

## Fwd: Comment on adoption of ACCII low emission vehicle and greenhouse gas standards and requirements for zero emitting vehicles for model year 2026 and beyond

Lee Repass <LRepass@comcast.net>

Fri 12/30/2022 5:25 PM

To: Krall, Kyle (DNREC) <Kyle.Krall@delaware.gov>

Sent from my iPhone

Begin forwarded message:

**From:** Donna Repass <donna.re@comcast.net>

**Date:** December 30, 2022 at 5:08:52 PM EST

**To:** Lee Repass <LRepass@comcast.net>

**Subject: Fwd: Comment on adoption of ACCII low emission vehicle and greenhouse gas standards and requirements for zero emitting vehicles for model year 2026 and beyond**

Sent from my iPhone

Begin forwarded message:

**From:** Donna Repass <donna.re@comcast.net>

**Date:** December 30, 2022 at 5:08:04 PM EST

**To:** Donna Repass <donna.re@comcast.net>

**Subject: Comment on adoption of ACCII low emission vehicle and greenhouse gas standards and requirements for zero emitting vehicles for model year 2026 and beyond**

I am convinced that the proposal to amend Admin. Code 1140 to update the adoption by reference of California's Advance Clean Car II (ACC II) law emission vehicle and greenhouse gas standards and adding requirements for zero emitting vehicles for model year 2026 and beyond would do more harm than good and is not in the best interests of the state and would be a grave error!

My concerns and opposition to Section 177 of the Clean Air Act requiring that Delaware standards must be "identical" to the California standards is based on the following:

- the increase in the electrical grid needed to power the charging of all EVs
- the wait time to charge EVs
- the amount of infrastructure needed in a short time to build charging

