

Respondent: LeadingAge New Jersey & Delaware

Docket No. 2025-R-CCE-0008 – State Energy Conservation

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LeadingAge New Jersey & Delaware (LANJDE) is opposed to adoption of appendix RE as amended or unamended on Electric Vehicle Charging Infrastructure.

Delaware is actively fighting to resolve the affordable home crisis that plagues our state and many others across the country. The National Low Income Housing Coalition GAP report for 2025 indicates that “Across Delaware, there is a shortage of rental homes affordable and available to extremely low income households (ELI), whose incomes are at or below the poverty guideline or 30% of their area median income (AMI). Many of these households are severely cost burdened, spending more than half of their income on housing. Severely cost burdened poor households are more likely than other renters to sacrifice other necessities like healthy food and healthcare to pay the rent, and to experience unstable housing situations like evictions.” Delaware is home to 24,699 renter households that are extremely low income. 70% of these families are severely cost burdened (spending more than 50% of their income on housing).

There are 41 affordable and available homes for every 100 Extremely Low income households in Delaware. There are 57 affordable and available homes for every 100 Very Low income households in Delaware.

Our state legislators and our Governor are already actively pursuing strategies to improve the inventory of affordable homes in Delaware because they recognize the crisis. On July 17, 2024 Governor Meyer signed HB422 creating the Affordable Housing Production Task Force to investigate and make recommendations to the Governor and the General Assembly on how the State and local governments can increase the production of affordable rental units and homes in Delaware. The Task Force reviewed best practices, zoning and permitting laws, residential housing construction industry practices, and other factors that limit the production of affordable housing in Delaware. The Task Force was composed of 20 members, including legislators, state officials, and representatives from various stakeholder groups. The Task Force created several subcommittees to focus on specific areas, such as **regulatory** and permitting, finance and development, construction, manufactured housing, and community focus groups. The task force released their report in April of 2025.

Adoption of Appendix RE is in direct opposition to what our state government is trying to do to resolve the affordable home crisis.

Mandating EV charging on new home builds creates an unnecessary burden and substantially increases the cost of home ownership, or rental, on the Extremely Low, Very Low and Low income families. Adoption of Appendix RE Increases the burden already imposed by DE Title 16 Chapter 80. Title 16 Chapter 80 is already in place; there is no need to increase the existing burden. 16-80 does not mandate that DNREC adopt EV charging policy it simply says it will not go away until DNREC adopts a stricter regulation.

Emerging technologies offer a better alternative for EV charging as opposed to regulations which mandate installing resources in areas where no demand exists. OmniPotential Energy has introduced a new product they call Curbstar. It is Shared residential EV charging that is installed in neighborhoods through direct connection to the utility, not requiring connection the homeowner or developer to install costly individual private charging systems. As demand increases, additional Curbstar units can be added to keep up with the demand, and the homeowner and developer can avoid private installation costs keeping the cost of housing lower. If we have existing new technologies that support a business model that installs EV charging in residential zones based on demand then it no longer makes sense to mandate installations in every residence and inflating the cost of housing when there are alternatives that do not require homeowner investment.

You can learn more about Curbstar here:

<https://omnipotential.com/products-and-services/curbstar/>

Here are excerpts from the OmniPotential website:

Curbstar is self-powered, so we can add one to nearly any curb or lot in the US providing shared EV charging without affecting the utility bills of the property owner.

Curbstar can charge two cars at once and can provide enough charge to support up to 10 EV owning families.

If your Curbstar becomes overbooked due to popularity, we will install another Curbstar nearby... at our expense.

Curbstar has features like “request emergency charge” and “charge scheduling” that make it easy to share with neighbors. (Residential Only)

Curbstar is app controlled and location aware. Just pull up, open the app and select a nearby plug to activate it.

Didn’t unplug your car the moment it was done charging? No worries. We won’t charge you for sleeping.

Our Residential usage fees are in line with other EV charge providers and can vary due to regional energy costs. You’ll save big compared to gasoline purchase per mile.

Our residentially deployed Curbstars always come with 100% service coverage. If it goes down we probably know before you do.

While Title 16 Chapter 80 is still an obstacle, If the Secretary chooses not to adopt Appendix RE we can work with our legislators to amend Title 16 Chapter 80 to consider these emerging technologies and affordability options.

We respectfully petition the Secretary to eliminate adoption of appendix RE from the proposed 2101 Regulations for State Energy Conservation Code. It is an additional barrier to affordable housing that we do not need.