
From: Stuart Mayper
Sent: Monday, October 8, 2018 12:42 PM
To: VWSettle
Subject: VW Comments

I echo below, too much to San Antonio, is there a plan for used electric batteries ? Oil and diesel prices going up, natural gas price is very steady and abundant in Texas. we are The natural gas state.

TXNGVA commends Cmsr. Nierman and TCEQ staff on their efforts with the draft plan Encourage more funding for Houston and DFW due the proportion of vehicles across multiple counties. The HG and DFW areas have 19 counties together equaling to 27% of the funding while El Paso and San Antonio areas have 5 counties equaling to 48% of the funding. Reduce San Antonio and El Paso amounts and disperse across Corpus Christi, Austin, and Tyler-Longview.

El Paso has had the opportunity to use TERP funding throughout the years, and they haven't. Throwing 12.79% more money toward them will not encourage usage.

TCEQ is looking to allow vehicle usage to be 51% of the time in the affected county (TERP is 75%). *We would like to see the Clean Transportation Zone highways included in the usage to grab the intrastate vehicles.*

If the Program funds were statewide, we may actually clean up more emissions since these areas are never eligible for funding and VW funding may actually spur interest.

Commend TCEQ on keeping the administrative costs to 4%, *but would like to see HGAC and NCTCOG have the opportunity to be third party administrators too.*

Emphasis on the following categories (ie. most money allocated): Class 4-7 Freight, Class 8 Freight and Drayage, Class 7-8 Refuse, School Buses, Transit and Shuttle Buses.

We like that public fleets are required to have skin in game. *OK if it goes to 80-20 match like other programs versus 60-40 currently proposed.*

We would like to see greater amount of money go to alt fuels versus "Clean Diesel." "Clean Diesel" is why we are here.

Since fuel parity is not eligible, we would like to see a cost per ton cap on electric vehicles to even the playing field.

Would like TCEQ to use the AFLEET module as an acceptable way to determine emission reductions.

Finally, would like for TCEQ to streamline the application process to a number of below the 10-20 pages of TERP.



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This message was sent to Anelisse Chanakos, Bob Baldwin, Clay Baskin, Dennis Foose, Eddie Murray, Gaye Shockley, Israel Salinas, Karim Bousfiha, Laura Irvine, Mari Ellen Borowski, Rocky Chavez, Stuart Mayper, Susan Shifflett, and TJ Noland.