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Ms. Audrey Clarke
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Dr. Bapu Arekapudi MD
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Dr. Mary Hagele
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Ms. Erica Krutsch
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Mrs. Dana Evans
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As a PHEV owner, charging station are few and far between these days, a situation which can be vastly improved on. Illinois should take the opportunity to carve out the maximum allowable 15 percent of the Volkswagen funding specifically for expanding publicly accessible light duty vehicle electric charging infrastructure. By 2019, over a millions electric vehicles will likely be on the nation’s roadways. Illinois needs to be able to capture the accelerating health and environmental benefits of this transition, especially as it is occurring in parallel with massive investments in clean solar- and wind-generated electricity driven by the Illinois Future Energy Job Act. Electrifying the transportation sector in Illinois should be a top priority towards eliminating transportation emissions and increasing the long term health benefits that follow. As more and more electricity in Illinois comes from zero emission sources, electric vehicles in Illinois will only get cleaner with every year going forward, both in terms of dangerous smog and soot pollution as well as in terms of greenhouse gases driving catastrophic climate change; Smog, soot and extreme climate change are all significant threats to public health, especially for people living with lung disease.

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Mr. David Durdan
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Ms. Amy Larson
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Thank you,

Mr. R. Peter Carey
Yates, Evan

From: Stuart Hochwert
Sent: Tuesday, April 03, 2018 4:35 PM
To: EPA.VWSettlement
Subject: [External] Invest VW Settlement in Electric Transit and School Buses and in Vehicle Charging Infrastructure

Dear Illinois EPA,

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Mr. Stuart Hochwert
From: Chris Gronkiewicz
Sent: Tuesday, April 03, 2018 4:36 PM
To: EPA.VWSettlement
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Ms. Chris Gronkiewicz
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Ms. Cindy Gronkiewicz
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Ms. Vicki Frederick
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Ms. Laura Urbaszewski
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Mrs. Nancy Wedow
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Mr. Mark Tortoriello
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Dr. Floyd Bednarz
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Ms. Judith Kirchhoff
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Mrs. Diane Africk
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Ms. Dorothy Williams
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Ms. Nora Handler
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Mr. Hayward A. Johnson Jr.
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Mrs. Michelle Newman
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Dr. Anthony Marinelli
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Mrs. Dianne Smith
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Mr. FRANK SHIELDS
Dear Illinois EPA,

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Thank you,

Ms. Joan Mulcahy
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Ms. Nikki Orvis
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Mr. Shawn Ballin
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Ms. eva Hernandez-thomas
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Dr. Donna Frownfelter
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Ms. Jill Deutsch
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Ms. Vikki McCoy
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Ms. Evangelina Mayol
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Mrs. Martha Forsyth
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Ms. Kimberly Colwell
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As President of the Illinois Food Allergy Education Association I know studies have found that people with asthma and peanut allergies can have severe reactions. How to help that? Less asthma triggers. That means more electric cars! More electric charging stations. I pass by 4 charging stations in a parking lot I frequent and those stations are always in use! Illinois should take the opportunity to carve out the maximum allowable 15 percent of the Volkswagen funding specifically for expanding publicly accessible light duty vehicle electric charging infrastructure. By 2019, over a millions electric vehicles will likely be on the nation’s roadways. Illinois needs to be able to capture the accelerating health and environmental benefits of this transition, especially as it is occurring in parallel with massive investments in clean solar- and wind-generated electricity driven by the Illinois Future Energy Job Act. Electrifying the transportation sector in Illinois should be a top priority towards eliminating transportation emissions and increasing the long term health benefits that follow. As more and more electricity in Illinois comes from zero emission sources, electric vehicles in Illinois will only get cleaner with every year going forward, both in terms of dangerous smog and soot pollution as well as in terms of greenhouse gases driving catastrophic climate change; Smog, soot and extreme climate change are all significant threats to public health, especially for people living with lung disease.

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Thank you,
Julie Campbell
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Mr. Jeffrey Graham
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Mrs. Kelsey Kamp
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Mr. Robert J Urbon
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Mr. John Culver
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Mr. Matt Maloney
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Ms. Grizelda Salazar
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Miss: Jamie Puente
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Mr. Paul BRINKWORTH
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Ms. Eileen Lowery
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Mr. Andy Garrison
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Dr. H. Ari Jaffe
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Mr. Tony Fuller
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Mrs. Stephanie Victor
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Mr. Michael Rahaman
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Dr. Cathy Catrambone
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Ms. Melanie Biegler
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Ms. Eileen Lowery
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Dr. sharon rosenberg
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Ms. Kathryn Schubert
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Mrs. Lainie Kast
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Mr. Brett Marach
Dear Illinois EPA,

Thank you for the opportunity to provide public comment concerning the Volkswagen settlement funds allocated to Illinois. First, I ask that the Agency take time to involve all stakeholders and expand outreach to maximize public engagement and participation in how to invest these funds. Other states, including several Midwestern states, have fostered lengthy public stakeholder processes that in some cases began well over a year ago. Illinois is only providing six weeks for interested members of the public to weigh in on a document that was created behind closed doors by unknown parties. IEPA should have held public hearings months ago to foster development of a such a document. But given it chose not to do so, going forward it should at least hold multiple public hearings and provide additional time for the public to comment on the draft it produced without public input.

Illinois should take the opportunity to carve out the maximum allowable 15 percent of the Volkswagen funding specifically for expanding publicly accessible light duty vehicle electric charging infrastructure. By 2019, over a millions electric vehicles will likely be on the nation’s roadways. Illinois needs to be able to capture the accelerating health and environmental benefits of this transition, especially as it is occurring in parallel with massive investments in clean solar- and wind-generated electricity driven by the Illinois Future Energy Job Act. Electrifying the transportation sector in Illinois should be a top priority towards eliminating transportation emissions and increasing the long term health benefits that follow. As more and more electricity in Illinois comes from zero emission sources, electric vehicles in Illinois will only get cleaner with every year going forward, both in terms of dangerous smog and soot pollution as well as in terms of greenhouse gases driving catastrophic climate change; Smog, soot and extreme climate change are all significant threats to public health, especially for people living with lung disease.

I am heartened to see electric school buses receiving 10 percent of the funding as school children and the communities in which they live will reap the benefits of zero emission vehicles. This should be at least double this percentage, with provisions to provide additional assistance to low income and environmental justice communities. As of now, it appears that Agency has placed communities where school districts contract bus service at a disadvantage; public school districts that own buses will only have to match 25 percent of the cost of an electric school bus, but districts that rely on contracting with private firms to provide school bus transportation, including the largest school district in the state, face a much higher 50 percent matching fund requirement. This is antithetical to helping at-risk environmental justice communities, even though the Agency lists this as one of its concerns.

The Agency should also carve out a significant set aside specifically for electric public transit buses, at least on par with expanded support for electric school buses. Transit buses operate in the most densely populated areas and can travel hundreds of thousands of miles a year in these communities. Electrifying bus transit will reduce local pollution and improve the health of transit patrons and employees, as well as the millions of people living close to transit routes, while nearly eliminating greenhouse gases that threaten the entire state.

Thank you,

Mrs. Amy O’Rourke
Dear Illinois EPA,

Thank you for the opportunity to provide public comment concerning the Volkswagen settlement funds allocated to Illinois. First, I ask that the Agency take time to involve all stakeholders and expand outreach to maximize public engagement and participation in how to invest these funds. Other states, including several Midwestern states, have fostered lengthy public stakeholder processes that in some cases began well over a year ago. Illinois is only providing six weeks for interested members of the public to weigh in on a document that was created behind closed doors by unknown parties. IEPA should have held public hearings months ago to foster development of such a document. But given it chose not to do so, going forward it should at least hold multiple public hearings and provide additional time for the public to comment on the draft it produced without public input.

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Ms. Miranda Lukatch
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Thank you,

Mr. Eric Peck