ZEV Related Comments
STATE OF NORTH CAROLINA
DEPARTMENT OF ENVIRONMENTAL QUALITY
217 WEST JONES STREET
RALEIGH, NC 27699

REQUEST FOR INFORMATION (RFI)
VOLKSWAGEN CONSENT DECREE ENVIRONMENTAL MITIGATION TRUST PROJECT IDEAS
December 2017

RFI Response from Brightfield Transportation Solutions

I. Brightfield Transportation Solutions: Company Introduction

Since 2010, Brightfield® Transportation Solutions (BTS) has delivered business-to-business Solar Driven® charging solutions for the rapidly expanding electric (EV) vehicle marketplace. We are a North Carolina born-and-raised company that is committed to serving our home state and its citizens.

As a technology integration company, we design, manufacture and operate our patented Solar Driven Brightfield Charging Stations. On this highly-scalable platform, we integrate best-in-class EV charging, solar production, energy storage and management, customer engagement, and data aggregation capabilities.

BTS is a team of technology and sustainability entrepreneurs with a deep understanding and passion for the electrification of transportation and its broad impacts. With over 100 years of combined experience, our leadership team’s technological and consultative expertise ensures that EV strategy and infrastructure investments are market-appropriate, economically viable and future-proof.

BTS provides customized EV infrastructure solutions to our forward-acting clients in the retail, destination, municipality, university, workplace and utility markets. Our innovative solutions are designed to enhance brands, increase customer and employee loyalty, manage energy resources, and promote future-oriented sustainability solutions; all while keeping our clients’ business goals and realities at the forefront.

EV Infrastructure Leadership in North Carolina:

- D.O.E. Clean Cities Stakeholder and Founding Clean Vehicle Coalition Steering Committee Member
- Founding Plug-In NC Steering Committee Member
- NC Sustainable Energy Association Member
- NC Sustainable Fleet Conference Sponsor
• Blue Ridge EV Club Sponsor
• NC Mainstreet Conference Sponsor
• Presenter before the NC Joint Legislative Commission on Energy Policy
• Speaker at many state conferences including NC State Energy Conference, Making Energy Work, UNC Clean Tech Summit, Appalachian Energy Summit and Sustainable Fleets Conference

Received over $1.5M in grant and industry funding to support jobs in NC and deployment of Level 2, DC Fast Charger, and solar-integrated public charging infrastructure across the State:

• US Department of Energy
• NC Department of Commerce
• NC Green Business Fund
• Advanced Energy
• NC Clean Energy and Technology Center

• NC Department of Transportation
• Nissan North America
• BMW
• EVgo

Provided product, consulting and/or strategic advising to a multitude of NC entities:

• NC Municipalities
  o Charlotte (current EV Infrastructure Consultants)
  o Raleigh
  o Asheville
  o Greensboro
  o Buncombe County
  o Orange County
  o Forsyth County
  o Jackson County
  o Durham
  o Hendersonville
  o Flat Rock
  o Lake Lure
  o Dallas
  o Wadesboro
  o Salisbury
  o Mars Hill
  o Marshall
  o Maggie Valley
  o Brevard
  o Warrenton
  o Lenior
  o Hickory
  o Warrenton

• Duke Energy
• NC Electric Cooperatives
• Crescent Communities, LLC
• Ingles Supermarkets
• Earth Fare Grocery
• Hot Springs Resort and Spa
• NC Division of Air Quality
• NC State Parks, Western Region

• NC State Forest Service
• Centralina Council of Governments
• Land of Sky Council of Governments
• Triangle J Council of Governments
• Piedmont Triad Council of Governments
• NC Arboretum
• UNC Asheville
II. Company Contact Information & Mitigation Project Category

Company Name: Brightfield Transportation Solutions
Contact Person: Stan Cross
Chief Executive Officer
Entity Type: Non-Government
Mailing Address: P.O. Box 5502
Asheville, NC  28813
Phone Number: (828) 335-1539
Email Address: scross@brightfieldts.com
Mitigation Project Category: Category 9: Light Duty (LD) zero emission vehicle (ZEV) Supply Equipment (Level 1, Level 2, or fast charging equipment) and hydrogen fuel dispensing equipment.

III. Response to Section 2 – VW Program and Solicitation Design Questions

Brightfield has the following answers to the specific questions numbered 1-14.

- **Question 1**—Prioritization should include the following:
  - Geographical locations for DC Fast Chargers that connect all NC cities and towns along major state and federal highways from the mountains to the sea to support state-wide EV ownership.
  - Geographical locations for Level 2 Chargers where amenities exist that will attract and service EV drivers while they wait to charge such as commercial downtowns and retail centers.
  - Public charger locations that offer 24/7 access and high visibility to all consumers because consumer confidence in ample public EV charger availability is a primary driver of EV adoption.
  - Sites where hosts are willing to designate parking as ‘EV Only’ at a minimum ratio of 1 parking space per charging cord installed.
  - Workplace charger locations where proven demand for chargers exists today or where it is demonstrated that installation of chargers will create demand.
  - Charger equipment that runs on open standards protocols (OCPP) to create an open application protocol which allows EV charging stations and central management systems from different vendors to communicate with each other.
- Open-standards based networked charging stations that will enable the collection of valuable usage data and will allow site hosts to charge drivers for use to offset long-term operation and maintenance costs.
- Projects that integrate renewable energy solutions to provide the greatest air quality and transportation energy security benefits to NC citizens.
- Projects that integrate energy storage solutions when needed to mitigate demand charge and/or peak load grid-related issues, and provide emergency back-up power.
- NC-based hardware and installation companies that generate jobs in NC.

**Question 2**—EV charging infrastructure is lagging EV sales growth both in NC and nationally. Today there is approximately 1 public charger for every 15 EVs on the road. According to industry studies by NREL, Rocky Mountain Institute and others, to meet demand, that ratio needs to be 1 public charger for every 5 EVs. Hence, there exists high demand for public chargers. Based on the performance of the 28 DC Fast Charge and Level 2 public charging stations Brightfield owns and operates across NC, immediate demand will likely to be upwards of 3 uses per day per public charging station with a likely 50% annual growth rate.

**Question 3**—The full allowable 15% of trust funds should be allocated to EV charging infrastructure. NC is becoming a top-tier EV market with Raleigh and Charlotte among the top 25 fastest growing municipal markets in 2017. Strong statewide EV adoption will significantly improve air quality, reduce greenhouse gas emissions, improve NC’s transportation energy security and put money on North Carolinians’ pockets from the on-average $1,300 in annual gas and maintenance savings EVs provide. Access to ample public and workplace charging drives market growth.

**Question 6**—Municipalities play an important role in providing quality sites for EV chargers. Reserving funds to support EV charger deployment in downtown commercial districts, especially Level 2 stations, is wise as these investments have the added benefit of bringing economic development to NC’s main streets. Additionally, reserving funds for deployment of chargers at NC State Parks, the NC Arboretum and other such destinations would be wise as these state-assets attract EV driving residents and tourists alike and provide high visibility sites.

**Question 7**—To maximize broad economic development benefits and provide access to all, funds should be distributed across the state focusing on primary transportation corridors, high visibility and high need locations, tourism destinations and regions underserved by EV infrastructure.

**Question 8**—Instead of matching funds in the form of cash, we recommend requiring an in-kind match of that could include, for example, waiving permitting fees, supporting installation work, the value of ‘EV Only’ designated parking, and providing public outreach.

**Question 9**—Size limits do not make sense as each location will have its own unique prescription based on intra or inter-city location, proximity to high growth regions, site constraints including access to utilities, and site host willingness to reserve parking as ‘EV Only’.

**Question 10**—Refer to Question 1 response.

**Question 11**—Keep it simple and avoid a one-size-fits-all approach. Maintaining the flexibility for strategic deployment of diverse charger technology applications is critical for success. What a large municipality vs small town or a large corporation vs small business can support
varies widely as does the technology application and costs of an intra-city DC Fast Charge depot vs a destination Level 2 station vs an installation designed to maximize consumer visibility.

- **Question 12**—A tool such as Brightfield’s Solar Driven Calculator that measures the triple-bottom line environmental, social and economic benefits of EV charger deployment, charger usage, and EV adoption will help decision makers understand the value of trust funds invested in EV infrastructure and will inform strategy and provide justification for future investment.

- **Question 13**—Along with keeping it simple and avoiding a one-size-fits-all approach, creating a transparent and easy application process that includes clear descriptions of project goals, provides specific yet flexible site host requirements, supports large or small installations based on the ideal prescription at a given location, offers charger and network technology choice across OCPP compliant platforms, provides a list of pre-qualified consultants, charger providers and installers, and communicates the value proposition for hosting EV chargers.

- **Question 14**—See response to Question 13. It may be wise to engage the NC Council of Governments to lead outreach to stakeholders. They have been working in the EV infrastructure space for years, have built stakeholder trust, and have experience coordinating large state-wide grant funded projects.

**IV. Recommendations and Attributes for Volkswagen Mitigation Trust Projects**

BTS sees the electrification of our transportation systems as a richly complex set of problems and opportunities with many moving parts and multiple potential “correct” paths forward. What is clear, is that the electrification of transportation is a transformation that will impact multiple aspects of our state and our economy; and that governmental agencies have a role to play, ensuring we are looking forward toward robust, flexible and appropriate solutions.

Further, we see it as appropriate that the NC DEQ see the administration of these funds as an opportunity to envision “pilot” programs that accelerate adoption and serve as an example of fully-integrated EV charging solutions. This is not to say that governmental entities will be in the long-term position of installing EV infrastructure, but that the NC DEQ has a current and important role to play in both the administration of these funds and in the evolution of this nascent, yet important industry.

As the state envisions its allocation and management of these funds and the future of electric vehicle charging infrastructure, BTS has several recommendations and suggestions for project attributes that are listed immediately below:

- NC-based companies be given strong consideration; thus building local and regional capacities, creating state-based jobs and the funds/revenues remain in-state and multiply in the cycle of economic development.

- Environmental and air quality issues and opportunities remain front-and-center in the disbursement of these funds. This is the named purpose of the funds.
• EV Infrastructure installations be visible to the general public, thus serving to drive awareness and EV adoption.
• Projects strictly adhere to open standards for EV chargers, ancillary equipment, payment platforms, data strategies, and network management.
• Projects integrate of solar energy generation and the ability for these assets for contribute to environmental quality and optimal grid performance.
• Consideration of the integration of energy storage and the ability for these assets for contribute to environmental quality and optimal grid performance.
• Consideration of the integration of software to enable optimal management of charging assets and related charging activity.
• Adherence to open data standards and appropriate public access to data is vital.
• Consideration of the integration of robust payment platforms, and thoughtful programs designed to test various scenarios and cost/rate experimentations.
• Development of contractual relationships to ensure proper management, maintenance and support for of all aspects of these projects.

A visual depiction of EV charging infrastructure (including L2, DCFC, solar generation, and energy storage) we envision for North Carolina can be seen below:

This collection of capabilities and the bulleted list of project attributes above will provide a broad look forward at the impacts and opportunities that the electrification of transportation presents. This broad look forward will inform the future, as technology and the needs of the
charging public evolve, and help determine what future success looks like. With that perspective, North Carolina’s DEQ will enable and participate in modeling best-in-class technologies, services, and the public/private engagement mechanisms that provide scalable, fully integrated EV charging infrastructure solutions for its citizenry.

V. Two Examples of Proposed EV Infrastructure Projects

1. T2 Brightfield Fast Charging Depot Pilot Project

BTS envisions 10 highly visible grid-tied Fast Charging Depot installations across NC that will connect the Mountains to the Sea (both Wilmington and the Outer Banks) to enable in-state EV drivers and visitors alike to navigate the major transportation corridors that link NC’s primary destinations. Examples of possible locations for these 10 Brightfield Fast Charging Depots include Asheville, Hickory, Charlotte, Winston-Salem, Greensboro, Raleigh, Fayetteville, Lumberton, Rocky Mount, and Plymouth.

The DC Fast Chargers provide approximate 30 min charge time to get drivers back on the highway toward their destination. Level 2 charges are included to provide local drivers charging options and to offer back-up in case DC Fast Chargers are occupied. The grid-tied Brightfield Solar Canopy provides 24/7 charging plus on-site renewable energy to offset charger electricity use, high visibility and consumer inspiration, and protection for equipment and drivers from the elements (see Appendix for Spec Sheet).

These Brightfield Fast Charging Depots will draw EV drivers off the road an onto site hosts’ properties creating economic value as drivers purchase goods and services while waiting for their EV to charge. The high visibility of the innovative T2 Brightfield structure will broadcast the arrival of electric transportation to all passers-by thereby increasing broad consumer awareness to stimulate EV market activity. Depot installations will be future-proofed by being pre-wired for cost effective expansion or upgrade of charging equipment as the market demands, this includes impending increases in DC Fast Charger output.
This cross-state fast charging pilot project is modeled after what the auto industry (VW, Nissan, GM, Tesla and others) has determined are necessary EV infrastructure investments to drive EV mass market penetration: when drivers believe that the charging infrastructure is in place to get where they want and need to go, and longer range EVs are available at competitive prices, EV sales will increase. This pilot project will provide extremely useful data that will show how EVs are moving across NC, inform where future stations are needed, and demonstrate the economic development potential of EV infrastructure investment.

Battery storage and energy management technologies can be added to any Brightfield Charging Station where grid enhancement or back-up power supply needs exist. The costs of that additional value-add are not reflected below.

### T2 Brightfield Fast Charging Depot Project Estimate per Station *

**Solar-Integrated T2 Brightfield Charging Station = $40K**
**EV Charging Stations (two 50KW DCFC stations + four Networked Level 2 cords) = $60K**
**Project Installation = $40K**
**TOTAL per Station = $140K**
**PROJECT TOTAL (10 stations across NC) = $1.4M**

*Note: Pricing is an estimate. Actual hardware pricing will vary based on specific DCFC and Level 2 charging station brands selected. Installation pricing will vary based on specific site issues or lack thereof. Pricing does not include tax or shipping.*

<table>
<thead>
<tr>
<th>Estimated Project Benefits*</th>
<th>Year One 2018</th>
<th>Year Five 2022</th>
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<tbody>
<tr>
<td><strong>Station Performance</strong></td>
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<tr>
<td>Charge Events /Location /Day</td>
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<td>Total Annual Charge Events</td>
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<td>Cumulative NOX Reduced (lbs.)</td>
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<td>Cumulative SOX Reduced (lbs.)</td>
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*Benefits calculated using Brightfield Transportation Solutions proprietary Solar Driven Calculator.*
2. **T1 Brightfield Destination Charging Project Pilot**

BTS envisions 20 highly visible grid-tied Level 2 Destination charging stations placed at strategic destinations across NC that will provide needed charging for both local drivers and those traveling. Examples of destinations include NC State Parks, National Parks, downtown municipal commercial districts, and attractions.

The networked Level-2 chargers enable drivers to top off their batteries while at their destination. The grid-tied Brightfield Solar Canopy provides 24/7 charging plus on-site renewable energy to offset charger electricity use, high visibility and consumer inspiration, and protection for equipment and drivers from the elements (see Appendix for Spec Sheet).

Based on the data BTS has gathered from the Level 2 charging stations we’ve deployed, drivers spend 1.5 hours on average at a Level-2 station. Hence, drivers become captive consumers for a significant period of time, which translates to potential economic value for site hosts as drivers purchase goods and services while waiting for their EV to charge. The high visibility of the innovative T1 Brightfield structure will broadcast the arrival of electric transportation to all passers-by thereby increasing broad consumer awareness to stimulate EV market activity.

This cross-state destination charging pilot project is modeled after what the auto industry (VW, Nissan, GM, Tesla and others) has determined are necessary EV infrastructure investments to drive EV mass market penetration: when drivers believe that the charging infrastructure is in place to get where they want and need to go, and longer range EVs are available at competitive prices, EV sales will increase. This pilot project will provide extremely useful data that will show what destinations EV drivers are going to across NC, inform where future stations are needed, and demonstrate the economic development potential of EV infrastructure investment.

**T1 Brightfield Destination Charging Project Estimate per Station** *

- **Solar-Integrated T2 Brightfield Charging Station** = $15K
- **EV Charging Stations (four Networked Level 2 cords)** = $10K
- **Project Installation** = $10K
- **TOTAL per Station** = $35K
- **PROJECT TOTAL** (20 stations across NC) = $700K
*Note: Pricing is an estimate. Actual hardware pricing will vary based on specific Level 2 charging station brands selected. Installation pricing will vary based on specific site issues or lack thereof. Pricing does not include tax or shipping.

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<td><strong>Station Performance</strong></td>
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<tr>
<td>Charge Events /Location /Day</td>
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<tr>
<td>Total Annual Charge Events</td>
<td>58,400</td>
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<tr>
<td>Cumulative EV Miles Delivered by Chargers</td>
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<td><strong>Tailpipe Emissions Reduced by EVs</strong></td>
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<td>Cumulative SOX Reduced (lbs.)</td>
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*Benefits calculated using Brightfield Transportation Solutions proprietary Solar Driven Calculator.

VI. Conclusion

Thank you for the opportunity to provide these comments. Brightfield Transportation Solutions looks forward to participating in the ongoing process, as the statewide strategy for electrifying mobility in the great state of North Carolina continues to move forward.

A North Carolina company, BTS has deep EV market expertise and since 2010 has been committed and focused on building the future of EV charging. We would welcome any inquiry for further information or comment and invite interested and related parties to contact us using the information provided above.
Appendix: Brightfield Charging Station Spec Sheets

T1 BRIGHTFIELD CHARGING STATION

TECHNICAL INFORMATION

- Confirm site's solar orientation and overhead shading to ensure viability.
- Note that distance from charging station to utility interconnection can impact cost due to need for longer trench or bore run and more conduit and wire.
- Typical Level 2 charger needs a dedicated 40A breaker and typical DC Fast Charger needs a dedicated 100A@480V and 200A@208V breaker.
- Utility upgrades maybe required.
- Brightfield footings require 3000+ PSI concrete with fiber reinforcement and contain an engineered rebar cage (provided by BTS) to ensure structural integrity.
- BTS recommends that all operable charger components are mounted below 48” and that access to chargers is unobstructed for ADA access. Local codes may have additional ADA compatibility requirements.
- Standard Brightfield Charging Stations are engineered to meet 120MPH wind and 20PSF live load ratings (70MPH wind and higher live load ratings upgrades are available on all models at additional cost).
- Networked Chargers communication capabilities require secure WiFi, LAN or Cellular (cell fees will apply), Solar Inverter reporting functionality requires WiFi or LAN.
- Solar array can be optimized for existing Electrical Service Panel, or upgrades can be made. Considerations are based on utility interconnection type and other factors that are addressed in the typical design phase.
- All Brightfield fasteners are galvanized, stainless steel, aluminum or other corrosion resistant material.
- BTS specs 'Buy American' compliant solar panels and American made steel and aluminum, unless no other option is available.

BRIGHTFIELD® SOLAR DRIVEN® BENEFITS

- Brightfield® Solar Canopy Size
  - 2.4 kW
- Annual Electricity Production
  - 3,679 kWh
- Annual Solar Driven® EV Miles Produced
  - 15,685
- Annual Gallons of Gasoline Displaced
  - 588
- Annual Barrels of Oil Avoided
  - 30
- Annual Emissions Avoided
  - 18,691 lbs.

TAX CREDITS

Solar-integrated Brightfield Charging Stations qualify for 30% federal solar tax credit and accelerated bonus depreciation that combine to offset upwards of 60% purchase price Year 1.*

Stand-alone Brightfield Charging Bollards qualify for 30% federal alternative fueling station tax credit. *

Solar-Integrated Brightfield Charging Stations can be financed through our partnership with SparkFund. Brightfield / SparkFund clients are eligible for $9 down financing with low rates and choice of terms subject to credit worthiness.

* Clients should consult their certified tax professional as to their eligibility for tax benefits and the ramifications of their participation in this activity for their unique and individualized tax circumstances.
TECHNICAL INFORMATION

- Confirm site's solar orientation and overhead shading to ensure viability.
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- Standard Brightfield Charging Stations are engineered to meet 120MPH wind and 20PSF live load ratings (160+ MPH wind and higher live load ratings upgrades are available on all models at additional cost).
- Networked Chargers communication capabilities require secure WIFI LAN or Cellular (cell fees will apply). Solar Inverter reporting functionality requires WiFi or LAN.
- Solar array can be optimized for existing Electrical Service Panel, or upgrades can be made. Considerations are based on utility interconnection type, and other factors that are addressed in the typical design phase.
- Brightfield Charging Stations can be installed to ensure effective storm water management at the site.
- All Brightfield fasteners are galvanized, stainless steel, aluminum or other corrosion resistant material.
- BTS specs 'Buy American' compliant solar panels and American made steel and aluminum, unless no other option is available.

BRIGHTFIELD® SOLAR DRIVEN® BENEFITS

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<td>Brightfield® Solar Canopy Size</td>
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* Clients should consult their certified tax professional as to their eligibility for tax benefits and the ramifications of their participation in this activity for their unique and individual tax circumstances.
19 December, 2017

NC VW Settlement RFI
Department of Environmental Quality (DEQ), Division of Air Quality – Mobile Sources
217 West Jones Street
1641 Mail Service Center
Raleigh, NC  27699-1641

Subject:  GM Comments relative to the North Carolina VW Settlement RFI

General Motors LLC (GM) appreciates the opportunity to provide input on the use of funding in the state’s Environmental/Beneficiary Mitigation Plan and would like to encourage North Carolina to use the maximum allowed 15% of the fund (equating to approximately $14mil) to increase the availability of critically-needed electric vehicle (EV) charging stations. There are currently about 7,500 EVs registered in North Carolina, and in order to grow the EV market and attract even more advanced transportation technologies to the state, such as self-driving EVs, North Carolina needs to invest in a charging infrastructure network that addresses consumer and industry concerns.

Automakers have made enormous investments in the electrification of transportation – GM alone has invested billions of dollars to develop electrification technologies, including the state-of-the-art Chevrolet Volt and Chevrolet Bolt EV, which has swept the industry’s most prestigious car awards, including North America Car of the Year, Motor Trend’s® 2017 Car of the Year, MotorWeek’s 2017 Drivers’ Choice “Best of the Year” Award, and Green Car Journal’s Green Car of the Year. The Bolt EV is the industry’s first affordable, long-range EV with an EPA estimated range of 238 miles-per-charge, and is now available at Chevrolet dealers across all 50 states, including North Carolina. In fact, after 10 months of continual sales growth, the Bolt EV is now the top-selling EV in the United States. This advanced technology will require more widespread charging infrastructure to convince consumers that EVs can be driven anywhere they need to go. Thus the urgency to rapidly expand EV charging infrastructure across North Carolina.

While the majority of all EV charging today is done at the home, there are still critical infrastructure needs not met by single-family home charging. And to maximize the impact of limited state funds, it is important to invest strategically. GM would prioritize today’s key infrastructure needs as follows:
1. **Highway corridor DC fast-charging** most visibly inspires consumer confidence in the driving range, and practicality, of EVs. A 2016 survey of 2,500 consumers by Altman Vilandrie & Company found the top reason customers gave for not wanting to purchase a plug-in electric vehicle was a perceived lack of charging stations (85%). Highly visible corridor EV charging (SAE industry standard) can help address this consumer perception issue.

2. **Workplace EV charging** creates an EV “showroom” that very effectively grows EV awareness among corporations, and employees of these corporations. According to US DOE data, workplace charging results in employees 6X more likely to purchase an EV than employees at companies not offering workplace charging.

3. **Multi-unit dwelling EV charging** provides an important opportunity to expand EV adoption to consumers residing in townhomes, condominiums, and apartments, who may not have access to a “home” charger every evening. This is currently an untapped segment of potential EV buyers. This need can be met by Level 1 or Level 2 charging directly at the multi-unit dwellings, or by neighborhood DC fast-charge hubs that can serve these residents.

4. **Public EV charging at key destinations** is also important to increase the practicality of EVs and the number of places an EV can go, with a special focus on destinations typically outside a consumer’s normal daily driving patterns (e.g. airports, beaches, hotels, resorts, etc.).

EV charging infrastructure is vital to the growth of the EV market and will lead to long-lasting emissions reductions that increase over time as the market expands. And North Carolina’s low electricity prices mean that electric vehicles are an important economic driver for North Carolina. Finally, we encourage the state to directly engage all electric utilities in the strategic planning of EV infrastructure to ensure the most cost-effective and grid-responsible EV charging solutions. Utilities can also play an important role in outreach and education to support the transformational change that is required to electrify transportation.

The VW Environmental Mitigation Trust is an opportunity to invest in forward-looking infrastructure that lays a much-needed foundation for EV market growth and will help attract even more advanced transportation technologies to North Carolina. GM greatly appreciates North Carolina’s commitment to support the strategic transition to transportation electrification and all efforts to help drive this emerging market.

Sincerely,

Britta K. Gross, Director
Advanced Vehicle Commercialization Policy
britta.gross@gm.com
(586) 596-0382
NC VW Settlement RFI
Division of Air Quality – Mobile Sources
217 West Jones Street
1641 Mail Service Center
Raleigh, NC 27699

December 29, 2017

North Carolina’s RFI Regarding the Use of Settlement Funds: VW Environmental Mitigation Trust
ChargePoint Response

ChargePoint is pleased to provide written responses to the State of North Carolina regarding the best use of funds stemming from the VW settlement and the State’s allocation from the Environmental Mitigation Trust. The Trust funds provide a significant opportunity for the State to mitigate the environmental harm VW diesel vehicles caused, as well as advance key transportation segments that produce long-term benefits to the State and its communities.

In summary, ChargePoint recommends that North Carolina prioritize investment of Environmental Mitigation Trust funds into projects utilizing electricity as a fuel and that utilize a standard connector. We strongly support the State’s intention to commit the maximum 15% of its Trust allocation towards smart, light-duty electric vehicle charging infrastructure. We believe that this investment in transportation electrification significantly contributes to the NOx mitigation goals of the Environmental Mitigation Trust, and NOx reductions from charging sessions are easily and empirically calculable. Moreover, funding for EV infrastructure is needed to meet the demands of today’s 8,500 EV drivers in North Carolina, let alone support the exponential growth of EVs in years to come. In a state that currently has just 1,000 public charging ports, this small portion of the investment could double the number of public charging stations deployed in communities across North Carolina.

ChargePoint is the largest electric vehicle (EV) charging network in the world, with charging solutions for every charging need and all the places EV drivers go: at home, work, around town, and on the road. With more than 43,000 independently-owned charging spots and more than 7,000 customers nationwide, ChargePoint drivers have completed more than 29 million charging sessions, saving upwards of 28 million gallons of gasoline and driving more than 687 million gas-free miles. In addition, there are currently more than 500 public ChargePoint charging spots in the State of North Carolina.

Background on VW Settlement

In 2016, Volkswagen entered into a consent decree with the federal government and the State of California to resolve damages, penalties, and mitigation actions associated with 2.0- and 3.0-liter vehicles. Appendix D establishes a $2.9 billion trust for environmental mitigation, the funds of which will be allocated to all 50 states in amounts proportionate to each state’s number of VW diesel vehicles involved in the case. On October 2, 2017, parties to the Settlement filed trust agreements with the Court, establishing Environmental Mitigation Trust effective date. In North Carolina’s case the State will receive over $92 million.
Within 60 days of the trust effective date (by December 1, 2017), each state designated and certified a beneficiary agency, an entity charged to oversee program implementation and funds. Governor Cooper selected the Department of Environmental Quality (DEQ) to be the lead agency and act on behalf of the trust for the State of North Carolina.

Section 1 – Project Applicant Information

- Company: ChargePoint
- Contact Person: David Schatz
- Non-Government
- Mailing Address:
  
  254 East Hacienda Avenue
  Campbell, CA 95008

- Phone Number: 215-858-4748
- Email Address: david.schatz@chargepoint.com

Section 2 – VW Program and Solicitation Design Questions

1. How should DEQ prioritize projects?

ChargePoint strongly believes that priority should be given to eligible project categories that focus on expanding transportation electrification throughout the State, including:

   a. All-Electric: Local Freight Trucks and Port Drayage Trucks
   b. All-Electric: Class 4-8 School Bus, Shuttle Bus, or Transit Bus
   c. All-Electric: Class 4-7 Local Freight Trucks
   d. All-Electric: Forklifts and Port Cargo Handling Equipment
   e. Light Duty Zero Emission Vehicle Supply Equipment

Committing priority to eligible project categories that promote electrification and utilize a standard connector will accelerate the State’s adoption of transportation electrification technologies, increase access to electric-drive vehicles, and enable local energy use to achieve day-one emissions reductions in communities across North Carolina.

2. What is the anticipated demand for each eligible project type?

Demand for electrification projects across the State of North Carolina is expected to increase rapidly in the coming years, and concentrating Environmental Mitigation Trust funds on electrification will facilitate the transition to a 21st Century transportation sector.

Many communities in the State are already adopting electric bus models, and as more electric truck and forklift models become available over the 10-year investment horizon of the Trust, greater adoption is
expected in those categories as well. Greensboro Transit Authority recently moved forward with a purchase of a small fleet of electric buses, with an expected reduction of 540,000 kg of emissions and a cost savings of more than $1.7 million over twelve years. Other municipalities in North Carolina are exploring a similar procurement, recognizing the benefits of moving public transportation to electric models. For example, electric buses get the equivalent of 21 miles per gallon (MPG), compared to 4 MPG in conventionally-fueled buses. Every mile driven in an electric bus will save taxpayers about 60-70% of what they would have paid with a diesel engine, per mile.

Tesla, Cummins, BYD, Fuso, and other truck manufacturers have made recent announcements for new models of electric trucks, indicating that the electric trucking segment is quickly adapting to meet demand. North Carolina’s investment of Trust funds into medium- and heavy duty electric truck projects will stimulate greater local demand to transform entire trucking fleets.

Nationally, the market for EV charging has expanded rapidly with the exponential growth of electric vehicles, and there are over 46,000 public charging ports. There are also thousands of private, or limited-access charging stations around the country, at workplaces, retail establishments, and fleet operations. In North Carolina, ChargePoint’s deployments have increased 37% year-over-year (Q3 2016 – Q4 2017). In our business model, site hosts invest in, own, and operate charging infrastructure on their properties. There are many reasons why site hosts make the decision to invest in smart charging infrastructure, but a principle reason is that infrastructure brings EV drivers onsite. For a retail establishment, attracting more drivers could mean increased revenue in a store, as EV drivers charge while shopping. For a workplace, employers offer charging as an amenity to their EV driver employees, so that they may charge while at work. In any case, the demand for EV charging services is inherently connected to join the growing population of EV drivers in North Carolina. Moreover, more EV infrastructure, both Level 2 and DC fast charging, is required to meet the demands of today’s drivers and set the foundation for tomorrow’s drivers. The Environmental Mitigation Trust funds can work towards satisfying both of those demands.

Committing Environmental Mitigation Trust funds to electric vehicle charging deployments will lead to the fastest and most efficient use of Environmental Mitigation Trust funds. A number of charging station providers already operate in North Carolina in a highly competitive market, and establishing a funding program can leverage the existing market’s activities. While some eligible categories may require months or years of project and selection diligence, the EV charging market is already set up to fully deploy within a prequalified grant program structure in a matter of months.

3. **The percentage of trust funds, if any, that DEQ should devote to Light Duty Zero Emission Vehicle Supply Equipment?**

ChargePoint strongly supports DEQ’s intention to allocate the maximum 15% to light-duty electric vehicle supply equipment (EVSE). Several states have already committed to 15% for EVSE as part of their mitigation plans, and Virginia has issued an RFP for charging stations associated with their 15% distribution.

4. **What is the anticipated demand for specific types of diesel emission reduction projects not eligible under the VW settlement but otherwise eligible under DERA or other state programs?**

ChargePoint has no comment on the anticipated demand for DERA-related projects.
5. **Should a certain percentage of available VW funds be allocated to each eligible project type and if so how should the percentage be determined?**

Beyond the 15% allocation to EV charging infrastructure, ChargePoint encourages the State to allot a significant portion of the remaining 85% to electric fuel project categories over other fuel types, which will lead to long-term transportation emissions reductions and increased efficiency.

Under the terms of the Environmental Mitigation Trust, funds used for transportation electrification projects in multiple categories may cover the cost of the vehicle/engine and associated charging infrastructure. ChargePoint notes that many of these technologies utilize a standard connector, which can increase economies of scale as the State procures supporting charging infrastructure across eligible project types. For example, investing in electric models and associated infrastructure could enable public light-duty fast charging stations to be utilized for bus charging and other fleet needs. And across applications in the same category, shuttle bus electrification programs could support regional, municipal, and school bus fleets.

6. **Should a certain percentage of available Mitigation Trust funds be reserved for government projects?**

ChargePoint would not recommend a specific percentage for government-owned or municipal projects, but we note the potentially higher coverage of Trust funds toward government-based projects. For electric vehicle infrastructure, municipal charging stations represent a significant portion of charging station demand, and publicly available charging stations in municipalities can provide an important amenity to local EV drivers and those passing through town. The funding program for EVSE can be tailored to best fit North Carolina’s communities.

7. **Should funds be geographically distributed, and if so how?**

Light-duty electric vehicle infrastructure funding programs can be flexible in how they are distributed, whether they are solely responsive to the demand from the market and site hosts, targeted to specific use cases and geographically-based allocations, or a hybrid of factors for distribution.

Light-duty electric vehicle charging infrastructure projects can align with the State’s goals for the EV charging sector and complement existing infrastructure. Existing deployments in North Carolina have focused around key municipalities and areas of higher density, but there are gaps to address in order to promote broader EV adoption in all communities. DEQ should determine that a funding program be designed to target areas that will drive the greatest near- and long-term utilization of charging assets. Focusing on utilization will significantly contribute to the success of the State’s deployment. Additionally, the program can be structured to concentrate on local emissions reductions and prioritize specific non-attainment zones.

In general, ChargePoint recommends that DEQ focus on Level 2 charging stations for municipalities and local points of interest, where people may dwell for longer periods of time. For DC fast charging stations, we suggest targeted sites at regular intervals along the major corridors, specifically those that are not designated as FHWA Alternative Fuels Corridors under the FAST Act, notably I-95 and I-77. We can also assess traffic patterns to determine the right corridors for development.
8. **Should governmental entities be required to provide matching funds and if so, how much?**

No, governmental entities should not be required to provide matching funds for projects. ChargePoint does note that for electric vehicle supply equipment, it is important to have site hosts have skin-in-the-game. This will ensure that site hosts are invested in the station and will have an interest in its success as a project, and consequently, the DEQ can preserve a portion of its match for other projects.

9. **Should DEQ establish a minimum project size and if so, what size?**

ChargePoint supports a flexible program that is designed to accommodate a range of project sizes and types of EVSE. DEQ should establish baseline eligibility criteria for stations supported by Trust funding, including:

- Level 2 and DC fast charging only
- Smart, networked charging stations
- Standard port connectors
- Energy Star Certified
- Capable of data collection for the State’s environmental mitigation tracking and transportation planning
- Minimum of 5 years of operation guaranteed
- Requires an ongoing maintenance agreement

10. **In addition to evaluating a proposed project’s total cost effectiveness ($/ton), what other key factors should DEQ consider when evaluating projects?**

For light-duty EVSE, ChargePoint recommends an evaluation of the baseline criteria outlined in Question #9 above, and also account for priority scoring based on additional criteria DEQ deems appropriate. Those additional criteria may include a) consideration of desired locations, b) segment of the market served (workplace, retail, multi-unit dwelling, etc.), c) redundancy with existing deployments, and d) economic development contribution.

11. **What other feedback do you have on project evaluation and/or scoring criteria?**

ChargePoint looks forward to being a resource for DEQ as it develops objectives for its mitigation plan.

12. **What publicly available tool(s) should be used to quantify anticipated emission reductions/offsets for eligible mitigation projects? What, if any, additional resources should be provided and made available?**

ChargePoint has developed an empirical and verifiable methodology for accounting for NOx emissions reduction from transportation electrification projects, and we also currently track our carbon emissions reduction data as well. This approach is based around anticipating/measuring consumption at charging infrastructure, and we note that the following methodology cannot be used if stations are not networked.

We assume that there is a one-to-one ratio between the number of EV charging sessions delivered and the number of internal combustion engine fueling sessions displaced. ChargePoint used the following assumptions to calculate the total petroleum displacement and NOx reduced:
<table>
<thead>
<tr>
<th>Grams of NOx per mile driven</th>
<th>0.693</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles per kWh (EV average)</td>
<td>3.2</td>
</tr>
</tbody>
</table>

Based upon our study of existing DC fast charger usage data network-wide, ChargePoint estimates that each DC fast locations will conduct an average of two sessions per day, with an average of 19 kWh delivered at each session. Similarly, for Level 2 stations in the region, ChargePoint estimates that each Level 2 charging spot will conduct an average of one charging session per day in the initial year of operations with 8 kWh delivered at each session. Once DEQ knows the total EV charging stations installed, a simple calculation can deduce the NOx mitigation metric from the number of kWh in anticipated charging sessions.

From publicly available data, DEQ would only require an understanding of NOx emissions derived from the State’s electric power resources. This information is available on the U.S. Energy Information Administration’s website.2

13. What methods could DEQ employ to reduce barriers and increase participation in future solicitations for projects?

In ChargePoint’s experience with Environmental Mitigation Trust activities in other states, public, in-person workshops can be highly effective in encouraging a public discourse around use of Trust funds and demand for certain project types. But, we also believe that DEQ should not delay in its consideration of funding programs and draft designs.

14. What information would be most valuable for stakeholders interested in submitting projects and what is the best way to communicate those?

We believe that industry would benefit from certainty surrounding the funds, including priority for some eligible mitigation action categories. Therefore, we encourage DEQ to release a draft outline or draft text of the mitigation plan once high level details are approved. In particular, several states have already indicated publicly that the maximum 15% for charging will be included in their mitigation plans. We hope that DEQ can communicate the same commitment publicly, which will attract private investment and increased participation in upcoming programs. Those announcements took several forms, but most chose to include those details in a draft plan.

Section 3 – Submitting Your Project Information

In lieu of specific project information, ChargePoint would like to offer a proposed structure for an efficient funding program for electric vehicle charging infrastructure. We believe that this basic structure will increase charging deployments near-term, foster the State’s long-term market for EVSE, and target specific areas and segments for deployments statewide. In establishing set prerequisites for charging infrastructure equipment, zones of development, and operations, DEQ can activate the competitive market to meet the State’s needs.

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2 www.eia.gov
In our proposed structure, DEQ would set specific parameters for an open, competitive grant program. We believe that this program design will allow the competitive market for charging infrastructure to drive demand from eligible site hosts, while remaining responsive to the State’s priorities for Trust funding. Here, we suggest a rough outline of grant funding considerations, with more specific detail on project requirements that would best benefit the State.

**Light-Duty EV Charging Station Installation Grant Program**

*Program Structure*
DEQ will establish an overarching competitive grant structure to align with a) the requirements for NO\textsubscript{x} emission reductions per the VW Consent Decree, and b) the State’s goals for transportation electrification and associated environmental benefits:

- Define eligible applicants for grant projects
- Define desired geographic focal points for project development, and radius from any focal points (e.g. I-95, within 2 miles from corridor)
- Define charging station technology desired
- Define any funding caps for a single applicant
- Define priority consideration for low-income infrastructure deployment in low-income/disadvantaged communities

*Project Identification and Design*
DEQ will evaluate EV charger incentive projects through a list of weighted evaluation criteria. Outside of baseline requisite eligibility as set forth below, consideration for priority projects may be based on the following factors:

- Facility (e.g., corridor, public, workplace, multifamily, etc.)
- Geographic region (e.g., regions, counties, cities, etc.)
- Socioeconomic (e.g., low-income)
- Environmental (e.g., poorest air quality)

*Eligible Applicants*
An eligible Applicant must be a workplace, commercial, multiunit dwelling, not-for-profit entity or public agency with publicly accessible locations for eligible charging infrastructure. Eligible applicants must agree to a reporting mechanism or data sharing agreement with DEQ, specifically to provide data on electricity consumption (to calculate NO\textsubscript{x} mitigation contribution) and utilization patterns.

*Equipment Requirements*
DEQ will define equipment requirements. Equipment requirements may include:

- Level 2 charging stations
  - Must have J1772 connector(s)
  - Must 6.2 kW capable or greater
  - Must be networked (minimum one-year networking agreement)
  - If payment is required, must accept multiple forms of payment
  - Must be certified by the Underwriters Laboratories, Inc. (UL), or equivalent safety standard
  - Must be ENERGY STAR Certified
• Must include a one-year maintenance agreement that guarantees 95% up time or greater, 24 hours a day, seven days a week

DC fast chargers
• Must have CHAdeMO and SAE Combo connectors
• Must be 62.5 kW capable or greater
• Must be networked (minimum five-year agreement)
• If payment is required, must accept multiple forms of payment
• Must be certified by the Underwriters Laboratories, Inc. (UL), or equivalent safety standard
• Must include a five-year maintenance agreement that guarantees 95% up time or greater, 24 hours a day, seven days a week

Grant Project Funding Levels
The Recipient will define funding levels for each grant project by facility type. Funding levels may include:
• Up to 100% funding for government-owned facilities
• Up to 80% funding for DC fast charging corridor facilities
• Up to 80% funding for commercial facilities
• Up to 60% funding for multifamily facilities
• Up to 60% funding for workplace facilities

###
December 31, 2017

The Honorable Michael S. Regan
Secretary
Department of Environmental Quality
217 West Jones Street
Raleigh, NC 27699-1641

ATTN: NC VW Settlement RFI
Division of Air Quality – Mobile Services
217 West Jones Street
1641 Mail Service Center
Raleigh, NC 27699-1641

Dear Secretary Regan:

RE: Maximizing Settlement Fund Allocation for Charging and Hydrogen Refueling Infrastructure

The Association of Global Automakers (Global Automakers) represents the U.S. operations of international motor vehicle manufacturers, original equipment suppliers, and other automotive-related trade associations. In 2016, international automakers manufactured 62% of all new motor vehicles and 81% of green technology vehicles sold in North Carolina.

Global Automakers and our members have a longstanding commitment to improving air quality, reducing greenhouse gas emissions, and increasing fuel efficiency. Our members are investing heavily in alternative fuel and green technologies, including being the first to successfully launch hybrid electric vehicles 20 years ago and since then plug-in and fuel cell electric vehicles. We are proud that the number of electric-drive vehicles, in a variety of options and price points, are increasing every year.

Under Appendix D of the Volkswagen settlement, North Carolina is due to receive $92 million, which can be used for a variety of environmental-based projects. A maximum of 15% of this money, or $13.8 million, can be used for the acquisition, installation, operation, and maintenance of electric vehicle infrastructure.

Global Automakers urges the State of North Carolina to allocate the full 15% towards this effort and to support all electric vehicle infrastructure – charging stations and hydrogen refueling stations. The state needs to establish a strong foundation for electric vehicles by expanding its network of charging and building out a network of hydrogen refueling stations to support sales of electric vehicles. Increasing available infrastructure is critical to the state’s ability to advance electrification. Range anxiety is a significant impediment to sale of electric vehicles.
Year to date in 2017, North Carolina’s electric-drive vehicle sales made up of 0.41% of new vehicles sold. Investment in electric vehicle infrastructure responds to this problem while furthering air quality and supporting customers in your state that choose to buy an electric vehicle.

Should you have any questions, please do not hesitate to contact us. Thank you for your consideration of our request, and your continued support of electrification.

Sincerely,

Damon Shelby Porter  
Director  
State Government Affairs

Julia M. Rege  
Director  
Environment and Energy
December 30, 2017

NC Division of Air Quality – Mobile Sources
217 West Jones Street
1641 Mail Service center
Raleigh, NC 27699-1641

To whom it may concern:

North Carolina’s electric cooperatives appreciate the opportunity to submit the attached response to the Request for Information (RFI) issued Nov. 21, 2017 by the North Carolina Department of Environmental Quality (NC DEQ). While one or more North Carolina-headquartered electric cooperatives may respond individually, the NC Association of Electric Cooperatives is submitting a response on behalf of its 26 member electric cooperatives.

North Carolina, through policy and practice, has shown a strong commitment to reducing emissions of nitrogen oxide (NOx) and other air pollutants over the last two decades. The funds derived from the Volkswagen State Mitigation Trust can provide additional resources to facilitate further NOx emissions reductions, while also promoting the adoption of zero-emission vehicles (ZEV) and corresponding EV charging infrastructure.

The attached response outlines North Carolina’s electric cooperatives’ vision for transformational investment that benefits all North Carolina citizens across the state.

Please feel free to contact us with any questions. We look forward to working with you.

Nelle Hotchkiss
Senior Vice President, Corporate Relations
NC Association of Electric Cooperatives
(919) 875-3079
December 30, 2017

NC VW Settlement RFI
Division of Air Quality – Mobile Sources
217 West Jones Street
1641 Mail Service Center
Raleigh, NC 27699-1641

Section 1: Project Applicant Information

Company/Agency/Organization Name: North Carolina Association of Electric Cooperatives
Contact Person Name: Nelle Hotchkiss, SVP of Corporate Relations
Government/Non-Government: Non-Government
Mailing Address: Post Office Box 27306, Raleigh, NC 27611-7306
Phone Number: (919) 875-3079
Email Address: Nelle.Hotchkiss@ncemcs.com

Executive summary
The building of EV charging infrastructure in urban areas has been maturing in our state since 2011; rural areas should not be left behind. North Carolina’s electric cooperatives, which serve diverse rural and suburban communities in 93 counties, are implementing strategies to provide EV charging that encourages further EV adoption and contributes to emissions reduction goals.

Any Mitigation Plan adopted by NC DEQ should set aside funds for (1) building out an EV charging network in rural areas served by the electric cooperatives, and (2) replacing and/or converting co-op service vehicles (e.g., bucket trucks) and other rural community vehicles (e.g., school buses) to ZEV. These rural projects are described in greater detail below.

A Mitigation Plan that sets funds aside for the foregoing projects will not only advance mitigation of harm caused by the offending VW vehicles, but it will also propel North Carolina tourism and generate commerce and economic development opportunities in our state’s rural communities.

Cooperatives at a glance
By merging their mission of service with a commitment to innovation, North Carolina’s electric cooperatives are building a brighter energy future for 2.5 million North Carolinians. Beyond providing electricity, each of the 26 not-for-profit cooperatives is investing in their communities and delivering new energy solutions to improve the quality of life for cooperative consumers in 93 North Carolina counties.

As locally owned and operated businesses, electric cooperatives provide solutions that match the needs of the areas and the consumers they serve. Those areas are diverse, ranging from
suburban to rural with vastly differing demographics and socioeconomic statuses, frequently with lower income and higher poverty than state and national averages (as demonstrated in the chart below).

<table>
<thead>
<tr>
<th>Demographic Data for North Carolina Co-ops (26)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Population</strong></td>
</tr>
<tr>
<td>2011 Residential Meters/Households</td>
</tr>
<tr>
<td>Average Household Size</td>
</tr>
<tr>
<td>Estimated 2011 Population</td>
</tr>
<tr>
<td><strong>Income and Employment</strong></td>
</tr>
<tr>
<td>Mean HH Income</td>
</tr>
<tr>
<td><strong>Poverty</strong></td>
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<tr>
<td>2015 Poverty Rate</td>
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</tbody>
</table>


Many of the communities served by cooperatives not only lack growth and economic development opportunities, but they also are situated in counties with high point source NOx emissions.

Although the high NOx emissions can be predominantly attributed to important industrial facilities that provide jobs in rural areas, the impact of NOx emissions on these rural communities can be mitigated by the adoption of ZEV. This is among the reasons North Carolina’s electric cooperatives are committed to promoting ZEV and continuing to build EV charging infrastructure in the rural areas they serve.
The electric cooperatives’ longstanding commitment to ZEV promotion

North Carolina’s electric cooperatives were among the first in the state to recognize that ZEV were bound to achieve significant market penetration in the coming years. In 2010, North Carolina’s electric cooperatives began surveying co-op consumers about their interest in ZEV.

In 2011, North Carolina’s electric cooperatives were one of nearly 50 public and private sector members to support the creation of the NC Plug-In Vehicle Taskforce. The Taskforce developed the state’s first Plug-in EV Readiness Plan to help navigate adoption barriers to EVs and to develop a plan for coordinated deployments of EV charging infrastructure.

More recently, in 2016, North Carolina’s electric cooperatives partnered with Advanced Energy to research the electric vehicle market, understand consumer trends and survey co-op customers. The resulting report – Electric Vehicle Strategies for North Carolina’s Electric Cooperatives – yielded key insights such as the following:

The report also prompted the cooperatives to further engage and support ZEV activities.

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The sustained commitment of North Carolina’s electric cooperatives to ZEV activities and to EV charging infrastructure deployment are beginning to bear fruit. For example:

- The NC Association of Electric Cooperatives, with the assistance of Advanced Energy, recently produced an educational video to promote EVs. [Watch the video here.](#)

- To support the electric cooperatives’ advancement of a ZEV charging infrastructure, the Tarheel Electric Membership Association (TEMA), an equipment supply cooperative owned by North Carolina’s electric cooperatives, has negotiated a charging station purchasing agreement with one of the nation’s largest manufacturers – ChargePoint. The agreement allows the cooperatives to benefit in aggregate from economies of scale and leverage our private infrastructure investment. To date, North Carolina’s electric cooperatives have installed more than a dozen chargers across the state with more set to be added (see Section 3, Project 1 below).

- Blue Ridge Energy, like many NC cooperatives, utilized grant funding from the Duke Energy EPA settlement to procure and install two Level 2 charging stations in downtown Blowing Rock and West Jefferson in partnership with those towns. Blue Ridge Energy also purchased a 2017 Chevy Bolt for use as their first all-electric fleet vehicle and wrapped the car to promote the benefits of EVs to its membership.

- Wake EMC, like other cooperatives, now offers a special rate as an incentive for members to charge their EVs at night during off-peak hours when there is less demand for electricity and it is therefore less expensive.

- Randolph EMC introduced a program called REVUP (Randolph EMC Electric Vehicle Utility Program), which provides a $500 rebate for homeowners who have installed/wish to install a residential level 2 charging station. The program also includes a special rate for off-peak charging.

- EnergyUnited, a cooperative that serves 17 counties west of Winston-Salem has adopted a similar program and installed several charging stations.

- Brunswick EMC, which serves Columbus and Brunswick counties and our southern shore beaches, has invested in three level 2 charging stations and two fast charging stations. These stations are strategically located along travel routes to the beaches, as well as at beach
access areas, encouraging tourism to those counties. Brunswick EMC is currently collecting data which will provide an opportunity to track the origin of drivers, driving patterns and growth of use over time.

These examples demonstrate the electric cooperatives’ early investment in and visible promotion of ZEV and EV infrastructure.

With the cooperatives’ help, the 2011 Plug-in EV Readiness Plan kick-started the state’s preparedness for ZEV and the current 7,441 registered EV drivers in the state. More than 1,000 existing public charging ports in North Carolina support the current population of EV drivers, but there remain significant geographical gaps in charging station availability, particularly in rural parts of the state. Absent concerted effort, these gaps will only become more exacerbated as ZEV deployment grows.  

Adoption of a Mitigation Plan that sets aside funds for the continuation of cooperatives’ ZEV support efforts will not only mitigate the harm caused by the offending VW vehicles, but it will also propel North Carolina tourism and generate commerce and economic development opportunities in our state’s rural communities.

Section 3: Project Information

The Mitigation Plan adopted by NC DEQ should set aside funds for (1) building out an EV charging network in rural areas served by the electric cooperatives, and (2) replacing and/or converting co-op service vehicles (e.g., bucket trucks) and other rural community vehicles (e.g., school buses) to ZEV.

1. Build out of a rural EV charging network

Mitigation Project Category: Light Duty (LD) zero emission vehicle (ZEV) Supply Equipment (Level 1, Level 2, or fast charging equipment)

Project Summary: Absence of charging infrastructure presents a barrier to ZEV adoption. Installing appropriate charging infrastructure in rural areas will encourage ZEV adoption and mitigate the impact of point source NOx emissions on rural communities, as illustrated in Section 1 above (see also the NOx reduction estimates below).

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2 As new vehicle models hit the market and purchase prices decline, a major charging station manufacturer predicts North Carolina will ascend to third in the nation for ZEV growth. Source: ChargePoint (with data provided by IHS Markit through Q3 2016)
North Carolina’s electric cooperatives enthusiastically encourage NC DEQ to award the full 15 percent allocation available under the settlement to ZEV charging infrastructure. Moreover, from this 15 percent allocation, the Mitigation Plan should set aside at least $1,144,000 to support build-out of an interconnected and statewide public charging network of strategically-located fast charging and Level 2 charging stations across 26 cooperative territories.

Setting aside at least $1,144,000 for this project better leverages (i) the VW State Mitigation Trust funds themselves because this project involves cost sharing (see Proposed Project Benefit below) and (ii) the existing sources of support available to areas like Raleigh, Charlotte and Wilmington. Setting aside such funding for this project also promises the co-benefits – beyond NOx emission mitigation – of tourism attraction and economic development opportunities in our state’s rural communities (see Beyond NOx: Benefits to NC tourism inset below).

Beyond NOx: Benefits to NC tourism

The map below demonstrates the electric cooperatives' vision for promoting tourism through a ZEV charging network.

Traveling rural North Carolina by electric vehicle

Major tourist sites within range of EV charging

North Carolina’s electric cooperatives envision a future where our citizens and our economy benefit from an extensive and integrated statewide electric transportation infrastructure. Tourism is the sixth largest North Carolina industry, providing more than $22 billion annually to the state. It is also a significant source of revenue to most rural counties, which include our waterfront and mountain communities, as well as many tourist destinations. Travelers depart from interstates to reach famous destinations, like Grandfather Mountain, Mount Airy (Mayberry), the NC Zoo and the Ocracoke Lighthouse. These destinations, and many more, are in cooperative served areas, and every major road in the state traverses electric co-op territory, connecting rural to urban, mountains to coast and every point between. Yet, with the exception of the charging stations cooperatives are installing, these areas are charging deserts, limiting ZEV drivers from exploring our state and visiting its unique destinations. Thoughtfully deployed ZEV charging sites will propel tourism and it will also catalyze rural economic development by encouraging the ZEV driving public to charge in areas where they can also shop, dine and explore -- all while decreasing NOx emissions and helping achieve clean air goals.
Thus, inclusion of Plan funding for this project better ensures benefits to the state as a whole, including rural areas.

**Proposed Project Benefit:**

One public 50kW fast charging station is expected to fuel 200,000 to 400,000 electric vehicle miles annually for an average annual emissions reduction of 25 pounds NOx and 40 short ton GHG (per station). One 10kW Level 2 charging station can be expected to fuel between 40,000 and 80,000 electric miles annually. These benefits are directly measurable and will increase over time as station utilization increases and consumer adoption continues to rise. In addition, public EV charging stations stimulate the adoption (i.e. consumer purchase) of electric vehicles by providing a range extending opportunity and alleviating the biggest barrier to EV acceptance, range anxiety. Public charging stations can compound the measurable air quality benefits by serving multiple vehicles with each station and supporting alternative fuel integration and use across our communities.

<table>
<thead>
<tr>
<th>Product Details</th>
<th>Per Unit Cost</th>
<th>Estimated Annual (effected) Mileage</th>
<th>Annual GHG Reduction (short tons)</th>
<th>Annual CO2 Reduction (short tons)</th>
<th>Annual NOx Reduction (lb)</th>
<th>Service Life (years)</th>
<th>Project Nox Reductions (lb)</th>
<th>Cost Effectiveness per Unit ($/Nox Lb)</th>
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<tbody>
<tr>
<td>50 kW DC Fast Charge Station, includes equipment purchase and installation. (Based on 50% utilization factor).</td>
<td>$50,000</td>
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<td>37.9</td>
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</tr>
<tr>
<td>10kW AC Charging Station, includes equipment purchase and installation. (Based on 50% utilization factor).</td>
<td>$5,000</td>
<td>43,800</td>
<td>7.6</td>
<td>7.0</td>
<td>5.0</td>
<td>15</td>
<td>75.4</td>
<td>$994</td>
</tr>
</tbody>
</table>

**Proposed Project Capital Cost:** 26 DCFC (50 kW) Stations x $50,000 = $1,300,000; 26 Level 2 (10 kW) Stations x $5,000 = $130,000. Total Expected Cost: $1,430,000.

**Proposed Project Cost to Plan (After Cost Sharing):** $1,430,000 x 80% = $1,144,000

**Project Benefit:** GHG reductions – 16,302 short tons; NOx reductions 5.9 short tons.

**Methodology:**

Projected emissions reductions calculated using Argonne National Laboratory Greet Fuel Cycle Model_1_2017 – Well to Pump Emissions Calculator. The model compares emission values for alternative fuels including light-duty gasoline and all-electric models.

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3 Consistent with the strictures of Appendix D-2 to the Partial Consent Decree, the cooperatives’ project seeks “up to 80% of the cost to purchase, install and maintain [fast charging and Level 2 charging] equipment that will be available to the public at a Non-Government Owned Property.”

4 https://greet.es.anl.gov/greet_1_series
2. Replacing and/or converting co-op service vehicles and other rural community vehicles

Mitigation Project Categories:
(a) Repower or replacement of Class 4-7 Local Freight Trucks with 1992-2009 model year engines and a GVWR between 14,001 and 33,000 lbs
(b) Class 4-8 School, Shuttle, or Transit Buses with model year 2009 or older engines and a GVWR greater than 14,001 lbs. and used for transporting people.

Project Summary: In addition to the installation of charging infrastructure in cooperative-served areas, North Carolina’s electric cooperatives are also interested in (a) repowering or replacing older, diesel Class 4-7 bucket trucks and light duty trucks, which amass significant miles daily, and (b) supporting rural local government efforts to replace traditional diesel school buses with electric buses. North Carolina’s electric cooperatives have voiced support for local government replacement of traditional diesel school buses with electric buses because this change would reduce emissions that improve air quality and the health of our children.
Repower or replacing co-op fleet vehicles
According to a 2015 NC DAQ report, the top counties for point source NOx emissions include Catawba, Columbus, Halifax, Haywood, Iredell, Martin, Person, Rutherford and Scotland counties, all of which are served by electric cooperatives. The initial NOx reduction benefits created by replacing bucket and light duty trucks will be amplified as co-ops use these vehicles to promote ZEV awareness and adoption.

Replacing diesel trucks will also serve as a case study to determine the vehicles’ ability to perform in routine and emergency restoration situations, which are often in difficult terrain. NC DEQ considering awards to Class 4-7 bucket truck replacement will provide an opportunity to confirm their performance advancing adoption across the state’s utilities.

Support of Local Government and School Systems
There are currently 14,104 diesel school buses on North Carolina roads today. Schools buses, travel over 181,285,181 route miles in North Carolina per year. By reducing emissions from selected routes to zero, localities can maximize air quality benefits enabled by this funding.

The advantages of electric school buses include significantly lower operating costs, as well as preventing children, who are most vulnerable to air pollutants, from breathing diesel exhaust.


6 Public Schools of North Carolina, State Board of Education/Department of Public Instruction, www.LoveTheBus.com
Purchasing costs, however, are significantly higher than their traditional diesel counterparts. The opportunity and benefits for replacing diesel buses with ZEV buses will grow significantly as battery technology evolves, driving distances per charge improve and costs decrease. The cooperatives are currently considering ways to support this replacement and are exploring additional funding opportunities from federal sources.

The use of the electric buses would also provide an opportunity to advance the electric vehicle market through education and advocacy opportunities. We know from previous experience with alternative vehicle technology development, the best way for citizens to understand alternative vehicle technologies is to experience them. NC electric cooperatives recommend NC DEQ consider funding pilot projects working with local government in rural counties to demonstrate the viability of a transition to all-electric school bus fleets. Data can be gathered and shared across school systems.

The data gleaned from these pilot projects would also allow local governments and cooperatives to work together to evaluate other, larger scale vehicle-to-grid opportunities. Charging clusters would be required to support the school bus replacement effort, and cooperatives would work with a charging manufacturer to design the cluster, monitor its performance and impact on the grid.

Charging multiple buses overnight will also provide an asset to the hosting cooperative, and that cooperative can explore calling on that asset if needed. Currently in PJM and ERCOT power markets, there are already pilots testing the use of clustered buses for frequency regulation allowing utilities to provide balancing in areas of high renewable penetration. This article provides further details.

**Proposed Project Benefit:**

<table>
<thead>
<tr>
<th>Well to Wheel - Annual Reductions by Vehicle Type</th>
<th>Petroleum Use (barrels)</th>
<th>GHGs (short tons)</th>
<th>CO2 (short tons)</th>
<th>NOx (lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Car - Gasoline to BEV</td>
<td>12.4</td>
<td>4.6</td>
<td>4.2</td>
<td>2.7</td>
</tr>
<tr>
<td>Passenger Car - Diesel to BEV</td>
<td>14.9</td>
<td>5.8</td>
<td>5.4</td>
<td>3.4</td>
</tr>
<tr>
<td>Light Commercial Truck - Gasoline BEV</td>
<td>13.7</td>
<td>0.9</td>
<td>0.8</td>
<td>3.4</td>
</tr>
<tr>
<td>Light Commercial Truck - Diesel BEV</td>
<td>16.5</td>
<td>2.3</td>
<td>2.1</td>
<td>16.8</td>
</tr>
<tr>
<td>Light Commercial Truck - Gasoline to PHEV</td>
<td>5.6</td>
<td>2.9</td>
<td>2.7</td>
<td>3.4</td>
</tr>
<tr>
<td>Light Commercial Truck - Diesel to PHEV</td>
<td>8.4</td>
<td>4.3</td>
<td>4.0</td>
<td>16.8</td>
</tr>
<tr>
<td>School Bus - Diesel to BEV</td>
<td>42.3</td>
<td>4.7</td>
<td>4.3</td>
<td>25.1</td>
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<tr>
<td>Transit Bus - Diesel to BEV</td>
<td>282.4</td>
<td>117.1</td>
<td>109.7</td>
<td>81.9</td>
</tr>
</tbody>
</table>

This article provides further details.
STATE OF NORTH CAROLINA
DEPARTMENT OF ENVIRONMENTAL QUALITY
217 WEST JONES STREET, RALEIGH, NC 27603
P. O. BOX 1641, RALEIGH, NC 27699-1641

REQUEST FOR INFORMATION (RFI)

VOLKSWAGEN CONSENT DECREE
ENVIRONMENTAL MITIGATION TRUST PROJECT IDEAS

November 21, 2017

Note: This RFI is not a solicitation for projects. Submitting a response to this RFI is voluntary and is not a prerequisite to participating in projects for Volkswagen (VW) environmental mitigation trust funds.
1. INTRODUCTION

RFI Objective:

The State of North Carolina expects to receive $92,045,658 from the Volkswagen Mitigation Trust between 2018 and 2028. These funds represent a significant opportunity to mitigate the environmental harm caused by the offending VW vehicles and to reduce air pollution in North Carolina. The North Carolina Department of Environmental Quality (DEQ) will administer these funds through a state mitigation plan. The objective of this RFI is to gather information to help DEQ determine the best use of the funds for North Carolina.

DEQ is seeking input from governmental and non-governmental entities on the type and scope of projects that can achieve these goals and measure results.

Background:

In 2016, a court approved a partial settlement and consent decree resolving allegations that VW violated the Clean Air Act (CAA) by selling diesel motor vehicles equipped with devices designed to cheat on federal emissions tests. Related consent decrees for VW can be found at: https://www.epa.gov/enforcement/third-partial-and-30l-secondpartial-and-20l-partial-and-amended-consent-decree.

The State Mitigation Trust and the Indian Tribe Mitigation Trust were both approved by Court Order which established October 2, 2017 as the Effective Date for each Trust States have until December 1, 2017 to file paperwork with Wilmington Trust to become a beneficiary of trust.

These settlement agreements require VW to establish and fund an environmental mitigation trust to fund projects expected to fully mitigate the lifetime excess nitrogen oxide (NOx) pollution emitted by VW vehicles that violated the CAA.

DEQ is developing a proposed draft mitigation plan, which specifically describes:

- Funding priorities to guide the planning, solicitation, and project selection processes;
- Categories of eligible mitigation projects to achieve; the goals and how much funding should be allocated to each type;
- The potential benefit of these projects on air quality in areas that bear a disproportionate share of the air pollution burden within its jurisdictions;
- Anticipated ranges of emission benefits that would be realized by implementation of the eligible mitigation projects identified in the mitigation plan; and
- Explanation of processes used to obtain public input on the mitigation plan.
State mitigation plans must be approved by the Trustee for the VW State Mitigation Trust. DEQ expects that funding for eligible VW mitigation projects may be available in late 2018.

2. INFORMATION REQUESTED

DEQ invites interested entities to provide information on eligible mitigation projects, suggestions on funding and project selection priorities, and methods DEQ could employ to increase participation in future solicitations for air quality mitigation projects. For more information about eligible project types, please see the Environmental Protection Agency information: https://www.epa.gov/sites/production/files/201610/documents/amended20lpartialcd.pdf; Appendix D-2 (p. 209-220).

Note: DEQ is also seeking project ideas for the VW settlement Diesel Emissions Reduction Action (DERA) Option through this RFI. Information on the DERA Option can be found here: https://www.epa.gov/cleandiesel/vw-settlement-dera-option-supportingdocuments.

Interested stakeholders are requested to respond with information on the areas identified below.

Section 1 - Project Applicant Information

- Company/Agency/Organization Name: **Blue Ridge Energy**
- Contact Person Name: **Jon Jacob, Energy Solutions Marketing Manager**
- Government/Non-Government: **Non-Government**
- Mailing Address: **PO Box 112, Lenoir, NC 28645**
- Phone Number: **828 759 8956**
- Email Address: **jjacob@blueridgeenergy.com**

Blue Ridge Energy is at the forefront of driving the beneficial electrification of transportation in Western North Carolina. In 2017, Blue Ridge self-funded the installation of the first DC Fast Charger in our service territory; filling a significant gap in charging infrastructure along the 321 corridor between Hickory and Boone. The Fast Charging Station is covered by a Lumos solar canopy which has produced enough solar energy to completely offset the energy consumed during charging sessions. We also created a Smart Home lounge where EV drivers can relax in a comfortable living room environment while their vehicles recharge. The Smart Home lounge features the newest home automation technology like Amazon Alexa and Google Home which both control a large TV, mini-split HVAC and an electric fireplace.
Blue Ridge also utilized grant funding from the Duke Energy EPA settlement to procure and install two Level 2 EV Charging stations in downtown Blowing Rock and West Jefferson in partnership with those towns. Blue Ridge also purchased a 2017 Chevy Bolt for use as our first all-electric fleet vehicle and wrapped the car to promote the benefits of EVs to our membership.

Blue Ridge Energy believes that EVs are at the core of our mission to make life better for the members we serve. We estimate the average driver would save $600-700 a year driving an EV versus the cost to fuel a similar vehicle powered by gasoline. Reducing gasoline vehicle emissions is also vital to preserving the natural beauty that brings thousands of tourists to the Blue Ridge Parkway, Grandfather Mountain, ski resorts, hiking trails and rivers each year. The savings on fuel and maintenance enjoyed by electric vehicles owners become available for discretionary spending that drives economic growth and supports local businesses.

Many rural electric cooperatives are faced with a challenging climate of low meter growth and declining kWh sales due to increasingly efficient devices and appliances. At home overnight electric vehicle recharging is vital for the future of all utilities since it can be accommodated during periods of low demand and managed charging allow the EV batteries to potentially be used as a grid resource for load reduction or to absorb excess renewable generation.

As a non-profit electric cooperative, Blue Ridge is unable to leverage the Federal tax credit for new EV purchases. One strategy we are currently exploring is replacing aging fleet vehicles with used EVs. Low mileage Nissan Leafs are currently available at prices well below $10,000. Building a stock of used EVs in our fleet would also allow us to loan them to members interested in the experience of driving an electric vehicle. Several electric coops across the country have
seen incredible EV adoption growth with this combination of installing EV charging infrastructure and loan programs.
https://www.electric.coop/colorado-electric-car-borrow/

Utilities, especially electric cooperatives, are transitioning away from only distributing and selling kWh to an energy services business model. Gaining experience owning and operating a fleet of electric vehicles helps our employees develop new skills working on EV maintenance and repairs. Local electric cooperatives would be well positioned to eventually serve as EV service centers and possibly as car lots to recondition and resell used EVs.

In 2018, we are planning to push for local and state building code requirements that all newly constructed housing and parking lots provide the conduit and electrical system capacity for EV charging stations. California, Washington state and Atlanta have all recently passed similar codes. By one estimate, the average cost of compliance would be around $50, a fraction of the potential cost to residents who choose to install charging stations after a building is already constructed. Blue Ridge Energy would collaborate with industry allies like NC Building Performance Association, Plug-In NC, Chargepoint and our local governments to drive these requirements at a county level first.

Section 2 – VW Program and Solicitation Design Questions
Respondents should consider providing information in response to the following questions:

1. How should DEQ prioritize projects?
   Funding the deployment of more Level 2/Level 3 charging station infrastructure will do the most drive EV adoption rates and improve air quality. In a Chargepoint study of suburban St. Louis, the addition of 10 EV charging stations yielded a 73% increase in the number of new EV purchases year over year. Prioritizing the deployment of funding to areas without significant EV charging infrastructure is important to avoid limiting the prospects of EV adoption in non-urban areas. Creating a state tax credit for new EV purchases while outside the proposed projects would also be an excellent way to encourage the beneficial electrification of transportation in NC.

2. What is the anticipated demand for each eligible project type?
   Based on our experience with the Duke Energy EV Charging Infrastructure support project, we think the highest demand will be for EV charging station infrastructure. The $1 million in funding available was completely distributed to 83 cities, counties and utilities who were wholesale or retail customers of Duke Energy and the selection process for projects only took a few months. The project resulted in 200 new EV charging stations and increased the availability of public EV charging stations by 30%. This program could serve as a useful model for how to distribute VW settlement funding.

3. The percentage of trust funds, if any, that DEQ should devote to Light Duty Zero Emission Vehicle Supply Equipment?
   Blue Ridge Energy strongly believes that the best use of trust funds is the deployment of
a mix of Level 2/Fast Charging infrastructure to encourage EV adoption and further the beneficial electrification of transportation. While that percentage currently is capped at 15%, it is our position that limit should be reevaluated to allow for greater investment in LDZEV charging stations.

4. What is the anticipated demand for specific types of diesel emission reduction projects not eligible under the VW settlement but otherwise eligible under DERA or other state programs?

5. Should a certain percentage of available VW funds be allocated to each eligible project type and if so how should the percentage be determined?
   No. The entire trust fund should be made available for project proposals of all types and the proposals should be evaluated upon their merits and expected benefits.

6. Should a certain percentage of available Mitigation Trust funds be reserved for government projects?
   No. All projects should be evaluated upon their merits and expected benefits in terms of reducing emissions and promoting adoption of EVs. Reserving a portion of funding exclusively for government projects limits competition and will result in a sub-optimal distribution of funding.

7. Should funds be geographically distributed, and if so how?
   Funds should be deployed along major transportation corridors with the goal of creating a statewide fast charging network without gaps in rural areas.

8. Should governmental entities be required to provide matching funds and if so, how much?
   We propose that the awarded funding cover the cost of hardware and installation of equipment and that the ongoing labor, operation and maintenance should be the responsibility of the awarded organization.

9. Should DEQ establish a minimum project size and if so, what size?
   No. Setting a minimum project size would exclude some creative low-cost project proposals of trust funding.

10. In addition to evaluating a proposed project’s total cost effectiveness ($/ton), what other key factors should DEQ consider when evaluating projects?
    Current levels of EV charging infrastructure available in the geography served by the applicant.
    The cost of interconnecting EV charging infrastructure to existing grid infrastructure and the potential effects during periods of peak demand, especially for Level 3 charging stations.

11. What other feedback do you have on project evaluation and/or scoring criteria?

12. What publicly available tool(s) should be used to quantify anticipated emission reductions/offsets for eligible mitigation projects? What, if any, additional resources should be provided and made available?
   Developing a simple online calculator to estimate avoided emissions per EV/ EV Charging Station that has variable inputs for generation mixture depending on the wholesale energy supplier would be extremely helpful.

13. What methods could DEQ employ to reduce barriers and increase participation in future solicitations for projects?
   Setting up an online portal for project proposals and creating
a working group consisting of EV owners, manufacturers, utilities (IOU, Coop, Muni), charging network operators, etc. to collaborate and establish best practices.

14. What information/resources would be most valuable for stakeholders interested in submitting projects and what is the best way to communicate those?

Section 3 – Submitting Your Project Information

Identify Applicable Eligible Mitigation Project Category:

1. Install Light Duty (LD) zero emission vehicle (ZEV) Supply Equipment (Level 1, Level 2, or fast charging equipment) **$350,000**

2. Repower or replacement of Class 4-7 Local Freight Trucks with 1992-2009 model year engines and a GVWR between 14,001 and 33,000 lbs with Hybrid Bucket Truck **$200,000**

Project Summary:

Briefly describe the proposed project, including:

- Geographic area where vehicles/vessels/engines are operated (e.g., city/cities, county/counties, and/or neighborhoods)
- Fleet type (e.g., ports, airports, marine, school buses);
  Hybrid bucket truck and Light fleet vehicles – Cars, Pickups, SUVs
- Mitigation action (e.g., engine repower, vehicle replacement, deployment of LD ZEV supply equipment/Shorepower systems);
  Deployment of ZEV charging infrastructure to encourage EV adoption in Blue Ridge service territory
- Number of engines/vehicles/vessels/equipment targeted for emission reductions;
  Targeting 200 ZEV purchases per year in Blue Ridge Energy service territory
- Emission reduction/offset technology to be used:
  50 Level 2 Commercial EV Chargers ($250,000)
  3 Level 3 DC Fast Chargers ($100,000)
  Hybrid bucket truck ($200,000)
- Estimated cost of project:
  **$550,000**
- A description of the expected overall benefits of the proposed mitigation activity, including a description of how the proposed project mitigates the impacts of nitrogen oxides (NOx) emissions.
  According to the US Department of Energy’s Alternative Fuels Data Center, based on state averages for generation mix in NC, an all-electric vehicle will produce 7242 pounds fewer CO2 equivalents than a gasoline powered vehicle.
If Blue Ridge Energy achieved target goal of 200 new EV purchases per year, that would result in the avoidance of 1.45 million pounds of CO2 emissions annually.

https://www.afdc.energy.gov/vehicles/electric_emissions.php

Project Detail:

- Provide information on specific engines/vehicles/vessels/equipment targeted for emission reductions, including (where applicable):
  - Number of vehicles, class or equipment type
    - 1 hybrid electric bucket truck (Class 5: 16,001-19,500 lbs.)
  - Engine make, engine model, engine model year, current tier level or emission standards
  - Fuel type, amount of fuel used, annual miles travelled or annual usage rate, annual idling hours

  **Diesel, expected idling fuel usage reduction:**
  - 6 gallons per day
  - 260 working days per year
  - Expected carbon offset 12 metric tons/yr.


- Provide information on LD ZEV supply equipment (electric or hydrogen)
  - Number:
    - 50 Level 2 Commercial EV Chargers
    - 3 Level 3 DC Fast Chargers
  - Location:
    - Level 2 Charging stations to be deployed in downtown areas throughout Blue Ridge service territory adjacent to shopping, restaurants, movie theaters and parks.
    - Level 3 Charging stations to be installed at Blue Ridge Energy district offices along major 321, 421 transportation corridors & Blue Ridge Parkway (Boone, Blowing Rock, Sparta)

- How should determination be made on whether a proposed project will benefit areas that have been disproportionately impacted by emissions of nitrogen oxides (NOx) or other pollutants?
  - Blue Ridge believes this standard will penalize rural, less populated areas that are currently underserved by ZEV infrastructure by favoring urban areas that already have higher rates of EV ownership and charging infrastructure. It is vital that all areas receive significant investment in the electrification of
transportation. Proposed projects along major transportation corridors should be weighted favorably since ensuring the ability to travel longer distances will accelerate the transition from gasoline powered vehicles.

- Whether a project applicant is low income, minority, or disadvantaged or operates vehicles in these communities.

Weighting project applicants by the average household income would be a fair way to ensure that rural communities receive a fair portion of trust funding

- Benefits to areas that have been disproportionately impacted by NOx and other pollutants.

**Based upon the NC Emission Mapping Tool 2010, Blue Ridge Energy’s service territory has a high level of NOx producing facilities per capita due to a high concentration of furniture manufacturing facilities**


**Capital and Project Costs:**

- Calculate and provide projected capital cost ($/unit) and total project cost. Note calculations for proposed LD ZEV projects should include operation and maintenance cost, and calculations for eligible all-electric mitigation actions should include charging infrastructure cost (where applicable); and
- Identify projected cost share and, if applicable, what additional sources of funds may be utilized as matching funds.

**Expected Proposed Project Benefits:**

- Calculate and provide the expected annual and lifetime project emissions reductions/offsets for NOx.
- Calculate and provide capital cost effectiveness ($/short ton of NOx reduced for each unit) and total cost effectiveness ($/short ton of NOx reduced for the entire project).

**Utilizing the Greet fleet footprint calculator, the replacement of a standard bucket truck with a hybrid version would yield a savings of 22 short tons of GHG per year. At an estimated cost of $200,000, the cost effectiveness of this project would be approximately $9090/short ton of NOx**

Software tools available to calculate projected emissions reductions and capital and total cost effectiveness of proposed mitigation projects:
- Environmental Protection Agency’s (EPA) Diesel Emissions Quantifier Tool: https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq

Identity the method(s) used to calculate the emissions reductions/offsets and cost, and describe and document your methods.

3. ADDITIONAL INFORMATION

Confidentiality of Information:

DEQ recommends not including any confidential business information (CBI) in your responses. However, if CBI is included, understand that ownership of all data, materials, and documentation submitted will be subject to public inspection in accordance with the North Carolina Public Records Law (N.C. G.S § 132.6).

RFI Questions:

All questions concerning this RFI should be directed to Phyllis Jones or Brian Phillips via email, daq_NC_VWGrants@ncdenr.gov. The subject line of your e-mail should read: “Questions on NC VW RFI”.

RFI Responses:

DEQ appreciates your participation and responses to this RFI. Please strive to limit responses to no more than 15 pages in length.

Submit your response via email as a Word or PDF attachment to daq_NC_VWGrants@ncdenr.gov or via mail to the following address:

NC VW Settlement RFI
Division of Air Quality – Mobile Sources
217 WEST JONES STREET
1641 MAIL SERVICE CENTER RALEIGH
NC 27699-1641.
It is recommended that email attachments with file sizes exceeding 10MB be compressed (i.e., zipped) to ensure message delivery. The subject line of the e-mail containing your response to this RFI should read: "Response to NC VW RFI".

Responses must be received or postmarked by December 31, 2017.

Public Posting of RFI:

This RFI will be posted on the following location:
  • North Carolina Department of Environmental Quality website (Website URL)
Plug-In NC recommendations for Volkswagen environmental mitigation funds:

- Allocate the maximum 15 percent of the funds to increasing electric vehicle charging infrastructure in North Carolina.
- Accelerate the proven benefits of light-duty electric vehicle adoption by immediately expanding EV charging networks into low coverage/high impact areas.
- Prioritize medium and heavy duty vehicle replacements with available electric vehicles.

**Why support electric vehicles?**

**Environmental Improvements**
- Air quality improvements are the goal of the Volkswagen Settlement funds.
- Investing in charging infrastructure can help move the consumer marketplace to electric vehicles for a big impact on NOx emissions.
- The electric grid gets cleaner every day and emissions benefits will grow over time.

**Economic Development**
- Several NC companies work with electric vehicles, including charging station manufacturers and grid integration suppliers. These include ABB, General Electric, Siemens and Brightfield Transportation Solutions.
- By shifting to electric fuel, drivers save money and spend locally.

**Cost Savings**
- Electricity is a $1 per gallon equivalent fuel-alternative.
- Federal tax credits and dealer incentives make electric vehicle purchases attractive.
- Electric vehicles have lower maintenance costs.

**Energy Independence**
- Electric fuels are locally generated.
- Domestically produced fuels are not as subject to international influences and/or severe weather events.
- A variable mix of electric generation fuels provides stability in electricity pricing.

**Beneficial Grid Asset**
- Encourage greater integration of renewable generation, help manage peak loads, optimize energy efficiency and enable vehicle-to-grid power supply.

**EV Growth**

- NC growth in light-duty electric vehicles: 50% year over year

**Value Proposition**

**Charging Infrastructure Investment**

**Still need more...**
- NC has a good charging network, however there are still a lot of gaps!
- The Electric Power Research Institute (EPRI) recommends one public charging station for every four vehicles.

**Charging Infrastructure is Easy to Install.**
- Electric supply infrastructure is already in place
- No underground storage tank or hazardous material permits, etc.

**This is a Turning-Point Opportunity!**
- New technology adoption curve is exponential
- Consumer confidence has compounding effect
Other Benefits

TOURISM destinations can attract more visitors. Electric vehicles can charge while visiting attractions across the state, including rural destination areas.

Visitors from other states will stop in NC to charge while traveling.

NC will be seen as a state that promotes green tourism.

MEDIUM and HEAVY DUTY electric vehicles

What is available?

Reduced emissions even with plug-in hybrids!

There are more emissions reductions per mile for medium and heavy-duty vehicles due to the low per gallon mileage.

What is Plug-In NC?

- State wide collaborative industry group promoting electric vehicle adoption since 2011.
- Long time planning partner with the Department of Energy and North Carolina’s Clean Cities Coalitions.
- Promote electric vehicle adoptions through education and outreach, consulting and resource development.
- Provides a collaborative opportunity for stakeholders to work together to ensure a seamless integration of plug-in electric vehicles into our local communities.

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<table>
<thead>
<tr>
<th>Class</th>
<th>Type</th>
<th>Example Manufacturers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 4</td>
<td>Hybrid-Electric Ford Transit Van</td>
<td>XL Hybrids</td>
</tr>
<tr>
<td>Class 5</td>
<td>Hybrid-Electric Box Truck</td>
<td>HINO</td>
</tr>
<tr>
<td>Class 6</td>
<td>All-Electric Refuse Truck</td>
<td>BYD</td>
</tr>
<tr>
<td>Class 7</td>
<td>Kalmar All-Electric T2 Yard Tractor</td>
<td>TransPower</td>
</tr>
<tr>
<td>Class 8</td>
<td>All-Electric Class 8 Tractor</td>
<td>US Hybrid</td>
</tr>
<tr>
<td>Forklifts</td>
<td>All-Electric Lithium Ion BYD Forklift</td>
<td>BYD</td>
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<tr>
<td>Transit Buses</td>
<td>All-Electric Transit Bus (35 or 40 foot)</td>
<td>Proterra</td>
</tr>
<tr>
<td>School Buses</td>
<td>All-Electric School Bus</td>
<td>Blue Bird</td>
</tr>
</tbody>
</table>

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How to Connect:
(919) 857-9000
pluginnc@advancedenergy.org
pluginnc.com
Plug-In NC Member Organizations

- Advanced Energy
- Aerie Bed and Breakfast
- Asheville Outlets
- Bernhardt Furniture Company
- Black Bear Solar Institute
- Blue Ridge Energy
- Blue Ridge EV Club
- Brentwood Solar House
- Brightfield Transportation Solutions
- Brunswick Electric Membership Corporation
- Campbell University
- Canyons of the Blue Ridge
- Centralina Council of Governments
- Centralina Clean Fuels Coalition
- ChargePoint
- Cisco
- City of Asheville
- City of Charlotte
- City of Hendersonville
- City of Winston-Salem
- Correll Associates
- Country Inn & Suites
- Courtyard Raleigh Crabtree
- Double Tree Rocky Mount
- Duke Energy
- Durham County Government
- Earth Shine Nature Programs
- Eastern Carolina Council of Governments
- Economy Inn Greenville
- Elon University
- EVgo
- Front Street Village
- General Electric
- Hanna House
- Hybrid Shop of the Carolinas
- Land of Sky Clean Vehicles Coalition
- Land of Sky Regional Council
- Lord Corporation
- Mayfaire Town Center
- Mills-Rentals
- NC Clean Energy Technology Center
- NC Electric Membership Corporation
- North Carolina State University
- Orange County
- Pecan Tree Inn Bed and Breakfast
- Piedmont EMC
- Piedmont Triad International Airport
- Piedmont Triad Regional Council
- Randolph Electric Membership Corporation
- Southern Alliance for Clean Energy
- Stanhope Apartments
- Tanger Outlets Mebane
- The Inn on Pamlico Sound
- The Mayton Inn
- Town of Black Mountain
- Town of Cary
- Town of Chapel Hill
- Town of Edenton
- Town of Montreat
- Town of Morrisville
- Town-Chapel-Hill
- Triangle Clean Cities Coalition
- Triangle J Council of Governments
- UNC Asheville
- UNC Chapel Hill
- UNC Charlotte
- UNC Pembroke
- Western Carolina University
- Wildhorse Adventures

How to Connect:
(919) 857-9000
pluginnc@advancedenergy.org
pluginnc.com
Dear Division of Air Quality,

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Sincerely,

Willard Bucklen
3607 Timbroak Drive
Greensboro, NC 27410
bill@bucklen.com
(336) 288-2777

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Sincerely,

Jeffrey DeCristofaro
37 Lee Ave.
Asheville, NC 28804
jeffreydecristofaro@gmail.com
(828) 545-5968

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Sincerely,

Donna Ohmstead
151 Carolina Ave
Forest City, NC 28043
dohmstead@nctv.com
(828) 245-8867

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Sincerely,

Alan Parry
210 Oxford Hills Dr
Chapel Hill, NC 27514
parrya31@gmail.com
(919) 523-7521

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Sincerely,

Zoe Yost
119 Sun Ct
Newark, DE 19711
fastfinch3@gmail.com
(302) 234-1099

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Sincerely,

Aleecce Mann
18367 Rodeo Trail
Norman, OK 73072
aleecemann@hotmail.com
(405) 620-4363

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Sincerely,

Janet Hood
210 Sunnyside Dr.
Washington, NC 27889
janet@jandjhood.com
(281) 536-7782

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Sincerely,

Bob Cherry
301 Perkins St.
Boone, NC 28607
bcherry001@gmail.com
(828) 265-2829

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Sincerely,

Mary Frazer
1716 Evergreen
Raleigh, NC 27603
frazem4@hotmail.com
(919) 829-4210

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Sincerely,

Nicole Ditillo
1012 Village Greenway Apt C
Cary, NC 27511
n.m.ditillo@gmail.com
(410) 207-2546

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Sincerely,

Kelly Horn
1505 Caswell Street
Raleigh, NC 27608
kfhorn@bellsouth.net
(919) 618-6385

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Sincerely,

Shane Slabaugh
332 Shady Grove Ln
Winston-Salem, NC 27107
slayball2237@mail.com
(336) 978-3487

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Sincerely,

Joan Melton
6700 Butler Nursery Rd
Fayetteville, NC 28306
meltonfour@embarqmail.com
(910) 485-6348

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Sincerely,

Vivian Lord
8335 McCarron way
Charlotte, NC 28215
vlord02@gmail.com
(704) 796-0539

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Sincerely,

Dave Lewis
190 Broadway St
Asheville, NC 28801
dave@lewis5.com
(828) 424-5242

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Sincerely,

Natalie Belanga
9 Birch St.
Asheville, NC 28801
natbelanga@gmail.com
(828) 785-9580

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Sincerely,

Brian Reed
2025 Lakebay Rd
Vass, NC 28394
btreed91@gmail.com
(404) 661-2241

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Sincerely,

Lori Bright
75 Hickory Tree Rd
Asheville, NC 28805
britespirit1@yahoo.com
(828) 699-7924

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Sincerely,

Shannon Gentry
2208 klein road
Wilmington, NC 28405
senoni.rae@gmail.com
(910) 795-6775

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Sincerely,

Wayne Leechford
4216 James Road
Raleigh, NC 27616
wayneleechford@gmail.com
(919) 612-4199

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Sincerely,

Sarah Holshouser
821 N Bloodworth St
Raleigh, NC 27604
sjholshouser@gmail.com
(919) 531-9078

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Sincerely,

Lauren Hartmann
44 King Heights Dr.
Fletcher, NC 28732
hartla15@wfu.edu
(828) 989-7598

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Sincerely,

Louisa Sholar
PO BOX 1395
Mooresville, NC 28115
lsholar@elon.edu
(704) 677-8549
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Sincerely,

lisa fisk
325 Tryon St.
Burlington, NC 27217
lisalfisk@gmail.com
(336) 350-8257

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Sincerely,

Susan Stiles
8408 Carolina Lily Lane
Charlotte, NC 28262
susanbennettstiles@gmail.com
(989) 860-5876

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Sincerely,

Mark Grooms
400 W Smith St, Apt 1B
Mark, NC 27401
markobx@me.com
(336) 681-3445

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400 W Smith St, Apt 1B
Mark, NC 27401
markobx@me.com
(336) 681-3445

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Mark, NC 27401
markobx@me.com
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markobx@me.com
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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Emily Moran
3651 Avocet Ct.
Merced, CA 95340
moranemily42@gmail.com
(209) 631-5194

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Sincerely,

Martha Brimm
7 Surrey Lane
Durham, NC 27707
mcb44444@aol.com
(919) 493-1775

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Sincerely,

Stephen Boletchek
1106 Elbury Drive
Apex, NC 27502
sboletchek@gmail.com
(919) 387-9588

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Sincerely,

M.L. Rhodes
6917 Guy Johnson Lane
Raleigh, NC 27603
walkaboutlivin@gmail.xom
(919) 772-8298

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Sincerely,

holly bower
100 Coxe Avenue
Asheville, NC 28801
hollybower@charter.net
(828) 254-2855

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Sincerely,

Deonna Angelillo
6604 Maynard Farm Roda
Chapel Hill, NC 27516
dbangelillo@gmail.com
(984) 974-1377

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Sincerely,

Doris Jackson
5405 Wheatcross
Raleigh, NC 27610
djdiva528@gmail.com
(919) 612-6968

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Sincerely,

Donald Zellmer
142 Grants Home Trl
Donald, NC 27007
donald.zellmer@gmail.com
(336) 408-6590

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Sincerely,

Rob Davey
902 Emerald Court
Corolla, NC 27927
robdavey@msn.com
(443) 831-2544

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Sincerely,

Lauren Trull
282 Incinerator Rd.
Clyde, NC 28721
lashley8386@gmail.com
(828) 926-5234

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Sincerely,

Ulrich Alsentzer
103 Cabana Rd
Ulrich, NC 27810
ualsentzer@gotricounty.com
(252) 964-4624

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Sincerely,

Cynthia Eckroth
160 Rock springs church rd
Pittsboro, NC 27312
cseckroth13@gmail.com
(505) 440-8389

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Sincerely,

Linda McGowen
964 New Haw Creek Rd
Asheville, NC 28805
l_mcgowen@hotmail.com
(252) 354-2444

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Sincerely,

Robert James
2Ayr Ct
Arden, NC 28704
rejames42251@charter.net
(865) 789-0348

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Sincerely,

Connie Raper
2614 Woodmont dr
Durham, NC 27705
ckrmib@nc.rr.com
(919) 698-3282

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Sincerely,

Martha Spencer
988 Henry Mountain Road
Brevard, NC 28712
spencer_martha@hotmail.com
(828) 885-2680

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Sincerely,

Gary Simpson
82 Cynthia Ln
Pittsboro, NC 27312
gsimpson@nc.rr.com
(919) 542-5628

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Sincerely,

Benjamin Vann
118 Stonemark CT
Jacksonville, NC 11236
bvann29@gmail.com
(910) 449-4321

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Sincerely,

Jennifer Dallas
502 Plum Nearly Lane, Apt. B
Wilmington, NC 28403
jmdallas0633@gmail.com
(910) 549-1888

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Sincerely,

Joan Jobsis
821 Footbridge Place
Cary, NC 27519
joanjobsis@gmail.com
(919) 600-2440

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Sincerely,

Monica Sanchez
64 Cedar Hills Cir.
Chapel Hill, NC 27514
monica.northcarolina@yahoo.com
(919) 968-6115

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Sincerely,

Barbara Benson
104 Deerfield Ct
Cedar Point, NC 28584
barbbenson@ec.rr.com
(252) 393-6495

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Sincerely,

MICHAEL HUGHES
PO Box 71, 87 snowbird
Linville, NC 28646
mh87@charter.net
(828) 733-5224

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Sincerely,

J S
14535 Harmonious St
Charlotte, NC 28278
jillslee@aol.com
(704) 643-9035

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Sincerely,

Patricia Lee
2053 10th st Ln NW
Hickory, NC 28601
patricia_lee@yahoo.com
(828) 855-3412
Dear Division of Air Quality,

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Sincerely,

Marcia Kane
1050 Carousel Ln
Hendersonville, NC 28792
marciek2@gmail.com
(828) 698-8805

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Sincerely,

Donna Durfee
2100 Collingdale Pl
Charlotte, NC 28210
dddurfee@msn.com
(704) 553-7321

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Sincerely,

Richard Honeycutt
404 Olivia Drive
Lexington, NC 27295
rhoneycutt@alumni.wfu.edu
(336) 249-3526

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Sincerely,

Judith Mesko
327 Clifton Road
Rocky Mount, NC 27804
judymesko@hotmail.com
(252) 212-3557

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Ronald Campbell
100 Victoria Court
Point Harbor, NC 27964
curmudgeon101@comcast.net
(724) 951-4436

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Sincerely,

Randal Kempka
10018 White Cascade Drive
Charlotte, NC 28269
rkempka@carolina.rr.com
(704) 595-1776

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Sincerely,

Judy Smith
2558 Empie Dr.
Leland, NC 28451
jsnorkel23@gmail.com
(910) 228-5056

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Sincerely,

John Wiles
5205 Langford Ter
Durham, NC 27713
jwiles3rd@gmail.com
(901) 301-8894

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Sincerely,

Jim Dixon
6745 peach tree cir
Roanoke, VA 24018
jedixonx3@cox.net
(540) 266-7674

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Sincerely,

Stephen Weissman
434 Gorman Bridge Rd
Asheville, NC 28806
sweissman4@gmail.com
(828) 255-5602

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Sincerely,

Eric Schweitzer
6019 Sentinel Dr
Raleigh, NC 27609
spinweb1@yahoo.com
(919) 872-6071

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Dear Division of Air Quality,

I ask DEQ to wisely invest the $92 million in Volkswagen settlement funds in electric vehicles and infrastructure. Taking advantage of these funds to jump-start the electrification of North Carolina's transportation sector will mean less money sent out of state for petroleum, more in-state jobs, and cleaner air.

It makes so much sense for DEQ to allocate the maximum allowable amount (15%) of the funds for electric vehicle charging infrastructure and installations. And I encourage DEQ to prioritize electric vehicles and buses for replacement whenever possible with the other 85% of the settlement funds. Doing so will maximize the local economic impact and the reduction of air pollution.

Please do not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina and be a particularly significant job creator.

Sincerely,

Win Southworth
701 Warren Wilson Rd.
Swannanoa, NC 28778
southworthw@hotmail.com
(828) 989-2993

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Sincerely,

Wesley Wallace
411 Overland Drive
Chapel Hill, NC 27517
wes.wallace@icloud.com
(919) 259-2659

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Sincerely,

Larissa Bowman
677 Brevard Road
Asheville, NC 28806
mvp@bellsouth.net
(828) 670-8327

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Sincerely,

Lawrence East
316 Richlands Ave, Apt. 5
Jacksonville, NC 28540
rstyeast@aol.com
(999) 999-9999

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Sincerely,

Robert Belknap
900 Hillsborough Street
Raleigh, NC 27603
rebelknap@sms.edu
(919) 424-3654

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Sincerely,

Barry Alexander
2 Jacobs Way
Greensboro, NC 27455
bjalex47@gmail.com
(336) 317-4273

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Please DO NOT use the funding for natural gas, propane or diesel vehicles. * Further dependence on fossil fuels means more pollution.

Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Ronald Clayton
10860 OLD US HIGHWAY 70
COVE CITY, NC 28523
se-larvae@hotmail.com
(336) 460-0019

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Sincerely,

Deborah Milkowski
2119 Bay Colony Lane
Wilmington, NC 28405
debmilkocal@twc.com
(252) 571-4330

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Sincerely,

Lawrence Turk, RN
POB 203
Hendersonville, NC 28793
butch@wildrockies.org
(555) 555-5555

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Sincerely,

Jane Chapman
918 Shellbrook Court
Raleigh, NC 27609
turtlegirljane@hotmail.com
(919) 571-7169

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Sincerely,

William Taylor
2012 Creecy Ave
Wilmington, NC 28403
nealtaylor405@gmail.com
(910) 470-1030

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Sincerely,

Akila Mosier
365 Huffmantown Road
Richlands, NC 28574
soulhunter379@gmail.com
(910) 545-7842

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Sincerely,

Virgil Carmichael
4403 Angelus Circle
Asheville, NC 28805
virgilcarmichael@gmail.com
(828) 242-7709

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Sincerely,

Marilyn Collins
6040 Cedar Ridge Drive
Wilmington, NC 28405
tukki222@me.com
(910) 547-1130

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Sincerely,

Eli Celli
407 Legends Way
Chapel Hill, NC 27516
elicelli@att.net
(919) 546-4109

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Sincerely,

Michael Moore
107 Hobson Place
Louisburg, NC 27549
grizzlynt@gmail.com
(919) 554-0930

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Sincerely,

john mcdermott
42 merrills cove rd
asheville, NC 28803
john@bola.furniture.com
(828) 681-0851

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Sincerely,

Susanna Winters
5664 Hamstead Crossing
Raleigh, NC 27612
sbwinter1@bellsouth.net
(919) 782-2199

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Sincerely,

RONALD DE SHON
126 BASSWOOD TER
WILKESBORO, NC 28697
deshon37@yahoo.com
(434) 996-1116

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Sincerely,

Linda Gillette
108 Brentwood Drive
Hendersonville, NC 28739
lgillette@netsync.net
(716) 673-5950

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Sincerely,

JOHN ELMER
1207 DUNBAR CT
WILMINGTON, NC 28405
jme348@yahoo.com
(910) 742-9691

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Sincerely,

Matthew Taylor
1710 Overlook Dr
Grapevine, TX 76051
matthew.taylor1999@gmail.com
(517) 376-0540

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Sincerely,

Hal Trufan
1301 Aringill Ln
Matthews, NC 28104
htrufan@gmail.com
(980) 208-6892

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Sincerely,

Vivian Lord
8335 McCarron Way
Charlotte, NC 28215
vlord02@gmail.com
(704) 796-0539

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Sincerely,

Xavier Basurto
243 Gibbs Ct
Beaufort, NC 28516
xbasurto2002@yahoo.com
(252) 728-9900

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Sincerely,

Joanne McGrath
924 Chestnut Cove Rd
Sylva, NC 28779
everythingchanges41905@gmail.com
(828) 631-1572

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Sincerely,

Rajaraman Jayakrishnan
525 Hickorywood Blvd
Cary, NC 27519
guruguhan@yahoo.com
(813) 749-0226

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Sincerely,

Peter Tart  
500 Sunrise Summit  
Asheville, NC 28804  
petertart57@gmail.com  
(828) 412-1289

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Sincerely,

judy anderson
3868 fox run
Denver, NC 28037
jujabeenyo@aol.com
(704) 483-2667

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While more personal use of EV is great, would love to see more commercial use. Could the city set a goal to convert over some % of its fleet (cars, trucks, busses) to Electric?

Greg Munster
Email: gregmunster@att.net
Mobile: 919-491-0101
I would love to funds used in the following ways:

- 10% of allowable funds should be spent on electric vehicle charging stations.
- Additional funds should be used for public transit and school buses in urban areas where improved transit will significantly benefit air quality and quality of life for the residents of NC.
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Sincerely,

Tish Yarborough
7517 Mason Landing Rd.
Wilmington, NC 28411
tish.yarborough@gmail.com
(910) 686-3712

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Sincerely,

Vincent Quinones
2405 Alaqua Ct
Matthews, NC 28105
vquin96427@aol.com
(347) 695-7368

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Sincerely,

David Walsh
6925 valley haven drive
charlotte, NC 28211
iamdavewalsh@gmail.com
(704) 364-5104

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Sincerely,

Elaine Weinmann
PO Box 18738
asheville, NC 28814
elainewein@aol.com
(828) 772-9300

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Sincerely,
Deborah Gouldin
792 Lake Royale
Louisburg, NC 27549
gouldi.relay@yahoo.com
(843) 283-6267

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Sincerely,

Wanda Huelsman
109 Foxwood
WILMINGTON, NC 28409
paigeturner45066@yahoo.com
(937) 543-3329

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Sincerely,

Janet Smith
Box 39
Almond, NC 28702
smithgjanet@yahoo.com
(828) 488-1222

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Sincerely,

Michael Burnham  
2233 Tanners Mill Drive  
Durham, NC 27703  
mjburnham@gmail.com  
(919) 608-4752

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Sincerely,

Sara Sprinkle
499 Paisley Circle
Pisgah Forest, NC 28768
s_sprinkle@hotmail.com
(828) 884-6515

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Sincerely,

Julian Gordon
911 Flamingo Drive
Atlanta, GA 30311
jgordon@aggies.ncat.edu
(404) 694-1187

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Sincerely,

Eric Fitch
1213 Maury Ct.
Raleigh, NC 27615
eric.f900@gmail.com
(919) 830-4673

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Sincerely,

Susan Hooton
802 Johns Orchard Lane
Wilmington, NC 28411
susanhooton@msn.com
(910) 233-5101

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Sincerely,

Holly Adkisson
1511-A Lansdale Drive
Charlotte, NC 28205
hhadkisson@gmail.com
(704) 532-0108

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Sincerely,

Peggy Sholar
505 S. Cox Street
Asheboro, NC 27203
pysholar@gmail.com
(336) 625-3884

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Sincerely,

Joan Parks
1102 Rockdale Rd
Joan, NC 28789
hmrefuge@gmail.com
(828) 586-1078

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Sincerely,

Ronald Clayton
10860 OLD US HIGHWAY 70
COVE CITY, NC 28523
se-larvae@hotmail.com
(336) 460-0019

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Sincerely,

McKenzie Bazen
120 langtree village dr
Mooresville, NC 28117
mhbazen@icloud.com
(704) 608-7404

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Sincerely,

Isabel McLain
5234 Lancelot Drive
Charlotte, NC 28270
isabelanne1021@gmail.com
(859) 699-6929

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Sincerely,

Ro Snowden  
610 Castle Street, Apartment 202  
Wilmington, NC 28401  
bo_snowden@yahoo.com  
(541) 285-8768

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Sincerely,

R. Schultz
427 Locust Dr.
Maggie Valley, NC 28751
ruthmschultz@aol.com
(828) 926-1533

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Sincerely,

Andrea Snyder
228F 14th Ave SE
Hickory, NC 28602
asnyder_hky@yahoo.com
(828) 328-4745

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

William Mullins
305 Hedingham Lane
Wilmington, NC 28412
cinema3334@yahoo.com
(910) 386-1996

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Sincerely,

Adrian Smith
PO Box 265 (110 Jones St)
Moncure, NC 27559
adsmith57@charter.net
(919) 542-3807

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Sincerely,

Ryan Draper
101 Foxridge Road
Ryan, NC 27514
raptorred01@yahoo.com
(919) 968-0690

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Sincerely,

Sierra Midgette
27 Barbican Way
Manteo, NC 27954
sierramidgette@gmail.com
(252) 581-6033

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Sincerely,

Lucy Tyndall
3977 Flannery Lane
High Point, NC 27265
beaverfalls1@yahoo.com
(336) 454-4809

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Sincerely,

Michelle Bentley
Pob 1861
Bryson city, NC 28713
michelleleegrant@msn.com
(828) 236-2627

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Sincerely,

William S.T. Holcomb  
190 hawks haunt lane  
tryon, NC 28782  
doslobos@charter.net  
(612) 871-9569

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Sincerely,

Mary Lou Buck
3406 Mar Vista Circle
Charlotte, NC 28209
maryloubuc@aol.com
(704) 525-2293

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Sincerely,

Thomas Cann
3605 Dewsbury Road
Winston Salem, NC 27104
tcann@triad.rr.com
(336) 760-2721

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Sincerely,

Caroline Ervin
515 Lenoir Street
Morganton, NC 28655
ervincaroline0@gmail.com
(828) 448-5387

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Sincerely,

Beth Brown
1812 Thomas Ave
Charlotte, NC 28205
beth_borchelt@hotmail.com
(704) 909-6216

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Sincerely,

B Pfaff
226 w henderson st
Salisbury, NC 28144
bpfaff@ymail.com
(704) 763-6207

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Sincerely,

Acee Lindem
301 Midenhall Way
Cary, NC 27513
acee@lindem.com
(919) 387-6971

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Sincerely,

Felicia Katsilis
7944 Vance Rd
Kernersville, NC 27284
eveyhammond@tutanota.com
(336) 904-9494

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Sincerely,

Robert Foy
2216 Scotts Hill Loop Road
Wilmington, NC 28411
rtfoy708@gmail.com
(910) 686-2914

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Sincerely,

Jason Gaylor
14 Peaceful Dr
Roanoke Rapids, NC 27870
jasongaylor78@yahoo.com
(434) 577-2410

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Sincerely,

Melissa Bloom
1066 Beans Creek Rd
Bakersville, NC 28705
missyswb@aol.com
(828) 385-1657

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Sincerely,

Ervin Kelman
7300 Haw Ridge Rd.
Summerfield, NC 27358
ekel0613@cs.com
(336) 643-6962

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Sincerely,

Renee Reese
306 Wendover Heights Circle
Charlotte, NC 28211
renee Reese0@gmail.com
(704) 763-1751

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Sincerely,

Stephen Knowlton
1045 Flat Rock Road
Reidsville, NC 27320
stephendknowltonmd@gmail.com
(336) 349-7114

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Sincerely,

Virginia Duquet
119 Estes Court
Virginia, NC 28806
virginia_duquet@charter.net
(828) 252-2729

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Sincerely,

Lindsay Black
56 Salem Ave
Asheville, NC 28804
lindsaygiants@gmail.com
(516) 815-1911

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Sincerely,

Beverly McIllwain
5413 Breakwater Drive
Granite Falls, NC 28630
wachemom@aol.com
(828) 396-2956

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Sincerely,

Kari Richmond
11 Talmadge St
Asheville, NC 28806
karirichmond@charter.net
(828) 545-0990

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Sincerely,

Johnny George
1235 East Blvd
Charlotte, NC 28203
txs.johnny@icloud.com
(202) 524-0644

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Sincerely,

Debbie Kenyon
509 GABLEFIELD LN
APEX, NC 27502
dcjkenyon@aol.com
(919) 303-6906

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Sincerely,

Peter Lourekas  
PO Box 18738  
Peter, NC 28814  
pixbill@aol.com  
(828) 772-9320

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Sincerely,

Rama Darbha
8440 Stone Mason Dr
Raleigh, NC 27613
rama.h.darbha@gmail.com
(919) 410-7262

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Sincerely,

Zoe nicholie
96 Knauth Rd
Asheville, NC 28805
nicholiezoe01@gmail.com
(828) 505-1284

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Dear Division of Air Quality,

I am writing to urge DEQ to wisely invest the $92 million in Volkswagen settlement funds in electric vehicles and infrastructure. Taking advantage of these funds to jumpstart the electrification of North Carolina's transportation sector will mean less money sent out of state for petroleum, more in-state jobs, and cleaner air.

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Sincerely,

Robert James
2 Ayr Ct
Arden, NC 28704
rejames42251@charter.net
(865) 789-0348

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Sincerely,

Steve Wood
211 pritchard ave
Chapel Hill, NC 27516
sfwood@live.unc.edu
(615) 818-4025
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Sincerely,

ERIC CONKLIN
7025 OLD FIELD RD
WILMINGTON, NC 28411
eec.egc@gmail.com
(910) 616-1196

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Sincerely,

Kirk Pappan
6015 Laws Farm Road
Rougemont, NC 27572
kirk.pappan@gmail.com
(919) 245-0891

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Sincerely,

Michele Hickman
341 Lafayette Street
Wilmington, NC 28411
mhickman1120@aol.com
(910) 512-3869

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Sincerely,

Rosemary Sweatt
1025 N Maple Ave
Cookeville, TN 38501
rosieb04@gmail.com
(615) 293-5891

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Sincerely,

Carol Trevey
135 Sherman Lakes Drive
Fuquay Varina, NC 27526
caroltrevey@charter.net
(919) 753-4463

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Sincerely,

Leslie Hawkins
6017 Allington Ct
Winston-Salem, NC 27104
salem1200@att.net
(510) 520-2368

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Sincerely,

Derek Chase
1910 20th Ave. Dr. NE, Apt. 111
Hickory, NC 28601
dchase6507@gmail.com
(828) 308-6150

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Sincerely,

wells eddleman
811 Yancey Street
Durham, NC 27701
none@email.com
(919) 688-3016

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Sincerely,

Sydney Copeland
7030 daerwood pl
Charlotte, NC 28215
sydneycopeland96@gmail.com
(704) 241-8457

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Sincerely,

Lois Heintz
81 Locust St
Blk Mt, NC 28711
725efdaf@opayq.com
(828) 357-5152

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Sincerely,

Sally Buchanan
904 Caswell Beach Road
Caswell Beach, NC 28465
sallyperio@bellsouth.net
(910) 269-8969

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Sincerely,

Eric LANIER
8812 Statesman Dr
Mint Hill, NC 28227
ericelanier@yahoo.com
(704) 545-3160

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Sincerely,

Jason McCammon
90 Nolte Way
Saluda, NC 28773
brewmancer@gmail.com
(828) 691-8202

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Sincerely,

Kate Capehart
900 Lydias Way
Durham, NC 27713
becomingfuriosa@gmail.com
(704) 747-9994

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Sincerely,

JAMAL MOULINE
40 James St
Apex, NC 27502
jmouline@zoho.com
(919) 794-3678

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Sincerely,

Robert Golden
494 Alexis Drive
NEW BERN, NC 28562
robert.golden@plattsburgh.edu
(518) 955-6242

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Sincerely,

Joel Marchesoni
48 Running Water Circle
Sylva, NC 28779
jmarchesoni@gmail.com
(828) 507-7200

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Sincerely,

Katharine DeVilbiss
2509 Fitzgerald Dr.
Raleigh, NC 27610
katharine.devilbiss@gmail.com
(302) 381-9063

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Sincerely,

Janet Hosey
265 Barnhill Rd.
Ivanhoe, NC 28447
nchosey@intrstar.net
(910) 532-2228

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Sincerely,

Sarah Simpson
241 Meadow Lane
Leicester, NC 28748
sarah.simpson@goddard.edu
(919) 805-4096

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Sincerely,

Mary Stone
500 Audubon Dr.
Mary, NC 28571
freddyduck@gmail.com
(804) 814-3918

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Sincerely,

Nathaniel Grubbs
3537 Sugar Tree Pl
Durham, NC 27713
dear_sherlock@hotmail.com
(252) 267-3074

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Sincerely,

Richard Martula
39 Kirby Road
Asheville, NC 28806
drdick61@gmail.com
(828) 505-2296

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Sincerely,

JUDY BREAULT
4012 La Crema Drive
Charlotte, NC 28214
jblikes2go@aol.com
(704) 293-3193

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Sincerely,

Sue Perry
14 Quail Hollow
Asheville, NC 28804
spinashes@gmail.com
(828) 575-9424

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Sincerely,

John Freeze
648 Chaney Road
John, NC 27205
jfreeze@triad.rr.com
(336) 629-2208

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Joseph Louis Mazzitelli
2213 Highstone Rd
Cary, NC 27519
jlmazzitelli@gmail.com
(919) 319-0069

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Dear Division of Air Quality,

I am writing to urge DEQ to wisely invest the $92 million in Volkswagen settlement funds in electric vehicles and infrastructure. Taking advantage of these funds to jumpstart the electrification of North Carolina's transportation sector will mean less money sent out of state for petroleum, more in-state jobs, and cleaner air.

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Sincerely,

Yuliana Alcocer
1001 Burch Ave
Durham, NC 27701
yulianaalcocer@gmail.com
(919) 685-2348

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
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attachment to report.spam@nc.gov.

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Sincerely,

ROBERT GROSS
160 OHLE RD
BURNsville, NC 28714
gredgross@gmail.com
(828) 678-5246

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Sincerely,

Bette-Burr Fenley
211 Carolina Meadows Villa
Chapel Hill, NC 27517
bbfenley3@gmail.com
(919) 537-8071

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Sincerely,

Jessica Setzer
569 Sharon school rd
Statesville, NC 28625
jsetzer11@me.com
(828) 331-1630

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Sincerely,

Julie Finn
101 Herman's Court
Moyock, NC 27958
seedmoney@embarqmail.com
(252) 435-6986

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Sincerely,

Debbie Burroughs
111 Hobbs Acre Drive
Edenton, NC 27932
debbieburroughs@hotmail.com
(252) 482-7769

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Sincerely,

Nicole Dunn
931 Millspring Dr
Durham, NC 27705
nldunn9@gmail.com
(845) 216-5814

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Sincerely,

Roxanne Chesnes
132 A Half Moon Trail
Hendersonville, NC 28792
roxanne.bamboo@gmail.com
(828) 346-0066

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Sincerely,

Daniel Green
4950 Currituck Drive
Charlotte, NC 28210
daniel.h.green@gmail.com
(704) 942-8269

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Sincerely,

Lara Kurth
207 Hermitage Rd
Greensboro, NC 27403
larakurth@gmail.com
(724) 300-1066

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Sincerely,

Helen Woodward
741 Spring Run Road
Winterville, NC 28590
nelliepg5@gmail.com
(252) 439-0119

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Sincerely,

Cheryl McGraw
1004 Braxton Ct.
Raleigh, NC 27606
chrrlgrrll@gmail.com
(910) 470-0217

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Sincerely,

Joseph Wooten
1150 35th St. Pl. NE
Conover, NC 28613
burnswooten@charter.net
(828) 256-9793

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Dear Division of Air Quality,

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Sincerely,

Thomas Huzij
206 N Duke St Apt 115
Durham, NC 27701
tomhuzij@icloud.com
(347) 221-3770

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Sincerely,

F Myers
5871 NC Highway 65
Reidsville, NC 27320
fmyers2007@twc.com
(336) 951-2003

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Sincerely,

Bill Groves
738 Middle Skeenah Rd.
Franklin, NC 28734
okiedokey7@sbcglobal.net
(828) 371-6803

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Sincerely,

Elizabeth Miller
610 Sasser Street
Raleigh, NC 27604
betsy1970@hotmail.com
(781) 366-1955

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Sincerely,

wendy upright
183 old mill rd
penrose, NC 28766
wendyupright@yahoo.com
(828) 421-4613

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Sincerely,

Harriette Frank
3603 Westover Road
Durham, NC 27707
lfrank1999@aol.com
(919) 489-0555

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Sincerely,

Tyson Klose
2713 Weaver Hill Drive
Apex, NC 27502
tyonsk@gmail.com
(919) 744-7944

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
From: Sandra Mazo-Nix (sammazo@yahoo.com) Sent You a Personal Message
To: daq.NC_WVGrants
Subject: [External] Use Volkswagen funds to electrify NC transportation
Date: Wednesday, December 06, 2017 2:41:16 PM

CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

Dear Division of Air Quality,

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Sincerely,

Sandra Mazo-Nix
1015 Magnolia Leaf Ct
Apex, NC 27502
sammazo@yahoo.com
(703) 943-8245

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Sincerely,

Adam Mills
408 Depot Street
Asheville, NC 28801
adamsethmills@yahoo.com
(828) 545-9070

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Sincerely,

Monica Sanchez
64 Cedar Hills Cir.
Chapel Hill, NC 27514
monica.northcarolina@yahoo.com
(919) 968-6115

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Sincerely,

Jefferson Holt
PO Box 1029
Carrboro, NC 27510
jeffersonholt@me.com
(919) 928-0054

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
From: Kicab Castaneda-Mendez (kicabcm@yahoo.com) Sent You a Personal Message
To: daq.NC_VWGrants
Subject: [External] Use Volkswagen funds to electrify NC transportation
Date: Wednesday, December 06, 2017 2:18:50 PM

Dear Division of Air Quality,

I am writing to urge DEQ to wisely invest the $92 million in Volkswagen settlement funds in electric vehicles and infrastructure. Taking advantage of these funds to jumpstart the electrification of North Carolina's transportation sector will mean less money sent out of state for petroleum, more in-state jobs, and cleaner air.

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Sincerely,

Kicab Castaneda-Mendez
112 Rhododendron Court
Chapel Hill, NC 27517
kicabcm@yahoo.com
(919) 967-8782

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Sincerely,

James Zelbacher
371 Jim Creek Rd
Burnsville, NC 28714
jzelbacher@gmail.com
(828) 284-3138

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Dear Division of Air Quality,

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Sincerely,

Jeffrey Petrella
121 Lake Hogan Farm Rd
Chapel Hill, NC 27516
jeffrey.petrella@duke.edu
(919) 929-3980

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Sincerely,

lisa fisk
325 Tryon St.
Burlington, NC 27217
lisalfisk@gmail.com
(336) 350-8257

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Dear Division of Air Quality,

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Randy Follas
201 Carabelle Circle
Salisbury, NC 28144
mainman_95@hotmail.com
(704) 647-0847

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Sincerely,

Tom Mathern
11617 Chestnut Hill DR
Matthews, NC 28105
tmathern1@carolina.rr.com
(704) 248-0017
CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

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Sincerely,

David Fairall
4828 Selwyn Drive
Winston-Salem, NC 27104
dafair@aol.com
(336) 247-6888

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Sincerely,

Philip Singer
213 Arcadia Lane
Chapel Hill, NC 27514
phil_singer@unc.edu
(919) 608-5509

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Sincerely,

Sarah Haley
612 Clement Avenue Apt 2
Charlotte, NC 28204
sarahjhaley@gmail.com
(605) 212-7361

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Sincerely,

Margaret Lillard
5800 Oatstone Pl
Raleigh, NC 27606
margaret.lillard@sierraclub.org
(919) 332-8979

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
From: Brandon Becker (brandonxvx@gmail.com) Sent You a Personal Message
To: daq.NC_VWGrants
Subject: [External] Use Volkswagen funds to electrify NC transportation
Date: Wednesday, December 06, 2017 12:54:22 PM

CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

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Sincerely,

Brandon Becker
401 Applecross Drive
Cary, NC 27511
brandonxvx@gmail.com
(919) 454-4397

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Sincerely,

Dean Herington
128 W. Queen St.
Dean, NC 27278
dheringt@gmail.com
(919) 644-0126

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Sincerely,

Jaedra Luke
9395 Greenville Hwy Brevard NC 28712 United States
Brevard, NC 28712
jaedraluke@gmail.com
(310) 422-7109

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
I am a retired senior environmental analyst who worked on national air quality standards with the U.S. EPA for over 31 years. I'm also a volunteer leader with the Capital Group of the Sierra Club. The comments I am providing are my own and do not necessarily represent the opinions of either the EPA or the Sierra Club.

I strongly urge the NC DEQ to invest the $92 million in VW settlement funds in electric vehicles and infrastructure. The DEQ should allocate the maximum allowable amount (15%) of the funds for light duty electric vehicle charging infrastructure. The remaining funds should be used to support purchase of school and other electric buses. Focusing the use of the VW settlement funds in these two areas will result in reduced conventional air pollutants (e.g., particulates matter, nitrogen oxides, and VOC's), and will reduce emissions of methane and carbon that contribute to climate change.

I strongly encourage DEQ not to use any of these funds for natural gas, propane or diesel vehicles. Any increase in natural gas fueled vehicles contributes to additional methane emissions which pose a serious risk to our climate. We need to be moving away from fossil fuels, not adding to our climate problems.

The VW settlement provides a unique opportunity to move our state and our country forward towards a cleaner, and safer for our climate, transportation system.

Harvey M. Richmond, MSPH, MPA
106 Hebride Court
Cary, NC  27513
harvey4climateaction@gmail.com
(919) 801-2472 (mobile)
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Sincerely,

Irving Edelstein
9303 Lochmeade Ln
Matthews, NC 28105
iedelstein@carolina.rr.com
(704) 366-5133

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Sincerely,

jerry hamilton
5305 Bosher Lake Dr
McLeansville, NC 27301
jerrykhamilton@gmail.com
(336) 697-9769

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Sincerely,

Charles Cloak
28 Olde Eastwood Village Blvd
Asheville, NC 28803
chcloak2@yahoo.com
(828) 273-8475

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Sincerely,

Kenneth Rose
809 Carolina Ave.
Durham, NC 27705
kenrosesc@gmail.com
(919) 886-0350

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Sincerely,

John Bastian
28 Arbor Hill Place
McLeansville, NC 27301
jrbastian88@gmail.com
(757) 630-0664

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Sincerely,

Amy Herman
102 Oak Dale Lane
Morganton, NC 28655
keepcalm1951@gmail.com
(828) 334-3016

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Sincerely,

Nancy Rominger
140 S. Oakhurst Dr.
Salisbury, NC 28147
nancy.rominger@gmail.com
(704) 640-9082

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Sincerely,

Patricia Ruge
2829 Springfield Dr
Wilmington, NC 28405
pmrsnr@aol.com
(201) 467-5545

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Sincerely,

helen Johnson
75 Mountain View Rd
Black Mountain, NC 28711
mtnhelenrose@yahoo.com
(828) 669-2562

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Sincerely,

Michael Marshall  
605 Hannah McKenzie Dr  
Greensboro, NC 27455  
mmmarsha@uncg.edu  
(336) 545-0171

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
One of the most important aspects of this program is that North Carolina electrify, rather than refurbish and replace old diesel engines with new diesel or natural gas engines. This is not only important in that we move away from fossil fuels, but this is also incumbent upon the state and that North Carolina will receive more funding. Putting money toward vehicle charging stations is smart, and if the state does this coordinating this spending with the other pool of money meant exclusively for charging stations will be key.

Additionally, I believe it is wise to invest in electrification of buses. Buses transport many people (esp kids for school) and are more highly concentrated in poor, minority, and EJ communities. Buses will also be an easier target because data will be more readily available than for other technologies, and this will make modeling emissions reductions easier compared to alternative investments.

One thing for DEQ to consider is where progress toward electrification is inevitable. With this in mind, focusing on electrifying port technologies, for example, may be wise. Vehicle electrification seems all but guaranteed, but this is not the case with Port Drayage machinery, for example.

Finally, it would be wise for the state to make great use of leveraging DERA matching funds. I strongly urge DEQ to engage heavily in this program.

Best,
Seth Yeazel

112C Purefoy Rd.
Chapel Hill, NC
27514
386-846-3219
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Sincerely,

Camelia Stewart
322 Loblolly St.
Emerald Isle, NC 28594
astewart5@ec.rr.com
(252) 354-5984

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Sincerely,

Ellen Osborne
6731, Hunt RD
Pleasant Garden, NC 27313
peaceeao7@aol.com
(336) 317-9231

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Sincerely,

David Williams
12 Willoughby Run Drive
Asheville, NC 28803
dmw1nc@aol.com
(828) 687-2835

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Sincerely,

Doris Hinson
9 Fircrest Court
Durham, NC 27703
dorismhinson@gmail.com
(919) 596-7687

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Sincerely,

helga barden
114 Old Toll Rd
Asheville, NC 28804
helgameister@charter.net
(828) 230-1807

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Sincerely,

Valarie Snell
1217 Cliffwood Drive
Greensboro, NC 27406
valariesnell@yahoo.com
(336) 404-1506

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Sincerely,

Martin Benavides
2906 Evans Street
Morehead City, NC 28557
martin.benavides1@gmail.com
(252) 269-3445

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Sincerely,

Nancy Kondracki
5211 Flintrock Court
Greensboro, NC 27455
nancykondracki13@gmail.com
(336) 282-9558

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Dear Division of Air Quality,

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Sincerely,

Mac Hulslander
2830 Barlettler St.
Raleigh, NC 27607
mac.hulslander@gmail.com
(919) 833-7203

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Sincerely,

Thomas Games
12209 Kyle Abbey Ln.
Raleigh, NC 27613
tmgames@yahoo.com
(919) 917-7547

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Sincerely,

Ryan Segall
107 Pink Fox Cove Rd
Weaverville, NC 28787
rsegall.f15@warren-wilson.edu
(828) 645-8395

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Sincerely,

Ada Khoury
P o box 646
Weaverville, NC 28787
inthemoment007@yahoo.com
(828) 713-8051

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Sincerely,

Barry Auman
543 Sunset Lakes Blvd. Sw
Sunset Beach, NC 28468
bauman@atmc.net
(910) 579-1485

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Sincerely,

Pat Scudiere
106 Berkshire St
Greensboro, NC 27403
pbscudiere@gmail.com
(336) 870-3065

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Sincerely,

Julia Martinelli
8918 Landing Drive, SW
Sunset Beach, NC 28468
jdmartinelli222@yahoo.com
(910) 579-4445

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Sincerely,

Arthur Firth
1011 Emerald Bay Drive
Salisbury, NC 28146
afirth@carolina.rr.com
(704) 633-3069

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Sincerely,

Robert Carson
361 Dillingham Circle
Asheville, NC 28805
rcarson31@ms.com
(828) 424-7075

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Sincerely,

David Galloway
3705 Highgate Dr, Apt G
Durham, NC 27713
dhgallow@gmail.com
(919) 495-1107

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Sincerely,

Anne Jarema
8 Valle Vista Drive
Asheville, NC 28804
anne_jarema@verizon.net
(828) 505-3818

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Sincerely,

Jason Delborne
711 McCulloch St
Raleigh, NC 27603
jdelborne@gmail.com
(919) 980-2867

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Sincerely,

jutta moore
2900 rannock court
raleigh, NC 27604
jpmoore@wcpss.net
(919) 850-9236

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Sincerely,

Mike Jarosinski
5809 Rowsgate Ln
Wilmington, NC 28411
jarosinskij@bellsouth.net
(910) 409-7078

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Sincerely,

Christine Voss
106 Locust Ct
Pine Knoll Shores, NC 28512
christinemvoss@gmail.com
(252) 717-3890

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Sincerely,

Kristin Trangsrud
121 LAKE HOGAN FARM RD
CHAPEL HILL, NC 27516
ktrangsrud@yahoo.com
(919) 929-3980

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Sincerely,

Ron and Nancy Bryant
5546 Old Thompson Road
Ron O., NC 28128
ronancyb@hughes.net
(704) 474-9134

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Sincerely,

Jason Robinson
3908 Delgany Drive
Charlotte, NC 28215
jason@designergenes.biz
(704) 910-0113

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Sincerely,

Robert M. Wilson
476 Ivy Hill Road
Marshall, NC 28753
rmwilson476@gmail.com
(828) 279-0001

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Sincerely,

Michele Clark
109 Shadowood Dr. Apt. V
Chapel Hill, NC 27514
uncmicha@gmail.com
(919) 260-0895

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Sincerely,

Cody Hulme
110 North Forest Lane
Cody, NC 28804
cody.hulme@gmail.com
(828) 777-5235

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Sincerely,

Frank Lorch
2885 Sanford Ave. SW #41063
Grandville, MI 49418
franklorch@yahoo.com
(704) 907-0760

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Sincerely,

Ulrich Alsentzer
103 Cabana Rd
Ulrich, NC 27810
ualsentzer@gotricounty.com
(252) 964-4624
Dear Division of Air Quality,

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Sincerely,

Richard Klett
4245 little fork cove rd
Denver, NC 28037
richardklett@gmail.com
(703) 380-1023

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Sincerely,

Leah DeKoskie
605 Culvert St
Leah, NC 27502
leahdekoskie@me.com
(678) 313-6298

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Sincerely,

Chris Gully
103 bellshill ct
cary, NC 27513
gullyc@yahoo.com
(913) 800-1220

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Sincerely,

Maryanne Rackoff
45 Tree Top Dr
Arden, NC 28704
maryannerackoff@yahoo.com
(330) 701-5574

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Sincerely,

Cameron Riddle
1111 Brockmore Dr
Lenoir, NC 28645
criddle@caldwellschools.com
(828) 754-7411

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Eva Duggins
2212 NC Hwy 731 W
Mt. Gilead, NC 27306
eduggins@embarqmail.com
(910) 439-1690

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Sincerely,

Robert McCarthy
9660 Sievers Way NW
Ash, NC 28420
mca1970@aol.com
(843) 267-2464

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Sincerely,

James Kelbaugh
733 Plantation Estates Dr., Apt. C103
Matthews, NC 28105
jimlouk@att.net
(704) 321-5127

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Sincerely,

Tiffany Hartung
5217 Stanley Rd
Durham, NC 27704
tiffanyhartung@gmail.com
(248) 933-2451

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Sincerely,

Kristina Heiks
2786 NC Hwy 194 N
Boone, NC 28607
kheiks@yahoo.com
(828) 264-9230

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Sincerely,

Lisa Baker
3C Hedgerose Court
Asheville, NC 28805
lisabaker72@gmail.com
(828) 707-6807

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Sincerely,

Jan Parkinson
146 Eller Cove Road
Weaverville, NC 28787
jparkinso7@yahoo.com
(828) 412-8518

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Sincerely,

Gary Feimster
845 Graham Loop Rd
Mt. Ulla, NC 28125
georgef7373@gmail.com
(704) 550-1895

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Sincerely,

Ann Chelminski
116 Watters Road
Carrboro, NC 27510
anewchel@gmail.com
(919) 548-4836

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CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

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Sincerely,

Ed Turley
6 Shakespeare Cir
Black Mountain, NC 02871
kagnew6770@gmail.com
(828) 357-8476

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Sincerely,

Dan Burns
104 Dowington LN
Dan, NC 27519
danburnsnc@gmail.com
(919) 651-9790

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Sincerely,

Larissa Bowman
425 Flat Top Mtn Rd
Fairview, NC 28730
mtnvetpath@gmail.com
(828) 670-8327

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Sincerely,

Alice Stack
5721 Fox Chase Drive
Winston-Salem, NC 27105
a_stack@windstream.net
(336) 842-9784

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Sincerely,

Paul Bartholic
83 Westwood Place
Asheville, NC 28806
paulbartholic@gmail.com
(828) 320-1234

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Sincerely,

Tanya Manning
PO Box 632
Brevard, NC 28712
aschman13@gmail.com
(352) 543-6573

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Sincerely,

Donna Durfee
2100 Collingdale Place
Charlotte, NC 28210
dddurfee@msn.com
(704) 553-7321

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Sincerely,

Chelsea Barnes
2505 Tryon Pines Drive
Raleigh, NC 27603
chelsearuth@gmail.com
(614) 205-6424

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Sincerely,

Jane Laping
14 Concord Place
Asheville, NC 28803
janelaping@sbcglobal.net
(828) 277-7342

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Sincerely,

Ann Prince
9808 Leslie Drive
Chapel Hill, NC 27516
irisgentian@gmail.com
(919) 929-4207

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Sincerely,

Ryland Bowman
1310 Hill St.
Durham, NC 27707
ryland.g.bowman@gmail.com
(336) 549-8021

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Sincerely,

Melvin Hoot
405 Alderson
Washington, NC 27889
hootlois@yahoo.com
(252) 975-5951

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Sincerely,

Diane Willis
11732, Silverado Lane
Charlotte, NC 28277
dnwillis55@gmail.com
(704) 553-0690

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Sincerely,

Bob Pendergrass
1100 Rowan Mills Rd
Salisbury, NC 28147
bob.pendergrass@rowancountync.gov
(704) 326-2641

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Sincerely,

Cliff Lowery
615 Whitsett Avenue
Gibsonville, NC 27249
lowerycc@aol.com
(336) 210-6923

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Sincerely,

Russell Fowler
520 Harvest Place
Swansboro, NC 28584
rfowler30@yahoo.com
(910) 326-7413

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Sincerely,

Hedi Perotto
2105 East Lake Shore Drive
Wilmington, NC 28401
hedi.perotto@gmail.com
(910) 859-8383

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Sincerely,

Andrew Race
5260 Wilson Hill Ct
Winston Salem, NC 27104
rewdyrace@gmail.com
(773) 342-1141

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Sincerely,

Patricia Queen
848 West Stallings St
Clayton, NC 27520
patqueen2003@gmail.com
(919) 413-1333

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CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

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Sincerely,

Christy McFadden
21 Alex Drive
Asheville, NC 28805
autygila@gmail.com
(828) 215-7634

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Sincerely,

John Dunning
950 Spring Forest Road, Apt 2H
Greenville, NC 27834
johnjdunning@gmail.com
(814) 330-3704

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Dear Division of Air Quality,

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Sincerely,

Jade Dell
927 West Morgan Street, Apt. 159
Raleigh, NC 27603
jade.dell45@gmail.com
(773) 750-0125

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Sincerely,

Virgil Carmichael
4403 Angelus Circle
Asheville, NC 28805
virgilcarmichael@gmail.com
(828) 242-7709

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
From: Robert Becquet (r.becquet@windstream.net) Sent You a Personal Message
To: daq.NC_VWGrants
Subject: [External] Use Volkswagen funds to electrify NC transportation
Date: Wednesday, December 06, 2017 7:14:31 AM

CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

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Sincerely,

Robert Becquet
12599 NC 27 W
Broadway, NC 27505
r.becquet@windstream.net
(919) 499-2344

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Sincerely,

Vivian Ratliff
30 Briarwood Circle
Pinehurst, NC 28374
vivrd@hotmail.com
(910) 638-8336

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Sincerely,

Darlene Hamilton
1605 Beacon Valley Dr
Raleigh, NC 27604
darlene.hamilton@siemens.com
(919) 463-1942

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Sincerely,

Amanda Bahr
P o box 254
Carolina Beach, NC 28428
silliana2007@gmail.com
(910) 431-8152

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Sincerely,

Mary Tuma
4020 Larkspur Lane
Charlotte, NC 28205
nat13421@gmail.com
(980) 333-7545

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Sincerely,

Paul Kiely
1023 Laurel Valley Drive
New Bern, NC 28562
teacherkiely@gmail.com
(603) 528-3602

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Sincerely,

Stephanie Adams
3430 Prince George Ave., None
Castle Hayne, NC 28429
sadams9008@att.net
(910) 675-2054

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Sincerely,

Kim Fuelling
285 Grover Norris Rd
Zionville, NC 28698
kimfuelling@gmail.com
(828) 297-1972

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Sincerely,

Lidia Lucaciu
2446 27th Avenue Circle NE
Hickory, NC 28601
llucaciu12@gmail.com
(828) 256-7903

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Sincerely,

Laura Ghantous
822 Cotton Place
Laura, NC 27601
lghantous@mac.com
(919) 862-0878

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Sincerely,

Denise Brown
432 N Brady St
Denise, NC 27316
denisefbrown@hotmail.com
(336) 302-4507

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Sincerely,

patricia english
313 deer creek lane
wilkesboro, NC 28697
penglish@wilkes.net
(336) 428-5339

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Sincerely,

alexandria williams
287 Catalina Dr
Mooresville, NC 28117
aswillia13@yahoo.com
(704) 662-2117

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Sincerely,

vivian barro
603 w harvie ave
Gastonia, NC 28052
viviancb1@hotmail.com
(305) 962-7646

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Sincerely,

Jennifer Warrillow
5703 Three Oaks Dr
Raleigh, NC 27612
jenwarrillow@yahoo.com
(919) 324-8776

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Sincerely,

Chip LORD
10137 Caldwell Forest Drive
Charlotte, NC 28213
cjlord1@gmail.com
(704) 971-7971

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Sincerely,

Walt Nelsen
6375 soco
Maggie, NC 28751
grandpamikel3@yahoo.com
(828) 926-6180

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Sincerely,

Aidan McDonald  
532 phillips branch rd  
Vilas, NC 28692  
mcdonaldwc@appstate.edu  
(794) 214-0563

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Sincerely,

Laurael Robichaud
5416 Eno River Drive
Durham, NC 27704
laurael.robichaud@gmail.com
(919) 382-0408

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Sincerely,

Karen Mallam
810 Buckner Springs Road
Siler City, NC 27344
karenmallam@yahoo.com
(919) 742-9953

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Sincerely,

Elizabeth Hay
690 Junaluska Road
Andrews, NC 28901
ehay2@me.com
(828) 321-3496

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Sincerely,

Gene Hanson
1905 Rolling Road
Chapel Hill, NC 27514
gene.p.hanson@gmail.com
(908) 240-2678

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Sincerely,

Marti Jenkins
4810 Marlborough Way
Durham, NC 27713
martijenkins@me.com
(919) 699-4868

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Sincerely,

Robert Larick
5440 Allison La.
Charlotte, NC 28277
creativesource007@msn.com
(704) 321-1450

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Sincerely,

Lynne C.
5012 Lipscomb Dr.
Garner, NC 27529
catslc@aol.com
(919) 553-8612

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Sincerely,

Dana Morin
4123 Cascade St,
Terrell, NC 28682
danamorin1971@gmail.com
(239) 910-2519

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

WELDINE DOSSETT
415 ABERDEEN TERRACE
GREENSBORO, NC 27403
weldine@gmail.com
(336) 500-3846

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Sincerely,

Judith Foster
5409 Amberhill Drive
Greensboro, NC 27455
jafoster46@icloud.com
(336) 288-6442

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Sincerely,

Harrison Curtis
702 Tarragon Ct.
New Bern, NC 28562
bud.curtis@gmail.com
(252) 288-6528

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Sincerely,

Al Meadowcroft
518 Plymouth Dr.
Wilmington, NC 28405
teriandal@aol.com
(910) 431-9691

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Sincerely,

martin feinstein
400 coolidge street
chapel hill, NC 27516
martin_feinstein@unc.edu
(919) 933-3089

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Sincerely,

Destinee Means
510 N Wilmington St #509
Destinee, NC 27604
ddm0706@gmail.com
(252) 259-5668

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CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

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Sincerely,

Eleanor Bly Underdown
1015K Cedar Hills Ct SE
Lenoir, NC 28645
ebunderdown@att.net
(828) 757-7912

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Sincerely,

Donna Newman
710-D Powell Drive
Donna, NC 27606
dnewman27606@yahoo.com
(919) 222-2222

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Sincerely,

Fred Martin
3215 Ravencliff Dr.
Charlotte, NC 28226
famiv@yahoo.com
(704) 752-0182

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Sincerely,

Pam Burns
104 Dowington Lane
Cary, NC 27519
pamburns68@gmail.com
(919) 651-9790

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Sincerely,

Barbara Harvey
102 Ayr Court,
Cary, NC 27511
barharvey@aol.com
(919) 388-7618

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Sincerely,

Taylor Engle
5855 Old Oak Ridge Rd
Greensboro, NC 27410
englet@uni.edu
(563) 271-7382

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Sincerely,

Courtney Distelrath
32 Avellino Road
Courtney, NC 28307
courtneybwilson453@gmail.com
(910) 705-7733

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Sincerely,

Agnes Crews
421 Ray Rd
Chapel Hill, NC 27516
aggiecrews@gmail.com
(919) 933-0502

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Sincerely,

Jake Armour
12601 Moore's Chapel Rd
Charlotte, NC 28214
jarmour@uncc.edu
(704) 393-7096

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Sincerely,

Brian Peltier
74 ebens Cove
Barnardsville, NC 28709
bepeltier@bellsouth.net
(828) 367-3770

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Sincerely,

Sherrell Cuthbertson
15 Future Dr, Apt 3-G
Asheville, NC 28803
azell2001@gmail.com
(828) 989-6654

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Sincerely,

joseph magura
5817 Henner Place
Durham, NC 27713
magura@fac.unc.edu
(919) 904-0075

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Sincerely,

Rosa Orr
25 Wayward Path
Candler, NC 28715
orr7329@gmail.com
(828) 665-4422

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Sincerely,

Anne Lanzi
155 Michigan Ave
Asheville, NC 28806
agl2201@gmail.com
(828) 337-5155

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Sincerely,

Susan Pope
5001 Putter Lane
Susan, NC 27949
susanmpope@aol.com
(252) 255-2893

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Sincerely,

Sara Donatich
3013 Dorner Circle Apt c
Raleigh, NC 27606
sara.donatich@gmail.com
(631) 848-8580

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Sincerely,

lyda karrh
109 hamburg mountain road
weaverville, NC 28787
lydakarrh@me.com
(828) 484-4597

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Sincerely,

J. L. Wakefield
252 Oakwood Ct
Winston-Salem, NC 27103
jwakefield1@triad.rr.com
(336) 722-0587

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Sincerely,

Alice Payne
1645 US Hwy 258 N
Kinston, NC 28504
al2payne@yahoo.com
(919) 920-0513

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Sincerely,

renee Skudra
3806 Manor Drive
Greensboro, NC 27403
renees52@aol.com
(510) 277-7157

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Sincerely,

William Cline
2924 Oberlin Rd
Raleigh, NC 27608
wscline1@gmail.com
(919) 452-0832

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Sincerely,

STEVEN MCCRAW
4 Mitchell Ave
STEVEN, NC 28806
smmccraw@gmail.com
(919) 264-7970

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Sincerely,

Dan Clere
232 Bent Creek Ranch Rd.
Asheville, NC 28806
danielclere@gmail.com
(828) 712-5424

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Bill Dinsdale
2960 Irwin DR SE
Southport, NC 28461
bcdskd@atmc.net
(910) 253-4064

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Sincerely,

Anna Geyer
4506 Ryan Street
Durham, NC 27704
annageyer@gmail.com
(919) 450-7268

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Sincerely,

Dan Faris
6000 Rose Valley Dr.
Charlotte, NC 28210
danffaris@aol.com
(704) 553-2334

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Sincerely,

G.W. Cheney
315 Hickory Lane
G.W., NC 28607
gwcheney@ymail.com
(828) 773-4120

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Sincerely,

Jen East
1805 US 70 W
Marion, NC 28752
swxe@hotmail.com
(828) 527-1096

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Sincerely,

Johnny Mayall
86A Willow Way
Chapel Hill, NC 27516
peglegpete@gmail.com
(919) 391-9097

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Sincerely,

Richard George
5849 Greenway Vista Lane
Richard, NC 28216
regeorge58@yahoo.com
(980) 938-0952

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Sincerely,

Ruth Noble
26 Rylee Ridge
Asheville, NC 28805
ruth@nobleruth.com
(828) 299-9326

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Sincerely,

Gary Lavinder
348 South Greenbriar Road
Statesville, NC 28625
lavindergary@gmail.com
(704) 872-3492

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Sincerely,

thomas castle
4297 abernathy circle
valdese, NC 28690
tomtom440@yahoo.com
(717) 623-5174

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Sincerely,

Deron Tse
6201 Daybrook Cir
Raleigh, NC 27606
dtse.breakbreadtogether@gmail.com
(919) 322-8301

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Sincerely,

ursula beaudry
4297 abernathy circle
valdese, NC 28690
ursiebear55@gmail.com
(828) 874-0714

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Sincerely,

Linda Bloom
527 yeopim rd edenton NC 27932-9412 United States
edenton, NC 27932
suellen.bloom@gmail.com
(242) 333-0626

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Sincerely,

Susan Broadhead
48 Full Circle Trail
Black Mountain, NC 28711
s_broadhead@hotmail.com
(828) 669-1785

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Sincerely,

William Snyder
7312 Grist Mill Road
Raleigh, NC 27615
whs@nc.rr.com
(919) 848-0899

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Sincerely,

Lorraine Cocomero
P O Box 1177
Carrboro, NC 27510
loricocomero@gmail.com
(919) 960-9591

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Sincerely,

Gianna Krstic
1117 Minnie Dr
Raleigh, NC 27603
giannaloveslife@gmail.com
(305) 799-2381

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Sincerely,

Sean McGlynn
1330 W 1st St Apt C
Winston Salem, NC 27101
seandmcglynn@gmail.com
(336) 995-5392

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Sincerely,

Peter Schubert
927 Bluestone Rd
Durham, NC 27713
schubyps@gmail.com
(919) 544-4923

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Gianna Krstic
188 Ocean Drive
Gianna, FL 33070
giannaloveslife@gmail.com
(305) 799-2381

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Sincerely,

Jarred Worley
72 Ivy Overlook Drive
Marshall, NC 28753
pureunfiltered@yahoo.com
(828) 380-1041

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Sincerely,

Kinsey Nelson
314 Tern Ct
Kill Devil Hills, NC 27948
browneyedkins@gmail.com
(252) 256-2923

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Sincerely,

Cashin Hunt
2333 Rosewood Ave
Winston Salem, NC 27103
cashinhunt@gmail.com
(336) 354-8548

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Sincerely,

Mary Lindsey
3000 Galloway Ridge E209
Pittsboro, NC 27312
rossiel41@gmail.com
(919) 542-3281

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Sincerely,

Dana Lucas
11920 Joleen Ct., Apt. 315
Huntersville, NC 28078
dalucas@gmail.com
(704) 293-3328

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Sincerely,

Jann Boggs
PO Box 1942
Sparta, NC 28675
jaspalding@juno.com
(727) 641-4925

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Sincerely,

Claudia Kaplan
4911 Victoria Dr.
Durham, NC 27713
kaplans@nc.rr.com
(919) 932-9635

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
From: Michelle Yates (myates67@gmail.com) Sent You a Personal Message
To: dag.NC.VWGrants
Subject: [External] Use Volkswagen funds to electrify NC transportation
Date: Tuesday, December 05, 2017 8:36:23 PM

Dear Division of Air Quality,

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Sincerely,

Michelle Yates
206 E Jules Verne Way
Cary, NC 27511
myates67@gmail.com
(919) 616-2791

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Jacob Yow
2300 East 4th St
Greenville, NC 27858
yow-j@hotmail.com
(336) 974-1014

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Sincerely,

Mary Pagano
981 7 Lks N
West End, NC 27376
mzp396@aol.com
(910) 400-5318

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Sincerely,

Janine Lafferty
6614 Glenlivet Court
Charlotte, NC 28278
jayla284@hotmail.com
(704) 588-7708

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Sincerely,

Gordon Barber
300 Long Shoals Rd, Apt 4E
Arden, NC 28704
resonus@gmail.com
(704) 453-1028

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Sincerely,

John Stratton
2005 BRENTWOOD DR
ROCKY MOUNT, NC 27804
johnstratton55@gmail.com
(252) 972-3508

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Sincerely,

Suzanne J Dickson
P.O.Box 1081
Sneads Ferry, NC 28460
szpressroom@yahoo.com
(603) 702-2001

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Sincerely,

Kathleen McQuaid
PO Box 6027
Raleigh, NC 27628
kemcquaid@outlook.com
(919) 829-0249

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Sincerely,

Allison Kaika
523 Briar Patch Terrace
Waxhaw, NC 28173
kaika@bc.edu
(704) 516-4086

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Sincerely,

Donnie Davis
239 Bowers Lane
Ellerbe, NC 28338
barbanddon@etinternet.net
(910) 652-2707

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Sincerely,

Phillip Davis
239 Bowers Lane
Ellerbe, NC 28338
phillipdavis100@yahoo.com
(910) 995-3560

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Sincerely,

William Moore  
100 N College Row  Apt 245  
William, NC 28712  
srwhmoore@comporium.net  
(828) 877-6621

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Sincerely,

James Sakolosky
113 Nixonton Loop
Elizabeth City, NC 27909
jsakolosky@gmail.com
(252) 264-1318

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Sincerely,

Andrew Sweatt
850 Watson Avenue
Winston-Salem, NC 27103
andrew_sweatt@my.uri.edu
(336) 486-0501

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Sincerely,

Dean Holmes
188 Gurganus Road
Maple Hill, NC 28454
dholmes34@yahoo.com
(910) 459-2568

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Sincerely,

Megan Kelly Deyncourt
608 Jumping Frog Lane
Knightdale, NC 27545
megan.kelly87@gmail.com
(757) 739-1136

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Sincerely,

Rosemary Carton
4004 Traditions Court
St James, NC 28461
rccarton50@gmail.com
(240) 388-5353

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Sincerely,

ROBERT McGahey
300 Dharma Way
Burnsville, NC 28714
rmcgaehey@main.nc.us
(828) 675-5535

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Sincerely,

David Judd
294 Glenn Bridge Road
Arden, NC 28704
djudd24@gmail.com
(828) 280-2011

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Sincerely,

Nan Martin  
’1110 Pebble Creek Crossing  
Durham, NC 27713  
nanpmartin@yahoo.com  
(919) 467-5338

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Sincerely,

Tim Zerr
3237 Bragg Drive, 28
Wilmington, NC 28409
taosword47@hotmail.com
(910) 399-2716

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Sincerely,

Jeremy Marzuola
705 W Main St
Carrboro, NC 27510
jlmarzuola@gmail.com
(510) 435-9685

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Sincerely,

Doug Wingeier
266 Merrimon Ave.
Asheville, NC 28801
dcwing@main.nc.us
(828) 246-4885

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Sincerely,

George Phillips
1140 Carousel Ln
Hendersonville, NC 28792
nctrack@gmail.com
(999) 999-9999

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Sincerely,

carole Henry
Bx 86
Bonlee, NC 27213
vandykee@rtelco.net
(919) 663-5838

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Sincerely,

wes weaver
342 dogwood knoll
boone, NC 28607
weaverwm@bellsouth.net
(828) 264-9316

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Sincerely,

John Wiles
5205 Langford Ter
Durham, NC 27713
jwiles3rd@gmail.com
(901) 301-8894

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Sincerely,

Sreenath Sharma
1918 Bearkling Place
Chapel Hill, NC 27517
sreenathsharma2@gmail.com
(919) 259-1769

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Sincerely,

Cindy McMorris
8916 Langwood Dr #104
Raleigh, NC 27613
cindymcmorris@att.net
(513) 578-3125

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Sincerely,

Margaret Silvers
947 Hwy 9 South
Mill Spring, NC 28756
marsilvers@gmail.com
(828) 894-9365

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Dear Division of Air Quality,

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Sincerely,

John Mickey
3540 Round Oak Rd.
Charlotte, NC 28210
jcmickey@hotmail.com
(704) 759-4850

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Sincerely,

Lee Rouse
5111 Meadowbrook Drive
Trent Woods, NC 28562
trouse@gmail.com
(252) 349-0199

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Sincerely,

Nathan Sabo
46 Pinehurst Rd
Asheville, NC 28808
gdhog79@yahoo.com
(828) 301-8228

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Sincerely,

Steve Roberts
202 s 3rd st apt 10
Wilmington, NC 28401
poetsroberts@yahoo.com
(910) 619-3675

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Sincerely,

August PRESCHLE
1023 Feldspar Lane
Lewisville, NC 27023
exploor@triad.rr.com
(336) 201-2026

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Sincerely,

Jan Ross
251 Jim's Branch
Jan, NC 28778
janross999@gmail.com
(828) 575-6298

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Sincerely,

Christine Drea
1709 Rosedale Ave
Durham, NC 27707
cdrea@duke.edu
(919) 401-5901

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Sincerely,

Manuel Medeiros
106 Dunraven Ct
Matthews, NC 28104
mannymed34@gmail.com
(828) 707-1447

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Sincerely,

shannon simpson
87 maple drive
asheville, NC 28805
thirteenmoons13@yahoo.com
(304) 573-5613

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Sincerely,

Maria Kelly
2416 Alpine Road
Durham, NC 27707
mariadelcarmenKelly@gmail.com
(919) 259-2724

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Sincerely,

Bruce Morgen
300 Long Shoals Road  Apartment 4F
Arden, NC 28704
editor@juno.com
(828) 318-8616

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Sincerely,

Robert BURGER
1942 Norwood St SW
JOE, NC 28469
joeburger42@gmail.com
(910) 575-4451

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Sincerely,

Richard Pigossi
14 Cedarcliff Road
Richard, NC 28803
rpgossi@mac.com
(828) 398-0493

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Sincerely,

Kyle Cory
1001 Ruby St
Kyle, NC 27704
kylecory@gmail.com
(919) 360-6649

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Sincerely,

James Walsh
P. O. Box 246, None
Morganton, NC 28680
jaywalsh@thistle-cottage.com
(828) 390-6024

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Sincerely,

Bob Cherry
301 Perkins St.
Boone, NC 28607
bcherry001@gmail.com
(800) 555-1234

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Sincerely,

Robert Kitteringham
1120 Real Quiet Lane
Robert, NC 28173
bob.kitteringham@me.com
(704) 243-0952

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Sincerely,

Edie Simpson
15 Springdale Rd
Asheville, NC 28805
mailedie@aol.com
(828) 505-3393
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Sincerely,

Christie Cantrell
2515 Crescent forest Drive
Christie, NC 27610
cantrelichristie@yahoo.com
(919) 436-9630

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Sincerely,

Ellen Fallon
PO Box 1123,
Carrboro, NC 27510
ellemfallon@gmail.com
(919) 928-9517

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Sincerely,

William Garrard
472 22nd Avenue NE
Hickory, NC 28601
pastorgarrard@hotmail.com
(828) 962-7566

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Sincerely,

Shirley Ware-Gully
103 Bellshill Ct, Shirl
Cary, NC 27513
swaregully@yahoo.com
(913) 800-1219

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Sincerely,

Cindy Moore
2113 holly drive
Wilmington, NC 28401
vegansprout58@gmail.com
(910) 352-6754

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Sincerely,

Deborah Bryant
PO Box 1296
Cashiers, NC 28717
deborahbryanthandwoven@gmail.com
(828) 507-6235

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Sincerely,

Ann Wood
4405 roller ct
Raleigh, NC 27604
ann.wood@rocketmail.com
(919) 669-9094

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Sincerely,

Daniel Sherfey
2215B Brookville Dr
Greenville, NC 27834
ddsherfey@gmail.com
(914) 393-4938

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Sincerely,

Heide Coppotelli
383 Seldon Emerson Road
Cedar Mountain, NC 28718
goodshepherd@comporium.net
(828) 884-4673

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Sincerely,

andrew/bonnie tangalos
812 cherokee road
charlotte, NC 28207
tangalos@me.com
(802) 999-4430

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Sincerely,

Ami Bowen
95 cartwright drive
Waynesville, NC 28786
ami@bowenimagery.com
(727) 480-4162

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Art Smoker
284 Arrowood Corner Rd.
Mars Hill, NC 28754
ansmoker@gmail.com
(828) 680-9695

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Sincerely,

Christy Jenkins
239 riverwood drive
Hertford, NC 27944
bamboo_marbles@hotmail.com
(252) 339-2032

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Sincerely,

Judy Smith
2558 Empie Dr.
Leland, NC 28451
jsnorkel23@gmail.com
(910) 228-5056

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Sincerely,

Gloria Shen
40 Rocking Porch Lane
Asheville, NC 28805
gloshen@yahoo.com
(828) 775-6413

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Sincerely,

Barbara Gabriel
1300 Blackwood Mtn Rd
Chapel Hill, NC 27516
barbara2cecilia@gmail.com
(919) 270-7735

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Sincerely,

Renee Baker
10836 Wilmore Dr.
Renee, NC 27614
reneembaker@yahoo.com
(919) 656-9931

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Sincerely,

Lori Bright
75 Hickory Tree Rd
Asheville, NC 28805
britespirit1@yahoo.com
(828) 699-7924
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Sincerely,

Anthony Wilks
1024 Fern Avenue
Charlotte, NC 28208
adwilks57@gmail.com
(704) 200-6986

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Sincerely,

Julie Frey
103 Pine Lake Dr
Monroe, NC 28110
jrbfrey@gmail.com
(704) 776-9364
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Sincerely,

Deborah Milkowski
2119 Bay Colony Lane
Wilmington, NC 28405
debmilkocal@twc.com
(252) 571-4330

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Sincerely,

Patricia Lumans
107 N. Wake St
Hillsborough, NC 27278
plumans@gmail.com
(803) 979-2100

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Sincerely,

Akila Mosier
365 Huffmantown Road
Richlands, NC 28574
soulhunter379@gmail.com
(910) 545-7842

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Sincerely,

JAMES HENRY
631 ANGELICA CIRCLE
CARY, NC 27518
seamus.p.henry@gmail.com
(919) 378-9335

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Sincerely,

Mary Combs
1602 Airport Rd
Marion, NC 28752
macombs42@yahoo.com
(828) 559-0110

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Sincerely,

kat nakayama
2612 quaker landing rd
greensboro, NC 27455
tkmn@aol.com
(336) 540-1610
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Sincerely,

Matthew Rubino
218 D. Clark Labs NCSU Dept. of Applied Ecology
Raleigh, NC 27695
matt_rubino@ncsu.edu
(919) 513-7280

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Sincerely,

David Lussier
707 Churchill Downs Drive
Aberdeen, NC 28315
papaskwidd@gmail.com
(336) 803-9326

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Sincerely,

Cathy Holt
386 Kenilworth Rd.
Cathy, NC 28805
cathyfholt@gmail.com
(828) 545-9681

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Sincerely,

Brian Reed
2025 Lakebay Rd
Vass, NC 28394
btreed91@gmail.com
(404) 661-2241

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Sincerely,

Laura Smith
2196 Woodview Drive
Raleigh, NC 27604
laurapancoast78@gmail.com
(919) 821-0396

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Sincerely,

danna mclintock
920 tumbling fork rd
waynesville, NC 28785
danna.mclintock@gmail.com
(904) 388-3188

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Sincerely,

Georgia Sizemore
PO Box 304
Rutherfordton, NC 28139
gah2obaby@gmail.com
(828) 216-2983

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Sincerely,

Joan Learner
10820 Galand Court
Raleigh, NC 27614
jmlearner@yahoo.com
(919) 870-0733
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Sincerely,

Stephen Wise
1337 E Morehead St Apt 204
Charlotte, NC 28204
csad@jhu.edu
(704) 332-3976

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Sincerely,

Christopher Browder
3512 Carolyn Dr
Raleigh, NC 27604
kcfoxie@gmail.com
(919) 909-4517

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Sincerely,

Roberta Stacey
600 South Churton St.
Hillsborough, NC 27278
rstacey13@gmail.com
(919) 245-8669

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Sincerely,

Kathryn Armstrong
1008 Ponape Ct
Indian Trail, NC 28079
armstrong.kathyg@yahoo.com
(704) 893-0111

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Sincerely,

Ruby Sturcey
6360 LowderRoad
Salisbury, NC 28147
rsturcey@gmail.com
(910) 709-9148

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Sincerely,

Cheryl Haislar
1169 Soquili
Brevard, NC 28712
haislacr@miamioh.edu
(828) 883-3664

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Sincerely,

Jennifer Headley
124 W Lynch St
Durham, NC 27701
jennifer_headley@yahoo.com
(919) 370-1411

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Dear Division of Air Quality,

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Sincerely,

Randall Faircloth
4918 Woods Edge Road
Wilmington, NC 28409
n10dorcf@aol.com
(910) 452-0653

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Sincerely,

Mary Beth Thomas
4633 Spicewood Drive
Charlotte, NC 28227
thomasmb1980@gmail.com
(704) 545-0509

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Sincerely,

Kurt Nichols
12059 copper mountain Blvd
Charlotte, NC 28277
kurt411@gmail.com
(239) 248-6864

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Sincerely,

Penelope Voss
13228 Brown Grier Rd.
Charlotte, NC 28273
pjdancer@gmail.com
(843) 939-7644

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Sincerely,

Virginia Matthews
11 Cobbleridge Court
Durham, NC 27713
agini.matt@frontier.com
(919) 417-4402

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Sincerely,

Janet Black
12 Warren Creek Rd
Candler, NC 28715
ecochristian@yahoo.com
(828) 633-0327

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Sincerely,

Kermit R. Davis
386 Licklog Ridge
Hayesville, NC 28904
krd226@bellsouth.net
(828) 389-4276

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Sincerely,

Dorothy Wahlers
109 REDDES RIVER CT
Hertford, NC 27944
dorothywahlers@yahoo.com
(732) 286-3848

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Sincerely,

Richard McHenry
499 Forest Lake Est
Moncure, NC 27559
richardmchenry@mac.com
(919) 244-4671

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Sincerely,

Jenafur Maher-Bernard
4323 Mantua Way
Jenafur, NC 27604
j Maherbernard@gmail.com
(919) 602-8903

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Sincerely,

Eric Zimdars
900 Vista Lake Drive
Candler, NC 28715
ezimdars@gmail.com
(706) 206-2311

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Sincerely,

Martha Brimm
7 Surrey Lane
Durham, NC 27707
mcb44444@aol.com
(919) 493-1775

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Sincerely,

Kenneth Johns
122 Club House Dr, 2
New London, NC 28127
kajohns55@yahoo.com
(336) 917-9594

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Sincerely,

Harold Smith
600 Merrimon Ave
Asheville, NC 28804
haroldmarshallsmith@gmail.com
(434) 466-3511

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Sincerely,

Daniel Graham
123 Grace Ave.
Chapel Hill, NC 27517
grahamdn@bellsouth.net
(919) 942-1759

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Sincerely,

Mary Loughlin
4703 Old River Rd
Canton, NC 28716
cleolion@aol.com
(828) 646-0466

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Sincerely,

Robert Lewis
107 Casey st
Elizabeth City, NC 27909
rboxer10@yahoo.com
(607) 244-8660

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Sincerely,

Patrick Medlin  
315 MacNeil Way  
Weaverville, NC 28787  
plmedli@gmail.com  
(303) 501-3279

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Sincerely,

Elizabeth Wanner
6206 Inland Greens Drive
Wilmington, NC 28405
libwanner@gmail.com
(919) 749-4649

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Sincerely,

Marvin Woll
1116 Vannstone Dr.
Raleigh, NC 27603
mjwoll@nc.rr.com
(919) 771-0888

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Sincerely,

Sharon Godfrey
9524 Deer Spring Ln.
Charlotte, NC 28210
sharongodfrey25@gmail.com
(704) 541-7332

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Sincerely,

Christine Gerbode
1505 Duke University Rd., Apt. 2H
Durham, NC 27701
christine.gerbode@gmail.com
(832) 483-5420

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Sincerely,

Brent Hassell
880 Lakecrest Ave
High Point, NC 27265
hassell_2@msn.com
(336) 491-3102

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Sincerely,

Emily Shepard
8663 Holman Mill Road
Snow Camp, NC 27349
eshepardus@yahoo.com
(336) 376-9046

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Sincerely,

Charles Gallagher
311 ASHWOOD LN
LEXINGTON, NC 27295
gaperf160@aol.com
(336) 775-4321

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Sincerely,

Jeffrey Deal
220 Tall Timber Trail
Boone, NC 28607
jeffrey.g.deal@gmail.com
(828) 406-2335

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Sincerely,

Nicole Gadon
60 Madison Ave
Asheville, NC 28801
nicole.gadon@gmail.com
(646) 296-7829

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Sincerely,

Mary Rand
1205 Old Coats Rd
Lillington, NC 27546
mbridgers7@gmail.com
(910) 814-0710

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Dell Ponow
351 Wimbish rd.
Eden, NC 27288
daponow5@gmail.com
(336) 623-1521

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Sincerely,

Peggy Braxton
P O Box 383
Maury, NC 28554
pwbraxton@gmail.com
(252) 560-1728

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Sincerely,

William Gardner
5500 Fortunes Ridge Drive 95C
Durham, NC 27713
wngardner@juno.com
(919) 973-4057

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Sincerely,

Kathryn Davis
302 W Monroe St
Salisbury, NC 28144
kldavis302@gmail.com
(703) 217-1027

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Sincerely,

Carie Hudson
123 Balsam Court
Chapel hill, NC 27513
cariehudson@gmail.com
(919) 265-3926

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Sincerely,

Lawrence Turk, RN
POB 203
Hendersonville, NC 28793
butch@wildrockies.org
(555) 555-5555

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Sincerely,

Jean Patterson
7315 Terrace dr
Charlotte, NC 28211
jeanpatterson311@gmail.com
(704) 258-2473

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Sincerely,

Mary Goodkind
23 Ridgefield Pl
Mary, NC 28803
mary@lindleyg.com
(828) 424-7151

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Sincerely,

Louise Gross  
2601 IDLEBROOK CIR  
MIDWAY PARK, NC 28544  
chile96@hotmail.com  
(910) 353-1700

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Sincerely,

Anne Kepplinger
2844 Wycliff Rd Raleigh NC 27607 United States
Raleigh, NC 27607
anne.kepplinger@gmail.com
(919) 649-5608

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Sincerely,

Virginia Baner
309 Drexel Farm Drive
Hendersonville, NC 28739
vbaner@hotmail.com
(828) 890-3481

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Sincerely,

John Evans
109 Appleton Drive
Roanoke Rapids, NC 27870
hartevans5@gmail.com
(252) 903-9157

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Sincerely,

Fred Putnam
306 Dutchman Avenue
Mount Holly, NC 28120
fhputnam@aol.com
(704) 827-4730

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Sincerely,

Rachel Galper
1107 9th Street
Durham, NC 27705
rinahrising@gmail.com
(646) 241-7555

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Sincerely,

Allyn Howlett
672 cook school rd
Pilot Mountain, NC 27041
allyn-babyo@hotmail.com
(336) 351-2814

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Sincerely,

Jeremy Stubbs
38 Grouse Lane
Jeremy, NC 28712
stubbs1493@msn.com
(513) 255-5371

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Sincerely,

Bob Dietz
310 Kettlebridge Dr.
Cary, NC 27511
bobdietz51@gmail.com
(919) 387-7675

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Sincerely,

Martha Spencer
988 Henry Mountain Road
Brevard, NC 28712
spencer_martha@hotmail.com
(828) 885-2680

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Sincerely,

Robert Martin
105 Adrian Street
Mount Holly, NC 28120
kelly.martin47@gmail.com
(704) 433-5336

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Sincerely,

Kathy Dowd
510 Easy St
Pittsboro, NC 27312
kdowd8@gmail.com
(919) 933-7157

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Sincerely,

Jody Smith
120 Highland St.
Weaverville, NC 28787
kwjody@yahoo.com
(305) 304-2064

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Sincerely,

Anne Fondren
818 Sound View Drive
Hampstead, NC 28443
fodro2@aol.com
(910) 352-2229

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Sincerely,

Michael Minnick
2951 Cosmo Dr
Fayetteville, NC 28304
michael.minnick+credo@gmail.com
(910) 494-5877

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Sincerely,

Brandylyn Lemen
2 Twinleaf Pl
Durham, NC 27705
brandyn.lenem@gmail.com
(919) 555-1212

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Sincerely,

Marla Drucker  
4509 Parkgate Dr  
Marla, NC 28105  
marla.drucker55@gmail.com  
(980) 245-8414

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Sincerely,

Stacy DeCaussin
1715 White Road
Wilmington, NC 28405
taiseisola@aol.com
(910) 619-6667

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Sincerely,

Shawna Hanson
84 Saint Dunstans Road
Asheville, NC 28803
ewhanson12@gmail.com
(828) 850-5706

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Sincerely,

Dominic Cervantes
620 Azalea Ave
Black Mountain, NC 28711
aeonofdoom@hotmail.com
(831) 419-3485

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Sincerely,

Brian Coletta
1209 Cliffspring Ct.
Winston Salem, NC 27104
bcoletta2@yahoo.com
(336) 682-5638

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Dear Division of Air Quality,

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

Joanne Heckel
115 Sir Patrick's Ct
Clemmons, NC 27012
jch52969@aol.com
(336) 766-8465

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Sincerely,

Nathan Peterson
211 Pearson St
Wilson, NC 27893
fhmsnathan@yahoo.com
(252) 373-3136

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Sincerely,

Lynne Berryhill
311 Leftwich Street
Lynne, NC 27405
lawb818@gmail.com
(336) 317-1636

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Sincerely,

Lynn Elliott
2614 Woodmont Dr
Durham, NC 27705
craper@nc.rr.com
(919) 698-3282

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Sincerely,

Frank McConnell
763 Cascade Lake Rd.
Pisgah Forest, NC 28768
mistamac2@gmail.com
(828) 885-2289

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Sincerely,

Bryson Palmer
7 Debbie View Dr, Barn Apartment
swannanoa, NC 28778
bassbryson35@gmail.com
(662) 255-9298

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Sincerely,

Pamela Corbett
3560 buena vista rd
winston salem, NC 27106
pamcorbett@aol.com
(336) 761-1121

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Sincerely,

Paul Brown
117 Seneca Road
Murphy, NC 28906
revpaulvet@gmail.com
(828) 557-5720

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Sincerely,

Josie Purbrick
171 swannanoa ave
Asheville, NC 28806
josiebp@gmail.com
(504) 301-8993

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Sincerely,

Connie Raper
2614 Woodmont Dr
Durham, NC 27705
ckrmob@nc.rr.com
(919) 698-3282

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Sincerely,

Peter Murphy
3610 Baron Monck Pass
Raleigh, NC 27612
pcurphyc@yahoo.com
(919) 561-3758

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Sincerely,

Don Peeples
341 Yorkshire Drive
Sylva, NC 28779
don.peeples@verizon.net
(410) 207-1340

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Sincerely,

Tom Shafer
158 Estelle Park Dr
Asheville, NC 28806
tom.shafer@live.com
(740) 817-1490

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Sincerely,

Michael Busko
30 Whitehaven Dr
Pinehurst, NC 28374
mvbusko@gmail.com
(919) 943-9381

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Sincerely,

Denise Lafone
253 PGW Drive, #101
Elkin, NC 28621
deniselafone@hotmail.com
(714) 914-7802

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Sincerely,

Win Southworth
701 Warren Wilson Rd.
Swannanoa, NC 28778
southworthw@hotmail.com
(828) 989-2993

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Sincerely,

James Zizzo
2304 Wrightsville Ave. #106
Wilmington, NC 28403
jzizzo@ec.rr.com
(910) 762-6218

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Sincerely,

Merle Love
198 Governors View Road
Asheville, NC 28805
jimelove@hotmail.com
(828) 505-3435

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Sincerely,

Tammy Dickens
4214 Guess Rd
Durham, NC 27712
tamkatt2@aol.com
(919) 638-9081

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Sincerely,

BF Beasley
2533 Firethorn Ct
Gastonia, NC 28056
jrsilverfox@hotmail.com
(704) 616-8474

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Sincerely,

charles smith
5700 nassau dr
fayetteville, NC 28314
turtle130@hotmail.com
(910) 339-5211

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Sincerely,

Scott Hunziker
49 ChickadeeTrail
Pittsboro, NC 28312
hunziker44@gmail.com
(203) 994-7028

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Sincerely,

Walter Kross
32 Imperial Dr
Hendersonville, NC 28792
wkrb5@yahoo.com
(609) 954-2176

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Sincerely,

Valerie Fox
1331 Valley Run
Valerie, NC 27707
valeriefox47@gmail.com
(252) 213-0744

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Sincerely,

Tim Harris
3815 Ranchwood Dr.
Clemmons, NC 27012
jrsyby88@yahoo.com
(336) 766-6975

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Sincerely,

Matthew Duffy
3820 Colby Drive
Raleigh, NC 27609
duffymediainc@gmail.com
(415) 876-4614

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Sincerely,

Lisa Premo
3417 Meadow Bluff Drive
Charlotte, NC 28226
lpremo@carolina.rr.com
(704) 960-9745

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Sincerely,

Debbie Watterson
616 Loblolly Drive
Vass, NC 28394
debwatterson@gmail.com
(919) 274-0981
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Sincerely,

TP Jeffrey
1001 Blazing Star
Monroe, NC 28110
9fb51935@opayq.com
(541) 728-9017

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Sincerely,

Miriam Angress
2608 University Drive
Dur, NC 27707
mials@duke.edu
(919) 687-3601

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Sincerely,

Andrea Crook
200 Kelly Rd
Sanford, NC 27332
andrea.crook@gmail.com
(910) 478-5092

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Sincerely,

Jess Perry
201 Taylor St.
Jess, NC 27607
graycat228@yahoo.com
(919) 704-5565

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Sincerely,

Richard Boyles
3798 Samet Dr, Suite 102
HIGH POINT, NC 27265
richard@boyleshomeimprovement.com
(336) 869-3229

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Sincerely,

Suzy Lawrence
8622 Ryan Rd
Chapel Hill, NC 27516
suzylawrence53@gmail.com
(919) 619-6788

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Sincerely,

Jeff Kulp
5417 Oldtowne Road
Raleigh, NC 27612
jskulp1@gmail.com
(919) 845-9813

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Sincerely,

Judith Butts
608 Vale Dr
Wilmington, NC 28411
judybutts58@yahoo.com
(303) 638-9963

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Sincerely,

Joe Bearden
1809 Lakepark Drive
Raleigh, NC 27612
chickadeebirders@gmail.com
(919) 844-9050

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
From: Kevin Jones (kevinfjones123@yahoo.com) Sent You a Personal Message
To: daq.NC.VWGrants
Subject: [External] Use Volkswagen funds to electrify NC transportation
Date: Tuesday, December 05, 2017 4:54:42 PM

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Sincerely,

Kevin Jones
1622 Maurice Trull Road
Wingate, NC 28174
kevinfjones123@yahoo.com
(619) 328-0097

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Sincerely,

Selena Cooper
1210 Deerfield Trace
Mebane, NC 27302
orrostorm1@yahoo.com
(937) 266-6541

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Sincerely,

Ralph Oliva
4006 Bridgewood Lane
Charlotte, NC 28226
rgolivab52@aol.com
(704) 649-9236

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Sincerely,

Michelle Mitchell
17227 Chardonnay Ct
Cornelius, NC 28031
michelleymitchell@gmail.com
(704) 896-9629

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Sincerely,

Patricia Armistead
1605 WOOD DUCK LANE
KDH, NC 27948
pgan00@gmail.com
(252) 480-6446

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Sincerely,

Robert Hubbard
3800 Shamrock Dr
Charlotte, NC 28215
bobbhubbard@gmail.com
(704) 532-7208

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Sincerely,

Cameron Gordon
2901 N DAVIDSON ST, UNIT 138
CHARLOTTE, NC 28205
cgordon404@gmail.com
(925) 699-2110

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Sincerely,

Bethany Dusenberry
109 Cyprus Creek Lane
Hendersonville, NC 28791
bad81548@gmail.com
(828) 696-9876

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Sincerely,

Sharron Parker
1500 River Mill Dr. #306
Wake Forest, NC 27587
parkersharron@aol.com
(919) 562-4056

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Sincerely,

Jo Ellen Hirsch
307 Whitney Dr
Fayetteville, NC 28314
jehmd1@gmail.com
(910) 644-0284

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Sincerely,

Mary Buttitta
411 Periwinkle Dr.
Asheville, NC 28804
mary.buttitta@gmail.com
(802) 373-0113

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Sincerely,

Marcia Hoeke
47 Deer Run
Brevard, NC 28712
marhoeke@yahoo.com
(828) 384-2111

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Sincerely,

James Bowman
202 John Wesley Rd.
Greenville, NC 27858
chiefbow@gmail.com
(252) 830-8007

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Sincerely,

Carrie Fawcett
10821 Redgrave Lane, Mint Hill, NC, United States
Mint Hill, NC 28227
cjfawcett10821@gmail.com
(704) 651-8054

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307 Whitney Dr
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jehmd1@gmail.com
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Sincerely,

James and Leslea Kunz
1218 Coral Reef Ct.
New Bern, NC 28560
jimkunz44@gmail.com
(252) 514-6670

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Sincerely,

Michael Barker
3125 Harris Mill Ln
Charlotte, NC 28262
mbarkerua@gmail.com
(256) 324-1534

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Sincerely,

thomas Lux
154 franklin ln, ,
state road, NC 28676
tomad234@yahoo.com
(336) 835-5324

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Sincerely,

Brandy Meadows
4255 Birchwood Dr., Apt 107
Wilmington, NC 28405
branflakes12@hotmail.com
(704) 207-7701

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Sincerely,

Shelton Jenkins
200 Fairmount Way
New Bern, NC 28562
sj45pta@yahoo.com
(252) 638-3686

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Sincerely,

Shoshana Serxner-Merchant
705 Dixie Tr.
Raleigh, NC 27607
sserxner1124@att.net
(919) 834-9406

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Sincerely,

Wendy Miller
1915 New Sharon Church Road
Hillsborough, NC 27278
wemiller1959@gmail.com
(540) 421-9725

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Sincerely,

Danielle Richardet  
9100 Salem ct  
Wilmington, NC 28411  
daniellelr55@aol.com  
(910) 465-0271

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Sincerely,

Lillian Swindell
2118 Coniston Place
Charlotte, NC 28207
lrhswindell@hotmail.com
(704) 373-0139

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Sincerely,

Toni Wiker
106 Lee St
Jamestown, NC 27282
earthmom1960@yahoo.com
(336) 814-1332

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Sincerely,

DONALD HOUSER
199 Cedardale Ct.
Clayton, NC 27520
jdhouser489@gmail.com
(919) 353-6864

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
From: Pat Harms (patron7@ec.rr.com)  
Sent: Tuesday, December 05, 2017 4:44:10 PM  
To: div.NC_VWGrants  
Subject: [External] Use Volkswagen funds to electrify NC transportation  

Dear Division of Air Quality,

I am writing to urge DEQ to wisely invest the $92 million in Volkswagen settlement funds in electric vehicles and infrastructure. Taking advantage of these funds to jumpstart the electrification of North Carolina's transportation sector will mean less money sent out of state for petroleum, more in-state jobs, and cleaner air.

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Sincerely,

Pat Harms  
814 S. Yaupon Terrace  
Morehead City, NC 28557  
patron7@ec.rr.com  
(252) 764-7354

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Sincerely,

Farzana I
4303 Millis Road,
Jamestown, NC 27282
farzy19@yahoo.com
(732) 613-5799

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Sincerely,

J S
14535 Harmonious St
Charlotte, NC 28278
jillslee@aol.com
(704) 643-9035

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Sincerely,

Cathy Nieman
312 Ivy Hill Rd
Weaverville, NC 28787
cathy.nieman@gmail.com
(828) 555-5555

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Sincerely,

Marina Little
101 Pender Lane
Brevard, NC 28712
marinacelestialfire4u2@yahoo.com
(941) 548-8750

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Sincerely,

Sandra Sotelo-Miller
225 Linden Avenue
Raleigh, NC 27601
sandra.sotelo@gmail.com
(512) 541-5113

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Sincerely,

Marilyn Collins
POBox 12288
Wilmington, NC 28405
tukki222@me.com
(910) 547-1130

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Sincerely,

Deborah Beroth
6316 Lakeway dr
Raleigh, NC 27612
daberoth@gmail.com
(919) 870-1448

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Sincerely,

Michael Cooke
249 Auto Park Drive, Ste 3
GRAHAM, NC 27253
mcooke@ihconsultations.com
(336) 350-2744

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Sincerely,

Marie Swisher
2100 Bald Mountain Rd
Burnsville, NC 28714
kruzy030@yahoo.com
(920) 369-0164

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Sincerely,

Aurelie Ward
1409 Forest Park Drive
Statesville, NC 28677
health@wardgroup.net
(704) 871-1954

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Sincerely,

C Farmer
199 Wilson Lake Rd
Mooresville, NC 28117
cfarmernc@gmail.com
(704) 658-0079

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Sincerely,

Laura Reynolds
1825 Austin Place Ln.
Winston Salem, NC 27127
pingvin1@aol.com
(910) 309-5549

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Sincerely,

Mary McQueen
171 Inglenook Rd.
Hendersonville, NC 28792
meminavl@yahoo.com
(828) 545-9010

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Sincerely,

Leslie Rupert
5309 Willow Cry Lane
Raleigh, NC 27613
jlrupert@aol.com
(919) 847-9701

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Sincerely,

Sandra Ricci
6609 Battleford Drive
Raleigh, NC 27613
finlandinmind@protonmail.com
(919) 807-9782

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Sincerely,

Patricia White
7 Spring Park Road
ASHEVILLE, NC 28805
pwhitehailey@yahoo.com
(404) 931-4895

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Sincerely,

Jesse Boeckermann
102 Charles Ridge Road, Apt #
Asheville, NC 28805
jessebach7@gmail.com
(605) 376-4234

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Sincerely,

Brenda Rubens
105 lakewater drive
Brenda, NC 27511
bkrubens@gmail.com
(919) 468-8886

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Sincerely,

Lauren Reker
232 Eller Cove Rd
Weaverville, NC 28787
lauren@mountaintrue.org
(828) 484-8821

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Sincerely,

Georgina Jones
4808 Adler Pass
Raleigh, NC 27612
bihiyak@gmail.com
(919) 830-6491

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Sincerely,

Robert Farrell
285 Sabine Dr
Laurel Park, NC 28739
rjf2000@gmail.com
(908) 209-1614

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Sincerely,

Brandon stancil
404 N Laurel Ave #7
brandon, NC 28204
stancil.brandon@gmail.com
(704) 369-3820

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Sincerely,

Neely Hukill
408 St Kitts Ct
Holly Springs, NC 27540
neelyhukill@yahoo.com
(919) 586-2298

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Dear Division of Air Quality,

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I encourage you to not use the funding for natural gas, propane or diesel vehicles. Further dependence on fossil fuels means more pollution. Only a transition to electric vehicles and investment in EV infrastructure will put us on the road to a 100% clean transportation sector in North Carolina.

Sincerely,

candace l
3311 Marie
candace, NC 27604
tcmonster@hotmail.com
(919) 756-1000

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Sincerely,

Carole Newsome
7211 Emerald Dr
Emerald Isle, NC 28594
jc_caldera@yahoo.com
(910) 581-8108

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Sincerely,

Lauren Greenwood
1011 Shamrock Road
High Point, NC 27265
lauren@pdcsoftware.com
(336) 830-1682

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Sincerely,

Paul Cook
101 Middleton Place
Greenville, NC 27858
pcookecu@gmail.com
(252) 754-4900

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Sincerely,

Taylor Smith
125 Hudson St
Taylor, NC 27608
tjsmith19@gmail.com
(919) 389-7352

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Sincerely,

Lynn Hall
70 Park ave N
Asheville, NC 28801
lahall78@gmail.com
(859) 608-6657

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Sincerely,

ted vaughan
415 tanglewood trl
lake lure, NC 28746
tedvaughan42@gmail.com
(828) 625-1825

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Sincerely,

Randal Kempka
10018 White Cascade Drive
Charlotte, NC 28269
rkempka@carolina.rr.com
(704) 595-1776

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Sincerely,

Susan Redding
601 S. Elm St
Greenville, NC 27858
redding47@aol.com
(252) 758-7292

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Sincerely,

Eli Celli
407 Legends Way
Chapel Hill, NC 27516
elicelli@att.net
(919) 546-4109

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Sincerely,

Minnie White
Po box 27
TARBORO, NC 27886
minniew73@gmail.com
(252) 886-1182

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Sincerely,

Janna Starr
114 E Murray Ave
Durham, NC 27704
jannastarr16@gmail.com
(703) 955-6008

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Sincerely,

Gavin Dillard
528 Padgettown Road
Gavin, NC 28711
gavco@me.com
(828) 357-8069

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Sincerely,

Chas Griffin
1275 Seven Lakes N.
Seven Lakes, NC 27376
cpgriff8@nc.rr.com
(910) 975-1673

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Sincerely,

Sara Warzecka
80 Old Turnpike Rd
Mills river, NC 28759
sarawarzecka@gmail.com
(720) 437-0281

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
From: Rafael Agueda (ragueda05@yahoo.com) Sent You a Personal Message
To: dgi.NC.VWGrants
Subject: [External] Use Volkswagen funds to electrify NC transportation
Date: Tuesday, December 05, 2017 4:34:57 PM

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Sincerely,
Rafael Agueda
4027 adair lane
Burlington, NC 27215
ragueda05@yahoo.com
(336) 253-3534

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Sincerely,

Rebecca Reid
111 Breckenridge Ct.
Hendersonville, NC 28739
reidrobustelli@gmail.com
(828) 808-7051

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Sincerely,

Justin Landry
18 Holland Street
Justin, NC 28801
jl428182@yahoo.com
(207) 735-3896

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Sincerely,

Stephen Boletchek
1106 Elbury Drive
Apex, NC 27502
sboletchek@gmail.com
(919) 387-9588

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Sincerely,

Barbara Hardie
299 Connor Rd.
Sylva, NC 28779
bjhardie@gmail.com
(828) 331-0000

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Sincerely,

Zach Brown
3 White Ash Drive
Durham, NC 27712
zachmbrown@gmail.com
(336) 816-1615

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Sincerely,

R. Ross Holloway
711 West Main St.
Carrboro, NC 27510
r_holloway@brown.edu
(919) 942-2785

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Sincerely,

MW Matthews
1323 WESTFIELD AVENUE
RALEIGH, NC 27607
online_traffic@icloud.com
(919) 783-8651

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Sincerely,

donna bender
1926 Carolina Bch Rd
Wilmington, NC 28401
dmbender14@yahoo.com
(910) 399-1810

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Sincerely,

David Moore
710 Lichfield Rd
Winston Salem, NC 27104
dsmoore6@gmail.com
(336) 575-5380

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Sincerely,

Andrew Cahan
6400 Buckhorn Rd
Hillsborough, NC 27278
gunghsi@bellsouth.net
(919) 933-0009

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Sincerely,

Linda Campbell
100 Victoria Court
Point Harbor, NC 27964
lindagbc103@gmail.com
(724) 941-4436

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Sincerely,

SAMAntha Winstead
2738 Bancroft st
Charlotte, NC 28206
samanthawinstead@icloud.com
(270) 577-5739

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Sincerely,

Diego Rodriguez
131 Holly Berry Ln
Durham, NC 27703
darodriguez@me.com
(919) 801-9196

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Dear Division of Air Quality,

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Sincerely,

Donald Harland
PO Box 2080, 677 N Luther Rd.
Candler, NC 28715
dharland@bellsouth.net
(828) 665-9247

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Sincerely,

Gloria Shirley
105 Borden Avenue
Wilmington, NC 28403
gloriaann922@yahoo.com
(910) 616-1222

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Sincerely,

Susan Levitt
5020 fox hollow dr
denver, NC 28037
susan.i.levitt@gmail.com
(704) 798-2231

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Sincerely,

keith johnson
810 Buckner Springs Road
Siler City, NC 27344
kmjohnso15@hotmail.com
(919) 742-9953

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Sincerely,

Ronald Sigrist
4383 Creekridge Lane
Kernersville, NC 27284
ronaldsigrist@triad.rr.com
(336) 996-1614

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Sincerely,

Abby Phelps
416 west Cameron avenue
Chapel hill, NC 27514
abby51@live.unc.edu
(910) 777-4706

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Sincerely,

Eric Schweitzer
6019 Sentinel Dr
Raleigh, NC 27609
spinweb1@yahoo.com
(919) 872-6071

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Sincerely,

Veronica Jones
87 Gibson Rd
Asheville, NC 28804
veroniquilt@icloud.com
(828) 686-3433

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Sincerely,

Jerome Mayes
1521 Bridford Parkway Apt. 9M
Greensboro, NC 27407
jerrym475@yahoo.com
(704) 975-2482

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Sincerely,

Keith Bates
212 Thomas Trail
Reidsville, NC 27320
keithbatesnc@gmail.com
(336) 791-4344

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Sincerely,

Hazel Poolos
42717 Caudle Rd
Richfield, NC 28137
hazel@poolos.com
(704) 463-5725

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Sincerely,

Adam Leman
102 Yorktown Dr.
Chapel Hill, NC 27516
adam.leman@gmail.com
(716) 474-7464

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Sincerely,

Robert Belknap
900 Hillsborough Street
Raleigh, NC 27603
rebelknap@sms.edu
(919) 424-3654

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Sincerely,

James Bengel
20 Canterbury Ct
Wendell, NC 27591
jbengel@brandenburg3.com
(919) 782-2247

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Sincerely,

christopher riegert
2222 East Pelican Dr
Oak Island, NC 28465
chrisriegert@gmail.com
(540) 808-3358

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Sincerely,

Crawford Horne
813 Lawrence Road
Hillsborough, NC 27278
crawfordjhorne@gmail.com
(919) 245-8077

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Sincerely,

Margaret Sands
510 Watts St Apt 4
Durham, NC 27701
mosands7@gmail.com
(843) 907-2935

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Sincerely,

bonnie cooper
po box 6383
asheville, NC 28816
bonniecooperphotography@yahoo.com
(828) 788-5142

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Sincerely,

Arliss Whiteside
8919 Park Road Apt 219
Charlotte, NC 28210
arlissmarion@juno.com
(704) 551-6919

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Sincerely,

Susan Jacquet
38 Tahkieostie Trl
Asheville, NC 28806
sjacquet@berkeley.edu
(828) 505-7888

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Sincerely,

Sarah Reincke
750 bear left
Asheville, NC 28805
sarahreinck@gmail.com
(828) 350-7964

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Sincerely,

Gihon Glenn
1934 Clark road
Robersonville, NC 27871
gihonglenn@yahoo.com
(252) 217-4431

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Sincerely,

Carolyn Hess
140 Sunset Circle
Hertford, NC 27944
cmhrah@mediacombb.net
(252) 426-9563

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Sincerely,

Jill Heishman
148 MURDOCK AVE
ASHEVILLE, NC 28801
heishman.jill@gmail.com
(828) 242-2072

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Sincerely,

Robert Petty
2617 S. Compass Lane
Nags Head, NC 27959
rob@surforsound.com
(252) 256-2830

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Sincerely,

Taina Diaz-Reyes
2700 Reynolda Rd, Apt 610
Winston Salem, NC 27106
diaztm16@wfu.edu
(301) 448-6349

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Sincerely,

William Larson
304A N Hillcrest Dr
Goldsboro, NC 27534
larson266@aol.com
(919) 288-1852

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Sincerely,

John Fedorczyk
3669 Burton Street
Sherrills Ford, NC 28673
fedorczyknc@gmail.com
(828) 478-1006

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Sincerely,

Theresa Klose
2713 Weaver Hill Drive
Theresa, NC 27502
klosets@gmail.com
(919) 757-4378

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
Dear Division of Air Quality,

I am writing to urge DEQ to wisely invest the $92 million in Volkswagen settlement funds in electric vehicles and infrastructure. Taking advantage of these funds to jumpstart the electrification of North Carolina's transportation sector will mean less money sent out of state for petroleum, more in-state jobs, and cleaner air.

Specifically, I recommend that DEQ allocate the maximum allowable amount (15%) of the funds for electric vehicle charging infrastructure and installations. And I encourage DEQ to prioritize electric vehicles and buses for replacement whenever possible with the other 85% of the settlement funds. Doing so will maximize the local economic impact and the reduction of air pollution.

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Sincerely,

Jeff Jelinek
1209 Retreat Hill Way
Asheville, NC 28801
jjellyneck@yahoo.com
(828) 747-0400

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Sincerely,

Cali Reed
219 Brevard Road
Asheville, NC 28806
calimreed@gmail.com
(209) 918-0962

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Sincerely,

James Thomas
5900 Hathaway Lane
Chapel Hill, NC 27514
jmichaelthomas2001@yahoo.com
(919) 668-9050

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Sincerely,

Jennifer Kain
264 Oxfordshire Drive
Fuquay-Varina, NC 27526
bskain@ameritech.net
(317) 840-5415

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Sincerely,

Eileen McCorry
4103 Fearrington Post
Pittsboro, NC 27312
mccorrye@gmail.com
(919) 533-6821

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Sincerely,

Edgar Lind
5813 Brisbane Drive
Chapel Hill, NC 27514
allan.lind@duke.edu
(919) 724-1130

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

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Sincerely,

Selena Lauterer
913 Queen Street
Selena, NC 28607
slauterer@gmail.com
(828) 713-2255

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Sincerely,

Andrea biondi
6237 hilbert Ridge Drive
holly springs, NC 27540
abiondi@email.unc.edu
(919) 557-5899

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Sincerely,

Tom Leonard
551 Cobbs Creek Rd
Boone, NC 28607
leonardtm@gmail.com
(828) 268-0945

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Sincerely,

Chesley Hight
400 S Lakeside Dr
Raleigh, NC 27606
chesley.hight@yahoo.com
(480) 522-5510

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Sincerely,

Linda Orlandi
419 Normandy Street
Cary, NC 27511
lmorlan2@ncsu.edu
(919) 515-3917

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Sincerely,

Melissa Williams
115 Estelle Park Drive
Asheville, NC 28806
designwithx@gmail.com
(828) 545-0443

This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.
HI, as a long term manager for a local environmental education facility, I welcome the opportunity to comment on spending of funds for the VW settlement.

I think that as much of the funds as possible should be spent on zero emissions vehicle support and promotion- charging stations, EV mass transit, etc. If possible, I think it would be great if some funds could be spent to encourage consumer involvement with ZEV, possibly through purchase rebates or tax incentive. But probably the best use would be to expand an electric charging system for our state, across the state strategically placed along major highways, possible located at our wonderful rest areas that we have giving travelers a break while their vehicles charge up.

Thank you.

Bob Pendergrass

Bob Pendergrass,
Animal Services Director
Rowan County
1465 Julian Rd
Salisbury Nc 28146

704 216-7796
Bob.pendergrass@rowancountync.gov
This letter is regarding suggestions on how to spend 92 million dollars to help clean the diesel fuel from the air.

Listen to the scientists of our state. Get actual data support and ignore party lines. Spend this money on the actual problem not filling the pockets of your lobbyists and campaign donors. I know that’s a big ask, but think of North Carolina instead.

Look to renewable energy, look at solar panels and electric cars. Most importantly look at financing ways to hold corporate polluters accountable so they w
foot the clean up costs, not tax payers.

Sincerely
Amy Lamb
Hello,

I am a grant writer and fundraiser for the North Carolina Zoological Society. We have a current project here at the North Carolina Zoo to install multiple electric vehicle charging stations.

We have received financial support for about half of the project from a local company. We still need approximately $16 to $20 thousand to cover the remaining costs of the project. Once completed, we would have four electric vehicle charging stations available for use by zoo visitors. This would support and encourage electric vehicle usage, and would do so in a highly visible location, visited by hundreds of thousands of people annually.

This project seems like a good fit, for a possible application of the VW settlement funds. What can I do to further this discussion, or otherwise gain more information?

Thank you for your time and consideration.

Sincerely,
Chris

Christopher T. Scott, JD
Development Officer
North Carolina Zoological Society
336-879-7256
cscott@nczoo.com

The NC Zoo Society is a private, 501(c) 3, non-profit organization that exists to rally support for the Zoo and its missions in education, conservation, research and recreation. Our goal is to secure a safe and long future for the Zoo and its programs.
I would like to suggest we invest in public 220v charging stations, such as ChargePoint stations, for non-Tesla plug-in electric vehicles, for like my Volt, near popular beaches like Topsail Island, so that all EV owners can make a direct mobile emissions impact when they visit the area instead of running on gas.

Thanks,

John Langaker
131 Mayfield Drive
Apex, NC 27539
913-620-4156
NC VW Settlement RFI
Division of Air Quality – Mobile Sources
217 West Jones Street
Raleigh, NC 27603

Subject: Ford Motor Company's Input on VW Draft Beneficiary Mitigation Plan Appendix D

Dear Sir or Madam:

Thank you for this opportunity for Ford Motor Company to provide input on the use of your state's Environmental Mitigation Trust (EMT) funds.

Vehicle electrification is core to Ford Motor Company. We introduced the Escape Hybrid nearly 20 years ago; our Hybrid and Plug-in vehicles are among the best sellers in the industry, and we recently announced plans to invest more than $11 billion in electrification by 2022. Ford believes that the future of transportation is electrified, and this future will benefit both our customers and the environment.

Substantial challenges must be overcome before this future can be realized. A principal challenge is the significant shortfall in publicly available EV charging.¹ For this reason, we encourage North Carolina to utilize the maximum allowable 15% toward light duty electric vehicle charging infrastructure.

**CHARGER SITING RECOMMENDATIONS**
Charging infrastructure must meet both daily driving and long distance travel needs.

**Daily Driving: Charge While Parked**
While high-speed DC Fast Charging (DCFC) is essential for EVs driving long distance, this ‘while you wait’ model is a poor solution for day-to-day EV usage. A common 50 kW DC Fast Charger requires nearly 45 minutes to add 100 miles of range, significantly affecting the driver’s daily routine. Meanwhile, the average vehicle is parked for 22 hours a day.² **Charging while parked** is the superior solution.

Charging while parked at home, work, or destinations conveniently incorporates charging into daily routines. It also allows use of lower power Level 2 (L2) AC chargers, which, compared to DCFC, are cheaper to install and operate³ and provide lower priced electricity to consumers.

Ford recommends that North Carolina fund L2 charging where vehicles park on a routine basis. While there are several options for more L2 charging, such as on-street charging (e.g., lamppost retrofits) in high density neighborhoods, Ford believes that chargers at workplaces will provide the greatest impact. Therefore, funding of **workplace charging** should be prioritized.

² Source: AAA and Ford Analytics.
The unique benefits of **workplace charging** include the following:

- **Increased EV adoption.** Workplaces become EV showcases. US DOE data suggests that employees with workplace charging are 6 times more likely to purchase an EV. Ford's own experience installing over 200 L2 chargers at our offices and manufacturing plants demonstrated a clear increase in EV adoption and increased electric vehicle miles driven for plug-in hybrids.  

- **Routine.** The majority of drivers park at their workplace for 4-10 hours on Monday through Friday. This parking time is sufficient to meet most drivers’ range needs with L2 chargers.

- **Alternative for Multi-Unit Dwelling (MUD) Residents.** Workplace charging gives those with limited ‘home charging’ options an affordable place to charge, expanding the EV market.

**Long Distance Travel: Highway Corridor Charging**

While there are several solutions for routine charging, long distance travel is impossible without a ‘while you wait’ model of DCFC along major highway corridors. A complete intercity DCFC network is required for most drivers to adopt an EV as their only vehicle. Therefore, EMT funds should also be directed towards **highway DCFC fast chargers**. To prevent long lines and impractical charge times, highway DCFC stations should have 100-150 kW capability or greater.

**POLICY RECOMMENDATIONS**

In addition to our funding allocation recommendations, Ford recommends the following policy items.

**Coordinate Efforts**

In order to ensure the most cost effective and grid responsible build out of charging infrastructure, Ford encourages North Carolina to coordinate with local utilities and other key stakeholders in strategic planning efforts. We encourage North Carolina to consider related programs like the VW National ZEV Investment Plan.

North Carolina is also in a unique position to increase the impact of EMT funds through concurrent development of EV-friendly policy, including:

- **Building Code** modifications to require new or modified residential and commercial parking be charger ‘make ready,’ including conduit installation and service panel upgrades.

- **Complementary Incentives** like utility charger installation support (e.g., transformer upgrades) or free permitting.

**Ensure a Positive Consumer Experience**

In addition to intelligent siting, deploying easy-to-use equipment maximizes the impact of new public chargers. As such, projects should meet the following customer protection principles:

- **Payment Interoperability.** Public chargers should accept a standard method of payment (credit card or mobile app like ApplePay) rather than a dedicated card or key, which can leave drivers stranded.

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5 Similar comments were provided to Connecticut DEEP by Plug-In America, a non-profit organization that bills itself as the “national consumer voice for plug-in electric vehicles.”
• **Transparency.** The price of a charge should be clear to the driver, both at the point of sale and also via any charger locator apps.

• **Mapping Data.** All electric vehicle service providers (EVSPs) should make mapping data for charging locations readily available, including, as noted above, charging costs.

• **Signage.** Even when shown in a mapping app, chargers can be difficult to locate. Charging stations should have adequate signage, from highway visibility down to the last few feet. Signage provides the additional benefit of increasing charger visibility for non-EV drivers considering EV adoption.

• **Accessibility.** Charger installation projects should be designed in accordance with Title III of the Americans with Disabilities Act (ADA), giving people with disabilities the option to ‘go electric.’

**Provide Competitive Bidding**
North Carolina can best accelerate sustainable growth of public charging infrastructure by funding a diverse cross-section of the charging industry. To this end, the state should support competition and allow multiple vendors and business models to participate.

**In summary,** Ford recommends that a full 15% of EMT funds be allocated towards light duty charging and be spent primarily on workplaces and highway corridors. Ford also recommends a number of policy items to support the coordination of efforts to deploy chargers. If you would like to discuss further, please contact Justin Heinonen, Ford’s Government Relations Representative for North Carolina, at jheinon3@ford.com or 313-390-5448.

Sincerely,

Kim Pittel
Group Vice President
Sustainability, Environment & Safety Engineering
Ford Motor Company

---

6 Resource: ADA Requirements to Consider for Workplace Charging Installation ([http://vwclearinghouse.org/resource/ada-requirements-for-workplace-charging-installation](http://vwclearinghouse.org/resource/ada-requirements-for-workplace-charging-installation)).
Grant Millin Fuel Cells and Hydrogen Infrastructure

NC VW Beneficiary Mitigation Plan RFI Response

December 31, 2017

Executive Summary

The Volkswagen diesel settlement includes nitrogen oxide mitigation options and funding for state. One of the options is zero emission vehicles (ZEVs). The definition of ZEV includes fuel cell electric vehicles (FCEVs). Essentially the entire state of North Carolina with the support of Duke Energy seems to be focused on battery only electric vehicles (BEVs), or what are called plug-in electric vehicles. FCEVs also include batteries but use hydrogen for optimal range. There are no BEVs with the range of FCEVs, being three times the range of BEVs. Technological innovation and the lightness of hydrogen mean FCEVs will always be lighter and have greater range than BEVs.

This citizen response to the State of North Carolina VW Beneficiary Mitigation Trust RFI is designed to:

1) Establish the role of FCEVs as the other side of ZEV policy.
2) Provide rationale and current samples of market and policy information otherwise not present in our state.
3) Provide a specific example of hydrogen fueling stations required to deploy FCEVs in our state.

Further steps beyond a financial commitment from State of North Carolina have to do with policy changes. One of these includes becoming a ZEV Alliance state based of California Air Resources Board parameters. Like solar and wind power, CleanTech markets invariably start with government intervention. In the same way Duke Energy controls its market share and technological choices through government, the future of climate change strategy and mitigation of NOX includes government action of a responsible innovation nature.

Introduction

The other rationale for using VW Beneficiary Mitigation Trust funds for ZEVs to include FCEVs beyond allowing North Carolina citizens and visitors the greater range and other performance features of FCEVs is addressing greenhouse gases driving our state contribution to human-caused climate change. Concerning transportation GHGs an accurate analysis of the GHGs coming from the millions of annual tourist car trips to Asheville is needed. Then there are all those trucks.

Diesel trucks traveling I-40 and I-26 along with short local commercial trips contribute significantly to the total Asheville and Buncombe transportation GHG number. What to do?
Climate protection and reliable transportation answers include FCEVs. Fuel cells exploit the natural hydrogen-oxygen bond of water to make electricity... with water as the only exhaust. Tesla’s proposed *Semi* battery only truck has a hydrogen fuel cell competitor. Ironically it’s called the Nikola One. Toyota, the globe’s largest vehicle manufacturer, offers FCEVs and at least ten other companies offer FCEVs or will soon.

Including personal vehicles and buses, why should North Carolina deny the option of longer range FCEVs... all travelling alongside battery only electric vehicles? Who decides whether we can drive either type of zero emission vehicle?

Those are sample CleanTech transportation sector questions and solutions. What about reliably turning on the lights across North Carolina, while doing the maximum to protect the climate today and over coming decades?

Grid fuel cells are cutting GHGs in North Carolina now, but Duke Energy pretends they are not an option... despite Duke Energy and the NC Utilities Commission approving the Apple data center in Maiden, NC five years ago... that today is partially powered by a fuel cell-biogas-solar system.

Fuel cells are just one step to going deeper and bigger with CleanTech innovation. But what else is there to understand and act on?

**North Carolina’s responsible energy portfolio includes H2**

North Carolina is ready for fuel cells and hydrogen fueling stations. The next several weeks are an important period for anyone interested in expanding North Carolina’s energy innovation options and climate response. Hydrogen is clearly part of the solution.

Hydrogen solutions are in a new market position from a decade ago.

Combined with North Carolina’s Volkswagen settlement distribution, NC House Bill 589 “Competitive Energy Solutions for NC” left a back door for installing our first public-access, hydrogen-fueling stations. There is a section in HB 589 covering an energy-storage study. The current players behind this $150,000 study believed they had a “hydrogen excluding” definition of energy storage locked. If they do not include hydrogen, the study will be another unnecessarily biased policy outcome.

But more is needed. To stimulate deployment of CleanTech hydrogen use in North Carolina I am willing to help organize the NC Zero Emission Vehicle and Grid Fuel Cell Working Group (ZEV-GFC Working Group).

I have shared U.S. Department of Energy findings and other evidence with the governor and N.C. Department of Environmental Quality that community hydrogen production and storage technology is just as much of an example of modern low / zero emission energy storage as
batteries. These solutions are not meant to be at odds with one another but rather fill out the blanks in a responsible energy-innovation outcome for each of our municipalities.

A determination by Governor Cooper and the N.C. Joint Legislative Commission on Energy Policy is needed that: 1) Hydrogen energy storage in both transportation and electric-grid modalities are part of the HB 589 energy storage parameters; and 2) That the N.C. VW Beneficiary Mitigation Plan will help fund at least two public-access, hydrogen-fueling stations in our state: one in Asheville and one near RDU. These first stations will serve North Carolina fuel cell electric vehicles, from personal and fleet cars to buses to long-haul trucks, all with ranges surpassing battery-only vehicles.

There is no good reason for them to say no. Here are some preliminary bullet points for getting moving:

▪ At the 2017 COP23 climate summit in Bonn, Germany, the Hydrogen Council presented a roadmap for hydrogen providing approximately 20 percent of the responsible global climate solution.

▪ The VW Beneficiary Mitigation Plan funds designated for North Carolina allow for hydrogen fueling stations. The HB 589 energy storage study allows for hydrogen.

▪ Like the way fuel cell forklifts in the Carolinas were an early commercial large-scale use of hydrogen, semi-tractors are also next. The Tesla Semi has a previously announced hydrogen competitor.

▪ Hydrogen safety standards for community use have been in place for years. There are no coal ash or oil spills from using hydrogen this way.

▪ While Duke Energy has erased any mention of grid fuel cells in their 2017 Integrated Resources Plan, they and the N.C. Utilities Commission approved an Apple grid fuel cell installation several years ago. As another grid fuel cell case study, Duke University and central Durham’s energy needs would likely benefit from a fuel cell microgrid / combined heat and power solution.

The Honda Smart Hydrogen Station (2016-2017 era) covered as a sample Fuel Cell and Hydrogen Infrastructure (FCH2) technology for this RFI response is only one product example. What FCH2 options are available in the US is all part of the ZEV-GFC Working Group outcomes and further support. Along with launching the ZEV-GFC Working Group, respondent is seeking support for an overall related nonprofit.
For those who believe in a “100 percent renewables only” future, all the supporting analysis attempting to prove such an outcome includes hydrogen.

Next steps for North Carolina since joining the U.S. Climate Alliance include becoming a Zero Emission Vehicle state per California Air Resources Board policy. That means adding fuel cell electric vehicles here and being another state with more influence over the transportation industry.

If North Carolina continues to skip solutions like hydrogen, that means we as a state set the grid resilience and sustainability innovation bar lower. If the USA comes up 20 percent short when we could have securely gone further, that means the climate impact will be that much worse. We can’t risk North Carolina and our nation getting this wrong as we have just one chance.

To learn more, join the ZEV-GFC Working Group by contacting grantmillin@gmail.com and visit HydrogenNC.com. Hydrogen Power for North Carolina is one part of Sustain NC. Both are programs of a future nonprofit.

Grant Millin lives in Asheville and was the North Carolina project manager of the Hydrogen Road Tour. He is the Sustain NC developer.

Section 1 - Project Applicant Information

Grant Millin, Innovation Strategist and Owner (RFI Respondent)
InnovoGraph - Strategic Innovation Services and Management Consulting
Sustain NC Developer
Section 2 – VW Program and Solicitation Design Questions

Respondents should consider providing information in response to the following questions:

1. How should DEQ prioritize projects?

ZEVs are part of responsible climate and air pollution action. Whether its NOX or PM 2.5, ZEVs are the primary long-range solution while offering reliable transportation. However without FCH2, a large portion of this CleanTech portfolio for North Carolina is needlessly eliminated.

2. What is the anticipated demand for each eligible project type?

FCEVs are procured when the hydrogen station-FCEV manufacturer relationships have produced outcome. The ZEV-GFC Working Group is available to develop this side of North Carolina’s CleanTech portfolio.

3. The percentage of trust funds, if any, that DEQ should devote to Light Duty Zero Emission Vehicle Supply Equipment?

This RFI response recommends two hydrogen fueling stations be supported, one in Asheville and one near RDU, as part of North Carolina new ZEV program. A minimum of $250,000 is suggested to support a cost share plan for these initial public, credit card payment North Carolina hydrogen fueling stations.

4. What is the anticipated demand for specific types of diesel emission reduction projects not eligible under the VW settlement but otherwise eligible under DERA or other state programs?

Not addresses, except as to importance of developing a true North Carolina ZEV / CleanTech program inclusive of FCH2.

5. Should a certain percentage of available VW funds be allocated to each eligible project type and if so how should the percentage be determined?

BEVs are supported by conventional CleanTech wisdom in this state. This is part of why only a
small percentage of the total NC VW ZEV allocation is suggested.

6. Should a certain percentage of available Mitigation Trust funds be reserved for government projects?

Part of the new North Carolina ZEV program needs to include funding for public awareness programs. The VW ZEV Investment Plan component of the VW settlement allows for public trust education. FCH2 needs to be emphasized in North Carolina’s new ZEV / CleanTech programs.

7. Should funds be geographically distributed, and if so how?

This RFI response recommends two initial hydrogen fueling stations, one in Asheville and one near RDU, be supported by the NC VW Beneficiary Mitigation Plan and future ZEV / CleanTech programs.

8. Should governmental entities be required to provide matching funds and if so, how much?

The US Department of Energy, EPA, and DOT are FCH2 partners, including as to financing.

9. Should DEQ establish a minimum project size and if so, what size?

Project size is relative and ancillary to CleanTech social, environmental, and economic impacts. FCH2 cost / benefit analysis will be covered in more depth by the ZEV-GFC Working Group as it develops.

10. In addition to evaluating a proposed project’s total cost effectiveness ($/ton), what other key factors should DEQ consider when evaluating projects?

See answer #9

11. What other feedback do you have on project evaluation and/or scoring criteria?

Further stakeholder engagement is needed in developing new North Carolina ZEV / CleanTech programs. Such program questions will be addressed in further ZEV-GFC Working Group actions.

12. What publicly available tool(s) should be used to quantify anticipated emission reductions/offsets for eligible mitigation projects? What, if any, additional resources should be provided and made available?

See answer #9 and #11

13. What methods could DEQ employ to reduce barriers and increase participation in future solicitations for projects?
14. What information/resources would be most valuable for stakeholders interested in submitting projects and what is the best way to communicate those?

See answer #9 and #11

Section 3 - Applicable Eligible Mitigation Project Category

Light Duty (LD) zero emission vehicle (ZEV) Supply Equipment: Hydrogen Fuel Dispensing Equipment

Project Summary:

Asheville-RDU Hydrogen Station Installations

Briefly describe the proposed project:

Fuel cell buses, POVs, and long-haul trucks would be facilitated by the initial hydrogen fueling stations in North Carolina.

Mitigation action: of LD ZEV supply equipment

Number of engines/vehicles/vessels/equipment targeted for emission reductions: ZEVs are petroleum ICE replacement technologies. Eventually the entire issue of emissions are resolved through increasing ZEV and other CleanTech actions.

Emission reduction/offset technology to be used: FCEVs requiring hydrogen fueling stations.

Estimated cost of project:

ZEVs including FCEVs mitigate all emissions. Further data is cost prohibitive at this time. Honda Smart Hydrogen Stations are reported to cost minimum estimated $450,000 USD before all other project costs. If available in the US in 2018, Honda Smart Hydrogen Stations are only one FCH2 technical solution.

As to FCEVs, Toyota Mirais lease for $349 USD, less than a Ford Edge.

Project Detail:

Further data is cost prohibitive at this time. Detailed North Carolina ZEV and other CleanTech programming is needed.