



April 10, 2019

M. Lynn Jarvis  
Chief Clerk  
North Carolina Utilities Commission  
4325 Mail Service Center  
Raleigh, NC 27699-4300

Docket Title: 3/28/2019 Duke Energy North Carolina Electric Transportation Pilot (NC ETP)  
Docket Nos.: E-2, Sub 1197 and E-7, Sub 1195

Dear Chief Clerk Jarvis:

ADOMANI, Inc. is a national provider of light duty as well as medium- to heavy-duty commercial fleet vehicles and zero-emission electric drivetrain systems for integration in new vehicles, predominantly school buses, as well as re-power conversion kits for the replacement of drivetrain systems in combustion-powered vehicles. The company supports Duke Energy's proposed Electric Transportation Pilot, which includes school bus rebates.

The comprehensive suite of benefits that this proposed program will provide to the transportation sector and, in particular, school buses will fundamentally change for the better the way North Carolina approaches the electric vehicle market while simultaneously protecting the health of the state's school children. ADOMANI and its executive and sales team has decades of experience in the school bus industry and has been the exclusive provider to Georgia-based Blue Bird Corporation for zero-emission, all-electric drivetrains for the company's production Type-C and Type-D school buses for the past 2-years.

Duke Energy North Carolina's effort, if approved, will help the State build upon the unprecedented opportunity provided by the Volkswagen settlement to support the deployment of innovative and transformative all-electric vehicles and components, which will reduce harmful nitrogen oxide (NOx) and greenhouse gas (GHG) emissions, deliver air quality benefits to disadvantaged communities and areas disproportionately affected by diesel pollution, and reduce our dependence on fossil fuels.

We believe that all-electric school bus projects proposed by Duke Energy will provide the most comprehensive set of benefits as it directly addresses air quality issues in direct proximity to sensitive school aged children and disadvantaged communities, reduces operating costs for budget-constrained school districts, mitigates the need for diesel fuel storage or procurement, and improves public health.



Indeed, a 2014 study by the University of Delaware evaluated the costs and benefits associated with a V2G-capable electric school bus compared to a traditional diesel school bus. The study looked at a variety of data points and metrics to compare the fuel types in a school bus application and found that diesel school buses created public health costs of \$0.08 per mile. This is over 500% more expensive than the public health costs of an all-electric bus, which is just \$0.0149 per mile.

We offer our support to Duke Energy in the rollout of their electrified school bus projects and appreciate your consideration of the company's request before the Commission. Should you have any follow-up questions please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Reynolds", with a long, sweeping horizontal line extending to the right.

Tim Reynolds  
President & CEO