
From: William Berg
Sent: Tuesday, October 2, 2018 9:59 AM
To: VWSettle
Subject: Invest VW funds in zero emission vehicles and charging infrastructure

Dear TX VW settlement email,

Consider prioritizing the following areas: Those in smog or ozone non-attainment, those in areas where TCEQ has permitted infrastructure to be the highest emitters of particulates or other combustion products in their areas. Consider also cash incentives to purchase electric vehicles in very low income areas where the automobiles are over ten and in many cases more than 20 years old.

I wish you the wisdom of Solomon in these decisions, Bill Berg

I support a Texas VW mitigation plan that prioritizes investing in zero-emission vehicles and charging infrastructure.

The only way to accelerate toward a clean vehicle future in Texas is to choose electric vehicles. None of the funds should go to advance dirty engines that run on diesel and fracked gas, the same fossil fuels that got us into this mess.

I support electric school and transit buses as a top use for these funds because they are the cleanest option, provide the best value, protect the health of Texas's most vulnerable residents, children and those with low-incomes, and promote environmental justice by helping these groups, which are among the most affected by poor air quality.

Please adopt a final plan that prioritizes replacing polluting transit and school buses with clean electric vehicles and investing in electric charging infrastructure in the communities that need it most. While I support TCEQ's plan to invest 15% of the money in charging infrastructure, at least 25% of the electric charging stations authorized by the plan should be located in multi-family housing facilities or public facilities that serve low-income communities most impacted by pollution. TCEQ should make a specific minimum commitment to electric school buses and transit buses by setting aside at least \$30 million of the total fund for all-electric buses so that those most impacted by air pollution will receive a greater benefit. Additionally, the TCEQ should raise the 60% reimbursement for these types of public vehicles to the maximum available of 80 percent.

Finally, TCEQ should redistribute its proposed distribution of funds to be more equitable among the five metropolitan areas (Houston, Dallas, San Antonio, El Paso and Beaumont-Port Arthur) proposed in the plan, and include at least some funding for additional areas (Corpus Christi, Austin, Waco and Tyler-Longview), which also have air quality issues but are currently not represented in the draft plan.

These changes to the draft plan ensure that a large part of the funds will be used to help clean up our air and make sure the communities that have been most impacted by pollution benefit directly from the funds.

Sincerely,

William Berg

Brownsville, TX 78520