



**North Carolina Volkswagen Settlement Program
Phase 1 Project Selection Report**

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I. VW Phase 1 Funding Overview

Program Details

In June 2019, North Carolina Department of Environmental Quality (NCDEQ) solicited applications for two grant programs: the Diesel Bus and Vehicle Program and Zero Emissions Vehicle DC Fast Infrastructure Program. These programs are part of the North Carolina VW Settlement Program using the state's allocation of the Volkswagen Mitigation Settlement. In Phase 1 of the program, \$24.5 million in funds was allocated to the Diesel Bus and Vehicle Program to assist interested parties to mitigate NOx emissions by replacing or repowering older diesel heavy duty vehicles and equipment. Additionally, \$3.4 million was allocated to the Zero Emissions Vehicle DC Fast Infrastructure Program to increase the installation of direct current fast charging stations for electric vehicles primarily along identified priority corridors on North Carolina interstates and pending interstates.

Eligible applicants for the Diesel Bus & Vehicle Program included:

- projects submitted by local, state, and tribal government organizations,
- projects submitted by public or private nonprofit organizations (Incorporated Nonprofit – an organization as described in section 501(c)(3) of the Federal Internal Revenue Code of 1954, as amended. The organization must be incorporated under NC law or registered with the NC Department of the Secretary of State), and
- projects submitted by public-private partnerships where the lead applicant represents a public sector, public or private nonprofit organization.

Both government and non-government applicants were eligible to apply for the DC Fast and Level 2 Infrastructure Programs.

Projects were eligible for funding up to 100% of the replacement or repower cost for vehicles and the cost of the installation of new ZEV charging infrastructure for government owned vehicles and charging infrastructure. Non-government applicants were subject to a mandatory maximum cost share of 20% per the Volkswagen Consent Decree. For projects that were public-private partnerships, the ownership of the original and replacement equipment/vehicle or charging infrastructure determined the maximum funding percentage. Applications for both programs were accepted until September 30, 2019. 116 applications were received with a total of 102 applications found eligible for funding between the two released RFPs. 70 applications were selected for full or partial funding.

In November 2020, NCDEQ released the North Carolina Volkswagen Settlement Program Phase 1 Zero Emission Vehicle Level 2 Rebate Infrastructure Program RFP. In this RFP, \$1,150,570 was allocated to level 2 charging station infrastructure projects. All Level 2 rebate applicants were limited to \$25,000 in rebates at any given time on a first come, first serve basis. The program allocated a maximum of 68% (~\$782,388) of the funds for urban and suburban counties and a minimum of 32% (~\$368,182) for rural counties in Phase 1.

Timeline

- Week of July 13, 2020
 - DAQ VW Phase 1 presentation to DEQ Management
 - Award and decline letters prepared
- Week of July 20, 2020
 - Award notifications sent to applicants
 - D-4 funding paperwork prepared for approval to submit to VW Mitigation Trustee
- Week of August 3, 2020
 - Approval to submit D-4 funding requests to VW Mitigation Trustee
- October 23, 2020
 - Approval of D-4 requests by VW Mitigation Trustee
 - Release ZEV Level 2 Rebate Program Request for Proposals
- January – March 2021
 - ZEV Level 2 Rebate Program applications open
 - Contracts processing begins for Diesel and DC Fast applications, project work begins once contracts are fully executed.
 - Begin Phase 2 planning
- Spring 2021 through 2022
 - Claims entered and reimbursed in GMS for Diesel, DC Fast and Level 2 Programs projects
 - DAQ staff site visits for completed projects

Phase 1 Program Funding

Program	Eligible Fuels	Number of Applications Received	Phase 1 Funding		
			Targeted Percent	Funding Amount	
Off-road/DERA	All (diesel, propane, natural gas, electric)	6	10%	\$3,068,189	
On-road	All (diesel, propane, natural gas, electric)	33	10%	\$3,068,189	
School Bus	Diesel	8	25%	\$7,670,472	
	Propane & Natural Gas		10%	\$3,068,189	
	All-electric		5%	\$1,534,094	
Transit Bus	All (diesel, propane, natural gas, electric)	14	20%	\$6,136,377	
ZEV Charging	DC Fast Charging	55	15%	11.25%	\$3,451,712
	Level 2 Charging	116		3.75%	\$1,150,571

Application Review

After initial review and scoring by the program managers and the secondary reviewers, project applications for each program were submitted to program specific internal selection committees made up of other DEQ employees not directly involved with Volkswagen Mitigation Trust team for funding selections. Each selection committee made decisions on project funding independently of the other selection committees.

Selected Projects

Program	Program Allocation	Fuel Type	Applications Selected for Funding	Number of Vehicles Funded	Annual Tons of NO _x Reduced	Total Amount Funded
Off-Road*	\$3,068,189	Diesel	1	0	0.0	\$0
On-Road**	\$3,068,189	Diesel	17	40	10.0	\$3,046,859
		CNG		5	0.8	\$1,193,550
On-Road Totals				45	10.8	\$4,240,409
School Bus	\$12,272,755	Diesel	6	85***	5.3	\$8,050,598
		Propane		20	1.4	\$2,087,371
		Electric		6	0.6	\$2,151,931
School Bus Totals				111	7.3	\$12,289,900
Transit Bus	\$6,136,377	Bi-fuel	13	1	0.1	\$75,000
		CNG		1	0.3	\$550,000
		Diesel		3	0.3	\$339,750
		Electric		11	6.1	\$5,167,877
Transit Bus Totals				16	6.8	\$6,136,377
ZEV Charging - DC Fast	\$3,451,712	NA	31	31 charging stations	2.6	\$3,215,480
ZEV Charging – Level 2	\$1,150,570	NA	30****	30 charging stations	NA	\$422,000
Total	\$29,147,792		99****	172 vehicles, 31 DC Fast and 30 Level 2 stations	27.5	\$26,304,166

*Off-Road awardee declined the award. Funds will be applied to Phase 2

** Includes unawarded funds from Off-Road (\$1,169,344.34) and DC Fast (\$16,737.61) Programs

*** Includes unawarded funds (\$17,144.66) from Off-Road Program

**** Level 2 Program rebate applications funded as of March 15, 2021

A total of 172 vehicles will receive full or partial funding for replacement or repower and a total of 31 DC Fast and 30 Level 2 (as of March 15, 2021) charging stations will receive funding for the installation of EV charging equipment.

II. Off-Road Program Selection Committee Report

Program Details

In June 2019, North Carolina Department of Environmental Quality (NCDEQ) released the “North Carolina Volkswagen Settlement Program Phase 1 Diesel Bus and Vehicle Programs” Request for Proposals (RFP). In this RFP, \$3,068,189 was allocated to the North Carolina Clean Heavy-duty Off-Road Equipment Replacement Program. After initial review and scoring by the program manager (Jill Vitas) and the secondary reviewer (Melanie Henderson), project applications for off-road vehicle/equipment replacements were submitted to an internal selection committee made up of other DEQ employees not directly involved with Volkswagen Mitigation Trust team for funding selections. The selection committee for this program consisted of Rahatal Ashique, Ethan Brown, Matthew Mahler, Brian Phillips (non-voting member), and Jill Vitas (non-voting member).

Total funds available for program:	\$3,068,189
Number of eligible applications received:	1
Total requested VW funds for all applications received:	\$1,881,700
Number of applications selected for full funding:	1
Number of applications selected for partial funding:	0
Total estimated NOx emissions reductions (annual tons):	4.1
Total requested VW funds for applications selected:	\$1,881,700
Total project costs for applications selected:	\$1,881,700
Number of urban/suburban applications selected for funding:	0
Total amount of awarded funds for selected urban/suburban projects:	\$0
Percent urban/suburban funding:	-
Number of rural applications selected for funding:	1
Total amount of awarded funds for selected rural projects:	\$1,881,700
Percent rural funding:	100%
Number of diesel vehicle replacements funded:	0
Number of diesel vehicle repowers funded:	0
Number of alternative fueled vehicle replacements/repowers funded:	0
Number of electric-only vehicle replacements/repowers funded:	0
Electric vehicle infrastructure costs:	0

Method used to select applications:

There was one eligible project submitted for consideration for funding to replace or repower off-road vehicles or equipment as outlined under the 2019 “North Carolina Volkswagen Settlement Program Phase 1 Diesel Bus and Vehicle Programs” RFP. This proposal from the North

Carolina Department of Transportation, Ferry Division was for the repowering of four diesel engines on two ferries.

Off-road applications as well as the individual vehicles within each application were scored and ranked using the scoring criteria outlined in the Phase 1 Diesel Bus and Vehicle Program RFP. One application was received that was eligible under the off-road program criteria and two applications were eligible under the EPA Diesel Emission Reduction Act (DERA) option. The decision was made to fund the two DERA projects using DERA only funding without VW matching funds. Because the total funding for the one off-road project at \$1,881,700 was under the total available funds for Phase 1, the selection committee decided to fully fund the project.

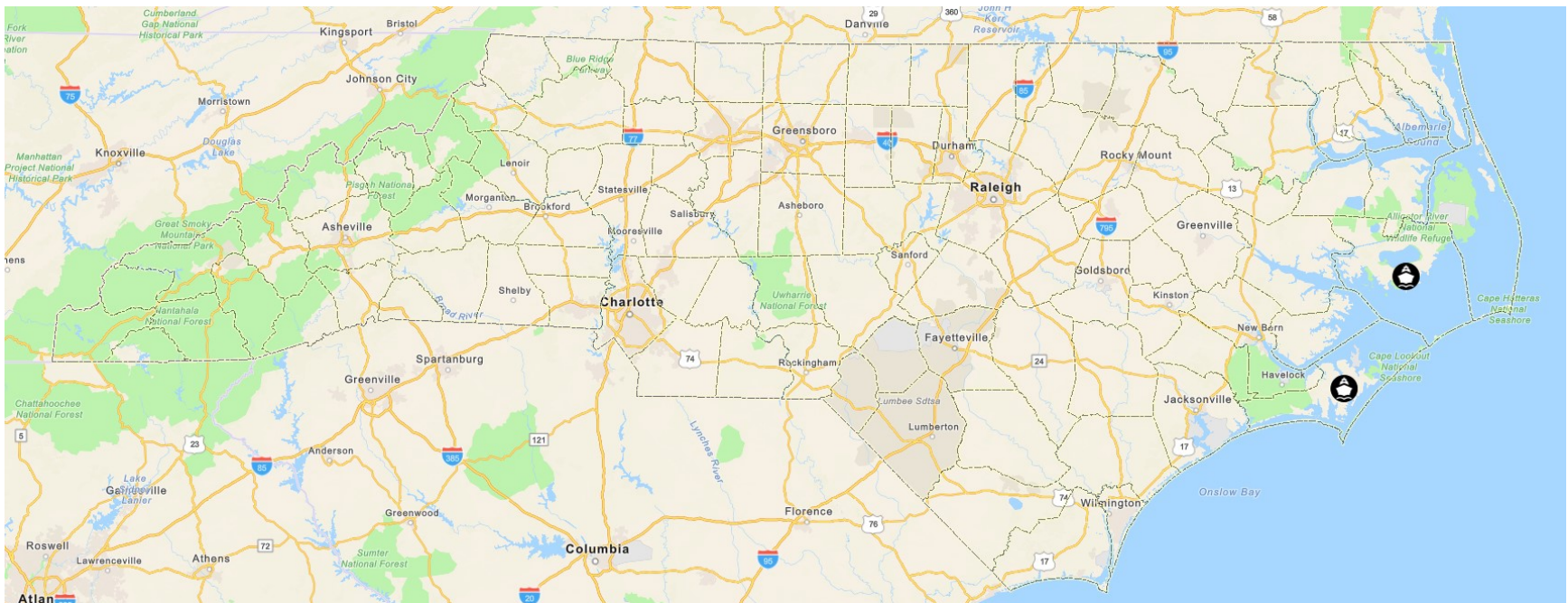
Types of vehicles:

This program will award funding for the repowering of four diesel powered marine propulsion engines on two ferries. All engines in the off-road application were a replacement of diesel to a newer, cleaner diesel technology. No alternatively fueled or electric vehicles were included in the application received.

Final Note:

The awarded applicant, NC DOT Ferry Division, declined their award due to cost increases for the project and continued budget issues within the Department. The unspent funds will be added to Phase 2 available funds.

III. Off-Road Program Funded Projects Map



Off-Road Vehicles - Ferries

IV. On-Road Program Selection Committee Report

Program Details

In June 2019, North Carolina Department of Environmental Quality (NCDEQ) released the “North Carolina Volkswagen Settlement Program Phase 1 Diesel Bus and Vehicle Programs” Request for Proposals (RFP). In this RFP, \$3,068,189 was allocated to the North Carolina Clean Heavy-duty On-Road Equipment Replacement Program. After initial review and scoring by the program manager (Jill Vitas) and the secondary reviewer (Sheila Blanchard), project applications for on-road vehicle/equipment replacements were submitted to an internal selection committee made up of other DEQ employees not directly involved with Volkswagen Mitigation Trust team for funding selections. The selection committee for this program consisted of Rahatal Ashique, Ethan Brown, Matthew Mahler, Brian Phillips (non-voting member), and Jill Vitas (non-voting member).

Total funds available for On-Road program:	\$3,068,189
Unawarded funds added from Off-Road program:	\$1,169,344
Unawarded funds added from DC Fast program:	\$16,738
Revised total funds available for On-Road program:	\$4,254,271
Number of eligible applications received:	30
Total requested VW funds for all applications received:	\$12,965,887
Number of applications selected for full funding:	12
Number of applications selected for partial funding:	5
Total estimated NOx emissions reductions (annual tons):	10.8
Total awarded VW funds for vehicles selected:	\$4,240,409
Total project costs for vehicles selected:	\$6,423,580
Number of urban/suburban vehicles selected for funding:	28
Total amount of awarded funds for selected urban/suburban vehicles:	\$2,956,429
Percent urban/suburban funding:	69.7%
Number of rural vehicles selected for funding:	17
Total amount of awarded funds for selected rural vehicles:	\$1,283,980
Percent rural funding:	30.3%
Number of diesel vehicles replacements/repowers funded:	40
Number of alternative fueled vehicle replacements/repowers funded:	5
Number of electric-only vehicle replacements/repowers funded:	0
Electric vehicle infrastructure costs:	\$0.00

Method used to select applications:

There were 30 eligible projects representing 78 individual vehicles submitted for consideration for funding to replace on-road diesel vehicles as outlined under the 2019 “North Carolina Volkswagen Settlement Program Phase 1 Diesel and Vehicle Programs” Request for Proposals. Eleven projects were fully funded, and four projects were partially funded (multi-vehicle projects where one or more vehicles but not all vehicles were funded). These included one large proposal from American Lung Association in partnership with Sysco for the purchase of 20 short-haul combo vehicles which will achieve 6.3 tons of NOx reductions of the total anticipated of 10.8 tons. The remaining 25 funded vehicles come from a variety of projects including refuse haulers, dump trucks, and debris trucks.

Projects and individual vehicles were scored and ranked using the scoring criteria outlined in the Diesel Bus and Vehicle RFP. Because of the variety of vehicle types submitted in the 30 projects, the On-Road Selection Committee opted to evaluate individual vehicles instead of whole projects when making determinations of how to award funding.

When considering which vehicles to fund, all committee members determined to allot funding to the highest scoring vehicles. These vehicles scored highest based on several factors, most importantly NOx reduction, cost effectiveness, and location. This method resulted in full funding of 45 vehicles. The committee did not take fuel type into consideration when making selections.

The committee also gave priority to the commitment of North Carolina to fund both urban/suburban and rural projects. North Carolina is committed to spending 32% of the VW Settlement funding on rural projects and this is the split that was used in determining the funding levels for urban/suburban and rural vehicles.

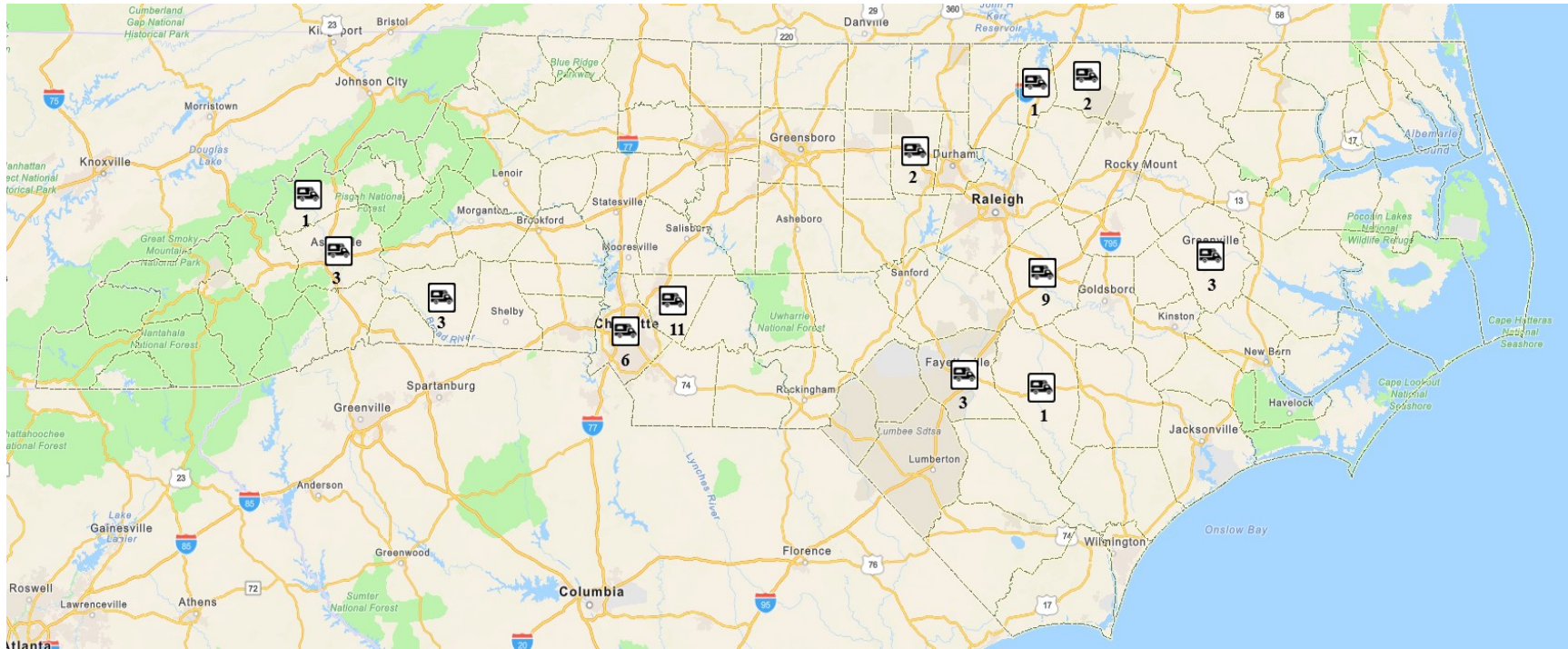
Types of vehicles:

Awards provide funding to 40 new diesel vehicles and five new compressed natural gas vehicles. Because the committee decided to fund vehicles based on “total score” the four electric vehicle replacements submitted did not score high enough for funding.

Additional funding opportunity:

Under the umbrella of the diesel bus and vehicle program, the off-road allotment of funding did not receive applications for the entire \$3,068,189 allocated to the program. An excess of \$1,186,489.00 off-road funds was not awarded of which \$1,169,344.34 was reallocated to the on-road program and \$17,144.66 to the school bus program in Phase 1. Additionally, the DC Fast program had an excess of \$16,737.61 not awarded and was also added to the on-road program for projects. This in addition to the \$40,869.97 in on-road funding allocation not awarded results in an additional \$1,226,951.92 available for on-road vehicle funding. This changes the total overall funded amount for on-road vehicles to \$4,240,409.36.

V. On-Road Program Funded Projects Map



On-Road Vehicles

VI. School Bus Program Selection Committee Report

Program Details

In June 2019, North Carolina Department of Environmental Quality (NCDEQ) released the “North Carolina Volkswagen Settlement Program Phase 1 Diesel Bus and Vehicle Programs” Request for Proposals (RFP). In this RFP, \$12,272,755 was allocated to the North Carolina School Bus Replacement Program. After initial review and scoring by the program manager (Sheila Blanchard) and the secondary reviewers (Jill Vitas and Brian Phillips), project applications for school bus replacements were submitted to an internal selection committee made up of other DEQ employees not directly involved with Volkswagen Mitigation Trust team for funding selections. The selection committee for this program consisted of Sheila Blanchard (non-voting member), Heather Murphy, Brian Phillips (non-voting member), Scott Sanders and Lisa Whitaker.

Total funds available for program:	\$12,272,755	
Unawarded funds added from Off-Road program:	\$17,144,66	
Revised total funds available for School Bus program:	\$12,289,900	
Number of eligible applications received:	6	
Total requested VW funds for all applications received:	\$13,410,965	
Number of applications selected for full funding:	4	
Number of applications selected for partial funding:	2	
Total estimated NOx emissions reductions (annual tons):	7.3	
Total VW funds for buses selected:	\$12,289,900*	
Total project costs for buses selected:	\$12,821,557*	
Number of urban/suburban buses selected for funding:	43	
Total amount of awarded funds for selected urban/suburban buses:	\$5,054,226	
Percent urban/suburban funding:	41.1%	
Number of rural buses selected for funding:	68	
Total amount of awarded funds for selected rural buses:	\$7,235,674*	
Percent rural funding:	58.9%	
Number of diesel buses funded:	85	
Number of alternative fueled (Propane) buses funded:	20	
Number of electric-only buses funded:	6	
Electric vehicle infrastructure costs awarded with VW funds:	\$377,750	
Target Funding Amounts**		
Fuel Type	Targeted Percent	Funded Percent
Diesel	25%	26%
Propane and Natural Gas	10%	7%
Electric	5%	7%

*includes \$17,144,66 from Off-Road program

**Targeted funding amounts based on total funding allotment of \$30,681,886 for Phase 1 in the Mitigation Plan.

Method used to select applications:

There were six eligible projects submitted for consideration for funding to replace buses as outlined under the 2019 “North Carolina Volkswagen Settlement Program Phase 1 Diesel and Vehicle Programs” RFP. These included one large proposal from Department of Public Instruction for 113 school buses and five projects from the remaining entities for eight activity buses and one school bus. Of the six eligible projects, there were three multi-vehicle projects (DPI for 113 buses, Halifax County for three buses, and Polk County for three buses). There were 122 buses submitted for replacement.

Projects and individual vehicles were scored and ranked using the scoring criteria outlined in the Diesel Bus and Vehicle RFP. Because of the relative size of the DPI project compared to the other submitted projects, the School Bus Selection Committee opted to evaluate individual vehicles instead of whole projects when making determinations of how to award funding.

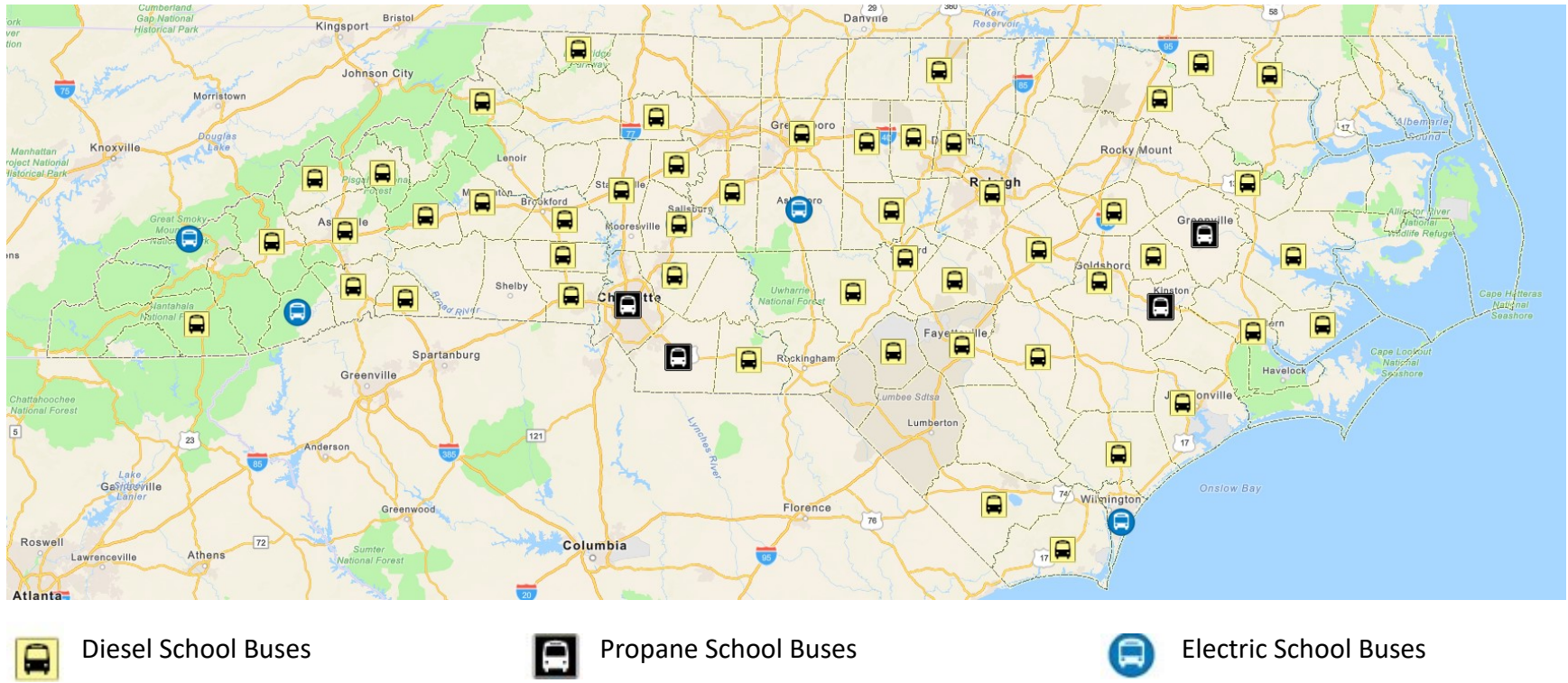
When considering which vehicles to fund, the selection committee determined to allot funding to the highest scoring vehicles. These vehicles scored highest based on several factors, most importantly NOx reduction, cost effectiveness, and location. This method resulted in full funding (at 100%) of 110 buses and 1 bus partially funded at 36.3% by multiple program funds (\$16,760.00 from school bus funds, and the remaining \$17,144.66 funded using the leftover off-road program grant funds). This committee did not take fuel type into consideration when making selections. However, upon final review of the selection committee choices, final funding selections were made based on the fuel allocations as specified in the RFP. This resulted in replacement of five diesel buses slated for funding, by five propane buses.

The committee also gave priority to the commitment of North Carolina to fund both urban/suburban and rural projects. Although North Carolina is committed to spending 32% of the VW Settlement funding on rural projects, 62.1% of buses in the applications received for replacement were located primarily in rural areas. While all urban/suburban buses submitted were funded, the final split resulted in 58.9% of the money going to rural replacements and 41.1% of money going to urban/suburban replacement.

Types of vehicles:

This program will award funding to six new electric buses and infrastructure, 20 propane buses, and 85 diesel buses. Because we did not have enough funding requests for the allocated amounts as specified by the RFP, the unallocated propane funds (\$980,818) went to funding one electric school bus (\$372,270) and remaining diesel school buses on a contingency basis (\$608,548).

VII. School Bus Program Funded Projects Map



VIII. Transit Bus Program Selection Committee Report

Program Details

In June 2019, North Carolina Department of Environmental Quality (NCDEQ) released the “North Carolina Volkswagen Settlement Program Phase 1 Diesel Bus and Vehicle Programs” Request for Proposals (RFP). In this RFP, \$6,136,377 was allocated to the North Carolina Transit Bus Replacement Program. After initial review and scoring by the program manager (Melanie Henderson) and the secondary reviewer (Dave Willis), project applications for transit/shuttle bus replacements were submitted to an internal selection committee made up of other DEQ employees not directly involved with Volkswagen Mitigation Trust team for funding selections. The selection committee for this program consisted of Chris Bryant, Melanie Henderson (non-voting member), Jeffrey Nelson, Brian Phillips (non-voting member), Katherine Quinlan and Jennifer Sides.

Total funds available for program:	\$6,136,377		
Number of eligible applications received:	13		
Total requested VW funds for all applications received:	\$13,158,396		
Number of applications selected for full funding:	6		
Number of applications selected for partial funding:	7		
Total estimated NOx emissions reductions (annual tons):	6.8		
Total requested VW funds for applications selected:	\$6,136,377		
Total project costs for applications selected:	\$9,740,642		
Number of urban/suburban transit buses selected for funding:	11		
Total amount of awarded funds for selected urban/suburban transit buses:	\$4,934,877		
Percent urban/suburban funding:	80.4%		
Number of rural transit buses selected for funding:	2		
Total amount of awarded funds for selected rural transit buses:	\$1,201,500		
Percent rural funding:	19.6%		
Electric vehicle infrastructure costs awarded with VW funds:	\$968,358		
Fuel Type	Number of Buses	VW Funded Amount	VW Funded Percent*
Bi-fuel	1	\$78,750	1.3%
Natural Gas (CNG)	1	\$550,000	9.0%
Diesel	3	\$339,750	5.5%
Electric	11	\$5,167,877	84.2%

*Percentage of program allocation of \$6,136,377.

Method used to select applications:

There were thirteen eligible projects submitted for consideration for funding to replace transit buses as outlined under the 2019 “North Carolina Volkswagen Settlement Program Phase 1 Diesel Bus and Vehicle Programs” Request for Proposals. These included proposals from various transit authorities across the state, universities, city, and county governments. Of the thirteen eligible projects, there were six multi-vehicle projects (Cape Fear Public Transportation Authority for four transit buses, UNC Asheville for two buses, the City of Salisbury for 4 buses, Orange County for three buses, Charlotte Area Transit System for seven buses and the City of Fayetteville for four buses). One unique project is a school bus used to transport citizens to a community center, because the school bus replacement program requires school buses to solely transport children to and from school was evaluated under the transit/shuttle bus program. There was a total of 31 eligible transit/shuttle buses submitted for replacement.

Projects as well as individual vehicles were scored and ranked using the scoring criteria outlined in the RFP. The VW Transit/Shuttle Bus Selection Committee determined that it was best to evaluate individual vehicles instead of whole projects when making determinations where funding should be awarded.

When considering which vehicles to fund, the first focus was given to the highest scoring vehicles. These vehicles scored highest based on several factors, most importantly NOx reduction, cost effectiveness, and project location.

The committee also gave priority to the commitment of North Carolina to fund both urban/suburban as well as rural projects. Although the state is committed to spending 32% of the overall VW Settlement funding on rural projects, only two applications received for the Transit Shuttle Bus Program were from a rural area. It was the committee’s decision to fully fund both rural applications in Phase 1 to help meet this goal overall for all programs.

The selection committee determined that best use of funding would be to distribute funds to as many of the applicants as possible. This decision was made primarily due to the levels of funding requested for many of the smaller suburban projects versus the larger dollar amounts from some of the larger urban areas. The selection committee ultimately wanted to maximize the impact across the entire state. Taking this into consideration as well as how individual vehicles ranked overall, the committee made the decision that most projects would receive funding for all or a portion of one bus. The only bus to receive partial funding was the most expensive and least cost effective of all buses.

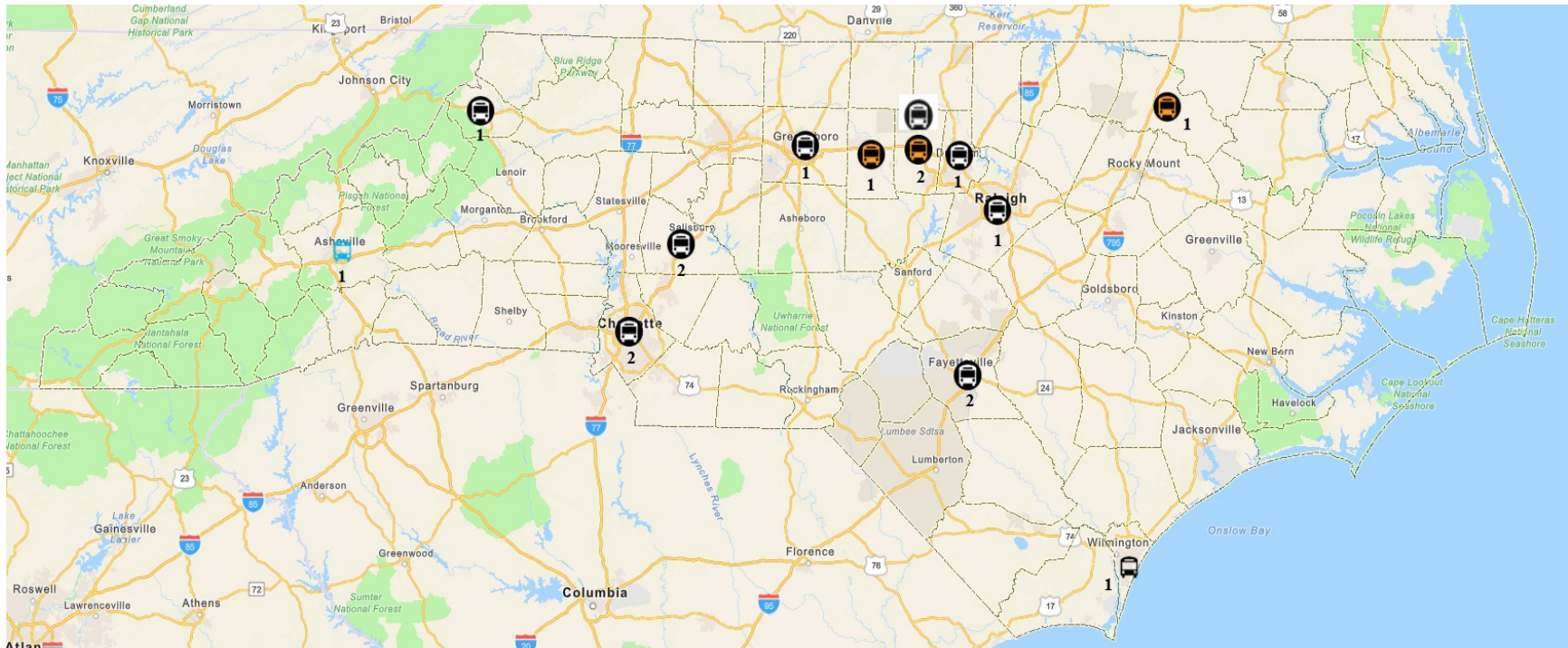
Types of vehicles:

Transit buses selected for funding include: one bi-fuel, one CNG, three diesel, and eleven new electric transit buses (one partially funded) with charging infrastructure.

Final Note:

One project initially was planned to replace two diesel transit buses with two hybrid electric buses, the awardee decided to switch to electric buses instead increasing the total number of all-electric buses to eleven.

IX. Transit Bus Program Funded Projects Map



X. DC Fast Program Selection Committee Report

Program Details

In June 2019, North Carolina Department of Environmental Quality (NCDEQ) released the “North Carolina Volkswagen Settlement Program Phase 1 Zero Emission Vehicle DC Fast Infrastructure Program” Request for Proposals (RFP). The state has committed to spending the full maximum allowable fifteen percent of the VW Settlement funds on zero emission vehicle charging infrastructure. In this RFP, \$3,451,712 was allocated to DC Fast Charging Stations. All DC Fast charging stations were required to be publicly accessible. After initial review and scoring by the program manager (Dave Willis) and the secondary reviewer (Steven Rice), project applications for DC Fast Charging Stations were submitted to an internal selection committee made up of other DEQ employees not directly involved with Volkswagen Mitigation Trust team for funding selections. The selection committee for this program consisted of Keith Bamberger, Starlette Hodge, Ryan Mills, Cynthia Moseley, Brian Phillips (non-voting member), and Dave Willis (non-voting member).

Total funds available for program:	\$3,451,712
Number of eligible applications received:	52
Total requested VW funds for all applications received:	\$3,465,681
Number of applications selected for full funding:	30
Number of applications selected for partial funding:	1
Total estimated NOx emissions reductions (annual tons):	2.6
Total requested VW funds for applications selected:	\$3,215,480
Total project costs for applications selected:	\$4,579,179
Number of urban/suburban applications selected for funding:	16
Number of charging ports funded in urban/suburban counties:	31
Total amount of awarded funds for selected urban/suburban projects:	\$1,905,834
Percent urban/suburban funding:	59.3%
Number of rural applications selected for funding:	15
Number of charging ports funded in rural counties:	19
Total amount of awarded funds for selected rural projects:	\$1,309,645
Percent rural funding:	40.7%

Method used to select applications:

There were 52 eligible projects submitted for consideration for funding to install DC Fast Charging Infrastructure along identified priority corridors across the state as outlined under the 2019 “North Carolina Volkswagen Settlement Program Phase 1 Zero Emission Vehicle Infrastructure Program” RFP. All eligible applications totaled 75 DC Fast Charging ports.

All accepted eligible zero emission vehicle infrastructure program DC Fast applications were scored per the RFP project scoring criteria's six categories and a possible bonus including the following: Cost Effectiveness (VW\$/NOx Reduction), Distance from the Priority Corridor, Environmental Justice Score, Traffic Density, Accessibility, and bonus points based on Renewable Energy Credits usage. The selection committee chose to fully fund the top scoring projects in urban/suburban and rural counties and used the Phase 1 goal to install DC Fast charging sites in approximate 50-mile increments.

In counties where multiple applications were received, an additional high scoring project was selected. This decision to fund a second project in these counties was based on the annual average daily traffic data and the higher probable site usage.

After all projects were selected for funding the program had \$16,737.61 remaining. These funds were applied to the On-road program to fund additional projects.

Types of EV Charging Infrastructure:

The charging kilowatt (kW) capacity of the selected projects range from a low of 50kW to a high of 160kW, most of the projects selected are of 62kW capacity. A total of 31 DC Fast Charging sites were selected for funding with a total of 45 charging ports that will be added to the state EV charging network. The selection committee also recommended to partially fund two ports instead of the proposed four ports of one project due to the cost of the application. Another unique project with a lower charging capacity will use a DC Fast charger with a solar canopy. The sustainable merit of this project and the ability to review power consumption and energy generation will provide useful data for evaluation and feasibility of funding solar powered DC Fast chargers in future phases.

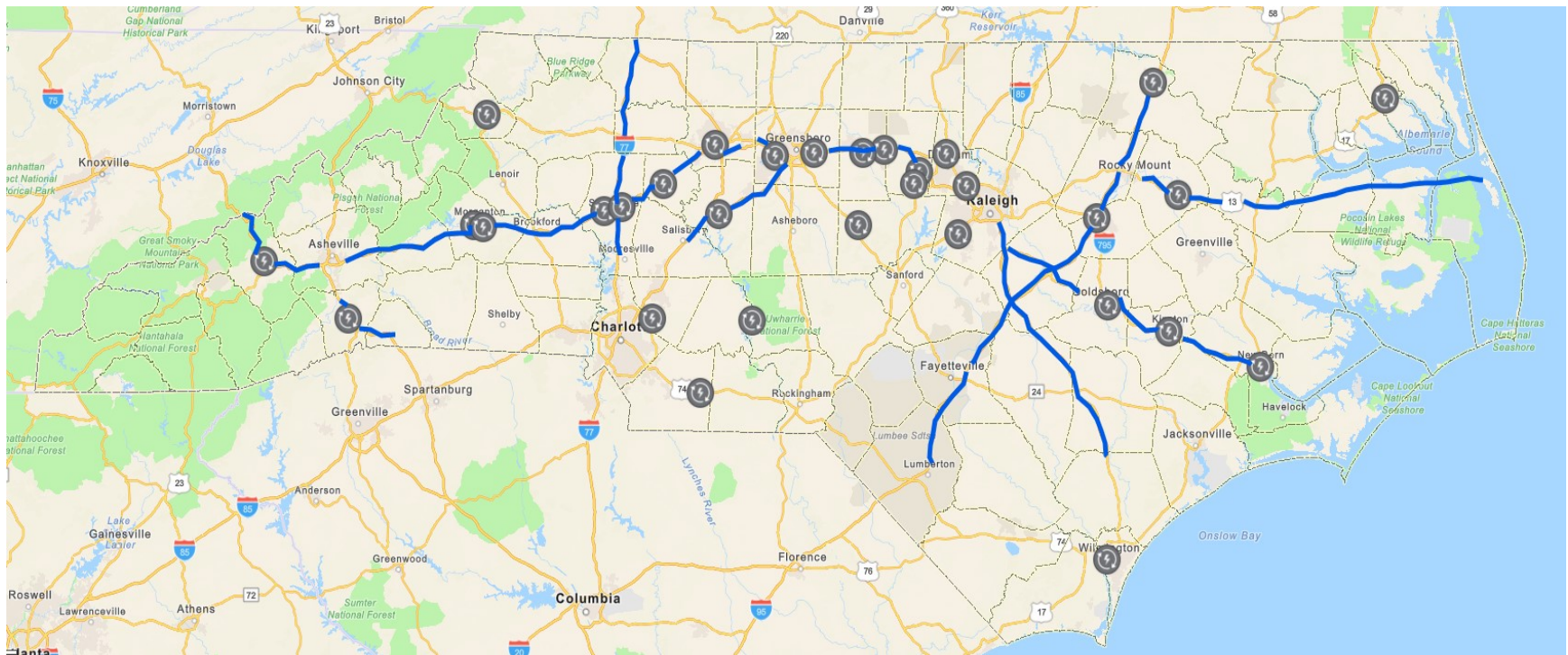
Additional Funding:

The State Energy Office plans to fund three rural county projects (with an option to fund a fourth rural county project later) using their funds, totaling \$194,445,78 in requested funds from the applicants. This will add four additional DC Fast Charging ports for a total of 49 DC Fast Charging ports added to the state EV charging network funded by both programs.

Final Note:

One awardee notified the program manager that they purchased and installed their charging equipment prior to a contract being fully executed. This project was deemed ineligible for funding. One additional awardee decided not to proceed with their project. This change reduced the total awarded amount for the DC Fast program to \$3,215,480.

XI. DC Program Fast Funded Projects Map

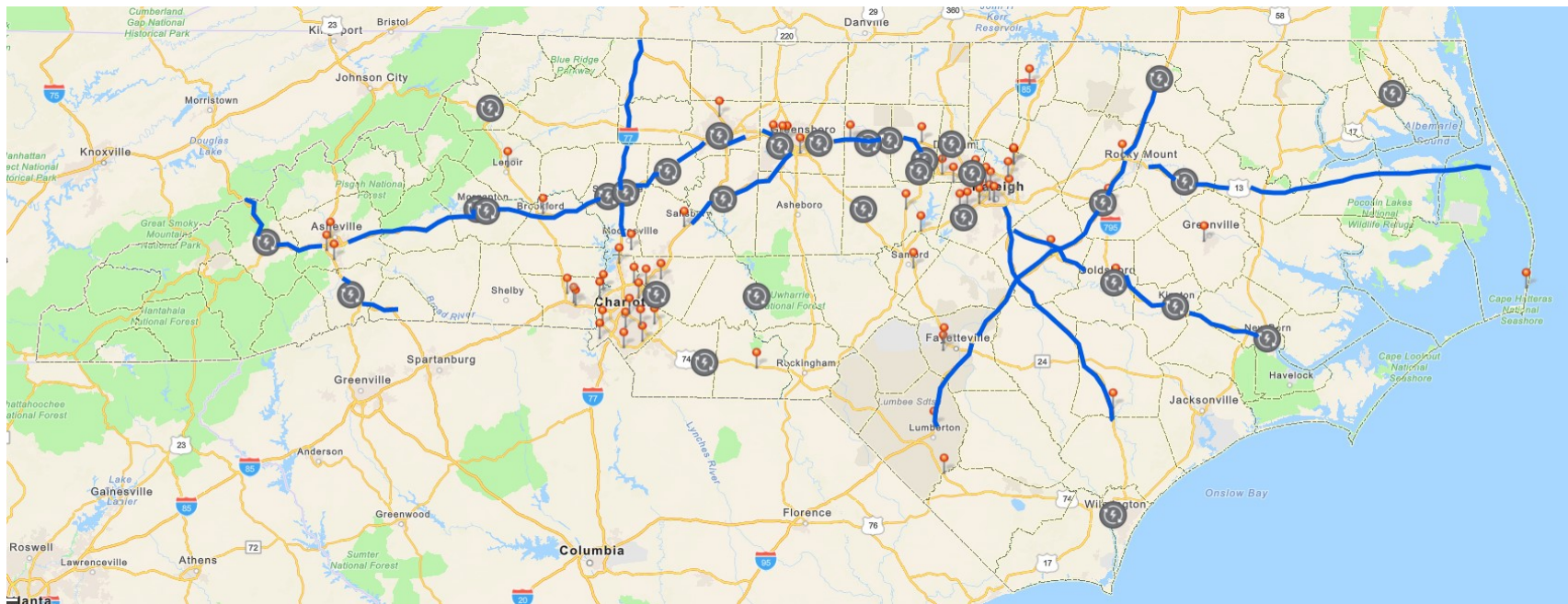


VW Phase 1 selected DC Fast projects



Phase 1 priority corridors

XII. DC Fast Program Funded Projects Map with Current Infrastructure



 VW Phase 1 selected DC Fast projects
  Existing DC Fast Infrastructure
  Phase 1 priority corridors

XIII. Level 2 Rebate Program Report

Program Details

In November 2020, North Carolina Department of Environmental Quality (NCDEQ) released the “North Carolina Volkswagen Settlement Program Phase 1 Zero Emission Vehicle Level 2 Rebate Infrastructure Program” Request for Proposals (RFP). The state has committed to spending the full maximum allowable fifteen percent of the VW Settlement funds on zero emission vehicle charging infrastructure. In this RFP, \$1,150,570 was allocated to Level 2 Charging Stations. All Level 2 rebate applicants were limited to \$25,000 in rebates at any given time on a first come, first serve basis. The program allocated a maximum of 68% (~\$782,388) of the funds for urban and suburban counties and a minimum of 32% (~\$368,182) for rural counties in Phase 1. After initial review for eligibility by the program manager (Steven Rice) and the secondary reviewers (Sheila Blanchard and Dave Willis), project applications for Level 2 Charging Stations were selected for funding based on the order received.

Total funds available for program:	\$1,150,570
Number of eligible applications received:	116
Total requested VW funds for all applications received:	\$1,595,350
Number of applications selected for full funding as of March 15, 2021:	30
Number of applications selected for partial funding:	1
Total requested VW funds for applications selected:	\$422,000
Number of urban/suburban applications selected for funding:	16
Number of charging ports funded in urban/suburban counties:	56
Total amount of awarded funds for selected urban/suburban projects:	\$240,000
Percent urban/suburban funding:	56.9%
Number of rural applications selected for funding:	14
Number of charging ports funded in rural counties:	40
Total amount of awarded funds for selected rural projects:	\$182,000
Percent rural funding:	43.1%

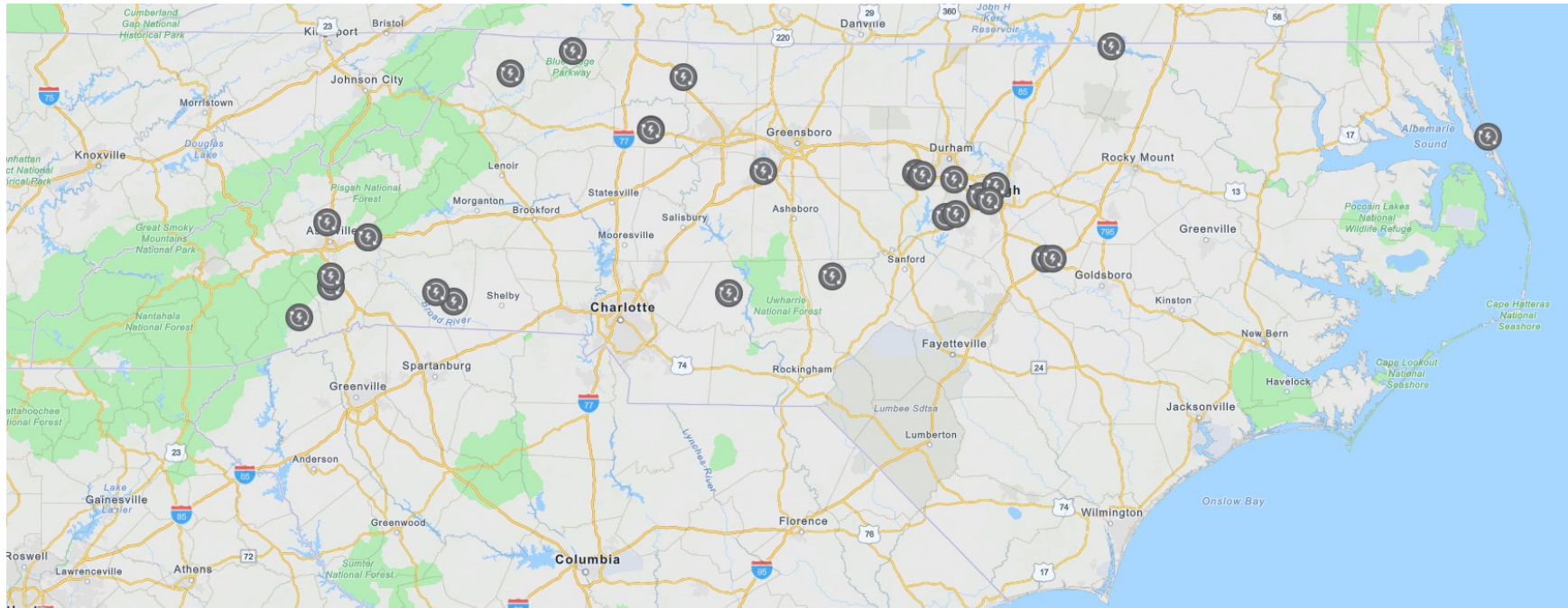
Method used to select applications:

Eligible applications were selected for funding on a first come, first serve basis. Applicants based on their tax-ID are limited to \$25,000 in funding at any given time. The NC Level 2 ZEV Charging Infrastructure Program rebates were available either as a maximum dollar amount or as a percentage of the total project costs, whichever is less. The percentage and maximum dollars available by project type are outlined in the table below.

Level 2 Rebate Amounts

Project Type	Accessible to General Public	Maximum Rebate per Charging Port	Or (whichever is less)	Maximum % of Total Project Costs
Government Owned Property	Yes	\$5,000	or	100%
Government Owned Property	No	\$4,000	or	80%
Non-Government Owned Property	Yes	\$4,000	or	80%
Non-Government Owned Property	No	\$3,000	or	60%
Workplace or Multi-Unit Dwelling	Yes	\$4,000	or	80%
Workplace or Multi-Unit Dwelling	No	\$3,000	or	60%

XIV. Level 2 Program Fast Funded Projects Map



Applications funded as of March 15, 2021

Selection Committee Project Spreadsheets

Funded Off-Road Vehicles

County	Application Number	Vehicle ID (Unit #)	Fuel Type	Organization Name	NOx Emission Reductions (annual tons)	County Classification
Carteret	OFP0002	Sea Level 2	Diesel	North Carolina Ferry Division	0.88	Rural
Carteret	OFP0002	Sea Level 1	Diesel	North Carolina Ferry Division	0.88	Rural
Hyde	OFP0002	Swan Quarter 2	Diesel	North Carolina Ferry Division	1.16	Rural
Hyde	OFP0002	Swan Quarter 1	Diesel	North Carolina Ferry Division	1.16	Rural

Project award was declined by awardee.

Funded On-Road Vehicles

County	Application Number	Organization Name	Vehicle ID (Unit #)	Fuel Type	NOx Emission Reductions (annual tons)	County Classification
Mecklenburg	ONP0002	Charlotte-Solid Waste Services	SNP804	CNG	0.1063	Urban
Mecklenburg	ONP0002	Charlotte-Solid Waste Services	SNP807	CNG	0.1153	Urban
Mecklenburg	ONP0002	Charlotte-Solid Waste Services	SNP808	CNG	0.1219	Urban
Buncombe	ONP0012	The North Carolina Arboretum	Refuse Hauler	CNG	0.057	Suburban
Pitt	ONP0018	Pitt County Solid Waste and Recycling	Refuse Hauler	CNG	0.399	Suburban
Sampson	ONP0014	NC Forest Service	Short Haul Single Unit 4	Diesel	0.0519	Rural
Warren	ONP0023	Town of Warrenton	Refuse Hauler	Diesel	0.0779	Rural
Madison	ONP0034	Town of Mars Hill	Refuse Hauler	Diesel	0.085	Rural
Vance	ONP0028	City of Henderson	Refuse Hauler Repower	Diesel	0.089	Rural
Pitt	ONP0006	Greenville Utilities Commission	Wire Reel Truck	Diesel	0.129	Suburban
Orange	ONP0015	Orange Water and Sewer Authority (OWASA)	Road Tractor 2	Diesel	0.1199	Suburban
Rutherford	ONP0029	Town of Spindale	Refuse Hauler 4	Diesel	0.231	Rural
Buncombe	ONP0027	Town of Black Mountain	Dump Truck 2	Diesel	0.0752	Suburban
Orange	ONP0015	Orange Water and Sewer Authority (OWASA)	Road Tractor 1	Diesel	0.1428	Suburban
Rutherford	ONP0033	Town of Spindale	Refuse Hauler	Diesel	0.277	Rural
Warren	ONP0023	Town of Warrenton	Dump Truck	Diesel	0.2213	Rural
Mecklenburg	ONP0022	County of Mecklenburg	Refuse Hauler 1	Diesel	0.2164	Urban
Cumberland	ONP0019	Cumberland County Solid Waste	Refuse Hauler 1	Diesel	0.1298	Suburban
Cumberland	ONP0019	Cumberland County Solid Waste	Refuse Hauler 2	Diesel	0.2045	Suburban
Cumberland	ONP0019	Cumberland County Solid Waste	Refuse Hauler 3	Diesel	0.1617	Suburban
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 17	Diesel	0.2383	Suburban
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 18	Diesel	0.2226	Suburban
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 19	Diesel	0.1768	Suburban
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 20	Diesel	0.2365	Suburban
Buncombe	ONP0027	Town of Black Mountain	Dump Truck 1	Diesel	0.125	Suburban
Rutherford	ONP0029	Town of Spindale	Refuse Hauler 2	Diesel	0.3804	Rural
Johnston	ONP0011	American Lung Association	Short Haul Combination 10	Diesel	0.27	Rural
Johnston	ONP0011	American Lung Association	Short Haul Combination 14	Diesel	0.277	Rural
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 11	Diesel	0.292	Suburban
Johnston	ONP0011	American Lung Association	Short Haul Combination 15	Diesel	0.2635	Rural
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 16	Diesel	0.2654	Suburban
Johnston	ONP0011	American Lung Association	Short Haul Combination 12	Diesel	0.3059	Rural
Johnston	ONP0011	American Lung Association	Short Haul Combination 13	Diesel	0.2932	Rural
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 3	Diesel	0.3261	Suburban
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 8	Diesel	0.341	Suburban
Pitt	ONP0001	Town of Winterville	Refuse Hauler	Diesel	0.394	Suburban
Mecklenburg	ONP0024	County of Mecklenburg	Refuse Hauler 2	Diesel	0.2552	Urban
Mecklenburg	ONP0024	County of Mecklenburg	Refuse Hauler 1	Diesel	0.4196	Urban
Johnston	ONP0011	American Lung Association	Short Haul Combination 1	Diesel	0.378	Rural
Johnston	ONP0011	American Lung Association	Short Haul Combination 4	Diesel	0.347	Rural
Johnston	ONP0011	American Lung Association	Short Haul Combination 6	Diesel	0.3523	Rural
Johnston	ONP0011	American Lung Association	Short Haul Combination 9	Diesel	0.3465	Rural
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 2	Diesel	0.3738	Suburban
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 5	Diesel	0.3648	Suburban
Cabarrus	ONP0011	American Lung Association	Short Haul Combination 7	Diesel	0.5003	Suburban

Unfunded On-Road Vehicles

County	Application Number	Organization Name	Vehicle ID (Unit #)	Fuel Type	County Classification
Mecklenburg	ONP0002	Charlotte-Solid Waste Services	SNP813	CNG	Urban
Wake	ONP0025	City of Raleigh	Refuse Hauler 1	CNG	Urban
Orange	ONP0021	Town of Carrboro	Utility Truck	CNG	Suburban
Wake	ONP0025	City of Raleigh	Dump Truck 4	CNG	Urban
Wake	ONP0025	City of Raleigh	Dump Truck 3	CNG	Urban
Wake	ONP0025	City of Raleigh	Refuse Hauler 2	CNG	Urban
Orange	ONP0021	Town of Carrboro	Bucket Truck	CNG	Suburban
Mecklenburg	ONP0022	County of Mecklenburg	Refuse Hauler 4	Diesel	Urban
Orange	ONP0003	UNC Chapel Hill	Short Haul Single Unit 1	Diesel	Suburban
Buncombe	ONP0026	Town of Black Mountain	Fire Truck	Diesel	Suburban
Mecklenburg	ONP0032	Town of Matthews	Dump Truck	Diesel	Urban
Mecklenburg	ONP0022	County of Mecklenburg	Refuse Hauler 2	Diesel	Urban
Buncombe	ONP0027	Town of Black Mountain	Dump Truck 3	Diesel	Suburban
Buncombe	ONP0010	Town of Biltmore Forest	Dump Truck	Diesel	Suburban
Mecklenburg	ONP0022	County of Mecklenburg	Refuse Hauler 3	Diesel	Urban
Buncombe	ONP0026	Town of Black Mountain	Rescue Truck	Diesel	Suburban
Mecklenburg	ONP0032	Town of Matthews	Fire Truck	Diesel	Urban
Mecklenburg	ONP0022	County of Mecklenburg	Refuse Hauler 5	Diesel	Urban
Henderson	ONP0004	Henderson County	Short Haul Single Unit	Diesel	Suburban
Rutherford	ONP0029	Town of Spindale	Fire Truck 1	Diesel	Rural
Guilford	ONP0036	University of North Carolina - Greensboro	Refuse Hauler	Diesel	Urban
Cumberland	ONP0016	Town of Spring Lake	Street Sweeper	Diesel	Suburban
Columbus	ONP0014	NC Forest Service	Short Haul Single Unit 3	Diesel	Rural
Union	ONP0008	City of Monroe	Dump Truck	Diesel	Suburban
Orange	ONP0030	Town of Carrboro	Refuse Hauler 1	Diesel	Suburban
Orange	ONP0030	Town of Carrboro	Refuse Hauler 2	Diesel	Suburban
Jackson	ONP0014	NC Forest Service	Short Haul Single Unit 1	Diesel	Rural
Robeson	ONP0014	NC Forest Service	Short Haul Single Unit 2	Diesel	Rural
Bladen	ONP0014	NC Forest Service	Short Haul Single Unit 5	Diesel	Rural
New Hanover	ONP0031	Town of Cary	Refuse Hauler	Electric	Urban
New Hanover	ONP0035	City of Wilmington	Refuse Hauler 1	Electric	Urban
New Hanover	ONP0035	City of Wilmington	Refuse Hauler 2	Electric	Urban
New Hanover	ONP0035	City of Wilmington	Refuse Hauler 3	Electric	Urban

Funded School Buses

County	Application Number	Vehicle ID (Unit #)	Fuel Type	Organization Name	NOx Emission Reductions (annual tons)	County Classification
Guilford	SBP0007	28	Diesel	Department of Public Instruction	0.0883	Urban/Suburban
Wake	SBP0007	31	Diesel	Department of Public Instruction	0.0817	Urban/Suburban
Cumberland	SBP0007	27	Diesel	Department of Public Instruction	0.0863	Urban/Suburban
Brunswick	SBP0007	37	Diesel	Department of Public Instruction	0.0843	Rural
Davie	SBP0007	29	Diesel	Department of Public Instruction	0.0835	Rural
Alleghany	SBP0007	26	Diesel	Department of Public Instruction	0.0874	Rural
Johnston	SBP0007	30	Diesel	Department of Public Instruction	0.0823	Rural
Orange	SBP0007	38	Diesel	Department of Public Instruction	0.076	Urban/Suburban
Orange	SBP0007	78	Diesel	Department of Public Instruction	0.0722	Urban/Suburban
Polk	SBP0002	1	Diesel	Polk County Schools	0.088	Rural
Polk	SBP0002	2	Diesel	Polk County Schools	0.0944	Rural
Hoke	SBP0007	32	Diesel	Department of Public Instruction	0.08	Rural
Macon	SBP0007	40	Diesel	Department of Public Instruction	0.0752	Rural
Northampton	SBP0007	35	Diesel	Department of Public Instruction	0.0799	Rural
Craven	SBP0007	79	Diesel	Department of Public Instruction	0.0718	Rural
Moore	SBP0007	39	Diesel	Department of Public Instruction	0.0757	Rural
Moore	SBP0007	80	Diesel	Department of Public Instruction	0.0716	Rural
Brunswick	SBP0007	83	Diesel	Department of Public Instruction	0.0703	Rural
Haywood	SBP0007	36	Diesel	Department of Public Instruction	0.0794	Rural
Chatham	SBP0007	34	Diesel	Department of Public Instruction	0.08	Rural
Durham	SBP0007	46	Diesel	Department of Public Instruction	0.0673	Urban/Suburban
Burke	SBP0007	42	Diesel	Department of Public Instruction	0.0695	Rural
Hertford	SBP0007	76	Diesel	Department of Public Instruction	0.0737	Rural
Anson	SBP0007	43	Diesel	Department of Public Instruction	0.0692	Rural
Cabarrus	SBP0007	81	Diesel	Department of Public Instruction	0.0691	Urban/Suburban
Craven	SBP0007	44	Diesel	Department of Public Instruction	0.0689	Rural
Wilson	SBP0007	45	Diesel	Department of Public Instruction	0.0676	Rural
Yancey	SBP0007	41	Diesel	Department of Public Instruction	0.0736	Rural
Yancey	SBP0007	77	Diesel	Department of Public Instruction	0.0732	Rural
Onslow	SBP0007	93	Diesel	Department of Public Instruction	0.0643	Rural
Alleghany	SBP0007	82	Diesel	Department of Public Instruction	0.0676	Rural
Pender	SBP0007	50	Diesel	Department of Public Instruction	0.0643	Rural
Sampson	SBP0007	47	Diesel	Department of Public Instruction	0.0663	Rural
Guilford	SBP0007	88	Diesel	Department of Public Instruction	0.0621	Urban/Suburban
Burke	SBP0007	86	Diesel	Department of Public Instruction	0.064	Rural
Greene	SBP0007	49	Diesel	Department of Public Instruction	0.0645	Rural
Wayne	SBP0007	92	Diesel	Department of Public Instruction	0.0598	Rural
Beaufort	SBP0007	48	Diesel	Department of Public Instruction	0.0645	Rural
Beaufort	SBP0007	85	Diesel	Department of Public Instruction	0.0648	Rural
Wilson	SBP0007	91	Diesel	Department of Public Instruction	0.0601	Rural
Watauga	SBP0007	90	Diesel	Department of Public Instruction	0.0606	Rural
Pamlico	SBP0007	84	Diesel	Department of Public Instruction	0.065	Rural
Madison	SBP0007	114	Diesel	Department of Public Instruction	0.0689	Rural
Martin	SBP0007	87	Diesel	Department of Public Instruction	0.0633	Rural
Onslow	SBP0007	53	Diesel	Department of Public Instruction	0.0598	Rural
Buncombe	SBP0007	65	Diesel	Department of Public Instruction	0.052	Urban/Suburban
Iredell	SBP0007	89	Diesel	Department of Public Instruction	0.0575	Urban/Suburban
Person	SBP0007	52	Diesel	Department of Public Instruction	0.0618	Rural
Halifax	SBP0001	3	Diesel	Halifax County Schools	0.0593	Rural
Watauga	SBP0007	58	Diesel	Department of Public Instruction	0.0572	Rural
Yadkin	SBP0007	51	Diesel	Department of Public Instruction	0.0626	Rural
Martin	SBP0007	57	Diesel	Department of Public Instruction	0.0574	Rural
Alamance	SBP0007	59	Diesel	Department of Public Instruction	0.0538	Urban/Suburban
Alamance	SBP0007	97	Diesel	Department of Public Instruction	0.0525	Urban/Suburban
McDowell	SBP0006	1	Diesel	McDowell County Schools	0.0634	Rural
Catawba	SBP0007	60	Diesel	Department of Public Instruction	0.0538	Urban/Suburban
Gaston	SBP0007	95	Diesel	Department of Public Instruction	0.0536	Urban/Suburban
Halifax	SBP0001	1	Diesel	Halifax County Schools	0.0557	Rural
Pamlico	SBP0007	54	Diesel	Department of Public Instruction	0.0594	Rural
Harnett	SBP0007	55	Diesel	Department of Public Instruction	0.0543	Rural
Wayne	SBP0007	64	Diesel	Department of Public Instruction	0.052	Rural
Johnston	SBP0007	100	Diesel	Department of Public Instruction	0.0509	Rural
Buncombe	SBP0007	110	Diesel	Department of Public Instruction	0.0375	Urban/Suburban
Rowan	SBP0007	94	Diesel	Department of Public Instruction	0.0537	Urban/Suburban
Haywood	SBP0003	1	Diesel	Haywood County Schools Transportation Department	0.053	Rural
Halifax	SBP0007	61	Diesel	Department of Public Instruction	0.053	Rural
Madison	SBP0007	56	Diesel	Department of Public Instruction	0.0541	Rural
Hertford	SBP0007	63	Diesel	Department of Public Instruction	0.0522	Rural
Haywood	SBP0007	101	Diesel	Department of Public Instruction	0.0505	Rural
Henderson	SBP0007	66	Diesel	Department of Public Instruction	0.0514	Urban/Suburban

Funded School Buses

County	Application Number	Vehicle ID (Unit #)	Fuel Type	Organization Name	NOx Emission Reductions (annual tons)	County Classification
Henderson	SBP0007	99	Diesel	Department of Public Instruction	0.0514	Urban/Suburban
Person	SBP0007	98	Diesel	Department of Public Instruction	0.0514	Rural
Halifax	SBP0001	2	Diesel	Halifax County Schools	0.0494	Rural
Cumberland	SBP0007	106	Diesel	Department of Public Instruction	0.0468	Urban/Suburban
Lincoln	SBP0007	68	Diesel	Department of Public Instruction	0.0496	Urban/Suburban
Lincoln	SBP0007	104	Diesel	Department of Public Instruction	0.0476	Urban/Suburban
Columbus	SBP0007	103	Diesel	Department of Public Instruction	0.0486	Rural
Davidson	SBP0007	73	Diesel	Department of Public Instruction	0.0429	Urban/Suburban
Chatham	SBP0007	105	Diesel	Department of Public Instruction	0.0474	Rural
Catawba	SBP0007	109	Diesel	Department of Public Instruction	0.0392	Urban/Suburban
Macon	SBP0007	107	Diesel	Department of Public Instruction	0.0433	Rural
Gaston	SBP0007	75	Diesel	Department of Public Instruction	0.0364	Urban/Suburban
Iredell	SBP0007	67	Diesel	Department of Public Instruction	0.0473	Urban/Suburban
Lee	SBP0007	62	Diesel	Department of Public Instruction	0.0493	Rural
Davie	SBP0007	112	Diesel	Department of Public Instruction	0.0376	Rural
Swain	SBP0008	1	Electric	Eastern Band of Cherokee Indians	0.2459	Rural
New Hanover	SBP0007	5	Electric	Department of Public Instruction	0.1104	Urban/Suburban
Cabarrus	SBP0007	2	Electric	Department of Public Instruction	0.0684	Urban/Suburban
Randolph	SBP0007	4	Electric	Department of Public Instruction	0.0564	Rural
Rowan	SBP0007	3	Electric	Department of Public Instruction	0.0467	Urban/Suburban
Transylvania	SBP0007	1	Electric	Department of Public Instruction	0.0397	Rural
Mecklenburg	SBP0007	19	LPG/Propane	Department of Public Instruction	0.1021	Urban/Suburban
Mecklenburg	SBP0007	20	LPG/Propane	Department of Public Instruction	0.0847	Urban/Suburban
Mecklenburg	SBP0007	16	LPG/Propane	Department of Public Instruction	0.0842	Urban/Suburban
Union	SBP0007	11	LPG/Propane	Department of Public Instruction	0.0937	Urban/Suburban
Union	SBP0007	12	LPG/Propane	Department of Public Instruction	0.1004	Urban/Suburban
Union	SBP0007	13	LPG/Propane	Department of Public Instruction	0.1021	Urban/Suburban
Union	SBP0007	14	LPG/Propane	Department of Public Instruction	0.0948	Urban/Suburban
Union	SBP0007	15	LPG/Propane	Department of Public Instruction	0.1087	Urban/Suburban
Mecklenburg	SBP0007	18	LPG/Propane	Department of Public Instruction	0.0686	Urban/Suburban
Pitt	SBP0007	8	LPG/Propane	Department of Public Instruction	0.0735	Urban/Suburban
Pitt	SBP0007	6	LPG/Propane	Department of Public Instruction	0.0677	Urban/Suburban
Pitt	SBP0007	7	LPG/Propane	Department of Public Instruction	0.0641	Urban/Suburban
Mecklenburg	SBP0007	17	LPG/Propane	Department of Public Instruction	0.0571	Urban/Suburban
Pitt	SBP0007	9	LPG/Propane	Department of Public Instruction	0.059	Urban/Suburban
Pitt	SBP0007	10	LPG/Propane	Department of Public Instruction	0.059	Urban/Suburban
Lenoir	SBP0007	21	LPG/Propane	Department of Public Instruction	0.0457	Rural
Lenoir	SBP0007	22	LPG/Propane	Department of Public Instruction	0.0492	Rural
Lenoir	SBP0007	23	LPG/Propane	Department of Public Instruction	0.0434	Rural
Lenoir	SBP0007	24	LPG/Propane	Department of Public Instruction	0.0435	Rural
Lenoir	SBP0007	25	LPG/Propane	Department of Public Instruction	0.0468	Rural

Unfunded School Buses

County	Program Classification	Vehicle ID (Unit #)	Fuel Type	Organization Name	County Classification
Halifax	SBP0007	111	Diesel	Department of Public Instruction	Rural
Columbus	SBP0007	71	Diesel	Department of Public Instruction	Rural
Vance	SBP0007	74	Diesel	Department of Public Instruction	Rural
Rockingham	SBP0007	70	Diesel	Department of Public Instruction	Rural
Transylvania	SBP0007	102	Diesel	Department of Public Instruction	Rural
Northampton	SBP0007	96	Diesel	Department of Public Instruction	Rural
Cleveland	SBP0007	69	Diesel	Department of Public Instruction	Rural
Cleveland	SBP0007	108	Diesel	Department of Public Instruction	Rural
Polk	SBP0002	3	Diesel	Polk County Schools	Rural
Clay	SBP0007	72	Diesel	Department of Public Instruction	Rural
Clay	SBP0007	113	Diesel	Department of Public Instruction	Rural

Funded Transit Buses

County	Program Classification	Vehicle ID (Unit #)	Fuel Type	Organization Name	NOx Emission Reductions (annual tons)	County Classification
Buncombe	TRP0006	Unit 2	Bi-Fuel (gasoline/propane)	University of North Carolina at Asheville	0.0523	Suburban
New Hanover	TRP0005	Unit 1	CNG	Cape Fear Public Transportation Authority	0.3091	Urban
Alamance	TRP0001	Unit 1	Diesel	Elon University	0.16	Suburban
Orange	TRP0011	Unit 2	Diesel	Orange County	0.1042	Suburban
Halifax	TRP0015	Unit 1	Diesel	Halifax County	0.0536	Rural
Durham	TRP0003	Unit 1	Electric	City of Durham Department of Transportation	1.16	Urban
Guilford	TRP0004	Unit 1	Electric	City of Greensboro	0.105	Urban
Rowan	TRP0007	Unit 1	Electric	City of Salisbury	0.4871	Suburban
Rowan	TRP0007	Unit 4	Electric	City of Salisbury	0.4834	Suburban
Orange	TRP0009	Unit 1	Electric	Town of Chapel Hill	1.091	Suburban
Wake	TRP0010	Unit 1	Electric	City of Raleigh	0.0428	Urban
Watauga	TRP0012	Unit 1	Electric	AppalCART	0.985	Rural
Mecklenburg	TRP0013	Unit 1	Electric	Charlotte Area Transit System	0.5732	Urban
Mecklenburg	TRP0013	Unit 3	Electric	Charlotte Area Transit System	0.5395	Urban
Cumberland	TRP0014	Unit 3	Electric	City of Fayetteville	0.3114	Suburban
Cumberland	TRP0014	Unit 4	Electric	City of Fayetteville	0.3414	Suburban

Unfunded Transit Buses

County	Program Classification	Vehicle ID (Unit #)	Fuel Type	Organization Name	NOx Emission Reductions (annual tons)	County Classification
Buncombe	TRP0006	Unit 1	Bi-Fuel (gasoline/propane)	University of North Carolina at Asheville	0.0444	Suburban
Cumberland	TRP0014	Unit 1	Electric	City of Fayetteville	0.2921	Suburban
Cumberland	TRP0014	Unit 2	Electric	City of Fayetteville	0.2755	Suburban
Mecklenburg	TRP0013	Unit 2	Hybrid	Charlotte Area Transit System	0.4147	Urban
Mecklenburg	TRP0013	Unit 4	Hybrid	Charlotte Area Transit System	0.3377	Urban
Mecklenburg	TRP0013	Unit 5	Hybrid	Charlotte Area Transit System	0.2944	Urban
Mecklenburg	TRP0013	Unit 6	Hybrid	Charlotte Area Transit System	0.4033	Urban
Mecklenburg	TRP0013	Unit 7	Hybrid	Charlotte Area Transit System	0.4331	Urban
New Hanover	TRP0005	Unit 2	CNG	Cape Fear Public Transportation Authority	0.2051	Urban
New Hanover	TRP0005	Unit 3	CNG	Cape Fear Public Transportation Authority	0.3116	Urban
New Hanover	TRP0005	Unit 4	CNG	Cape Fear Public Transportation Authority	0.1216	Urban
Orange	TRP0011	Unit 1	Diesel	Orange County	0.0676	Suburban
Orange	TRP0011	Unit 3	Diesel	Orange County	0.0795	Suburban
Rowan	TRP0007	Unit 2	Electric	City of Salisbury	0.3857	Suburban
Rowan	TRP0007	Unit 3	Electric	City of Salisbury	0.3701	Suburban

Funded DC Fast Projects

County	Application Number	Organization Name	NOx Emission Reductions (annual tons)	Port Total	Charging KW	County Classification
Halifax	DCP0015	North Carolina Electric Membership Corporation	0.0726	1	62.00	Rural
Wilson	DCP0009	Electricities of NC	0.1029	2	62.00	Rural
Burke	DCP0051	Electricities of North Carolina	0.1278	2	62.00	Rural
Davie	DCP0049	North Carolina Electric Membership Corporation	0.061	1	62.00	Rural
Burke	DCP0050	Electricities of North Carolina	0.1278	2	62.00	Rural
Lenoir	DCP0034	Electricities of NC	0.0502	1	62.00	Rural
Pasquotank	DCP0018	North Carolina Electric Membership Corporation	0.0619	1	62.00	Rural
Montgomery	DCP0007	North Carolina Electric Membership Corporation	0.0675	1	62.00	Rural
Davie	DCP0020	North Carolina Electric Membership Corporation	0.061	1	62.00	Rural
Haywood	DCP0021	North Carolina Electric Membership Corporation	0.0508	1	62.00	Rural
Edgecombe	DCP0004	North Carolina Electric Membership Corporation	0.064	1	62.00	Rural
Wayne	DCP0046	Sovereign Energy	0.0409	1	50.00	Rural
Craven	DCP0011	Electricities of NC	0.0814	2	62.00	Rural
Watauga	DCP0006	North Carolina Electric Membership Corporation	0.0616	1	62.00	Rural
Chatham	DCP0024	Chatham County	0.0515	1	62.00	Rural
Davidson	DCP0005	Electricities of NC	0.0538	1	62.00	Suburban
Alamance	DCP0025	North Carolina Electric Membership Corporation	0.0522	1	62.00	Suburban
Alamance	DCP0028	Piedmont Authority for Regional Transportation	0.1044	2	62.00	Suburban
Iredell	DCP0042	Sovereign Energy	0.0383	1	50.00	Suburban
Orange	DCP0023	NR Edge Property Owner LLC	0.0749	2	62.00	Suburban
Cabarrus	DCP0052	EVgo Services LLC	0.0599	2	50.00	Suburban
Union	DCP0039	Town of Marshville	0.0784	2	62.00	Suburban
Orange	DCP0026	North Carolina Electric Membership Corporation	0.0374	1	62.00	Suburban
Henderson	DCP0032	Henderson County	0.0421	1	50.00	Suburban
Forsyth	DCP0045	Sovereign Energy	0.1303	2	100.00	Urban
Guilford	DCP0038	EVgo Services LLC	0.06	2	50.00	Urban
Durham	DCP0043	Sovereign Energy	0.1029	2	100.00	Urban
Wake	DCP0047	EVgo Services LLC	0.1763	2	100.00	Urban
Guilford	DCP0022	SHIV Sumangala LLC	0.3942	2	160.00	Urban
Mecklenburg	DCP0001	Mark Oil Company, Inc.	0.0253	1	62.00	Urban
New Hanover	DCP0012	City of Wilmington	0.0427	1	62.00	Urban
Wake	DCP0054	Empire Estate LLC	0.0428	2	50.00	Urban

Unfunded DC Fast Projects

County	Program Classification	Organization Name	NOx Emission Reductions (annual tons)	Port Total	Charging KW	County Classification
Wilson	DCP0010	ElectriCities of NC	0.103	2	62.00	Rural
Warren	DCP0014	North Carolina Electric Membership Corporation	0.0724	1	62.00	Rural
Lenoir	DCP0035	ElectriCities of NC	0.0502	1	62.00	Rural
Wilson	DCP0008	ElectriCities of NC	0.1029	2	62.00	Rural
Moore	DCP0016	North Carolina Electric Membership Corporation	0.0441	1	62.00	Rural
Scotland	DCP0002	City of Laurinburg	0.0887	2	50.00	Rural
Wayne	DCP0003	North Carolina Electric Membership Corporation	0.0515	1	62.00	Rural
Halifax	DCP0013	North Carolina Electric Membership Corporation	0.0725	1	62.00	Rural
Camden	DCP0027	North Carolina Electric Membership Corporation	0.0456	1	62.00	Rural
Dare	DCP0017	North Carolina Electric Membership Corporation	0.0458	1	62.00	Rural
Chatham	DCP0031	Eco CP Partners LLC	0.0515	1	62.00	Rural
Forsyth	DCP0030	Pine Shore Energy LLC	0.032	1	50.00	Urban
Forsyth	DCP0033	City of Winston-Salem	0.0402	1	62.00	Urban
Forsyth	DCP0037	EVgo Services LLC	0.064	2	50.00	Urban
Forsyth	DCP0044	Sovereign Energy	0.1303	2	100.00	Urban
Forsyth	DCP0048	EVgo Services LLC	0.263	2	100.00	Urban
Mecklenburg	DCP0019	North Carolina Electric Membership Corporation	0.0253	1	62.00	Urban
Mecklenburg	DCP0040	County of Mecklenburg	0.0253	1	62.00	Urban
Mecklenburg	DCP0041	County of Mecklenburg	0.0253	1	62.00	Urban

Funded Level 2 Projects

Program Classification	Organization Name	Project Title	County	County Classification	Funding Amount
L2P0001	Town of Black Mountain	Charging Infrastructure	Buncombe	Suburban	\$10,000.00
L2P0002	Town of Black Mountain	Charging Infrastructure - Library	Buncombe	Suburban	\$10,000.00
L2P0003	NC Department of Information Technology	WDC Charger Project	Rutherford	Rural	\$8,000.00
L2P0004	Town of Carrboro	Dr. Martin Luther King Jr. Park Station	Orange	Suburban	\$8,000.00
L2P0005	Town of Mills River	Mills River Park Renewable Energy Investment	Henderson	Suburban	\$20,000.00
L2P0006	Blue Ridge EMC	Sparta Level 2 Charging Station	Alleghany	Rural	\$10,000.00
L2P0007	Town of Weaverville	Lake Louise Park Charging Station	Buncombe	Suburban	\$10,000.00
L2P0008	Lake Gaston Beverage Company, LLC	Lake Gaston Coffee Company restaurant	Warren	Rural	\$8,000.00
L2P0009	NC Dept. of Agriculture & Consumer Ser.	Agricultural Sciences Center	Wake	Urban	\$10,000.00
L2P0010	City of Brevard	Clemson Plaza Charging Stations	Transylvania	Rural	\$20,000.00
L2P0011	City of High Point	City of High Point Electric EV Level 2	Guilford	Urban	\$20,000.00
L2P0012	Research Triangle Foundation of NC	Raleigh EV Charging 1	Durham	Urban	\$24,000.00
L2P0013	Yellosub Ventures LLC	Raleigh EV Charging 3	Wake	Urban	\$24,000.00
L2P0014	Randolph EMC	Robbins Level 2 Charging Station	Moore	Rural	\$8,000.00
L2P0015	CN Investors LLC	Raleigh EV Charging 4	Wake	Urban	\$24,000.00
L2P0016	Sierra Nevada Brewing Co.	Workplace EV Charging	Henderson	Suburban	\$12,000.00
L2P0017	Town of Pilot Mountain	Pilot Mountain	Surry	Rural	\$10,000.00
L2P0018	Town of Apex	Public Works Operations	Wake	Urban	\$16,000.00
L2P0019	Town of Apex	Electric Utilities Department	Wake	Urban	\$8,000.00
L2P0020	Oberlin Investors LLC	Raleigh EV Charging 2	Wake	Urban	\$24,000.00
L2P0021	Triangle East Collaborative, LLC	TEC Charge Station	Johnston	Rural	\$24,000.00
L2P0022	Patando II, LLC	Pine Needle Charging Stations	Johnston	Rural	\$24,000.00
L2P0023	Town of Yadkinville	Van Buren Street Parking Lot	Yadkin	Rural	\$10,000.00
L2P0024	Town of Yadkinville	Elm Street Parking Lot	Yadkin	Rural	\$10,000.00
L2P0025	Town of Southern Shores	Level 2 Charging Station	Dare	Rural	\$10,000.00
L2P0026	Town of Carrboro	Town of Carrboro Municipal Parking Lot Station	Orange	Suburban	\$10,000.00
L2P0027	City of Albemarle	Downtown Charging Stations	Stanly	Rural	\$20,000.00
L2P0028	Town of Chapel Hill	Town Hall Town of Chapel Hill	Orange	Suburban	\$10,000.00
L2P0029	Town of Spindale	Downtown Spindale Charging Station	Rutherford	Rural	\$10,000.00
L2P0030	Town of West Jefferson	Downtown West Jefferson Charging Station	Ashe	Rural	\$10,000.00