



NC Motor Fleet Zero Emission Vehicle 2023 Update

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Introduction and Overview

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

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 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.

The 2022 Motor Fleet ZEV² report provided an update on the 2021 ZEV Plan actions to increase ZEVs in the State Motor Fleet. The report outlined actions that responded to the directives outlined in Executive Order 80.

The 2023 Motor Fleet ZEV report sheds light on some of the unique challenges that Motor Fleet has encountered with ZEV procurement. As MFM continues to promote the importance of ZEVs and charging infrastructure, more agency stakeholders become enthusiastic about the use of ZEVs, but the number of ZEVs MFM will be able to secure is lower than anticipated due to supply chain issues and vehicle availability. This report will give updates as well as policy recommendations to move EO 80 goals forward.

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 2022 Motor Fleet ZEV report to increase the number of zero-emission vehicles used by state agencies.

- MFM received all 75 Chevy Bolts ordered in 2022, with progress made toward assigning these into the fleet. In a 50% increase from 2022 the current ZEV fleet assigned to state agencies is 72 vehicles strong and composed of Chevy Bolts, Ford E-Transit Vans, and a Ford Lightening.
- In 2023, Geotab, the state's telematics vendor, developed a new EV Suitability Assessment (EVSA) tool for their system. Using the Geotab EVSA tool, MFM ran a post-COVID EV Suitability Assessment on every vehicle in the fleet. This analysis proposed that approximately 10% of the fleet is suitable for replacement with an EV based upon driving and parking habits. The EVSA tool does not account for the availability of charging infrastructure.
- MFM used flexibility in the state's motor vehicle contract to include more ZEV and hybrid options from manufacturers on contract.
- Nearly 550 vehicles of the 789 slated for replacement in 2023 will be replaced with hybrid vehicles. This means hybrid vehicles make up 69% of MFM's total vehicle purchases in FY 2023-2024 as of October 2023.
- DOA's Mail Service Center (MSC) has incorporated new hybrid vans for transporting medical samples from local health departments to the state lab. In collaboration with Motor Fleet Management, the vans were acquired and modified to fit portable cooling units for the deliveries. This is in addition to the seven new Ford E-Transit cargo vans and six charging stations MSC acquired in 2022.
- As MFM continues to promote the use of ZEVs by state agencies, adoption of ZEVs during replacement cycles has stalled due to supply chain issues in vehicle manufacturing and limited ZEV availability to government fleets.

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.

Ensure Agency Engagement Process to Expand Input on Establishing ZEV Priorities

Stakeholder Engagement

Lead Agency: Agencies, MFM

Timeframe: Ongoing

In August 2023, the Motor Fleet Management Division sent the annual replacement list to state agencies. Agency secretaries, policy directors, and agency fleet coordinators annually receive a list of vehicles eligible for replacement in the coming year based on vehicle age and number of miles driven.

DOA led by example as their Mail Service Center (MSC) acquired 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. In 2023, MSC deployed 16 new Toyota Sienna Hybrid vans for transporting all medical samples from local health departments to the State Public Health Lab. In collaboration with Motor Fleet, MSC modified these vans to accommodate portable cooling units for the deliveries.



NCDOA photo: MSC hybrid van fleet

Achieve Agency Awareness and Interest in ZEV Options and Benefits

DOA EV Suitability Assessment

Lead Agency: MFM

Timeframe: Ongoing

Geotab developed a new EV Suitability Assessment tool for their telematics system. For the first time in Motor Fleet history, using the Telematics EVSA tool, the Division of Motor Fleet Management was able to run a post-Covid EV Suitability Assessment on every vehicle in the fleet.

The results showed that approximately 10% of the fleet drive and park in a way that makes them suitable for an EV replacement. If infrastructure were available at their overnight parking location, these vehicles would not need to stop midday to recharge.

Note, the EVSA tool does not consider if infrastructure is available at these locations. The EVSA only reports vehicles that would be "suitable" for replacement with an EV if all conditions for utilization were met. The analysis from this study has been used to help agencies, such as the Department of Adult Corrections (DAC) and Department of Transportation (DOT), identify locations for charging infrastructure.

MFM provided agencies information on vehicles that were identified as suitable for EV replacement with the annual replacement lists sent to agencies spring 2023. Since spring 2023, MFM assigned 20 additional ZEV's to these agencies:

- Department of Public Safety
- Department of Environmental Quality
- Department of Administration
- Department of Natural and Cultural Resources
- Department of Transportation
- Wilkes Community College
- UNC-Asheville
- UNC-Chapel Hill

ZEV Fleet Recommendations Review

Lead Agency: MFM, Agencies

Timeframe: September 2021 - Ongoing

Using telematics devices on Motor Fleet vehicles, the Division of Motor Fleet Management completed an EV Suitability Study on every vehicle in the fleet. The results showed that approximately 10% of the fleet drive routes and have parking habits that would make them suitable for replacement with an EV. Challenges to ZEV recommendations arose with the news that the Chevy Bolt was being retired as a model. New ideal ZEV recommendations will be identified as the best fit for the fleet.

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) 2023-2024 MFM replacement list identified 146 out of 789 vehicles are eligible for ZEV replacement. This would be a ZEV replacement rate of 18.5%. 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.

A hybrid sedan is recommended if the replacement vehicle can be a sedan. 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 identifying 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

Despite ZEV procurement challenges, MFM has seen a [increasing 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. Currently, supply chain issues have gotten worse, with some dealerships stating that MFM would not be able to order ZEVs this year due to high demand across the nation.

Require Written Justification for Not Adopting ZEVs Where Feasible

Lead Agency: Agencies, MFM

Timeframe: September 2021 - Ongoing

There have been no substantial changes to this update since October 2022. For a detailed description of the actions taken on this recommendation, review the [2022 NC Motor Fleet ZEV Update](#).⁴

Ensure Infrastructure Supports the Expansion of ZEV Usage

Charging Infrastructure

Lead Agency: Agencies, State Parking, State Construction, State Property, MFM, Purchase and Contracts

Timeframe: Ongoing

Accessible charging infrastructure is essential for a successful ZEV transition, and DOA is pursuing a variety of strategies to expand existing EV infrastructure. The Department of Administration is working to identify adequate funding sources to support the cost of building and maintaining new chargers. The agency also is identifying potential locations for new chargers to maximize utilization by state agencies.

DOA divisions continue to analyze charging location suitability telematics data to determine where new charging infrastructure can be effectively utilized for current and future EV adoption. DOA is also exploring contracting options that 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.

The DOA Division of Purchase and Contract updated the [Statewide Term Contract 2613A - Electric Vehicle Charging Station Equipment, Accessories, Installation, and Infrastructure](#) to include a total of six vendors who include approximately 17 different brands of charging stations.⁵

Chargers in State Parking

Lead Agency: State Property, State Construction, State Parking

Timeframe: Ongoing

The State Parking Office maintains 27 EV chargers in Deck 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. \$2.2 million was approved for the Deck 75 project, now underway, to upgrade electrical infrastructure and provide infrastructure for EV charging stations.

⁴ 2022 NC Motor Fleet Zero Emission Vehicle (ZEV) Update, NC Department of Administration, <https://www.doa.nc.gov/2022-nc-motor-fleet-zero-emission-vehicle-update/open>.

⁵ Statewide Term Contract 2613A - Electric Vehicle Charging Station Equipment, Accessories, Installation, and Infrastructure, <https://www.doa.nc.gov/2613a-electric-vehicle-charging-station-equipment-accessories-installation-and-infrastructure/open>.

Plans call for approximately 70 Level 2 charging stations at this location. These stations are intended for charging state-owned EVs. Design Development (DD) phase documents have been submitted, and within the next 12 months, construction documents will be completed, and the project will be bid for construction. This project supports ZEV goals that are part of the EO-80 objectives. The expected completion date is set for April 2025. Funding has been requested, but not yet approved, to provide 30 additional EV charging stations to be divided between Parking Deck 77 and Parking Lot 20.

Round 2 Volkswagen Settlement Funds

In the first round of program funding, \$1 million in Volkswagen Settlement funds were allocated to state agencies to install Level 2 electric vehicle charging infrastructure at state-maintained facilities and attractions. The NC Division of Air Quality (DAQ), a part of the NC Department of Environmental Quality, announced grant awards to state agencies on October 17, 2022. These 103 charging ports will be installed at 25 sites, including state parks, museums, aquariums, government office buildings, universities, and community colleges. Twenty-two of the 103 charging ports will be in historically under-resourced counties.⁶

The second round of funding has approximately \$739,839 available for state agencies to install Level 2 electric vehicle charging infrastructure at state-maintained facilities and attractions. DOA worked with DAQ to establish criteria that add points to proposals that allow the applying agency to adopt fleet electric vehicles identified by the EV Suitability Assessment. Proposal applications were submitted to DAQ by September 1, 2023, and Round 2 project selections will be announced between October-November 2023.

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

Doubling 2022 numbers, Motor Fleet Management currently has 72 zero-emission vehicles throughout the state fleet as of October 2023. Because of the new replacement process, MFM anticipates a considerable increase in EV adoption by agencies in the next few years. DOA can only satisfy this demand if solutions are available to meet the challenge of MFM procuring ZEVs from manufacturers.

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 FY 23-24, MFM ordered 550 hybrid vehicles, making up over 69% of total motor fleet vehicle purchases during the fiscal year.

As discussed, MFM received all 75 Chevy Bolts ordered in 2022, and the current NC EV fleet assigned to state agencies is 72 vehicles strong and composed of Chevy Bolts, Ford E-Transit Vans, and one Ford Lightening. Thirty Chevy Bolts remain available for assignment as agencies bring charging infrastructure online.

To date, in FY 23-24, MFM has not been able to secure an order for any EVs. Additionally, the Chevy Bolt is now being retired.

⁶ Level 2 State Agency Program | NC DEQ, <https://www.deq.nc.gov/about/divisions/air-quality/motor-vehicles-and-air-quality/volkswagen-settlement/phase-2-volkswagen-settlement/level-2-infrastructure-program/level-2-state-agency-program>.

A visual summary of the [ZEV inventory](#) can be found in the appendix of this report.

Leased Space

Lead Agency: State Property

Timeframe: Ongoing

There have been no substantial changes to this update since October 2022. For a detailed description of the actions taken on this recommendation, review the [2022 NC Motor Fleet ZEV Update](#).⁷

Challenges & Policy Recommendations

As discussed in the action items above, there were significant delays in ZEV acquisition due to supply chain issues over the last two years. This year, unique challenges have arisen regarding ZEV acquisition from manufacturers. Chevy and Toyota have not opened order windows to North Carolina. This delay comes after the historic order of 75 Chevy Bolts received in 2022. Information relayed to MFM indicates that this is due to ZEV supply going to states that have adopted the California Air Resources Board standards.

The California Air Resources Board (CARB) was established in 1967 to help combat air pollution in California. The federal [Clean Air Act](#) allows states to set unique and stricter standards for statewide emission regulations.⁸ Since its inception, CARB has done many notable things to reduce emissions, including:

- Setting the nation's first tailpipe emission standards.
- Creating nationwide standards related to vehicle greenhouse gas emissions.
- Establishing regulations for manufacturers producing more ZEVs.
- Eliminating lead in gasoline.
- Creating new standards for clean-burning fuel.

Section 177 of the Clean Air Act allows other states to adopt California's motor vehicle emissions standards. Any state may adopt and enforce CARB standards relating to the control of emissions from new motor vehicles/engines. For adoption by another state, the standards must be identical to the CARB standards for the model year.⁹

To become a CARB state, North Carolina must adopt CARB's Low-Emission Vehicle criteria pollutant and greenhouse gas emission regulations and Zero-Emission Vehicle regulations under Section 177 of the Clean Air Act (42 U.S.C. §7507).¹⁰ It is the responsibility of the industry to meet regulatory requirements. CARB works to ensure that regulated industries are aware of and understand the requirements of each regulation. The effectiveness of each regulation depends on industry compliance.

Thus, if North Carolina were to become a CARB state, it is more likely that ZEV acquisition would become possible for MFM.

⁷ 2022 NC Motor Fleet Zero Emission Vehicle (ZEV) Update, NC Department of Administration, <https://www.doa.nc.gov/2022-nc-motor-fleet-zero-emission-vehicle-update/open>.

⁸ [What CARB and CARB Compliant Actually Means | Metromile](#), <https://www.metromile.com/blog/all-you-need-to-know-about-carb/> (2021).

⁹ U.S.C. Title 42, THE PUBLIC HEALTH AND WELFARE, §7507. New motor vehicle emission standards in nonattainment areas, <https://www.govinfo.gov/content/pkg/USCODE-2013-title42/html/USCODE-2013-title42-chap85-subchapl-partD-subpart1-sec7507.htm> (1990).

¹⁰ [CARB Regulations | California Air Resources Board](#), <https://ww2.arb.ca.gov/our-work/programs/technology-clearinghouse/clearinghouse-tools/carb-regulations> (2023).

Fourteen states had adopted similar CARB emissions standards as of May 13, 2022.¹¹

State	Applicable MY			State's share (%) of U.S. New Light-Duty Vehicle Sales*
	LEV Regulations		ZEV Program	
	Criteria Pollutant Regulation	GHG Regulation		
California	1992	2009	1990	11.0%
New York ¹	1993	2009	1993	6.1%
Massachusetts ²	1995	2009	1995	2.1%
Vermont ³	2000	2009	2000	0.3%
Maine ⁴	2001	2009	2001	0.4%
Pennsylvania ⁵	2001	2009		3.9%
Connecticut ⁶	2008	2009	2008	1.0%
Rhode Island ⁷	2008	2009	2008	0.3%
Washington ⁸	2009	2009	2025	1.7%
Oregon ⁹	2009	2009	2009	1.0%
New Jersey ¹⁰	2009	2009	2009	3.5%
Maryland ¹¹	2011	2011	2011	1.9%
Delaware ¹²	2014	2014		0.3%
Colorado ¹³	2022	2022	2023	1.5%
Minnesota ¹⁴	2025	2025	2025	1.5%

As illustrated above, a significant share to newly manufactured ZEVs goes to CARB states. These states constitute about 40% of the nation's total new car sales.¹² To increase North Carolina's potential for receiving newly manufactured ZEVs, North Carolina should consider adopting the CARB standards.

¹¹States that have Adopted California's Vehicle Standards under Section 177 of the Federal Clean Air Act, https://ww2.arb.ca.gov/sites/default/files/2022-05/%C2%A7177_states_05132022_NADA_sales_r2_ac.pdf (2022).

¹² [California moves to accelerate to 100% new zero-emission vehicle sales by 2035 | California Air Resources Board](https://ww2.arb.ca.gov/news/california-moves-accelerate-100-new-zero-emission-vehicle-sales-2035), <https://ww2.arb.ca.gov/news/california-moves-accelerate-100-new-zero-emission-vehicle-sales-2035> (2022).

Conclusion

The state's term contract for motor vehicles allows the state to order new makes of ZEVs and hybrids when they become available, though attempts to procure and order ZEVs have proven difficult over FY 23-24.

MFM has recommended 146 ZEVs to replace ICE vehicles in state agencies during FY 2023-2024. Since the replacement list went out FY 2023-2024, twenty (20) ZEVs have been added to the fleet. A lack of charging infrastructure seems to be the main roadblock towards greater acceptance rates of ZEV recommendations.

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

Charging infrastructure and supply chain issues remain the most significant barriers to transitioning the state's fleet to ZEVs. 2023 presented unique challenges of ZEV supply going to allocated CARB states first. DOA continues to evaluate opportunities to expand access to ZEV charging infrastructure.

DOA will continue to partner 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	Assigned Agency	Date Vehicle Acquired
2020 Chevrolet Bolt	Bolt	Dept Of Natural & Cultural Resources	1/2/2020
2020 Chevrolet Bolt	Bolt	Dept Of Natural & Cultural Resources	1/2/2020
2020 Chevrolet Bolt	Bolt	Dept Of Public Safety	1/2/2020
2020 Chevrolet Bolt	Bolt	Dept Of Public Safety	1/2/2020
2020 Chevrolet Bolt	Bolt	DHHS Child Development	1/2/2020
2020 Chevrolet Bolt	Bolt	Dept Of Public Safety	1/8/2020
2020 Chevrolet Bolt	Bolt	Dept Of Public Safety	1/8/2020
2020 Chevrolet Bolt	Bolt	Dept Of Public Safety	1/8/2020
2020 Chevrolet Bolt	Bolt	Dept Of Public Safety	1/8/2020
2020 Chevrolet Bolt	Bolt	UNV Appalachian State U	1/8/2020
2020 Chevrolet Bolt	Bolt	UNV Appalachian State U	1/8/2020
2020 Chevrolet Bolt	Bolt	UNV Appalachian State U	1/8/2020
2020 Chevrolet Bolt	Bolt	UNV UNC-Asheville	1/8/2020
2020 Chevrolet Bolt	Bolt	UNV UNC-Chapel Hill	1/8/2020
2020 Chevrolet Bolt	Bolt	Dept Of Public Safety	1/14/2020
2020 Chevrolet Bolt	Bolt	Dept Of Public Safety	1/14/2020
2020 Chevrolet Bolt	Bolt	UNV Appalachian State U	1/14/2020
2020 Chevrolet Bolt	Bolt	UNV UNC-Asheville	1/14/2020
2020 Chevrolet Bolt	Bolt	UNV UNC-Chapel Hill	1/14/2020
2021 Chevrolet Bolt	Bolt	Dept Of Administration	5/10/2021
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Administration	5/3/2022
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Administration	5/3/2022
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Administration	5/4/2022
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Administration	5/4/2022
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Administration	5/4/2022
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Administration	5/4/2022
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Administration	5/4/2022
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Administration	5/4/2022
2022 Ford E-Transit 350 Cargo Van	E-Transit 350 Cargo Van	Dept Of Environmental Quality	5/13/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Environmental Quality	11/7/2022

2023 CHEVROLET BOLT	Bolt	Dept Of Environmental Quality	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Environmental Quality	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Natural & Cultural Resources	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Natural & Cultural Resources	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Natural & Cultural Resources	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Transportation	11/7/2022
2023 CHEVROLET BOLT	Bolt	DHHS Blind Services	11/7/2022
2023 CHEVROLET BOLT	Bolt	DHHS Central Administration	11/7/2022
2023 CHEVROLET BOLT	Bolt	DHHS Central Administration	11/7/2022
2023 CHEVROLET BOLT	Bolt	DHHS Central Administration	11/7/2022
2023 CHEVROLET BOLT	Bolt	DHHS Central Administration	11/7/2022
2023 CHEVROLET BOLT	Bolt	UNV NC State University	11/7/2022
2023 CHEVROLET BOLT	Bolt	UNV UNC-Chapel Hill	11/7/2022
2023 CHEVROLET BOLT	Bolt	UNV UNC-Chapel Hill	11/7/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Natural & Cultural Resources	11/8/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Natural & Cultural Resources	11/8/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/8/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Public Safety	11/8/2022
2023 CHEVROLET BOLT	Bolt	Dept Of Transportation	11/8/2022
2023 CHEVROLET BOLT	Bolt	DCC Wilkes	1/3/2023
2023 CHEVROLET BOLT	Bolt	DCC Wilkes	1/3/2023
2023 CHEVROLET BOLT	Bolt	DCC Wilkes	1/3/2023
2023 CHEVROLET BOLT	Bolt	DCC Wilkes	1/3/2023
2023 CHEVROLET BOLT	Bolt	DCC Wilkes	1/3/2023
2023 CHEVROLET BOLT	Bolt	Dept Of Administration	1/3/2023
2023 CHEVROLET BOLT	Bolt	Dept Of Administration	1/3/2023
2023 CHEVROLET BOLT	Bolt	Dept Of Environmental Quality	1/3/2023
2023 CHEVROLET BOLT	Bolt	Dept Of Environmental Quality	1/3/2023
2023 CHEVROLET BOLT	Bolt	Dept Of Environmental Quality	1/3/2023

2023 CHEVROLET BOLT	Bolt	Dept Of Natural & Cultural Resources	1/3/2023
2023 CHEVROLET BOLT	Bolt	Dept Of Natural & Cultural Resources	1/3/2023
2023 CHEVROLET BOLT	Bolt	Dept Of Transportation	1/3/2023
2023 CHEVROLET BOLT	Bolt	UNV UNC-Chapel Hill	1/3/2023
2023 CHEVROLET BOLT	Bolt	UNV UNC-Chapel Hill	1/3/2023
2023 CHEVROLET BOLT	Bolt	UNV UNC-Chapel Hill	1/3/2023
2022 FORD F-150 LIGHTNING 4X4 EV	F-150 LIGHTNING 4X4 EV	Dept Of Transportation	3/13/2023

