

In The Matter Of:
Proposed Volkswagen Environmental Mitigation Plan

DNREC - Public Workshop
March 28, 2018

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DEPARTMENT OF NATURAL RESOURCES & ENVIRONMENTAL CONTROL
OF THE STATE OF DELAWARE

RE: Proposed Volkswagen Environmental)
Mitigation Plan - Public Workshop)

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DNREC Richardson & Robbins Building
89 Kings Highway
Dover, Delaware 19901

Wednesday, March 28, 2018
6:00 p.m.

..

BEFORE:

Deanna Morozowich-Cuccinello, Engineer
Planning Branch
Air Quality Management Section
156 S. State Street
Dover, Delaware 19901

-- Transcript of Proceedings --

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1 MS. LOVE: Hello. Good evening,
2 everyone. I don't usually use the mic, so this is
3 a little bit strange.

4 Welcome to our public workshop on the
5 VW Settlement and Understanding the Environmental
6 Mitigation Trust Fund Plan for the State of
7 Delaware.

8 We are here tonight to gather
9 feedback from you. Well, first to tell you about
10 DNREC's plans for the funding that will be coming
11 from the Volkswagen settlement, from the diesel
12 settlement, and also to then collect your comments
13 on it.

14 So tonight the agenda tonight -- oh,
15 first, hi. I'm Susan Love. I'm with the Division
16 of Energy and Climate, and we are a partner in
17 developing this plan and will be most involved in
18 helping distribute the funds for electric vehicle
19 charging infrastructure and other zero-emissions
20 vehicle infrastructure. So that's where we come in.

21 So the agenda tonight is we are going
22 to have a general overview given by Deanna Moz --
23 oh, Deanna, I knew I was going to mess it up.
24 Deanna Morozowich. Thank you. Sorry. And she is



1 going to go over all the components of the plan, the
2 potential spending that's going to happen, and how
3 you can continue to be involved in the process, and
4 what the schedule is going to be.

5 So that's going to be our most
6 exciting component of the workshop tonight.

7 After her presentation, we will take
8 public comment and also questions. So, as you
9 signed in this evening, there was a check box. If
10 you would like to comment, we ask that you check
11 that box.

12 I think only one person so far has
13 actually signed up to comment. But that's okay. So
14 we will start there. And then, if you have
15 questions or comments after that, we can open it up
16 for questions and comments.

17 So you haven't missed your chance yet
18 to sign up for comment. All right? So there is
19 plenty of opportunity there. And we are here to
20 hear from you. So we do want to hear from you
21 tonight. And then there will be opportunity for you
22 to comment over the next month, as Deanna will go
23 over.

24 For those of you who are -- did



1 everybody sign in? I want to make sure that
2 everybody has signed in. We will communicate with
3 you if you have left e-mail that was legible. So
4 legible e-mail is very important for us to
5 communicate with you in the future.

6 Also, if you have not been in this
7 building before, there are bathrooms and water
8 fountains down the hall to the left. That's always
9 a question that we get.

10 That is all I need to say. So, with
11 that, I would like to welcome Deanna up. Deanna is
12 an engineer with our Division of Air Quality and is
13 in charge of this effort.

14 So she has prepared this wonderful
15 Power Point for you this evening, and I'm going to
16 give her the microphone. Actually, I will set this
17 up for you.

18 MS. MOROZOWICH-CUCCINELLO: Thank
19 you. Can everyone hear me? Okay. All right. I'm
20 Deanna Morozowich with DNREC, and I want to thank
21 you all for coming tonight.

22 Okay. So what is the Volkswagen
23 settlement? Volkswagen and certain other -- um,
24 okay. Thank you. (Ms. Love adjusted microphone)



1 So Volkswagen and other certain
2 related entities admitted to violating the Federal
3 Clean Air Act from 2009 to 2014 by selling 590,000
4 vehicles with two-liter and three-liter engines that
5 emit more pollution than the Clean Air Act allows,
6 and they also admitted to cheating on the Federal
7 Emissions Standards to hide the excess pollution.

8 Volkswagen settled these violations,
9 and there is three judicial settlements. The
10 judicial settlement has three parts.

11 The first part is a \$10 billion
12 vehicle buy-back program. It requires Volkswagen to
13 repair, buy back, or pay for early termination of
14 leases of the affected vehicles.

15 The second part is a \$2.9 billion
16 environmental mitigation trust, of which Delaware is
17 receiving \$9.6 million.

18 And then it also includes a
19 \$2 billion settlement on zero-emission vehicles, an
20 investment program to be handled by Electrify
21 America, a subsidiary of Volkswagen for
22 infrastructure and education.

23 So, as I said before, Delaware is
24 getting \$9.6 million. The request is being handled



1 in increments of \$3.2 million each. We are allowed
2 to request one third initially. So, for the next
3 two phases, we are going to also be requesting one
4 third.

5 So phase one will be in 2018 to 2019.
6 Phase two will be in 2019 to 2020. And phase three
7 will be in 2020 to 2021.

8 And this slide basically gives a
9 breakdown of the funds. So for the 2.0 settlement,
10 we were given \$9 million. The 3.0 settlement gave
11 us an additional 625,000, for a total of
12 9.67 million.

13 So the first phase request is going
14 to have NOx reductions, and we are allowed to
15 request up to the 3.2 million.

16 The phase two request is also NOx
17 reductions, and we are requesting 3.2 million.

18 Phase three will be broken into two
19 parts. It will have a NOx reduction component, and
20 then it will also have the 15 percent set aside for
21 EVSE.

22 And for NOx reductions, it's
23 1.7 million. And then for phase three it's
24 1.45 million.



1 But, if we have any unspent funds in
2 phase one or two, the funds will roll over into the
3 phase three.

4 MR. PRASAD: What is EVSE?

5 MS. MOROZOWICH-CUCCINELLO: Electric
6 vehicle supply equipment.

7 So one of the basic requirements of
8 the environmental program, Wilmington Trust is our
9 court-appointed trustee. They are holding all of
10 the funds. And they will also be disbursing the
11 funds.

12 The money has to be requested in
13 three equal increments, and the project duration
14 cannot exceed three years under the program.

15 Delaware filed for beneficiary status in
16 November of 2017, and the trust was approved --
17 Wilmington Trust approved our beneficiary status on
18 January 29, 2018.

19 So we just need to submit -- Delaware
20 needs to submit a work plan that details our work
21 selection -- our project selection process.

22 The proposed projects proposed for
23 Volkswagen funding are to be completed in three
24 years. All funding requests should be completed by



1 year ten of the Environmental Mitigation Trust
2 Program, so that's 2027, and then with 15 years
3 being the deadline to spend all of the total
4 allocations.

5 So we have until 2023 -- excuse me -- 2032
6 to spend all of the funds.

7 Delaware is looking to spend the funds in
8 a three to four-year time window. And we do not
9 want to seek additional resources by hiring
10 contractors to reduce the funds that we have
11 available to spend.

12 And if Delaware is unable to spend any
13 funds, they have to be returned to Wilmington Trust.

14 So how are the funds to be spent? They
15 have to go for -- the funds have to be spent on NOx
16 emission in areas of poor air quality.

17 The eligible mitigation actions are
18 defined in this settlement in Appendix D2. So the
19 eligible mitigation actions are Class 8 freight and
20 port drayage trucks; class four school buses,
21 shuttle buses, and transit buses; freight switchers;
22 tugs and ferries; ocean-going vessels; Class 4 local
23 freight trucks; airport ground support equipment,
24 forklifts and port cargo handling equipment.



1 Again, we are also including in that the
2 15 percent set side for EVSEs. And this money can
3 also be used for the Diesel Emission Reduction Act
4 grant match.

5 So the Department is proposing, for phase
6 one, to spend up to the \$3.2 million on school bus
7 replacements.

8 The funds will be spent in school
9 districts and in charter schools. They are both
10 eligible.

11 The school bus must be owned and operated
12 in Delaware.

13 The bus must be between model year 2009
14 and 1992. And our priority is to replace the oldest
15 and dirtiest buses first.

16 We would like to replace these buses with
17 propane, because the propane is a lot cleaner than
18 diesel. And this will provide NOx reductions.

19 The school bus routes must be located in
20 areas of poor air quality and/or serve a disparate
21 population of students greater than 40 percent.

22 These replacements will provide health and
23 environmental benefits, especially to our most
24 vulnerable population of children.



1 The Department is recommending a
2 25 percent cost share at this time.

3 We have looked into the cost of a propane
4 bus. It's about \$85,500 per the state contract.
5 And we have 477 buses eligible for replacement.

6 Um, at this time if we use the 25 percent
7 replacement, we could replace up to 150 school
8 buses.

9 But we also looked at the capital budget.
10 The capital budget is dependent upon the General
11 Assembly. At this time it hasn't been approved.

12 So we are looking at probably a budget of
13 four to four and a half million dollars for
14 replacing budgets, for replacing the school buses.

15 And we are also looking for your feedback
16 if we should increase the cost share to another
17 certain percentage.

18 For instance, we could do up to 90 school
19 buses if we had a cost share of 40 percent. So we
20 are looking for your feedback on what cost share
21 should be used.

22 So for phase two, again funding would not
23 exceed 3.2 million. And the DAQ is seeking projects
24 through the competitive RFP process. Those



1 proposals will be accepted in all eight eligible
2 categories, as discussed previously on slide six.

3 The cost shares will align with the
4 national, the DERA program, the Diesel Emission
5 Reduction Act grant program.

6 We have also listed in the proposal a
7 review/selection committee who will select the
8 projects. And they are going to be basing the
9 project selection on the amount of NOx reduced, the
10 budget, the project location, where it's located,
11 the timeline, how long it takes to complete the
12 project, if the project can be replicated throughout
13 the state, collaboration with other entities, and
14 economic development.

15 And we have also assigned point values
16 with each of the criteria items. So we are also
17 going to be looking for your feedback on the
18 criteria that's listed, are the point values
19 appropriate, is the criteria appropriate.

20 The cost share, again, will align with
21 DERA. We are keeping it -- we are trying to keep it
22 fair, but we are also trying to stretch those
23 Volkswagen dollars as far as we possibly can.

24 And then phase three, phase three will



1 basically be a hybrid program. 15 percent of the
2 funds will be allocated to the Division of Energy
3 and Climate to be spent on EVSE. And then any funds
4 not spent or remaining from phase one and two will
5 be rolled over into phase three.

6 The D A Q would like to evaluate phase one
7 and phase two and determine what the best option for
8 phase three is actually going to be.

9 And if you have any recommendations, that
10 would also be great.

11 So moving forward with the Volkswagen
12 settlement, we would like to get your comments and
13 feedback from today's meeting. We would like to
14 finalize the plan and then submit it to Wilmington
15 Trust with our first funding request by August of
16 this year.

17 And then, before I move into comments and
18 questions from all of you here in the audience, I
19 would like to point you to the other two documents
20 that you have with you that you picked up at the
21 back desk.

22 The first document that you have is a list
23 of seven questions. Those seven questions are
24 embedded in the plan, itself. So those questions



1 are what we are seeking comment on, as well.

2 So for our last slide for tonight, we are
3 seeking the comments that you have. They can be
4 given tonight, or you can submit them to the
5 Department. We would like to have them by April 27.

6 You can mail them to our link on our
7 website, or you can send them in to the state
8 address.

9 MS. LOVE: All right. So I will take
10 over now. At this point we would like to get
11 comments and questions from you, the interested
12 people who are spending their Wednesday night here
13 with us.

14 And so I know some of you may have
15 just general questions about the presentation or
16 clarifying what's been shared here tonight. Some of
17 you may have thoughts and comments, specific
18 comments that you would like to provide.

19 Whether you have questions or
20 comments or both, I would like to ask that you come
21 up to the microphone. We are recording everything
22 here with the court reporter, just to make sure that
23 we don't miss anything important. And Kathy Harris,
24 our Clean Transportation Planner with the Division



1 of Energy, Climate, and Coast, will also be
2 capturing key points on flip charts just to make
3 sure that we are capturing what you are saying.

4 So we have two people now who have
5 signed up. I'm going to ask them to step forward
6 and come to the microphone just to make sure we can
7 all hear each other and provide your comments or
8 questions.

9 And then I will ask if there are
10 other comments and questions, and also have you
11 please come up to the microphone, just because it
12 makes it easier for everybody in the audience to
13 hear and for our court reporter to make sure that
14 she is capturing everything properly and hearing
15 everything.

16 When you come up, please state your
17 name and spell it for the record, and then go ahead
18 and ask your questions or provide comments.

19 I will note that where we can provide
20 answers to your questions, we will attempt to do so.
21 But you may have questions that we also have, in
22 which case we will note that.

23 You may have questions that we don't
24 know the answer to yet, or we will have to do some



1 research to find out. And if that's the case, we
2 will note that, and we will attempt to provide some
3 answers to that where we can in the follow-up
4 materials and record from this meeting.

5 So, with that, do I need to add
6 anything? We only have two folks on the list so
7 far. Oh, no. Oh, three.

8 So with that, Carl Jones, would you
9 please step forward to the podium? I'm sorry it's
10 so far away. I thought we would have a traveling
11 mic, but we don't. So come on down.

12 And then on deck is Ajay Prasad.
13 Okay. Great. And then, on the third deck, is
14 Stephanie Herron. And I think this is on. Now it's
15 on. I will turn this off.

16 MR. JONES: My name is Carl Jones.
17 I'm with Cummins. I represent Cummins Engine
18 Company.

19 One question I have: In the phase
20 two of the RFP process, will that come out in later
21 meetings about how this proposal should be submitted
22 to DNREC?

23 MS. MOROZOWICH-CUCCINELLO: There
24 will be subsequent meetings to this one. We were



1 just working on phase one at this time. And we will
2 have another meeting.

3 One of the questions was how should
4 we conduct public outreach. Please let us know how
5 you would best like to receive that public outreach
6 from us for that next phase meeting.

7 MR. JONES: Our question is from an
8 engine manufacturing company that offers clean
9 diesel and other technologies. The customers are
10 asking us how do we reach out. So it helps us to
11 tell them how to reach out to you. So that's why we
12 are asking, so. And any future comments, we will
13 put in writing and submit. So thank you.

14 MR. PRASAD: Hi. My name is Ajay
15 Prasad. I'm from the University of Delaware. So my
16 question was about phase one. You have focused on
17 school buses, I see.

18 MS. MOROZOWICH-CUCCINELLO: Right.

19 MR. PRASAD: If you can give us some
20 insight into how that decision was arrived at. And
21 a follow-up question would be are you restricting it
22 to purely school buses, or can educational
23 institutions like universities also be part of that?

24 MS. MOROZOWICH-CUCCINELLO: The



1 response to your question one was how do we select
2 school bus replacements.

3 We selected the school bus
4 replacements because at last year when we held an
5 initial meeting for the Volkswagen funds, before we
6 were even the beneficiary and this program was even
7 settled, we received comments.

8 We received 13 comment letters. And
9 one of those comment letters was from the Department
10 of Education, and they requested that the funds --
11 their comment was the funds be used on school buses.
12 They gave us can a breakdown of how those funds
13 should be spent.

14 So that's how they were selected,
15 school buses were selected.

16 MS. LOVE: Then the second part?

17 MS. MOROZOWICH-CUCCINELLO: And your
18 second question was? I'm sorry.

19 MR. PRASAD: Can other educational
20 institutions participate, or is it restricted
21 exclusively to schools?

22 MS. MOROZOWICH-CUCCINELLO: We are
23 only primarily right now looking at schools and
24 school districts, charter schools in Delaware.



1 Those other universities, they would be covered
2 under phase two.

3 MR. PRASAD: Okay. Thank you.

4 MS. MOROZOWICH-CUCCINELLO: Uh-huh.

5 MS. LOVE: Stephanie, come on down.
6 Sorry it's so far away.

7 MS. HERRON: No, you are good. Sorry
8 for being a little late and just eating my dinner.
9 I just came straight from Leg Hall, and I have been
10 there since 11:00 a.m.

11 So I had just looked at this right
12 now, so I did not prepare in advance. And I will
13 submit more detailed comments according to this
14 survey.

15 But I just wanted to state that the
16 Sierra Club hopes that the funds -- we agree that
17 school buses are a great use of the funds,
18 particularly because they provide those additional
19 air quality benefits for traveling vehicles that are
20 emitting pollution around children.

21 And they are around neighborhoods
22 where residents are breathing in air that has
23 significant health -- could have significant health
24 benefits. And especially for children, as their



1 lungs are developing, we know that they are
2 particularly vulnerable to air pollution. So we
3 very much support the idea of investing in school
4 buses.

5 On number two, the percent question,
6 it would be our suggestion that the Division or --
7 the Division should invest the marginal difference
8 between the cost of a conventional diesel school bus
9 and an electric bus, which is what we pre -- which
10 is what we think that all of the Volkswagen
11 settlement money should be invested in.

12 It's not at all appropriate, in my
13 opinion, for this Volkswagen emissions reduction
14 money to be invested in further fossil fuels
15 infrastructure, which would lock us into more future
16 air pollution. Even though it's lesser pollution
17 than traditional diesel vehicles, it's still a lot
18 more air pollution than zero tailpipe emissions of
19 an electric vehicle.

20 So we are hoping that you will take
21 that into consideration. Thank you.

22 MS. MOROZOWICH-CUCCINELLO: Thank you
23 for your comments, Stephanie.

24 MS. LOVE: Are there others who would



1 like to make comments? Please come up. The closest
2 first. State your name, please.

3 MR. SCHATZ: Sure. Hi. I'm Dave
4 Schatz. And that's S-C-H-A-T-Z. I'm Director of
5 Public Policy for Charge Point. We are the largest
6 network of electric vehicle charging stations in the
7 nation.

8 I had a couple of clarifying
9 questions on the 15 percent for charging
10 infrastructure. The first was the RFP. That's
11 mentioned -- the competitive RFP that's mentioned in
12 the plan.

13 Do you know if there are criteria
14 already laid out for that infrastructure? Is that
15 something -- I assume that's something that's going
16 to be laid out in subsequent --

17 MS. MOROZOWICH-CUCCINELLO: I think
18 that's why we have the EVSE in phase three, because
19 the details for that program have not been
20 completely ironed out.

21 MS. LOVE: So I can also -- we have
22 had an existing RFP program. I would not be
23 surprised if the RFP in your three looks similar to
24 that program with improvements.



1 Certainly, between now and then there
2 may be significant improvements in infrastructure.
3 Maybe we will be at level ten charging. I don't
4 know.

5 So we don't know what will come down
6 the pike. But, just like the other phases, I
7 believe there will be public meetings about what
8 that's going to look like.

9 So we can use the past as a guide to
10 what we are going to do in the future, but we will
11 try to be as accommodating to the new technologies
12 as we can when it comes around.

13 MR. SCHATZ: Got it. So that's on
14 the technology side.

15 On the applicability side, or the
16 eligibility side, between government and private
17 entities, there is a big difference in the potential
18 costs and match, as stipulated in the consent
19 decree.

20 Do you have a vision for whether it's
21 going to be mostly private sector or private entity
22 focused or public entity focused, or is that another
23 detail that's forthcoming?

24 MS. HARRIS: Yeah, I can answer this



1 one. I'm Kathy. Thank you. Yeah, so I think --

2 MS. LOVE: Come over here.

3 MS. HARRIS: I can talk without the
4 mic, actually.

5 MS. LOVE: So can I. Come over here.
6 Talk in the mic.

7 MS. HARRIS: So I think, like Susan
8 said with our previous RFP that we had for the
9 charging infrastructure, I imagine that we are going
10 to structure this one pretty similar.

11 So, again, we are probably not going
12 to tie it in until 2019, 2020, about the criteria.
13 I would assume that it's going to be similar with a
14 public entity getting, you know, a higher-up
15 percentage than a private entity.

16 MR. SCHATZ: Got it. Got it. So by
17 way of just general comments from ChargePoint's
18 perspective, most states that we are looking at --
19 and we are tracking in all 50 states what other
20 beneficiary agencies are doing with the 15 percent.

21 Generally speaking, a mix of Level 2
22 NDC fast or Level 10 (laughter), as it might be, but
23 higher-speed charging, but also charging to meet the
24 needs of daily drivers, 95 percent of charging being



1 placed at Level 2. We think that that's a really
2 good use for these funds, because it's going to
3 address the most driving situations.

4 And then certainly having smart as a
5 baseline criteria seems to make a lot of sense for a
6 lot of states, because smart charging comes with
7 data and the cloud capabilities so that the states
8 can actually get a lot of the data for their own
9 transportation planning purposes, but also allow
10 site hosts to get better-managed charging and better
11 use and utilization from the charging assets that
12 they have on their sites.

13 So those two things, I think, are
14 really critical. The smart charging and making sure
15 that there is a mix of Level 2 and DC fast or
16 high-speed charging.

17 MS. LOVE: Thank you, sir. Please
18 come on up and state your name for the record.

19 MR. WARRINGTON: Hi. My name is
20 Wayne Warrington. I am the Blue Bird dealer for
21 Delaware.

22 Can you go back to the phase one
23 slide? I just had a couple questions.

24 The bus replacement, it says school



1 district and charter bus schools. Would any
2 contractors be included in that?

3 MS. MOROZOWICH-CUCCINELLO: Well, we
4 have learned from the Department of Education that
5 not all school buses are state-owned, so that would
6 also include the state contractors.

7 MR. WARRINGTON: So you are including
8 contractors in that number?

9 MS. MOROZOWICH-CUCCINELLO: Yes.

10 MR. WARRINGTON: Okay. That was my
11 biggest question, because it's important they are
12 included. They do own half the buses in this state.

13 And before I know this state has been
14 real good about keeping their own money and not
15 handing it out to the people that are doing the
16 work. So I just wanted to clarify that.

17 And another point. The State of
18 Maryland Department of Energy has taken some
19 Volkswagen money, or they are going to get
20 Volkswagen money.

21 They pay half the difference of
22 propane. So it's paid out in a rebate. It's open
23 to anybody that, you know, if you bought a pickup
24 and you own a business, they will pay half the



1 difference for you to upgrade to propane.

2 So it works in Maryland real good. I
3 didn't know if they had considered a program like
4 that in Delaware where you would submit an
5 application. They guarantee it and, you know, it
6 works pretty good.

7 The other thing, I know we have had
8 some past programs with you guys. And the biggest
9 hiccup in those programs are buses need to start
10 school on September 1st. And you hold buses up
11 because you are waiting on somebody to sign a check
12 or approve some money or -- then buses have to start
13 school September 1st.

14 So you can't get somebody to sign up
15 and put this carrot out in front of their face and
16 say, hey, you are going to get money, and you hold
17 their bus up. It screws the whole program up.
18 That's not how it works.

19 So the buses, you know, if you are
20 putting a new bus on and it's approved, it needs to
21 start school when school starts.

22 So they need to streamline this
23 program so that, if they are going to replace buses,
24 it has to start when school starts.



1 So they were just a few comments I
2 had. And I am glad -- and they need to put it onto
3 the record -- that they are sharing it with the
4 contractors. Because it is important that they
5 share it with them. So they do own half the buses
6 in the state.

7 So I do not want to see the state
8 keep all the money. So they should pass it out.
9 It's public money, so it should be public money, not
10 kept for the state. So all right. Thank you.

11 MS. MOROZOWICH-CUCCINELLO: Other
12 questions and comments?

13 MR. PETITO: Good evening. I'm Mike
14 Petito with Sharp Energy and Chesapeake Utilities.

15 So over the last three years there
16 has been tremendous success with propane school
17 buses in the State of Delaware.

18 I know factual that Sharp Energy
19 contributes to fuels in about 75 percent of those
20 school buses.

21 It was mentioned in phase one and
22 phase two that, if the money is not spent, it can
23 potentially roll over to phase three.

24 What happens in phase three if the



1 money has not been spent? Can it still be applied
2 retroactive to school buses in phase one?

3 MS. MOROZOWICH-CUCCINELLO: If the
4 money is not spent by phase three, it must go back
5 to Wilmington Trust.

6 Wilmington Trust sends it back to or
7 divvies it up, divides it, and it goes back to the
8 other states that are actually spending the money.

9 MR. PETITO: So what if the, let's
10 say waiting -- let's say the list of potential
11 school buses exceeds the 3.2 million; but, yet,
12 money from phase two and money from phase three are
13 not spent?

14 Can the remaining people from phase
15 one use the money instead of it being sent back to
16 Wilmington Trust?

17 Because there are other people that
18 may want the propane buses, but all the fees were
19 exhausted, but maybe funds left over from phase two
20 and phase three were not used.

21 MS. MOROZOWICH-CUCCINELLO: I don't
22 have an answer for that. We would have to look into
23 that. I don't know how that would work.

24 MR. PETITO: Okay.



1 MS. MOROZOWICH-CUCCINELLO: So we can
2 get back to you.

3 MR. PETITO: And the other point on
4 the question I had was is there anything down the
5 line potentially for a school bus -- I know there is
6 replacement programs, but potentially fueling
7 infrastructure?

8 MS. MOROZOWICH-CUCCINELLO: For
9 school buses?

10 MR. PETITO: Yes, for propane
11 infrastructure. I know we have our own --

12 MS. MOROZOWICH-CUCCINELLO: For
13 infrastructure, no. The monies must be spent on the
14 eligible item, and the infrastructure is not listed.

15 MR. PETITO: Okay.

16 MS. MOROZOWICH-CUCCINELLO: It is not
17 one of the eligible categories.

18 MR. PETITO: All right. Thank you.

19 MS. MOROZOWICH-CUCCINELLO: Uh-huh.

20 MS. LOVE: Other comments and
21 questions at this time?

22 MR. MARTIN: Yes.

23 MS. LOVE: Okay. Please state your
24 name.



1 MR. MARTIN: Bill Martin from
2 Wilmington Tug Company. I just wanted to clarify --
3 hi, Deanna.

4 The clarification for the cost
5 sharing, is the government still 100 percent, or has
6 it been -- is it the same as private organizations
7 now?

8 MS. MOROZOWICH-CUCCINELLO: All
9 companies, whether private or government, they will
10 all be treated equally across the board, and we have
11 reduced those funds to match DERA.

12 MR. MARTIN: DERA. Okay.

13 The one thing I just wanted to
14 suggest, maybe, if it's doable, for the
15 larger-engine projects like we do on some of the
16 boats, the cost really get quite large when you
17 start using -- having to do the support systems in
18 going to shipyards and things like that.

19 A 50/50 match that was done years ago
20 actually worked very well. And that would really
21 help offset some of the costs. Because I compared
22 it just to a simple rebuild for the engine. So I
23 would like to suggest that that's doable.

24 I don't know whether you can match



1 that to the size of the cost of the projects, along
2 those lines. That would be helpful.

3 And the other thing, if it's going to
4 be -- for phase one, phase two, and phase three, can
5 phase two and the applications and everything be
6 started in 2018 -- you said money released in
7 2019 -- so there won't be a delay as far as keeping
8 things moving for projects?

9 MS. MOROZOWICH-CUCCINELLO: We would
10 have -- I would have to look into that.

11 MR. MARTIN: Okay.

12 MS. MOROZOWICH-CUCCINELLO: But I
13 thank you for your comments.

14 MR. MARTIN: Thanks.

15 MS. MOROZOWICH-CUCCINELLO: Uh-huh.

16 MS. LOVE: More? Great. Come on up.
17 See, I knew we'd get you talking. Please don't
18 forget to state your name and organization if you
19 represent an organization.

20 MR. ZANNINO: Hi. My name is Mark
21 Zannino. I'm with Cummins, as well as Carl is.

22 I just want to talk quickly about
23 phase one. And you're talking about diesel,
24 cleaning up diesel.



1 Again, I work for Cummins. So we are
2 a diesel engine manufacturer. Is diesel completely
3 excluded? Because today it's called clean diesel,
4 so it is very clean. It has got less carbon
5 monoxide output than gasoline or propane.

6 And then, two, for phase two, is
7 there such things as transit buses like repowering
8 the bus or putting another EPA version engine in
9 place of what's currently there?

10 So, for example, taking out an '07
11 EPA and putting in a 2010 EPA engine? Is that
12 considered or?

13 MS. MOROZOWICH-CUCCINELLO: I would
14 have to get back to you on that, as well. I believe
15 they are, but I will have to get back to you.

16 MR. ZANNINO: Okay. And then for
17 phase three, Cummins is also coming out with an
18 electric power train. So we will have, by the time
19 phase three gets here, we will have an electric
20 power train where it's 100 percent electric.

21 And then, also, we could use that as
22 a repower, take out a diesel power train and put in
23 an electric power train. So that's also an option.
24 Is that something that they could would consider?



1 MS. MOROZOWICH-CUCCINELLO: At this
2 point, I don't know.

3 MR. ZANNINO: So just write our
4 comments and suggestions?

5 MS. MOROZOWICH-CUCCINELLO: Yes.
6 Please submit your comments and suggestions.

7 MR. ZANNINO: Okay. Perfect. Thank
8 you very much.

9 MS. LOVE: Deanna, is there an answer
10 to the first question which was diesel from the list
11 of clean things?

12 MS. MOROZOWICH-CUCCINELLO: Um, let
13 me get back to you on all of it.

14 MR. ZANNINO: Okay.

15 MS. LOVE: I just wanted to make sure
16 we addressed all those questions.

17 MR. ZANNINO: Thank you very much.

18 MS. MOROZOWICH-CUCCINELLO: Thank
19 you.

20 MS. LOVE: Any other comments or
21 questions?

22 So before -- Stephanie has raised her
23 hand. Before we get to second-round comments and
24 questions, is there anyone who has a comment or



1 question who has not yet gotten to come to the
2 miche?

3 Okay. Seeing none, let's do round
4 two. Stephanie, would you like to make additional
5 comments or have additional questions?

6 MS. HERRON: Um, I guess comments.
7 Just what he said made me think of --

8 MS. LOVE: Love restate your name for
9 the record.

10 MS. HERRON: My name is Stephanie
11 Herron, H-E-R-R-O-N. And I just wanted to say or
12 echo that I think refitting existing buses makes a
13 lot of sense from a cost perspective and also from
14 an environmental perspective if that's allowed.

15 MS. LOVE: Thank you. Any other
16 comments or questions?

17 If there are none, we are all going
18 to get home a lot sooner than I thought we were.
19 Okay.

20 Deanna, would you like to say any
21 final words about how they can submit comments and
22 the deadlines just to reiterate that?

23 MS. MOROZOWICH-CUCCINELLO: Again, on
24 the last slide of the presentation, we would like to



1 have your comments by April 27th.

2 You can submit them at the link on
3 the State website, or you can submit them via mail
4 to the State address, 100 West Water Street, Suite
5 6A, Dover, Delaware.

6 Thank you very much for attending.

7 MS. LOVE: All right. Thank you very
8 much for coming tonight. Workshop adjourned.

9 (Concluded at 6:43 p.m.)

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CERTIFICATE

I, Lorena J. Hartnett, a Notary Public and Registered Professional Reporter, do hereby certify that the foregoing is an accurate and complete transcription of the proceeding held at the time and place stated herein, and that the said proceeding was recorded by me and then reduced to typewriting under my direction, and constitutes a true record of the testimony given by said witnesses.

I further certify that I am not a relative, employee, or attorney of any of the parties or a relative or employee of either counsel, and that I am in no way interested directly or indirectly in this action.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal of office on this 2nd day of April 2018.



Lorena J. Hartnett
Registered Professional Reporter

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