



NC VW Phase 2 Stakeholders Meetings Q&A

- 1) What are the opportunities for local governments to electrify their fleets especially for light duty vehicles (LDV)?
 - LDV cannot be replaced per VW consent decree which is the legal document that stipulates how VW mitigation funds are spent.
- 2) What are the opportunities for local governments with regard to charging stations for these fleets?
 - DC Fast – must be publicly accessible
 - Level 2 – can be public or private
- 3) Can Level 2 ZEV infrastructure funds be used to replace an existing inoperable site?
 - Yes, please include documentation of the need for the replacement of the inoperable equipment in your application.
- 4) If we were awarded a grant in Phase 1, will we be considered for a Phase 2 grant?
 - Yes
- 5) For applicants that applied in Phase 1 that were not awarded – do we have to reapply in Phase 2?
 - Yes, all applicants for Phase 2 funding will be required to complete an online application through our Grant Management System.
 - We will schedule webinars prior to Phase 2 RFP release to help new applicants get access to the system.
- 6) For the upcoming school bus Request for Proposals will both government and private entities be able to apply and be funded?
 - Private entities can apply for VW funding if it is a private/public partnership where the lead applicant represents a public sector or public/private nonprofit entity.
- 7) Can you elaborate on the fund matching? Does it mean we can stack DERA funds or other federal funds with VW funds or any other state funds?
 - Under certain circumstances, Federal funds can be used with VW funds. It is dependent on the requirements of the federal funds. For example, CMAQ funds can be used along with VW funding. However, there are cases where the requirements in the other funds would preclude the use of them as matching with VW. VW funds are not considered federal funds.
 - The DERA RFP will include additional matching VW funds in the amount available for projects.
- 8) Do bus replacement programs include costs for infrastructure?
 - Yes – for electric buses only

- 9) What school districts in the state currently have electric buses?
- None yet – awards were made in Phase I with anticipated delivery in late 2021 (COVID issues). The counties that were awarded electric buses in Phase I through the Department of Public Instruction were Cabarrus, New Hanover, Randolph, Rowan, and Transylvania. Through a separate application, the Eastern Band of the Cherokee Indians in Swain County were also awarded an electric school bus.
- 10) Do you have an idea on when Phase 2 Requests for Proposals will be announced? Is there a calendar that will be available?
- Not presently, updates will be provided on this [website](#) and through the email distribution list.
- 11) Will there be session in the future dedicated to each Request for Proposal grouping?
- Yes, NCDEQ will conduct webinars for each Request for Proposal prior to the open application period.
- 12) For existing projects, does each Level 2 charger have to have connections to charge more than one EV at a time?
- No there is no requirement to have the ability to charge more than one vehicle at a time.
- 13) Do the funds for ZEV chargers include money for running utility lines to charging locations?
- Yes, that is an eligible expense. For DC Fast projects, that amount was capped at \$15,000 in Phase 1. The Level 2 program rebates were on a port cost basis, see the [Level 2 RFP](#) for details.
- 14) Will replaced vehicles have to be scrapped? What about F-150?
- Yes, any replaced vehicle must be scrapped which includes a 3” hole drilled into the engine and the chassis cut in half.
 - The VW funds apply to heavy duty vehicles only and therefore an F-150 is not eligible.
- 15) How do you define public universities for application?
- Public universities would apply as a government entity.
 - Private universities would apply as a non-government entity and may require a public/private partnership depending on the type of application.
- 16) How quickly does DEQ reimburse after charging station is complete?
- In order to submit a claim, the charging station must be installed and operational. A site visit would be conducted by NCDEQ personnel in order to approve the reimbursement claim. Once all paperwork is completed and verified by the NCDEQ program manager and approved through the Grants Management System it may take approximately a month for the reimbursement to be completed.
- 17) In order to be an eligible project would a Level 2 charging station have to be publicly accessible?
- No, not all Level 2 projects need to be accessible to the public, it would be determined by which RFP was being applied for. For example, workplace charging would not be considered publicly accessible.
- 18) For DC Fast public access, do the charging stations have to be accessible 24/7?
- Preference is given in scoring for those charging stations that are accessible 24/7. Applications should include the hours in which the stations are available.

- 19) Does the applicant need to determine the NOx mitigated for DC Fast charging stations or is there a standard?
- The NOx emissions benefits from an application will be calculated by the NC VW Team after application during the application evaluation process.
- 20) Can private sector fueling stations have access to this funding if they want to add charging stations?
- Yes, for both DC Fast (publicly accessible only) and Level 2 stations.
- 21) Is the hybridization of a Class 4-8 truck eligible for funding?
- Yes
- 22) What can potential applicants do now to prepare for the release of RFPs?
- Do research on your project, make sure that what is being proposed is feasible. It is important to plan ahead; each RFP will be open for 90 days (except for the Level 2 rebates). It is strongly suggested that you work with financial / local boards and managers on project funding approval prior to the opening of the RFPs.
 - Awardees must have the funds to purchase and install vehicles and equipment.
- 23) Will the slide deck be distributed or posted online?
- The slides, FAQs from all four sessions and a video of the July 21 Triangle session are available on our [website](#).
- 24) There is a Level 2 Program allocation for state government but not for local government. Could local government who want stations for our own fleets use that state government allocation or do we have to compete for the workplace allocation? Can workplace allocation be used for fleets or just for employees?
- No, the state government Level 2 program is for state agencies only. Local governments will either need to apply under the workplace program for fleet vehicles.
- 25) Were the lessons learned from Phase 1 regarding NOx emissions reductions per project type/cost.
- Yes. Examples of lessons learned include setting minimum milage requirements for vehicle replacements, similar to DERA program and only funding vehicle replacements.
- 26) For the DC Fast charging infrastructure program: 1) Has 540 expansion been included in “approved interstate corridors funding? 2) How far from interstate corridors is approved for project funding (less than 1 mile? 2 miles?)
- The RFP is currently in development by staff. Priority corridors in Phase 1 were identified based on average daily traffic data and areas where DC Fast EV charging infrastructure was not available in a 50 mile radius.
 - DC Fast charging sites must be no more than five miles off the interstate.
- 27) Are you seeing any of the Phase 1 money seeding or amping up any industries? Like electric charging equipment or electric buses?
- NCDEQ does not have this information.
- 28) Is there a minimum power (kW) requirement for DC Fast charge projects? Would a “large” project of 10 – 240Kw DC fast station be eligible?

- The team will evaluate applications based on merits of project compared to other projects. A project this large would likely be partially funded for one or two chargers, if selected.
- 29) Were there any cases of repowering school buses with electric engines in Phase 1 that could be shared as a case study?
- No. All school buses funded in Phase 1 were vehicle replacements.
 - Phase 2 is planned for vehicle replacements only.
- 30) Will chargers from Phase 1 be deducted points in scoring? Multiple chargers at one site are essential to reliability.
- Increasing capacity of existing sites or replacing chargers for DC Fast will be considered while drafting the Phase 2 DC Fast and Level 2 RFPs.
- 31) When the original settlement funding was established, Electrify American announced 11 cities in the country where they were going to focus specific demonstration projects. Raleigh was one of those cities. Is that money separate from the fund that NC DEQ is administering? Do you know any of the outcomes there?
- Yes, this money was separate from the funds North Carolina was allocated.
 - Electrify America's EV charging site locations in NC can be found on their webpage, <https://www.electrifyamerica.com/locate-charger/>
- 32) What category would something like an eTRU(Electric Truck Refrigeration Unit: Diesel Engine that powers a refrigerated trailer but doesn't actually drive the truck) and associated shore power infrastructure be eligible?
- This type of project would be eligible under the Diesel Emission Reduction Act (DERA) program. Information on the DERA Program and cost share requirements can be found on our DERA webpage, <https://deq.nc.gov/about/divisions/air-quality/motor-vehicles-air-quality/mobile-source-emissions-reduction-grants>.
- 33) For Phase 2 will the various RFPs be released at one time? Will the timing be the same for all RFP submissions?
- In Phase 2, we plan to create separate RFPs for each program in the Diesel Bus & Vehicle Replacement and the ZEV Infrastructure Programs. The release of the RFPs will be staggered to some extent to allow the team to facilitate RFP outreach meetings for specific stakeholders.
 - Except for the Level 2 first, come first serve rebate programs, the RFPs will be open for application submission the same amount of time (90 days).
- 34) Will the performance and project implementation time for ZEV infrastructure projects be the same as Phase 1?
- Yes, 2 years for DC Fast projects from contract execution; 180 days for Level 2 projects from rebate award and agreement execution (except for Level 2 state government projects which will be 2 years from contract execution).
- 35) Any advice on how to engage a potential site host of DC Fast infrastructure? How can the average Joe who wants DC Fast charging in our tourist regions make that happen?

- We suggest contacting the local organizations that promote EVs such as the PluginNC and local EV clubs. The NC Clean Cities coalitions and the NC Clean Energy Technology Center staff are also good resources to contact.
- 36) Have technical details on the DC Fast chargers been defined or specified? Are the technical specs up for review and feedback?
- No, technical specifications will be included in the RFPs when they are released. You may submit comments based on the Phase 1 RFPs during this comment period.
- 37) Will rural county projects be prioritized over urban projects for ZEV infrastructure?
- Any county classification prioritization will be included in the RFP. Over half of the funded Phase 1 DC Fast projects were in rural counties.
- 38) Can charging infrastructure costs be included in heavy-duty vehicle replacement project proposals?
- The Volkswagen consent decree only allows for associated electric vehicle infrastructure to be included with electric vehicle replacement projects.
 - There will be a cap on how much of the associated charging infrastructure cost is eligible for reimbursement in Phase 2.
- 39) Are transit fast charging systems eligible (independent of the bus purchase)? GoRaleigh, GoDurham and GoTriangle are interested in pursuing fast charging stations in key locations so they may be used by 2 or more systems.
- No. The Volkswagen consent decree only allows for associated electric vehicle infrastructure to be included with electric vehicle replacement/repower projects.
 - There will be a cap on how much of the associated charging infrastructure cost is eligible for reimbursement in Phase 2.
- 40) Is the ZEV program limited to charging for light-duty? Can any of the medium- heavy-duty vehicle replacement awards also fund charging infrastructure?
- Yes, the ZEV program is for light-duty vehicles only.
 - The Volkswagen consent decree only allows for associated electric vehicle infrastructure to be included with electric vehicle replacement projects.
- 41) Can you please provide more information about priorities? Although we received Phase I funding, we are a historically under-sourced area. We are looking at a project for Clean Heavy-Duty vehicles (trash hauler). Should we apply? If so, what eligible action category should we use? What is the advantage/disadvantage of DERA program category?
- Priority information is included in the Phase 2 Mitigation Plan and will also be detailed in each respective program RFP when released.
 - The DERA program has different requirements than the Volkswagen Settlement (different cost share requirements, different vehicle eligibility requirements, etc.). We suggest you reach out to the DERA program manager for specific details on eligibility. The DERA RFP will be released in the fall of 2021 before the Phase 2 RFPs will be released.
- 42) How many Level 2 sites were installed in Multi-unit dwellings in Phase 1?

- A total of thirteen eligible applications were received, eight were awarded rebates (\$88,000) and three declined the rebate. The other five have fully executed agreements with DEQ (\$70,000).
- 43) DC Fast charging: Any preference (vendors) between EV Charging station providers? Tesla vs Electrify America vs Charge Point?
- The choice of a vendor is up to the applicant. State government agencies must use vendors on the State Term Contract.
 - Tesla is not eligible for funding since they use proprietary chargers.
- 44) Must DC Fast projects include support for the ChaDeMo connector or can SAE CCS only stations be funded?
- Both types of connectors will be required to allow all electric vehicle the opportunity to charge at state funded stations.
- 45) Are there efforts to align the Phase 2 RFP schedule with other funding opportunities like FTA Low-NOx, Duke Energy?
- No, we will not delay releasing RFPs to align with other funding opportunities.
- 46) Can you verify if forklifts have to be at a port to be eligible?
- No, the forklift does not have to be at a port to be eligible.
 - The VW consent decree does have a minimum lift capacity requirement of 8,000 pounds for forklifts.
 - DERA has different limits, check the [DERA RFP guidance](#) when released.
- 47) For the EV Infrastructure Program can host sites assess a fee for the power provided?
- The charging stations site host have the option either to require payment or not require payment from users. Payment options are at the discretion of the grantee who will operate and maintain the stations. Should payment be required to access and use the charging stations, it must be Payment Card Industry compliant to allow use of a credit or debit card. Stations may also offer additional payment methods including subscription methods, smart cards, or smart phone applications. Real-time pricing and fee information shall be displayed on the unit, payment screen or associated phone application.
- 48) Please expand on “forward funding projects”?
- Awarding the funds before the project has been completed or paying the vendor directly instead of paying the awardee.
 - Traditionally, our grant programs are on a reimbursement basis where the grantee must have the funds to purchase the vehicle or equipment and provide proof of purchase and installation (charging infrastructure) at the time of claim reimbursement. Along with photographic proof of destruction for the original vehicle.
- 49) Please confirm that 30’ - 35’ transit diesel buses are eligible and can be replaced with light duty transit buses.
- This would not be an eligible project. Projects must be like for like, meaning the original and replacement vehicle must be of the same or similar size, weight, and class. (i.e., a Class 8 diesel transit bus replaced with a Class 8 electric transit bus, or Class 4 truck for a Class 4 truck).