

## **Changes Made to Final NC VW Phase 2 Mitigation Plan**

The following changes were made to the final NC Phase 2 VW Mitigation Plan in response to staff reviews and comments received during the public comment period for the draft plan. This only includes major changes to the final mitigation plan. Minor text updates (date changes, changing “draft” to “final”, etc.) are not included in this document.

1. Correction on page 4 to Table 1: Mobile Sector NO<sub>x</sub> Emissions by Source (Data from 2017 NEI), On-Road Diesel Light-Duty Vehicles was incorrectly marked as eligible for funding. Only heavy-duty vehicles and equipment are eligible for VW funding per the VW consent decree.
2. Correction to text on page 4, emissions from eligible highway and non-road diesel-powered mobile sources was corrected to include only eligible NO<sub>x</sub> emission sources.
3. Adjustments on page 13 to Table 2: Summary of Phase 2 Funding Programs for 2022 – 2024
  - a. Program allocation values updated based on most recent account values from VW Mitigation Trustee.
  - b. DC Fast program funding split for Phase 2. 70 percent allocated to new DC Fast charging infrastructure projects along priority corridors and 30 percent allocated for existing site upgrades which will include replacing obsolete chargers and adding capacity to sites that meets specified utilization rates based on the county classification.
  - c. Correction made to DEQ Administrative Costs
  - d. Correction made to Total amount for Phase 2
4. Updated text on pages 18 and 19, information (dates and locations) added on the virtual stakeholder meetings held to discuss the Phase 2 Draft Mitigation Plan.
5. Appendix E on page 59 – Historically Under-Resourced Counties Outreach Program, six additional counties (Burke, Caldwell, Greene, Hyde, Nash, and Rutherford) added to program based on updated analysis using the 2020 Census data.