

Clean Transportation Program

Electric Vehicles and Charging Infrastructure

NGVs, Propane Vehicles and Fueling Infrastructure

Ethanol, Biodiesel and Other Biofuels

Other Emissions Mitigation Technologies and Programs

Clean Transportation Program

- We work to propel the development, awareness and use of alternative fuels and advanced transportation technologies through:
 - technical assistance, including trainings and fleet assessments
 - education and outreach initiatives, including workshops, meetings, conferences and marketing campaigns highlighting the benefits of using clean transportation technologies
 - administering clean transportation technology grants

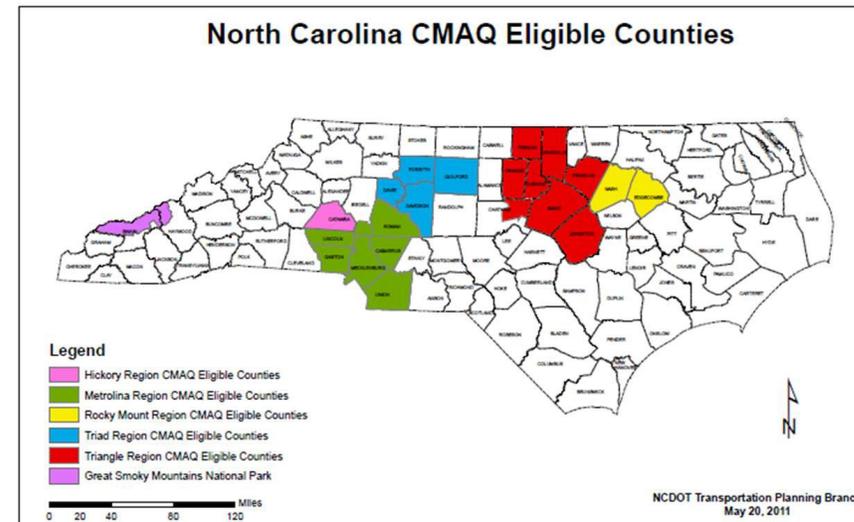


Clean Transportation Overview

Opportunities	Services Provided	Targeted Sectors	Benefits
Alternative Fuels (propane, natural gas, biofuels, electric vehicles)	Assessments Public education Technical training	Public and private fleets Transit agencies General public	Fuel savings; emissions reductions; shifting to domestic fuels
Vehicle utilization, idle reduction technologies, and telematics	Assessments Fleet manager workshops	Public and private fleets	Fuel savings, maintenance savings, increased safety for drivers, emissions reductions
Research	Policy studies Overviews of different transportation technologies	State or federal agencies, transit agencies	Research studies can be applied to support various transportation applications that can support policy or technology development or implementation

Clean Fuels and Advanced Technology (CFAT) Project

- The CFAT project deploys federal Congestion Mitigation Air Quality (CMAQ) funding received from the N.C. Department of Transportation (DOT)
- Those funds provide direct financial assistance to numerous clean transportation projects each year for a variety of public and private entities, all focused on reducing transportation-related air pollution emissions
- The funds focus on 24 CMAQ-eligible counties currently in “maintenance” status under federal air quality rules, though electric charging infrastructure can be funded statewide
- We are awaiting our contract for these funds and hope to put out an RFP in mid-May.



CFAT Project Overview Cont'd

- Over past 15 years, we have provided \$11.9M in federal funds to help private and public fleets in NC purchase clean transportation technologies to improve NC air quality
- Some projects funded to date:
 - 110 Infrastructure projects
 - 327 Alternative fuel vehicles
 - 39 Hybrid vehicles
 - 74 Diesel retrofits
 - 128 Propane retrofits
 - 51 Idle reduction projects

Clean Transportation: Fleet Education

- The Sustainable Fleet Technology webinars series provides virtual trainings on topics related to electric vehicles, fuel efficiency, and other ways of improving your fleet's sustainability
- Sustainable Fleet Technology Conference
 - In-person conference August 30-September 1, 2022 at Durham Convention Center
 - www.SustainableFleetExpo.com



Clean Transportation: Public Education

- In Person Public Outreach/Ride and Drive Events
 - We organize electric vehicle displays outside sporting events and other events, such as Earth Day Festivals for the general public

NC DEQ VW Settlement Partner

- Table 3 of the Historically Under-Resourced Counties Outreach Program in Phase 2 of the VW Mitigation Plan lists counties that are eligible to receive the maximum amount of funds for the VW Settlement.
- NCCETC can provide guidance on the application process for Eastern and Central North Carolina Clean Cities stakeholders.
- VW RFPs under Phase 2 currently open: 1) DC Fast Chargers along Priority Corridors; 2) Level 2 Charging Stations at State Government Sites RFP ; 3) School Bus Replacement Grants Program; 4) Level 2 Public Access; and 5) DC Fast Existing Sites.
VW home page: <https://deq.nc.gov/VWsettlement>

The need for a new Clean Fuels Coalition



Eastern and Central North Carolina Clean Fuels Coalition

- Created by US Department of Energy to reduce reliance on petroleum products and improve air quality.
- Convene public/private stakeholder partnerships to share alternative fuel and advanced technologies resources and information that reduce fuel use and related air pollution.
- Seeking partners in Central, Eastern and Northeastern NC
- Free of charge
- Benefits include educational opportunities, networking opportunities, and guidance on funding opportunities. We will work with stakeholders on developing workshops and trainings in your regions.

Eligible Stakeholder Groups

- Federal, State and local governments such as City, Town and County Councils, or a government as a whole
- Utilities, Electric Coops, and other alternative fuel providers
- Vehicle dealerships, fuel and recharging equipment suppliers
- Private fleets, taxis, delivery fleets and private refuse haulers
- School districts, Colleges and universities
- Airports, port authorities, and Transit agencies
- Alternative fuel vehicle and engine manufacturers
- Environmental organizations
- Local businesses and other stakeholders

How to Join

- Use your internal processes to decide as an organization whether you wish to join (often a board vote)
- Sign-On as a stakeholder using the Google Form so that we know who the point of contact is and your specific interests.
- In the Google form, you can indicate whether your organization can be listed as a signatory on the public sign-on letter supporting the creation of the coalition. This letter will ultimately be sent to the U.S. Department of Energy.

<https://forms.gle/wPt87YwhscKkKxLM8>

Contact Information

For all follow-up inquiries, please contact:

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www.cleantransportation.org

www.fuelwhatmatters.org



Volkswagen Settlement Phase 2
Historically Under-Resourced County Outreach Program
NC Division of Air Quality
Department of Environmental Quality



What to Expect Today

- **Overview of the Volkswagen Settlement**
- **Summary of our Phase 1 Awarded Projects**
- **Overview of the Phase 2 Program**
- **When/how to submit your application**
- **Information on released Request for Proposals**
- **Scoring criteria/Eligibility Tool**
- **Where to find information after this workshop**
- **Program contacts**
- **Questions and answers**

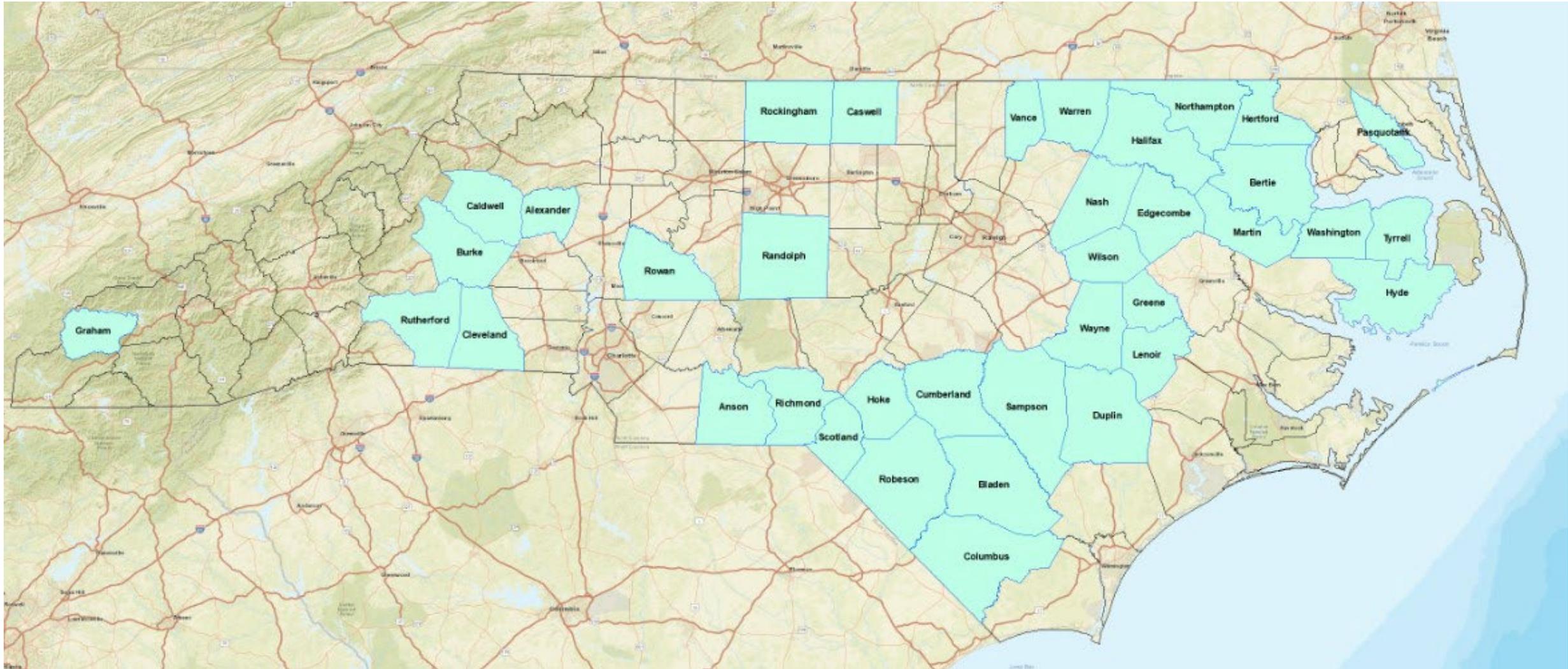


Why are we here?

- **Volkswagen Group of America, Inc. (VW) violated the Clean Air Act**
 - **Manufactured and installed defeat devices on light-duty diesel vehicles**
 - **Approximately 580,000 vehicles impacted nationally**
 - **18,471 of these vehicles were registered in North Carolina**
- **NC received \$92 million to reduce nitrogen oxide emissions through replacement of heavy-duty diesel equipment and installing Level 2 and DC Fast electric vehicle charging stations across the state**
- **Phase 1 awards have been made and Phase 2 is rolling out**
- **NCDEQ identified 37 historically under-resourced counties that could benefit from this funding opportunity**
- **Provide guidance and assistance on how to complete competitive applications**



VW Settlement Mitigation Plan Phase 2 Historically Under-Resourced County Outreach Program



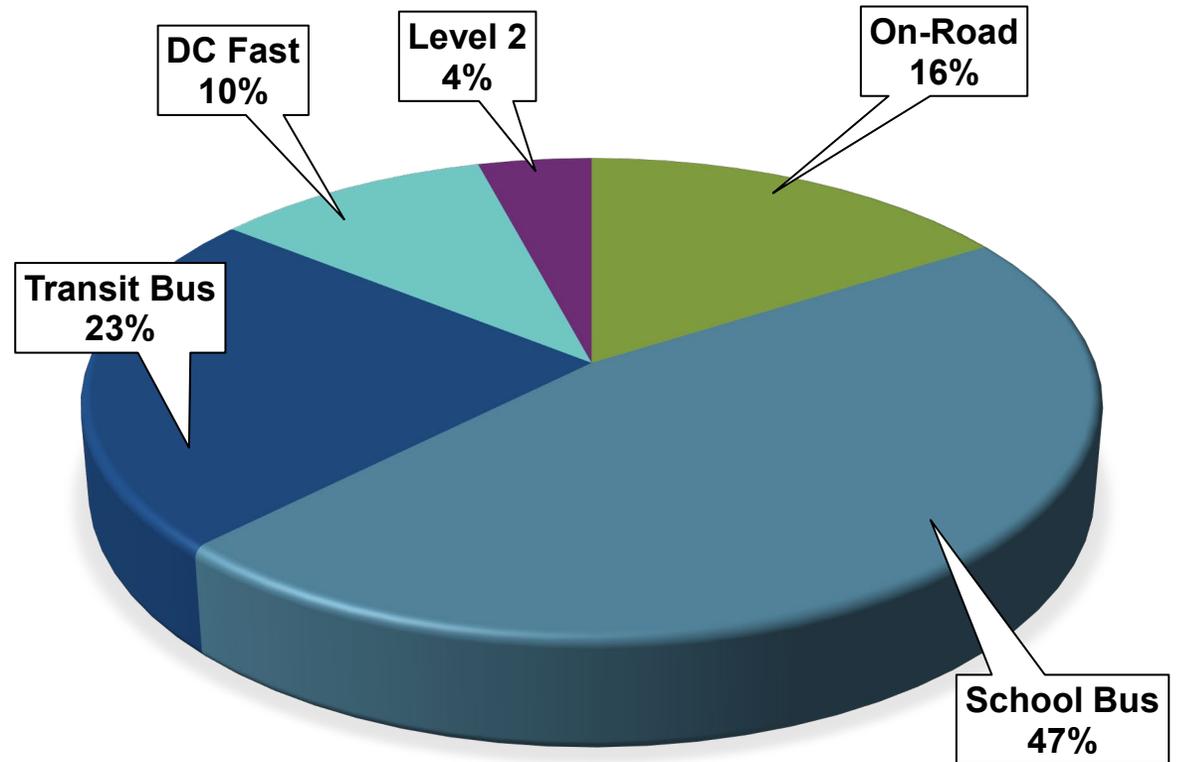
VW Settlement Mitigation Plan Phase 2 Historically Under-Resourced County Outreach Program



NC VW Phase 1 Awards

Program	Number of Vehicles/Stations Funded	Program Total Awarded
School Bus	111	\$12,289,900
Transit Bus	16	\$6,136,377
On-Road	45	\$4,240,409
DC Fast Infrastructure	27 sites	\$2,682,360
Level 2 Infrastructure	78 sites	\$1,098,534
Total	172 vehicles and 109 charging stations	\$26,447,580

Percent Awarded



Completed Phase 1 Projects

- **Success stories for select completed VW Phase 1 projects are available on our web page.**
- **[Success Stories](#)**



VW Settlement Phase 2 Program Allocations

NC Grant Programs (2022-2024)	Subprogram	Eligible Action Category	Eligible Fuels	2022-2024 Funding (Phase 2)	
				Targeted Percent*	Targeted Funding Amount
Diesel Bus & Vehicle Replacement Program	School Bus Replacement Program	School buses	All (electric, diesel, propane, natural gas) <i>Priority will be given to electric replacements</i>	40%	\$27,196,866
	Transit Bus Replacement Program	Transit buses		20%	\$13,598,433
	Clean Heavy-Duty Equipment & Vehicle Program	Class 4-8 equipment and vehicles such as local freight trucks, ferries, forklifts, and switcher locomotives		20%	\$12,918,511
		DERA Program			\$679,922
ZEV infrastructure	DC Fast Program	Public Access – Priority Corridors	Not Applicable	15%	\$4,997,424
		Public Access – Existing Site Upgrades			\$2,141,753
	Level 2 Program	Public Access			\$1,070,877
		Workplace			\$489,544
		Multi-Unit Dwellings			\$489,544
		State Government			\$1,009,684
Administrative Costs			5%	\$3,399,608	
		Total:			\$67,992,166

Subscribe to our VW Email List!

If you are not currently on our mailing list and would like to receive email updates about the Volkswagen Settlement Program, please send an email with the word “Subscribe” in the subject line to daq.NC_VWGrants@ncdenr.gov.



Eligible Mitigation Projects

Diesel Vehicle Replacements



Eligible Mitigation Projects

Light-duty zero emission vehicle supply equipment



Eligible Mitigation Projects

Diesel Emission Reduction Act (DERA) option



Diesel Emission Reduction Act (DERA) Program

The Request for Proposals for the DERA program will be released in the Fall of 2022.

DERA Cost Share Requirements for vehicle replacement projects.

Project Type	Eligible Engine Model Years	Diesel or Alternative Fueled Engine	CARB Certified Low NOx Engine	All-Electric
Vehicle replacement	2009 and older	25%	35%	45%
	2010 and newer	Not eligible	35%	45%



Eligible Mitigation Projects



Phase 2 Request for Proposals Timeline

- **Group 1**
 - **Transit Bus Program – February 1, 2022**
 - **DC Fast Infrastructure Program – February 14, 2022**
 - **Level 2 State Agency Infrastructure Program – February 28, 2022**
- **Group 2**
 - **School Bus Program – March 7, 2022**
 - **Level 2 Program – Publicly accessible – March 21, 2022**



Phase 2 Request for Proposals Timeline

- **Group 3**
 - **DC Fast Program – Existing site capacity increases – April 11, 2022**
 - **Level 2 Program – Multi-Unit Dwellings – May 2, 2022**
 - **Clean Heavy-Duty Equipment & Vehicle Replacement Program – May 2022**
 - **Level 2 Program – Workplace (non-state government) – June 2022**



Eligible Phase 2 Applicants

- **Projects submitted by local, state, and tribal government organizations.**
- **Projects submitted by public or private nonprofit organizations.**
- **Projects submitted by public-private partnerships where the lead applicant represents a public sector or public/private nonprofit entity.**
- **Both public and private applicants will be eligible for the light-duty ZEV infrastructure programs.**



8 Steps to Apply for Funding

Step 8

Contact us



Questions? Contact the appropriate program manager.

Step 7

Check application progress



Log into GMS and click on view applications to check on the progress of your application.

Step 6

Submit your application



RFPs are open for 90 days. Late or incomplete applications will not be accepted.

Step 5

Apply in GMS



RFPs for programs opening on a rolling basis.
<https://www.ebs.nc.gov/irj/portal>

Step 4

Register for GMS and Program RFP Webinars



Webinars will be provided throughout the application process for each of the programs.

Step 3

Gather Application Materials



Vehicle/Equipment information, vendor quotes, letters of support, etc. See checklists.

Step 2

Request Access to GMS



Submit the NC Substitute W-9 to svc.NCVWApplication@ncdenr.gov
Request GMS Access
[EBS EXTERNAL AR APP\(nc.gov\)](https://www.ebs.nc.gov/irj/portal)

Step 1

Get a NCID



If you do not already have one, register for a NCID. Confirmation can take up to a week.

Requesting DAQ Grants Management System Access

Once all required forms are received to process GMS access requests, it could take a week or longer to complete!

Please do not wait until the week before an application closes to request access. There will be no guarantee you will have access before the application closes.



Subscribe to our VW Email List!

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2022 Transit and Shuttle Bus – Eligible Vehicles



Transit and Shuttle Bus Program

Applications for the Transit and Shuttle Bus program closed on May 2, 2022. The team is currently reviewing applications for eligibility and required attachments, then the team will begin formal evaluations to select projects for funding.



DC Fast – Infrastructure Programs



DC Fast – Charging Programs

Program	Funding Level	RFP Release Date	Program Type	Application Closes	Awards
Priority Corridors	\$4,997,424	February 14, 2022	Competitive	May 16, 2022*	July – August 2022
Existing Sites	\$2,141,753	April 11, 2022		July 11, 2022	October – November 2022
Total	\$7,139,177				

*Application deadline for the Priority Corridors program was extended to 11:59PM on May 18, 2022.



DC Fast – Charging Programs

- **The first RFP just released is funding new DC Fast charging sites along identified priority corridors.**
- **The 2nd DC Fast RFP will be for the expansion or replacement of existing DC Fast sites. Released April 11, 2022.**



DC Fast – Charging Programs

- **The first DC Fast RFP released is for new charging infrastructure sites along identified priority corridors.**
- **The 2nd DC Fast RFP will be for the expansion or replacement of existing DC Fast sites. Released April 11, 2022.**
- **What if my proposed location is NOT on the priority corridor?**
 - **Apply!**



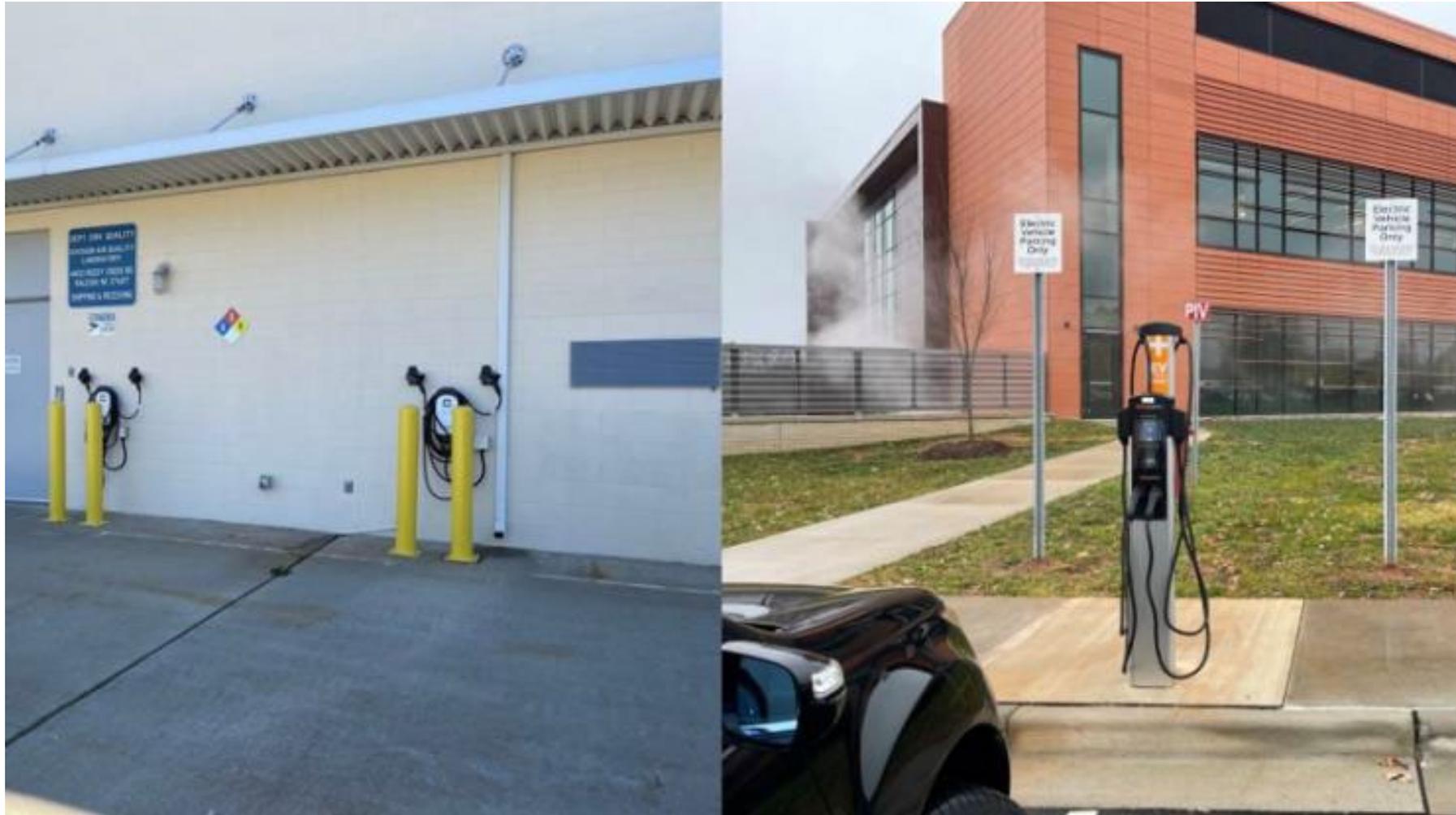
DC Fast Priority Corridors Funding Levels

Charging Capacity	Priority Corridor (Per Port)				Non-Priority Corridor (Per Port)				Maximum Number of Ports Funded per Application
	Government Owned Property		Non-Government Owned Property		Government Owned Property		Non-Government Owned Property		
50kW to 60kW	100%	\$67,500	80%	\$54,000	100%	\$52,500	80%	\$42,000	4
60kW to 75kW	100%	\$76,000	80%	\$60,800	100%	\$60,000	80%	\$48,000	4
76kW to 120kW	100%	\$114,000	80%	\$91,200	100%	\$90,000	80%	\$72,000	2
121kW and over	100%	\$142,500	80%	\$114,000	100%	\$120,000	80%	\$96,000	2

DC Fast Existing Sites Funding Levels

Charging Capacity	Existing or Replacement DC Fast (Per Port)				Maximum Number of Ports Funded per Application
	Government Owned Property		Non-Government Owned Property		
50kW to 60kW	100%	\$45,000	80%	\$36,000	4
60kW to 75kW	100%	\$57,500	80%	\$46,000	4
76kW to 120kW	100%	\$75,000	80%	\$60,000	2
121kW and over	100%	\$110,000	80%	\$88,000	2

Level 2 Infrastructure Program



Level 2 Infrastructure Programs

Program	Funding Level	RFP Release Date	Program Type	Application Opens	Application Closes	Awards
State Agency	\$1,009,684	February 28, 2022	Competitive	April 1, 2022	May 31, 2022	August - September 2022
Public Access	\$1,070,877	March 21, 2022	First come, first serve	May 2, 2022	When funds are exhausted.	As awarded
Multi-Unit Dwelling	\$489,544	May 2, 2022		June 13, 2022		
Workplace	\$489,544	June 2022		TBA		
Total	\$3,059,649					



Level 2 Infrastructure Program

Project Requirements:

- **Minimum of 2 ports per project.**
- **Chargers must be maintained and operated for a minimum of five years from the date of project completion.**

Additional requirements in each program RFP.



Level 2 State Agencies Program

Eligible applicants include:

- **Government organizations - state agencies, departments, institutions, public universities, community colleges, state parks, aquariums, museums, etc.**

For more details, refer to the [State Agencies RFP](#).



Level 2 State Agencies Program

Eligible locations include:

- **Government-owned property**
- **Government-leased property with property site owner approval (leased property must have at least a minimum of five years remaining from date of project contract execution)**
- **State parks**
- **State museums and other state-maintained attractions**



Level 2 State Agencies Program

Project Type	Maximum % of Total Project Costs
Public Access, Networked	100%
Public Access, Non-networked	80%
No Public Access, Networked or Non-networked	60%

For public access projects - chargers must be accessible during site/attraction business hours to the general public without restriction.



Level 2 Public Access Rebate Program



Level 2 Rebate Programs

Applicants are limited to \$25,000 in approved rebate vouchers at any time.

Chargers must be networked.

Rebate vouchers expire one year from the date an agreement is fully executed.



Level 2 Public Access Rebate Program

Eligible applicants include:

- Incorporated Nonprofits
- Public school districts
- Municipal governments and municipal authorities
- Tribal government agencies
- Metropolitan or Rural Planning Organizations
- Businesses
- Air Quality or Transportation Organizations
- Federal government agencies

Specific details can be found in the [Level 2 Public Access RFP](#).



Level 2 Public Access 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%
Non-Government Owned Property	Yes	\$4,000	or	80%



Level 2 Public Access Rebate Program

Site Requirements:

- Sites must be available for use by the public for an annual average of 12 hours per day without access restrictions.
- If the property/site is not owned by the applicant, the rebate applicant must provide a signed letter from the landowner indicating approval of the project.
- Projects must include at least one designated and clearly marked EV parking space per port.

Additional requirements in the [RFP](#).



Level 2 MUD Rebate Amounts

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



Level 2 MUD Rebate Program

Eligible applicants include:

- Property owners of Multi-Unit Dwellings in North Carolina such as apartment complexes, condominiums, etc. This excludes individually owned townhouses, row houses and mobile homes.

Specific details can be found in the [Level 2 MUD RFP](#).



Level 2 MUD Rebate Program

Site Requirements:

- Sites must be available for use by the public for an annual average of 12 hours per day without access restrictions.
- If the property/site is not owned by the applicant, the rebate applicant must provide a signed letter from the landowner or HOA indicating approval of the project.
- Projects must include at least one designated and clearly marked EV parking space per port.

Additional requirements in the [RFP](#).



2022 School Bus Program – Eligible Vehicles



2022 School Bus Program – Eligible Vehicles

- **School buses transport students to and from school and school related activities.**
- **Eligible replaced buses include 2009 engine model year and older class 4-8 school buses.**
- **May be replaced with a new diesel or alternative fueled or all-electric bus (Must be with engine model year of award or year prior).**
- **Replaced buses must be scrapped.**



Scrappage Requirements

- **“Scrapped” shall mean to render inoperable and available for recycle, and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines.**
- **If any eligible vehicle will be replaced as part of an eligible project, scrapped shall also include the disabling of the chassis by cutting the vehicle’s frame rails completely in half.**



School Bus Funding Levels

There is \$27.1 million Available for Phase 2

Organization	Eligible Engine Model Years	Diesel	Alternative Fuel	All-Electric*
Government	2009 or older	100%	100%	100%
Non-Government		25%	25%	75%

Approximately 50% of funds will be prioritized for electrification projects
Electric school bus projects can include costs for associated infrastructure.



School Bus Program Timeline

- **Release of RFP** **March 7, 2022**
- **Application opens in NCDAQ GMS** **March 7, 2022**
- **Application due date** **June 6, 2022**
- **Application evaluations** **June - July 2022**
- **Phase 2 project selections** **July - August 2022**
- **Grant awards announced** **July - August 2022**



Clean Heavy-Duty Equipment and Vehicle Program – Eligible Vehicles



Clean Heavy-Duty Equipment and Vehicle Program – Eligible Vehicles

- Eligible replaced buses include 2009 engine model year and older.
 - Class 4-8 local freight trucks
 - Switch locomotives
 - Forklifts
 - Port cargo handling equipment
 - Airport ground support equipment
 - Repowers for freight switchers and ferries/tugs
 - Shorepower to ocean-going vessels
- May be replaced with a new diesel or alternative fueled or all-electric vehicle or equipment (Must be with engine model year of award or year prior).
- On-road original vehicles must have a minimum of 7,000 annual miles.
- Replaced equipment and vehicles must be scrapped.



Clean Heavy-Duty Equipment and Vehicle Program – Funding Levels

There is \$12.9 million available in Phase 2

Specific program maximum funding amounts by equipment/vehicle type can be found in the program RFP.

Electrification projects will receive bonus priority points.

Electric projects can include costs for associated infrastructure up to \$75,000.



Clean Heavy-Duty Equipment and Vehicle Program – Timeline

- **Release of RFP** **May 16, 2022**
- **Application opens in NCDAQ GMS** **May 16, 2022**
- **Application due date** **Aug. 15, 2022**
- **Application evaluations** **Aug. – Sept. 2022**
- **Phase 2 project selections** **October 2022**
- **Grant awards announced** **October 2022**



How to Submit an Eligible and Competitive Application



Eligibility Basics: Who Can Submit a Project?

All Programs

Review each RFP closely to determine if your organization is eligible to apply for funding. Funding levels and project types vary by program.

Each vehicle replacement program has different requirements for engine model years, mileage, and cost-shares for replacement equipment.

No individuals are eligible for funding under any VW program.



Eligibility Basics: What Projects Can I Submit?

Please visit our VW eligibility tool for guidance on what kinds of vehicles/projects are eligible.

[NC VW Eligibility Tool](#)

Project Selection Criteria - Vehicles

Criteria	Points
Lifetime Cost Effectiveness	30
Lifetime NOx Emissions Reductions	30
Environmental Justice	15
County NOx and VW Concentration	15
Vehicle Electrification Project	10
Bonus Points: Historically Under-Resourced County	10
Total	110

These values **are** largely dependent upon the amount of NOx emitted by the vehicle you want to replace **AND** the cost of the replacement vehicle/project.

If an electric replacement is right for you, know these projects will be prioritized for funding, however, electric projects are significantly more expensive and may substantially decrease your cost-effectiveness without voluntary cost-share.

VII. Project Scoring Criteria

A 110-point scale will be used to evaluate eligible proposal applications. Scores will be used to develop final recommendations. Proposal applications will be evaluated and ranked according to the following criteria:

Lifetime Cost Effectiveness: (VW\$ funded per NOx tons reduced): Cost effectiveness is based on applicant provided information using the USEPA Diesel Emission Quantifier ⁸ and if applicable, matching funds. Under this criterion, projects are ranked, and points calculated from a maximum of 30 from most cost effective to least cost effective (i.e. \$/amount of Lifetime NOx reduced). Urban/Suburban projects and Rural Projects will be ranked separately.	30
Lifetime NOx Emissions Reductions: Ranked highest to lowest; Lifetime NOx emission reduction calculation based on applicant-provided information using the USEPA Diesel Emission Quantifier tool. Under this criterion, projects are ranked, and points calculated from a maximum of 30 from highest emissions reductions to lowest. Urban/suburban projects and rural projects will be ranked separately.	30
Environmental Justice: See Appendix B for county scores and a detailed description of how county scores are determined.	15
County NOx and VW concentration: Number of registered subject VW vehicles and the mobile NOx emissions for a county? See Appendix C for county scores and a detailed description of how county scores are determined.	15
Vehicle Electrification Project	10
Bonus Points	
Project is located in a Historically Under-Resourced County ⁹	10
Total Points Possible	110

These values **are** largely dependent upon the amount of NOx emitted by the vehicle you want to replace AND the cost of the replacement vehicle/project.

If an electric replacement is right for you, know these projects will be prioritized for funding, however, electric projects are significantly more expensive and may substantially decrease your cost-effectiveness without voluntary cost-share.

Inputs- Vehicle to be REPLACED

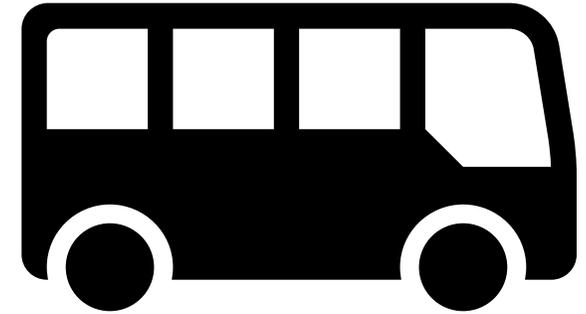
Fleet Information	Unit 1
What is the vehicle's intended use?	
If selected other please describe	
County of Primary use	
Vehicle License Plate Number	
Vehicle Make	
Vehicle Model	
Vehicle Model Year	
Vehicle Identification Number (VIN)	
Engine Make	
Engine Model	
Engine Model Year	
Engine Horsepower	
Engine Serial Number	
Class of Equipment by GVWR	
Fuel Type	Diesel
Annual Fuel Used	
Idling Hours	
Annual Vehicle Mileage	
Vehicle Odometer Reading	
Total Engine Mileage	
Remaining Vehicle Life	
Normal Attrition Year	

NCDEQ Vehicle Equipment Spreadsheet

Inputs- Replacement Vehicle

Fleet Information	Unit 1
New Vehicle Make	
New Vehicle Model	
New Vehicle Model Year	
Engine Make	
Engine Model	
Engine Model Year	
Engine Horsepower/Capacity	
Class of Equipment by GVWR	
Fuel Type	
Unit Replacement/Repower Cost	
Funds Requested	
EV Infrastructure Costs Requested	
Annual Diesel Reduced	
New Fuel Usage Amount	
Cost Share Amount Per Unit	

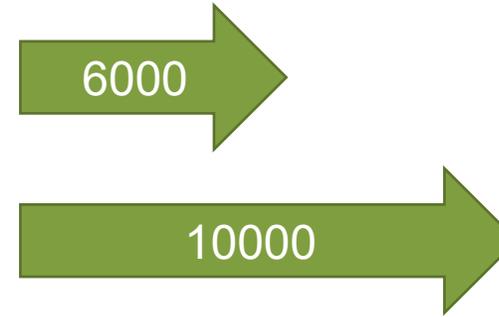
Input: Engine Model Year



- Engine model year determines the Tier level of the engine
- Tier Level refers to the manufacturing requirements needed to meet air quality (AQ) standards
- Older engines have lower Tier Levels (1, 2, or 3)
- New engines are currently Tier 4
- The older the engine, the more emissions



Input: Annual Mileage



- **Annual Miles** is the mileage the vehicle goes every year to perform its duty cycle
- Directly related to **Fuel Use**
- Can use **Odometer Reading/Vehicle Age** to get value
- The higher this **Annual Miles** the more emissions

Input: Remaining Life



- **Remaining Life** is the expected life expectancy of the vehicle in years
- In general, older vehicles will have fewer years of remaining life
- However, older vehicles, that are well-maintained may have more years
- Can calculate based on expected lifetime of vehicle in miles/**annual miles**
- Determined by applicant but “out of range values” will be flagged
- **Annual Emissions** are multiplied by **remaining life** to determine **Lifetime Emissions (LT)**

Model Year

Annual Miles

Remaining Life
(YEARS)

Total LT
Emissions

Competitive?

2006

6000

10

60K

\$

10000

10

100K

YES

1996

6000

3

18K

\$\$

10000

3

30K

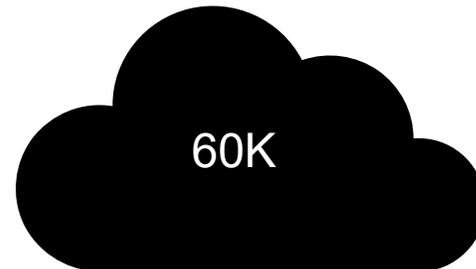
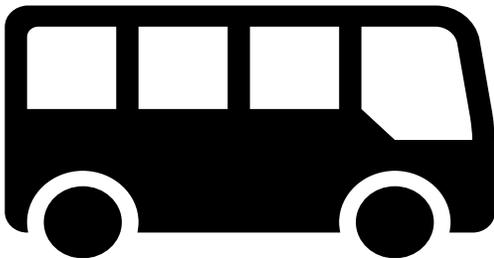
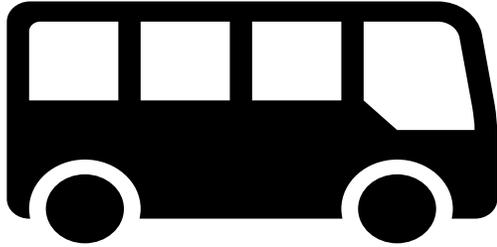
\$

6000

10

60K

YES



On-road vs. Non-road

Emission levels are based on:

- Annual Mileage
- Engine Model year
- Tier
- Fuel Use
- Duty Cycle
- GVWR

Emission levels are based on:

- Annual Hours
- Engine Model Year
- Tier
- Fuel Use
- Horsepower
- GVWR

We will be using the [EPA Diesel Emissions Quantifier](#) to determine emissions benefits for each vehicle.

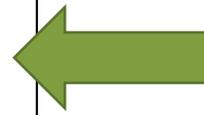
Project Selection Criteria – DC Fast

Criteria	Points
Lifetime Cost Effectiveness	20
Distance to Other DC Fast Charging Sites	20
Distance Off Interchange	15
Environmental Justice	15
Traffic Density of Location	15
Accessibility and Proximity to Amenities	15
Bonus Points: Renewable Energy Certificate	10
Bonus Points: Historically Under-Resourced County	10
Total	120



These values are largely dependent upon the capacity of the charger AND the cost of the project. In Phase 1, the mean cost-share of awarded projects was about 25%

Cost Effectiveness (VW\$ funded per kW charging rate * number of charging ports): cost effectiveness is based on applicant provided information and if applicable, matching funds. Under this criterion, projects are ranked, and points are calculated and assigned incrementally based on rank from a maximum of 20 for the most cost effective to least cost effective (i.e. \$/kW charging rate * number of charging ports).	20
Distance to other DC fast charging sites: How many miles to existing DC fast charging sites (not including dealerships or Tesla Supercharger locations) along interstate to project area? DC fast charging site data used from U.S. Department of Energy, Alternative Fuels Data Center ⁴ <ul style="list-style-type: none"> Over 100 miles: 20 points 99 to 51 miles: 15 points 50 to 26 miles: 10 points Less than 25 miles: 5 points 	20
Distance off interchange: Ranked highest to lowest; based on proposed site location from interchange. <ul style="list-style-type: none"> Less than 2 miles: 15 points 2 to 3 miles: 10 points Over 3 miles but less than 5 miles: 5 points Over 5 miles: 0 points 	15
Environmental Justice <ul style="list-style-type: none"> See Appendix B for county scores and a detailed description of how county scores are determined. 	15
Traffic Density of location: Annual Average Daily Traffic (AADT) of the proposed project area. (See AADT map in Appendix C) <ul style="list-style-type: none"> 90,001 – 195,000: 15 points 42,001 – 90,000: 10 points 1,600 – 42,000: 5 points 	15
Accessibility and proximity to amenities: Distance to amenities such as restrooms, food, local restaurants, and retail shopping <ul style="list-style-type: none"> Onsite: 15 points Less than ¼ mile from amenities: 10 points ¼ mile from amenities: 5 points 	15
Total Points	100
Bonus Points	
Renewable Energy Certificates: Percentage of electricity to power the DC fast charging station for five-years. <ul style="list-style-type: none"> 100%: 10 points 51 – 99%: 7.5 points 26% – 50%: 5 points 1 – 25%: 2.5 points 	10
Project is located in a Historically Under-Resourced County ⁵	10
Maximum Points Achievable	120



These values are largely dependent upon the capacity of the charger AND the cost of the project. In Phase 1, the mean cost-share of awarded projects was about 25%

Some Things to Consider

- Make sure your project is eligible. Visit our VW eligibility tool here:
[NC VW Eligibility Tool](#)
- Voluntary cost-shares will make your project more competitive.
- Start the process early.
- Read the RFP carefully and fill out all fields completely in the application.
- Incomplete applications will not be considered, and applications can not be submitted after the closing date of the RFP.
- Electric projects are prioritized in Phase 2, but all fuels will be considered.
- We are here to help– do not hesitate to contact us for assistance.
- **DO NOT WAIT UNTIL THE LAST DAY TO SUBMIT YOUR APPLICATION!!!!**



General VW Contacts

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**Transit Bus Program - Melanie
Henderson, Environmental Engineer**

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**Clean Heavy-Duty Diesel Program – Brian
Phillips (position to be filled)**

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**DC Fast Program - Dave Willis,
Environmental Program Consultant**

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**Level 2 Program – Steven Rice,
Environmental Specialist II**

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Useful Links

About the NC VW Mitigation Program:

[NC DEQ Outreach Website](#)

[NC-DEQ Phase 2 Website](#)

[NC-DEQ Phase 2 Mitigation Plan](#)

NC DAQ Grants Management System

[GMS Website](#)

[NC DAQ GMS](#)

[NCDAQ Users Guide](#)

Project/Vehicle Supporting Information:

[NC VW Eligibility Tool](#)

[NC Phase 1 Project Selection Report](#)

[EPA Diesel Emission Quantifier](#)

Required Forms to apply:

[NCID Registration](#)

[Online GMS access form](#)

[NC W-9 form](#)

Useful Vehicle Replacement Programs RFP Links

Open Requests for proposals (RFPs) and supporting materials:

Transit & Shuttle Bus (closed May 2, 2022)

[Transit and Shuttle Bus Website](#)

[Transit and Shuttle Bus RFP](#)

[Example Transit & Shuttle Bus Application](#)

[Example Transit and Shuttle Bus Vehicle Spreadsheet](#)

School Bus (closes June 6, 2022):

[School Bus Website](#)

[School Bus RFP](#)

[Example School Bus Application](#)

[Example School Bus Vehicle Spreadsheet](#)

Clean Heavy-Duty Equipment and Vehicle
(closes August 15, 2022)

[Clean Heavy-Duty Equipment and Vehicle Website](#)

[Clean Heavy-Duty Equipment and Vehicle RFP](#)

[Example Clean Heavy-Duty Equipment and Vehicle Application](#)

[Example Clean Heavy-Duty Equipment and Vehicle Spreadsheet](#)

Useful Charging Infrastructure Programs RFP Links

Open Requests for proposals (RFPs) and supporting materials:

DC-Fast Priority Corridors (closes May 16, 2022):

[DC-Fast Priority Corridors Website](#)

[DC-Fast Priority Corridors RFP](#)

[Example DC-Fast Priority Corridors Application](#)

DC Fast Existing Site Upgrades (closes June 11, 2022):

[DC-Fast Existing Sites Website](#)

[DC-Fast Existing Sites RFP](#)

[Example DC-Fast Existing Sites Application](#)

Level 2 State Agency (closes May 31, 2022):

[Level 2 State Agency Website](#)

[Level 2 State Agency RFP](#)

[Example Level 2 State Agency Application](#)

Level 2 Public Access (Application opened May 2, 2022)

First come, first serve rebate program

[Level 2 Public Access Website](#)

[Level 2 Public Access RFP](#)

[Example Level 2 Public Access Application](#)

Level 2 Multi-Unit Dwellings (Application opens June 13, 2022)

First come, first serve rebate program

[Level 2 MUD Website](#)

[Level 2 MUD RFP](#)

[Example Level 2 MUD Application](#)

How to Find Our Website

**Google NC VW Settlement
or use the URL**

<https://deq.nc.gov/VWsettlement>

Subscribe to our VW Email List!

If you are not currently on our mailing list and would like to receive email updates about the Volkswagen Settlement Program, please send an email with the word “Subscribe” in the subject line to daq.NC_VWGrants@ncdenr.gov.

Upcoming Historically Under-Resourced County Outreach Program Meetings

Location	Date
Kernersville	May 3, 2022
Hickory	May 4, 2022
Virtual Meeting	May 11, 2022
Henderson	May 18, 2022
Rocky Mount	May 18, 2022

Additional details (times/addresses) and links to register for each meeting can be found our webpage, deq.nc.gov/VW-HURCOP.

Questions

