2022 NC Motor Fleet Zero Emission Vehicle (ZEV) Update

NC DOA
Department of Administration

ncadmin.nc.gov

October 2022

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Introduction and Overview

In September 2019, the NC Department of Administration (DOA) published the Motor Fleet Zero Emission Vehicle (ZEV) Plan[1] as directed by Governor Cooper in Executive Order 80, North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy.

The 2019 Motor Fleet ZEV Plan established the foundation for adopting electric vehicles in the NC Motor Fleet. This first report gave a count of each agency's ZEVs and identified the types of trips for which a ZEV is feasible. The 2019 Motor Fleet ZEV Plan discussed ways to increase the number of ZEVs in the State Motor Fleet through creative procurement options, charging infrastructure recommendations to support ZEV use, and strategies to encourage increased state agency ZEV utilization.

The 2020 Motor Fleet ZEV report updated the state's ZEV fleet a year into the plan's implementation. While 2020 was a challenging year for the Division of Motor Fleet Management (MFM) due to supply chain disruptions and a drop in state vehicles being driven caused by the COVID-19 pandemic, the report provided notable achievements as well as areas for continued focus and investment.

The 2021 Motor Fleet ZEV report provided updates on the state motor fleet's ZEV and hybrid inventory. It also summarized the National Renewable Energy Laboratory (NREL) and Sawatch Labs' vehicle telematics analysis, provided updates on MFM's new vehicle procurement contract, and identified the next steps to increase the number of ZEVs in the state's fleet while focusing on increasing charging infrastructure across the state.

This 2022 Motor Fleet ZEV[2] report provides an update on the 2021 ZEV Plan actions to increase ZEVs in State Motor Fleet. The following report outlines actions that respond to the directives outlined in Executive Order 80. The plan will be adjusted over time to address changes in EV availability and infrastructure technologies, vehicle demand, and infrastructure needs.

[1] Clean Energy Plans and Progress, https://ncadmin.nc.gov/about-doa/special-programs/clean-energy-plans-progress
[2] Written by the DOA Policy Office; Evin L. Grant, Policy Director, and Gianna Quilici, Policy and Planning Analyst, with assistance by respective DOA Divisions

Summary of Highlights

The Department of Administration's Division of Motor Fleet Management[3] (MFM) has pursued various strategies since the 2021 Motor Fleet ZEV report to increase the number of zero-emission vehicles used by state agencies.

- MFM has proactively ordered the largest ZEV order in fleet history for 75 Chevy Bolts. This order has not yet been delivered.

- Motor Fleet retooled the state vehicle procurement contract to secure more cost-effective ZEV and hybrid options. As a result of the new contract, the state fleet will standardize around hybrid sedans where ZEV sedans are not feasible.

- Hybrid vehicles make up over 67% of MFM total vehicle purchases in FY 2022-2023 as of October 2022.

- As of spring 2022, new funding has been approved for DOA to deploy chargers in Deck 75. Funds will provide infrastructure for 73 EV charging stations in Parking Deck 75 and assist with upgrading electrical infrastructure.

- Increased collaboration and coordination among DOA, the Governor's Office, and cabinet agencies have resulted in a renewed commitment to transition the state's motor fleet to ZEVs where feasible. Several cabinet agencies have adopted a dedicated environmental policy role within their agencies.

- DOA acquired seven new Ford E-Transit cargo vans and six charging stations to transport mail between state government agencies through Mail Service Center.

[3] NC DOA: Motor Fleet Management, https://ncadmin.nc.gov/government/motor-fleet-management

DOA Actions to Increase Zero Emissions Vehicles in State Motor Fleet

The following sections detail actions that DOA plans to undertake or is already implementing to increase ZEV adoption in the state's motor fleet in compliance with Executive Order 80. The plan will be adjusted over time to address changes in EV and infrastructure technologies, vehicle demand, supply chain issues, and infrastructure needs.

Achieve Agency Awareness and Interest in ZEV Options and Benefits

Promote ZEV Motor Fleet Adoption Across Agencies

Lead Agency: Governor's Office, DOA Policy Office, MFM

Timeframe: During agency replacement cycles

Messaging from DOA has been and will continue to be coordinated with the Governor's Office to ensure agencies are aware of the directives in EO 80 and have the tools they need to adopt electric vehicles when the annual replacement list is released. Messaging may come from MFM, DOA Policy Office, or the Governor's Office. DOA will also host interagency coordination meetings with cabinet secretaries and executive leadership, as necessary.

To further aid in the adoption of EVs, the North Carolina Departments of Public Safety, Health and Human Service, Transportation, Commerce, and Natural and Cultural Resources- now have dedicated Environmental Policy staff leads who coordinate with DOA on fleet conversion.

MFM will continue to host a minimum of two Agency Fleet Coordinator (AFC) meetings annually. These meetings are training opportunities to update AFCs on the latest procedures for vehicle assignment, maintenance, utilization, driver management, and ZEV implementation. MFM will continue to send out a monthly service reminder to agency fleet coordinators. These reminders will include encouragement toward ZEV adoption.

The DOA Policy Office, State Parking, State Construction, and other pertinent divisions will build on existing infrastructure by establishing collaboration and partnerships with the NC Department of Transportation (DOT), DOT EV-Transportation Advisory Group, NC Department of Natural and Cultural Resources (DNCR), NC Department of Public Safety (DPS), NC Department of Environmental Quality (DEQ), local municipalities, universities, agencies, and other identified potential partners. Partnerships may include reciprocal agreements for sharing charging stations and sharing of best practices.

DOA/EO 80 Webpage Management

Lead Agency: DOA Communications

Timeframe: Ongoing

DOA Communications will continue to maintain their sustainability initiatives and Executive Order 80 information on the DOA web page, including the Motor Fleet ZEV Plans and other ZEV information. DOA Communications will add additional resources to the webpage with more information about ZEV basics. The DOA website has recently been updated to provide broader

information about ZEVs, additional information about charging options and an updated list of ZEVs on state contract at Zero Emissions Vehicles | NC DOA

EO 80 Public Promotion

*Lead Agency***:** DOA Communications

Timeframe: Ongoing

DOA Communications will continue to promote EO 80 and the Motor Fleet ZEV plan through the DOA newsletter, digital e-boards, social media campaigns, and dynamic website content, and coordinate with the Governor's Communications Office and other cabinet agency communications offices on EO 80 public promotion.

EO 80 State and Local Government Promotion

Lead Agency: MFM

Timeframe: Ongoing

Motor Fleet Management developed an informational PowerPoint presentation that overviews Executive Order 80 and DOA's Motor Fleet Management ZEV Plan. MFM has presented the overview to all MFM division staff and has used the PowerPoint for presentations with 12 internal and external stakeholders, including state agencies and local governments, since the October 2021 update. Presentations are ongoing and will be updated over time due to the dynamic nature of the fleet.

ZEV Trends Tracking

Lead Agency: Agencies, MFM

Timeframe: Annually or per replacement cycle

All agencies and MFM will continue to track ZEV trends and benefits of agencies transitioning to ZEVs and explore methods for recognizing increased ZEV utilization among state agencies, universities, and local governments. This work includes updating the motor vehicle state term contract to include newly available ZEVs in order to take full advantage of increasing vehicle diversity and affordability.

For more information on this process, see the Stakeholder Engagement section below.

Ensure Agency Engagement Process to Expand Input on Establishing ZEV Priorities

Stakeholder Engagement

Lead Agency: Agencies, MFM

Timeframe: Ongoing

In August 2022, the Motor Fleet Management Division sent the annual replacement list to state agencies. Agency secretaries, policy directors, and motor fleet managers annually receive a list of vehicles eligible for replacement in the coming year based on vehicle age and number of miles driven.

Based on the 2021 NREL/Sawatch report[4] analysis, the MFM team identified and highlighted vehicles suitable for ZEV or hybrid replacement. In coordination with the Governor's Office, the Department of Administration worked to educate agencies on the importance of ZEV adoption when replacing vehicles, as suggested by the replacement list. DOA emphasized that the vehicles identified on the replacement list are presumed suitable for replacement with a ZEV based on collected driving data and reiterated the importance of transitioning the state's motor fleet in accordance with Executive Order 80. MFM will continue to work with agency stakeholders to educate and address any questions and concerns about ZEV adoption.

DOA is leading by example as their Mail Service Center (MSC) adopted the use of seven new Ford E-Transit cargo vans and six charging stations beginning in August 2022. This success was a concerted effort by several divisions within DOA. First, the DOA State Property Office negotiated a lease for MSC that included the installation of six Level 2 charging stations at their new facility. Next, the DOA State Construction Office oversaw the design and installation of the stations. Finally, the DOA Purchase & Contract Division worked with MFM to acquire eight new Ford e-Transit vans, seven for MSC and one for the Department of Environmental Quality.

(Picture: Governor Cooper and Secretary Cashwell touring MSC)

[4]North Carolina Motor Fleet ZEV Plan Update, NC Department of Administration, October 28, 2021, https://files.nc.gov/ncdoa/documents/files/2021_Motor_Fleet_ZEV_Report_NCDOA.pdf

The electric vans are charged onsite at the MSC. When fully charged, the vans can travel up to 126 miles before needing to recharge. Together, the vans travel 97,000 miles annually, resulting in more than $14,000 in fuel cost savings per year. Replacing fuel-operated vehicles with electric vans will save approximately 43 metric tons of carbon dioxide equivalent annually. Additionally, the state is expected to save approximately 40% of maintenance costs compared to their gas-powered equivalents over the life of the vehicle.

DOA has also begun to engage stakeholders within its divisions to develop charging infrastructure solutions for the ZEV fleet. Charging infrastructure is a multi-faceted issue that involves several internal stakeholders, including the State Construction Office, the State Parking Office, and the State Procurement Office.

Identify Trips for ZEV Feasibility

DOA EV Suitability Assessment

Lead Agency: MFM

Timeframe: Ongoing

In partnership with the National Renewable Energy Laboratory (NREL), in 2020, Sawatch Labs conducted a study to analyze the feasibility of electric vehicle adoption within North Carolina's state motor fleet. NREL contracted with Sawatch Labs to analyze the impact of increasing state fleet electrification on the charging demand at parking facilities in three states, including North Carolina.

MFM suggests conducting NREL studies every two years to collect more data based on the initial study and lessons learned. Subsequent studies would assess the feasibility of replacing an ICE vehicle with a ZEV based on the development and location of charging infrastructure over time. However, MFM does caution against conducting a study before 2023/2024, given the current economic and societal climate resulting from the COVID-19 pandemic. With the COVID-19 pandemic state of emergency ending in August 2022[5], a follow-up study before 2024 would produce results reflecting the impact of COVID and not provide data representative of normal driving conditions and vehicle use.

ZEV Recommendations Review

Lead Agency: MFM, Agencies

Timeframe: September 2021 – Ongoing

MFM continues to review the ZEV replacement recommendations from the Sawatch Lab report with agencies as scheduled replacements of current vehicles are due. These recommendations are

[5] Governor Cooper Lifts North Carolina's COVID-19 State of Emergency | NC Gov. Cooper: https://governor.nc.gov/news/press-releases/2022/08/15/governor-cooper-lifts-north-carolinas-covid-19-state-emergency (August 15, 2022)

included in the 2022 replacement list, and MFM is a resource for agencies that have questions as to why specific vehicles were recommended for ZEV replacement.

ZEV Transition

Lead Agency: Agencies, MFM

Timeframe: September 2021 – Ongoing

Agencies and MFM will strengthen the process for transitioning more vehicles to ZEVs. The fiscal year (FY) 2022-2023 MFM replacement list identified 144 vehicles eligible for ZEV replacement. If range or charging is an issue, MFM offers a hybrid alternative where feasible. Agencies evaluate whether the purpose and use of a vehicle will require the assignment of a mid-large SUV or truck.

If the vehicle can be a sedan, a hybrid sedan is the replacement. If the vehicle type is unsuitable for existing hybrids on contract, MFM offers the lowest emission suitable ICE vehicle. State agencies are also encouraged to adopt ZEVs when they have identified vehicles suitable for ZEV replacement, even if a ZEV was not recommended on MFM's replacement list.

Achieve High Rate of ZEV and Hybrid Adoption from Agencies

Lead Agency: Agencies, DOA, Governor's Office

Timeframe: September 2021 – Ongoing

MFM experienced heightened interest from agencies to acquire ZEV or hybrid vehicles. In anticipation of assigning ZEVs or hybrid vehicles to agencies in the future, MFM ordered or requested additional vehicles as discussed in the Motor Fleet Management ZEV and Hybrid Vehicles Inventory section below.

In light of the barriers discussed below, MFM has seen a high adoption rate of ZEV and hybrids from agency partners. Once the vehicle supply chain matches the vehicle demand, MFM can acquire and assign vehicles at a rate corresponding to the replacement cycle.

Require Written Justification for Not Adopting ZEVs Where Feasible

Lead Agency: Agencies, MFM

Timeframe: September 2021 – Ongoing

In instances where an agency believes a recommended ZEV is not suitable, the agency must respond to MFM with the lowest emission ICE vehicle suitable for the vehicle's purpose and duties of the driver. MFM works with agencies to identify a comparable hybrid vehicle for purchase and adoption where a ZEV is not suitable while working to mitigate ZEV adoption barriers. This added step encourages more communication between MFM and agencies and proactively facilitates the identification of ZEV adoption barriers. MFM records and maintains these responses and tracks the rate of agency adoption compared to total replacements.

Ensure Infrastructure Supports the Expansion of ZEV Usage

Charging Infrastructure

Lead Agency: MFM, State Parking, State Construction, State Property, Agencies

Timeframe: Ongoing

Accessible charging infrastructure is essential for a successful ZEV transition, and the Department of Administration is pursuing a variety of strategies to expand existing EV infrastructure. DOA is working to identify adequate funding sources to support the cost of building and maintaining new chargers. DOA is also identifying potential locations for new chargers to maximize utilization by state agencies. Identifying the optimal location for charging infrastructure will include a survey on the technical aspects of charger installation, including but not limited to parking infrastructure, secured access, and electric load capacity required by chargers.

DOA divisions continue to analyze charging location suitability data from the Sawatch Labs analysis to determine where new charging infrastructure can be effectively utilized for current and future EV adoption. DOA is also exploring contracting options to include charging infrastructure in new building construction, leasing, and purchasing.

State Construction, State Parking, and State Property will work to clarify and minimize the cost of installing new charging infrastructure identified in the location suitability analysis.

Chargers in State Parking

Lead Agency: State Property, State Construction, State Parking

Timeframe: Ongoing

The State Parking Office currently maintains 27 EV chargers in Lot 77 to support personal use charging for state employees with electric vehicles. The Parking Office is exploring options for increasing the utilization of those existing charging stations to support electric vehicles in the state's fleet.

DOA submitted a request for Repair and Renovation funding in February 2022 for charging infrastructure in Parking Deck 75, Learning Development Center Deck 77, and Lot 35. $2.2 million was approved for the Deck 75 project, now underway, to upgrade electrical infrastructure and provide infrastructure for 73 EV charging stations. Funds were not approved for Deck 77 or Lot 35.

DOA held interviews for a Deck 75 project designer and received approval to move forward with a design firm in August 2022. The next step will be to approve a design. As infrastructure construction in Deck 75 begins, due to unexpected inflation costs, DOA will continuously review options for maximizing funding options while reducing the scope of cost.

Additionally, all new building construction that includes adding a new parking lot will have at least two EV chargers where feasible. State Property, State Construction, and State Parking will determine how many chargers are needed and feasible at each site. When assessing the construction costs for new projects, State Construction will include the costs of EV charging infrastructure in the project.

Charging with ChargePoint Chargers

Motor Fleet Management provides a ChargePoint EV charging credit card to state employees that drive state-assigned ZEVs. The card is supplied with each EV and gives drivers the option to charge their vehicle at over 3,200 ChargePoint[6] locations across North Carolina. Access to ChargePoint sites mitigates the uncertainty some new EV drivers face when seeking accessible charging options. In addition, the billing system for the ChargePoint credit card is seamless and leverages the existing system used by client agencies.

Volkswagen Settlement Phase Two Funds

In 2015, the US Environmental Protection Agency (EPA) issued a notice that the Volkswagen Group of America, Inc. (VW) violated Section 203(a)(3)(B) of the Clean Air Act (CAA), 42 U.S.C. §7522(a)(3)(B)[7]. The EPA found VW manufactured and installed emissions defeat devices in certain light-duty diesel engines to circumvent EPA's nitrogen oxide (NOx) emissions standard. The EPA referred the notices of violation to the Department of Justice in November 2015, resulting in a $14.7 billion settlement.

As a part of the settlement, $2.9 billion will fund projects across the US to reduce NOx emissions where the diesel engines operate, including in North Carolina. Over $92 million was allocated to North Carolina to be administered by the North Carolina Department of Environmental Quality (DEQ). Phase 1 of the mitigation plan (from 2019 to 2021) provided $30.68 million for ZEV infrastructure programs. The Phase 2 plan, released in December 2021, outlines the state's strategy for distributing its remaining $68 million in VW settlement funds[8].

The draft DEQ Phase 2 VW Mitigation Plan[9] set aside $1,009,068 for state government Level 2 charging infrastructure. DOA applied for funding during the application period for state agencies which ran from April 1, 2022, until May 31, 2022. DEQ announced awards on October 17, 2022, and published the complete list of VW Phase 2 Level 2 State Agency Awarded Projects on their website[10]. DEQ awarded the funds to state agencies to install Level 2 zero-emission vehicle charging infrastructure across the state. Locations for the charging infrastructure include state parks, museums, aquariums, government office buildings, universities, and community colleges.[11] Given the demand for charging infrastructure at public attractions in rural areas and underserved communities, DOA did not receive an award.

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[6] ChargePoint Charging Station Map, https://na.chargepoint.com/charge_point
[7] NC Draft Phase 2 VW Mitigation Plan 2021, https://files.nc.gov/ncdeq/Air%20Quality/motor/volkswagen/phase-2/NC-Draft-Phase-2-VW-Mitigation-Plan-2021.pdf
[8] Volkswagen Settlement | NC DEQ, https://deq.nc.gov/about/divisions/air-quality/motor-vehicles-and-air-quality/Volkswagen-settlement
[9] North Carolina Volkswagen Phase 2 Mitigation Plan, https://deq.nc.gov/about/divisions/air-quality/motor-vehicles-and-air-quality/volkswagen-settlement/phase-2-volkswagen-settlement
[10] VW Phase 2 Level 2 State Agency Awarded Projects, https://deq.nc.gov/media/31706/open
[11] State Awards $30M for Clean School Bus Replacements, Including 43 New Electric School Buses | NC Gov. Cooper, https://governor.nc.gov/news/press-releases/2022/10/17/state-awards-30m-clean-school-bus-replacements-including-43-new-electric-school-buses

Develop Procurement Options and Strategies to Increase the Purchase and Utilization of ZEVs

Motor Fleet Management ZEV and Hybrid Vehicles Inventory

Lead Agency: MFM

Timeframe: Ongoing

Motor Fleet Management currently has 36 zero-emission vehicles throughout the state fleet. Because of the new replacement process, MFM anticipates a considerable increase in EVs adoption by agencies in the next few years.

Hybrid vehicles are practical alternatives to ICE vehicles in cases where ZEV replacement is not feasible. For long trips requiring a mid-trip charge, driving hybrid vehicles can yield significant emissions savings compared to a similar ICE vehicle. In fiscal year 21-22, MFM ordered 510 hybrid vehicles, making up over 75% of total motor fleet vehicle purchases during this fiscal year.

Of the vehicles ordered in FY 2021-2022:

- MFM received 421 Toyota Camry Hybrids. These models average 52 miles per gallon (mpg) and will replace Ford Fusions, which average 23mpg. The replacement of these vehicles will cut emissions by more than half compared to the vehicle it replaced.
- MFM received 8 Fully Electric Ford E-Transit vans.
- MFM received 30 Ford Interceptor hybrid SUVs. These hybrids average 24 mpg, compared to 17 mpg in previous ICE models.
- MFM received 30 Ford Escape Hybrids. Hybrid SUVs are a positive step in reducing greenhouse gas emissions while the market works towards making all-electric SUVs feasible and affordable.
- MFM ordered 30 Toyota Sienna hybrid minivans in 2021. These have not been received due to supply chain issues. So far, Toyota has been unable to sell minivans to MFM as they were only able to supply vans to pre-existing customers on contract.
- MFM ordered 12 Nissan Leafs, which the manufacturer canceled.

To date, in fiscal year 22-23, MFM has ordered the following Hybrids and ZEVs:

- 500 Toyota Camry Hybrids
- 75 Chevy Bolts

Due to timing issues, fleet vehicles had to be retired during a time when MFM and most consumers were unable to buy vehicles for a one-for-one replacement. Despite the above setbacks, MFM has proactively ordered the largest EV order in fleet history for 75 Chevy Bolts knowing those can fit in the fleet. However, MFM was met with historical supply chain issues.

A visual summary of the ZEV inventory can be found after the conclusion of this report.

Leased Space

Lead Agency: State Property

Timeframe: Ongoing

State Property will explore incentive options for leased office space that includes ZEV charging infrastructure. Future Request for Proposals (RFPs) for leased office space will include a request for details on the availability of charging stations and/or the feasibility of charging station installation prior to lease renewals and agreements. In addition, DOA may collaborate with cabinet agencies to promote efforts to expand EV charging at leased sites where feasible.

Conclusion

With increased market availability for affordable, long-range ZEVs, the state has an unprecedented opportunity to substantially increase the number of ZEVs in North Carolina's motor fleet. Motor Fleet Management's new procurement contract makes ZEVs and hybrids more cost-effective than ever, resulting in 500 new hybrids and 75 ZEVs ordered for purchase in FY22-23.

MFM has recommended 144 ZEVs to replace ICE vehicles in state agencies during FY 2022-2023. The replacement recommendation process will result in higher adoption rates than in previous years and provide information about challenges agencies face in the transition to ZEVs.

DOA will also engage in intentional executive-level interagency coordination with the DPS, DOT, DNCR, and DEQ to swiftly adopt and improve shared ZEV and charging infrastructure best practices. More cabinet departments have been interested in purchasing ZEVs as Motor Fleet continues to hold meetings with stakeholders and state agencies.

Charging infrastructure and supply chain issues remain the most significant barrier to transitioning the state's fleet to ZEVs. DOA continues to evaluate opportunities to expand access to ZEV charging infrastructure. Adequate charging availability is critical to support the influx of ZEVs DOA expects to purchase during this fiscal cycle.

DOA will continue to work in partnership with the Governor's Office, state government agencies, and external stakeholders to implement the goals defined in Executive Order 80.

Appendix

ZEV Inventory List

Vehicle Description	Vehicle Class	Date Vehicle Acquired	Assigned Agency
2014 Nissan Leaf FWD	Compact Sedan Electric Bolt	4/29/2016	DHHS Blind Services
2014 Nissan Leaf FWD	Compact Sedan Electric Bolt	4/29/2016	UNV NC State University
2014 Nissan Leaf FWD	Compact Sedan Electric Bolt	4/29/2016	DHHS Central Administration
2015 Nissan Leaf FWD	Compact Sedan Electric	10/7/2016	UNV UNC-Chapel Hill
2015 Nissan Leaf FWD	Compact Sedan Electric	10/7/2016	UNV UNC-Chapel Hill
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/2/2020	DHHS Child Development
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/2/2020	Dept Of Natural & Cultural Resources
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/14/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/14/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/14/2020	UNV Appalachian State U
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/2/2020	Dept Of Natural & Cultural Resources
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/2/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/2/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	UNV Appalachian State U
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/2/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/2/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	UNV Appalachian State U
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	Dept Of Public Safety
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	UNV UNC-Chapel Hill
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	UNV Appalachian State U

2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/14/2020	UNV UNC-Chapel Hill
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/8/2020	UNV UNC-Asheville
2020 Chevrolet Bolt	Compact Sedan Electric Bolt	1/14/2020	UNV UNC-Asheville
2021 Chevrolet Bolt	Compact Sedan Electric Bolt	5/10/2021	Dept Of Administration
2022 Ford E-Transit 350 Cargo Van	Fullsize Cargo Van Electric	5/3/2022	Dept Of Administration
2022 Ford E-Transit 350 Cargo Van	Fullsize Cargo Van Electric	5/3/2022	Dept Of Administration
2022 Ford E-Transit 350 Cargo Van	Fullsize Cargo Van Electric	5/4/2022	Dept Of Administration
2022 Ford E-Transit 350 Cargo Van	Fullsize Cargo Van Electric	5/4/2022	Dept Of Administration
2022 Ford E-Transit 350 Cargo Van	Fullsize Cargo Van Electric	5/4/2022	Dept Of Administration
2022 Ford E-Transit 350 Cargo Van	Fullsize Cargo Van Electric	5/4/2022	Dept Of Administration
2022 Ford E-Transit 350 Cargo Van	Fullsize Cargo Van Electric	5/4/2022	Dept Of Administration
2022 Ford E-Transit 350 Cargo Van	Fullsize Cargo Van Electric	5/13/2022	Dept Of Environmental Quality

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