

[Valerie Gray (DE DNREC-AQ)] 13:01:27

With that I wanna make sure I introduce our departments.

[Valerie Gray (DE DNREC-AQ)] 13:01:31

Clean transportation team with me today. is Kyle call, and Jim Coverdale.

[Valerie Gray (DE DNREC-AQ)] 13:01:38

They are part of our clean transportation team with the division of air quality.

[Valerie Gray (DE DNREC-AQ)] 13:01:43

We also have Brian Creek, Presum who's with they division of climate, coastal and energy, and we may have on our colleagues from Delta Gym Papas, and Stephanie johnson so welcome for

[Valerie Gray (DE DNREC-AQ)] 13:01:56

joining us, and with that what to go over by now, hopefully, everybody knows about zoom, and you're very comfortable with raising your hand, meeting yourself putting yourself on camera.

[Valerie Gray (DE DNREC-AQ)] 13:02:14

If you feel so and inclined. I do appreciate everyone that is on camera, it lets us pretend that we're all in one room.

[Valerie Gray (DE DNREC-AQ)] 13:02:21

Instead of virtual. you know where the mute button is.

[Valerie Gray (DE DNREC-AQ)] 13:02:25

It should be in the bottom of the screen that you have with all the little boxes with all of us, and you should be able to mute yourself and put yourself on camera when you wish to speak

[Valerie Gray (DE DNREC-AQ)] 13:02:36

The meeting is being recorded. that's to help us remember all the bits that you all tell us, and so, as we develop our record, we'll have that recording.

[Valerie Gray (DE DNREC-AQ)] 13:02:46

We also hope to post that on our website if you have questions You can either raise your hand to speak when we get to those points where we're opening for up for discussion and conversation.

[Valerie Gray (DE DNREC-AQ)] 13:02:57

Otherwise you can also put your question or your comment in the chat and our administered assistant to the per children's will.

[Valerie Gray (DE DNREC-AQ)] 13:03:08

Read those comments for us, so that we can address this.

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

But you can also submit anything via email to Kyle crawl.

[Valerie Gray (DE DNREC-AQ)] 13:03:16

He's keeping our record

[Valerie Gray (DE DNREC-AQ)] 13:03:20

Today's agenda is going to get a little deeper into our regulation.

[Valerie Gray (DE DNREC-AQ)] 13:03:26

What it means, what what we can write in our regulation and what we have currently and what we're proposing as well,

is hoping to get into some of the flexibility mechanisms that the program allows for as well as

[Valerie Gray (DE DNREC-AQ)] 13:03:39

review any of the items that we discussed last time, or dive deeper into those

[Valerie Gray (DE DNREC-AQ)] 13:03:49

So for those who weren't able to join this last time I thought it would be a good idea to begin with the who, what when we're, and how of what this regulation is it's a regulation?

[Valerie Gray (DE DNREC-AQ)] 13:04:02

That addresses auto manufacturers, production of vehicles that meet various emission standards to reduce those emissions from our passenger cars like duty trucks and medium duty

[Valerie Gray (DE DNREC-AQ)] 13:04:12

vehicles. It is to begin, probably with mobile model year, 27.

[Valerie Gray (DE DNREC-AQ)] 13:04:17

These are new passenger, vehicles and light duty trucks, and and the like, delivered for sale and Delaware.

[Valerie Gray (DE DNREC-AQ)] 13:04:25

And the reason for doing this is obviously to reduce emissions from the transportation sector and help Delaware meet our federally.

[Valerie Gray (DE DNREC-AQ)] 13:04:33

Established health based climate or climate not climate air quality goals.

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

Gosh! I can't speak today. as Well, as the how is by amending our regulation, that we currently have on on the books.

[Valerie Gray (DE DNREC-AQ)] 13:04:49

Regulation 1140, and with that i'll go quickly over and review our timeline the advanced clean car part 2 regulatory development timeline.

[Valerie Gray (DE DNREC-AQ)] 13:05:02

We would over this last time. But if you weren't here let me refresh your memory that this past march Governor Carney directed our department.

[Valerie Gray (DE DNREC-AQ)] 13:05:12

To begin the process for the adoption of advanced clean car amendments which include the 0 emission vehicle standards, and we begin those pro each process.

[Valerie Gray (DE DNREC-AQ)] 13:05:22

When we develop a regulation with a start action, notice and this is a department document that provides a brief statement on why the regulation is to be amended or to be adopted, and then, once it's approved.

[Valerie Gray (DE DNREC-AQ)] 13:05:36

These notices are posted on the denrack administrative law website, and you can see that in the middle of our website. And and then in the dropdown menu under regulations, it'll jump you over to where those

[Valerie Gray (DE DNREC-AQ)] 13:05:47

are so once start option, notice is approved by our Cabinet Secretary.

[Valerie Gray (DE DNREC-AQ)] 13:05:52

The document is circulated to members of our House and Natural Resources Energy Committee and the Senate's

Environmental Natural Resources and Energy committees.

[Valerie Gray (DE DNREC-AQ)] 13:06:04

Then our next step in the process which runs concurrent all along.

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

Is the development of the technical support documentation and the regulatory Flexibility Act.

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

Regulatory impact statements and today's meeting is going to help us a lot with developing those documents that we hope to be completed in the coming weeks.

[Valerie Gray (DE DNREC-AQ)] 13:06:28

Following these meetings with you all as our keystakeholders, we've scheduled a series of public workshops.

[Valerie Gray (DE DNREC-AQ)] 13:06:37

To present this program to a broader public and receive their input.

[Valerie Gray (DE DNREC-AQ)] 13:06:44

Comment are going to be received following the workshops, and will be accepted through December second, so that once we have those comments received, we can finalize the proposed regulation which we hope to publish in the delaware

[Valerie Gray (DE DNREC-AQ)] 13:06:54

register on the first of the month whether it's in January or February, or March.

[Valerie Gray (DE DNREC-AQ)] 13:07:01

We're not certain depends on the timing and then once that's published that will open a second opportunity for public comment.

[Valerie Gray (DE DNREC-AQ)] 13:07:11

Which is then followed up with a public hearing which is typically at the very end of the month following the publication.

[Valerie Gray (DE DNREC-AQ)] 13:07:20

Typically it's usually the last week, of the month or the first week of the next month, and then the comment period for this record will remain open for an additional 15 days.

[Valerie Gray (DE DNREC-AQ)] 13:07:29

So there should be adequate time for robust comment.

[Valerie Gray (DE DNREC-AQ)] 13:07:33

So once all those comments are received, then Staff will regroup and prepare what we call a technical response.

[Valerie Gray (DE DNREC-AQ)] 13:07:40

Memo, and that responds to any technical comments that we've received through either the public workshop or the public hearing.

[Valerie Gray (DE DNREC-AQ)] 13:07:46

Then once We've written that memo the hearing officer then prepares what's called a hearing report, and they're recommendations to the Secretary along with the Secretary's order.

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

This secretary, Garbin will make all final determinations on this matter, based upon not only the technical support

documents we've prepared for the public hearing, but your public comments that were received and the hearing officers report we expect

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

his decision sometime in the mid 2023, because Delaware incorporates the emission standards developed from California.

[Valerie Gray (DE DNREC-AQ)] 13:08:23

In order to do any of this, we have to wait until California has finish their administrative law process, and as a Monday Cap carb has announced that they filed their final regulations with the office of administrative

[Valerie Gray (DE DNREC-AQ)] 13:08:39

law and posted their final statement of reasons on their website and all the accompanying appendices.

[Valerie Gray (DE DNREC-AQ)] 13:08:46

If you just Google carb at a cc 2 you'll you'll jump to their website, and you can see all those documents.

[Valerie Gray (DE DNREC-AQ)] 13:08:55

California's administrative law office has an until november thirtieth of this year to make its determination on the adoption of advanced clean cartoon and card believes they are completely on track to

[Valerie Gray (DE DNREC-AQ)] 13:09:08

finish this by the end of the year. So are there any questions you all have about the departments propose?

[Valerie Gray (DE DNREC-AQ)] 13:09:16

The process and our proposed timeline. any questions

[David Stevenson] 13:09:26

Okay, there'll be a quiz later. so not to worry actually I was looking for the raise hand.

[Valerie Gray (DE DNREC-AQ)] 13:09:32

Button it's slow it slow on the trigger there.

[David Stevenson] 13:09:38

So I just like to verify. Here, you see, the primary purpose is to reduce emissions, to meet air quality goals.

[Valerie Gray (DE DNREC-AQ)] 13:09:45

Would you please, delineate those air quality goals? Sure the air quality goals are the national Amy and air quality standards that are established by the environmental protection agency, and each State has to meet those goals

[Valerie Gray (DE DNREC-AQ)] 13:09:59

and these this is a This is a program in part it's a control measure to help us to meet those those requirements.

[David Stevenson] 13:10:07

Thank you. Any other questions on our timeline. Yeah. hi, Valerie, this is Michael Holland, with Matt, though.

[Mike O'Halloran] 13:10:16

I you know I was gonna say this until you know the open discussion.

[Mike O'Halloran] 13:10:20

But I guess in terms of process. it may fit in here i'm just a little confused, you know i'm looking at the start action notice, and under Number 4.

[Mike O'Halloran] 13:10:31

It says, is this proposed regulatory action required as a result of Federal statute or regulation and start action.

[Mike O'Halloran] 13:10:38

Notice has Yes, but I don't I don't understand that that doesn't jive with me because you know Delaware is is under no Federal wall that they have to adopt acc 2 so i'm i'm trying to

[Valerie Gray (DE DNREC-AQ)] 13:10:54

just if you could explain that to me i'd appreciate it. Sure, we're not under a federal requirement to adopt a Cc. 2.

[Valerie Gray (DE DNREC-AQ)] 13:11:03

There are only 2 opportunities for vehicle mission standards to be established.

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

A State can either a job the California standards or they can at.

[Valerie Gray (DE DNREC-AQ)] 13:11:10

They could revert back to the weaker Federal standards.

[Valerie Gray (DE DNREC-AQ)] 13:11:14

We? because we've I identified that we want to be a clean car state.

[Valerie Gray (DE DNREC-AQ)] 13:11:21

We have to adopt an identicality, or we revert back to the Federal regulation.

[Mike O'Halloran] 13:11:28

I I know I understand that part, but I mean to me.

[Mike O'Halloran] 13:11:33

The question reads, you know, is delaware room required to even take this action, and to me it seems that that they're not right to.

[Mike O'Halloran] 13:11:41

The the State is choosing to go ahead and move forward with.

[Mike O'Halloran] 13:11:44

And now the fact that they should chosen to do so.

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

Yes, they have to follow exactly what California does. I just I just think they have to. We either have to adopt the California standard, or we have to rescind the regulation.

[Valerie Gray (DE DNREC-AQ)] 13:11:56

So. Yes, the Federal requirement requires us to to have an action, and this is part of that.

[Valerie Gray (DE DNREC-AQ)] 13:12:01

So. Yes, there is a federal requirement for us to act, to either rescind or adopt.

[Mike O'Halloran] 13:12:08

Alright. I I we'll we'll keep running around each other, so I I appreciate it just it's it's very unclear, I think, to a lot of folks as to whether or not the state is even required to undertake

[Mike O'Halloran] 13:12:19

this rule making, because i'll submit to you that They're not required to undertake this rule making it at all.

[Valerie Gray (DE DNREC-AQ)] 13:12:26

They you know the the State is chosen to go down this path.

[Mike O'Halloran] 13:12:29

But they're not required to by any stretch

[Valerie Gray (DE DNREC-AQ)] 13:12:35

Any other comments on our timeline

[Penny] 13:12:48

Hey, Valerie, this is penny Yeah, I I mean game being engaged at this point.

[Penny] 13:12:57

I can think there's a lot of things like the gentleman just spoke.

[Penny] 13:13:01

There's some some more information that needs to be considered if we truly are here to make some decisions around this this whole regulation.

[Penny] 13:13:13

And what's been official? I I mean? I haven't looked at that?

[Penny] 13:13:17

What is the benefit of acting now versus not so you know there's a lot of catching up.

[Penny] 13:13:26

I feel that I need. So how how long have we been engaged in these conversations?

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

If I could just ask that. Well, the Department adopted these regulations back in 2010, and the Clean Air Act requires us to give the 2 model year notice to the autom manufacturers for the requirements of These emission

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

standards, and that began back in 2,009, 2010.

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

When we first adopted the California mission standards and we've been in.

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

We've been working on these regulations on and off for the last 1012 years.

[Penny] 13:14:08

Okay? and and have we considered equitable? opportunities? Ha! You know.

[Penny] 13:14:16

In other words, have we engaged people in these communities that are you know overburdened and underserved.

[Valerie Gray (DE DNREC-AQ)] 13:14:26

That's part of the process that we're working on Now, our public workshops will hopefully reach out to a number of people we have not had on this particular program individual conversations with individual community. members.

[Penny] 13:14:40

Okay, so that would be a concern that a lot of folks don't know.

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

This process started 2010, and we're at 2022, i'll add it into 23.

[Penny] 13:14:55

Now you know there's a lot of catching up you know to do. And I'm: wondering if we yeah, is it urgent that we make a decision right now?

[Penny] 13:15:06

Oh, okay, we get. Take the time to to catch people up.

[Valerie Gray (DE DNREC-AQ)] 13:15:12

Have not been part of the process. Well, we have the you you'll put the word out and encourage people to participate in the public workshops and other opportunities as need me.

[Valerie Gray (DE DNREC-AQ)] 13:15:25

With folks that you know that need to be involved. So we look forward to that communication and engagement.

[Penny] 13:15:32

Yeah. so that that can certainly happen. But I would like to process this to to to slow down at least a bit to allow people to get caught up.

[Penny] 13:15:40

Thank you.

[Valerie Gray (DE DNREC-AQ)] 13:15:45

So, as we mentioned last time, the advanced plane cart, 2 has 3 components.

[Valerie Gray (DE DNREC-AQ)] 13:15:51

These 3 elements work together to reduce small forming pollution that contributes to air pollution.

[Valerie Gray (DE DNREC-AQ)] 13:15:59

We do greenhouse gases. through increasing the market share of 0 emission vehicles.

[Valerie Gray (DE DNREC-AQ)] 13:16:06

Advance clean car, one covered model years of new vehicles from 2012 to 2025.

[Valerie Gray (DE DNREC-AQ)] 13:16:12

As we mentioned California adopted, advanced clean cart to vehicle emission standards.

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

This past august events clean card, 2 will increase the stringency.

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

It will better align the standards with real world reductions and improve the 0 mission vehicle.

[Valerie Gray (DE DNREC-AQ)] 13:16:31

Experience per consumers by standardizing. for one example, is the fast charging ports. The low emission vehicle program includes a suite of 8 different elements for light duty and medium duty, internal combustion

[Valerie Gray (DE DNREC-AQ)] 13:16:47

engines. it prevents the potential emission backsliding of an internal combustion.

[Valerie Gray (DE DNREC-AQ)] 13:16:52

Engines that is otherwise possible. Prior From the prior regulations applying exhaust and evaporative emission,

complete average standards simply to those combustion engines.

[Valerie Gray (DE DNREC-AQ)] 13:17:05

It lowers the maximum exhaust and evaporative emission rates.

[Valerie Gray (DE DNREC-AQ)] 13:17:10

It would reduce cold, start emissions by applying a mission standards to a broader range of in-use driving conditions.

[Valerie Gray (DE DNREC-AQ)] 13:17:19

The combination of these 3 elements will help deliver real world amid benefits from remaining internal combustion engines that would complement more significant emission.

[Valerie Gray (DE DNREC-AQ)] 13:17:30

Reductions gained by more widespread deployments of 0 mission vehicle technologies.

[Valerie Gray (DE DNREC-AQ)] 13:17:38

But the medium duty vehicle segment of internal combustion.

[Valerie Gray (DE DNREC-AQ)] 13:17:42

Engines advanced cleaning car, 2 will provide better mission control over a broader range of in-use driving conditions under moving average in use standards for telling capable vehicles.

[Valerie Gray (DE DNREC-AQ)] 13:17:57

These admission standards will require the fleet to get cleaner by lowering the current fleet.

[Valerie Gray (DE DNREC-AQ)] 13:18:02

Average emissions. It will also clean up the highest emitting vehicles by lowering the maximum emission rate from medium duty.

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

Vehicles. These regulations include conforming amendments.

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

To related regulations and associated test procedures that are incorporated by reference into those regulations that are necessary to maintain.

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

It consistency with the new requirements for model year and California adopted this for model. Your 2026 for Delaware. We're looking at Model Year, 2,027 and subsequent vehicles in maintaining

[Valerie Gray (DE DNREC-AQ)] 13:18:37

existing requirements in the regulations that's kind of a quick, high, level summary.

[Valerie Gray (DE DNREC-AQ)] 13:18:43

But I thought we would do today was educate you on what our current

[Valerie Gray (DE DNREC-AQ)] 13:18:49

What are current regulation? Looks like it's these program this program for advanced clean car.

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

One was propagated in regulation. 1140 like I said it was initially propagated in 2010.

[Valerie Gray (DE DNREC-AQ)] 13:19:07

It's been amended a couple of times since then It's got 12 different sections with purpose applicability, and the like.

[Valerie Gray (DE DNREC-AQ)] 13:19:17

There's also sections on warranty and Then the key section is Section 10, which is our corporation by reference, and then we'll have a new section for 0 mission views in Section 13.

[Valerie Gray (DE DNREC-AQ)] 13:19:30

And if you will bear with me I would like to change screens and show you a draft of the regulation

[Valerie Gray (DE DNREC-AQ)] 13:19:52

Hopefully. I can see that. Just nod your heads if you can see my screen.

[Valerie Gray (DE DNREC-AQ)] 13:19:59

Yes, okay, hi it's on another screen. so if I'm staring off into the oblivion.

[Valerie Gray (DE DNREC-AQ)] 13:20:05

That's why section we're we're recommending our performance that we change the title from low mission vehicle to advance clean core and that's to incorporate all 3 elements of the

[Valerie Gray (DE DNREC-AQ)] 13:20:19

program. some of the edits that i've made here are some of the administrative out edits that the Delaware registrar has asked us to do in all our regulations.

[Valerie Gray (DE DNREC-AQ)] 13:20:33

As we go forth amending them. under applicability.

[Valerie Gray (DE DNREC-AQ)] 13:20:37

This is where we would talk about the monthly year, 27, and for law, mission vehicle program.

[Valerie Gray (DE DNREC-AQ)] 13:20:50

These particular requirements. end in model your 2025, and then there's new ones later on so we'd add a new section 2.4 which says, beginning with model here 2027 each

[Valerie Gray (DE DNREC-AQ)] 13:21:07

manufacturer sales, sleep, passenger cars and light duty trucks and state of Delaware will be subject to deserve credit.

[Valerie Gray (DE DNREC-AQ)] 13:21:17

Percentage requirements that are found in the California code of regulations under 1962.4, and we would be incorporating those by reference in our Section 10. And because we're adding the 0 emission standards, we have

[Valerie Gray (DE DNREC-AQ)] 13:21:31

some new definitions that were looking at and my ask of all of you because you're you're my key stakeholders is to read through.

[Valerie Gray (DE DNREC-AQ)] 13:21:43

This is this: regulation will be posted on our website, and information on that will be provided at the end.

[Valerie Gray (DE DNREC-AQ)] 13:21:49

I really love to have your read through, and any recommendations or comments you all have on the language that we've edited.

[Valerie Gray (DE DNREC-AQ)] 13:21:57

That would be really really helpful. So we've added some definitions. and then under new Mission vehicles i'm trying to clean up to really put the 3 elements of the program together, hopefully, and once the same section low emission

[Valerie Gray (DE DNREC-AQ)] 13:22:15
vehicle. elements are covered by these regulations from California.

[Valerie Gray (DE DNREC-AQ)] 13:22:21
The greenhouse gas bits, and then finally the 0 emission vehicles, and under 5.2.

[Valerie Gray (DE DNREC-AQ)] 13:22:32
I've added language that other states of that have adopted the California standards, and this simply says that it that this 0 mission vehicle portion will apply to model your 2027 and subsequent while years and this

[Valerie Gray (DE DNREC-AQ)] 13:22:48
should be delivered for sale. in delaware with the same percentage as what's in 1962.4.

[Valerie Gray (DE DNREC-AQ)] 13:22:58
And I believe we have folks on from the auto innovators, and they have some ideas on proportional credit language that I hope to receive from them, that we may have to.

[Valerie Gray (DE DNREC-AQ)] 13:23:08
We may propose in here as well. and then what else?

[Valerie Gray (DE DNREC-AQ)] 13:23:14
Cleaning up The other bits here are. The new vehicle has to satisfy the motor mission requirements.

[Valerie Gray (DE DNREC-AQ)] 13:23:26
I believe there are additional items that we should include such as the 0 Mission vehicle bits which go through 1962 series.

[Valerie Gray (DE DNREC-AQ)] 13:23:38
We may need to add those here and some more cleanup app language.

[Valerie Gray (DE DNREC-AQ)] 13:23:48
And then added the recall notice, We currently get recall notices, but we did not include it in our original regulation, and it's been suggested that I should include recall language for the auto manufacturers to

[Valerie Gray (DE DNREC-AQ)] 13:24:03
send us the newices. We do already receive them when they send them out to the other 1. 77 States. but we don't have language in our regulation.

[Valerie Gray (DE DNREC-AQ)] 13:24:13
It's specifically addresses that i've put it under warranty, because typically that's

[Valerie Gray (DE DNREC-AQ)] 13:24:20
Why you get recall is as a warranty issues.

[Valerie Gray (DE DNREC-AQ)] 13:24:22
But we may want to put it under recording and record keeping instead.

[Valerie Gray (DE DNREC-AQ)] 13:24:27
If you have comments or suggestions. a better idea on where that recalling which should go, that would be really helpful.

[Valerie Gray (DE DNREC-AQ)] 13:24:35
The other. item. i'd like to bring to your attention is on recording and record keeping.

[Valerie Gray (DE DNREC-AQ)] 13:24:42
Most of the 1 77 States require the auto manufacturers just a bit.

[Valerie Gray (DE DNREC-AQ)] 13:24:45
Their reports, you know, later than March first, when they were adopted. Its regulation.

[Valerie Gray (DE DNREC-AQ)] 13:24:51
I believe it was suggested to us that we ask for May first, and my question for you all is to consider, Should we align and harmonize with the other States with March first?

[Valerie Gray (DE DNREC-AQ)] 13:25:03
Which is when they are getting their reports, or is may first still an added amount of time for them to send us their reports, and then nothing there.

[Valerie Gray (DE DNREC-AQ)] 13:25:17
And then the big section that really changes for us is our table one.

[Valerie Gray (DE DNREC-AQ)] 13:25:22
This is where we lay out every one of the California code of regulations that we're adopting by reference.

[Valerie Gray (DE DNREC-AQ)] 13:25:30
It just said that you know we do in other regulations where we adopt Federal language. We do something very similar where we incorporate by reference the Federal language.

[Valerie Gray (DE DNREC-AQ)] 13:25:42
Only here we're doing or adding california's language so the red language is new, and it includes 1,961. the 1962 series, which are all the bits on 0 mission

[Valerie Gray (DE DNREC-AQ)] 13:25:59
vehicles.

[Valerie Gray (DE DNREC-AQ)] 13:26:07
And then I noticed, when I compare and contrast other State regulations, Vermont has added section 1,964

[Valerie Gray (DE DNREC-AQ)] 13:26:16
If there are any thoughts on whether or not Delaware should include that that would be helpful

[Valerie Gray (DE DNREC-AQ)] 13:26:25
And then a lot of the dates will change

[Valerie Gray (DE DNREC-AQ)] 13:26:36
The other things to include are some of the consumer protection bits.

[Valerie Gray (DE DNREC-AQ)] 13:26:42
The repair. Label corrections certificate.

[Valerie Gray (DE DNREC-AQ)] 13:26:46
These are all new elements that we will add to be consistent

[Valerie Gray (DE DNREC-AQ)] 13:26:57
Again where it's, lined out these are sections and the California code that changed and we will be amending ours.

[Valerie Gray (DE DNREC-AQ)] 13:27:06
And then we more bit, which is the add on parts.

[Valerie Gray (DE DNREC-AQ)] 13:27:09

This is after market parts. of course, requirements for that

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

And then a brand new section, which we've added discussing the emission standard.

[Valerie Gray (DE DNREC-AQ)] 13:27:28

And this is language that i've lifted from other states regulations that have had 0 mission vehicle component for a number of years trying to update it.

[Valerie Gray (DE DNREC-AQ)] 13:27:39

I don't believe we need This first but I think it will actually change this to Molly, or 2027, because that's one standards for delaware would come into fruition The percentage requirements

[Valerie Gray (DE DNREC-AQ)] 13:27:54

this may be where we add the proportionality elements that the auto innovators have suggested that we consider.

[Valerie Gray (DE DNREC-AQ)] 13:28:03

And then the reporting requirements. which we we mentioned previously, which was may first, should it be march first, and then bye.

[Valerie Gray (DE DNREC-AQ)] 13:28:19

So I know that was quite a bit of information, and I went through it very quickly.

[Valerie Gray (DE DNREC-AQ)] 13:28:26

Any comments or questions

[Charlie Garlow] 13:28:40

Yes, I have a question. What was the Vermont provisions in 1964 that you mentioned?

[Charlie Garlow] 13:28:47

We should check it, Whether or not we want to adopt that or what is it that we would or would not adopt?

[Valerie Gray (DE DNREC-AQ)] 13:28:56

It's special test procedures for certification and compliance, or is there a Is it more stringent testing requirements?

[Charlie Garlow] 13:29:05

Is it? Why should we, or should we not adopt the verbal requirement?

[Valerie Gray (DE DNREC-AQ)] 13:29:10

That I i'm seeking feedback on Well, I'll give you my feedback, which is for a month once.

[Valerie Gray (DE DNREC-AQ)] 13:29:19

It sounds good enough for me. We ought to have that here in Delaware. Okay, thank you, Charlie.

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

I appreciate that.

[Valerie Gray (DE DNREC-AQ)] 13:29:28

Steve Douglas with the auto innovators, hey?

[Steve Douglas (Auto Innovators)] 13:29:32

Thanks a lot, Valerie. We will provide you some feedback, and I've drafted up some some comments on the regulations.

[Steve Douglas (Auto Innovators)] 13:29:39

But so I should get that to you probably next week sometime, and that's okay.

[Valerie Gray (DE DNREC-AQ)] 13:29:44

But there we go, and I think there's kind of 3 said, There's proportional credits.

[Steve Douglas (Auto Innovators)] 13:29:53

There's the early compliance, values in 1962.4, and then there's and then there's kind of in between, where vehicles are sold and 2023, or 2024 and they get cc one

[Steve Douglas (Auto Innovators)] 13:30:11

chronic. So I I I I think we tried to to divide those up.

[Steve Douglas (Auto Innovators)] 13:30:17

So it's it's it's clear and again, you'll say that when we send your comments and then and then, as far as reporting goes, carb updated a lot of their reporting requirements for for

[Steve Douglas (Auto Innovators)] 13:30:31

Zav and their new regulations. So I I I suspect without having it's too much on it.

[Steve Douglas (Auto Innovators)] 13:30:39

Just following what the carb regulations has it is probably the better part of dollar on that one, and and just referencing reporting per, you know, 1962.4 or whatever it is.

[Steve Douglas (Auto Innovators)] 13:30:55

And I I would also note that there's a there are different reporting time periods depending on the the standard.

[Steve Douglas (Auto Innovators)] 13:31:03

So I think there's there's believe they're reporting time periods for greenhouse gas and for and month plus knocks, which may differ from this every port.

[Steve Douglas (Auto Innovators)] 13:31:16

So so again. just referencing California that's I think just reported all.

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

Thank you and like, if I will get you what we'll get you something hopefully.

[Steve Douglas (Auto Innovators)] 13:31:30

Next week sometimes, but for you know, maybe check to to these.

[Valerie Gray (DE DNREC-AQ)] 13:31:38

Thank you. on, Valerie. this is Penny again.

[Valerie Gray (DE DNREC-AQ)] 13:31:45

Oh, this is the California model, right? this is our regulation.

[Penny] 13:31:53

But it is. Are you building it off of California? We are incorporating by reference their emission standards into our regulations.

[Penny] 13:32:04

Are you? Are you aware of their equity engagement and implementation? plans?

[Valerie Gray (DE DNREC-AQ)] 13:32:11
Yes, that's in the kind of calculation regulation 1962.4.

[Penny] 13:32:17
We're gonna have we're gonna talk about that in just a couple of seconds, we're gonna dive into that a bit deeper. kathy Harris with nrdc yeah I think So Thanks.

[Kathy Harris, NRDC] 13:32:33
So much Would you mind scrolling up a second?

[Valerie Gray (DE DNREC-AQ)] 13:32:36
I wanted to see the 1962.2, too. Yeah.

[Kathy Harris, NRDC] 13:32:45
Cause. You had this question here whether or not these prior pieces need to be adopted.

[Kathy Harris, NRDC] 13:32:49
I don't know if see if you know that answer but since it's the language has been changed. you know to just go through model your 2025 I don't think it's necessary for delaware to

[Steve Douglas (Auto Innovators)] 13:33:01
adopt those previous pieces as well. But yeah steve I don't know if you, if you know yes, I I think you definitely need to adopt 1,962.2, because the early compliance dies which will be

[Steve Douglas (Auto Innovators)] 13:33:17
applicable in Delaware, in 2025, and 2226 refer to 19 to vehicle, certified under 1,962.2, because that was the rags that are kind

[Steve Douglas (Auto Innovators)] 13:33:29
of in place on it. So I think you need 62.2.

[Valerie Gray (DE DNREC-AQ)] 13:33:33
As you said, you need 2 that's what it is that those are like, you say, are kind of outdated, and so for the rest of fixed th these we're talking about is some early action credits that auto

[Valerie Gray (DE DNREC-AQ)] 13:33:51
manufacturers can accrue by delivering vehicles to Delaware before the onset of model year.

[Valerie Gray (DE DNREC-AQ)] 13:33:57
2027, which begins actually in january of 2020 t- 6.

[Valerie Gray (DE DNREC-AQ)] 13:34:04
It's very confusing it's hard to keep track of but that's what we're talking about is trying to help you out of manufacturers deliver more vehicles that are 0 emissions

[Valerie Gray (DE DNREC-AQ)] 13:34:16
before the program begins

[DNREC Admin Staff] 13:34:28
Steve, did you have another question, or did you have your hand up from before?

[Steve Douglas (Auto Innovators)] 13:34:34
Well, a little bit of both I think to to penny's. question on the in environmental justice there California and i'm in California.

[Steve Douglas (Auto Innovators)] 13:34:42

We have a lot of equity programs. we have, and some of those are rolled in to does have regulations in in 1962.4.

[Steve Douglas (Auto Innovators)] 13:34:57

Many of those are outside of it. so you know we provide Reba incentives of almost \$20,000 for electric vehicle purchases for for low income residents, and which is defined so so

[Steve Douglas (Auto Innovators)] 13:35:18

There's a lot of programs outside in California outside of the the regulations himself.

[Valerie Gray (DE DNREC-AQ)] 13:35:27

And that's a great segue because this is where we're gonna go next is into some of those very programs and trying to get a better understanding of what they are 1962.4 is the meet of the advance

[Valerie Gray (DE DNREC-AQ)] 13:35:41

clean part 2 for the 0 mission via portion, and just so that We remember that there are a number of elements that will further protect us as consumers that are included in this section.

[Valerie Gray (DE DNREC-AQ)] 13:35:55

These include minimum certification range but the minimum durability requirements for useful life.

[Valerie Gray (DE DNREC-AQ)] 13:36:05

This really gets into, how long the vehicle will be able to be on the road that are a labeling requirements. and this will help us with repurposing those batteries and recyclability data standardization which includes the

[Valerie Gray (DE DNREC-AQ)] 13:36:19

battery state of health, to determine the current level of deterioration in a battery relative to what it was when it was new service information requirements.

[Valerie Gray (DE DNREC-AQ)] 13:36:28

This will help our independent, our repair shops, minimum warranty requirements to provide protection for our consumers, and that experience failures or defects.

[Valerie Gray (DE DNREC-AQ)] 13:36:41

Early in the life of the vehicle on board.

[Valerie Gray (DE DNREC-AQ)] 13:36:43

Diagnostic requirements. to track and diagnose a mission.

[Valerie Gray (DE DNREC-AQ)] 13:36:49

Failures of the vehicle. This also is a big bit for

[Valerie Gray (DE DNREC-AQ)] 13:36:54

Our internal combustion engines and charging requirements, including on board chargers, with minimum charging capabilities.

[Valerie Gray (DE DNREC-AQ)] 13:37:02

These are all some of the consumer protection mechanisms that are buried in the regulatory language.

[Valerie Gray (DE DNREC-AQ)] 13:37:10

So what I thought we would try to dive into some of the flexibility mechanisms that are built into the California code.

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

These have to do with plugin hybrids.

[Valerie Gray (DE DNREC-AQ)] 13:37:22

This community based clean mobility programs that steve mentioned early compliance that we've already talked about, and cooling.

[Valerie Gray (DE DNREC-AQ)] 13:37:29

So this is the actual language lifted and what i've done for you is just so that as you read it where it's just California.

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

Think Delaware. So the plugin, hybrid flexibility per manufacturers and operations to fulfill portion of their annual Zab requirements with plug-in hybrids that they produce and deliver

[Valerie Gray (DE DNREC-AQ)] 13:37:50

for sale in delaware there's also a segment under environmental justice. Vehicle values that manufacturers can again receive a portion of their total requirements with additional vehicle values

[Valerie Gray (DE DNREC-AQ)] 13:38:05

by delivering new subs, and he has that our part and parcel with a community based clean mobility program.

[Valerie Gray (DE DNREC-AQ)] 13:38:16

I think California has a number of these already on the ground and working.

[Valerie Gray (DE DNREC-AQ)] 13:38:23

This is where I think we end over a little bit behind the April, and that we would need to be really engaged with our communities to determine what these clean mobility programs should be.

[Valerie Gray (DE DNREC-AQ)] 13:38:33

For Delaware and then trying to leverage the funding mechanisms that we have in our State, and also some of the Federal dollars that are coming our way.

[Valerie Gray (DE DNREC-AQ)] 13:38:44

Right now we're looking at potentially just saying that we will look at establishing this programs and work within our communities to identify the needs of what these programs ought to be, and what they should look like so if you have

[Valerie Gray (DE DNREC-AQ)] 13:39:01

comments. what a clean mobility program should look like in Delaware.

[Valerie Gray (DE DNREC-AQ)] 13:39:06

We are looking forward to hearing from you on that and Then There's a new ability to provide community based on programs that earn additional question.

[Valerie Gray (DE DNREC-AQ)] 13:39:22

Okay, wait a minute, Dustin. I think we have a question.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:39:26

Yeah, forgive me if I miss her. but I think I heard Steve say that he was out in Delaware, and so I was just wondering if he or anybody else That's from maybe with an example of what a community based cleanability program.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:39:42

Looks like in California or another State that has one. So I think that is a first hearing, that terminology for many.

[Valerie Gray (DE DNREC-AQ)] 13:39:54

Sure.

[Steve Douglas (Auto Innovators)] 13:39:55

Yeah, no, actually, I wasn't referring to the so the the 2 programs that I was referring to are the clean cars for all, but which provides.

[Steve Douglas (Auto Innovators)] 13:40:09

\$9,500 for if you tried in a older vehicle.

[Steve Douglas (Auto Innovators)] 13:40:14

For for in your in your low income, which I forget the definition, I think it's 3 times the poverty level or 4 times a and then and then it also combines the clean vehicle.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:40:28

Rebate program, which provides \$4,500 per vehicle for New income, and and but the community clean.

[Steve Douglas (Auto Innovators)] 13:40:42

Mobility programs, I believe, are more are more are are more like car share programs, rideshare programs.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 13:40:49

Things like that. i'm not an an an expert on those Okay, I appreciate it.

[Steve Douglas (Auto Innovators)] 13:40:57

Yeah, I was picturing car share as kind of one model but didn't know if you'd move any others.

[Steve Douglas (Auto Innovators)] 13:41:04

No. and and this one is kind of important because it implements as early as 2024 model years.

[Steve Douglas (Auto Innovators)] 13:41:08

So that this is this is important for it would be important for Delaware to get in place quickly, and it's there's a couple of programs identified in the regulation that would not be applicable to delaware because they're California

[Steve Douglas (Auto Innovators)] 13:41:22

programs. but but it does allow the administrator, you know, executive also in California or the the director of the Department in Delaware to approve community clean mobility program.

[Steve Douglas (Auto Innovators)] 13:41:36

So so that that would be important. to to get those started so that, you know manufacturers who chose to do so could could implement those.

[Steve Douglas (Auto Innovators)] 13:41:46

So it's it's 2 sided you both need the you need to program in place.

[Steve Douglas (Auto Innovators)] 13:41:50

You need the people in place to implement the program, and then you need and then you need approval from the the direct.

[Steve Douglas (Auto Innovators)] 13:41:57

In this case to to implement them and in, and those have to be sold.

[Steve Douglas (Auto Innovators)] 13:42:04

I believe it. A 25% discount off of Msrp.

[Ben Kessler - ChargePoint] 13:42:08

Is the requirement. This is me, Kessler, with charge point.

[Ben Kessler - ChargePoint] 13:42:13

I I was wondering this might be a silly question, but I hope I get some insight.

[Ben Kessler - ChargePoint] 13:42:18

I was wondering, with environmental justice vehicle values here whether I, Tnc Transportation network companies would be included as part of a clean mobility program.

[Ben Kessler - ChargePoint] 13:42:27

I know Uber and Lyft and a lot of the other rideshare companies are shifting their focus to providing incentives to their drivers to get into electric vehicles.

[Ben Kessler - ChargePoint] 13:42:36

So just wondering if manufacturers could get credits that way.

[Steve Douglas (Auto Innovators)] 13:42:44

I don't believe there's anything in the California regulations like that.

[Steve Douglas (Auto Innovators)] 13:42:50

That's you know certainly a good idea and it's again the the regulations themselves have requirements for these programs.

[Steve Douglas (Auto Innovators)] 13:42:58

So they're fairly limited, and what they and and how they operate.

[Steve Douglas (Auto Innovators)] 13:43:05

But it. But again I I haven't spent a bunch of time studying that part of these regulations.

[Steve Douglas (Auto Innovators)] 13:43:11

But but it would be very much worthwhile to do so to determine things like Tnc.

[Steve Douglas (Auto Innovators)] 13:43:16

Rideshare things like that and and and you know how those could be implemented, and not to mention just the the rod share aspect in equity, communities, but also drivers who may be located in the equity community so I I that's certainly

[Ben Kessler - ChargePoint] 13:43:32

encouraged a deeper dive into that. Yeah. And and again, I think that needs you know, with equity.

[Ben Kessler - ChargePoint] 13:43:41

Focus with multi-family I know that's kind of outside of the clean cars.

[Ben Kessler - ChargePoint] 13:43:45

But you know, having some effort there to make sure that folks who may not have those single family garages can still charge at home.

[Valerie Gray (DE DNREC-AQ)] 13:43:55

Thank you, Kathy Harris. Thanks. Yeah. And I think I think building off of what Ben was saying and what Steve has alluded to.

[Kathy Harris, NRDC] 13:44:05

You know, I know that that there's limited things that can be done in this specific regulation, based off of the requirements from the clean air acts. what California could do and in differentiation from what other States.

[Kathy Harris, NRDC] 13:44:17

Can do beyond what California has done so definitely would encourage us to think about complementary policies and programs, and understanding that this is not a silver bullet to ensure equitable access to clean transportation in Delaware but well hopefully

[Kathy Harris, NRDC] 13:44:31

we can build programs within the regulation that will help to kickstart kickstart.

[Kathy Harris, NRDC] 13:44:36

That process. I don't know if this will be on your next slide, Valerie, but I did just wanna flag to that.

[Kathy Harris, NRDC] 13:44:42

There are 2 other environmental justice vehicle values as well.

[Kathy Harris, NRDC] 13:44:46

Maybe I don't want to jump ahead. Yes, there are perfect Okay, great.

[Kathy Harris, NRDC] 13:44:50

I just wanted to highlight that too, in case it wasn't gonna be addressed, that there's some other opportunities as well is.

[Valerie Gray (DE DNREC-AQ)] 13:44:59

There are 3 other opportunities there's end of the least with dealerships.

[Valerie Gray (DE DNREC-AQ)] 13:45:04

There's also that that below the Manufacturers just retail price threshold that Steve mentioned, as well as early compliance. vehicle values, and that Steve has also mentioned those too.

[David Stevenson] 13:45:18

So. it is. See who's dating think you have your hand raise hi!

[David Stevenson] 13:45:27

Yes, I have. when I get the When I look at these equity issues like they are aimed at Urban, or and in Delaware, both in Kent and Sussex county, we have a a very large population

[David Stevenson] 13:45:48

of rural poor, and there's a huge difference for example in Cisco between the west side and each side lot of affordable housing on the west side none almost done on the east side.

[David Stevenson] 13:46:03

I get very concerned about how we're gonna handle this in in rural communities where charging becomes a bigger problem.

[David Stevenson] 13:46:16

You know, have multi-family housing necessarily Where? where you would put a bunch of them in the apartment life.

[David Stevenson] 13:46:22

He's got people that do not have designated parking places they don't have.

[David Stevenson] 13:46:27

They may not have garages. So real problem about how they scrooge on a charge.

[David Stevenson] 13:46:32

And just looking at the percentage of the population that may be if we look at us, and energy information agency, probably just recently, and when it was before this big bow of inflation, we're having that 26% of the

[David Stevenson] 13:46:49

population What in energy poverty? So We're not talking about a handful of people in in Wilmington here that are gonna need to help these These programs are gonna have to be very large very important and

[David Stevenson] 13:47:07

there's no funding set aside from this anywhere in Delaware.

[David Stevenson] 13:47:11

It. It just seems to me like we are not okay, appropriately dressed.

[David Stevenson] 13:47:16

Addressing the impact of these programs on the board it it I think we've got a huge all here which you drive a a Mac truck.

[David Stevenson] 13:47:25

So, and I i'm not comfortable with what you presented here today fills that whole in any way.

[David Stevenson] 13:47:32

It's it's just a real concern about what we're doing it.

[David Stevenson] 13:47:37

These these vehicles obviously submitted comments.

[David Stevenson] 13:47:40

I I get got tired of of guessing what the premium was for electric vehicles.

[David Stevenson] 13:47:45

I found 9 manufacturers that offered TVs and and a comparable not eb and found the average was almost \$14,000 per vehicle.

[David Stevenson] 13:47:59

Yeah, you're not gonna come up with enough money to allow all the income people to buy and to to deal with this.

[David Stevenson] 13:48:08

And as opposed to a note that was in the chat earlier.

[David Stevenson] 13:48:14

Both Nissan and Ford have admitted that this premium is not going to fall anytime soon.

[David Stevenson] 13:48:22

We look at the cost of all materials using the batteries they're going up, not down.

[David Stevenson] 13:48:26

I don't see any time soon. that these premiums are going to end.

[David Stevenson] 13:48:34

Apparently the energy information agency doesn't either because they're forecasting as late as 2,050 that only 13% of the vehicle fleet will be electric vehicles.

[David Stevenson] 13:48:47

I I I just think we are setting way way way to aggressing the goal.

[David Stevenson] 13:48:52

Given issues of poverty and and this this premium that's likely for a long time.

[David Stevenson] 13:49:01

So I I I think we have to before this goes forward definitely.

[Valerie Gray (DE DNREC-AQ)] 13:49:05

Have to have a better environmental justice for that we're seeing here, with that all stand down thank you gallery.

[DNREC Admin Staff] 13:49:18

The comment that David was just referring to in the chat was about the Federal incentives on the Ev's disappearing for vehicles that are over 80,000.

[DNREC Admin Staff] 13:49:30

The Federal incentives disappear when the vehicle is not produced in the Us.

[Valerie Gray (DE DNREC-AQ)] 13:49:37

So it's making it unaffordable for Middle income Delawareings, and the suggestion was that the State needs to increase its incentives to fill that gap to help Delawareans buy Evs Thank you.

[DNREC Admin Staff] 13:49:52

Steve. Your hand was up next. Yes, thanks I I think I've lost my place here.

[Steve Douglas (Auto Innovators)] 13:50:03

It. David is right. you you absolutely need and send us for these vehicles right now.

[Steve Douglas (Auto Innovators)] 13:50:07

The average retail The average transaction price for Evas is well over 60,000. There are vehicles that are that are much less expensive.

[Steve Douglas (Auto Innovators)] 13:50:15

I think there's a mention that the the bolt Ev.

[Steve Douglas (Auto Innovators)] 13:50:20

Is under under 30, but but the the trend is the the trend is certainly up right now.

[Steve Douglas (Auto Innovators)] 13:50:25

Companies have been rising their prices for you know tesla fourg, and practically every manufacturers raised prices on Eva's Rivian lucid over the last 9 months and many of

[Steve Douglas (Auto Innovators)] 13:50:40

them back in March. so it so he's right at the critical mineral prices of went up particularly lithium; and and so be that as it may, I I wanted to address the the some of these equity provisions, and so so

[Steve Douglas (Auto Innovators)] 13:50:57

first, the the only one that's Crystal clear is the less than \$20,000 Msr.

[Steve Douglas (Auto Innovators)] 13:51:05

You know the the second one you have here, and and that would apply to Delaware immediately.

[Steve Douglas (Auto Innovators)] 13:51:11

So 20,000 for pass cars 26,000 right now. There's there's no vehicles that are below that.

[Steve Douglas (Auto Innovators)] 13:51:19

Msrp: Yeah, hopefully, there will be. but there there are none today.

[Steve Douglas (Auto Innovators)] 13:51:23

And I think the the lowest price passenger car is probably \$2627,000.

[Steve Douglas (Auto Innovators)] 13:51:31

So, but but in the event that's that's very clear in those that right.

[Steve Douglas (Auto Innovators)] 13:51:36

So if you deliver those vehicles, you get the equity.

[Steve Douglas (Auto Innovators)] 13:51:39

You know, the tenth of a vehicle value.

[Steve Douglas (Auto Innovators)] 13:51:44

The end of least provision is fairly far out there probably won't apply until 2028, 27, because it only applies to 2,026, and model year and you are vehicles so then

[Steve Douglas (Auto Innovators)] 13:51:56

those will go on, ladies come off, Please so You're looking at probably 28 for that is having said that Delaware does have to take action. you have to take you have to identify you know what constitutes a financial

[Steve Douglas (Auto Innovators)] 13:52:10

assistance program. And again in California we have the Cc. 4 A.

[Steve Douglas (Auto Innovators)] 13:52:16

We have the the clean vehicle assistance program as well, and sub dealers sign up for those.

[Steve Douglas (Auto Innovators)] 13:52:22

And And and so, though that's that that is how they become a participating in a financial assistance program, that's for the first one.

[Steve Douglas (Auto Innovators)] 13:52:32

And then and then I would just note that the the 25% off of Msrp applies to the community clean mobility programs.

[Steve Douglas (Auto Innovators)] 13:52:41

So th vehicles have to be sold and verified that less that 25% below the Msrp.

[Steve Douglas (Auto Innovators)] 13:52:50

So that's that's the provision and the environmental justice, community claim mobility program So a a Again, I I I agree with David.

[Steve Douglas (Auto Innovators)] 13:53:03

I think Delaware should look heavily at incentives and and substantial incentives, and and, just to be clear on the inflation reduction, act as soon as it was signed.

[Steve Douglas (Auto Innovators)] 13:53:16

The number of vehicles models that were eligible for a rebate dropped from 60 70 to 20, and then it's probably gonna drop again at the beginning of the year.

[Valerie Gray (DE DNREC-AQ)] 13:53:29

When the new provisions are implemented. So thank you, Kathy Harris.

[Kathy Harris, NRDC] 13:53:37

I think your hand was next. Yes, thanks, Valerie. I just wanted to on this equity question.

[Kathy Harris, NRDC] 13:53:44

You know, want it to also like make sure We're level setting, and the fact that these regulations are just on new vehicle sales, and we know that the majority of Delawareans and residents from around the country

[Kathy Harris, NRDC] 13:53:56

are purchasing new vehicles. or used vehicles, not the new vehicle market. so just wanted to make sure we're level setting there that this is this is on a specific portion.

[Kathy Harris, NRDC] 13:54:06

This is on specifically new vehicles, and so penny to to your point.

[Kathy Harris, NRDC] 13:54:11

From earlier. I think that your question of why we should move forward with this quickly.

[Kathy Harris, NRDC] 13:54:14

I think, addresses this this fact, that this regulations, just on new vehicles, really addresses that point, because the faster that we can ensure that new and durable and strong vehicles through this regulation which have really strong

[Kathy Harris, NRDC] 13:54:28

warranty and battery, durability requirements are on the books that it will be the fast, or that these vehicles will start to trickle into the secondary market, where we know that the majority of

[Kathy Harris, NRDC] 13:54:40

Delawareans are purchasing their vehicles as as used vehicles.

[Kathy Harris, NRDC] 13:54:43

So I just wanted to flag that. And you know, officers, that point, Dave, I know you flagged on energy, instability, and energy.

[Kathy Harris, NRDC] 13:54:50

Popping, and that is, you know, important to flag. But when we look at the normal household expenses of Americans across the board, transportation costs are huge portion of that and a lot of that is is refueling and

[Kathy Harris, NRDC] 13:55:04

so why I totally agree that we should think about other opportunities.

[Kathy Harris, NRDC] 13:55:07

For incentive programs and opportunities to help offset that upfront cost.

[Kathy Harris, NRDC] 13:55:12

Once the vehicle is, is with the driver, and especially in the used vehicle market.

[Kathy Harris, NRDC] 13:55:18

There. the there's costs as Well, so actually a transition to 0 mission vehicles can help with that energy, poverty and energy and security for the fact that we know that there's stability and electricity prices across the

[Kathy Harris, NRDC] 13:55:34

board, and that there's less vital market and less need for for you know residents of Delaware to have to worry about what the price of gas will be in the next day.

[Kathy Harris, NRDC] 13:55:43

So we, this transition actually can really help with it with your point on the employees of addressing the energy poverty pieces.

[Kathy Harris, NRDC] 13:55:51

So just wanted to flag that and then i'm also just really curious.

[Kathy Harris, NRDC] 13:55:55

If you could share around the forecasting that you mentioned in terms of I don't know if you said like 12 or 7%, because a lot of new forecasting has been coming out in regards to the inflation reduction act and

[Kathy Harris, NRDC] 13:56:07

protect potential business as usual, and while we know that it might take a couple of years for the inflation, reduction acts, incentives to really come into play, and to have manufacturers maximize those potential benefits from

[Kathy Harris, NRDC] 13:56:19

that regulation. Most of the forecasts that i've seen, have been coming out, that this will actually really further help to accelerate the transition to 0 mission vehicles as a business as usual case, and even the bayon

[Kathy Harris, NRDC] 13:56:33

administration at the Federal level is predicting that we are going to be at a 17% sales as a as a baseline, starting in 2,026.

[Kathy Harris, NRDC] 13:56:42

So i'm yeah i'm just curious if you could share that because i'd love to take a look at that.

[Kathy Harris, NRDC] 13:56:46

The report that you're, looking at and also happy to share other sources that I've been seeing that have been predicting higher than than that baseline, because i'll also flag you know we're at about 8

[Kathy Harris, NRDC] 13:56:56

percent across the country right now in sales, so that the number you flag seemed a little low to me, but would love to take a look at it. and happy to chat offline as well.

[Valerie Gray (DE DNREC-AQ)] 13:57:06

And Tesla. I think your hand is that Yeah, I think what David brought up was a good reason why, you know, as we talked previously about complementary strategies, and certainly there have been some States that have been issuing

[Ben Kessler - ChargePoint] 13:57:21

a pre-owned used incentive to address some of those lower income communities.

[Ben Kessler - ChargePoint] 13:57:27

Additionally, I think you know, this is outside of right, the the clean car standard.

[Ben Kessler - ChargePoint] 13:57:31

But you know the utilities and co-ops as well have been providing rebates and make ready programs to help reduce those costs to those communities.

[Ben Kessler - ChargePoint] 13:57:38

So those are also important complementary strategies. But, Kathy, you brought up the great point about transportation, energy burden. I live here in South Carolina, where you know the transportation energy burden combined for some

[Ben Kessler - ChargePoint] 13:57:50

residents reaches up to 70% of their income monthly income just on a personal note.

[Ben Kessler - ChargePoint] 13:57:56

You know I have an Ev. before I was driving a an ice engine and paying, you know, about \$60 a week in gas.

[Ben Kessler - ChargePoint] 13:58:03

Now, you know, i'm paying about \$15 an electricity, so that reduction is the ability to reduce that burden on community so that they can spend it on bills for their families.

[Ben Kessler - ChargePoint] 13:58:12

And I think a great thing for Delaware to take an initiative for.

[Valerie Gray (DE DNREC-AQ)] 13:58:16

Thank you, Thank you, Penny. I think your hand was Max.

[Penny] 13:58:23

Yes. Can you hear me? I can Thank you. Okay. Yes, thank you.

[Penny] 13:58:28

And Kathy. thank you for your comments.

[Penny] 13:58:32

There, and all the comments I I like what i'm hearing in in, from an environmental justice perspective.

[Penny] 13:58:41

But I think one thing we got is take one step back on is that education and outreach is not adequate for the the the community that we're speaking of when we talk environmental justice, and so there needs to be

[Penny] 13:58:54

some intentional and efforts to educate people because they won't even know of which you're speaking.

[Penny] 13:59:04

They won't even know anything about it if there have been no real intentional efforts to educate and outreach to them.

[Penny] 13:59:13

So I want to just caution us at that point. I think that needs to happen immediately.

[Penny] 13:59:19

And there's there's several things going on you know i'm involved with the community air monitoring network throughout the State. and we target these very same communities.

[Penny] 13:59:29

So there's a way to filter, that information down a little deeper, and i'm not sure that has ever happened, so I would like to see that definitely take place.

[Valerie Gray (DE DNREC-AQ)] 13:59:41

Thank you, Penny, and perhaps we can talk offline and figure out a way to broaden them.

[Valerie Gray (DE DNREC-AQ)] 13:59:45

The information on these programs. utilize the things that you know, and the network that you have, and that will help us again address the emissions that these overburden underserved communities face up. each and every day so let me get

[Penny] 14:00:01

this right here next is Penny. Did you have anything else before?

[Penny] 14:00:05

I? No, thank you. Okay. I think David Stevenson is next up.

[David Stevenson] 14:00:11

Yes, thanks. first of all, I agree with penny it's a tough community to reach.

[David Stevenson] 14:00:19

But I think we have to be really proactive in reaching folks to let them know what's going on.

[David Stevenson] 14:00:27

Kind of thing. the the source of that. The study I was quoting is the by the charts in the Eia, 2,022 annual energy outlook which came out in March of 20

[David Stevenson] 14:00:40

22 they have. They have about 50 tables.

[David Stevenson] 14:00:44

That include all their their forecast basis, and and one of them is types of vehicles sales by here, where it comes, comes up with these numbers.

[David Stevenson] 14:01:00

Still still still remained in third. I mean we a big piece of gasoline prices are the taxes that are put on it.

[David Stevenson] 14:01:12

That goes to highway trust funds we go to all these electric vehicles that aren't buying gasoline.

[David Stevenson] 14:01:19

They're not contributing very much to the highway trust fund. So there's been I know there's a prototype program in Delaware to to base fees on miles driven So at 1 point or another

[David Stevenson] 14:01:32

that's gonna get added to the call the cost of of voting and ev it's it's avoided right now. but it's not going to be avoided down down the road electric grades potentially are are going

[David Stevenson] 14:01:42

to rise significantly. if we continue down the road of adding offshore wind.

[David Stevenson] 14:01:50

The transmission changes that have to be made we're closing the Indian River power plant, or trying to.

[David Stevenson] 14:01:59

And now we've got a \$75 a year extra on Everybody's residential electric bill to to handle the the transmission upgrades to to be able to close that plan there's all kinds of

[David Stevenson] 14:02:11

things that are going drive electric prices So it's differential between the cost to charge with electricity and gasoline prices may come down in the future significantly.

[David Stevenson] 14:02:23

I also worry about for a long time and I Don't know if anybody else has done it yet, or not, but should be both actually has a list price for replacing the battery.

[David Stevenson] 14:02:34

It's close to \$17,000 somebody buy a use cars going to baby faced with that liability for very long.

[David Stevenson] 14:02:44

They're only warranting to a 100,000 miles at this point.

[David Stevenson] 14:02:48

8 years, a 100,000 you buy a 6 year. old vehicle, and it might get some help buying it, and it's not as expensive.

[David Stevenson] 14:02:55

But then, all of a sudden, you're hit by the \$17,000 battery. so I I I have.

[David Stevenson] 14:03:03

Major major requirements about how this is gonna gonna affect lower income families.

[Valerie Gray (DE DNREC-AQ)] 14:03:12

Thank you let's see dustin thomas thank you are next.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:03:19

Yeah, I just wanted to. I think I brought this up again.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:03:23

Last time. but the on the front of charging you know we're working on on the municipal level, offering an ability to do, permitting to charge install charging stations where you have street

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:03:47

parking but and I I you can stop me if I think I've already may have already said this, but it's hard to keep track of all these meetings.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:03:58

But so what would be nice, though, is you know that's 3 municipalities with heavy population centers in Delaware, you know.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:04:05

Hopefully. we can use that as the model I know newcastle County is considering.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:04:09

You know, We're in conversations around doing it on the account level for what places they have street parking where actually where I used to live with Newcastle County.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:04:20

It was street parking, and you know, the cost of installing chargers on the on the street side.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:04:26

Will, you know? not be insignificant for sure.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:04:30

I mean installing charges. If you go the separate meter route so you can get the discounted time of use rate from Del Marva.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:04:37

You know, just installing that has a pretty hefty cost, you know, 1 \$2,000.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:04:44

So what would be really nice when we talk about complementary programs?

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:04:50

When we're having these kinds of conversations around equity, If Denre could consider bringing back their ev charging instead installation, grant but particularly targeted towards long and community and offer additional systems to those

who need to go through

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:05:07

this street parking type of installation because it will you know that's as Dave as mentioned before the bulk of charging happens at home at night

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:05:21

And so we want to be able to meet people where they're at in terms of their parking situation.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:05:25

As we transition to chargers, particularly on the used market.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:05:29

Where you know capacity and and use Tvs tends to be lower.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:05:32

The capacity goes up every year I feel like the new model years have a longer range, but you know this older model years. I had a 20 16 is around a 100 mile range in the wintertime.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:05:43

That's about you know 85 miles or so and so you know, we had to charge fairly often and so whereas now I have a a leaf which for what it's worth the leaf

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:05:58

Msrp. for the base models around 21,000.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:04

You can get more expensive ones, but you can start at 21,000 over a 140 mile range.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:10

But you know, now we have the the leaf.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:13

Next step up, which is 240 miles, and we only charge once a week.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:06:16

So just to say, you need to have that that program looked at for sure and and hopefully brought back

[Valerie Gray (DE DNREC-AQ)] 14:06:29

Thank you, Mr. Douglas

[Steve Douglas (Auto Innovators)] 14:06:35

You're on mute the pesky mute button yes, again.

[Steve Douglas (Auto Innovators)] 14:06:40

Kind of off of base for the regulations which you're trying to get comment.

[Steve Douglas (Auto Innovators)] 14:06:46

So but but I I would stress the need for residential charging in, multi-family dwellings, but particularly in low income communities.

[Steve Douglas (Auto Innovators)] 14:06:56

I I Every time people talk about talk about that how the the cost of charging it's usually reference to residential charging.

[Steve Douglas (Auto Innovators)] 14:07:08

Public charging is 2, 3 times as much and it and it it. it's not reasonable to assume that low income residents will have to pay 2, 3, 5 times as much to charge their vehicles as as more

[Steve Douglas (Auto Innovators)] 14:07:22

fluent single family homeowners. so I I I think that's left off a lot as a complementary measure in terms of residential charging.

[Steve Douglas (Auto Innovators)] 14:07:31

But but it's It is critically important it's critically important that we get it in Now, because, as Kathy said, this is not just about new electric vehicles.

[Steve Douglas (Auto Innovators)] 14:07:42

It's also about used electric vehicles that will hit the market in in mass in the 2829, 2030 timeframe.

[Steve Douglas (Auto Innovators)] 14:07:49

So getting those charges stations in the communities today is critical for success tomorrow and for a full transformation.

[Valerie Gray (DE DNREC-AQ)] 14:08:01

Thank you Alright, there's one more flexibility mechanism.

[Valerie Gray (DE DNREC-AQ)] 14:08:07

I think we talked about this a bit last time it was pooling

[Valerie Gray (DE DNREC-AQ)] 14:08:11

This allows manufacturers to to sort of move credits around from one state to another, wherever there's a shortfall.

[Valerie Gray (DE DNREC-AQ)] 14:08:19

And there's language in 1962.4 on what those requirements are.

[Valerie Gray (DE DNREC-AQ)] 14:08:26

We would be including that. And then I think this conversation and this dialogue has been incredibly helpful.

[Valerie Gray (DE DNREC-AQ)] 14:08:37

You all are the best to really think through this you've really been very helpful.

[Valerie Gray (DE DNREC-AQ)] 14:08:45

I think we have a lot to consider. I think there's a lot more dialogue that we need.

[Valerie Gray (DE DNREC-AQ)] 14:08:51

And I really appreciate you all taken the time to raise these issues that we need to consider as we look for really reducing emissions in transportation.

[Valerie Gray (DE DNREC-AQ)] 14:09:04

And one of the things that I was hoping to ask you all, and to ponder a bit is get to it is, if not this policy.

[Valerie Gray (DE DNREC-AQ)] 14:09:19

What policies do you all see the department, considering that will reduce air pollution from our transportation sector?

[Valerie Gray (DE DNREC-AQ)] 14:09:28

So noodle on that for a second kind of thing through it.

[Valerie Gray (DE DNREC-AQ)] 14:09:33

What policies, If if we're really looking at driving down a missions, what policies are in the toolbox for Delaware to

consider as we try to reduce the impact of air pollution on all of us that live here in

[Valerie Gray (DE DNREC-AQ)] 14:09:48
Delaware.

[Ben Kessler - ChargePoint] 14:10:13
Is this. Oh, I see some hands up i'll let those go first.

[Valerie Gray (DE DNREC-AQ)] 14:10:17
I'll raise my hand. Okay, dave I think you have your hand up, Stephenson.

[David Stevenson] 14:10:21
Yeah, So i'm gonna go back to your original premise here that what you're trying to do is to meet the knocks, and I guess I've got a couple of other comments But I I've got

[David Stevenson] 14:10:33
to ask you, Valerie, why aren't we using 2020 to 2022 knocks down which is available Now we're out of the arizona season.

[David Stevenson] 14:10:45
It says we are meeting all the knocks even even the highest station, and Martin Luther King station. Wilmington, is at 65 parts per 1,000,000,003 years.

[David Stevenson] 14:10:56
Fourth the highest day average the next highest is it's 63.

[David Stevenson] 14:11:00
So there's not even that much between the the best stations in the worst stations.

[Valerie Gray (DE DNREC-AQ)] 14:11:07
I i'm gonna interrupt you just for a second, because in a cleaner act there are very specific timelines at the Epa.

[Valerie Gray (DE DNREC-AQ)] 14:11:13
And the States have to act on in order to demonstrate a team, and for the 2,015 a zone standard for being marginal monument that attainment demonstration had to occur by August of this year so It's

[Valerie Gray (DE DNREC-AQ)] 14:11:25
3 years after They designated us and it's because we are in a metropolitan statistical area that includes Pennsylvania, New Jersey, Maryland, and Delaware It's an

[Valerie Gray (DE DNREC-AQ)] 14:11:36
all-in one for all all for 1 3 musketeers.

[Valerie Gray (DE DNREC-AQ)] 14:11:40
Yeah, everybody's got to be in and that's kind of in the Clean Air act.

[Valerie Gray (DE DNREC-AQ)] 14:11:44
And they say that if if one is out you're all all out and in addition to that, we have casper modeling that Vpa is done that demonstrates the delaware is a significant contributor to the monitor

[Valerie Gray (DE DNREC-AQ)] 14:11:56
that's in pennsylvania that's currently reading out attainment. Now the model years the the design value years, the the Question Air Act says the Epa must use for determining and making their designations for

[Valerie Gray (DE DNREC-AQ)] 14:12:08
marginal to moderate. bump up or 2,018 to 2,020 model design value years.

[Valerie Gray (DE DNREC-AQ)] 14:12:15
That's the values that they use to say hey? you're out What did you guys design so all of you are out?

[Valerie Gray (DE DNREC-AQ)] 14:12:23
It's it's very puzzling and it's difficult for a lot to to be understood, but it's kind of in the wonky language or the clean air act and the regulations that epa has and how

[Valerie Gray (DE DNREC-AQ)] 14:12:39
what years they evaluate they have to have the data in my certain time, and for that decision which they had to make within another set period of time, like the caught, and I can't never keep them all straight but 2018 to

[Valerie Gray (DE DNREC-AQ)] 14:12:55
2020 design values were used for determining that the the entire area was designated as not attainment for the 2015 a zone standard, and because we are being what's called bumped up from marginal to matter it

[Valerie Gray (DE DNREC-AQ)] 14:13:12
The moderate requirements in the Clean Air Act require Delaware to find an additional additional measures to reduce ozone precursor emissions which include knocks and vocs.

[Valerie Gray (DE DNREC-AQ)] 14:13:26
And this is one program. This is one control measure that we have.

[Valerie Gray (DE DNREC-AQ)] 14:13:28
We typically go after those that emit the most, you know.

[Valerie Gray (DE DNREC-AQ)] 14:13:33
And for now our mission show that transportation is the highest emitter of Knox Pollution in the State. and that's one reason why we're looking at this particular control measure is one of the tools that we can do to demonstrate further

[Valerie Gray (DE DNREC-AQ)] 14:13:47
demonstrate attainment with the so that's kind of where that comes in.

[Valerie Gray (DE DNREC-AQ)] 14:13:54
We would love We agree with you that We'd love to have a divorce from Philadelphia and Pennsylvania, and the rest of the metropolitan statistical area, However, the

[Valerie Gray (DE DNREC-AQ)] 14:14:04
cleaner tells me Nope, you can't i've tried to call my lawyer.

[Valerie Gray (DE DNREC-AQ)] 14:14:08
They They've told me they will not take my case we we agree with you in many cases that yes, it's unfair that Delaware is married to the Philadelphia monitor with the regards to not

[Valerie Gray (DE DNREC-AQ)] 14:14:20
attainment, because, yes, our admissions are attainment.

[Valerie Gray (DE DNREC-AQ)] 14:14:24
They are recording that value. However, the clean air access because we are now moderate, we have to find additional measures to reduce knocks and buc pollution within our state, and that's what's in a state So that's what this is one of the control

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

measures that we're considering as the the number of emissions that we have to reduce.

[Valerie Gray (DE DNREC-AQ)] 14:14:45

We have to reduce. I think it's 15% of the Knox and voc emissions.

[Valerie Gray (DE DNREC-AQ)] 14:14:51

So we're looking at a number of different things this is just one measure, and that's where my question comes back to.

[David Stevenson] 14:14:57

If not this, then what? what? I? I have some thoughts on that suggest that direct in the past, as petitioned to date for Sussex County, and then, Count County Allen, the greater Philadelphia a Damon

[David Stevenson] 14:15:16

area, and it's it. it is high time we do the same thing for Newcastle County, and and the Api.

[David Stevenson] 14:15:26

I agree with taking both. Okay, and so 6 out with with with it's a a status on on the knocks.

[David Stevenson] 14:15:34

Not even as good as we currently are in new gas account.

[David Stevenson] 14:15:39

So I think that is incumbent on on you guys to do that.

[David Stevenson] 14:15:43

But as what to do, we've got this is a very complicated potentially very expensive program. you're here to to deal just with the the equity issues auto integrator, send a letter to the governor.

[David Stevenson] 14:16:01

That said, you know we need to invest a 100 million dollars.

[David Stevenson] 14:16:03

This is also just in general, such a major change that we ought to be going to the Legislature for a bill to decide whether this is the right direction or not.

[David Stevenson] 14:16:15

The right direction. we have the option to go the epa and and we and resend our connection to the California.

[David Stevenson] 14:16:29

Carb regulations we could get back in at a future date if we felt that was necessary.

[David Stevenson] 14:16:36

The fact is that as older cars leave the the fleet we have been improving at a certain percentage in airplane every year.

[David Stevenson] 14:16:50

And we're at the point where we don't really need to do anything other than meet the Federal standards at this point.

[David Stevenson] 14:16:56

We do not need to be to California standards to accomplish this, and I think, you know, you have to send something to the Epa the way you word that does not require you to to continue down this, path particularly without

[David Stevenson] 14:17:11

legislative author. Neither the epa nor dead Wreck has ever had legislation approved in Delaware or Federally, to start

looking at greenhouse gases.

[David Stevenson] 14:17:24

And that's really what this led legislation is about.

[David Stevenson] 14:17:28

If you gotta be honest, it is not about air quality That's that's an excuse we're already meeting air quality standards.

[David Stevenson] 14:17:35

This is This is about greenhouse cast mission we need legislation.

[David Stevenson] 14:17:38

If we're going to go down that road from both the State and Federal Government on that.

[David Stevenson] 14:17:45

So my suggestion is we. We send our our California connection and and do things that make sense.

[David Stevenson] 14:17:51

Given the fact that we are already meeting the knocks.

[Valerie Gray (DE DNREC-AQ)] 14:17:55

Thank you, thank you. I think the next. I think Steve Douglas has his hand up

[Steve Douglas (Auto Innovators)] 14:18:05

So a couple of things first on the the I just wanna be clear.

[Steve Douglas (Auto Innovators)] 14:18:12

The the car companies are committed to electrification, and you see the vehicles that are coming out on the road.

[Steve Douglas (Auto Innovators)] 14:18:19

They're spending hundreds of billions of dollars they're building not only electric vehicle assembly plants, but also battery plants to produce the the batteries, and those are the those they're breaking

[Steve Douglas (Auto Innovators)] 14:18:31

ground on right now. So so there's an unquestionable commitment.

[Steve Douglas (Auto Innovators)] 14:18:35

So what you don't like is whether you adopt acc 2 or not, We're headed towards the electrification one way or another.

[Steve Douglas (Auto Innovators)] 14:18:44

So, but but a few things on the criteria, on the voc on the knocks.

[Steve Douglas (Auto Innovators)] 14:18:51

Epa will come out with and on greenhouse guys.

[Steve Douglas (Auto Innovators)] 14:18:55

For that matter, Epa is gonna come out with their draft roles early next year, probably first half of next year.

[Steve Douglas (Auto Innovators)] 14:19:02

Sometime in the march to June timeframe, and those will contain both criteria, Knox, and and voc, as well as as well as the greenhouse gas regulations.

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

Netso will also come out with their cafe.

[Steve Douglas (Auto Innovators)] 14:19:21

The fuel economy or requirements in that sign probably in that same role making.

[Steve Douglas (Auto Innovators)] 14:19:26

So so they'll be you know the greenhouse gas from Epa.

[Steve Douglas (Auto Innovators)] 14:19:27

The fuel economy from Natsa, and then Epa will probably, I would imagine, adopt for the criteria standards.

[Steve Douglas (Auto Innovators)] 14:19:38

This same standards as California has it kinda surprised me if they didn't So and and even without that in the last 1015 years.

[Steve Douglas (Auto Innovators)] 14:19:50

So companies that produce one vehicle so they haven't produced a Federal vehicle that well it's more than the California vehicle in terms of voc and knocks and and I I wouldn't

[Steve Douglas (Auto Innovators)] 14:20:04

anticipate. Given that the resources required to transform to a lotification, it it kind of requires all of the company resources.

[Steve Douglas (Auto Innovators)] 14:20:16

So you know I I I can't imagine that they're gonna build separate cars, even short of a of a of the epa regulation.

[Steve Douglas (Auto Innovators)] 14:20:24

I can't imagine they're gonna build separate cars for California and and Federal.

[Steve Douglas (Auto Innovators)] 14:20:30

So I just I don't think that's gonna happen and then the epa regulation is likely to incorporate.

[Steve Douglas (Auto Innovators)] 14:20:35

All of California's requirements regardless and then finally I would say that that love 3.

[Steve Douglas (Auto Innovators)] 14:20:43

The regulations that you have on the books, that and Epa, the tier. 3 regulations are identical in every way.

[Steve Douglas (Auto Innovators)] 14:20:50

Those are where we got the biggest benefit for and Mod. for for Knox and Nbsp.

[Steve Douglas (Auto Innovators)] 14:20:58

That's so. if you look out, to the current regulations should drive light duty, vehicle emissions down to somewhere in the 5 to 10% of total, you know, knocks and voc emissions, so when you talk about

[Steve Douglas (Auto Innovators)] 14:21:13

transportation you're also, including buses 18 willers, you know, airplanes and everything else, and I I think those are probably the line share of of knocks emissions in and out years and and I would just on

[Steve Douglas (Auto Innovators)] 14:21:30

things that you can do. I think if you look at admissions from small off road engines, leap blows on wars, things like that in California, if you look, and the air sources board carb adopted or came out with this a couple of

[Steve Douglas (Auto Innovators)] 14:21:49

years ago, but right now lawn moore's and leap blowers produce as much pollution, and the whole in Los Angeles that

whole la Basin, all of the passenger cars and the olive basin

[Steve Douglas (Auto Innovators)] 14:22:04

combined by 2030, you know, with the current regulations that are in place.

[Steve Douglas (Auto Innovators)] 14:22:10

Long moors and leaf flowers. Those small offered engines will produce twice as much pollution as all of the passenger cars in the La Basin, so that that that gives you some sense of how clean cars are under the

[Steve Douglas (Auto Innovators)] 14:22:25

existing regulations, and also the the emissions associated with the small office.

[Steve Douglas (Auto Innovators)] 14:22:33

So that's so. Just a couple of comments on that so again, Epa will come out with their mold up pollutin role, and that will come out with their corporate average fuel economy roll that'll be the first half of of

[Steve Douglas (Auto Innovators)] 14:22:44

2023 and 90 in the first order. Thank you.

[Valerie Gray (DE DNREC-AQ)] 14:22:51

I think Ben Kessler. Yeah, appreciate the opportunity.

[Ben Kessler - ChargePoint] 14:22:57

Steve brought out some good points about you know focusing on on small engine.

[Ben Kessler - ChargePoint] 14:23:01

Electrification, too. but I would like to disagree with, you know Delaware should retract their their.

[Ben Kessler - ChargePoint] 14:23:09

You know, epa status or or letter for advanced clean cars.

[Ben Kessler - ChargePoint] 14:23:13

Standard. you know Delaware Certainly. Seems that the authority from A. from a regulation standpoint, to join and certainly support that but just to throw out some ideas to think about. You know North Carolina, yesterday signed the

[Ben Kessler - ChargePoint] 14:23:26

advanced clean truck standard, or a rule which will really generate a lot of medium and heavy duty, vehicle access in the State and reduce emissions.

[Ben Kessler - ChargePoint] 14:23:35

And in these burden some community or open burden communities.

[Ben Kessler - ChargePoint] 14:23:38

I know that Allen had put in the chat about, you know, Diesel exhaust for trucks and and transitioning those so that that would be a great complementary strategy to the advanced clean car standard

[Ben Kessler - ChargePoint] 14:23:49

Another thing to think about is the renewable fuels programs that are out West that really incentivize ev charging and alternative fuel deployment by creating a market for credits.

[Ben Kessler - ChargePoint] 14:24:00

And I think penny brought the good point about education that that's a a needed thing. all the way from just what is an Ev to?

[Ben Kessler - ChargePoint] 14:24:06

How does it benefit your community and yourself personally? but you know I think across the board?

[Ben Kessler - ChargePoint] 14:24:11

There's things that you know the Dean rack and other agencies can engage with.

[Ben Kessler - ChargePoint] 14:24:16

You know, State fleet leading by example to transition, is a great thing, and certainly helping with the infrastructure.

[Ben Kessler - ChargePoint] 14:24:23

Behind that, too, school buses and transit from the state and local perspectives is a great thing to transition.

[Ben Kessler - ChargePoint] 14:24:28

Their high visibility to And then also, you know, we talked a lot about the the Ev.

[Ben Kessler - ChargePoint] 14:24:35

Ready programs out there. so how can we further advance?

[Ben Kessler - ChargePoint] 14:24:37

I know there is some legislation this year about towns of 30,000 and greater capita to implement right away charging. so.

[Ben Kessler - ChargePoint] 14:24:47

How do we expand that to other communities? So that was a lot thrown at you. I have more ideas.

[Ben Kessler - ChargePoint] 14:24:50

I I could tell all day, but I just wanted to throw some things out top of mind and thanks for the opportunity.

[Valerie Gray (DE DNREC-AQ)] 14:24:55

Thank you, Anna, I think you're next hi yes thank you I just

[AnnaQuisel] 14:25:03

I think i'm piling on here on the topic of trucks and buses and sort of traditionally diesel emitting vehicles.

[AnnaQuisel] 14:25:09

But school buses in particular. are and really important first move, if we're looking at electrifying our our trucks and buses, because kids on the school buses of course, are our future, and we want to keep them as

[AnnaQuisel] 14:25:23

healthy and as much as possible, and so far as so i'm here as a physician member of the Midland to go lines for climate and health, and we were struck by the data showing that school buses really suck

[AnnaQuisel] 14:25:39

in the exhaust that they're producing and kids who are riding the worst diesel buses.

[AnnaQuisel] 14:25:45

The oldest ones are suffering from higher base of asthma and of respiratory infection.

[AnnaQuisel] 14:25:51

So missing school days. So I just wanted to say, if you know, if school buses could be at the top of the list as far as trucks and buses, that would be a really strategic move and important for our kids thanks a lot.

[Valerie Gray (DE DNREC-AQ)] 14:26:03

Thank you, Mike, hey? thanks, much good. Lower my hand here.

[Mike O'Halloran] 14:26:11

Kind of a general question is, you know, what has been the feedback from the legislature.

[Valerie Gray (DE DNREC-AQ)] 14:26:19

With regards to this i've not received any feedback from the Legislature.

[Mike O'Halloran] 14:26:24

Okay, cause I think there is some concern I mean, particularly when we talk about the the costs.

[Mike O'Halloran] 14:26:31

You know, and and actually, as as the department of transportation weighed in at all, I mean I know this is kind of a a joint venture, but I don't recall any presentation by them because I I

[Mike O'Halloran] 14:26:44

would imagine. you know they're concerned. about you know there was mentioned earlier about motor vehicle tax fuel taxes, and and how you know the state recoups those losses.

[Mike O'Halloran] 14:26:59

You know, short of. frankly, if you have a vehicle miles travel tax, you know.

[Valerie Gray (DE DNREC-AQ)] 14:27:04

What is their role in this? What has been their feedback?

[Valerie Gray (DE DNREC-AQ)] 14:27:10

Jim, Papas, and Stephanie Johnson, who are with Delta Sustainability Group.

[Valerie Gray (DE DNREC-AQ)] 14:27:17

Unfortunately they were not able to join us today. but we've not received any negative support from them.

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

They been a party to the regulation and understanding it i'm sure that they can give us more information, and perhaps even a presentation on where they are with motor fuel tax information.

[Mike O'Halloran] 14:27:39

Yeah, Gotcha, and then the last bit is I kind of started going down this path.

[Mike O'Halloran] 14:27:45

But you know, when it comes to the environmental justice programs.

[Mike O'Halloran] 14:27:50

You know the the dollars will add up has dinner a contemplated or ballpark the costs of this, and and where that money would come from, or how it would be raised.

[Valerie Gray (DE DNREC-AQ)] 14:28:03

Yeah, that's one of the reasons why these these key stakeholder meetings are very important, because you all are our are going to give us that feedback on what you all think.

[Valerie Gray (DE DNREC-AQ)] 14:28:13

But yes, we need to investigate that as well again.

[Valerie Gray (DE DNREC-AQ)] 14:28:17

We're only in the early stages and we'll hear more more feedback, and have deeper conversations.

[Mike O'Halloran] 14:28:23

Gotcha. Okay, appreciate it. Thank you. Anyone else have any ideas on alternative solutions, reducing transportation emissions

[Valerie Gray (DE DNREC-AQ)] 14:28:45

Okay, So just wanna remind everyone of our proposed timeline we're looking to begin educating our public and getting broader community and public engagement.

[Valerie Gray (DE DNREC-AQ)] 14:29:00

On this proposal. we scheduled on.

[Valerie Gray (DE DNREC-AQ)] 14:29:04

Our are public workshops, for november fifteenth, sixteenth and 17 there will be 3 different times of the day, one at 10 o'clock, when at one o'clock, and when it's 6 o'clock in

[Valerie Gray (DE DNREC-AQ)] 14:29:13

order to accommodate as many people as we can, we can hope more engagement sessions.

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

I think we may need to move into some one on one community groups like what Penny has suggested.

[Valerie Gray (DE DNREC-AQ)] 14:29:25

And we're looking to hold a public hearing in early 2023.

[Valerie Gray (DE DNREC-AQ)] 14:29:32

So with that I just want to. What else do I wanna do?

[Valerie Gray (DE DNREC-AQ)] 14:29:38

We move forward with the adoption again. It's looking toward the middle of a year next year, and you can get all this lovely information, and you can submit comments to Kyle. crawl Kyle.

[Valerie Gray (DE DNREC-AQ)] 14:29:55

Dot crawl at delaware dot com and Tim his way he's waiting for your thoughts.

[Valerie Gray (DE DNREC-AQ)] 14:30:00

Comments, suggestions, alternative solutions, and the like

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:30:05

And with that I didn't believe we have Oh, dustin see your hand raise? Sorry if I provide you.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:30:14

Yeah, I was just wondering if you could I can't click on your screen.

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:30:18

So I was just wondering if you could put that link in the chat I was I knew about the ev infrastructure meeting.

[Valerie Gray (DE DNREC-AQ)] 14:30:27

That was Monday night. Yeah, i'm working on it right now, dustin

[Valerie Gray (DE DNREC-AQ)] 14:30:35

Just scheduled these. Just put them up there

[Breanne Preisen] 14:30:43

For those for those on brian I see You're on apologies for missing the workshop on Monday, the fourth Monday of every

month. We have exactly committee meeting sort of

[Dustyn Thompson - Director Delaware Chapter SC - He/His] 14:30:56

stuff. So hope it went well. okay. Well, listen. so that's why I was raising my hand is because there has been a lot of conversation, a question about charging And so I wanted to make sure that everyone has an opportunity to know about what

[Breanne Preisen] 14:31:08

we're doing with department of transportation with Delta.

[Breanne Preisen] 14:31:14

We are working on a statewide infrastructure. Excuse me statewide eb charging infrastructure.

[Breanne Preisen] 14:31:20

Plan. that is going to tell us kind of where charging needs to go.

[Breanne Preisen] 14:31:25

It's going to address a lot of these rural communities it's going to address a lot of charging issues in the multi-family dwelling communities and in areas that people live so i'm gonna drop the link in the

[Breanne Preisen] 14:31:38

chat about what we're up to so we've got our navy plan up there.

[Breanne Preisen] 14:31:43

We've got the all the other stuff that's up there. having you do with eb charging. we have a virtual room that you can go in and get information about about the plan Provide comment which is a great opportunity for you to

[Breanne Preisen] 14:31:59

go in there and drop some comments We are also going to Repeat that workshop dustin, so there will be another opportunity for you to get on at 5 o'clock session.

[Breanne Preisen] 14:32:08

Had some technical difficulty, so we want to make sure that we are able to get the information out again.

[Breanne Preisen] 14:32:13

So it will be posted on that website that I just dropped in the chat.

[Breanne Preisen] 14:32:17

But it is slated for november fourteenth at 5 o'clock, and again at 6 o'clock.

[Breanne Preisen] 14:32:23

So that is the second Monday of the month lesson.

[Breanne Preisen] 14:32:27

So hopefully, you can make that So for anyone and and who is interested and has some input and would like to provide comment on our plan on for Eb charging.

[Breanne Preisen] 14:32:37

That would be great. hop on that, but definitely go to that website.

[Breanne Preisen] 14:32:41

And penny to from those meetings, from our keystone polar meetings on that other conversations have happened outside of that with some of our equity groups.

[Breanne Preisen] 14:32:50

Most recently I had a conversation with the Central, Delaware and Wacp.

[Breanne Preisen] 14:32:55

So we are still. We are starting to tap into our equity groups to start teaching and talking and informing about electric vehicles, the benefits of them.

[Breanne Preisen] 14:33:04

And such, so that things are things are happening. Things are in the works.

[Valerie Gray (DE DNREC-AQ)] 14:33:08

Just wanna make sure you guys do all that. Well, thank you, Brian.

[Valerie Gray (DE DNREC-AQ)] 14:33:11

It was very helpful. Well, with that I don't have anything else to share again.

[Valerie Gray (DE DNREC-AQ)] 14:33:16

We really, really, really appreciate everyone joining us today?

[Valerie Gray (DE DNREC-AQ)] 14:33:22

And giving us your feedback and love very thoughtful conversation we've had, and

[Valerie Gray (DE DNREC-AQ)] 14:33:30

We look forward to continuing on this path and journey our public workshops again on November fifteenth, sixteenth, and seventeenth, and we look forward to seeing you there.