Request for Proposals

Phase 2

Zero-Emission Vehicle Infrastructure Program

Level 2 Charging Stations

Multi-Unit Dwellings

GMS Program ID: NCDEQDAQ0012

Contents

I. Request for Proposals (RFP) Timeline

- Release of RFP: May 2, 2022
- NCDAQ Grants Management System new users webinar May 9, 2022
- Program RFP information session May 16, 2022
  - Information sessions will be online, and **registration is required**. Dates and times will be posted on our website, https://deq.nc.gov/VW-Level2-MUD-RFP.
- Application opens in Grants Management System June 13, 2022
- Rebate recipients announced As awarded in 2022

Timeline changes: NCDEQ reserves the right to adjust the dates listed above. Any changes or additional information regarding the RFP schedule, including responses to questions, will be posted on the NC VW Settlement Level 2 Multi-Unit Dwelling RFP website at: https://deq.nc.gov/VW-Level2-MUD-RFP.

II. Overview

Summary

The North Carolina Division of Air Quality (NCDAQ) in the North Carolina Department of Environmental Quality (NCDEQ) is soliciting proposals for participation in Phase 2 of the NC Volkswagen Settlement Mitigation Program. NCDEQ is allocating the full 15% ($10,198,826) allowed in the VW State Trust Agreement for light-duty zero-emission vehicle (ZEV) infrastructure projects outlined in the NC Mitigation Plan. NCDEQ will allocate 70% ($7,139,178) of the Phase 2 ZEV infrastructure allocation to DC Fast charging infrastructure projects and 30% ($3,059,648) to Level 2 charging infrastructure projects.

This Request for Proposals (RFP) has $489,544 available for funding of new Level 2 charging stations at residential multi-unit family dwellings. The primary goal is to increase use of ZEVs in place of gas-powered cars to mitigate nitrogen oxides, particulate matter and greenhouse gas emissions in the state. To achieve that goal, the program will emphasize adding new ZEV charging infrastructure in underserved areas; extend the existing light-duty ZEV infrastructure across the state; encourage intrastate and interstate ZEV use at North Carolina's diverse geographic, historic and tourist attractions; and highlight the environmental benefits of ZEVs.

This Request for proposals (RFP) for the Level 2 Multi-Unit Dwelling ZEV Charging Infrastructure Program will assist interested parties in applying for funds using a first-come, first-served rebate process to install light-duty Level 2 ZEV charging infrastructure, as described in the North Carolina VW Mitigation Plan (deq.nc.gov/VWsettlement). This document includes information on who may apply for funding, the funding levels for this program, project eligibility, match requirements, activities eligible for funding, and other information that will help applicants plan their projects and submit complete proposals. Rebate applications will be accepted until the funds are exhausted. Applicants must apply for funding through the online NCDAQ Grants Management System (GMS). Applicants must register for

GMS access; please see the instructions on our Grants Management System webpage, https://deq.nc.gov/DAQ-grants-management.

Eligible Applicants

Organizations that own or operate an eligible location may apply for a Level 2 ZEV Multi-Unit Dwelling Charging Infrastructure Program rebate. 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.

Ineligible Applicants

Organizations that are ineligible for Level 2 ZEV Charging Infrastructure Program rebates include:

- North Carolina state government agencies and organizations. (State agencies may instead apply for the State Agency Level 2 ZEV Charging Infrastructure Program until May 31, 2022.).
- Applicants that are currently debarred by the State of North Carolina[1] and/or federal government[2] are ineligible applicants.
- Business not incorporated in or registered with the NC Department of the Secretary of State to do business in North Carolina.
- Individuals applying as individuals, not on behalf of an eligible applicant.
- NCDEQ may also deem an applicant ineligible because of but not limited to environmental compliance issues, labor standards issues, tax status or other such issues.

Eligible Locations

Locations eligible for Level 2 ZEV Multi-Unit Dwelling Charging Infrastructure Program rebates include:

- Multi-unit dwellings with 10 or more units such as apartment complexes, condominiums, etc.

Ineligible Locations

Locations ineligible for Level 2 ZEV Multi-Unit Dwelling Charging Infrastructure Program rebates include:

- Locations at an individual single-family residences
- Locations at individually owned townhouses, row houses and mobile homes.
- Locations for employee or fleet-only charging

III. Funding

This RFP is for Phase 2 (2022 – 2024) of the NC VW Settlement Program, which combines funding for previously proposed Phases 2 and 3 with a total amount of $67.9 million available. This final phase of funding represents the remaining step in achieving NCDEQ's multi-year goals for the program.

NCDEQ may fund projects for Phase 2 up to maximum allowable amounts per port in Table 1 for the cost to purchase and install ZEV infrastructure for government- or non-government-owned projects.

[1] North Carolina Electric Vendor Portal, https://vendor.ncgov.com/vendor/public-vendor-search?execution=e1s5

[2] United States Department of Labor, https://www.dol.gov/ofccp/regs/compliance/preaward/debarlst.htm

Applications may be partially funded based on available fund balances when rebate applications are approved. Additionally, NCDEQ reserves the right to approve additional rebates under this announcement if approved rebate awards expire. Government is defined in Appendix D-2 of the VW State Trust Agreement and Appendix B of this document.

Funding Type

NCDEQ anticipates awarding a total of approximately $489,544 towards light-duty multi-unit dwelling Level 2 charging infrastructure projects in Phase 2. Rebate applications will be prioritized by the urban-suburban/rural split described in the NC VW Mitigation Plan using the NC Rural Center[3] classification for counties, allocating a maximum of 68% (~$332,889) of the funds for urban and suburban counties and a minimum of 32% (~$156,654) for rural counties in Phase 2.

This is a first-come, first-served rebate program and will be open until all funds are exhausted. An application must be submitted to NCDEQ and approved for a rebate voucher prior to purchase and installation of the Level 2 charging equipment to qualify. Rebate award recipients must provide their own funding to cover expenses as they are incurred and submit proof that the project invoices have been paid, proof of project work completion, and other additional required documentation to NCDEQ. Rebate redemption requests for unpaid invoices will not be approved. Projects selected for rebates will then be reimbursed up to the rebate award amount authorized for that project after the awardee submits acceptable documentation to show that eligible expenses have already been paid by the awardee.

Cost Share Requirements

The Level 2 ZEV Charging Infrastructure Program rebates will be available either as a maximum dollar amount or as a percentage of the total project costs, whichever is less. Table 1 outlines the percentage and maximum dollars available by project type. Rebates can be applied to project costs directly associated to equipment acquisition, installation, operation, and maintenance (see **Section IV. Program Requirements**, for a list of eligible and ineligible project expenditures). The final rebate amount will be determined by the maximum rebate amount multiplied by the number of charging ports, or percent of total actual project costs, whichever is less.

Table 1. 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%

Public access requires an annual average of 12 hours a day of availability (proof must be provided with rebate application) to the general public without restriction. To be publicly accessible the site must be convenient for users of the charging station.

NCDEQ will not issue more than $25,000 in Level 2 ZEV Charging Infrastructure Program rebate awards in total to any one applicant and/or location at any time. An applicant may submit additional rebate applications after an award claim request has been approved. New rebate applications for an applicant

[3] https://www.nccommerce.com/blog/2015/07/09/rural-center-expands-its-classification-north-carolina-counties

and/or location that has already met the $25,000 award maximum will not be accepted until the open award claim has been approved for reimbursement by NCDEQ.

This program may be combined with other rebates or subsidies to receive multiple benefits for the same project. However, other rebates or subsides received or expected to be received for the project must be subtracted from the project cost prior to determining the final rebate amount available under this program. This does not extend to the use of federal tax credits the applicant may receive for the project.

Project Period

ZEV Level 2 Charging Infrastructure Program rebate applications must be approved by NCDEQ prior to project equipment purchase and installation. Following NCDEQ approval, the rebate applicant will be issued a rebate award letter that secures the approved rebate amount for one year from the date the agreement is signed by the awardee and NCDEQ. The award recipient must complete the project and provide all required documentation prior to expiration date for the rebate payment to be processed.

Projects initiated prior to a rebate application approval are not eligible for funding. Project initiation activities that may disqualify a rebate application include ordering equipment and hiring a contractor or vendor to complete the project. Submittal of a rebate application is not a guarantee of approval.

IV. Program Requirements

Application Requirements

- Applicant must have evidence of ownership of the location identified in application or evidence that installation is allowed on the property (e.g., written permission of owner and/or pertinent language in lease, license agreement, or easement, etc.), and provide such evidence as an attachment to the application.
- There must be 10 or more individual residential housing units within a single building or complex at the proposed location for each electric vehicle (EV) charging station.
- The applicant must allow practical access to, and use of, EV charging station by all residents at the location identified in the application, as documented attachment to the application.
- The EV charging station must be located in a parking space not reserved for a particular resident. Proof that all residents are permitted use of the EV charging station must be submitted with application. Such proof may take the form of written rules, regulations or by-laws issued by a Homeowner Association (HOA) or equivalent authority, or a signed letter from the landlord or authorized decision-maker.
- For each port installed, one parking space must be designated for plug-in electric vehicle use only and marked clearly through permanent, visible signage. The grant recipient must actively enforce this requirement. Applicant is encouraged to paint the pavement to indicate the parking space is designated for EVs.
- The EV charging station location shall be designed to protect the EV charging station from physical damage. Measures may include curbs, wheel stops, setbacks, bumper guards, and bollards.

- The charging station parking space and area around the charging station must be maintained, including snow removal and general cleaning.

Project Requirements

- Commercial-rated Level 2 light-duty Electric Vehicle Supply Equipment
- Minimum of 2 ports per project
- The NCDAQ Grants Management System requires a unique charging location (address) on the application. Multiple sites can be in one application, but they must be of the same project category. Multiple locations must be documented in the MUD tab of the NCDAQ-EV-Level-2-Public -Access-Rebate-Funding-Calculation-Form.
- Projects must be installed by a qualified licensed professional according to all federal, state and local rules, including applicable permitting and inspection requirements.
- Chargers must be maintained and operated for a minimum of five years from the date of project completion.
- Project installation costs incurred prior to the date of the application are not eligible (with exclusions for applicants that re-apply for projects previously approved).
- The installed Level 2 charging stations must connect to a network by wired Ethernet, Wi-Fi, or cellular connection. Networking allows for centralized management, administration, communication, diagnostics and data collection.
- Rebate recipients will be required to submit annual charger utilization data for five years after project completion. See **Section VII. Reporting Requirements** for more detail on reporting requirements.
- Level 2 ZEV infrastructure must be operational in North Carolina for a minimum of five years.
- Rebate recipients for public access projects will be required to register the location with the Alternative Fuels Data Center at: https://afdc.energy.gov/fuels/electricity_locations.html#/station/new.

Site Requirements

- Charging sites must be located within the state of North Carolina to be eligible for a rebate.
- 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.
- Public access sites must be clearly identified with signage that directs users to the site and appropriate parking spaces.
- Signage: Complies with all applicable local, state and/or federal laws, ordinances, regulations and standards.
    - On-site signage for publicly accessible projects identifies to the approaching driver from any ingress, that the Host site has EV charging station(s), and the location(s) of the EV charging station(s). “Electric vehicle charging only” signs are required on each side of each charging station along with “electric vehicle charging only” stenciled graphics on each striped parking pad.
    - All projects must have on-site signage with the following language, “This project made possible in partnership with the State of North Carolina”. On-site signs must be metallic, have the following minimum dimensions (12 inches x 18 inches), with the required text a minimum of 1.28 inches in height, and mounted on a post at the charger parking space(s).

- Sites must be easily accessible and adequately lit.
- Any publicly accessible sites for use by nonresidents must be available for an annual average of 12 hours per day without access restrictions.
- American with Disabilities Act (ADA) Compliance: Charging stations must make every effort to be ADA compliant and follow all applicable laws, ordinances, regulations and standards. (www.afdc.energy.gov/uploads/publication/WPCC_complyingwithADArequirements_1114.pdf). Additional reference material regarding accessibility for public charging stations can be found on the Plug-in NC webpage (https://pluginnc.com/wp-content/uploads/2016/06/12-PEV_Planning_Toolbox_Accessibility.pdf).

Eligible ZEV Project Types

Eligible projects are light-duty Electric Vehicle Supply Equipment (EVSE): Level 2 charging equipment (or analogous successor technologies).

Eligible Expenditures

- Commercial rated Level 2 charging station infrastructure
- Conduit, cable/wiring, electrical service box disconnect addition
- Concrete or asphalt replacement
- Paint striping and stenciling of the station parking spaces
- Signage
- Bollards
- Permit costs
- Labor for installation (electrical and trenching)
- Shipping of equipment
- Networking charges (maximum of five years, if paid in advance prior to claim request)
- EVSE maintenance contracts (maximum of five years, if paid in advance prior to claim request)

Ineligible Expenditures

- Residential-grade Level 2 charging station infrastructure
- Purchasing, leasing or renting of real estate
- Used, refurbished, remanufactured or leased equipment
- Capital costs such as construction of buildings, parking facilities, etc.
- Any expenses incurred before the rebate is approved including applicant's expense for preparing the eligibility and cost proposals
- Any expenses incurred during post-award workplan development
- Bad debts, late payments, finance charges or contingency funds, interest, and investment
- Attorney fees
- Administrative costs
- Lobbying, lobbyists, and political contributions
- Mark-up on purchases and/or subcontracts
- Taxes, except sales tax on eligible equipment and expenses
- Activities addressing enforcement actions that involve a financial penalty
- DC Fast and Level 1 charging station infrastructure and equipment
- Hydrogen fuel cell vehicle supply infrastructure and equipment
- Maintenance costs not covered under EVSE warranty or service contract
- Electric service costs
- Replacement of existing Level 2 chargers that are operational

Equipment Requirements

Level 2 charging stations must offer either one Society of Automotive Engineer (SAE) J-1772 connectors to charge one EV at a time (single-port charger) or two SAE J-1772 connectors to charge two EVs at once (dual-port charger). Powered by 240-volt alternating current, the stations must provide a minimum charge of 6.6 kW of power to provide up to 100 miles of travel in 3 to 4 hours. **The stations must be networked via communications protocol with smart charging controls.**

All charging station equipment must come with a minimum of a five-year warranty and meet the following minimum requirements for safety testing by a Nationally Recognized Testing Laboratory (NRTL) recognized by the Occupational Safety and Health Administration (OSHA). The equipment must be listed and labeled as required by North Carolina General Statutes Chapter 66, Article 4 – Electrical Materials, Devices, Appliances and Equipment, the National Electrical Code (NEC) Section 625.5 and be Federal Communication Commission (FCC) complaint.

Level 2 (240-volt alternating current) charging stations must be equipped with SAE J-1772 standard connector(s) that provide a minimum of 6.6 kW of charging power and shall be certified to one of the following options:

a. Underwriters Laboratories (UL) 2594 (Standard for EV Supply Equipment),
b. IEC (International Electrotechnical Commission) 61851-23, IEC 62196, and IEC 61000 Electric Motor Cars (EMC) standards. These charging stations must be certified (listed and labeled) with Electrical Testing Laboratories (ETL), or
c. an equivalent NRTL certification. Supporting documentation must be provided.

The EVSE enclosure must:

a. Be constructed for use outdoors in accordance with UL 50E Standard for Safety for Enclosures for Electrical Equipment, Environmental Considerations, Type 3R exterior enclosure or equivalent,
b. Be capable of operating without any decrease in performance over an ambient temperature range of minus 22 to 122 degrees Fahrenheit with a relative humidity of up to 95%, and
c. Incorporate a cord management system or method to eliminate potential for cable entanglement, user injury or connector damage.

Payment Options:

a. The Level 2 charging stations have the option either to require payment or not require payment from users. Payment options are at the discretion of the awardee 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 smartphone applications. Real-time pricing and fee information shall be displayed on the unit, payment screen or associated phone application.

V. How to Apply

NCDEQ will only accept rebate applications submitted through the NCDAQ Grant Management System (GMS) website, at: https://www.ebs.nc.gov/irj/portal. Prior to using the GMS, applicants must obtain an NCID and then complete and submit the online Enterprise Business Services External Request Application. Applicants must also complete and email the State of North Carolina Substitute W-9 Form to

daq.NC_VWGrants@ncdenr.gov to get registered in the system. **Applicants not currently registered in the GMS should request access well before the June 13, 2022, application acceptance date.** The GMS contains tutorials on how to use the system, submit applications and submit claims. **Requests for access to the DAQ Grants Management System can take a week or longer to process. PLEASE PLAN APPROPRIATELY WHEN REQUESTING ACCESS.**

The application will not be viewable in the Grants Management System until June 13, 2022. **The Program ID in the DAQ Grants Management System for the Level 2 Multi-Unit Dwelling Program is NCDEQDAQ0012.**

All applications will require the following information, at minimum, to be submitted via GMS.

1. Organization name, address, tax ID number and contact information
2. Project location
    a. Address
    b. County
    c. GPS coordinates (decimal format)
3. Project Type
    a. Government
    b. Non-Government
    c. Non-Profit
4. Project Access Type
    a. Public accessible
    b. Not-public accessible
5. Number of ports and spaces
6. Itemized project quotes
7. Charging unit information
    a. Manufacturer
    b. Model
    c. Charging capacity in kW
    d. Warranty period
8. Identification of any additional rebates, grants, or other financial incentives applied for or received for project.
9. Completed NCDAQ-EV-Level-2-Public -Access-Rebate-Funding-Calculation-Form.

Rebate applications, any required attachments and supporting documentation must be submitted electronically using our online NCDAQ Grant Management System (GMS) website, at: https://www.ebs.nc.gov/irj/portal to be considered for funding. **Incomplete rebate applications and applications for other Level 2 programs will be returned**. This rebate application and any supplemental information provided will serve as the primary means by which all rebate applications are evaluated and approved for rebate awards.

Applicants will be selected for rebate awards on a first-come, first-served basis until funds are exhausted by county classification. Rebate applications will be reviewed to ensure eligibility requirements are met prior to rebate award approval. **State agreement terms and conditions are final and not subject to negotiation.**

If you have any questions about this rebate application, please contact NCDEQ at daq.NC_VWGrants@ncdenr.gov with subject title "Level 2 Multi-Unit Dwelling RFP" prior to submitting your rebate application.

Public data

All rebate applications and associated documentation are public record per North Carolina General Statutes §132-1, except for "confidential" or "trade secret" data as defined and classified in North Carolina General Statutes §66-152(3) and North Carolina Administrative Code 01 NCAC 05B .0103. Such material must be indicated as such by the applicant at the time of the initial rebate application or claim reimbursement submittal.

VI. Reimbursement Process

Rebates will be disbursed as **reimbursements after the work** is completed, verified and approved. Verification will occur via site visits by NCDEQ staff to document the completed installation. Site visits by NCDEQ staff will occur after a reimbursement claim has been submitted. All required charging equipment and required signage must be installed and the charging equipment must be operational at the time of the site visit for a claim reimbursement to be approved.

Reimbursement claims must be submitted within the one-year award agreement timeframe. Evidence of a minimum five-year warranty for the station equipment and service contract will be required prior to payment disbursements. Requests for reimbursement can occur after each individual station is installed or after all stations are installed for multi-station projects. After NCDEQ approval of the final documentation, NCDEQ will process the rebate application for payment. Required documentation:

- A signed payment request, on letterhead, for the amount to be reimbursed. (A template will be provided on the website, https://deq.nc.gov/vw-settlement/forms.)
- Copies of detailed invoices of all eligible project costs.
- Proofs of payment of all eligible project costs associated with the project.
- Photos of each installed EVSE unit (one photo of each EVSE unit and one photo of each EVSE unit's serial number).
- Certification that the station infrastructure is fully operational
- Proof of charging station equipment warranty and a maintenance plan and
- Payee contact information for payment (form provided).

Rebate applications must be approved by NCDEQ prior to installation of EVSE equipment. Following NCDEQ approval, the applicant will be issued a rebate award that secures the approved rebate amount for one year. Claim requests must be completed (including all required documentation) and submitted by the awardee in the NCDAQ Grants Management System within the one-year rebate award time period. Rebate awards expire one year from the date the agreement with the awardee and NCDEQ is signed. Reimbursement requests must be submitted prior to the award expiration date. **Award extensions will only be granted on a case-by-case basis and will require submittal of documentation of the delay from the awardee.** Expired unused awards will be made available to unfunded eligible rebate applications in the order the applications are received.

NCDEQ may contact you or your organization for clarification and/or supplemental information to process a rebate reimbursement request. Please ensure the contact information you provide is accurate. Applicants will have 10 business days to respond to any such requests.

VII. Reporting Requirements

Quarterly Reporting Requirement

All project award recipients will be required to submit quarterly reports on the status of their project to NCDEQ until the final project report is submitted. Quarterly reports must be submitted to NCDEQ within 14 days after the end of each reporting month (March 31, June 30, September 30, and December 31). Failure to submit required reports will result in NCDEQ suspending the acceptance of any new applications from the applicant and pausing approval of claim reimbursements. A template for the quarterly report will be provided on the website, https://deq.nc.gov/vw-settlement/forms.

Final Report Requirements

Award recipients are required to submit a final project report to NCDEQ with their claim reimbursement request. A template for the final project report will be made available on the website, https://deq.nc.gov/vw-settlement/forms.

Annual Charging Station Utilization Reporting Requirements

All rebate award recipients are required to submit EVSE usage data to NCDEQ for the previous 12 months on January 30th of each consecutive year for a five-year period after installation of the charging station(s). Annual reports will be submitted to NCDEQ by January 30th each year for five years. Failure to submit annual reports will result in suspension of rebate reimbursements of open awards. Additionally, acceptance of new applications from the recipient will be suspended if reporting requirements are not met. Once the rebate award recipient corrects the failure to submit reports the suspensions will be lifted.

The usage data submitted to NCDEQ will identify the previous 12 months of EVSE utilization data. The annual reports must include but is not limited to the following information for each EVSE:

- Location information: site name, EVSE ID number, address, city, zip, county
- Number of charging events
- Energy consumed (average per session and annual total)
- Percent time with EV connected
- Percent downtime (time when station is unavailable due to routine maintenance or repair).

The EV Utilization Annual Report template is available on the NC VW Settlement webpage, https://deq.nc.gov/vw-settlement/forms. The report submittal shall be in either CSV or XLS format. These reports must be uploaded as an attachment in the NCDAQ Grants Management System for your application. Alternatively, the awardee's vendor may be able to grant NCDEQ staff access to their portal to download charger usage data in lieu of submitting the annual reports. NCDEQ will notify award recipients of changes to the annual report template submittal process 90 days prior to the required submittal.

VIII. Program Contact Information

Inquiries related to the project requirements, rebate application, rebate application requirements, and other aspects of this RFP should be directed to: Daq.NC_VWGrants@ncdenr.gov.

Appendix A: Acronyms and Abbreviations

ADA	Americans with Disabilities Act
GIS	Geographic Information System
EVSE	Electric Vehicle Supply Equipment
FCC	Federal Communications Commission
EMC	Electric Motor Cars
ETL	Electrical Testing Laboratories
EV	Electric Vehicle
IEC	International Electrotechnical Commission
kW	Kilowatt
MUD	Multi-Unit Dwelling
NCDAQ	North Carolina Division of Air Quality
NCDEQ	North Carolina Department of Environmental Quality
NEC	National Electrical Code
NRTL	Nationally Recognized Testing Laboratory
NO_x	Oxides of Nitrogen
OSHA	Occupational Safety and Health Administration
RFP	Request for Proposals
SAE	Society of Automotive Engineer
UL	Underwriters Laboratories
USEPA	United States Environmental Protection Agency
VW	Volkswagen
ZEV	Zero-Emissions Vehicle

Appendix B: Definitions

AC Charging: the majority of ZEV charging is done with AC voltage at Level 1 (120 volts or normal household current) or Level 2 (240 volts or an electric dryer power equivalent). AC charging is typically more cost effective for the equipment and installation and takes advantage of longer dwell times to provide lower power to a ZEV over a longer period of time. AC charging is an excellent solution for residential, workplace, multi-unit dwelling and other longer-term parking situations like hotels and municipal or airport parking garages.

DC Fast Charging: direct current charging for electric vehicles allows for higher charging speeds, as DC current can be supplied directly to the electric vehicle's battery at power levels normally higher than AC charging. The higher the DC power supplied, the faster the electric vehicle can be charged, provided the vehicle is designed to handle such power.

CCS (Combined Charging System): a DC fast charging protocol that is SAE certified and featured on vehicles produced by GM, BMW, Volkswagen Group, Ford and a number of other automakers headquartered in Europe and the United States. The "combined" term designates the CCS capability to incorporate the Level 2 (J1772 standard) plug and DC fast charging connector into the same larger plug.

Government: a local or federal government agency owning fleets purchased with government funds (including a school district, municipality, city, county, special district, transit district, joint powers authority or port authority), and a tribal government or native village.

For the purpose of this RFP government may include any of the following entities:

1. Public school districts.
2. County and municipal governments authorities
3. Tribal government agencies
4. Federal Government agencies – Federal agencies that have custody, control, or management of land within or contiguous to the territorial boundaries of North Carolina.

Multi-Unit Dwelling: a classification of housing where multiple housing units are contained within one building or multiple buildings within a complex or community. For the purposes of this RFP condominiums and apartment complexes.

Level 2 Charging: a form of AC charging that provides 240 V like (an electric dryer or oven uses). It goes through a box and a cord that improves safety by waiting to send power to the plug until it is plugged into an EV. Level 2 allows for a wide range of charging speeds, up to 19.2 kW or about 70 miles of range per hour of charging.

Port: the connector at the terminal end of a station's charging cord.

Rebate: funds awarded based on proof of purchase and installation of level 2 charging infrastructure.

Single-family residence: a single-family residence, also called a "single-family home," a "standalone home," or a "single-family detached," refers to a house that does not share walls with another home. A

single-family residence also sits on its own parcel of land, has only one kitchen, dedicated utilities, and its own private street access (as opposed to going through a lobby to get to the residence).

Zero-Emission Vehicle (ZEV): under Appendix C of the Volkswagen Settlement Consent Decree, the following three vehicle types are considered Zero-Emission Vehicles:

1. An on-road passenger car or light-duty vehicle, light-duty truck, medium-duty vehicle or heavy-duty vehicle that produces zero exhaust emissions of all of the following pollutants: non-methane organic gases, carbon monoxide, particulate matter, carbon dioxide, methane, formaldehyde, oxides of nitrogen or nitrous oxide, including, but not limited to, battery electric vehicles ("BEV") and fuel cell vehicles ("FCEV");
1. An on-road plug-in hybrid electric vehicle ("PHEV") that is similar to a hybrid but is equipped with a larger, more advanced battery that allows the vehicle to be plugged in and recharged in addition to refueling with gasoline. This larger battery allows the car to be driven on a combination of electric and gasoline fuels or
2. An on-road heavy-duty vehicle with an electric powered takeoff.

ZEVs do not include: zero-emission off-road equipment and vehicles, zero-emission light rail, additions to transit bus fleets utilizing existing catenary electric power, or any vehicle not capable of being licensed for use on public roads.