray (DE DNREC-AQ)] 13:10:12

Most of us just simply take for granted on a summer day like they just can't go outside.

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

So we need to work toward ensuring that our air is clean

[Valerie Gray (DE DNREC-AQ)] 13:10:26

The Epa identifies those areas, and some of them are multi-state areas.

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

Delaware is part of the broader philadelphia. New Jersey, non-ainment area, and the yellow parts on this slide indicate that that non attainment area for the 25,000 standard so

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

we're tied to all the monitors that are in in these areas, and they record the error their qualities, particularly for ozone.

[Valerie Gray (DE DNREC-AQ)] 13:10:57

And there's a Bucks County monitor that continues to record levels above the Federal based the Federal health base standard of 70 parts per 1 billion.

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

So even if delaware's monitors don't record ozone above the standard, because we are linked with these non attainment areas in the broader sense it's it's kind of an all or

[Valerie Gray (DE DNREC-AQ)] 13:11:23

nothing. Everybody has to be under the limit in the in the non attainment area.

[Valerie Gray (DE DNREC-AQ)] 13:11:33

This next slide is going to give you kind of a look at what? the what?

[Valerie Gray (DE DNREC-AQ)] 13:11:38

The entire region. The mid-atlantic and some of the New England States have, and you can see that it kind of follows along.

[Valerie Gray (DE DNREC-AQ)] 13:11:41

It tracks along the I 95 port, or and this is

[Valerie Gray (DE DNREC-AQ)] 13:11:46

These are the design values. These are the values that are the average ozone values between 20 and 2022, and these values are used by our quality agencies in these epa to demonstrate how well we've

[Valerie Gray (DE DNREC-AQ)] 13:12:03

done to reduce our pollution and achieve the standards.

[Valerie Gray (DE DNREC-AQ)] 13:12:06

Our current standard, as I mentioned, was 70 parts per 1 billion. But one of these monitors, the one indicated in Orange. in the the right hand.

[Valerie Gray (DE DNREC-AQ)] 13:12:20

Bottom right hand corner is our bristol monitor in Bucks County, and it continues to record levels above the standard at 72 parts per 1 billion, making the entire region not attainment.

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

So We've got some work to do because air is transported into into that box manager.

[Valerie Gray (DE DNREC-AQ)] 13:12:40

We have to do our bits to reduce air, pollution

[Valerie Gray (DE DNREC-AQ)] 13:12:47

So just this past month. in September the epa reclassified the entire area as non-attainment for

[Valerie Gray (DE DNREC-AQ)] 13:12:56

A moderate level, and this is based upon emission data that was accrued from 2,018 to 2020.

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

And what this bump up from marginal means that we have to identify additional emission reductions for Knox and voc pollution. and we have to submit an updated implementation plan to epa by january

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

of 2023, anything left, and the advanced clean car is gonna help us get there.

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

So on the greenhouse gas front. transportation for Delaware is about 30% of our overall on greenhouse gas emissions, and of that passenger cars. and like duty trucks, represent about 60

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

percent of our total greenhouse gas emissions from the transportation sector.

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

We've already talked a little bit about the impacts on health.

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

The vehicles are our primary source of small forming knocks.

[Valerie Gray (DE DNREC-AQ)] 13:14:00

About 75% as well as fine particulate matter and we've already said that many of these things really affect our our sensitive populations.

[Valerie Gray (DE DNREC-AQ)] 13:14:09

Those with asthma, other cardiovascular disease, and on the environmental front.

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

Nitrous oxides also deplete our ozone layer, and the other pollution that comes from our vehicle, such as sulfur, dioxide, mixed with rainwater and and become acid

[Valerie Gray (DE DNREC-AQ)] 13:14:27

ray. We also have environmental impacts from our cars and trucks, from our oil spills and deal spills on our highways, and they eventually get into our water system.

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

And, as we all are probably aware here in Delaware, that we are experiencing our impacts from climate change.

[Valerie Gray (DE DNREC-AQ)] 13:14:48

Whether it was in English temperature, sea, level rise, or extreme precipitation.

[Valerie Gray (DE DNREC-AQ)] 13:14:53

Events.

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

So the cleater app, which is our guiding document of what States can do.

[Valerie Gray (DE DNREC-AQ)] 13:15:04

The clean Air act. This is your jeopardy question for the day.

[Valerie Gray (DE DNREC-AQ)] 13:15:09

In 1967. the Clean Air Act actually started to begin to establish the framework for addressing transportation related emissions in the United States.

[Valerie Gray (DE DNREC-AQ)] 13:15:19

They added section 209, and this allowed California was rated a special exemption from the Federal tail pipe emission standards.

[Valerie Gray (DE DNREC-AQ)] 13:15:30

It gave them the opportunity, because of their unique air quality problems, to establish their own vehicle emission standards.

[Valerie Gray (DE DNREC-AQ)] 13:15:36

They actually had vehicle emission standards.

[Valerie Gray (DE DNREC-AQ)] 13:15:40

Back in before 1967 in 1990, when the clean Air Act was later amended.

[Valerie Gray (DE DNREC-AQ)] 13:15:49

Section 1, 77 was added that allows other States to adopt the California standards instead of relying on our weaker Federal standards.

[Valerie Gray (DE DNREC-AQ)] 13:16:05

Just to give you a view of who the 17 States are.

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

These are 17 States that have selected to adopt the California program over the Federal program.

[Valerie Gray (DE DNREC-AQ)] 13:16:15

These States and combination represent over 40% of the nation's vehicle market. Pennsylvania and Delaware are indicated in Orange.

[Valerie Gray (DE DNREC-AQ)] 13:16:24

Here because we adopted only 2 components of advanced clean car.

[Valerie Gray (DE DNREC-AQ)] 13:16:29

We adopted the low emission vehicle. Tailpipe emission standards along with the greenhouse gas, tailpipe emission standards

[Valerie Gray (DE DNREC-AQ)] 13:16:40

So the Clean Air Act tells us what we can and can't do? and one of the things that it says that when we adopt the California mission standards, we have to do so identically.

[Valerie Gray (DE DNREC-AQ)] 13:16:51

What does that mean? That means that our emission standards have to be identical to California's, and we have to provide at least 2 years advanced notice for the start of the model here and Delaware adopted this program for the

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

low emission vehicle program back in 2,010, and it became effective with model year, 2,014.

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

So we have had in place these emission standards since 2,014, and these standards go through 2025.

[Valerie Gray (DE DNREC-AQ)] 13:17:22

So if we did not adopt, we would revert back to the Federal standards.

[Valerie Gray (DE DNREC-AQ)] 13:17:27

So that is one of the reasons why we're here to talk about so Vance clean car one is the program that Delaware currently has in place with the exception of one of the components of the program.

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

It was first adopted by California in 2,012, and includes a suite of 3 elements, and those are the low emission vehicles.

[Valerie Gray (DE DNREC-AQ)] 13:17:51

The greenhouse gas emission standards as well as the 0 emission vehicle standards, and these go through for advanced, clean car one.

[Valerie Gray (DE DNREC-AQ)] 13:18:00

They only go through model year, 2,025. So the big question for us to ask is, What does Delaware need for cleaner air?

[Valerie Gray (DE DNREC-AQ)] 13:18:11

We have significant. We need significant reductions from our vehicles.

[Valerie Gray (DE DNREC-AQ)] 13:18:17

There's 75% of our pollution max for knocks emissions.

[Valerie Gray (DE DNREC-AQ)] 13:18:21

We need to reduce our Vehicle Mission's contribution to that Bristol monitor and in Bucks County, Pa.

[Valerie Gray (DE DNREC-AQ)] 13:18:27

And we also need to reduce the impact of the transportation sector on our overburden and underserved communities that live near these highway segments in our State.

[Valerie Gray (DE DNREC-AQ)] 13:18:40

And finally, we need to reduce greenhouse gas emissions

[Valerie Gray (DE DNREC-AQ)] 13:18:46

So in March of the past year the Governor dictated or directed the Department of Natural Resources and environmental control to begin adoption of advanced clean car and that's the suite of the entire regulations to include the

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

0 emission standards, and that's what we're doing today, and that's where we started the start action notice.

[Valerie Gray (DE DNREC-AQ)] 13:19:16

So we believe in dance clean car is actionable achievable and it's also a bit aspirational.

[Valerie Gray (DE DNREC-AQ)] 13:19:23

So now I hope to kind of set the table and bring us all into my dining room, so to speak and identify the who, what, when we're, and how of who has a compliance?

[Valerie Gray (DE DNREC-AQ)] 13:19:34

Obligation. What is that obligation? When does it start?

[Valerie Gray (DE DNREC-AQ)] 13:19:37

And how do we implement it so? Who has that compliance obligation?

[Valerie Gray (DE DNREC-AQ)] 13:19:44

Well, that's our auto manufacturers. You can call them vehicle manufacturers, Carmen, if you's the original engine manufacturer, and they're responsible for

[Valerie Gray (DE DNREC-AQ)] 13:19:55

designing, producing, and delivering those clean cars to our market. They certify that their vehicles meet the criteria and greenhouse gas emission standards, and they also deliver a con increasing number of 0 meeting vehicles to our

[Valerie Gray (DE DNREC-AQ)] 13:20:10

stake.

[Valerie Gray (DE DNREC-AQ)] 13:20:14

So what are the vehicles? Well, there? are vehicles that weigh less than \$14,000, and I don't expect everyone to go out and weigh their car, but primarily.

[Valerie Gray (DE DNREC-AQ)] 13:20:24

It's our like our passenger cars and our like duty trucks.

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

Those are the Ford F. *s. and the like.

[Valerie Gray (DE DNREC-AQ)] 13:20:29

So, and some even of our our Vans are delivery bands such as that blue Amazon band that shows up at your house.

[Valerie Gray (DE DNREC-AQ)] 13:20:39

It's likely less than \$14,000 and it would be impacted by this particular regulation.

[Valerie Gray (DE DNREC-AQ)] 13:20:47

So for Delaware. When would compliance begin? Well for us, because we cannot get the regulation adopted before the end of this year. we will not be able to begin this program until 2,027.

[Valerie Gray (DE DNREC-AQ)] 13:21:03

And this is primarily just due to our regulatory timeline, and we have to wait for California to finish fully finish their process through their administrative Law Act.

[Valerie Gray (DE DNREC-AQ)] 13:21:16

That requires them to finalize and make the the final regulation. it published.

[Valerie Gray (DE DNREC-AQ)] 13:21:22

So it's kind of why we're gonna look at 2027.

[Valerie Gray (DE DNREC-AQ)] 13:21:28

So I mentioned that there are 3 elements of advanced, clean car alone issue vehicle standard, the greenhouse gas standards and the 0 emission vehicles.

[Valerie Gray (DE DNREC-AQ)] 13:21:39

Delaware already has 2 of the suite of the suite of this program already implemented.

[Valerie Gray (DE DNREC-AQ)] 13:21:47

When California went through their amendments to go to advance plane cartoon, they adopted a suite of 8 elements for the light duty and medium dandy.

[Valerie Gray (DE DNREC-AQ)] 13:22:03

Internal combustion engines. First, it prevents potential emissions, backsliding of internal combustion engines that otherwise is possible under existing regulations by applying those exhaust and evaporative emission

[Valerie Gray (DE DNREC-AQ)] 13:22:16

fleet average standards exclusively to combustion engines, and, secondly, it lowers the maximum exhaust and evaporative emission standards. even further.

[Valerie Gray (DE DNREC-AQ)] 13:22:26

Then it also addresses some of the cold Start emissions by applying emission standards to a broader range of in use.

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

Driving conditions, and the combination of these 3 elements will further deliver real world emission benefits from the internal combustion, engines those gasoline or diesel powered engines, vehicles and it would complement

[Valerie Gray (DE DNREC-AQ)] 13:22:52

a more significant emission reduction and gain more widespread deployment of 0 emission vehicles.

[Valerie Gray (DE DNREC-AQ)] 13:22:59

So we can go into great detail on each one of these but today.

[Valerie Gray (DE DNREC-AQ)] 13:23:05

It's just a high, level conversation on the greenhouse gas slide.

[Valerie Gray (DE DNREC-AQ)] 13:23:09

The amendments that they made were primarily for the refrigerant provisions, and these are our air conditioners in our cars that use hydrofluor carbons, and we are they're looking.

[Valerie Gray (DE DNREC-AQ)] 13:23:21

To replaces with lower global warming potential chemicals to to still get our cars.

[Valerie Gray (DE DNREC-AQ)] 13:23:29

Cool on those hot summer days, but to also ensure that we are not emitting high global warming potential chemicals.

[Valerie Gray (DE DNREC-AQ)] 13:23:41

So on the 0 Mission side, which i'm sure most people are very, very interested.

[Valerie Gray (DE DNREC-AQ)] 13:23:47

It applies. We need to remember that this applies to the vehicle.

[Valerie Gray (DE DNREC-AQ)] 13:23:51

Manufacturers and not consumers meaning, If you currently own an internal combustion engine which is powered by

gasoline or diesel, this program does not apply to you.

[Valerie Gray (DE DNREC-AQ)] 13:24:02

You get to keep your vehicle on average new from what I've seen from the national auto Dealers Association data. Delaware, on average, sales about 45,000 new cars a year.

[Valerie Gray (DE DNREC-AQ)] 13:24:17

So this is the number of vehicles that we're talking about, and our registration vehicle registration database.

[Valerie Gray (DE DNREC-AQ)] 13:24:25

Tells us that we have over 900,000 registered vehicles on the road.

[Valerie Gray (DE DNREC-AQ)] 13:24:31

So over time, these vehicles, the new vehicles that are sold in Delaware will be transformed, or into this 0 emitting technology.

[Valerie Gray (DE DNREC-AQ)] 13:24:42

And we finally call these zoom. so what are zooms well, there's quite a number of products out there.

[Valerie Gray (DE DNREC-AQ)] 13:24:49

I believe some of the information has told me that there's over 60 products available today, and more coming every year.

[Valerie Gray (DE DNREC-AQ)] 13:24:57

So They're passenger cars they're light duty trucks, and there are a number of entities, such as Amazon and the Us.

[Valerie Gray (DE DNREC-AQ)] 13:25:06

Postal service that are talking about transforming their their fleet of vehicles to 0 emitting technologies.

[Valerie Gray (DE DNREC-AQ)] 13:25:14

Again. let's recall it's \$14,000 or last. Those are the vehicles that are targeted with this program.

[Valerie Gray (DE DNREC-AQ)] 13:25:23

So, even though we're targeting 14,000 there are other programs out there to transform into electric vehicles.

[Valerie Gray (DE DNREC-AQ)] 13:25:33

For instance, delaware's dark bus. fleet has recently deployed 16 electric buses and a and they've also recently received another grant to to purchase even more.

[Valerie Gray (DE DNREC-AQ)] 13:25:46

Another thing that I wanted to point out to to everyone is that this is not include farming equipment.

[Valerie Gray (DE DNREC-AQ)] 13:25:53

That's all right. Well, we call non road in our lingo it's It's only the vehicles that operate on highways.

[Valerie Gray (DE DNREC-AQ)] 13:26:02

So it doesn't include agricultural equipment construction vehicles, or any vehicle over \$14,000.

[Valerie Gray (DE DNREC-AQ)] 13:26:11

So how do you comply? Well, vehicle manufacturers get to earn credits for each product that they produce and and deliver for sale in Delaware, and they also can receive partial credits for

[Valerie Gray (DE DNREC-AQ)] 13:26:24

plugin electric vehicles. one of the flexibility mechanisms that's in this program.

[Valerie Gray (DE DNREC-AQ)] 13:26:31

It allows the auto manufacturers to cool their credits, and it allows them to move them from one state to another.

[Valerie Gray (DE DNREC-AQ)] 13:26:38

For instance, if they deploy, if they earn more credits in New Jersey, and they need to move some to Delaware, they can

[Valerie Gray (DE DNREC-AQ)] 13:26:51

One of the other elements of the 0 Mission vehicle program that California has recently amended include a number of consumer protections.

[Valerie Gray (DE DNREC-AQ)] 13:26:59

This ensures that the Us. is customers of these electric vehicles or any 0 emitting vehicle.

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

We're protected and ensured that the warranty and the durability of essentially the battery technology.

[Valerie Gray (DE DNREC-AQ)] 13:27:14

And we're gonna primarily talk about electric vehicles because that's currently the technology that's out there that we're assuring that the consumer that those products are durable one of the consumer

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

protection is a minimum w certification of the range. so they get

[Valerie Gray (DE DNREC-AQ)] 13:27:33

They get earned, they greater credits for products that exceed 200 mile range.

[Valerie Gray (DE DNREC-AQ)] 13:27:41

Their minimum durability requirements for the useful life. This is the useful life of 10 years, or a 150,000 miles.

[Valerie Gray (DE DNREC-AQ)] 13:27:49

It also has requirements for battery, labeling, data, standardization service information requirements, so that our independent repair shops know how to fix our vehicles as well as minimum warranty requirements it.

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

Also includes onboard diagnostic requirements. These are, if you have vehicles that the onboard diagnostic system, some of you may be familiar when you bring your Car into Dmv.

[Valerie Gray (DE DNREC-AQ)] 13:28:16

They plug into your on board diagnostic system to measure your emissions. And then there's also going to be some charging requirements that are part of our consumer protection bits on the environmental justice front California added

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

a amendments that provide autom manufacturers a bit more flexibility, so that they can earn early compliance with the Zeb requirements through deploying environmental justice value option this is for

[Valerie Gray (DE DNREC-AQ)] 13:28:46

our low income consumers, and hopefully that we can work with our automakers to established community car sharing programs.

[Valerie Gray (DE DNREC-AQ)] 13:28:59

Produce more affordable zoom, and just ensure that the use sub market is alive and well

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

So I want to do a quick time. check Brian.

[Valerie Gray (DE DNREC-AQ)] 13:29:17

Pretty soon. is going to deliver our next bit on our complementary programs to support clean transportation

[Breanne Preisen] 13:29:30

Thank you, Valerie. Yep. So My name is Brian Prisons.

[Breanne Preisen] 13:29:33

I am team transportation, whether with the division of climate, cultural and energy, and focus on all things electric vehicles and and helping Valerie out in their quality section.

[Breanne Preisen] 13:29:46

So, as she's meant, mentioned the transportation sector is the largest contributor to air pollution, and has been for some time.

[Breanne Preisen] 13:29:53

You know, we know. we know that the pollutants that come from the tailpipe several bad.

[Breanne Preisen] 13:29:57

All kinds of negative effects on the environment and our human health.

[Breanne Preisen] 13:29:59

Which is why the foundation of the cleaner act is to improve public health.

[Breanne Preisen] 13:30:05

So models show that 0 emission vehicles will have the largest impact on our greenhouse gas.

[Breanne Preisen] 13:30:10

Reductions, not only here in the State, but nationally and globally so.

[Breanne Preisen] 13:30:13

The technology, though right now is electric vehicles 25 years from now that technology may be something different.

[Breanne Preisen] 13:30:20

But right now it is electric vehicles and so that's where the focus has been with complementary incentives and programs and policies that have been put in place.

[Breanne Preisen] 13:30:30

Next slide, please. So our most public public facing program that has been foundational to our progress.

[Breanne Preisen] 13:30:39

That we've made is the clean transportation incentive program.

[Breanne Preisen] 13:30:41

So our program is been in place since 2,015, and continues to grow and change with the market.

[Breanne Preisen] 13:30:47

So our first funding round, which was between 2,015 and 16, the program actually only paid out 292 rebates

[Breanne Preisen] 13:30:57

But since July of 2021 which is our current funding round that we're in, we have already issued over a 1,000 rebates.

[Breanne Preisen] 13:31:04

Between our 2 programs, so that's going to be an electric vehicle program for Ev's and plug-in hybrids and our charging

station program.

[Breanne Preisen] 13:31:13

So. Our Our ev rebate program is 2,500 for a full battery, electric and a \$1,000 for a plug-in hybrid, and that is 4 new vehicles with the purchase price of under 60

[Breanne Preisen] 13:31:24

1,000. We also have a charging station program, as I mentioned, and we do actually, provide a little bit more funding to multi-family dwellings.

[Breanne Preisen] 13:31:33

Because we realize that a large percentage of people live in this type of housing and at home charging is a barrier for these residents to be able to purchase a plug-in vehicle so

[Breanne Preisen] 13:31:43

many complexes actually in the State, particularly in Newcastle County, right now have begun to recognize recognize this and and recognize the value of offering this humidity to their residents.

[Breanne Preisen] 13:31:55

And can also be an attractive to new tenets So they're starting to actually install them in their in their complexes for their residents next slide, please.

[Breanne Preisen] 13:32:06

So. Another barrier is range anxiety that people have, and so many states, including Delaware, is starting to really focus on curving that.

[Breanne Preisen] 13:32:15

So Delaware has had, and will have some funding opportunities to expand.

[Breanne Preisen] 13:32:19

Our ebb charging network here in the State. So under the bolts wagon mitigation settlement, Delaware received 9.6 million for emission reductions, and so in each state received a part of money

[Breanne Preisen] 13:32:33

depending on some factors, but they were received 9 point.

[Breanne Preisen] 13:32:38

6 million States were allowed to use 15% of those funds to go towards electric vehicle charging.

[Breanne Preisen] 13:32:44

So Delaware chose to use their 1515%, which was 1.4 million

[Breanne Preisen] 13:32:49

And we're going to expand our fast charging network here in the State.

[Breanne Preisen] 13:32:51

So through the competitive Rfp process we did receive over 8 million in funding request, So we had a lot of work to do and some hard decisions to make, because they were all really good really good projects.

[Breanne Preisen] 13:33:03

So we did choose 14 locations. that will be in downtown locations at hotels, shopping centers, and at traditional gas stations.

[Breanne Preisen] 13:33:12

One of the many line items under the bipartisan infrastructure law is the national electric vehicle.

[Breanne Preisen] 13:33:18

If you call it that for that formula funding line item.

[Breanne Preisen] 13:33:24

So over the next 5 fiscal years Delaware will receive 18 million for the installation of ultra fast Dc. charging Dpc. fast charging along the state's alternative fuels corridors which are going

[Breanne Preisen] 13:33:37

to be roots, 1 1413, and I 95.

[Breanne Preisen] 13:33:40

There are specific requirements for this funding, so there must be at least 4 ultra fast charging stations at each location, and the locations must be no less than 50 miles apart, and one mile off the highway since

[Breanne Preisen] 13:33:53

Delaware is so small it wouldn't take really long for us to expand that out.

[Breanne Preisen] 13:33:58

So we did actually step our our goal game up a little bit, and we picked a goal of every 25 miles to install, and to have fast charging stations.

[Breanne Preisen] 13:34:06

The navy phones will also be deployed through the competitive Rfp.

[Breanne Preisen] 13:34:10

Process with del Dot it will not be through Den Rick, and the State of Delaware does not plan to own and operate any fast charging here in the State.

[Breanne Preisen] 13:34:18

We are just simply the funding mechanism for that so again.

[Breanne Preisen] 13:34:22

That's why it will be that for that competitive or a feature process.

[Breanne Preisen] 13:34:26

Once the Us. Department of Transportation Secretary declares at Delaware off your corridors.

[Breanne Preisen] 13:34:32

Those those roads I mentioned are fully built out. We will then be able to use the remaining funds for community charging, so that will include rural areas disadvantaged communities and those living in multi-unit

[Breanne Preisen] 13:34:45

dwelling communities So on the Mac there you can see That's a kind of a clip, quick snapshot of all the planned locations for Dc.

[Breanne Preisen] 13:34:51

Fast charging. That will be have been planned between the 2 funding opportunities.

[Breanne Preisen] 13:34:57

So eb drivers will have plenty of opportunities to fast charge along their journeys, and we are also paying attention to what the surrounding States are doing, and where their plan locations are so drivers will feel confident that they

[Breanne Preisen] 13:35:09

can travel between States and get a charge when they need, without worry or feel that they will run out of Choose next slide, please.

[Breanne Preisen] 13:35:19

So energized Delaware or the sustainable energy utility, recently introduced a new great program that is available for local and county governments that will provide up to \$500,000 for the purchase of an ev the charging

[Breanne Preisen] 13:35:33

stations, electric motorcycles, and electric lawn equipment.

[Breanne Preisen] 13:35:37

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

[Breanne Preisen] 13:35:44

Next slide del Marva Power and the Delaware Electric Co-op offer programs for eb drivers to save money while charging their vehicles during off-peak hours.

[Breanne Preisen] 13:35:57

So the Delaware Electric co-op has a program for their customers to install a charge point home charger in their home, and you can receive a billing credit of \$200 plus an additional \$500.

[Breanne Preisen] 13:36:06

I'm sorry. \$505 additional a month during the the people each of the peak months.

[Breanne Preisen] 13:36:13

They require a specific charger, so that the cooperative can monitor and regulate that energy.

[Breanne Preisen] 13:36:20

Usage for the ed charging, and Del Marva power.

[Breanne Preisen] 13:36:24

Has a program for eligible residential customers that receive a special time of use rate to plug in electric vehicles.

[Breanne Preisen] 13:36:30

During their during this again, as off P times and that plugin vehicle rate provides the benefit of reduced electric bills for consumers when they charge other vehicle like I said it.

[Breanne Preisen] 13:36:40

At all time, usually at night time, when there's less demand next slide, please, and then over the last few years there has been an increase in the need to create ordinances regulations and codes relating to ev charging so in 2,019 the

[Breanne Preisen] 13:36:55

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

[Breanne Preisen] 13:37:02

Then last year the newcastle county government passed a requirement that all new construction, So that's residential housing.

[Breanne Preisen] 13:37:09

That's commercial buildings parking lots be made what they call ev ready. So, meaning the sites must be prepared for ev charging they have to be.

[Breanne Preisen] 13:37:18

They have to have dedicated circuits on the panel.

[Breanne Preisen] 13:37:20

They have to have them. The conduit run. The infrastructure has to be there and ready for someone to just plug in that charging station.

[Breanne Preisen] 13:37:27

And so in the State also recently passed a law directing the cities of Wilmington, Dover, and Newark to develop ordinances for residential street parking, and to try to address the need for how to deal with right of way

[Breanne Preisen] 13:37:40

issues, and those who park on streets who don't have part driveways or garages.

[Breanne Preisen] 13:37:44

That recall that law requires those cities the the cities with populations over 30,000.

[Breanne Preisen] 13:37:49

Which is why it's specific to those 3 those 3 cities So these ordinances will likely be shared and copied by other local governments to use when planning ordinances, codes, and regulations for their own towns

[Breanne Preisen] 13:38:01

next and last slide, please. alright. So, as I mentioned before, sides back, one of the funding opportunities that will be available for charging is through the national electric field infrastructure formula funding the Maybe which is the line

[Breanne Preisen] 13:38:15

I know, under the bill bill Bill States were required to submit a plan to the Federal Government demonstrating how those Navy funds would be spent.

[Breanne Preisen] 13:38:24

So that plan was submitted, and recently root appropriate.

[Breanne Preisen] 13:38:28

But we are just waiting on some further guidance from the Federal Government before we can proceed with our fu process.

[Breanne Preisen] 13:38:33

We are also developing a statewide ev infrastructure plan.

[Breanne Preisen] 13:38:36

So den Reckon Del Dot initiated this process earlier this year in consultation with a Ecom, and this plan is intended to be a living document, but will initially tell us where charging station should build what types What 80

[Breanne Preisen] 13:38:51

deployment will be over time and the charging station deployment to match that

[Breanne Preisen] 13:38:55

And to the focus on disadvantage areas, rural areas.

[Breanne Preisen] 13:38:59

And again, those who are living in multi-ing it dwellings.

[Breanne Preisen] 13:39:02

So The plan is certainly intended to help current ed drivers but it's also preparing areas that do not have higher adoption rates as well, and then part of developing these plans is stakeholder and public

[Breanne Preisen] 13:39:13

engagement. And so we've already had 2 ed working group meetings, and there will be some upcoming up upcoming public workshops and engagement opportunities in the near future for input and so this past legislative

[Breanne Preisen] 13:39:25

session, the Governor reinstated the State's energy Advisory Council with a directive to update the State's energy plan.

[Breanne Preisen] 13:39:32

And so this plan will include energy needs for transportation and use.

[Breanne Preisen] 13:39:36

Projections for ev's in models. and planning so this one sure adequate generation, and transmission needs to meet the upcoming energy transitions.

[Breanne Preisen] 13:39:48

So we've Got a lot of work to do we've been doing a lot of work. and i'm gonna go ahead and kick this back over to Valerie for the next part of our session.

[Valerie Gray (DE DNREC-AQ)] 13:39:57

Thank you guys. Thank you, Brian. So at this point we want to open it up for your questions and discussion.

[Valerie Gray (DE DNREC-AQ)] 13:40:04

And we really want to focus on on these 3 questions: Why should we adopt? what barriers to you identified that we should consider, and what issues should we also consider as we move forward to implement the program?

[Valerie Gray (DE DNREC-AQ)] 13:40:18

So if you want to raise your hand, you can do so, and we will call on you.

[Valerie Gray (DE DNREC-AQ)] 13:40:26

Our admin staff is going to try to call on you in order that you raise those hands very quickly.

[Valerie Gray (DE DNREC-AQ)] 13:40:30

And We'll We'll, hopefully open it up for discussion. Think, Josh Fisher from the auto innovators is first.

[Josh Fisher (Auto Innovators)] 13:40:41

Yeah, thank you. i'm josh fisher Director of State Affairs with the Alliance for automotive innovation, and as it was, I pointed out earlier, we represent the the automakers that produced about 98.

[Josh Fisher (Auto Innovators)] 13:40:51

Percent of all the the light duty vehicles sold in the Us.

[Josh Fisher (Auto Innovators)] 13:40:54

I just want to talk about the barriers or the challenges that that come with Acc.

[Josh Fisher (Auto Innovators)] 13:41:00

2 in terms of policy. you know we know that delaware does have a consumer rebate, which is which is positive.

[Josh Fisher (Auto Innovators)] 13:41:10

But right now that's gotten delaware to about 5% ev sales, which one of them even satisfy the current requirements of Acc.

[Josh Fisher (Auto Innovators)] 13:41:17

One, and the first year of Acc 2 are going to require about a 700% increase in Ev sales, so we would recommend a much heavier investment on the consumer reate side.

[Josh Fisher (Auto Innovators)] 13:41:29

It was mentioned that the the onus of the regulation is on the manufacturer.

[Josh Fisher (Auto Innovators)] 13:41:32

But I would counter and say it's the consumer that has to purchase these vehicles, and right now they're about \$60,000 more than a comparable gas power vehicle so consumers

[Josh Fisher (Auto Innovators)] 13:41:42

are going to need a lot of support here, and also with that infrastructure.

[Josh Fisher (Auto Innovators)] 13:41:48

The Iij money is a good down payment but it's not really enough.

[Josh Fisher (Auto Innovators)] 13:41:52

California, you know, for reference is going to need about a 1 million more chargers than it has now, by 2,035 to meet the 100% requirement, and all of the Ia.

[Josh Fisher (Auto Innovators)] 13:42:03

My total was enough for about half a 1 million chargers so we've still got a long way to go in terms of charging infrastructure.

[Josh Fisher (Auto Innovators)] 13:42:08

Updating building codes. we would recommend the State required.

[Josh Fisher (Auto Innovators)] 13:42:12

All of new construction, both residential, commercial, be ev ready, or at least ev capable.

[Josh Fisher (Auto Innovators)] 13:42:18

There are other mechanisms like a low carbon fuel standard which can help clean up and decarbonize and liquid fuels, because gas power vehicles are still going to be around for a while and that can

[Josh Fisher (Auto Innovators)] 13:42:28

also generate money for the State. So I think the challenges are going to be that a lot of these policies are not in place, and the requirements under Acc.

[Josh Fisher (Auto Innovators)] 13:42:38

2 are going to fall directly on the consumer and so we're looking for a lot of policies that are going to help Delaware residents afford these vehicles and know that once they have them that they'll be

[Josh Fisher (Auto Innovators)] 13:42:46

able to charge them. So thank you again for the The opportunity to speak today.

[Valerie Gray (DE DNREC-AQ)] 13:42:51

Thank you, and our next hand raised, I think, is Dave Stevenson with Caesar Ronnie Institute.

[David Stevenson] 13:42:59

Yes, thank you. Got a number of concerns first of all. Why should Delaware be part of this?

[Valerie Gray (DE DNREC-AQ)] 13:43:05

I I don't think we should the recent epa as you said, looked at emissions and and knocks compliant air quality replies

from 2,018 to 20.

[David Stevenson] 13:43:21

Really you need to be looking at 2,022, since we have that that year no we didn't have a single day this year over the knock.

[Penny] 13:43:34

Standard. The 3 year average is in the worst site, which is the one in Wilmington in 65 parts per per 1 billion, which is well below the 70 parts for 1 billion.

[David Stevenson] 13:43:44

Furthermore, there are and their quality stations between us and Bristol.

[David Stevenson] 13:43:54

None of them in 22 are over the Knox standard.

[David Stevenson] 13:43:58

We are not sending air pollution that far north. It is time for Delaware to be petitioning the Epa to take.

[David Stevenson] 13:44:08

You gasoline out of this non-tainment area.

[David Stevenson] 13:44:12

We are in. We've done the same thing years ago. with Sussex County couple of years ago, with Ken County, and now it's time for Newcastle County to get out of list an entertainment area We are Well.

[David Stevenson] 13:44:24

within attainment secondly, we've got 3 counties in this state.

[David Stevenson] 13:44:31

We just talked about it's only newcastle county that's in the entertainment area.

[David Stevenson] 13:44:35

Are these? Why, why are these regulations going to go to impact?

[David Stevenson] 13:44:40

Captain Sussex, another problem you've got is 17 States have sued over the whether the Cap California should have the waiver, and based on recent Supreme Court decisions such as West Virginia Versus epa it

[David Stevenson] 13:44:56

said, Large major issues need to have Federal legislation.

[David Stevenson] 13:45:02

There is no Federal issue that Federal legislation to support the California waiver.

[David Stevenson] 13:45:09

Look at other issues you've completed enough to out hybrid gasoline vehicles a recent analysis on greenhouse gas and machines.

[David Stevenson] 13:45:19

Should that Well, we'll be probably have 3 3 tons per year, more emissions than a full battery.

[David Stevenson] 13:45:28

But when you look at a hybrid it's down to point 3 quarters at a time, we ought to be including hybrid gas vehicles that

they're selling at at least

[David Stevenson] 13:45:42

5 times the rate of the full battery vehicles, because the premiums are so well.

[David Stevenson] 13:45:49

Hi! thank you, you've got the fact that s p 3 o 5 in the last legislative session.

[David Stevenson] 13:45:59

There was a lot of concern about whether that was going to play into this adoption of the low emission vehicle rules, and it failed to pass the house.

[David Stevenson] 13:46:13

There's no way that we should be considering this until we have specific legislation out of the Delaware legislature that that says we want to move in this direction, moving to Essentially, you know you're saying it's voluntary

[David Stevenson] 13:46:28

all the car manufacturers have to do.

[David Stevenson] 13:46:30

It is, deliver them to delaware that no one has to buy one.

[David Stevenson] 13:46:34

But that's that's kind of crap because it's a big fine.

[David Stevenson] 13:46:37

It makes it almost impossible to buy anything else. this is a major issue that should not go for without specific legislations that that are are elected representatives say, yes, we want to force people into electric vehicles because that's where

[David Stevenson] 13:46:54

we're at. So I did give you written comments that cover me.

[David Stevenson] 13:47:01

These issues in more detail. I would also point out we've talked about the Bristol area quality monitoring station. it.

[David Stevenson] 13:47:12

It was high last year 2021 for the highest stage, but because of smoke for Western wildfires which is excludable. We ought to be having a discussion at this point when you have 21 air quality monetary

[David Stevenson] 13:47:25

stations in the greater Philadelphia region do meet the 3 year average and the fourth highest day.

[David Stevenson] 13:47:33

The only station is not meeting. It is Bristol and it's almost missing, almost meeting it.

[David Stevenson] 13:47:38

It. I would point out that the Charlotte North Carolina.

[David Stevenson] 13:47:44

Not attainment area, even though there were still one air problem on our organization over the limit received.

[David Stevenson] 13:47:50

Epa approval to go to attainment.

[David Stevenson] 13:47:55

So we all be petitioning the Epa to end the greater Philadelphia.

[David Stevenson] 13:48:00

Not attainment designation, and specifically to Delaware out take the castle county out of that.

[DNREC Support Staff] 13:48:05

Not, Hey, Mary? So with that I will yield floor. David!

[DNREC Support Staff] 13:48:12

There was a question in chat. Can you talk about the fine that will force people into electric vehicles?

[David Stevenson] 13:48:21

You mentioned a fine Yes, the California role said that There's that for every vehicle in this by the order you auto manufacturer has to pay a \$20,000 fine

[Valerie Gray (DE DNREC-AQ)] 13:48:36

Is there anything else? not at this time for that? Thank you.

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

Okay, Thank you. I think we have Charlie Garlo up next.

[Charlie Garlow] 13:48:44

Charlie. Hi! this is Charlie Garlo I'm President of the Diva Delaware

[Breanne Preisen] 13:48:59

Charlie, you're on mute for some reason somehow or other I got back on to Mute.

[Charlie Garlow] 13:49:04

I hope you can hear me now. Should I start again? Charlie Garlo Defo, the Delaware Electric Vehicle Association and Auto Owners Club advocates for more electric vehicles.

[Charlie Garlow] 13:49:15

The first comment I like to make is about maintenance of the Dc.

[Charlie Garlow] 13:49:19

Fast charging units. Our club members of the found that many of the Chart Dc.

[Charlie Garlow] 13:49:26

Fast chargers are inoperable and the folks who are the the owners of the gas station, or wherever it's located are saying, Well, golly, you know we were in a gas station.

[Charlie Garlow] 13:49:38

We don't know how to fix those things that should be on the person who installed it, and so we're hoping that whatever regulatory language comes out of this process is that there'd be an Obligation on

[Charlie Garlow] 13:49:49

the part of somebody rather hopefully. it'll be the manufacturer of the Dc.

[Charlie Garlow] 13:49:54

Fast charger, because they're the complicated pieces of equipment which could benefit from having people that know what they're doing to fix them, and to take prompt action to get the fixed because it's frustrating

[Charlie Garlow] 13:50:05
for electric vehicle, owners to come to a charging station all ready to charge.

[Charlie Garlow] 13:50:11
And then the dang thing is not working so we need to if you will address that one sooner rather than later.

[Charlie Garlow] 13:50:16
I can't help it respond to my good friend dave Stevenson about some of the issues that he brought up.

[Charlie Garlow] 13:50:23
He suggests that there isn't any lind legislation directly giving California the authority to set separate standards right there in the clean air act.

[Charlie Garlow] 13:50:32
We already had that presentation at the first part of this program.

[Charlie Garlow] 13:50:36
So I can't see it there's anything other than a very strong legal basis for that in general.

[Charlie Garlow] 13:50:42
Why should our State be involved in getting more electric vehicles?

[Charlie Garlow] 13:50:46
Sooner, better sooner rather than later and the answer is because there are days when we do have unhealthy levels of small in this country, even if they're not as bad as some other places.

[Charlie Garlow] 13:50:57
My wife and my daughter have suffered from asthma for a long time.

[Charlie Garlow] 13:51:01
I'm here to protect them as well. as lots of other people who have those sorts of problems, all of our members of our electric Vehicle Club, but are just to have thus most stringent standards when it comes to air pollution

[Charlie Garlow] 13:51:13
generally. But there's also the global warming impact there's also cutting back on our use of petroleum, which, of course, will curb our the finances that are available to president putin and the opec plus people who are

[Charlie Garlow] 13:51:27
petroleum dictators. so there's a lot of good reasons for having more electric vehicles in the state of Delaware, not other than whether or not we are slightly above or slightly below the ozone non-tainment

[Valerie Gray (DE DNREC-AQ)] 13:51:38
levels. I'll stop there. Thank you thank you charlie our next person, Penny Dryden, You wanna unmute I think I am.

[Valerie Gray (DE DNREC-AQ)] 13:51:49
Can you hear me

[Penny] 13:51:58
Share the information on the plans. but I have to express my concern it doesn't appear that there was community engagement in a meaningful way.

[Penny] 13:52:12
I'm you mentioned plans back dated back to 2,014.

[Penny] 13:52:17

Well, this is first I've heard of it so you know I don't know if I I just missed it.

[Penny] 13:52:24

I you know I don't know But I think it's critical, and then it's important that those people who are impacted.

[Penny] 13:52:30

The most are part of this this plan so equity engagement should be at the top of the list.

[Penny] 13:52:38

And I don't know if there's opportunity to go back to have an opportunity to go back and look at what's in place, and if there is some modifications or changes that could be made especially before we even think

[Penny] 13:52:51

about going forward with and implementation plan, but I also wanna comment about

[Penny] 13:53:00

The gentleman who spoke about. They may not be a need, I?

[Penny] 13:53:04

I I think he's speaking from his perspective and that's that's important as well.

[Penny] 13:53:09

But we want to be preventive. We want to be proactive.

[Penny] 13:53:14

So, even if there is not a problem now, I think it needs to be looking at from a preventive perspective as well.

[Penny] 13:53:22

So I just wanted to have that or record as well.

[Valerie Gray (DE DNREC-AQ)] 13:53:27

Thank you. Thank you, Penny. Kathy Harris with the Nrdc.

[Kathy Harris, NRDC] 13:53:33

Is next. Hi! everybody i'm good to See you all thanks thanks so much for the opportunity to speak.

[Kathy Harris, NRDC] 13:53:40

Just a couple of comments, and then maybe a couple of questions, too.

[Kathy Harris, NRDC] 13:53:46

Penny, I guess building off of what you just said.

[Kathy Harris, NRDC] 13:53:49

You know. I think just you know with the California Oh, and i'm sorry I'm from Nrdc.

[Kathy Harris, NRDC] 13:53:54

And i've been leading up our our clean cars work across the country.

[Kathy Harris, NRDC] 13:53:58

So have been involved in the California process with arb adoption of the regulation, and now working in different states.

[Kathy Harris, NRDC] 13:54:07

But am a lifelong delaware and so It's really great to be back in the room with everybody.

[Kathy Harris, NRDC] 13:54:12

But yeah, penny to to use your to your point in question.

[Kathy Harris, NRDC] 13:54:14

You know, within the regulation that was adopted from advanced clean cars.

[Kathy Harris, NRDC] 13:54:19

There's kind of limitations as to what can be included in there.

[Kathy Harris, NRDC] 13:54:22

So. I know Delaware has to adopt the rule identically to California.

[Kathy Harris, NRDC] 13:54:27

But I guess this is kind of my first question, and also comment is that there is flexibility within the regulation on

[Kathy Harris, NRDC] 13:54:34

Some specific environmental justice programs and I think that's a really important flexibility and credit that is going to be part of the regulation.

[Kathy Harris, NRDC] 13:54:43

So you know, really would encourage Delaware to take full advantage of those credit programs and start building up the engagement in those community groups.

[Kathy Harris, NRDC] 13:54:50

Now to get those programs up and running but then also to penny's point, thinking about additional complementary policies that we can think about as well, that are outside the scope of this regulation to to ensure that we're really helping to

[Kathy Harris, NRDC] 13:55:02

accelerate the transition to 0 mission vehicles in our in our disadvantage communities as well.

[Kathy Harris, NRDC] 13:55:10

So I guess. part. One question is I I know, Valerie. you had had this on one of your slides. but if you could talk a little bit more about the plans for those environmental justice credits and yeah, what if any

[Kathy Harris, NRDC] 13:55:23

stakeholder in process or anything that's happening in the near term on on kind of starting to upfront those programs to allow automakers to take credits that'd be great.

[Valerie Gray (DE DNREC-AQ)] 13:55:31

We're in the early early early stages of that we're just beginning to think through that and that's the point of this meeting today is to try to identify what we should be considering especially as we build the

[Valerie Gray (DE DNREC-AQ)] 13:55:46

regulatory development process going forward. And if you have thought on what those programs might be, and if the automotive representatives have thoughts on what those programs might be, we are all ears.

[Valerie Gray (DE DNREC-AQ)] 13:55:58

We want to hear the feedback and on those particular parts that we do have flexibilities on, and what we can do to move forward. Great!

[Kathy Harris, NRDC] 13:56:09

I don't have anything today, but I will definitely come back with some ideas for the next meeting on specifics on that.

[Valerie Gray (DE DNREC-AQ)] 13:56:16

Thank you so much, of course. and sorry I still have more so I don't wanna take up too much of the floor.

[Kathy Harris, NRDC] 13:56:22

But I guess you know I think that it's really important, and i'm really excited to see that Delaware wants to move forward with these regulations.

[Kathy Harris, NRDC] 13:56:33

You know we are really seeing the transition occurring to 0 Mission vehicles.

[Kathy Harris, NRDC] 13:56:37

Automakers across the country have already announced over 98 billion dollars investments, and we're seeing more and more models and availability coming out every single day.

[Kathy Harris, NRDC] 13:56:47

As Valerie. I know you hinted on in your your presentation, and so I just want us to be very cognizant of the fact that we want Delaware to be up in front on this transition, and We know we've seen

[Kathy Harris, NRDC] 13:56:57

the increase, as Brian said, in her presentation of the number of electric vehicles that are coming on board in Delaware.

[Kathy Harris, NRDC] 13:57:02

I know we're at 5% Now but that's from the first 2 quarters of this year, and that's up a percentage point from from last year alone, and when we look back at 2,015 when the program started that's

[Kathy Harris, NRDC] 13:57:13

up from, you know, 250 vehicles across across the board.

[Kathy Harris, NRDC] 13:57:17

So you know the interests across the country and in delaware is clearly progressing, and you know these regulations don't start until model your 2,026, and this is going to help show the signal to the market that delaware is ready to

[Kathy Harris, NRDC] 13:57:30

be on board. and I think importantly, you know, several of the States around Delaware are participating, or are planning under participate in these programs, including Maryland and New Jersey, and we want to make sure that Delaware businesses are able to

[Kathy Harris, NRDC] 13:57:43

supply these vehicles to their customers into their drivers and that we're keeping those purchases here in state. We don't want, you know, all of anyone who's interested in electric vehicles have to go

[Kathy Harris, NRDC] 13:57:53

elsewhere to be able to to purchase that vehicle.

[Kathy Harris, NRDC] 13:57:55

So I think that's you know important to to recognize to see if I saw you one off mute, so I don't know if you have an amendment to that

[Kathy Harris, NRDC] 13:58:07

Maybe. Oh, I'm. sorry, i'm sorry I think that you your video popped up, but I saw that you're you're also muted.

[Kathy Harris, NRDC] 13:58:14

So. anyway, you know I I just wanted to you know flag the importance of, you know, making sure that we're keeping

the vehicle sales here in Delaware because there's there's a clear interest and so

[Kathy Harris, NRDC] 13:58:22

I guess you know. part of my question for Brian too, is, you know, based off of the revenue program that we've seen since 2015.

[Kathy Harris, NRDC] 13:58:30

I want it to get a sense of if you've seen you know that increasing interest of vehicles, and have you had conversations with with drivers who who might want to purchase the vehicles just wanted to kind of open the floor if you

[Kathy Harris, NRDC] 13:58:41

could talk a little bit about more your experience running that rebate program, since you're really engaged in conversations with Delaware drivers every day on that.

[Breanne Preisen] 13:58:51

Sure. I mean, I get asked a lot about why they have to go out of state to purchase their vehicle.

[Breanne Preisen] 13:58:57

I I see people ordering vehicles from over the place I mean just right over the line into Maryland.

[Breanne Preisen] 13:59:04

I've had the ones coming from Rhode Island and Louisiana, and and all of these random locations which I find surprising.

[Breanne Preisen] 13:59:11

So yeah, I get. I mean I when I first started in this program I was getting a call or 2 a week.

[Breanne Preisen] 13:59:18

Maybe on asking about the vehicle or the program or what's available and charging, and things like that And now

[Breanne Preisen] 13:59:25

Several calls a day from people who are you know inquiring about the rebate program, or have already ordered a car, and they're getting ready to.

[Breanne Preisen] 13:59:35

Or they're thinking about I get calls from people asking about charging stations.

[Breanne Preisen] 13:59:40

I'm having more conversations with with our local county government I'm having more meetings with them about what what they could do to start installing charging stations for their residents in their in their constituency so

[Breanne Preisen] 13:59:52

the conversations are increasing all the time. The interest is increasing.

[Breanne Preisen] 13:59:56

All of the time. So you know, we we or gathering all of that we're taking all of that data and and figuring out you know what we can do to fix a lot of that.

[Breanne Preisen] 14:00:06

So, which is why I presented on what I presented on was to show that we hear you.

[Breanne Preisen] 14:00:11

We, you know we recognize Here you are in the constituency.

[Breanne Preisen] 14:00:14

We recognize that, you know there are some barriers. There are some challenges, Charlie, I hear you about these charging stations.

[Breanne Preisen] 14:00:19

I hear it all. You know that that the software is just no longer supported.

[Breanne Preisen] 14:00:25

And so those stations will be an are slated to be upgraded with those netting funding.

[Breanne Preisen] 14:00:32

We are just waiting for some rule makings to be follow our finalized, so we can start that process.

[Breanne Preisen] 14:00:36

So it's in the works it's just not a quick.

[Breanne Preisen] 14:00:40

So I quick process. So I hope that answered your question, Kathy.

[Kathy Harris, NRDC] 14:00:43

Absolutely it did. And then just one more thing that I wanted to flag, and then I will shut up.

[Kathy Harris, NRDC] 14:00:48

But is it on the question? I know David. You had mentioned that the fine pieces and I just wanted to, you know, put it out there that this program in in its kind of current form and advanced clean cars one has been an

[Kathy Harris, NRDC] 14:01:02

operation since 2,012 and no auto manufacturer has ever not achieved compliance with those regulations.

[Kathy Harris, NRDC] 14:01:07

And that's in part due to a barrier of different flexibilities that are in the regulation.

[Kathy Harris, NRDC] 14:01:13

So you know, when Arb was developing their current standards, they really were very cognizant of the the fact that States are at different points in terms of their vehicle sales experience.

[Kathy Harris, NRDC] 14:01:24

And so there are a bunch of different flexibilities and places in there that really are going to help.

[Kathy Harris, NRDC] 14:01:28

And I know Valerie touched on some of them that will help to make sure that even though Delaware is currently at 5% sales to help ramp up to those current percentages and to help those automakers achieve

[Valerie Gray (DE DNREC-AQ)] 14:01:39

compliance. And now that's all I have thanks thank you Kathy calorie, we have a question.

[DNREC Support Staff] 14:01:46

Will folks in Delaware be able to register a gasoline powered vehicle purchased in another state?

[Valerie Gray (DE DNREC-AQ)] 14:01:56

I believe it. at post 2027. Yes, this is focused on new vehicles delivered for sale in Delaware.

[Valerie Gray (DE DNREC-AQ)] 14:02:11

Thank you. Is that another? Okay? So now I think Steve Douglas with the auto innovators is up next.

[Steve Douglas (Auto Innovators)] 14:02:18
So, Steve, take it away on the phone and on a computer.

[Valerie Gray (DE DNREC-AQ)] 14:02:26
Hey? If you can hear me, I can hear you Okay. perfect.

[Steve Douglas (Auto Innovators)] 14:02:33
So a couple of things one I I I obviously grew with my colleague Josh, on his comments on infrastructure, and also Charlie.

[Steve Douglas (Auto Innovators)] 14:02:39
His comments from the Dc. that has charging stations being not only operable, but also delivering the the charge that people expect.

[Steve Douglas (Auto Innovators)] 14:02:46
If you, if you show up at a fast charge station, expect to to get your charge 30 min, but it takes

[Steve Douglas (Auto Innovators)] 14:02:54
It takes 3 h that's a big problem so that's that's number one.

[Steve Douglas (Auto Innovators)] 14:02:59
So keeping those not only operable, but also charging at the right power is important.

[Steve Douglas (Auto Innovators)] 14:03:05
I i'd also say that residential charging is critically important.

[Steve Douglas (Auto Innovators)] 14:03:11
If you look recently over the last over the last year electric vehicle, the average transaction price has been well over \$60,000, so that suggests that it's primarily being purchased by a affluent single family

[Steve Douglas (Auto Innovators)] 14:03:27
home so at least on average, and they have ready access to low cost, reliable, convenient home level, 2 home charging.

[Steve Douglas (Auto Innovators)] 14:03:38
And so I guess the question is, do you know what portion of low income communities or multi-family housing has access to that same at level, 2 home charges?

[Steve Douglas (Auto Innovators)] 14:03:51
Because that's critical, not just for new vehicles but also used vehicles.

[Steve Douglas (Auto Innovators)] 14:03:58
So so that's important of course, the answer in inflation reduction Act provides a \$4,000 rebate for used electric vehicle purchases.

[Steve Douglas (Auto Innovators)] 14:04:07
So and that's through 2032 so that that will be important.

[Steve Douglas (Auto Innovators)] 14:04:11
And it's important that you you know that the second kind of gets to Kathy's point earlier, and and and that's have you thought about how you would ramp this in so that manufacturers are not

[Steve Douglas (Auto Innovators)] 14:04:24
facing more stringent requirements and delaware Then we're facing in California and in 2028, and beyond.

[Valerie Gray (DE DNREC-AQ)] 14:04:37

I did believe we can have more stringent requirements other than what California has adopted.

[Steve Douglas (Auto Innovators)] 14:04:44

If you want to tell me more about what you're thinking with respect to that, that would be really helpful.

[Steve Douglas (Auto Innovators)] 14:04:50

Okay, no, no, and I can go into more detail, and and certainly be separately with you or stakeholders.

[Steve Douglas (Auto Innovators)] 14:04:57

But but to talk about that kind of I think that deals with the credit thanks that we have in California.

[Valerie Gray (DE DNREC-AQ)] 14:05:02

So and like I said i'm happy to to talk more separately on in more detail about that, as Well, Well, i'd love to hear more.

[Steve Douglas (Auto Innovators)] 14:05:10

So thank you. And then one quick question on your slide with a transportation.

[Steve Douglas (Auto Innovators)] 14:05:19

It. It says 75% of it knocks emissions or from transportation. but it it might be helpful.

[Steve Douglas (Auto Innovators)] 14:05:27

This role doesn't address you know the broad transportation sector. and I think that liability vehicles are actually that this role does address so actually a very small, a fairly small part of that certainly we had we're a

[Steve Douglas (Auto Innovators)] 14:05:38

contributor, but but just in general that's been largely addressed through the Acc.

[Steve Douglas (Auto Innovators)] 14:05:44

One role. So I think if you looked out to, you know, full implementation of Acc.

[Steve Douglas (Auto Innovators)] 14:05:50

One which you've adopted alright that You'll say that we're fairly, I think, in California.

[Steve Douglas (Auto Innovators)] 14:05:58

We're on the I don't know 5 to 9% of the total knocks emissions that that might be helpful.

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

Okay, thank you. Anything else. I think that's it Okay, awesome thanks for the presentation.

[Valerie Gray (DE DNREC-AQ)] 14:06:16

Thank you so much. So now, Dustin Thompson from the Sierra Club.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:22

Yeah, Yeah, thank you. So i'm sure it will come as no surprise.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:26

To say that the Cr Club is supportive of Delaware joining the ze regulations at long last.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:36

We you. This is both a equity and health issue, but also obviously a climate issue.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:46

Given the fact that so many communities, particularly around Wilmington and claim on who have

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:56

Well documented health disparities. who are, who have been also by bifurcated by the highway transportation system and the expansion thereof, and and living in such close proximity to major

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:07:13

transportation corridors. Review, that every State has a responsibility to do their part in reducing tail pipe emissions, and certainly Delaware joining Zab is in line with with that ideal

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:07:27

so i'll answer the first question there. the barriers we see, though, are predominantly the barriers.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:07:35

We have been seen some which you identified, or some of the speakers I identified.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:07:45

Particularly that, Lmi community is, do not have a high rate of deployment of Evs, though they do have a high rate of interest.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:07:53

But there are barriers that keep them from purchasing.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:07:58

One is certainly. perceived or actual cost I don't know somebody had mentioned that the cost is 60,000 over the cost of a regular car.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:08:13

I don't really understand that that would be mean the average Ev's at the \$100,000 which I guess maybe if you do the math just on maybe mean cause there's a lot of high-end luxury evs

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:08:25

that are very far out of reach, but extraordinarily expensive.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:08:28

Maybe that ends up being the case, but certainly the

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:08:33

Maybe the mode would not prove that to be the case.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:08:39

I know Nissan the leaf can be anywhere from 21,000 to thirty-fourth 1,000 new that's.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:08:45

That's what I have the bolt is also under 50,000, and Chevy is coming out with a full line of of Ev's, and I within the next 2 years that are gonna all be under 50,000 so and certainly

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:08:58

with the Ira passing and saying the rebate.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:09:01

The cars have to be under a certain amount that's gonna help drive the cost down as well.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:09:06

So I think. I don't I think costs will get better.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:09:13

But charging may not follow suit and So It's great that we passed 187 last year, and we're gonna have an option hopefully coming out soon. in Wilmington New York and dover and I'm actually working

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:09:25

with the county to have a similar process for on street parking with a new Castle county.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:09:32

But it's gonna come with a pretty substantial cost to to install those charges, and I know that we we've you know, gotten rid of the residential charger.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:09:46

Rebate program. But even when we had it it didn't cover labor, which, of course, is the actual major costs, you can get a level 2 charging cable like I have for you know 2 to \$300

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:10:00

there's ones online for even less than \$200 if you're okay with a 16 amp which takes a couple of extra hours to charge.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:10:07

But certainly can help reduce any peak charges from the utility.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:10:12

But you know you don't have to buy an expensive charger but it doesn't matter what cost point that you buy the charger.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:10:20

The installation of the outlet is gonna be the same and particularly if you're running through dumb as i'm finding if you're running through Del Marvas time of use program, which is great that adds even

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:10:34

more cost, because now you have a 250 to 275 meter depending on what time of day it is that you contact Domara and no no offense to Demar.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:10:46

But it was just a joke. but you know Then you also have to run separate lines right from the from the supply to the house.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:10:56

And so you're looking anywhere from 2 to \$5,000 to do that, plus, you know, if you know a \$100 to for the plug and conduct cable.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:11:07

So you you know that's a that's a pretty intense, and that's for on your house.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:11:12

Right. So if you throw in the fact that you're going to be driving that line away from the house like to the other side of the sidewalk, or something, you know, situated there on the side of the road, you're likely

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:11:25

going to be adding another couple of \$1,000, and so that is, I think, the primary hold back, and and certainly the primary hold back, and a lot of the folks that I speak with around root 9 in the city of

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:11:42

Wilmington on the ev front. is they don't have a driveway, and so or the cost of the installation is is too high, even if they could get a use one which I think more people shift to

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:11:55
that use Dvs generally have lower range. plug in hybrid vehicles, which seems to be an attractive option for some reason, for a lot of folks, even though I always argue that they're more expensive under the

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:12:07
long run. but at any rate, you have to charge those more often so public charging stations just aren't they're not gonna work.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:12:14
And not all, I believe, is the case and somebody can correct me.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:12:19
But I don't think that all plug-in hybrid vehicles have rapid charging capability.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:12:24
Or some of the used ones down at least so it's mainly, you know, level 2 cause the capacity. so in order to have those right you have to have home charging.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:12:35
And so, as we see these other state as my main comment i'm gonna wrap it up as we see some of these cities.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:12:44
And hopefully Newcast county taken on this, permitting for street side part charging

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:12:50
I really am begging Den Rack to bring back the residential charging system.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:12:58
Rebate for specifically, though for Lmi families or or households, or you want to shake that out.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:13:08
That includes labor like the solar program that you lovely folks have rolled out.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:13:14
Now. because that labor is really the driving cost. So you really, we have to include that for those families.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:13:23
Especially, and maybe have I don't know if it's separate Grant, or just a separate subsection of the grant specific to the street parking permits, knowing that those costs and and who's going to be

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:13:36
installing those maybe a little bit different when you put out the Rfp.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:13:39
So I did talk to Cmi, or does your low income solar program, and they said they would be more than happy to jump on board for the street side parking program if that does happen.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:13:51
And then my last comment would be on you. have still the commercial rebate.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:13:57

So multi-family homes apartments.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:14:01

Retail can still apply for rebate it's still, though only for the charger itself, is from what I understand, and not as much on the labor side.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:14:14

I certainly can understand that that would you know significantly make a dent in the grant over the long term, unless we have more funding, which maybe there's more funding from these Federal bills.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:14:24

But if it is a you know, master metered low income housing situation, that there be again some kind of additional monies to help offset the cost, because you know, the often luxury apartments that are putting these in

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:14:43

as they're being built can likely absorb costs of construction and putting these in, or at least running conduits to put them in later.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:14:52

But i'm master me your low income housing or shared housing.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:14:57

It's not likely gonna be able to offset those costs.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:15:03

And so I think if we want to get serious about the use Dv. market and the Lmi Ev.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:15:09

Market. I believe those 2 things would go a long way. Thank you.

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

Thank you. Next is Charles Thomas Valerie.

[DNREC Support Staff] 14:15:19

We have a question from Chat. Can you, talk about the equity, justice, credits that were mentioned earlier?

[Valerie Gray (DE DNREC-AQ)] 14:15:26

What are they there? There's a flexibility mechanism within the the the advanced clean card to program that allows us to develop programs for for environmental justice.

[Valerie Gray (DE DNREC-AQ)] 14:15:40

Communities are overburdened and disparately impacted communities.

[Valerie Gray (DE DNREC-AQ)] 14:15:46

The details of those programs is not been fully developed. and we're seeking input on what the community, and particularly our key stakeholders have what ideas they have for that particular program.

[DNREC Support Staff] 14:16:03

That's about all I have anything else. not at this time so now I'm gonna pass the mic to charles Thomas, who I work for all the Delaware transit authority.

[Charles.thomas] 14:16:16

We've been operating buses throughout the State for probably 8 years now.

[Charles.thomas] 14:16:22

Electric bosses. We have 14 web and our next order shows up.

[Charles.thomas] 14:16:26

We'll have 10% of our fleet electric The buses run great.

[Charles.thomas] 14:16:32

The charging systems are good. The only issue i'm really having is you gotta have your infrastructure in place before you buy the bus.

[Charles.thomas] 14:16:41

Definitely. gotta have a deal with the electric company you can't run a fleet of buses without charging them during peak hours.

[Charles.thomas] 14:16:50

The difference between peak and off feet is a nickel for all peak and \$10.

[Charles.thomas] 14:16:55

Repeat, per kilowatt we can charge during the day 3 buses.

[Charles.thomas] 14:17:03

How do you have a fleet of 247?

[Charles.thomas] 14:17:07

Eventually electric buses when you can only charge 2 or 3 during the day to not hit Peak.

[Charles.thomas] 14:17:13

I'm not here to do the electric company. but I get sticker shot when I open electric bill, so cost is the main thing for us.

[Charles.thomas] 14:17:23

Gotta have it. You gotta at least have some kind of deal with the electric company to have a flat rate.

[Charles.thomas] 14:17:30

No Pete on peak that would be cool That's about all I have.

[Valerie Gray (DE DNREC-AQ)] 14:17:41

Thank you. Thank you. Charles Josh Fisher, with auto innovators.

[Josh Fisher (Auto Innovators)] 14:17:47

Yeah, thanks. I wanted to help clarify some of the the questions I think Dustin had about the the cost of of Evs right now.

[Josh Fisher (Auto Innovators)] 14:17:55

So the cost of a new Ev right now is over \$60,000.

[Josh Fisher (Auto Innovators)] 14:18:01

The cost of a new ice vehicle is in the \$40,000 range. That's a delta of \$20,000 right now, so that that's what I was trying to say, and I said that to show that the the burden of this

[Josh Fisher (Auto Innovators)] 14:18:13

right regulation really does fall on the consumer because they are being, they will be required.

[Josh Fisher (Auto Innovators)] 14:18:18

They want a new vehicle to purchase an Ev under this reg, and so they will face that iron calls.

[Josh Fisher (Auto Innovators)] 14:18:24

And so that goes to the importance of consumer purchase.

[Josh Fisher (Auto Innovators)] 14:18:27

Rebates, and I am glad he mentioned the inflation reduction act, because I think that that's really should

[Josh Fisher (Auto Innovators)] 14:18:33

I think, help inform, the policymakers and dollar about the need for these rebates, because they are one of the most effective ways to drive consumers purchase evs under the inflation. reduction.

[Josh Fisher (Auto Innovators)] 14:18:44

Act to in order to get the credit the manufactured vehicle has to meet certain production requirements.

[Josh Fisher (Auto Innovators)] 14:18:53

Meaning has to be assembled in North America and it also has to when we're talking about the battery the battery components the minerals and things that that nature have to be sourced from North America as well, and

[Josh Fisher (Auto Innovators)] 14:19:04

So right now that has knocked out the overwhelming majority of Evs from the Federal credit, and as those requirements go up, They're gonna ratchet up over the next few years.

[Josh Fisher (Auto Innovators)] 14:19:16

There's a scenario where no hevs qualify for the Federal credit, and so that means the burden that will fall to the State to help consumers purchase these vehicles.

[Josh Fisher (Auto Innovators)] 14:19:25

So I just wanted to clarify that and make the additional point about the Ira that that Federal credit, very likely is not going to be there for the overwhelming majority of consumers over the next few years.

[Valerie Gray (DE DNREC-AQ)] 14:19:37

Thank you. anna hi thanks Yes, i'm here on behalf of the mid atlantic alliance for health and climate.

[AnnaQuisel] 14:19:48

It's a group of healthcare professionals who is concerned about the health impacts ultimately of climate change and very concerned about the increasing evidence about the damage from fossil fuel emissions to human health

[AnnaQuisel] 14:20:06

including lung cancer and asthma, which both are challenging issues here in Delaware.

[AnnaQuisel] 14:20:13

In particular. Our urban communities and our communities along our major roads are especially exposed to these sorts of emissions from are standard fossil fuel vehicles.

[AnnaQuisel] 14:20:32

So we are really in support of these California vehicle mission standards as tool for helping to drive electric vehicle.

[AnnaQuisel] 14:20:40

Adoption. we don't I think no enough about the particulars of implementing an electric vehicle ecosystem, so so we don't have particular barriers, but it's clear that the more electric

[AnnaQuisel] 14:21:05

vehicles are available to communities that are urban and

[AnnaQuisel] 14:21:11

You know, to people that maybe not able to afford an electric vehicle at Baseline, the more benefits there will be for human health.

[AnnaQuisel] 14:21:18

So kind of cleaning up our air where fossil fuel vehicles are taking the most toll right now, and most of them are circulating is really a primary goal here. and so I think as far as issues to consider going

[Valerie Gray (DE DNREC-AQ)] 14:21:33

forward It's. How do we you know? How do we make electric vehicles as available as possible to people that Aren't necessarily able to afford them at Baseline? So thank you thank you Dave Stevenson: Yeah.

[David Stevenson] 14:21:53

I I think you know the biggest barrier of to Ev is the cost, and everybody wants to buy.

[David Stevenson] 14:21:58

One should be able to buy one. but but that I I think we're probably close to our \$15,000 premium.

[David Stevenson] 14:22:06

At this point, but I would. I would point out 2 things.

[David Stevenson] 14:22:10

One. when the inflation reduction act was passed it provided \$7,500 credits for Ev, and that same week General voters, Ford, ribbon, and others raise the price of their vehicles between 6 and \$8,000

[David Stevenson] 14:22:28

So they basically were capturing the entire credit. And I worry about that same thing happening in Delaware.

[David Stevenson] 14:22:35

If we go with a big big rebate in door it's just gonna raise the raise the price of the vehicle.

[David Stevenson] 14:22:41

So I I note that within the last 2 weeks both Ford and Nissan have said they do not see the price.

[David Stevenson] 14:22:50

A bunch of vehicles following any time soon so we're gonna continue to have this price barrier.

[David Stevenson] 14:22:59

And I I think it's I think it's gonna be really challenging.

[David Stevenson] 14:23:02

If we we start forcing people into these vehicles and prices, still this premium 12 Usc.

[David Stevenson] 14:23:09

I just recently to 20. This is before the inflation 26% of of population has to make a choice every week.

[David Stevenson] 14:23:17

Yeah, every month, whether they will pay a doctor bill or buy food.

[David Stevenson] 14:23:23

So it it you know folks are folks done yeah just can't afford these kind of vehicles and particularly lower income people in urban areas.

[David Stevenson] 14:23:35

It's gonna be really expensive to get I don't charging 85 to 9%.

[David Stevenson] 14:23:41

Of all charging is done at home at Del Mar, still on power in particular, does all for a really nice lower price for time of use.

[David Stevenson] 14:23:50

So I I just think We've got those barriers that overcome.

[Valerie Gray (DE DNREC-AQ)] 14:23:55

Okay, thank you, Alex Casper Cal Casper Alex I don't know which way it goes.

[Aleks.Casper] 14:24:02

But I think You're next thank you i'm Alex Casper I'm.

[Aleks.Casper] 14:24:07

With the American Lung Association, i'm the Director of Advocacy, and just wanted to just quickly. you know.

[Aleks.Casper] 14:24:12

Thank you for just hosting this meeting, and giving us all of stakeholders and opportunity to to talk and learn more.

[Aleks.Casper] 14:24:18

I wanna I wanna present from the health perspective. you know the American Lung Association is is very supportive of Delaware adapting the California vehicle admissions earlier this year. in March.

[Aleks.Casper] 14:24:31

I'm sure many of you have saw ours you're rearing in unhealthy air report.

[Aleks.Casper] 14:24:36

Which shows significant potential health and client benefits with their transition to 0 mission vehicles.

[Aleks.Casper] 14:24:42

Specifically by 2035 for passenger vehicles and heavy duty.

[Aleks.Casper] 14:24:46

Sales by 2040. you know, just in Delaware.

[Aleks.Casper] 14:24:48

Our report shows. you know, 5.1 billion in health benefits.

[Aleks.Casper] 14:24:54

Couple of health benefits, 462 premature deaths avoided, 11,200 asthma attacks avoided, and 55,100 avoided loss work days work days that data is all

[Aleks.Casper] 14:25:06

publicly available on the Long Associations website, Lung dot org slash ev

[Aleks.Casper] 14:25:13

But as you, as we talked about, and I think a lot of folks have mentioned, and you mentioned in your your presentation that the transportation sector is the leading cause of air pollution, and the nation's biggest source of carbon pollution that

[Aleks.Casper] 14:25:23

drives climate change and associated public health farms. Low income communities in many communities of color often bear disproportionate burdens from air pollution.

[Aleks.Casper] 14:25:32

Broadly, and transportation pollution specifically. we support

[Aleks.Casper] 14:25:38

We support investments that we talked about in in charging infrastructure and really making 0 emission vehicles more accessible to all of Delaware residents.

[Aleks.Casper] 14:25:46

So we encourage delivery to move forward with the adoption and and thank you again for the opportunity just to to participate.

[Valerie Gray (DE DNREC-AQ)] 14:25:54

Well, thank you. Oh, yes, Can you clarify The program?

[DNREC Support Staff] 14:26:04

We have a question. I was not aware that this program would force people to buy Evs.

[DNREC Support Staff] 14:26:10

I thought it required auto Manufacturers to make Evs available for sale in Delaware, but no requirement for citizens to buy Ev's.

[Valerie Gray (DE DNREC-AQ)] 14:26:17

Is there a misunderstanding? The The regulation as California adopted It is a deliver for sale requirement for the auto manufacturers to deliver increasing number of clean transportation vehicles it does not force

[Valerie Gray (DE DNREC-AQ)] 14:26:35

the consumer to purchase those vehicles

[DNREC Support Staff] 14:26:41

Thank you. Kathy Harris, from Nrdc.

[Kathy Harris, NRDC] 14:26:46

Has her hand race. Yes, hi sorry. Just one more point that I I wanted to flag to.

[Kathy Harris, NRDC] 14:26:53

Valerie, I know this is in your presentation but you know the regulation is is on new car sales in general, and I don't know what the percentage of new cars versus use car sales are in

[Kathy Harris, NRDC] 14:27:03

Delaware. but you know, I think it's important for us to also think about the fact that a material of Americans purchased used vehicles as opposed to new vehicles, and the sooner that we can help.

[Kathy Harris, NRDC] 14:27:13

transition the new vehicle market to 0 Mission vehicles.

[Kathy Harris, NRDC] 14:27:18

Those vehicles will start to be available for the secondary market, and for the majority of Americans, and I'm assuming Delawareians who purchased used vehicles as opposed to new so that's you know

[Kathy Harris, NRDC] 14:27:29

why I think it's also important for delaware to do this transition as quickly as possible to help trickle down to to the secondary market vehicles. and I know the regulation also has a lot of pieces in there too.

[Kathy Harris, NRDC] 14:27:41

that are ensuring that the batteries and the vehicles that enter the secondary market are stable and are able to be good durable vehicles for for the secondary use market.

[Kathy Harris, NRDC] 14:27:53

As well. So also just wanted to flag that. But thanks, thank you.

[Valerie Gray (DE DNREC-AQ)] 14:27:57

Steve Douglas, Europe next. Okay. great, great, Thank you.

[Steve Douglas (Auto Innovators)] 14:28:03

And and just a couple of things, one on the gentleman who said that coming these R.

[Steve Douglas (Auto Innovators)] 14:28:08

Prices in response to the ira that's not true they may have been coincidental, but by prices have been going up for ease all year.

[Steve Douglas (Auto Innovators)] 14:28:16

Let him prices, for have I think are up 100% over the last year Cobalt prices have been high and nickel prices. Hi, So all the critical mineral prices are going up.

[Steve Douglas (Auto Innovators)] 14:28:27

Of course, there's a chip shortage which affects not only battery electrics, but also gasoline vehicles.

[Steve Douglas (Auto Innovators)] 14:28:35

And and that's been a problem the supply chain has been harmed as well.

[Steve Douglas (Auto Innovators)] 14:28:42

So, and just to to suggest that Oh, we got this windfall from the Ira.

[Steve Douglas (Auto Innovators)] 14:28:45

So it was, everyone was surprised that's. not true prices were increased, and March Tesla, by making lucid raise their ribbon, raise their 7,500. That was long before the inflation reduction act was ever

[Steve Douglas (Auto Innovators)] 14:28:59

even considered and and so the inflation reduction act doesn't actually increase the rebate.

[Steve Douglas (Auto Innovators)] 14:29:07

So Gm: still is not eligible for a rebate.

[Steve Douglas (Auto Innovators)] 14:29:10

Under that. So it before it was signed by the President about.

[Steve Douglas (Auto Innovators)] 14:29:15

I think, 70 vehicles qualified for the \$7,500 rebate after it was signed only 20, and then that changes again, and probably decreases to just a handful starting on January

[Steve Douglas (Auto Innovators)] 14:29:27

next year, so that that's the the first the second is that that you know the the suggestion that people are not forced by you are absolutely right.

[Steve Douglas (Auto Innovators)] 14:29:38

They're not forced to bottom but there's only you know it's, it's. a 100% requirement in 2035.

[Steve Douglas (Auto Innovators)] 14:29:43

So what will they buy if that's all that's for sale It but the requirements ramp up very quickly, so you know, fore for every one gasoline for every 2 gasoline car sold there has to be one

[Steve Douglas (Auto Innovators)] 14:29:59

soul. One electric vehicle sold in 2026.

[Steve Douglas (Auto Innovators)] 14:30:02

2 years later. for every one gasoline car there has to be one electric car, and then 3 years after that it'll be 3 3 electric cards for every one gasoline.

[Steve Douglas (Auto Innovators)] 14:30:14

And you can't Imagine that that you can can just continue to stack collector vehicles and dealerships those they have to be sold.

[Steve Douglas (Auto Innovators)] 14:30:22

Somebody has to buy them, or it, or all of the health benefits you.

[Valerie Gray (DE DNREC-AQ)] 14:30:27

You you rightfully. No, you don't get any of those right So yeah, that's thank you.

[Steve Douglas (Auto Innovators)] 14:30:40

Okay, I don't see anyone else with their hand raised if you if anyone wants to say anything more that we should consider again, remembering that we're really interested in hearing your feedback barriers, and issues that you believe we should

[Valerie Gray (DE DNREC-AQ)] 14:30:54

consider as we move forward. give you an opportunity if you're shy.

[Valerie Gray (DE DNREC-AQ)] 14:31:02

You can always submit your comments to us. and I will review one more time.

[Valerie Gray (DE DNREC-AQ)] 14:31:11

Our regulatory timeline that I think Charlie Garla has his hand raised

[Valerie Gray (DE DNREC-AQ)] 14:31:19

You have to amate yourself Charlie i'm sorry

[Charlie Garlow] 14:31:33

Good. can you hear me now? I can thank you I'm Sorry thank you for waiting for me, Charlie garlotiva here again.

[Charlie Garlow] 14:31:41

Just a comment on the forcing people to buy electric vehicles.

[Charlie Garlow] 14:31:45

We should note that this may be a problem without a solution without a problem. What's the word i'm looking for?

[Charlie Garlow] 14:31:52

There are plenty of people lined up eager to to buy these electric vehicles there's a waiting list. I don't think we'll have any problem selling all of the electric vehicles that are going to

[Charlie Garlow] 14:32:01

be required, in which case it won't be a case where anybody's being forced to.

[Charlie Garlow] 14:32:06

They're eagerly trying to get them available so they can buy them.

[Valerie Gray (DE DNREC-AQ)] 14:32:10

Thank you. Thank you. Anyone else have anything else they want to add

[Valerie Gray (DE DNREC-AQ)] 14:32:18

You don't have to be shy you can just raise your hand and we'll good to you

[Valerie Gray (DE DNREC-AQ)] 14:32:35

Okay, So what's on the screen now is our regulatory development timeline?

[Valerie Gray (DE DNREC-AQ)] 14:32:40

We are planning another key stakeholders meeting hopefully.

[Valerie Gray (DE DNREC-AQ)] 14:32:43

We can pull together all your comments that you've presented to us today, and we can present some additional information with our considerations moving forward.

[Valerie Gray (DE DNREC-AQ)] 14:32:56

And that meeting will be on October 20, sixth.

[Valerie Gray (DE DNREC-AQ)] 14:33:00

Hopefully. 10 am if there's a different time that works best

[Valerie Gray (DE DNREC-AQ)] 14:33:06

If you could put what time preference you prefer in the chat.

[Valerie Gray (DE DNREC-AQ)] 14:33:09

That would be really helpful to us to know what will work for you all because you are key stakeholders, and you're kind of our our research aren't for what we need to consider as we look at this regulation and move

[Valerie Gray (DE DNREC-AQ)] 14:33:22

it toward public hearing. so our next bit after the 26 will be to craft the the address regulatory language.

[Valerie Gray (DE DNREC-AQ)] 14:33:31

As I mentioned, the Clean Air Act really kind of restricts us as to what we can do with the narrative language in the regulation, it has to mirror what California has.

[Valerie Gray (DE DNREC-AQ)] 14:33:44

So that you have on the website that we've provided you all a link to with this invitation.

[Valerie Gray (DE DNREC-AQ)] 14:33:51

It. we do have a draft kind of prepared it's got lots of questions on the in the sidebar.

[Valerie Gray (DE DNREC-AQ)] 14:33:58

For you all to consider, and hopefully at our next meeting we'll. we'll walk through that and try to determine what what we can put in our in our narrative language in the regulation, as we move forward with moving this

[Valerie Gray (DE DNREC-AQ)] 14:34:11

to public hearing. Public hearing is expected some time in the early part of 2023, and with that again I need to reassure everyone that no decision has been made.

[Valerie Gray (DE DNREC-AQ)] 14:34:23

This the Cabinet secretary makes this decision based upon all the information that we present for him, including your

comments at public hearing.

[DNREC Support Staff] 14:34:32

Let's see what else valerie the original invitation.

[Valerie Gray (DE DNREC-AQ)] 14:34:38

Had the october 26 meeting scheduled from one to 3 we do have workshops starting at 10. So that could have been where the 10 o'clock Yeah.

[Valerie Gray (DE DNREC-AQ)] 14:34:48

Okay, I'm. sorry. So one o'clock if that works for folks that's when we will do it again.

[Valerie Gray (DE DNREC-AQ)] 14:34:53

Put something in the chat I can't see the chat but

[Valerie Gray (DE DNREC-AQ)] 14:34:57

If you have a preference for a different time, please let us know

[Valerie Gray (DE DNREC-AQ)] 14:35:00

I know some of the folks on this call today are not located on the east coast, so we want to be considerate to their time commitments.

[Valerie Gray (DE DNREC-AQ)] 14:35:10

So we've got over the next steps please see our website on the direct website for information.

[Valerie Gray (DE DNREC-AQ)] 14:35:17

We have developed this to put documents as we move forward with this reg reg development.

[Valerie Gray (DE DNREC-AQ)] 14:35:26

You'll see the stakeholder meetings as well as public workshop, and a draft regulation for you to pursue. and if you have questions, if and comments that you want to submit, Kyle is the man

[Valerie Gray (DE DNREC-AQ)] 14:35:40

Kyle dotc at delaware dot com please send them to him, and we'll be compiling all of those, and we hope to put post everyone's comments on the web and once we figure out how to get the transcript

[Valerie Gray (DE DNREC-AQ)] 14:35:54

up on the website. We will do that as well in in potentially.

[Valerie Gray (DE DNREC-AQ)] 14:35:59

Even the recording for this meeting today. So if no one has anything else to add that they feel that we should know in preparation for October 26 gathering I think we're adjourned if that's Okay, with

[Valerie Gray (DE DNREC-AQ)] 14:36:14

you so again. I thank you so much for participating today.