

Questions and Answers from the DAQ Mobile Source Emission Reduction Grant Program Webinar

December 1, 2023

Question 1. Can vehicle dealers apply for the reimbursements on behalf of the fleet, or does the fleet need to be the ones to apply?

We could treat this like an outside consultant applying on behalf of the owner, however the way that our financial system works is that we would reimburse the owner/operator of the equipment.

Question 2. Can organizations doing business in NC but have no NC state tax IDs set up an NCID?

The NCID is set up to the individual who is affiliated with the organization who will be doing the application. You do not need any of that information to set up the NCID. However, for the [N.C. Substitute W-9 form](#) you will need the Federal Tax ID. Organizations can register up to three users in the DAQ Grants Management System (GMS).

Question 3. Once we destroy the old diesel vehicle and provide photo evidence of the destruction, are we allowed to scrap the vehicle and keep the proceeds?

Yes. Some programs will require you to report the scrappage, we do not in our particular RFP. You are welcome to do with it what you will.

Question 4. So, we use a federal company tax id, but set up the NCID as an individual, on behalf of the company?

Correct, you set up the NCID as your own individual account, which you can use for multiple organizations (third party). The [N.C. Substitute W-9](#) is used to tie your GMS account to the organization.

Question 5. How many applications do you expect to receive, and how many will be funded? What's the max funding per application?

We can't answer this with certainty. In the past, with grants containing around \$1 million, we have received applications requesting around twice the amount we have available. It depends on the kinds of projects we receive. There is no limit to how much you can apply for, the only limit is the specific cost share for that project type.

Question 6. For off-road equipment, i.e. forklifts and cranes, what are the restrictions as it relates to task/class and horsepower (i.e. the increase in 25% horsepower increases simultaneously increases lift capacity. or increases weight)?

You can't have more than a 40% horsepower increase, relative to the engine itself. However, with all-electric replacements the horsepower increases substantially. That is not necessarily an issue, so if that is what you are looking at then there are waivers and exceptions for those kinds of projects. But in general, for offroad, you should stay within that horsepower budget requirement.

Question 7. No need to use our personal social security number then - just a FEIN?

No, we do not require personal social security information. We need the tax ID of the organization you would be applying on behalf of.

Question 8. If we lost documentation and records of previous DERA Submissions due to personnel turnover, how can we locate prior NCID information etc.? do we have to resubmit?

If this is in regard to someone who is still with the organization and will handle the applications, then they will need to use their same NCID (if you know your NCID, you may contact us to verify if you have an active account in GMS). However if you have staff turnover and that person is no longer affiliated with your organization someone on your staff would have to get their own NCID and access to the GMS. Please notify us when staff with access leave your organization, so we can remove their account from the system.

Question 9. Will we receive an application submission checklist similar to the VW grants?

An [application checklist](#) is available to download on the program webpage. If you submit an application and are missing documents, we will return the application to you for corrections. Submitting your application early allows us to notify in ample time of omissions prior to the application closing on February 2, 2024.

Question 10. For the 2 year requirement, when is that 2 years calculated? When the grant would be awarded or when the grant application is submitted?

The contract will go out to 2 years or to September 30 2026, depending on when it is fully executed (signed by the awardee and NCDEQ). All work has to be completed by the contract expiration date.

Question 11. How is the three-years of remaining life determined for vehicles and equipment?

This is typically up to the fleet owner, who generally knows the turnover or replacement schedule for those vehicles. If an application is submitted for vehicles and the useful life doesn't seem right, you will be contacted for clarification.

Question 12. Can you give a project example of an Idle reduction technology that can be combined with a previously installed exhaust after-treatment retrofit?

For example, if you have a class 8 truck with a diesel particulate filter installed, you would be eligible to apply for an Auxiliary Power Unit for the same truck to reduce idling.

Question 13. Does company enrollment into environmental projects or programs such as "Green Marine" and potentially utilizing fleet updates weigh into one of the bonus categories?

You can cite that in your application when we ask about how your company is participating in ensuring sustainability for the future. It would benefit your project by showing you are invested in these transitions. As far as bonus points: There is no bonus scoring criteria for this, but it may fall under the co-benefits section.

Question 14. What about deadlines to complete the project? What happens if application approved but the Vendor/Manufacturer experiences production delays and project extends from '24 to '25?

As part of the contract requirements, we require quarterly reports for updates on the project. If your vendor/manufacturer is experiencing delays, let us know and request an extension. However, projects MUST be completed by September 30 2026, we cannot extend beyond that date.