



Good Morning

My name is Mary Douglas. I am a retired environmental lawyer now living in Lewes. I specialized in Clean Air Act enforcement at EPA headquarters in Washington DC. Most recently, I worked for the National Association of Clean Air Agencies or NACAA, representing the state administrators of the Clean Air Act.

My decision to devote my career to improving air quality wasn't random. I was born and raised in Pasadena, California during the 1950s and 1960s. Uncontrolled factory and car emissions blew from Los Angeles northeast to Pasadena, blanketing the San Gabriel Valley with smog, or ground level ozone. The smog was a huge part of our everyday lives. At dinner, my mother might talk about how her eyes were irritated while she was doing errands. I might say that we children weren't allowed to play outside because it was a smog alert day. And my father, who suffered from asthma, would use his inhaler in between sentences.

But how is the mid-century Southern California smog relevant to Delaware today? Well , it's very relevant. According to the American Lung Association's 1922 State of the Air report, New Castle County got an 'F' for high ozone days and Sussex County received a "C."

Adoption of California's ACC2 standards would gradually transition the state to clean electric vehicles. The reductions in internal combustion engines would result in measurable health benefits and reduced health care costs as we gradually stopped breathing smog and its chemical

constituents – nitrogen along with carcinogens like benzene, toluene and formaldehyde. The “F” air quality would improve along with rates of asthma and COPD and premature mortality of our more vulnerable residents.

We would also be taking a significant step toward fighting the climate crisis by reducing greenhouse gas emissions. Delaware is, on average, the lowest state in the country in elevation. We are considered a sea-level hot spot by scientists. We must take action to reduce rising sea-level rise, soaring temperatures and the likelihood of hazardous weather events.

We need to clean up our fleet. Passenger cars and light-duty trucks are responsible for the vast majority of greenhouse gas emissions from the transportation sector, which, in turn, is responsible for 30 percent of all greenhouse gases.

I urge DNREC not to take half measures but to fully adopt the ACC2 standards – for our health and for the health of our planet.