State of North Carolina

Volkswagen Mitigation Plan

Phase 2

Department of Environmental Quality

Division of Air Quality

December 22, 2021

The following represents North Carolina's final mitigation plan for the second phase of funding under the Volkswagen Environmental Mitigation Trust. The Department of Environmental Quality accepted comments on the draft plan from July 6, 2021 to September 7, 2021 on the Volkswagen Settlement webpage.

Contents

I) Background and Summary of Volkswagen Settlement

On September 18, 2015, the U.S. Environmental Protection Agency (EPA) cited the Volkswagen Group of America, Inc. (VW) with a Notice of Violation (NOV) for noncompliance of Section 203(a)(3)(B) of the Clean Air Act (CAA), 42 U.S.C. §75229(a)(3)(B). This NOV was issued because VW manufactured and installed emissions defeat devices in certain model year 2009 – 2015 2.0-liter diesel engine light-duty vehicles that circumvented EPA's nitrogen oxide (NOx) emissions standard. The complaint filed by EPA alleges the defeat devices operated during emissions testing to give the appearance of acceptable NOx emissions. During normal driving conditions, the software rendered certain emission control systems inoperative resulting in increased NOx emissions that exceed the EPA standards.

On November 2, 2015, an additional NOV, citing the same Clean Air Act noncompliance, was issued to VW from EPA because the 3.0-liter diesel engine vehicles from model years 2009-2016 were found to have emissions defeat devices installed as well.

In November 2015, EPA referred this matter to the U.S. Department of Justice (DOJ) for initiation of appropriate enforcement action. The resulting DOJ complaint led to a pair of settlements with VW and the establishment of an Environmental Mitigation Trust in 2017. Wilmington Trust, N.A. was officially appointed by the court as the Trustee of the Environmental Mitigation Trust.

North Carolina submitted the Certification for Beneficiary Status paperwork to the trustee on December 1, 2017 and was officially named a state beneficiary on January 31, 2018.

Partial Settlement

In the first partial settlement, VW and related entities have agreed to spend up to $14.7 billion to settle the allegations. VW is required to spend up to $10 billion to offer the owners of affected 2.0 vehicles buy backs at fair replacement value or lease terminations at no cost. VW was required an overall recall rate of at least 85% of the affected vehicles by June 2019. VW was required additional funds into the mitigation trust in an amount equal to $85 million for each percentage point by which it fell short of the national recall target. VW was also required to invest $4.7 billion to mitigate pollution and make investments that support zero emission vehicle (ZEV) technology.

In the second partial settlement, VW was required offer to buy back affected 3.0-liter vehicles or grant lease terminations for 100% of the generation 1 vehicles and offer an Emissions Compliant Recall for generation 2 vehicles. VW was required to meet the 85 percent recall for generation 1 vehicles and pay additional funds into the mitigation trust in an amount equal to $5.5 million for each percentage point by which it falls short of the national recall target. If VW failed to reach the 85 percent recall rate for the generation 2 vehicles, VW was required pay additional funds into the mitigation trust in an amount equal to $21 million for each percentage point by which it fell short of the national recall target.

Mitigation Trust

$2.9 billion will be used to fund projects across the U.S. to reduce NOx emissions where the 2.0-liter and 3.0-liter diesel engines were, are or will operate. These funds were placed in a mitigation trust over three years and are administered by an independent trustee, Wilmington Trust. All 50 states, Puerto Rico, the District of Columbia and federally recognized Native American tribes may elect to become beneficiaries of the mitigation trust. Each participating beneficiary was allocated funds from the $2.9 billion that can be used for eligible mitigation projects. The purpose of the mitigation projects is to reduce NOx emissions from eligible diesel vehicles. States can develop programs and fund projects that make the most sense for

them, within the boundaries set by the settlement. The purpose of this plan is to outline how the state intends to fund projects that mitigate the excess emissions caused by the subject VW diesel vehicles from North Carolina's allocation of the mitigation trust.

Zero Emission Vehicle Investment

Another $2 billion was allocated toward improving the nation's infrastructure, access, and education to support and advance the adoption of zero-emission vehicles (ZEV's). The investments will be made over 10 years, with $1.2 billion directed toward a national EPA-approved investment plan and $800 million directed toward a California-specific investment plan. A VW subsidiary, Electrify America, will solicit formal comments and suggestions regarding Electrify America's ZEV Investment Plans in 30-month cycles.

Statutory Requirements

The North Carolina Department of Environmental Quality (NCDEQ) consulted with the Department of Transportation, the Department of Commerce, and other interested State agencies in the formulation of this Plan. Additionally, NC DEQ will submit this plan to the Joint Legislative Commission on Governmental Operations, the chairs of the Senate Appropriations/Base Budget Committee, and the Fiscal Research Division in accordance with Session Law 2018-5.

II) NOx Emissions in North Carolina

The beneficiary states must ensure that selected projects will support the mitigation plan goal. This goal will be achieved by establishing project selection priorities and criteria, project planning and the overall project selection process. The categories of eligible mitigation projects deemed appropriate to achieve the plan's goal are based on North Carolina state-wide mobile NOx emissions sources for 2017, shown in Figure 1 and Table 1.

Figure 1: Breakdown of Mobile NOx Emissions in North Carolina (2017 NEI)

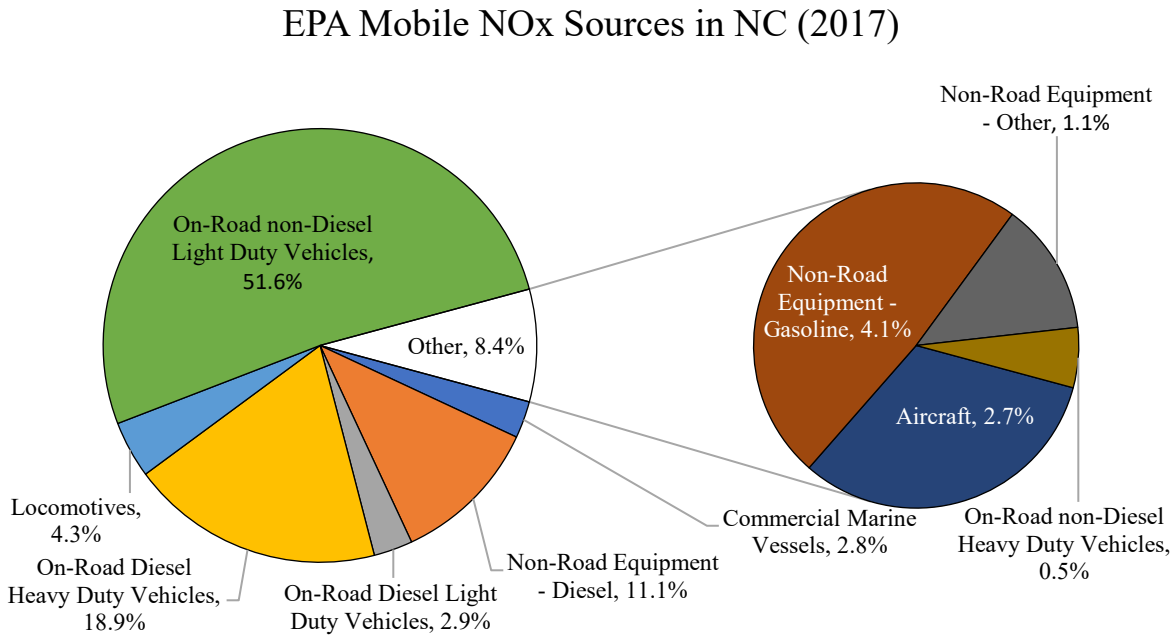


Table 1: Mobile Sector NOx Emissions by Source (Data from 2017 NEI)

Mobile NOx Emissions Source	Eligible	Emissions (tons/year)	Percentage
Commercial Marine Vessels	Y	4,395	2.8%
Non-Road Equipment – Diesel	Y	17,476	11.1%
On-Road Diesel Heavy-Duty Vehicles	Y	29,755	18.9%
Locomotives	Y	6,790	4.3%
On-Road Diesel Light-Duty Vehicles	N	4,489	2.9%
Diesel Equipment and Vehicles Emissions		**62,905**	**40.0%**
On-Road Non-Diesel Heavy-Duty Vehicles	N	709	0.5%
Aircraft	N	4,290	2.7%
Non-Road Equipment – Gasoline	N	6,446	4.1%
Non-Road Equipment – Other	N	1,803	1.1%
On-Road Non-Diesel Light-Duty Vehicles	N	81,276	51.6%
Non-Diesel Equipment and Vehicles Emissions		**99,013**	**62.9%**
Total		**157,428**	

To better understand the impact of the excess emissions from the VW vehicles in North Carolina, it is important to understand the current emissions inventory in North Carolina. According to the EPA's 2017 National Emission Inventory, emissions from eligible highway and non-road diesel-powered mobile sources accounted for approximately 58,516 tons per year of NOx in North Carolina in 2017. EPA standards for diesel-powered vehicles and equipment with model year 2007 and newer engines, ensures that newer medium and heavy-duty diesel engines are less polluting. Many older diesel engines, however, can operate for 25 to 30 years before replacement is necessary. Therefore, it may be many years before existing equipment is replaced with newer, cleaner equipment based on typical fleet turnover. Furthermore, it is likely that many older diesel engines, which are not subject to the new federal emissions standards will continue to operate in the state for the near future. While older engines will continue to be used, the mitigation plan may speed up the replacement of older, dirtier engines. The EPA Diesel Emission Reduction Act (DERA) projects are one of the eligible categories deemed appropriate under the VW Mitigation Trust. The state currently uses funds awarded from DERA as a cost-effective strategy to reduce diesel NOx emissions from diesel-powered mobile source vehicles.[1]

III) Location of VW Diesel Vehicles in North Carolina

The DEQ identified the number of vehicles per county that are subject to the VW settlement. Then a breakdown of county type (urban vs. rural) was determined using NC Rural Center county classifications. Combining these data, the DEQ allocated subject vehicles by county type. These methods are shown graphically in the next few figures.

The following figures show where the subject VW diesel vehicles were registered in North Carolina for both the model year 2009 – 2015 2.0 liter and model year 2009 – 2016 3.0-liter vehicles based on 2016 NC Division of Motor Vehicles registration data.

[1] https://deq.nc.gov/about/divisions/air-quality/motor-vehicles-air-quality/mobile-source-emissions-reduction-grants

Figure 2: 2009 – 2015 2.0 Liter VW Diesel Vehicles

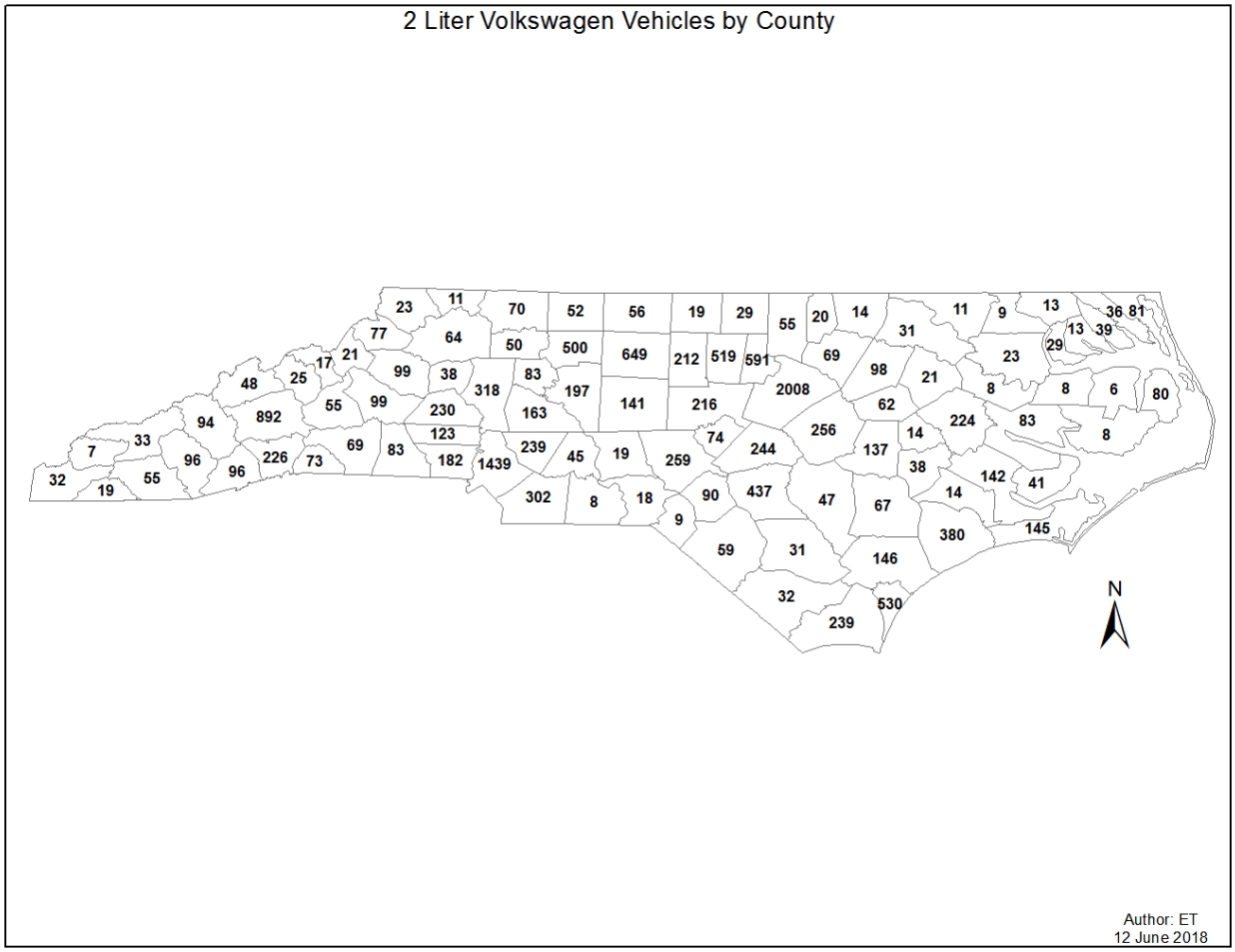


Figure 3: 2009 – 2016 3.0 Liter VW Diesel Vehicles

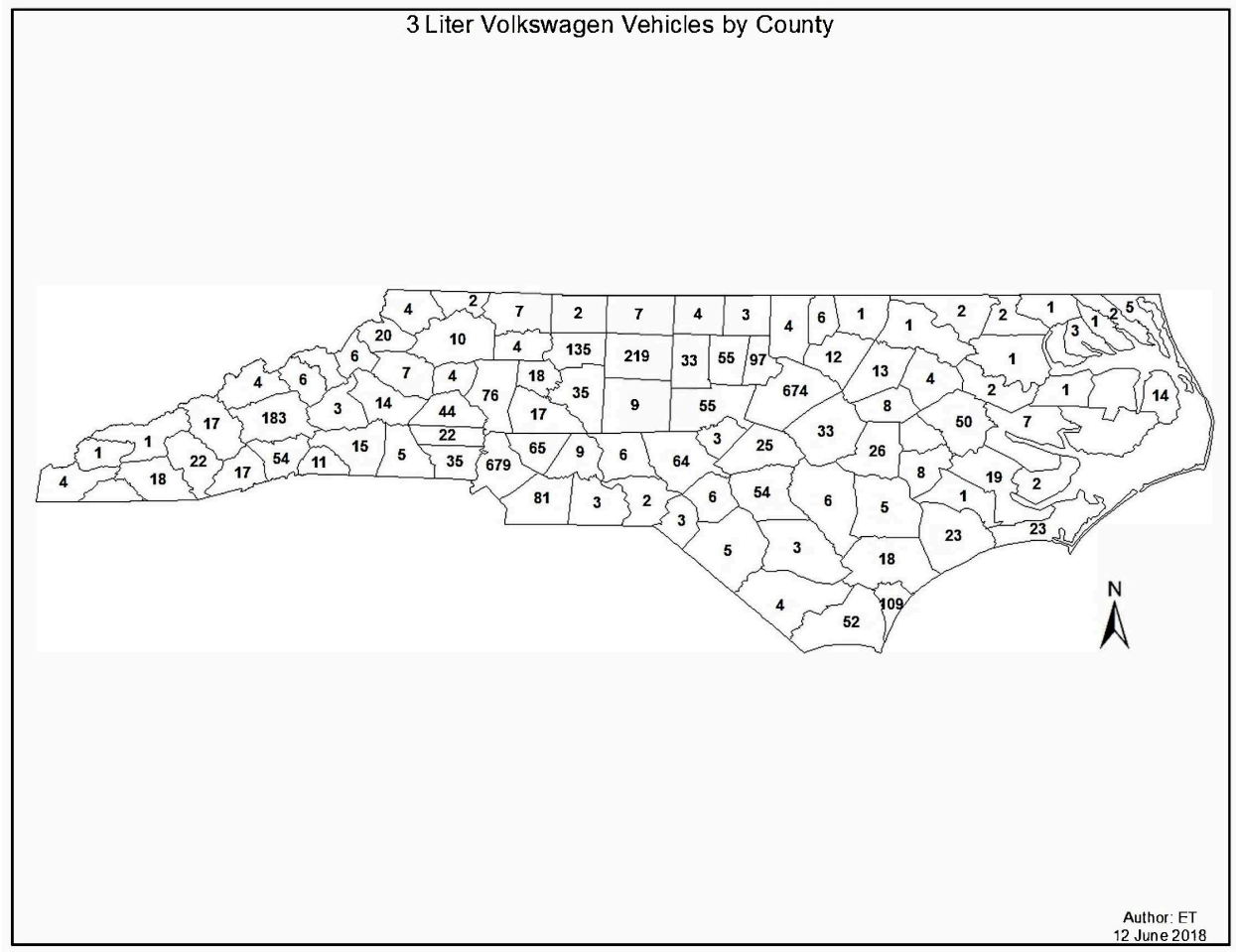
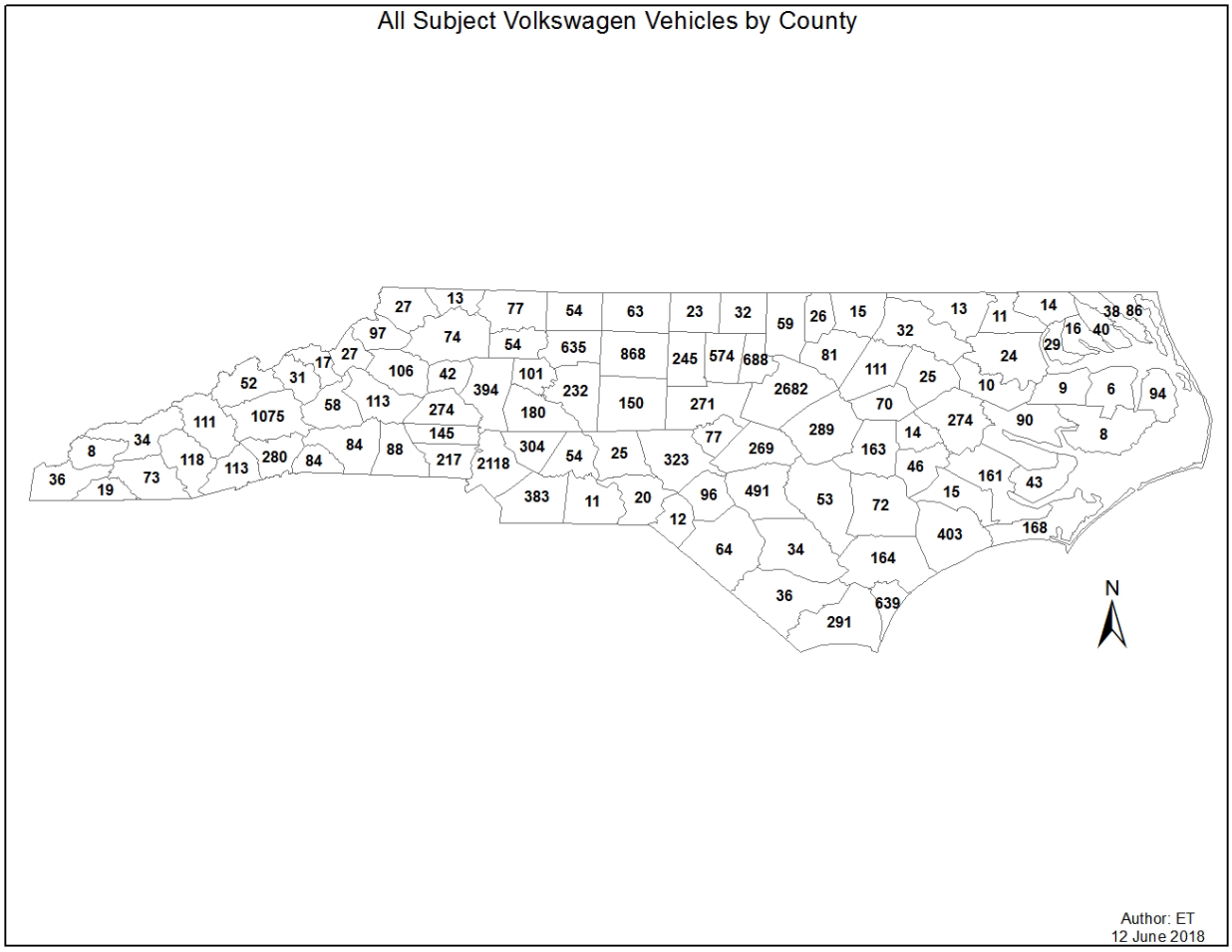
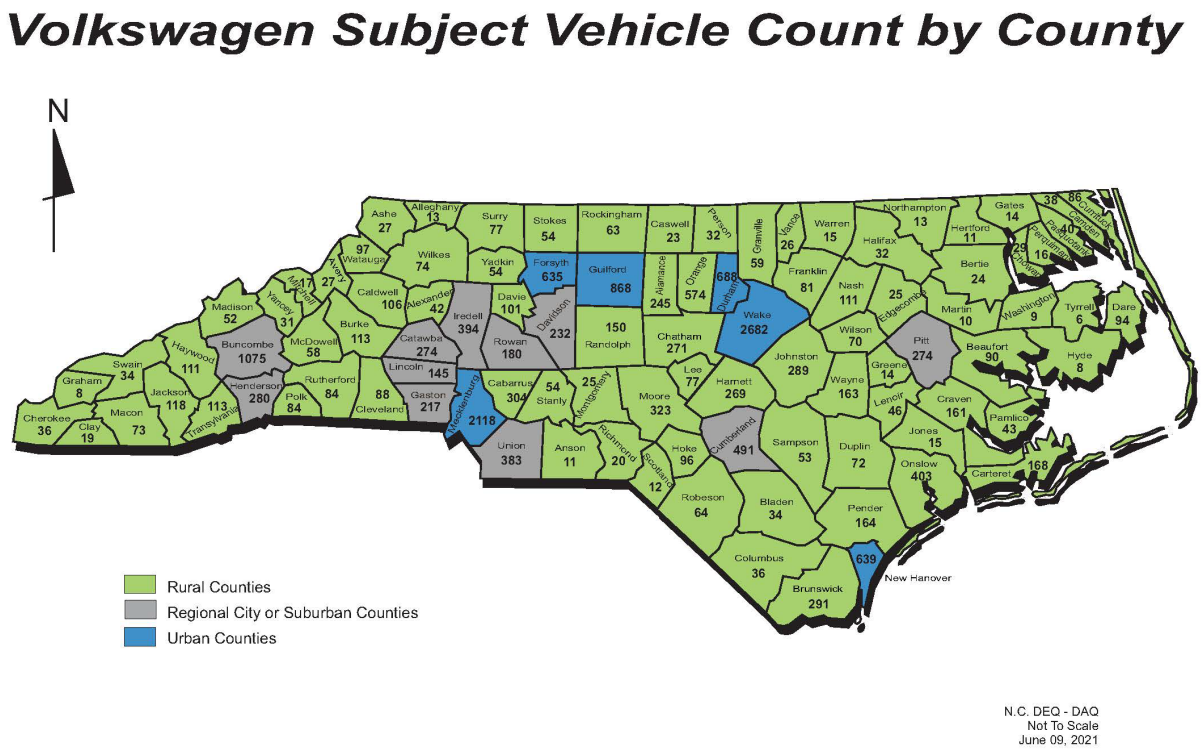


Figure 4: All VW Subject Diesel Vehicles



The North Carolina Rural Center groups counties into three categories: rural, urban, and regional city or suburban based on population density as shown in Figure 5 below.

Figure 5: N.C. Rural Center County Classifications[2]



The Rural Center uses the following county classifications:

Rural: There are 80 counties with population densities of 250 people per square mile or less, according to 2014 U.S. Census population estimates. These counties are home to a little more than 4 million people (41% of the state population).

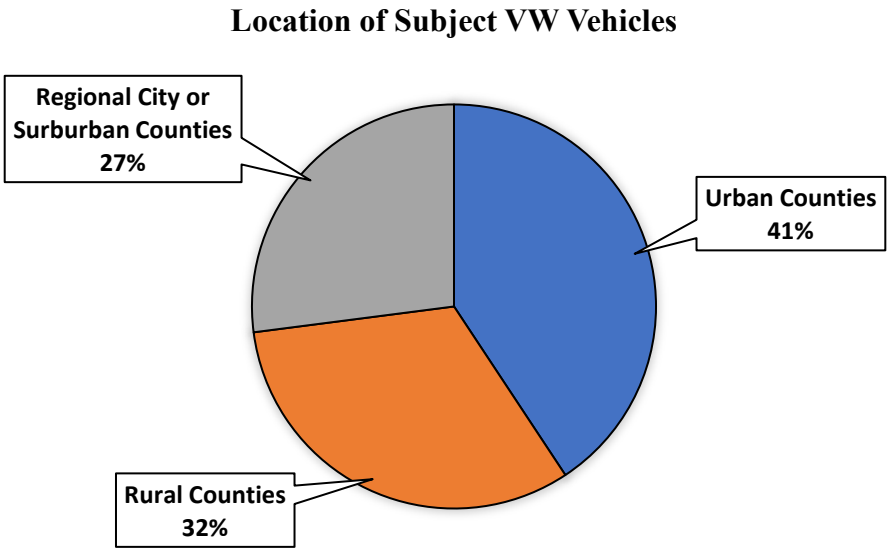
Regional city or suburban counties: There are 14 counties with population densities between 250 and 750 people per square mile. These counties account for 2.4 million people (25% of the state population).

Urban: There are six counties with population densities between 750 and 1,933 people per square mile. These counties account for 3.3 million people (34% of the state population).

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

Using the Rural Center classification for counties, urban counties account for the largest population of subject VW vehicles with 41% of the total. Rural counties account for 32% of the vehicles and regional city or suburban counties account for 27% of the VW vehicle population.

Figure 6: Location of Subject VW Vehicles by County Classification



IV) Overall Goals for the Use of the VW Mitigation Trust Funds

Prior to the development of the Phase 1 mitigation plan, the DEQ solicited input from North Carolinians across the state on how the VW mitigation trust funds should be invested in the state and used the public feedback to set goals to guide the DEQ on how to allocate the funds over the duration of the program. The DEQ will use the funds to achieve significant NOx emissions reductions across the state. Based on the distribution of violating vehicles registered across the state (see Figure 6 above), the DEQ proposes to continue splitting the funds between urban / suburban counties (68%) and rural counties (32%). The DEQ will submit requests to the Trustee of the Environmental Mitigation Trust to use funds for eligible projects throughout the state.

The Volkswagen Mitigation Trust funds can be used to incentivize fleet transition from older heavy-duty diesel equipment and vehicles to new heavy-duty electric equipment and vehicles helping to fulfill the Governor Roy Cooper's goals of Executive Order 80[3] (increasing the number of registered, zero-emission vehicles to at least 80,000 by 2025) and the Multi-State Medium Heavy-Duty Zero Emission Vehicle MOU[4] (MOU between fifteen states to ensure that 100 percent of all new medium- and heavy-duty vehicle sales be zero emission vehicles by 2050 with an interim target of 30 percent zero-emission vehicle sales by 2030).

The following list summarizes the DEQ's overall goals in selecting eligible projects for funding but is not meant to be exclusive. The DEQ may consider other qualifications and factors when determining whether to submit projects to the Trustee of the Environmental Mitigation Trust for funding approval.

[3] https://governor.nc.gov/documents/executive-order-no-80-north-carolinas-commitment-address-climate-change-and-transition
[4] https://cleanenergy.org/blog/north-carolina-joins-the-largest-ever-state-partnership-to-slash-vehicle-pollution/

Elements Required in Beneficiary Mitigation Plan

Section 4.1 of the Trust Agreement (Appendix A of the Final Trust Agreement) specifies several elements that a Beneficiary Mitigation Plan (the Plan) must address:

1. The beneficiary's overall goal for the use of the funds;
2. The categories of Eligible Mitigation Actions the beneficiary anticipates will be appropriate to achieve the stated goals and the preliminary assessment of the percentages of funds anticipated to be used for each type of Eligible Mitigation Action;
3. A description of how the beneficiary will consider the potential beneficial impact of the selected Eligible Mitigation Actions on air quality in areas that bear a disproportionate share of the air pollution burden within its jurisdiction; and
4. A general description of the expected ranges of emission benefits that would be realized by implementation of the Eligible Mitigation Actions identified in the Beneficiary Mitigation Plan.

Additionally, the Plan shall explain the process by which the beneficiary shall seek and consider public input on the Plan. Information about public input is described separately, in Section X of this document.

Consideration will be given to distributing project funds statewide, as appropriate, based on multiple factors including the following:

1. Maximize the air quality benefits in North Carolina
2. Maintain consistency with state energy goals;
3. Impact in areas that bear a disproportionate share of the air pollution burden;
4. Distribute settlement funds within the time allotted;
5. Award funds through a transparent public process;
6. Fully account for all funds and comply with legal requirements;
7. Focus on vehicles, engines and equipment operating in or near areas that bear a disproportionate share of the air pollution burden;
8. Devote the maximum of trust funds allowed (15%) to light-duty zero emission vehicle (ZEV) supply equipment;
9. Enhance efficiency by utilizing, or building on, existing processes and programs to select projects;
10. Minimize administrative costs associated with overseeing the mitigation trust; and
11. Complement any investments in light-duty ZEV supply equipment, access, or education that Electrify America makes in North Carolina through the nationwide $2 billion Zero Emissions Vehicle Investment Commitment.

V) Funding Breakdown

North Carolina's allocation of the $2.9 billion settlement for the 2.0-liter vehicles was set at $87,177,373.87 or 3.23% of the overall national total for 2.0-liter vehicles. The state's allocation of the $225 million settlement for 3.0-liter subject vehicles was $4,868,284.13 or 2.16% of the overall national total for 3.0-liter vehicles. The total combined North Carolina allocation was $92,045,658.00. This value could increase if other states do not invest 80% of their allotted money by the 10-year anniversary of the Trust Effective Date (October 2, 2027) and will increase by any interest accrued in the state's Trust account. This value could also decrease if North Carolina does not invest at least 80% of the allotted funds by October 2, 2027, the 10-year anniversary of the Trust Effective Date. Per the consent decree, the DEQ may apply up to 15% of its allocation from the mitigation trust funds for actual administrative

expenditures associated with implementing Eligible Mitigation Actions. Administrative costs may include personnel costs, fringe benefit costs, supply costs, contractual costs and other eligible costs allowed in the consent decree. North Carolina will add any interest accrued by the Mitigation Trustee for the state account to the funding and administration of additional projects.

The DEQ requested one-third of its total allocation for Phase 1 and will request the remaining allocation for Phase 2. Project funding will be awarded through a competitive or rebate application process in accordance with North Carolina General Statutes.

The DEQ will maintain, and document projects selected for funding on a public facing webpage. The Mitigation Trustee maintains and makes publicly available records of state funding requests and semiannual reports on supporting expenditures on their webpage, https://www.vwenvironmentalmitigationtrust.com/.

VI) Eligible Project Funding

Based on comments received during the DEQ's Request for Information (RFI) in late 2017, there was interest expressed for all eligible mitigation project categories. This feedback resulted in all categories being considered moving forward. The public input also revealed a significant interest in devoting the maximum allowed (15% of the total allocation) to light-duty zero emission vehicle (ZEV) supply equipment. Based on this feedback North Carolina will dedicate 15% of the total allocation to light duty ZEV supply equipment.

Under the settlement agreement, non-government and government entities are eligible to apply for funding to implement mitigation projects. However, based on the information received during the RFI in 2017, the public sector needs in the eligible mitigation categories continue to outweigh the available funding. Therefore, only public projects are proposed in this second phase of the plan for equipment and vehicle replacements. Public projects include (a) projects submitted by local, state, and tribal government organizations, (b) projects submitted by public or private nonprofit organizations and (c) projects submitted by a public entity for a public-private partnership. Conversely, both public and private projects will be eligible for the light-duty ZEV infrastructure program.

The original mitigation plan proposed a three phased approach to funding projects. Phase 2 combines the funds originally intended for allocations in Phases 2 and 3 into one final Phase including unobligated Phase 1 funds and interest accrued in the state account managed by Wilmington Trust. The second phase of funding continues to represent the final step in achieving the multi-year goals for the program. The revised phases of funding are:

- Phase 1: $30.68 million – 2019 – 2021 – Phase 1 was addressed in a previous plan; eligible public projects include (a) projects submitted by local, state, and tribal government organizations, (b) projects submitted by public or private nonprofit organizations and (c) projects submitted by public-private partnerships where the lead applicant represents a public sector, public or private nonprofit entity. Conversely, both public and private projects were eligible for the light-duty ZEV infrastructure program. Approximately $28 million was awarded to projects in Phase 1 including costs for program administration. Funds not requested from the Mitigation Trustee and funds declined by awardees in Phase 1 returned to the Mitigation Trustee are included in Phase 2 funding amounts.
- Phase 2: $66.5 million – 2022 – 2024 – Phase 2 is the period addressed in this plan; eligible public projects include (a) projects submitted by local, state, and tribal government organizations, (b) projects submitted by public or private nonprofit organizations and (c) projects submitted by public-private partnerships where the lead applicant represents a public sector, public or private

nonprofit entity. Conversely, both public and private projects are eligible for the light-duty ZEV infrastructure program. A portion of Phase 2 funds allocated to light-duty electric vehicle charging infrastructure will be allocated for light-duty electric vehicle charging at state owned property. An additional portion of the Phase 2 funds will be allocated for an Historically Under-Resourced Counties Program for heavy-duty diesel vehicle replacements. Eligible projects in this program will be eligible for the maximum cost-share amounts allowed based on applicant type.

Phase 2 of funding (2022 – 2024)

During the final 2022 – 2024 period, the DEQ will allocate the previous funds set aside for Phases 2 and 3 into one final Phase 2 allocation of approximately $66 million. The state's ability to fund projects in each category at the target levels will depend on the applications received. The exact percentages may shift between programs based on applications received and subsequently selected for funding. Table 2 reflects the final Phase 2 funding plan by the DEQ. It should be noted that nothing in Table 2 is binding, and the information is intended to only provide a reasonable amount of detail such as to provide the public with a high-level vision for the use of the mitigation funds. A complete list of eligible mitigation actions can be found in Appendix A. Priority will be given to applications in counties where an application was not submitted, or funding not awarded in Phase 1. A priority for Phase 2 will be vehicle electrification to maximize emission and public health benefits. Projects that transition from diesel vehicles to electric vehicles will be eligible for the maximum funding percentages. In addition, this plan seeks to invest a significant portion of Phase 2 investments to projects that would benefit underserved communities through scoring bonuses and by assisting under-resourced communities that may not have applied for grants in Phase 1, as described in Appendix E.

Table 2: Summary of Phase 2 Funding Programs for 2022 - 2024

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**	Class 4-8 school buses ***		All (electric, diesel, propane, natural gas) *Priority will be given to electric replacements*	40%	$27,196,866
	Transit Bus Replacement Program	Class 4-8 transit and shuttle buses			20%	$13,598,433
	Clean Heavy-Duty Equipment & Vehicle Replacement Program	Class 4-8 equipment and vehicles such as local freight trucks, ferries, forklifts, and switcher locomotives			20%	$12,918,511
		Diesel Emission Reduction Act (DERA) Program				$679,922
ZEV Infrastructure Program		DC Fast Program	Public Access – Priority Corridors	Not Applicable	15%	$4,997,424
			Public Access – Existing Site Upgrades			$1,642,927
		Level 2 Program	Public Access			$1,070,877
			Workplace			$489,544
			Multi-Unit Dwelling			$489,544
		State Government	Level 2 Fleet, Workplace & State Attractions Charging			$1,009,684
DEQ Administrative Costs				Not Applicable	5%	$2,749,608
					Total:	**$66,593,340**

*Percentage of available settlement funds targeted in these eligible categories for 2022 – 2024.
** DEQ is developing an outreach program to help counties that historically do not have the resources to effectively identify eligible vehicles and ZEV infrastructure opportunities for grant programs and submit quality applications (see Appendix E). Applications from these counties may also receive scoring bonuses.
***DEQ is prioritizing electrification with the goal of awarding at least 50% to electric school bus replacements.

EV Charging Infrastructure Program – State Government

The DEQ received feedback from state agencies on the requirements for the Phase 1 Level 2 Charging Rebate Program which resulted in few applications submitted from state agencies. To promote electric vehicle charging for state worksites and fleet vehicles a dedicated allocation for light-duty charging projects will be created for Phase 2. The DEQ will consult with the Department of Administration to determine the optimal locations and quantity of EV chargers for state fleet vehicles and attractions on state owned property.

Leveraging Funding from Other Sources

The DEQ and/or applicants may explore options where funds from other sources (as allowed) are leveraged to either increase the opportunity to fund additional vehicles, lower the overall VW funds for a project, or to assist applicants with the initial cost of equipment/vehicle purchases. Options for leveraging VW funds with other sources include, but are not limited to the recently enacted Infrastructure Investment and Jobs Act, the Federal Highway Administration Congestion Mitigation Air Quality Improvement Program (CMAQ) funds administered by the North Carolina Department of Transportation, U.S. Environmental Protection Agency Diesel Emission Reduction Act (DERA) Program, U.S. Federal Transit Administration Low or No Emission Vehicle (Lo/No) Program, the NC Clean Energy Fund, the Federal Aviation Administration Voluntary Airport Low Emissions (VALE) Program, etc.

Eligible Mitigation Action Funding and Cost-Share Requirements

The VW Settlement Consent Decree specifies the maximum allowable percentage funding allowed for each Eligible Mitigation Action's (EMA) total cost. The percentage is dependent on the EMA type and whether the recipient is a government or non-government entity. The state may choose to fund less than the maximum allowable percentages. The maximum allowable VW Settlement Consent Decree cost-share amounts are detailed in Appendix A. Funding percentages will be determined in each Program Request for Proposals.

Estimated Emission Reductions

To get a sense of the magnitude of emission reductions that could be achieved by making investments as outlined in Table 2 above and a comparison of replacing vehicles with various fuel options, data is provided on a per vehicle basis. Parameters and equations used in the emissions calculations are found in Appendix D. Example emissions estimates are shown in the tables below.

The estimated emissions for school bus replacements are calculated for the available fuel options. Table 4 shows the estimated lifetime emissions for school buses.

Table 4: Estimated Lifetime Emissions* for School Buses by Fuel Type

School Bus Fuel Type	Lifetime NOx Emissions (short tons)	Lifetime $PM_{2.5}$ Emissions (short tons)	Lifetime HC Emissions (short tons)	Lifetime CO Emissions (short tons)	Lifetime CO_2 Emissions (short tons)	Estimated Cost (per vehicle) **
Electric	0.000	0.000	0.000	0.000	0.000	$447,500
Natural Gas	0.098	0.005	0.038	0.508	359.1	$104,400
Diesel	0.144	0.002	0.016	0.061	359.1	$95,400

* Includes only tailpipe emissions and not fuel distribution or power-generation related emissions.

** Estimated costs per vehicle fuel type is based on average 2021 model costs and are subject to change. The electric school bus estimate includes estimated average cost for infrastructure of $83,000 based on Phase 1 application data. Infrastructure costs are site specific based on the accessibility of electric power to the site. G.S. 115C-249 makes most school buses eligible for replacement at 250,000 miles or 20 years of age.

The estimated emissions for the transit bus replacement program are calculated for the different available fuel options. Table 5 below shows the lifetime estimated emissions of transit buses.

Table 5: Estimated Lifetime Emissions* for Transit Buses by Fuel Type

Transit Bus Fuel Type	Lifetime NOx Emissions (short tons)	Lifetime $PM_{2.5}$ Emissions (short tons)	Lifetime HC Emissions (short tons)	Lifetime CO Emissions (short tons)	Lifetime CO_2 Emissions (short tons)	Estimated Cost (per vehicle)**
Electric	0.000	0.000	0.000	0.000	0.000	$850,000
Natural Gas	0.003	0.002	0.007	1.08	117.8	$550,000
Diesel	0.084	0.002	0.007	0.024	117.8	$500,000

* Includes only tailpipe emissions and not fuel distribution or power-generation related emissions.

** Estimated costs per vehicle fuel type is based on average 2021 model costs and are subject to change. The electric transit bus estimate includes estimated average cost for infrastructure of $50,000 for a non-overhead charger.

The estimated emissions for the Clean Heavy-Duty Equipment & Vehicle Replacement Program are calculated for refuse trucks for available fuel types and a diesel short haul truck. Table 6 below shows the estimated lifetime emissions of refuse trucks and a diesel short haul truck.

Table 6: Estimated Lifetime Emissions* for On-road Vehicles by Fuel Type

Vehicle Type	Estimated Lifetime NOx Emissions (tons per vehicle)	Lifetime $PM_{2.5}$ Emissions (short tons)	Lifetime HC Emissions (short tons)	Lifetime CO Emissions (short tons)	Lifetime CO_2 Emissions (short tons)	Estimated Cost (per vehicle)
Electric – Refuse truck	0.000	0.000	0.000	0.000	0.000	$550,000
Natural Gas – Refuse truck	0.0082	0.0024	0.0074	1.181	39.4	$334,000
Diesel- Refuse truck	0.1158	0.0024	0.0074	0.0324	39.4	$264,000
Short Haul Class 8 Truck	0.237	0.005	0.016	0.067	501	$105,000

* Includes only tailpipe emissions and not fuel distribution or power-generation related emissions.

Estimated emissions for the Clean Heavy-Duty Equipment & Vehicle Replacement Program are calculated. Table 7 below shows the estimated lifetime emissions of various off-road equipment.

Table 7: Estimated Lifetime Emissions* for Off-road Equipment and Vehicles by Fuel Type

Vehicle Type	Lifetime NOx Emissions (tons per vehicle)	Lifetime $PM_{2.5}$ Emissions (short tons)	Lifetime HC Emissions (short tons)	Lifetime CO Emissions (short tons)	Lifetime CO_2 Emissions (short tons)	Estimated Cost (per vehicle)
Electric Forklift	0.000	0.000	0.000	0.000	0.000	$58,500
Diesel Forklift	0.083	0.003	0.04	0.023	90.0	$47,200
Diesel Excavator	0.237	0.008	0.112	0.065	47.8	$231,750
Diesel Ferry Engine Repower	8.366	0.172	0.2591	6.899	5,777	$1,881,700

* Includes only tailpipe emissions and not fuel distribution or power-generation related emissions.

Funding Process

The DEQ may establish more than one process to fund projects. Projects may be funded by a competitive grant process or a rebate/voucher system. The DEQ will develop a set of criteria and processes for scoring projects and selecting those that best align with the plan goals.

The VW settlement allows various cost-sharing amounts based on project type and owner of the original equipment (see Appendix A for allowable matches).

VII) Environmental Justice Plan

Environmental Justice, Equity, and Inclusion definition:

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

North Carolina has this goal for all communities and people across the state. It will be achieved when everyone enjoys:

- The same degree of protection from environmental and health hazards; and
- Equal access to the decision-making process to have a healthy environment in which to live, learn and work.

This mitigation plan will not discriminate against:

- Varying demographics, which may include but are not limited to race, ethnicity, color, national origin, income, age, sex, poverty level, limited English proficiency or disability.
- Native American tribes which are made up of North Carolina tribes and organizations: Coharie Tribe, Eastern Band of Cherokee Nation, Haliwa-Saponi Tribe, Lumbee Tribe of North Carolina, Meherrin Indian Tribe, Occaneechi Band of Saponi Nation, Sappony, Waccamaw Siouan Tribe, and the Urban Indian Organizations that reside across North Carolina, as well as the North Carolina Commission of Indian Affairs, and
- Tier one counties that are categorized as less than 12,000 people or a population less than 50,000 people and a poverty rate of 19% or greater.

The DEQ will consult with environmental justice stakeholders in the consideration of areas that bear a disproportionate share of air pollution.

VIII) Project Selection Process

A combination of evaluation factors will be considered for the selection process to ensure the success of North Carolina's mitigation plan. These factors will guide the DEQ in giving priority to projects that advance the state's electrification goals and perform the highest overall. The DEQ will consider factors such as, but not limited to:

- **Lifetime NO_x Emissions Reductions:** NOx emission reduction calculation based on applicant provided information using an accepted calculation tool
- **Environmental Justice:** how projects affect areas that bear a disproportionate share of ambient air pollution
- **Co-Benefits:** e.g., other emission reductions (SOx, $PM_{2.5}$, VOC, GHG and CO)
- **Location of Project:** how many subject vehicles were registered in project area
- **Sustainability of the Project:** longevity of the funded equipment and additional long-term benefits
- **Timeliness:** ability to complete project within two years of award, e.g., project complete and providing emission reductions
- **Useful Life of Vehicle Replaced:** Vehicle should have at least 3-5 years of useful life remaining

- **Other Selection Criteria:** employed as necessary for the selection of proposals, e.g., located in an environmental justice area, innovative technology, etc.

IX) Measuring Environmental Benefits

The expected emission benefits will mainly depend upon the nature, operation and age of the vehicle or equipment being replaced or repowered more so than on the vehicle or equipment that is purchased. The DEQ anticipates significant reductions in NOx, CO_2, particulate matter, and air toxic emissions, which is dependent upon the engine size, category, and age. The DEQ anticipates public health and environmental benefits over the wide range of impacts associated with exposure to exhaust from older diesel engines. The DEQ expects that most of the replacement vehicles and equipment will result in reduced fuel consumption because of advances in technology.

X) Public Involvement

In addition to the elements described in Section III of this Beneficiary Mitigation Plan, Section 4.1 of the VW trust agreement (Appendix D of the First Partial Consent Decree) also requires that the Plan explain the process by which public input is considered for the Beneficiary Mitigation Plan. This section describes the public input process the DEQ implemented to inform the development of the Plan, as well as the public input process to be employed when revising the Plan.

The DEQ is committed to using the VW settlement funds in ways that reflect the input and interests of North Carolinians. The DEQ will have an open and transparent process that includes the input of a wide range of citizens. The DEQ has been soliciting and listening to public and stakeholder input to help inform the development of the draft and final plans. The DEQ provided opportunities to receive input for Phase 2 of the settlement program. Comments on the draft Phase 2 mitigation plan were accepted submitted by phone, email and on our VW settlement website: https://deq.nc.gov/VWsettlement.

The DEQ sought input from community members and stakeholders through the release of an Request for Information (RFI) on November 22, 2017. The RFI was announced through DEQ's VW email distribution list, the Division of Air Quality's rule-making and outside involvement email distribution lists, a press release, and social media (Facebook and Twitter). The RFI consisted of 14 questions on the design of the Plan and allowed for stakeholders to submit preliminary project proposals to allow the DEQ to better understand the types of projects to expect during the actual Request for Proposals. The comment period was open from November 22, 2017, to December 31, 2017 during which the DEQ received 872 total comments with preliminary project proposals totaling over $409 million ($317 more than NC's funding allotment). The DEQ received a wide variety of input emphasizing the importance of various issues and needs. Some project ideas received were not eligible under the provisions of the VW consent decree. The DEQ posted a summary of comments and copies of all comments received from the RFI on our webpage, https://deq.nc.gov/VWsettlement.

The DEQ has met with stakeholders with expertise in heavy-duty vehicles, mobile source equipment, electric charging stations and air pollution health impacts. The DEQ is also using the VW stakeholders as a conduit to promote the VW Settlement to ensure all interested parties across the state have an opportunity to provide input. The DEQ held several virtual stakeholder's meetings to seek input on the draft Plan and coordinated with stakeholders to host virtual watch parties in each location. The meeting dates were:

July 14, 2021

10AM – 12PM
Western NC
Virtual Watch Party Land of Sky Regional Council, Asheville, NC
Facilitator: Sarah Nichols

July 14, 2021
2PM – 4PM
Centralina/Triad Region
Virtual Watch Party: Centralina Office, Charlotte, NC
Virtual Watch Party: DEQ Winston Salem Regional Office, Winston Salem, NC
Facilitator: Carina Soriano – Centralina
Facilitator: Ray Stewart – DAQ Winston Salem Regional Office

July 21, 2021
10AM – 12PM
Triangle Region
Virtual Watch Party: NCSU Clean Technology Center, Raleigh, NC
Facilitator: Heather Brutz

July 21, 2021
2PM – 4PM
Coastal Region
Virtual Watch Party: Wilmington Northeast Branch Library – Pine Room, Wilmington, NC
Facilitator: John Bonitz, NCSU Clean Technology Center
Facilitator: Scott Sanders, DAQ Wilmington Regional Office

VW Stakeholders can also join the DEQ VW email distribution list. In addition to the VW Stakeholder email distribution list, the DEQ has used social media to promote the DEQ's efforts to receive public input and other activities related to the VW Settlement. Information on how to join the DEQ VW email distribution list can be found on the VW website, https://deq.nc.gov/VWsettlement.

To provide transparency and accountability, the DEQ will continue to post information in accordance with North Carolina's Public Records Law on its VW website, https://deq.nc.gov/VWsettlement, which is further described in the section below.

1. Public Input – The DEQ will seek public input on the Plan through the following public participation process.
    a. Draft Beneficiary Mitigation Plan – Notice of the opportunity for public comment on the plan was published in a press release and on the DEQ's website before the Plan was finalized and submitted to the Trustee of the Environmental Trust. The DEQ will share this information through various public and industry outreach methods. The draft plan was also available for public review on the DEQ's VW website, https://deq.nc.gov/VWsettlement.
    b. Public Informational Meetings and Comments – The public notice and agency webpage included information about submitting comments during a 60-day public comment period and details for public informational meetings and/or webinars held concerning the draft Beneficiary Mitigation Plan. **Comments on the draft plan for Phase 2 were accepted via telephone, email, and an online form on the VW website through September 7, 2021.**

c. Final Beneficiary Mitigation Plan – The DEQ will consider all comments received during the comment period, review any new or revised requirements the trustee developed, make any relevant revisions, and post the final Plan on the DEQ's VW website, https://deq.nc.gov/VWsettlement. After revisions, the final Plan will be submitted to the Trustee of the Environmental Mitigation Trust.

2. Department VW Website – The DEQ created a public website as a clearinghouse for information relating to the VW Partial Consent Decrees, mitigation plans, and implementation information, which can be accessed at https://deq.nc.gov/VWsettlement. Information relating to both the Mitigation Trust and VW's ZEV Investment Plan will be posted here. The DEQ will post the following:
    a. General information on the Partial Consent Decrees, including a link to the documents;
    b. North Carolina's draft and final Plans, including information about the public participation process for the Plan;
    c. Information about new and existing funding programs the DEQ uses to distribute funding from the Mitigation Trust;
    d. All public records supporting funding requests the DEQ submits to the Trustee of the Environmental Mitigation Trust, and all public records supporting all expenditures of the Trust Fund, subject to North Carolina Public Records Law and confidentiality laws, until the termination dates of the Partial Consent Decrees;
    e. DEQ contact information; and
    f. Information about Electrify America's National ZEV Investment Plan:
        i. The DEQ does not submit requests for project funding under the National ZEV Investment Plan; it can only make suggestions for projects.
        ii. Electrify America makes the final national ZEV project selections.
        iii. The DEQ may provide links to the project submission portal established by Electrify America and may provide technical assistance or support for proposal development.

3. Project Planning

    This section identifies the mechanisms available to the DEQ to fund projects and the potential local, state, and regional partners working with the DEQ on educational outreach and project development. Any programs the DEQ develops under the Plan will:
    a. be consistent with all requirements of the trust agreement;
    b. require appropriate documentation to ensure accountability; and
    c. comply with the state laws, regulations, and policies.

4. Funding Mechanisms

    All funding award decisions are made by the Trustee of the Environmental Mitigation Trust. The state will employ funding mechanisms and programs to determine which projects are submitted to the trustee for a final decision on funding.
    1. The DEQ may use a variety of funding mechanisms to evaluate funding requests for the Eligible Mitigation Actions, including but not limited to:
        a. Competitive grant awards - Funds awarded based on scoring of specific criteria;
        b. Sole-source grant awards - Funds awarded based on restrictions of location, product, service, or time;

c. Rebate programs - Funds awarded based on proof of purchase of a specific product or service;
d. Pilot projects - Funds awarded in a variety of formats, and
e. Memoranda of Understanding or Letters of Understanding (MOU/LOU) - Funds awarded as an agreement between the DEQ and other state agencies or local governments.

2. The DEQ will determine the most appropriate funding mechanism and programs to evaluate proposals for Eligible Mitigation Actions and will modify existing or develop new programs to evaluate eligible projects for the Mitigation Trust. The DEQ will incorporate any eligibility requirements contained in the Partial Consent Decrees into existing programs and into new programs as they are developed.

6. Project Partners

In addition to the general public, the DEQ has identified several local, state, regional and national organizations as potential project partners. The DEQ may work with these organizations on educational outreach and eligible project development. Organizations other than those listed here may also be considered as partners.

1. State Partners – The DEQ may partner with organizations within the state to identify and complete projects. Below are examples of the types of organizations within the state that may have experience in participating in grant or other funding programs, are linked to government agencies, and/or have knowledge of local fleets and interest in Eligible Mitigation Actions within their jurisdictions. Organizations other than those listed here may also be considered as partners.
    a. Other state agencies;
    b. Local air pollution control agencies (Forsyth County Office of Environmental Assistance and Protection, Mecklenburg County Air Quality and Western North Carolina Regional Air Quality Agency);
    c. Municipal governments, authorities, and regional councils of government;
    d. Metropolitan and rural planning organizations;
    e. The North Carolina Rural Center;
    f. Clean Cities Coalitions;
    g. Environmental advocacy groups, and
    h. Clean transportation advocacy groups.
2. Regional and National Partners – The DEQ may partner with organizations located inside and outside of the state. Below are examples of organizations that may be useful to identify and complete projects involving vehicles or equipment involved in interstate transport or multi-state transportation corridors, such as rail projects, port projects, airport projects, and light-duty ZEV supply equipment development. Organizations other than those listed here may also be considered as partners.
    a. The Mid-Atlantic Regional Air Management Association;
    b. The Southeast Diesel Collaborative;
    c. The Association of Air Pollution Control Agencies;
    d. The National Association of Clean Air Agencies, or
    e. Neighboring states.

3. Business and Industry Partners – In addition to public and non-profit organizations, the DEQ may also partner with private businesses or industry groups that have an interest in, or information about, the Eligible Mitigation Actions.

Appendix A – VW Eligible Mitigation Actions and Mitigation Expenditures

Source: Appendix D2 of the VW 2.0 Liter Consent Decree.

Eligible Mitigation Actions and Mitigation Action Expenditures

1. Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)
    a. Eligible Large Trucks include 1992-2009 engine model year Class 8 Local Freight or Drayage. For beneficiaries that have State regulations that already require upgrades to 1992-2009 engine model year trucks at the time of the proposed Eligible Mitigation Action, Eligible Large Trucks shall also include 2010-2012 engine model year Class 8 Local Freight or Drayage.
    b. Eligible Large Trucks must be scrapped.
    c. Eligible Large Trucks may be repowered with any new diesel or alternate fueled engine or all-electric engine or may be replaced with any new diesel or alternate fueled or all-electric vehicle, with the engine model year in which the Eligible Large Trucks Mitigation Action occurs or one engine model year prior.
    d. For Non-Government Owned Eligible Class 8 Local Freight Trucks, beneficiaries may only draw funds from the trust in the amount of:
        1. Up to 40% of the cost of a repower with a new diesel or alternate fueled (e.g., compressed natural gas (CNG), propane, hybrid) engine, including the costs of installation of such engine.
        2. Up to 25% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle.
        3. Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine.
        4. Up to 75% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.
    e. For Non-Government Owned Eligible Drayage Trucks, Beneficiaries may only draw funds from the trust in the amount of:
        1. Up to 40% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
        2. Up to 50% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle.
        3. Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine.
        4. Up to 75% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.
    f. For Government Owned Eligible Class 8 Large Trucks, beneficiaries may draw funds from the trust in the amount of:
        1. Up to 100% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
        2. Up to 100% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle.
        3. Up to 100% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine.
        4. Up to 100% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.

2. Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)
    a. Eligible buses include 2009 engine model year or older class 4-8 school buses, shuttle buses, or transit buses. For beneficiaries that have State regulations that already require upgrades to 1992-2009 engine model year buses at the time of the proposed Eligible Mitigation Action, eligible buses shall also include 2010-2012 engine model year class 4-8 school buses, shuttle buses, or transit buses.
    b. Eligible buses must be scrapped.
    c. Eligible buses may be repowered with any new diesel or alternate fueled or all-electric engine or may be replaced with any new diesel or alternate fueled or all-electric vehicle, with the engine model year in which the Eligible Bus Mitigation Action occurs or one engine model year prior.
    d. For Non-Government Owned Buses, beneficiaries may draw funds from the trust in the amount of:
        1. Up to 40% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
        2. Up to 25% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle.
        3. Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine.
        4. Up to 75% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.
    e. For Government Owned Eligible Buses, and Privately-Owned School Buses Under Contract with a Public-School District, beneficiaries may draw funds from the trust in the amount of:
        1. Up to 100% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
        2. Up to 100% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle.
        3. Up to 100% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine.
        4. Up to 100% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.

3. Freight Switchers
    a. Eligible freight switchers include pre-Tier 4 switcher locomotives that operate 1,000 or more hours per year.
    b. Eligible freight switchers must be scrapped.
    c. Eligible Freight Switchers may be repowered with any new diesel or alternate fueled or all-electric engine(s) (including generator sets) or may be replaced with any new diesel or alternate fueled or all-electric (including generator sets) freight switcher, that is certified to meet the applicable EPA emissions standards (or other more stringent equivalent State standard) as published in the CFR for the engine model year in which the Eligible Freight Switcher Mitigation Action occurs.
    d. For Non-Government Owned Freight Switchers, beneficiaries may draw funds from the Trust in the amount of:
        1. Up to 40% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine(s) or generator sets, including the costs of installation of such engine(s).
        2. Up to 25% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) freight switcher.

3. Up to 75% of the cost of a repower with a new all-electric engine(s), including the costs of installation of such engine(s), and charging infrastructure associated with the new all-electric engine(s).
4. Up to 75% of the cost of a new all-electric freight switcher, including charging infrastructure associated with the new all-electric freight switcher.

e. For Government Owned Eligible Freight Switchers, beneficiaries may draw funds from the trust in the amount of:
    1. Up to 100% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine(s) or generator sets, including the costs of installation of such engine(s).
    2. Up to 100% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) freight switcher.
    3. Up to 100% of the cost of a repower with a new all-electric engine(s), including the costs of installation of such engine(s), and charging infrastructure associated with the new all-electric engine(s).
    4. Up to 100% of the cost of a new all-electric freight switcher, including charging infrastructure associated with the new all-electric freight switcher.

4. Ferries/Tugs
    a. Eligible ferries and/or tugs include unregulated, Tier 1, or Tier 2 marine engines.
    b. Eligible ferry and/or tug engines that are replaced must be scrapped.
    c. Eligible ferries and/or tugs may be repowered with any new Tier 3 or Tier 4 diesel or alternate fueled engines, or with all-electric engines, or may be upgraded with an EPA Certified Remanufacture System or an EPA Verified Engine Upgrade.
    d. For Non-Government Owned Eligible Ferries and/or Tugs, beneficiaries may only draw funds from the trust in the amount of:
        1. Up to 40% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine(s), including the costs of installation of such engine(s).
        2. Up to 75% of the cost of a repower with a new all-electric engine(s), including the costs of installation of such engine(s), and charging infrastructure associated with the new all-electric engine(s).
    e. For Government Owned Eligible Ferries and/or Tugs, beneficiaries may draw funds from the trust in the amount of:
        1. Up to 100% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine(s), including the costs of installation of such engine(s).
        2. Up to 100% of the cost of a repower with a new all-electric engine(s), including the costs of installation of such engine(s), and charging infrastructure associated with the new all-electric engine(s).
5. Ocean-Going Vessels (OGV) Shore Power
    a. Eligible marine shore power includes systems that enable a compatible vessel's main and auxiliary engines to remain off while the vessel is at berth. Components of such systems eligible for reimbursement are limited to cables, cable management systems, shore power coupler systems, distribution control systems, and power distribution. Marine shore power systems must comply with international shore power design standards (ISO/IEC/IEEE 80005-1-2012 High Voltage Shore Connection Systems or the IEC/PAS 80005-3:2014 Low Voltage Shore Connection Systems) and should be supplied with power sourced from the local utility grid. Eligible Marine Shorepower includes equipment for vessels that operate within the Great Lakes.
    b. For Non-Government Owned Marine Shorepower, beneficiaries may only draw funds from the trust in the amount of up to 25% for the costs associated with the shore-side system,

including cables, cable management systems, shore power coupler systems, distribution control systems, installation, and power distribution components.

c. For Government Owned Marine Shorepower, beneficiaries may draw funds from the trust in the amount of up to 100% for the costs associated with the shore-side system, including cables, cable management systems, shore power coupler systems, distribution control systems, installation, and power distribution components.

6. Class 4-7 Local Freight Trucks (Medium Trucks)
    a. Eligible medium trucks include 1992-2009 engine model year class 4-7 local freight trucks, and for beneficiaries that have State regulations that already require upgrades to 1992-2009 engine model year trucks at the time of the proposed Eligible Mitigation Action, eligible trucks shall also include 2010-2012 engine model year class 4-7 local freight trucks.
    b. Eligible medium trucks must be scrapped.
    c. Eligible medium trucks may be repowered with any new diesel or alternate fueled or all-electric engine or may be replaced with any new diesel or alternate fueled or all-electric vehicle, with the engine model year in which the Eligible Medium Trucks Mitigation Action occurs or one engine model year prior.
    d. For Non-Government Owned Eligible medium trucks, beneficiaries may draw funds from the trust in the amount of:
        1. Up to 40% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
        2. Up to 25% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle.
        3. Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine.
        4. Up to 75% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.
    e. For Government Owned Eligible Medium Trucks, beneficiaries may draw funds from the trust in the amount of:
        1. Up to 100% of the cost of a repower with a new diesel or alternate fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
        2. Up to 100% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle.
        3. Up to 100% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine.
        4. Up to 100% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.
7. Airport Ground Support Equipment
    a. Eligible airport ground support equipment includes:
        1. Tier 0, Tier 1, or Tier 2 diesel powered airport ground support equipment: and
        2. Uncertified, or certified to 3 g/bhp-hr. or higher emissions, spark ignition engine powered airport ground support equipment.
    b. Eligible airport ground Support Equipment must be scrapped.
    c. Eligible airport ground support equipment may be repowered with an all-electric engine or may be replaced with the same airport ground support equipment in an all-electric form.
    d. For Non-Government Owned eligible airport ground support equipment, beneficiaries may only draw funds from the trust in the amount of:

1. Up to 75% of the cost of a repower with a new all-electric engine, including costs of installation of such engine, and charging infrastructure associated with such new all-electric engine.
2. Up to 75% of the cost of a new all-electric airport ground support equipment, including charging infrastructure associated with such new all-electric airport ground support equipment.

e. For Government Owned eligible airport ground support equipment, beneficiaries may draw funds from the trust in the amount of:
1. Up to 100% of the cost of a repower with a new all-electric engine, including costs of installation of such engine, and charging infrastructure associated with such new all-electric engine.
2. Up to 100% of the cost of a new all-electric airport ground support equipment, including charging infrastructure associated with such new all-electric airport ground support equipment.

8. Forklifts and Port Cargo Handling Equipment
   a. Eligible forklifts include forklifts with greater than 8,000 pounds lift capacity.
   b. Eligible forklifts and port cargo handling equipment must be scrapped.
   c. Eligible forklifts and port cargo handling equipment may be repowered with an all-electric engine or may be replaced with the same equipment in an all-electric form.
   d. For Non-Government Owned eligible forklifts and port cargo handling equipment, beneficiaries may draw funds from the trust in the amount of:
      1. Up to 75% of the cost of a repower with a new all-electric engine, including costs of installation of such engine, and charging infrastructure associated with such new all-electric engine.
      2. Up to 75% of the cost of a new all-electric forklift or port cargo handling equipment, including charging infrastructure associated with such new all-electric forklift or port cargo handling equipment.
   e. For Government Owned eligible forklifts and port cargo handling equipment, beneficiaries may draw funds from the trust in the amount of:
      1. Up to 100% of the cost of a repower with a new all-electric engine, including costs of installation of such engine, and charging infrastructure associated with such new all-electric engine.
      2. Up to 100% of the cost of a new all-electric forklift or port cargo handling equipment, including charging infrastructure associated with such new all-electric forklift or port cargo handling equipment.

9. Light Duty Zero Emission Vehicle Supply Equipment. Each beneficiary may use up to 15% of its allocation of trust funds on the costs necessary for, and directly connected to, the acquisition, installation, operation, and maintenance of new light-duty zero emission vehicle supply equipment for projects as specified below. Provided, however, that trust funds shall not be made available or used to purchase or rent real estate, other capital costs (e.g., construction of buildings, parking facilities, etc.) or general maintenance (i.e., maintenance other than of the supply equipment).
   a. Light duty electric vehicle supply equipment includes Level 1, Level 2, or fast charging equipment (or analogous successor technologies) that is located in a public place, workplace, or multi-unit dwelling and is not consumer light duty electric vehicle supply equipment (i.e., not located at a private residential dwelling that is not a multi-unit dwelling).
   b. Light duty hydrogen fuel cell vehicle supply equipment includes hydrogen dispensing equipment capable of dispensing hydrogen at a pressure of 70 megapascals (MPa) (or analogous successor technologies) that is located in a public place.

c. Subject to the 15% limitation above, each beneficiary may draw funds from the trust in the amount of:
    1. Up to 100% of the cost to purchase, install and maintain eligible light-duty electric vehicle supply equipment that will be available to the public at a government-owned property.
    2. Up to 80% of the cost to purchase, install and maintain eligible light-duty electric vehicle supply equipment that will be available to the public at a Non-Government Owned property.
    3. Up to 60% of the cost to purchase, install and maintain eligible light-duty electric vehicle supply equipment that is available at a workplace but not to the general public.
    4. Up to 60% of the cost to purchase, install and maintain eligible light-duty electric vehicle supply equipment that is available at a multi-unit dwelling but not to the general public.
    5. Up to 33% of the cost to purchase, install and maintain eligible light-duty hydrogen fuel cell vehicle supply equipment capable of dispensing at least 250 kg/day that will be available to the public.
    6. Up to 25% of the cost to purchase, install and maintain eligible light-duty hydrogen fuel cell vehicle supply equipment capable of dispensing at least 100 kg/day that will be available to the public.

10. Diesel Emission Reduction Act (DERA) Option. beneficiaries may use trust funds for their non-federal voluntary match, pursuant to Title VII, Subtitle G, Section 793 of the DERA Program in the Energy Policy Act of 2005 (codified at 42 U.S.C. § 16133), or Section 792 (codified at 42 U.S.C. § 16132) in the case of tribes, thereby allowing beneficiaries to use such trust funds for actions not specifically enumerated in this Appendix D-2, but otherwise eligible under DERA pursuant to all DERA guidance documents available through the EPA. Trust funds shall not be used to meet the non-federal mandatory cost share requirements, as defined in applicable DERA program guidance, of any DERA grant. The DERA program is a Congressionally-authorized project that enables the U.S. EPA to offer assistance for actions reducing diesel emissions. Thirty percent of the annual DERA funds are allocated to the DERA Clean Diesel State Grant Program. States and territories that match the base amount dollar per dollar receive an additional amount of EPA DERA funding to add to the grant (50% of the base amount). Trust funds can be used for states or territories non-federal match on a 1:1 basis. See Appendix B for EPAs Detailed Comparison of VW Eligible Mitigation Actions 1-9 and Eligible Mitigation Action #10 (DERA Option).

Appendix B - EPA Detailed Comparison of VW Eligible Mitigation Action 1-9 and Eligible Mitigation Action #10 (DERA Option)

Detailed Comparison of VW Eligible Mitigation Action 1-9 and Eligible Mitigation Action #10 (DERA Option)

Eligible Mitigation Actions 1-9* **Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)** **Class 4-7 Local Freight Trucks (Eligible Medium Trucks)** For, 1) Beneficiaries that have State regulations that already require upgrades to 1992-2009 engine model year trucks at the time of the proposed EMA, and 2) Eligible Trucks shall also include 2010-2012 engine model year trucks.				**Eligible Mitigation Action 10: DERA Option**** **Class 5-8 Medium and Heavy Duty Highway Vehicles (including Drayage Trucks)**		
Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Trust Funding Limits		Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	DERA Funding Limits
		Non-Gov. Owned	Gov. Owned			
Engine replacement with new diesel or alternate fueled engine, MY (model year) in which the EMA occurs or one engine model year prior	1992-2009	40%	100%	Engine replacement with diesel or alternate fueled engine, 2017 MY or newer	1995-2006	40%
				Engine replacement with engine certified to CARB's Optional Low-NOx standards, 2017 MY or newer	1995-2006	50%
Engine replacement with new all-electric engine, engine MY in which the EMA occurs or one engine MY prior	1992-2009	75%	100%	Engine replacement with an electric motor or an electric power source, 2017 MY or newer	1995-2009	60%
Vehicle replacement with new diesel or alternate fueled vehicle, engine MY in which the EMA occurs or one engine MY prior	1992-2009	25% (50% for Drayage)	100%	Vehicle replacement with diesel or alternate fueled vehicle, 2017 MY or newer engine (2012 MY or newer engine for Drayage)	1995-2006	25% (50% for Drayage)
				Vehicle replacement with vehicle powered by engine certified to CARB's Optional Low-NOx standards, 2017 MY or newer engine	1995-2006	35% (50% for Drayage)
Vehicle Replacement with all-electric vehicle, engine MY in which the EMA occurs or one engine MY prior	1992-2009	75%	100%	Vehicle replacement with all-electric vehicle, 2017 MY or newer engine	1995-2009	45% (50% for Drayage)
				Retrofits with verified exhaust control technologies (SCR is the only eligible retrofit technology for vehicles with 2007-2009 MY engines)	1995-2009	100%
				Verified Aerodynamic Technologies and Low Rolling Resistance Tires (in conjunction with above activities)	1995-2009	100%
				Verified Idle Reduction Technologies (APUs and generators are not eligible on vehicles with 2007-2009 MY engines)	1995-2009	25%
				Clean Alternative Fuel Conversion	1995-2009	40%

Eligible Mitigation Actions 1-9*				**Eligible Mitigation Action 10: DERA Option****		
Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses) For, 1) Beneficiaries that have State regulations that already require upgrades to 1992-2009 engine model year buses at the time of the proposed EMA, and 2) Eligible Buses shall also include 2010-2012 engine model year class 4-8 school buses, shuttle buses, or transit buses.				**Type A, B, C, D Buses** **Class 5-8 Transit, Shuttle, or other buses**		
Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Trust Funding Limits		Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	DERA Funding Limits
		Non-Gov. Owned	Gov. Owned			
Engine replacement with new diesel or alternate fueled engine, engine MY in which the EMA occurs or one engine model year prior	2009 and older	40%	100%	Engine replacement with diesel or alternate fueled engine, 2017 MY or newer	1995-2006	40%
				Engine replacement with engine certified to CARB's Optional Low-NOx standards, 2017 MY or newer	1995-2006	50%
Engine replacement with new all-electric engine, engine MY in which the EMA occurs or one engine MY prior	2009 and older	75%	100%	Engine replacement with an electric motor or an electric power source, 2017 MY or newer	1995-2009	60%
Vehicle replacement with new diesel or alternate fueled vehicle, engine MY in which the EMA occurs or one engine MY prior	2009 and older	25%	100%	Vehicle replacement with diesel or alternate fueled vehicle, 2017 MY or newer engine	1995-2006	25%
				Vehicle replacement with vehicle powered by engine certified to CARB's Optional Low-NOx standards, 2017 MY or newer engine	1995-2006	35%
Vehicle Replacement with all-electric vehicle with the engine MY in which the EMA occurs or one engine MY prior	2009 and older	75%	100%	Vehicle replacement with all-electric vehicle, 2017 MY or newer engine	1995-2009	45%
				Retrofits with verified exhaust control technologies (SCR is the only eligible retrofit technology for vehicles with 2007-2009 MY engines)	1995-2009	100%
				Verified Idle Reduction Technologies (APUs and generators are not eligible on vehicles with MY 2007-2009 engines)	1995-2009	25%
				Clean Alternative Fuel Conversion	1995-2009	40%

Eligible Mitigation Actions 1-9*				**Eligible Mitigation Action 10: DERA Option****		
Freight Switchers Must currently operate 1000+ hours per year.				**Line Haul (freight and passenger) and Switcher Locomotives** Must currently operate 1000+ hours per year		
Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Trust Funding Limits		Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	DERA Funding Limits
		Non-Gov. Owned	Gov. Owned			
Engine replacement with new diesel or alternate fueled engine or generator sets that are EPA certified for the engine MY in which the EMA occurs	Pre-Tier 4	40%	100%	Engine replacement with 2017 MY or newer Tier 4 engine	Unregulated – Tier 2; Tier 2+ switcher	40%
Engine replacement with new all-electric engine	Pre-Tier 4	75%	100%	Engine replacement with 2017 MY or newer all-electric engine	Unregulated – Tier 2; Tier 2+ switcher	60%
Locomotive replacement with new diesel or alternate fueled freight switcher that is EPA certified for the engine MY in which the EMA occurs	Pre-Tier 4	25%	100%	Locomotive replacement with equipment powered by a 2017 MY or newer engine (diesel or alternate fuel)	Unregulated – Tier 2; Tier 2+ switcher	25%
Locomotive replacement with new all-electric freight switcher	Pre-Tier 4	75%	100%	Locomotive replacement with 2017 MY or newer all-electric equipment	Unregulated – Tier 2; Tier 2+ switcher	45%
				Certified Remanufacture System or Verified Engine Upgrade	Unregulated - Tier 2+	40%
				Retrofit with verified exhaust control technology	Unregulated - Tier 2+	100%
				Idle reduction technology, including shore power	Unregulated – Tier 2+	40%
Ferries/Tugs				**Marine Engines** Must currently operate 1000+ hours per year.		
Engine replacement with new Tier 3 or 4 diesel or alternate fueled engine	Pre-Tier 3	40%	100%	Engine replacement with a 2017 MY or newer Tier 3 or Tier 4 engine (diesel or alternative fuel)	Pre-Tier 3	40%
Engine replacement with new all-electric engine	Pre-Tier 3	75%	100%	Engine replacement with 2017 MY or newer all-electric engine	Pre-Tier 3	60%
Certified Remanufacture System or Verified Engine Upgrade	Pre-Tier 3	40%	100%	Certified Remanufacture System or Verified Engine Upgrade	Pre-Tier 3	40%

Eligible Mitigation Actions 1-9*				Eligible Mitigation Action 10: DERA Option**		
Ocean Going Vessels (OGV) Shore Power				**Marine Shore Power Connection System**		
Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Trust Funding Limits		Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	DERA Funding Limits
		Non-Gov. Owned	Gov. Owned			
Costs associated with shore-side system	n/a	25%	100%	Costs associated with shore-side system	n/a	25%
Airport Ground Support Equipment Forklifts and Port Cargo Handling Equipment				**Nonroad Diesel Engines**		
Engine replacement with new all-electric engine	GSE: Pre-Tier 3 diesel; 3 g/bhp-hr and higher spark ignition Forklifts and Port CHE: Greater than 8000 lbs lift capacity	75%	100%	Engine replacement with all-electric engine	0-50 HP = 2005 and newer; 51-300 HP = 1995 and newer; 301+HP = 1985 and newer; See FY2017 State Clean Diesel Program Guide for complete engine tier restrictions	60%
Equipment replacement with new all-electric equipment		75%	100%	Equipment Replacement with 2017 MY or newer all-electric equipment		45%
				Engine replacement with a 2017 MY or newer engine (diesel or alternative fuel)		40%
				Equipment replacement with equipment powered by 2017 MY or newer engine (diesel or alternative fuel)		25%
				Retrofit with verified exhaust control technologies		100%
				Verified Engine Upgrade		40%
				Electrified Parking Spaces (Truck Stop Electrification)		
				Labor and equipment of eligible EPA SmartWay verified electrified parking space technologies	n/a	30%
Light Duty Zero Emission Vehicle Supply Equipment Level 1, level 2, or fast charging equipment that is not consumer light duty electric vehicle supply equipment						
See Appendix D-2 for details						

* The term "Repower" in the Consent Decree has been changed to "Engine replacement" for ease of comparison.

** DERA Option eligibility and cost-shares are based on the FY2017 State Clean Diesel Program Guide. Subsequent years are subject to change.

Definitions/Glossary of Terms from Appendix D-2 to Partial Consent Decree MDL No. 2672 CRB (JSC)

"Airport Ground Support Equipment" shall mean vehicles and equipment used at an airport to service aircraft between flights.

"All-Electric" shall mean powered exclusively by electricity provided by a battery, fuel cell, or the grid.

"Alternate Fueled" shall mean an engine, or a vehicle or piece of equipment which is powered by an engine, which uses a fuel different from or in addition to gasoline fuel or diesel fuel (e.g., CNG, propane, diesel-electric Hybrid).

"Certified Remanufacture System or Verified Engine Upgrade" shall mean engine upgrades certified or verified by EPA or CARB to achieve a reduction in emissions.

"Class 4-7 Local Freight Trucks (Medium Trucks)" shall mean trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers) with a Gross Vehicle Weight Rating (GVWR) between 14,001 and 33,000 lbs.

"Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Buses)" shall mean vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 lbs used for transporting people. See definition for School Bus below.

"Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks)" shall mean trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).

"Drayage Trucks" shall mean trucks hauling cargo to and from ports and intermodal rail yards.

"Forklift" shall mean nonroad equipment used to lift and move materials short distances; generally includes tines to lift objects. Eligible types of forklifts include reach stackers, side loaders, and top loaders.

"Freight Switcher" shall mean a locomotive that moves rail cars around a rail yard as compared to a line-haul engine that move freight long distances.

"Generator Set" shall mean a switcher locomotive equipped with multiple engines that can turn off one or more engines to reduce emissions and save fuel depending on the load it is moving.

"Government" shall mean a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term 'State' means the several States, the District of Columbia, and the Commonwealth of Puerto Rico.

"Gross Vehicle Weight Rating (GVWR)" shall mean the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo.

> Class 1: < 6000 lb; Class 2: 6001-10,000 lb; Class 3: 10,001-14,000 lb; Class 4: 14,001-16,000 lb; Class 5: 16,001-19,500 lb; Class 6: 19,501-26,000 lb; Class 7: 26,001-33,000 lb; Class 8: > 33,001 lb

"Hybrid" shall mean a vehicle that combines an internal combustion engine with a battery and electric motor.

"Intermodal Rail Yard" shall mean a rail facility in which cargo is transferred from drayage truck to train or vice-versa.

"Port Cargo Handling Equipment" shall mean rubber-tired gantry cranes, straddle carriers, shuttle carriers, and terminal tractors, including yard hostlers and yard tractors that operate within ports.

"Repower" shall mean to replace an existing engine with a newer, cleaner engine or power source that is certified by EPA and, if applicable, CARB, to meet a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with diesel or a clean alternate fuel, diesel engine replacement with an electric power source (grid, battery), diesel engine replacement with a fuel cell, diesel engine replacement with an electric generator(s) (genset), diesel engine upgrades in Ferries/Tugs with an EPA Certified Remanufacture System, and/or diesel engine upgrades in Ferries/Tugs with an EPA Verified Engine Upgrade. All-Electric and fuel cell Repowers do not require EPA or CARB certification.

"School Bus" shall mean a Class 4-8 bus sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events. May be Type A-D.

"Tier 0, 1, 2, 3, 4" shall refer to corresponding EPA engine emission classifications for nonroad, locomotive and marine engines.

"Tugs" shall mean dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g., tugboats and towboats).

"Zero Emission Vehicle (ZEV)" shall mean a vehicle that produces no emissions from the on-board source of power (e.g., All-Electric or hydrogen fuel cell vehicles).

Appendix C – EPA 2017 NEI Mobile NOx Emissions by County

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Aircraft	NC	Alamance	Nitrogen Oxides	CAP	5.3	TON
Mobile - Locomotives	NC	Alamance	Nitrogen Oxides	CAP	54.9	TON
Mobile - Non-Road Equipment - Diesel	NC	Alamance	Nitrogen Oxides	CAP	207.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Alamance	Nitrogen Oxides	CAP	61.3	TON
Mobile - Non-Road Equipment - Other	NC	Alamance	Nitrogen Oxides	CAP	38.4	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Alamance	Nitrogen Oxides	CAP	427.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Alamance	Nitrogen Oxides	CAP	77.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Alamance	Nitrogen Oxides	CAP	12.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Alamance	Nitrogen Oxides	CAP	1,492.9	TON
Mobile - Aircraft	NC	Alexander	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Alexander	Nitrogen Oxides	CAP	6.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Alexander	Nitrogen Oxides	CAP	63.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Alexander	Nitrogen Oxides	CAP	15.3	TON
Mobile - Non-Road Equipment - Other	NC	Alexander	Nitrogen Oxides	CAP	12.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Alexander	Nitrogen Oxides	CAP	84.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Alexander	Nitrogen Oxides	CAP	22.7	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Alexander	Nitrogen Oxides	CAP	2.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Alexander	Nitrogen Oxides	CAP	389.1	TON
Mobile - Aircraft	NC	Alleghany	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Alleghany	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Alleghany	Nitrogen Oxides	CAP	29.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Alleghany	Nitrogen Oxides	CAP	4.4	TON
Mobile - Non-Road Equipment - Other	NC	Alleghany	Nitrogen Oxides	CAP	1.8	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Alleghany	Nitrogen Oxides	CAP	28.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Alleghany	Nitrogen Oxides	CAP	9.4	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Alleghany	Nitrogen Oxides	CAP	0.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Alleghany	Nitrogen Oxides	CAP	111.9	TON
Mobile - Aircraft	NC	Anson	Nitrogen Oxides	CAP	0.3	TON
Mobile - Locomotives	NC	Anson	Nitrogen Oxides	CAP	159.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Anson	Nitrogen Oxides	CAP	49.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Anson	Nitrogen Oxides	CAP	8.5	TON
Mobile - Non-Road Equipment - Other	NC	Anson	Nitrogen Oxides	CAP	4.2	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Anson	Nitrogen Oxides	CAP	99.2	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Anson	Nitrogen Oxides	CAP	14.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Anson	Nitrogen Oxides	CAP	3.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Anson	Nitrogen Oxides	CAP	311.6	TON
Mobile - Aircraft	NC	Ashe	Nitrogen Oxides	CAP	3.1	TON
Mobile - Locomotives	NC	Ashe	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Ashe	Nitrogen Oxides	CAP	84.2	TON
Mobile - Non-Road Equipment - Gasoline	NC	Ashe	Nitrogen Oxides	CAP	7.6	TON
Mobile - Non-Road Equipment - Other	NC	Ashe	Nitrogen Oxides	CAP	3.8	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Ashe	Nitrogen Oxides	CAP	79.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Ashe	Nitrogen Oxides	CAP	19.0	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Ashe	Nitrogen Oxides	CAP	2.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Ashe	Nitrogen Oxides	CAP	310.6	TON
Mobile - Aircraft	NC	Avery	Nitrogen Oxides	CAP	5.9	TON
Mobile - Locomotives	NC	Avery	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Avery	Nitrogen Oxides	CAP	27.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Avery	Nitrogen Oxides	CAP	13.1	TON
Mobile - Non-Road Equipment - Other	NC	Avery	Nitrogen Oxides	CAP	1.1	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Avery	Nitrogen Oxides	CAP	65.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Avery	Nitrogen Oxides	CAP	14.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Avery	Nitrogen Oxides	CAP	2.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Avery	Nitrogen Oxides	CAP	233.3	TON
Mobile - Aircraft	NC	Beaufort	Nitrogen Oxides	CAP	28.3	TON
Mobile - Commercial Marine Vessels	NC	Beaufort	Nitrogen Oxides	CAP	39.5	TON
Mobile - Locomotives	NC	Beaufort	Nitrogen Oxides	CAP	51.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Beaufort	Nitrogen Oxides	CAP	171.9	TON
Mobile - Non-Road Equipment - Gasoline	NC	Beaufort	Nitrogen Oxides	CAP	135.2	TON
Mobile - Non-Road Equipment - Other	NC	Beaufort	Nitrogen Oxides	CAP	8.8	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Beaufort	Nitrogen Oxides	CAP	128.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Beaufort	Nitrogen Oxides	CAP	26.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Beaufort	Nitrogen Oxides	CAP	3.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Beaufort	Nitrogen Oxides	CAP	491.3	TON
Mobile - Aircraft	NC	Bertie	Nitrogen Oxides	CAP	0.0	TON
Mobile - Commercial Marine Vessels	NC	Bertie	Nitrogen Oxides	CAP	6.6	TON
Mobile - Locomotives	NC	Bertie	Nitrogen Oxides	CAP	7.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Bertie	Nitrogen Oxides	CAP	90.9	TON
Mobile - Non-Road Equipment - Gasoline	NC	Bertie	Nitrogen Oxides	CAP	40.5	TON
Mobile - Non-Road Equipment - Other	NC	Bertie	Nitrogen Oxides	CAP	3.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Bertie	Nitrogen Oxides	CAP	97.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Bertie	Nitrogen Oxides	CAP	14.7	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Bertie	Nitrogen Oxides	CAP	2.2	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Bertie	Nitrogen Oxides	CAP	287.8	TON
Mobile - Aircraft	NC	Bladen	Nitrogen Oxides	CAP	3.9	TON
Mobile - Locomotives	NC	Bladen	Nitrogen Oxides	CAP	44.2	TON
Mobile - Non-Road Equipment - Diesel	NC	Bladen	Nitrogen Oxides	CAP	86.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Bladen	Nitrogen Oxides	CAP	17.2	TON
Mobile - Non-Road Equipment - Other	NC	Bladen	Nitrogen Oxides	CAP	10.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Bladen	Nitrogen Oxides	CAP	131.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Bladen	Nitrogen Oxides	CAP	18.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Bladen	Nitrogen Oxides	CAP	3.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Bladen	Nitrogen Oxides	CAP	427.9	TON
Mobile - Aircraft	NC	Brunswick	Nitrogen Oxides	CAP	22.8	TON
Mobile - Commercial Marine Vessels	NC	Brunswick	Nitrogen Oxides	CAP	714.1	TON
Mobile - Locomotives	NC	Brunswick	Nitrogen Oxides	CAP	150.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Brunswick	Nitrogen Oxides	CAP	287.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Brunswick	Nitrogen Oxides	CAP	88.5	TON
Mobile - Non-Road Equipment - Other	NC	Brunswick	Nitrogen Oxides	CAP	5.8	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Brunswick	Nitrogen Oxides	CAP	354.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Brunswick	Nitrogen Oxides	CAP	52.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Brunswick	Nitrogen Oxides	CAP	10.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Brunswick	Nitrogen Oxides	CAP	1,038.3	TON
Mobile - Aircraft	NC	Buncombe	Nitrogen Oxides	CAP	63.8	TON
Mobile - Locomotives	NC	Buncombe	Nitrogen Oxides	CAP	169.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Buncombe	Nitrogen Oxides	CAP	385.8	TON
Mobile - Non-Road Equipment - Gasoline	NC	Buncombe	Nitrogen Oxides	CAP	72.9	TON
Mobile - Non-Road Equipment - Other	NC	Buncombe	Nitrogen Oxides	CAP	46.2	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Buncombe	Nitrogen Oxides	CAP	812.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Buncombe	Nitrogen Oxides	CAP	141.9	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Buncombe	Nitrogen Oxides	CAP	17.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Buncombe	Nitrogen Oxides	CAP	1,987.3	TON
Mobile - Aircraft	NC	Burke	Nitrogen Oxides	CAP	7.7	TON
Mobile - Locomotives	NC	Burke	Nitrogen Oxides	CAP	66.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Burke	Nitrogen Oxides	CAP	94.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Burke	Nitrogen Oxides	CAP	26.6	TON
Mobile - Non-Road Equipment - Other	NC	Burke	Nitrogen Oxides	CAP	29.1	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Burke	Nitrogen Oxides	CAP	300.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Burke	Nitrogen Oxides	CAP	62.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Burke	Nitrogen Oxides	CAP	9.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Burke	Nitrogen Oxides	CAP	997.1	TON
Mobile - Aircraft	NC	Cabarrus	Nitrogen Oxides	CAP	15.9	TON
Mobile - Locomotives	NC	Cabarrus	Nitrogen Oxides	CAP	165.2	TON
Mobile - Non-Road Equipment - Diesel	NC	Cabarrus	Nitrogen Oxides	CAP	282.2	TON
Mobile - Non-Road Equipment - Gasoline	NC	Cabarrus	Nitrogen Oxides	CAP	46.5	TON
Mobile - Non-Road Equipment - Other	NC	Cabarrus	Nitrogen Oxides	CAP	25.1	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Cabarrus	Nitrogen Oxides	CAP	536.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Cabarrus	Nitrogen Oxides	CAP	92.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Cabarrus	Nitrogen Oxides	CAP	12.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Cabarrus	Nitrogen Oxides	CAP	1,422.7	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Aircraft	NC	Caldwell	Nitrogen Oxides	CAP	3.5	TON
Mobile - Locomotives	NC	Caldwell	Nitrogen Oxides	CAP	11.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Caldwell	Nitrogen Oxides	CAP	99.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Caldwell	Nitrogen Oxides	CAP	26.4	TON
Mobile - Non-Road Equipment - Other	NC	Caldwell	Nitrogen Oxides	CAP	38.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Caldwell	Nitrogen Oxides	CAP	183.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Caldwell	Nitrogen Oxides	CAP	57.4	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Caldwell	Nitrogen Oxides	CAP	5.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Caldwell	Nitrogen Oxides	CAP	764.2	TON
Mobile - Aircraft	NC	Camden	Nitrogen Oxides	CAP	0.0	TON
Mobile - Commercial Marine Vessels	NC	Camden	Nitrogen Oxides	CAP	16.8	TON
Mobile - Locomotives	NC	Camden	Nitrogen Oxides	CAP	3.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Camden	Nitrogen Oxides	CAP	43.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Camden	Nitrogen Oxides	CAP	58.4	TON
Mobile - Non-Road Equipment - Other	NC	Camden	Nitrogen Oxides	CAP	0.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Camden	Nitrogen Oxides	CAP	39.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Camden	Nitrogen Oxides	CAP	10.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Camden	Nitrogen Oxides	CAP	0.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Camden	Nitrogen Oxides	CAP	112.0	TON
Mobile - Aircraft	NC	Carteret	Nitrogen Oxides	CAP	17.6	TON
Mobile - Commercial Marine Vessels	NC	Carteret	Nitrogen Oxides	CAP	880.1	TON
Mobile - Locomotives	NC	Carteret	Nitrogen Oxides	CAP	5.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Carteret	Nitrogen Oxides	CAP	251.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Carteret	Nitrogen Oxides	CAP	529.4	TON
Mobile - Non-Road Equipment - Other	NC	Carteret	Nitrogen Oxides	CAP	5.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Carteret	Nitrogen Oxides	CAP	156.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Carteret	Nitrogen Oxides	CAP	43.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Carteret	Nitrogen Oxides	CAP	4.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Carteret	Nitrogen Oxides	CAP	550.2	TON
Mobile - Aircraft	NC	Caswell	Nitrogen Oxides	CAP	0.3	TON
Mobile - Locomotives	NC	Caswell	Nitrogen Oxides	CAP	50.5	TON
Mobile - Non-Road Equipment - Diesel	NC	Caswell	Nitrogen Oxides	CAP	52.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Caswell	Nitrogen Oxides	CAP	5.4	TON
Mobile - Non-Road Equipment - Other	NC	Caswell	Nitrogen Oxides	CAP	0.8	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Caswell	Nitrogen Oxides	CAP	88.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Caswell	Nitrogen Oxides	CAP	15.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Caswell	Nitrogen Oxides	CAP	2.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Caswell	Nitrogen Oxides	CAP	301.2	TON
Mobile - Aircraft	NC	Catawba	Nitrogen Oxides	CAP	0.5	TON
Mobile - Locomotives	NC	Catawba	Nitrogen Oxides	CAP	93.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Catawba	Nitrogen Oxides	CAP	255.9	TON
Mobile - Non-Road Equipment - Gasoline	NC	Catawba	Nitrogen Oxides	CAP	65.2	TON
Mobile - Non-Road Equipment - Other	NC	Catawba	Nitrogen Oxides	CAP	96.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Catawba	Nitrogen Oxides	CAP	560.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Catawba	Nitrogen Oxides	CAP	98.4	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Catawba	Nitrogen Oxides	CAP	13.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Catawba	Nitrogen Oxides	CAP	1,815.0	TON
Mobile - Aircraft	NC	Chatham	Nitrogen Oxides	CAP	6.3	TON
Mobile - Locomotives	NC	Chatham	Nitrogen Oxides	CAP	15.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Chatham	Nitrogen Oxides	CAP	151.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Chatham	Nitrogen Oxides	CAP	34.4	TON
Mobile - Non-Road Equipment - Other	NC	Chatham	Nitrogen Oxides	CAP	13.8	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Chatham	Nitrogen Oxides	CAP	259.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Chatham	Nitrogen Oxides	CAP	45.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Chatham	Nitrogen Oxides	CAP	7.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Chatham	Nitrogen Oxides	CAP	598.6	TON
Mobile - Aircraft	NC	Cherokee	Nitrogen Oxides	CAP	3.6	TON
Mobile - Locomotives	NC	Cherokee	Nitrogen Oxides	CAP	16.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Cherokee	Nitrogen Oxides	CAP	48.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Cherokee	Nitrogen Oxides	CAP	15.4	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Non-Road Equipment - Other	NC	Cherokee	Nitrogen Oxides	CAP	3.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Cherokee	Nitrogen Oxides	CAP	106.2	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Cherokee	Nitrogen Oxides	CAP	20.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Cherokee	Nitrogen Oxides	CAP	2.4	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Cherokee	Nitrogen Oxides	CAP	353.9	TON
Mobile - Aircraft	NC	Chowan	Nitrogen Oxides	CAP	3.3	TON
Mobile - Commercial Marine Vessels	NC	Chowan	Nitrogen Oxides	CAP	16.6	TON
Mobile - Locomotives	NC	Chowan	Nitrogen Oxides	CAP	2.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Chowan	Nitrogen Oxides	CAP	56.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Chowan	Nitrogen Oxides	CAP	55.3	TON
Mobile - Non-Road Equipment - Other	NC	Chowan	Nitrogen Oxides	CAP	2.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Chowan	Nitrogen Oxides	CAP	38.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Chowan	Nitrogen Oxides	CAP	5.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Chowan	Nitrogen Oxides	CAP	1.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Chowan	Nitrogen Oxides	CAP	108.8	TON
Mobile - Aircraft	NC	Clay	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Clay	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Clay	Nitrogen Oxides	CAP	14.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Clay	Nitrogen Oxides	CAP	8.6	TON
Mobile - Non-Road Equipment - Other	NC	Clay	Nitrogen Oxides	CAP	0.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Clay	Nitrogen Oxides	CAP	33.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Clay	Nitrogen Oxides	CAP	7.7	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Clay	Nitrogen Oxides	CAP	0.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Clay	Nitrogen Oxides	CAP	126.2	TON
Mobile - Aircraft	NC	Cleveland	Nitrogen Oxides	CAP	1.7	TON
Mobile - Locomotives	NC	Cleveland	Nitrogen Oxides	CAP	67.9	TON
Mobile - Non-Road Equipment - Diesel	NC	Cleveland	Nitrogen Oxides	CAP	139.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Cleveland	Nitrogen Oxides	CAP	25.8	TON
Mobile - Non-Road Equipment - Other	NC	Cleveland	Nitrogen Oxides	CAP	28.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Cleveland	Nitrogen Oxides	CAP	347.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Cleveland	Nitrogen Oxides	CAP	60.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Cleveland	Nitrogen Oxides	CAP	7.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Cleveland	Nitrogen Oxides	CAP	1,098.3	TON
Mobile - Aircraft	NC	Columbus	Nitrogen Oxides	CAP	6.4	TON
Mobile - Commercial Marine Vessels	NC	Columbus	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Columbus	Nitrogen Oxides	CAP	31.5	TON
Mobile - Non-Road Equipment - Diesel	NC	Columbus	Nitrogen Oxides	CAP	117.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Columbus	Nitrogen Oxides	CAP	28.3	TON
Mobile - Non-Road Equipment - Other	NC	Columbus	Nitrogen Oxides	CAP	9.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Columbus	Nitrogen Oxides	CAP	304.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Columbus	Nitrogen Oxides	CAP	37.0	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Columbus	Nitrogen Oxides	CAP	5.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Columbus	Nitrogen Oxides	CAP	820.4	TON
Mobile - Aircraft	NC	Craven	Nitrogen Oxides	CAP	12.3	TON
Mobile - Commercial Marine Vessels	NC	Craven	Nitrogen Oxides	CAP	215.8	TON
Mobile - Locomotives	NC	Craven	Nitrogen Oxides	CAP	38.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Craven	Nitrogen Oxides	CAP	144.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Craven	Nitrogen Oxides	CAP	76.4	TON
Mobile - Non-Road Equipment - Other	NC	Craven	Nitrogen Oxides	CAP	12.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Craven	Nitrogen Oxides	CAP	248.2	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Craven	Nitrogen Oxides	CAP	39.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Craven	Nitrogen Oxides	CAP	8.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Craven	Nitrogen Oxides	CAP	713.9	TON
Mobile - Aircraft	NC	Cumberland	Nitrogen Oxides	CAP	662.2	TON
Mobile - Locomotives	NC	Cumberland	Nitrogen Oxides	CAP	234.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Cumberland	Nitrogen Oxides	CAP	287.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Cumberland	Nitrogen Oxides	CAP	69.3	TON
Mobile - Non-Road Equipment - Other	NC	Cumberland	Nitrogen Oxides	CAP	32.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Cumberland	Nitrogen Oxides	CAP	842.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Cumberland	Nitrogen Oxides	CAP	71.3	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Cumberland	Nitrogen Oxides	CAP	23.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Cumberland	Nitrogen Oxides	CAP	1,843.9	TON
Mobile - Aircraft	NC	Currituck	Nitrogen Oxides	CAP	39.8	TON
Mobile - Commercial Marine Vessels	NC	Currituck	Nitrogen Oxides	CAP	45.7	TON
Mobile - Locomotives	NC	Currituck	Nitrogen Oxides	CAP	9.5	TON
Mobile - Non-Road Equipment - Diesel	NC	Currituck	Nitrogen Oxides	CAP	108.2	TON
Mobile - Non-Road Equipment - Gasoline	NC	Currituck	Nitrogen Oxides	CAP	185.6	TON
Mobile - Non-Road Equipment - Other	NC	Currituck	Nitrogen Oxides	CAP	1.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Currituck	Nitrogen Oxides	CAP	98.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Currituck	Nitrogen Oxides	CAP	30.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Currituck	Nitrogen Oxides	CAP	2.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Currituck	Nitrogen Oxides	CAP	295.7	TON
Mobile - Aircraft	NC	Dare	Nitrogen Oxides	CAP	7.9	TON
Mobile - Commercial Marine Vessels	NC	Dare	Nitrogen Oxides	CAP	839.7	TON
Mobile - Locomotives	NC	Dare	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Dare	Nitrogen Oxides	CAP	317.8	TON
Mobile - Non-Road Equipment - Gasoline	NC	Dare	Nitrogen Oxides	CAP	823.3	TON
Mobile - Non-Road Equipment - Other	NC	Dare	Nitrogen Oxides	CAP	2.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Dare	Nitrogen Oxides	CAP	137.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Dare	Nitrogen Oxides	CAP	39.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Dare	Nitrogen Oxides	CAP	2.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Dare	Nitrogen Oxides	CAP	457.4	TON
Mobile - Aircraft	NC	Davidson	Nitrogen Oxides	CAP	6.3	TON
Mobile - Locomotives	NC	Davidson	Nitrogen Oxides	CAP	432.7	TON
Mobile - Non-Road Equipment - Diesel	NC	Davidson	Nitrogen Oxides	CAP	188.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Davidson	Nitrogen Oxides	CAP	46.5	TON
Mobile - Non-Road Equipment - Other	NC	Davidson	Nitrogen Oxides	CAP	48.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Davidson	Nitrogen Oxides	CAP	491.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Davidson	Nitrogen Oxides	CAP	113.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Davidson	Nitrogen Oxides	CAP	11.4	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Davidson	Nitrogen Oxides	CAP	1,715.8	TON
Mobile - Aircraft	NC	Davie	Nitrogen Oxides	CAP	6.6	TON
Mobile - Locomotives	NC	Davie	Nitrogen Oxides	CAP	0.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Davie	Nitrogen Oxides	CAP	66.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Davie	Nitrogen Oxides	CAP	16.8	TON
Mobile - Non-Road Equipment - Other	NC	Davie	Nitrogen Oxides	CAP	8.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Davie	Nitrogen Oxides	CAP	210.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Davie	Nitrogen Oxides	CAP	40.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Davie	Nitrogen Oxides	CAP	4.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Davie	Nitrogen Oxides	CAP	557.0	TON
Mobile - Aircraft	NC	Duplin	Nitrogen Oxides	CAP	17.3	TON
Mobile - Locomotives	NC	Duplin	Nitrogen Oxides	CAP	13.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Duplin	Nitrogen Oxides	CAP	246.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Duplin	Nitrogen Oxides	CAP	10.6	TON
Mobile - Non-Road Equipment - Other	NC	Duplin	Nitrogen Oxides	CAP	6.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Duplin	Nitrogen Oxides	CAP	313.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Duplin	Nitrogen Oxides	CAP	36.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Duplin	Nitrogen Oxides	CAP	5.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Duplin	Nitrogen Oxides	CAP	819.4	TON
Mobile - Aircraft	NC	Durham	Nitrogen Oxides	CAP	1.5	TON
Mobile - Locomotives	NC	Durham	Nitrogen Oxides	CAP	92.2	TON
Mobile - Non-Road Equipment - Diesel	NC	Durham	Nitrogen Oxides	CAP	435.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Durham	Nitrogen Oxides	CAP	74.6	TON
Mobile - Non-Road Equipment - Other	NC	Durham	Nitrogen Oxides	CAP	70.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Durham	Nitrogen Oxides	CAP	695.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Durham	Nitrogen Oxides	CAP	53.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Durham	Nitrogen Oxides	CAP	20.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Durham	Nitrogen Oxides	CAP	1,918.9	TON
Mobile - Aircraft	NC	Edgecombe	Nitrogen Oxides	CAP	3.1	TON
Mobile - Locomotives	NC	Edgecombe	Nitrogen Oxides	CAP	185.4	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Non-Road Equipment - Diesel	NC	Edgecombe	Nitrogen Oxides	CAP	120.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Edgecombe	Nitrogen Oxides	CAP	15.3	TON
Mobile - Non-Road Equipment - Other	NC	Edgecombe	Nitrogen Oxides	CAP	22.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Edgecombe	Nitrogen Oxides	CAP	142.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Edgecombe	Nitrogen Oxides	CAP	21.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Edgecombe	Nitrogen Oxides	CAP	3.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Edgecombe	Nitrogen Oxides	CAP	506.9	TON
Mobile - Aircraft	NC	Forsyth	Nitrogen Oxides	CAP	11.7	TON
Mobile - Locomotives	NC	Forsyth	Nitrogen Oxides	CAP	111.2	TON
Mobile - Non-Road Equipment - Diesel	NC	Forsyth	Nitrogen Oxides	CAP	493.8	TON
Mobile - Non-Road Equipment - Gasoline	NC	Forsyth	Nitrogen Oxides	CAP	92.7	TON
Mobile - Non-Road Equipment - Other	NC	Forsyth	Nitrogen Oxides	CAP	62.2	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Forsyth	Nitrogen Oxides	CAP	1,094.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Forsyth	Nitrogen Oxides	CAP	134.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Forsyth	Nitrogen Oxides	CAP	24.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Forsyth	Nitrogen Oxides	CAP	2,935.6	TON
Mobile - Aircraft	NC	Franklin	Nitrogen Oxides	CAP	16.9	TON
Mobile - Locomotives	NC	Franklin	Nitrogen Oxides	CAP	1.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Franklin	Nitrogen Oxides	CAP	127.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Franklin	Nitrogen Oxides	CAP	15.8	TON
Mobile - Non-Road Equipment - Other	NC	Franklin	Nitrogen Oxides	CAP	7.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Franklin	Nitrogen Oxides	CAP	133.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Franklin	Nitrogen Oxides	CAP	29.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Franklin	Nitrogen Oxides	CAP	3.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Franklin	Nitrogen Oxides	CAP	507.2	TON
Mobile - Aircraft	NC	Gaston	Nitrogen Oxides	CAP	2.4	TON
Mobile - Locomotives	NC	Gaston	Nitrogen Oxides	CAP	134.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Gaston	Nitrogen Oxides	CAP	214.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Gaston	Nitrogen Oxides	CAP	51.3	TON
Mobile - Non-Road Equipment - Other	NC	Gaston	Nitrogen Oxides	CAP	44.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Gaston	Nitrogen Oxides	CAP	602.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Gaston	Nitrogen Oxides	CAP	101.7	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Gaston	Nitrogen Oxides	CAP	16.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Gaston	Nitrogen Oxides	CAP	1,703.8	TON
Mobile - Aircraft	NC	Gates	Nitrogen Oxides	CAP	0.0	TON
Mobile - Commercial Marine Vessels	NC	Gates	Nitrogen Oxides	CAP	2.7	TON
Mobile - Locomotives	NC	Gates	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Gates	Nitrogen Oxides	CAP	27.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Gates	Nitrogen Oxides	CAP	6.2	TON
Mobile - Non-Road Equipment - Other	NC	Gates	Nitrogen Oxides	CAP	0.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Gates	Nitrogen Oxides	CAP	40.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Gates	Nitrogen Oxides	CAP	7.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Gates	Nitrogen Oxides	CAP	1.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Gates	Nitrogen Oxides	CAP	131.9	TON
Mobile - Locomotives	NC	Graham	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Graham	Nitrogen Oxides	CAP	9.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Graham	Nitrogen Oxides	CAP	9.4	TON
Mobile - Non-Road Equipment - Other	NC	Graham	Nitrogen Oxides	CAP	1.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Graham	Nitrogen Oxides	CAP	26.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Graham	Nitrogen Oxides	CAP	6.9	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Graham	Nitrogen Oxides	CAP	0.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Graham	Nitrogen Oxides	CAP	97.5	TON
Mobile - Aircraft	NC	Granville	Nitrogen Oxides	CAP	7.5	TON
Mobile - Locomotives	NC	Granville	Nitrogen Oxides	CAP	2.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Granville	Nitrogen Oxides	CAP	96.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Granville	Nitrogen Oxides	CAP	19.2	TON
Mobile - Non-Road Equipment - Other	NC	Granville	Nitrogen Oxides	CAP	15.8	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Granville	Nitrogen Oxides	CAP	257.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Granville	Nitrogen Oxides	CAP	35.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Granville	Nitrogen Oxides	CAP	6.1	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Granville	Nitrogen Oxides	CAP	687.0	TON
Mobile - Aircraft	NC	Greene	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Greene	Nitrogen Oxides	CAP	5.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Greene	Nitrogen Oxides	CAP	104.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Greene	Nitrogen Oxides	CAP	4.2	TON
Mobile - Non-Road Equipment - Other	NC	Greene	Nitrogen Oxides	CAP	0.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Greene	Nitrogen Oxides	CAP	82.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Greene	Nitrogen Oxides	CAP	12.6	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Greene	Nitrogen Oxides	CAP	1.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Greene	Nitrogen Oxides	CAP	253.3	TON
Mobile - Aircraft	NC	Guilford	Nitrogen Oxides	CAP	89.9	TON
Mobile - Locomotives	NC	Guilford	Nitrogen Oxides	CAP	436.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Guilford	Nitrogen Oxides	CAP	684.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Guilford	Nitrogen Oxides	CAP	199.4	TON
Mobile - Non-Road Equipment - Other	NC	Guilford	Nitrogen Oxides	CAP	134.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Guilford	Nitrogen Oxides	CAP	1,549.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Guilford	Nitrogen Oxides	CAP	171.7	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Guilford	Nitrogen Oxides	CAP	27.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Guilford	Nitrogen Oxides	CAP	3,899.8	TON
Mobile - Aircraft	NC	Halifax	Nitrogen Oxides	CAP	1.8	TON
Mobile - Locomotives	NC	Halifax	Nitrogen Oxides	CAP	181.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Halifax	Nitrogen Oxides	CAP	96.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Halifax	Nitrogen Oxides	CAP	19.0	TON
Mobile - Non-Road Equipment - Other	NC	Halifax	Nitrogen Oxides	CAP	6.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Halifax	Nitrogen Oxides	CAP	315.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Halifax	Nitrogen Oxides	CAP	21.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Halifax	Nitrogen Oxides	CAP	6.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Halifax	Nitrogen Oxides	CAP	714.6	TON
Mobile - Aircraft	NC	Harnett	Nitrogen Oxides	CAP	40.7	TON
Mobile - Locomotives	NC	Harnett	Nitrogen Oxides	CAP	58.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Harnett	Nitrogen Oxides	CAP	207.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Harnett	Nitrogen Oxides	CAP	30.0	TON
Mobile - Non-Road Equipment - Other	NC	Harnett	Nitrogen Oxides	CAP	7.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Harnett	Nitrogen Oxides	CAP	305.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Harnett	Nitrogen Oxides	CAP	52.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Harnett	Nitrogen Oxides	CAP	8.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Harnett	Nitrogen Oxides	CAP	818.5	TON
Mobile - Aircraft	NC	Haywood	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Haywood	Nitrogen Oxides	CAP	14.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Haywood	Nitrogen Oxides	CAP	60.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Haywood	Nitrogen Oxides	CAP	22.0	TON
Mobile - Non-Road Equipment - Other	NC	Haywood	Nitrogen Oxides	CAP	6.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Haywood	Nitrogen Oxides	CAP	348.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Haywood	Nitrogen Oxides	CAP	76.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Haywood	Nitrogen Oxides	CAP	10.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Haywood	Nitrogen Oxides	CAP	941.5	TON
Mobile - Aircraft	NC	Henderson	Nitrogen Oxides	CAP	3.6	TON
Mobile - Locomotives	NC	Henderson	Nitrogen Oxides	CAP	16.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Henderson	Nitrogen Oxides	CAP	169.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Henderson	Nitrogen Oxides	CAP	45.4	TON
Mobile - Non-Road Equipment - Other	NC	Henderson	Nitrogen Oxides	CAP	19.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Henderson	Nitrogen Oxides	CAP	327.2	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Henderson	Nitrogen Oxides	CAP	63.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Henderson	Nitrogen Oxides	CAP	8.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Henderson	Nitrogen Oxides	CAP	878.1	TON
Mobile - Aircraft	NC	Hertford	Nitrogen Oxides	CAP	1.0	TON
Mobile - Commercial Marine Vessels	NC	Hertford	Nitrogen Oxides	CAP	13.5	TON
Mobile - Locomotives	NC	Hertford	Nitrogen Oxides	CAP	12.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Hertford	Nitrogen Oxides	CAP	100.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Hertford	Nitrogen Oxides	CAP	14.1	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Granville	Nitrogen Oxides	CAP	687.0	TON
Mobile - Aircraft	NC	Greene	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Greene	Nitrogen Oxides	CAP	5.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Greene	Nitrogen Oxides	CAP	104.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Greene	Nitrogen Oxides	CAP	4.2	TON
Mobile - Non-Road Equipment - Other	NC	Greene	Nitrogen Oxides	CAP	0.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Greene	Nitrogen Oxides	CAP	82.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Greene	Nitrogen Oxides	CAP	12.6	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Greene	Nitrogen Oxides	CAP	1.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Greene	Nitrogen Oxides	CAP	253.3	TON
Mobile - Aircraft	NC	Guilford	Nitrogen Oxides	CAP	89.9	TON
Mobile - Locomotives	NC	Guilford	Nitrogen Oxides	CAP	436.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Guilford	Nitrogen Oxides	CAP	684.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Guilford	Nitrogen Oxides	CAP	199.4	TON
Mobile - Non-Road Equipment - Other	NC	Guilford	Nitrogen Oxides	CAP	134.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Guilford	Nitrogen Oxides	CAP	1,549.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Guilford	Nitrogen Oxides	CAP	171.7	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Guilford	Nitrogen Oxides	CAP	27.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Guilford	Nitrogen Oxides	CAP	3,899.8	TON
Mobile - Aircraft	NC	Halifax	Nitrogen Oxides	CAP	1.8	TON
Mobile - Locomotives	NC	Halifax	Nitrogen Oxides	CAP	181.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Halifax	Nitrogen Oxides	CAP	96.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Halifax	Nitrogen Oxides	CAP	19.0	TON
Mobile - Non-Road Equipment - Other	NC	Halifax	Nitrogen Oxides	CAP	6.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Halifax	Nitrogen Oxides	CAP	315.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Halifax	Nitrogen Oxides	CAP	21.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Halifax	Nitrogen Oxides	CAP	6.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Halifax	Nitrogen Oxides	CAP	714.6	TON
Mobile - Aircraft	NC	Harnett	Nitrogen Oxides	CAP	40.7	TON
Mobile - Locomotives	NC	Harnett	Nitrogen Oxides	CAP	58.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Harnett	Nitrogen Oxides	CAP	207.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Harnett	Nitrogen Oxides	CAP	30.0	TON
Mobile - Non-Road Equipment - Other	NC	Harnett	Nitrogen Oxides	CAP	7.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Harnett	Nitrogen Oxides	CAP	305.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Harnett	Nitrogen Oxides	CAP	52.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Harnett	Nitrogen Oxides	CAP	8.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Harnett	Nitrogen Oxides	CAP	818.5	TON
Mobile - Aircraft	NC	Haywood	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Haywood	Nitrogen Oxides	CAP	14.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Haywood	Nitrogen Oxides	CAP	60.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Haywood	Nitrogen Oxides	CAP	22.0	TON
Mobile - Non-Road Equipment - Other	NC	Haywood	Nitrogen Oxides	CAP	6.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Haywood	Nitrogen Oxides	CAP	348.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Haywood	Nitrogen Oxides	CAP	76.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Haywood	Nitrogen Oxides	CAP	10.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Haywood	Nitrogen Oxides	CAP	941.5	TON
Mobile - Aircraft	NC	Henderson	Nitrogen Oxides	CAP	3.6	TON
Mobile - Locomotives	NC	Henderson	Nitrogen Oxides	CAP	16.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Henderson	Nitrogen Oxides	CAP	169.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Henderson	Nitrogen Oxides	CAP	45.4	TON
Mobile - Non-Road Equipment - Other	NC	Henderson	Nitrogen Oxides	CAP	19.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Henderson	Nitrogen Oxides	CAP	327.2	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Henderson	Nitrogen Oxides	CAP	63.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Henderson	Nitrogen Oxides	CAP	8.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Henderson	Nitrogen Oxides	CAP	878.1	TON
Mobile - Aircraft	NC	Hertford	Nitrogen Oxides	CAP	1.0	TON
Mobile - Commercial Marine Vessels	NC	Hertford	Nitrogen Oxides	CAP	13.5	TON
Mobile - Locomotives	NC	Hertford	Nitrogen Oxides	CAP	12.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Hertford	Nitrogen Oxides	CAP	100.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Hertford	Nitrogen Oxides	CAP	14.1	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Non-Road Equipment - Other	NC	Hertford	Nitrogen Oxides	CAP	3.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Hertford	Nitrogen Oxides	CAP	68.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Hertford	Nitrogen Oxides	CAP	8.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Hertford	Nitrogen Oxides	CAP	1.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Hertford	Nitrogen Oxides	CAP	224.0	TON
Mobile - Aircraft	NC	Hoke	Nitrogen Oxides	CAP	67.7	TON
Mobile - Locomotives	NC	Hoke	Nitrogen Oxides	CAP	24.7	TON
Mobile - Non-Road Equipment - Diesel	NC	Hoke	Nitrogen Oxides	CAP	70.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Hoke	Nitrogen Oxides	CAP	6.4	TON
Mobile - Non-Road Equipment - Other	NC	Hoke	Nitrogen Oxides	CAP	4.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Hoke	Nitrogen Oxides	CAP	84.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Hoke	Nitrogen Oxides	CAP	15.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Hoke	Nitrogen Oxides	CAP	2.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Hoke	Nitrogen Oxides	CAP	301.3	TON
Mobile - Aircraft	NC	Hyde	Nitrogen Oxides	CAP	3.2	TON
Mobile - Commercial Marine Vessels	NC	Hyde	Nitrogen Oxides	CAP	339.4	TON
Mobile - Locomotives	NC	Hyde	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Hyde	Nitrogen Oxides	CAP	263.2	TON
Mobile - Non-Road Equipment - Gasoline	NC	Hyde	Nitrogen Oxides	CAP	652.5	TON
Mobile - Non-Road Equipment - Other	NC	Hyde	Nitrogen Oxides	CAP	0.4	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Hyde	Nitrogen Oxides	CAP	17.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Hyde	Nitrogen Oxides	CAP	4.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Hyde	Nitrogen Oxides	CAP	0.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Hyde	Nitrogen Oxides	CAP	64.0	TON
Mobile - Aircraft	NC	Iredell	Nitrogen Oxides	CAP	3.0	TON
Mobile - Locomotives	NC	Iredell	Nitrogen Oxides	CAP	42.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Iredell	Nitrogen Oxides	CAP	280.2	TON
Mobile - Non-Road Equipment - Gasoline	NC	Iredell	Nitrogen Oxides	CAP	47.4	TON
Mobile - Non-Road Equipment - Other	NC	Iredell	Nitrogen Oxides	CAP	36.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Iredell	Nitrogen Oxides	CAP	719.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Iredell	Nitrogen Oxides	CAP	122.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Iredell	Nitrogen Oxides	CAP	14.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Iredell	Nitrogen Oxides	CAP	1,650.9	TON
Mobile - Aircraft	NC	Jackson	Nitrogen Oxides	CAP	1.3	TON
Mobile - Locomotives	NC	Jackson	Nitrogen Oxides	CAP	15.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Jackson	Nitrogen Oxides	CAP	52.2	TON
Mobile - Non-Road Equipment - Gasoline	NC	Jackson	Nitrogen Oxides	CAP	16.4	TON
Mobile - Non-Road Equipment - Other	NC	Jackson	Nitrogen Oxides	CAP	1.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Jackson	Nitrogen Oxides	CAP	161.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Jackson	Nitrogen Oxides	CAP	38.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Jackson	Nitrogen Oxides	CAP	4.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Jackson	Nitrogen Oxides	CAP	455.8	TON
Mobile - Aircraft	NC	Johnston	Nitrogen Oxides	CAP	8.1	TON
Mobile - Locomotives	NC	Johnston	Nitrogen Oxides	CAP	247.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Johnston	Nitrogen Oxides	CAP	366.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Johnston	Nitrogen Oxides	CAP	40.6	TON
Mobile - Non-Road Equipment - Other	NC	Johnston	Nitrogen Oxides	CAP	18.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Johnston	Nitrogen Oxides	CAP	739.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Johnston	Nitrogen Oxides	CAP	97.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Johnston	Nitrogen Oxides	CAP	18.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Johnston	Nitrogen Oxides	CAP	1,572.0	TON
Mobile - Aircraft	NC	Jones	Nitrogen Oxides	CAP	0.0	TON
Mobile - Commercial Marine Vessels	NC	Jones	Nitrogen Oxides	CAP	0.3	TON
Mobile - Locomotives	NC	Jones	Nitrogen Oxides	CAP	2.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Jones	Nitrogen Oxides	CAP	55.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Jones	Nitrogen Oxides	CAP	3.8	TON
Mobile - Non-Road Equipment - Other	NC	Jones	Nitrogen Oxides	CAP	0.2	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Jones	Nitrogen Oxides	CAP	70.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Jones	Nitrogen Oxides	CAP	11.4	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Jones	Nitrogen Oxides	CAP	1.5	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Jones	Nitrogen Oxides	CAP	187.8	TON
Mobile - Aircraft	NC	Lee	Nitrogen Oxides	CAP	8.0	TON
Mobile - Locomotives	NC	Lee	Nitrogen Oxides	CAP	48.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Lee	Nitrogen Oxides	CAP	89.8	TON
Mobile - Non-Road Equipment - Gasoline	NC	Lee	Nitrogen Oxides	CAP	16.9	TON
Mobile - Non-Road Equipment - Other	NC	Lee	Nitrogen Oxides	CAP	23.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Lee	Nitrogen Oxides	CAP	177.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Lee	Nitrogen Oxides	CAP	28.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Lee	Nitrogen Oxides	CAP	4.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Lee	Nitrogen Oxides	CAP	461.3	TON
Mobile - Aircraft	NC	Lenoir	Nitrogen Oxides	CAP	56.8	TON
Mobile - Commercial Marine Vessels	NC	Lenoir	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Lenoir	Nitrogen Oxides	CAP	10.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Lenoir	Nitrogen Oxides	CAP	144.2	TON
Mobile - Non-Road Equipment - Gasoline	NC	Lenoir	Nitrogen Oxides	CAP	17.1	TON
Mobile - Non-Road Equipment - Other	NC	Lenoir	Nitrogen Oxides	CAP	12.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Lenoir	Nitrogen Oxides	CAP	164.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Lenoir	Nitrogen Oxides	CAP	28.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Lenoir	Nitrogen Oxides	CAP	3.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Lenoir	Nitrogen Oxides	CAP	579.7	TON
Mobile - Aircraft	NC	Lincoln	Nitrogen Oxides	CAP	6.2	TON
Mobile - Locomotives	NC	Lincoln	Nitrogen Oxides	CAP	13.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Lincoln	Nitrogen Oxides	CAP	114.9	TON
Mobile - Non-Road Equipment - Gasoline	NC	Lincoln	Nitrogen Oxides	CAP	22.9	TON
Mobile - Non-Road Equipment - Other	NC	Lincoln	Nitrogen Oxides	CAP	14.4	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Lincoln	Nitrogen Oxides	CAP	223.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Lincoln	Nitrogen Oxides	CAP	60.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Lincoln	Nitrogen Oxides	CAP	5.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Lincoln	Nitrogen Oxides	CAP	825.9	TON
Mobile - Aircraft	NC	Macon	Nitrogen Oxides	CAP	1.7	TON
Mobile - Locomotives	NC	Macon	Nitrogen Oxides	CAP	1.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Macon	Nitrogen Oxides	CAP	45.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Macon	Nitrogen Oxides	CAP	20.5	TON
Mobile - Non-Road Equipment - Other	NC	Macon	Nitrogen Oxides	CAP	3.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Macon	Nitrogen Oxides	CAP	109.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Macon	Nitrogen Oxides	CAP	28.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Macon	Nitrogen Oxides	CAP	3.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Macon	Nitrogen Oxides	CAP	410.6	TON
Mobile - Aircraft	NC	Madison	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Madison	Nitrogen Oxides	CAP	67.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Madison	Nitrogen Oxides	CAP	23.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Madison	Nitrogen Oxides	CAP	6.8	TON
Mobile - Non-Road Equipment - Other	NC	Madison	Nitrogen Oxides	CAP	2.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Madison	Nitrogen Oxides	CAP	93.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Madison	Nitrogen Oxides	CAP	18.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Madison	Nitrogen Oxides	CAP	2.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Madison	Nitrogen Oxides	CAP	269.6	TON
Mobile - Aircraft	NC	Martin	Nitrogen Oxides	CAP	2.9	TON
Mobile - Locomotives	NC	Martin	Nitrogen Oxides	CAP	4.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Martin	Nitrogen Oxides	CAP	96.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Martin	Nitrogen Oxides	CAP	12.3	TON
Mobile - Non-Road Equipment - Other	NC	Martin	Nitrogen Oxides	CAP	3.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Martin	Nitrogen Oxides	CAP	100.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Martin	Nitrogen Oxides	CAP	13.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Martin	Nitrogen Oxides	CAP	2.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Martin	Nitrogen Oxides	CAP	313.1	TON
Mobile - Aircraft	NC	McDowell	Nitrogen Oxides	CAP	0.4	TON
Mobile - Locomotives	NC	McDowell	Nitrogen Oxides	CAP	88.0	TON
Mobile - Non-Road Equipment - Diesel	NC	McDowell	Nitrogen Oxides	CAP	77.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	McDowell	Nitrogen Oxides	CAP	20.7	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Non-Road Equipment - Other	NC	McDowell	Nitrogen Oxides	CAP	19.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	McDowell	Nitrogen Oxides	CAP	267.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	McDowell	Nitrogen Oxides	CAP	40.4	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	McDowell	Nitrogen Oxides	CAP	6.2	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	McDowell	Nitrogen Oxides	CAP	708.4	TON
Mobile - Aircraft	NC	Mecklenburg	Nitrogen Oxides	CAP	1,581.7	TON
Mobile - Locomotives	NC	Mecklenburg	Nitrogen Oxides	CAP	429.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Mecklenburg	Nitrogen Oxides	CAP	1,796.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Mecklenburg	Nitrogen Oxides	CAP	453.1	TON
Mobile - Non-Road Equipment - Other	NC	Mecklenburg	Nitrogen Oxides	CAP	219.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Mecklenburg	Nitrogen Oxides	CAP	2,660.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Mecklenburg	Nitrogen Oxides	CAP	226.0	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Mecklenburg	Nitrogen Oxides	CAP	50.4	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Mecklenburg	Nitrogen Oxides	CAP	5,457.3	TON
Mobile - Locomotives	NC	Mitchell	Nitrogen Oxides	CAP	13.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Mitchell	Nitrogen Oxides	CAP	16.9	TON
Mobile - Non-Road Equipment - Gasoline	NC	Mitchell	Nitrogen Oxides	CAP	7.6	TON
Mobile - Non-Road Equipment - Other	NC	Mitchell	Nitrogen Oxides	CAP	4.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Mitchell	Nitrogen Oxides	CAP	42.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Mitchell	Nitrogen Oxides	CAP	8.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Mitchell	Nitrogen Oxides	CAP	1.2	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Mitchell	Nitrogen Oxides	CAP	162.9	TON
Mobile - Aircraft	NC	Montgomery	Nitrogen Oxides	CAP	11.3	TON
Mobile - Locomotives	NC	Montgomery	Nitrogen Oxides	CAP	27.9	TON
Mobile - Non-Road Equipment - Diesel	NC	Montgomery	Nitrogen Oxides	CAP	82.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Montgomery	Nitrogen Oxides	CAP	15.2	TON
Mobile - Non-Road Equipment - Other	NC	Montgomery	Nitrogen Oxides	CAP	10.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Montgomery	Nitrogen Oxides	CAP	131.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Montgomery	Nitrogen Oxides	CAP	17.6	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Montgomery	Nitrogen Oxides	CAP	3.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Montgomery	Nitrogen Oxides	CAP	358.5	TON
Mobile - Aircraft	NC	Moore	Nitrogen Oxides	CAP	1.1	TON
Mobile - Locomotives	NC	Moore	Nitrogen Oxides	CAP	72.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Moore	Nitrogen Oxides	CAP	178.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Moore	Nitrogen Oxides	CAP	33.5	TON
Mobile - Non-Road Equipment - Other	NC	Moore	Nitrogen Oxides	CAP	7.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Moore	Nitrogen Oxides	CAP	218.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Moore	Nitrogen Oxides	CAP	43.0	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Moore	Nitrogen Oxides	CAP	9.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Moore	Nitrogen Oxides	CAP	673.7	TON
Mobile - Aircraft	NC	Nash	Nitrogen Oxides	CAP	5.2	TON
Mobile - Locomotives	NC	Nash	Nitrogen Oxides	CAP	128.9	TON
Mobile - Non-Road Equipment - Diesel	NC	Nash	Nitrogen Oxides	CAP	193.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Nash	Nitrogen Oxides	CAP	23.2	TON
Mobile - Non-Road Equipment - Other	NC	Nash	Nitrogen Oxides	CAP	10.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Nash	Nitrogen Oxides	CAP	376.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Nash	Nitrogen Oxides	CAP	46.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Nash	Nitrogen Oxides	CAP	8.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Nash	Nitrogen Oxides	CAP	869.9	TON
Mobile - Aircraft	NC	New Hanover	Nitrogen Oxides	CAP	58.6	TON
Mobile - Commercial Marine Vessels	NC	New Hanover	Nitrogen Oxides	CAP	533.7	TON
Mobile - Locomotives	NC	New Hanover	Nitrogen Oxides	CAP	2.9	TON
Mobile - Non-Road Equipment - Diesel	NC	New Hanover	Nitrogen Oxides	CAP	285.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	New Hanover	Nitrogen Oxides	CAP	98.3	TON
Mobile - Non-Road Equipment - Other	NC	New Hanover	Nitrogen Oxides	CAP	26.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	New Hanover	Nitrogen Oxides	CAP	385.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	New Hanover	Nitrogen Oxides	CAP	50.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	New Hanover	Nitrogen Oxides	CAP	8.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	New Hanover	Nitrogen Oxides	CAP	1,034.5	TON
Mobile - Aircraft	NC	Northampton	Nitrogen Oxides	CAP	0.0	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Commercial Marine Vessels	NC	Northampton	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Northampton	Nitrogen Oxides	CAP	129.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Northampton	Nitrogen Oxides	CAP	60.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Northampton	Nitrogen Oxides	CAP	15.0	TON
Mobile - Non-Road Equipment - Other	NC	Northampton	Nitrogen Oxides	CAP	1.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Northampton	Nitrogen Oxides	CAP	121.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Northampton	Nitrogen Oxides	CAP	13.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Northampton	Nitrogen Oxides	CAP	3.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Northampton	Nitrogen Oxides	CAP	314.2	TON
Mobile - Aircraft	NC	Onslow	Nitrogen Oxides	CAP	59.1	TON
Mobile - Commercial Marine Vessels	NC	Onslow	Nitrogen Oxides	CAP	534.8	TON
Mobile - Locomotives	NC	Onslow	Nitrogen Oxides	CAP	0.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Onslow	Nitrogen Oxides	CAP	259.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Onslow	Nitrogen Oxides	CAP	87.3	TON
Mobile - Non-Road Equipment - Other	NC	Onslow	Nitrogen Oxides	CAP	6.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Onslow	Nitrogen Oxides	CAP	371.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Onslow	Nitrogen Oxides	CAP	65.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Onslow	Nitrogen Oxides	CAP	8.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Onslow	Nitrogen Oxides	CAP	945.0	TON
Mobile - Aircraft	NC	Orange	Nitrogen Oxides	CAP	0.7	TON
Mobile - Locomotives	NC	Orange	Nitrogen Oxides	CAP	55.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Orange	Nitrogen Oxides	CAP	98.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Orange	Nitrogen Oxides	CAP	32.6	TON
Mobile - Non-Road Equipment - Other	NC	Orange	Nitrogen Oxides	CAP	4.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Orange	Nitrogen Oxides	CAP	529.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Orange	Nitrogen Oxides	CAP	50.3	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Orange	Nitrogen Oxides	CAP	12.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Orange	Nitrogen Oxides	CAP	1,072.9	TON
Mobile - Aircraft	NC	Pamlico	Nitrogen Oxides	CAP	0.0	TON
Mobile - Commercial Marine Vessels	NC	Pamlico	Nitrogen Oxides	CAP	101.3	TON
Mobile - Locomotives	NC	Pamlico	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Pamlico	Nitrogen Oxides	CAP	87.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Pamlico	Nitrogen Oxides	CAP	204.8	TON
Mobile - Non-Road Equipment - Other	NC	Pamlico	Nitrogen Oxides	CAP	0.4	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Pamlico	Nitrogen Oxides	CAP	32.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Pamlico	Nitrogen Oxides	CAP	6.9	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Pamlico	Nitrogen Oxides	CAP	0.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Pamlico	Nitrogen Oxides	CAP	105.8	TON
Mobile - Aircraft	NC	Pasquotank	Nitrogen Oxides	CAP	246.4	TON
Mobile - Commercial Marine Vessels	NC	Pasquotank	Nitrogen Oxides	CAP	5.5	TON
Mobile - Locomotives	NC	Pasquotank	Nitrogen Oxides	CAP	8.5	TON
Mobile - Non-Road Equipment - Diesel	NC	Pasquotank	Nitrogen Oxides	CAP	82.9	TON
Mobile - Non-Road Equipment - Gasoline	NC	Pasquotank	Nitrogen Oxides	CAP	65.8	TON
Mobile - Non-Road Equipment - Other	NC	Pasquotank	Nitrogen Oxides	CAP	2.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Pasquotank	Nitrogen Oxides	CAP	92.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Pasquotank	Nitrogen Oxides	CAP	16.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Pasquotank	Nitrogen Oxides	CAP	2.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Pasquotank	Nitrogen Oxides	CAP	278.5	TON
Mobile - Aircraft	NC	Pender	Nitrogen Oxides	CAP	7.2	TON
Mobile - Commercial Marine Vessels	NC	Pender	Nitrogen Oxides	CAP	13.2	TON
Mobile - Locomotives	NC	Pender	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Pender	Nitrogen Oxides	CAP	118.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Pender	Nitrogen Oxides	CAP	32.7	TON
Mobile - Non-Road Equipment - Other	NC	Pender	Nitrogen Oxides	CAP	2.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Pender	Nitrogen Oxides	CAP	279.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Pender	Nitrogen Oxides	CAP	42.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Pender	Nitrogen Oxides	CAP	5.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Pender	Nitrogen Oxides	CAP	660.2	TON
Mobile - Aircraft	NC	Perquimans	Nitrogen Oxides	CAP	0.0	TON
Mobile - Commercial Marine Vessels	NC	Perquimans	Nitrogen Oxides	CAP	49.5	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Locomotives	NC	Perquimans	Nitrogen Oxides	CAP	10.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Perquimans	Nitrogen Oxides	CAP	67.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Perquimans	Nitrogen Oxides	CAP	74.2	TON
Mobile - Non-Road Equipment - Other	NC	Perquimans	Nitrogen Oxides	CAP	0.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Perquimans	Nitrogen Oxides	CAP	45.9	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Perquimans	Nitrogen Oxides	CAP	7.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Perquimans	Nitrogen Oxides	CAP	0.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Perquimans	Nitrogen Oxides	CAP	125.4	TON
Mobile - Aircraft	NC	Person	Nitrogen Oxides	CAP	8.0	TON
Mobile - Locomotives	NC	Person	Nitrogen Oxides	CAP	0.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Person	Nitrogen Oxides	CAP	79.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Person	Nitrogen Oxides	CAP	19.5	TON
Mobile - Non-Road Equipment - Other	NC	Person	Nitrogen Oxides	CAP	8.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Person	Nitrogen Oxides	CAP	101.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Person	Nitrogen Oxides	CAP	19.6	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Person	Nitrogen Oxides	CAP	3.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Person	Nitrogen Oxides	CAP	392.2	TON
Mobile - Aircraft	NC	Pitt	Nitrogen Oxides	CAP	13.4	TON
Mobile - Commercial Marine Vessels	NC	Pitt	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Pitt	Nitrogen Oxides	CAP	37.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Pitt	Nitrogen Oxides	CAP	389.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Pitt	Nitrogen Oxides	CAP	36.1	TON
Mobile - Non-Road Equipment - Other	NC	Pitt	Nitrogen Oxides	CAP	23.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Pitt	Nitrogen Oxides	CAP	349.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Pitt	Nitrogen Oxides	CAP	47.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Pitt	Nitrogen Oxides	CAP	8.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Pitt	Nitrogen Oxides	CAP	1,025.4	TON
Mobile - Aircraft	NC	Polk	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Polk	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Polk	Nitrogen Oxides	CAP	24.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Polk	Nitrogen Oxides	CAP	9.7	TON
Mobile - Non-Road Equipment - Other	NC	Polk	Nitrogen Oxides	CAP	1.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Polk	Nitrogen Oxides	CAP	190.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Polk	Nitrogen Oxides	CAP	30.7	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Polk	Nitrogen Oxides	CAP	4.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Polk	Nitrogen Oxides	CAP	388.8	TON
Mobile - Aircraft	NC	Randolph	Nitrogen Oxides	CAP	3.5	TON
Mobile - Locomotives	NC	Randolph	Nitrogen Oxides	CAP	13.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Randolph	Nitrogen Oxides	CAP	188.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Randolph	Nitrogen Oxides	CAP	41.2	TON
Mobile - Non-Road Equipment - Other	NC	Randolph	Nitrogen Oxides	CAP	48.8	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Randolph	Nitrogen Oxides	CAP	428.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Randolph	Nitrogen Oxides	CAP	91.9	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Randolph	Nitrogen Oxides	CAP	9.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Randolph	Nitrogen Oxides	CAP	1,385.1	TON
Mobile - Aircraft	NC	Richmond	Nitrogen Oxides	CAP	0.7	TON
Mobile - Locomotives	NC	Richmond	Nitrogen Oxides	CAP	336.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Richmond	Nitrogen Oxides	CAP	71.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Richmond	Nitrogen Oxides	CAP	17.1	TON
Mobile - Non-Road Equipment - Other	NC	Richmond	Nitrogen Oxides	CAP	8.4	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Richmond	Nitrogen Oxides	CAP	175.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Richmond	Nitrogen Oxides	CAP	18.6	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Richmond	Nitrogen Oxides	CAP	4.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Richmond	Nitrogen Oxides	CAP	509.8	TON
Mobile - Aircraft	NC	Robeson	Nitrogen Oxides	CAP	12.1	TON
Mobile - Locomotives	NC	Robeson	Nitrogen Oxides	CAP	429.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Robeson	Nitrogen Oxides	CAP	198.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Robeson	Nitrogen Oxides	CAP	23.0	TON
Mobile - Non-Road Equipment - Other	NC	Robeson	Nitrogen Oxides	CAP	17.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Robeson	Nitrogen Oxides	CAP	638.4	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - On-Road Diesel Light Duty Vehicles	NC	Robeson	Nitrogen Oxides	CAP	57.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Robeson	Nitrogen Oxides	CAP	14.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Robeson	Nitrogen Oxides	CAP	1,580.6	TON
Mobile - Aircraft	NC	Rockingham	Nitrogen Oxides	CAP	1.5	TON
Mobile - Locomotives	NC	Rockingham	Nitrogen Oxides	CAP	206.9	TON
Mobile - Non-Road Equipment - Diesel	NC	Rockingham	Nitrogen Oxides	CAP	113.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Rockingham	Nitrogen Oxides	CAP	24.7	TON
Mobile - Non-Road Equipment - Other	NC	Rockingham	Nitrogen Oxides	CAP	21.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Rockingham	Nitrogen Oxides	CAP	257.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Rockingham	Nitrogen Oxides	CAP	49.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Rockingham	Nitrogen Oxides	CAP	6.4	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Rockingham	Nitrogen Oxides	CAP	855.4	TON
Mobile - Aircraft	NC	Rowan	Nitrogen Oxides	CAP	23.4	TON
Mobile - Locomotives	NC	Rowan	Nitrogen Oxides	CAP	306.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Rowan	Nitrogen Oxides	CAP	160.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Rowan	Nitrogen Oxides	CAP	38.0	TON
Mobile - Non-Road Equipment - Other	NC	Rowan	Nitrogen Oxides	CAP	33.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Rowan	Nitrogen Oxides	CAP	454.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Rowan	Nitrogen Oxides	CAP	116.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Rowan	Nitrogen Oxides	CAP	9.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Rowan	Nitrogen Oxides	CAP	1,484.4	TON
Mobile - Aircraft	NC	Rutherford	Nitrogen Oxides	CAP	3.9	TON
Mobile - Locomotives	NC	Rutherford	Nitrogen Oxides	CAP	39.2	TON
Mobile - Non-Road Equipment - Diesel	NC	Rutherford	Nitrogen Oxides	CAP	69.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Rutherford	Nitrogen Oxides	CAP	20.1	TON
Mobile - Non-Road Equipment - Other	NC	Rutherford	Nitrogen Oxides	CAP	17.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Rutherford	Nitrogen Oxides	CAP	193.4	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Rutherford	Nitrogen Oxides	CAP	38.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Rutherford	Nitrogen Oxides	CAP	5.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Rutherford	Nitrogen Oxides	CAP	647.8	TON
Mobile - Aircraft	NC	Sampson	Nitrogen Oxides	CAP	3.5	TON
Mobile - Locomotives	NC	Sampson	Nitrogen Oxides	CAP	2.5	TON
Mobile - Non-Road Equipment - Diesel	NC	Sampson	Nitrogen Oxides	CAP	263.8	TON
Mobile - Non-Road Equipment - Gasoline	NC	Sampson	Nitrogen Oxides	CAP	12.7	TON
Mobile - Non-Road Equipment - Other	NC	Sampson	Nitrogen Oxides	CAP	8.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Sampson	Nitrogen Oxides	CAP	287.2	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Sampson	Nitrogen Oxides	CAP	36.1	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Sampson	Nitrogen Oxides	CAP	7.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Sampson	Nitrogen Oxides	CAP	860.4	TON
Mobile - Aircraft	NC	Scotland	Nitrogen Oxides	CAP	168.8	TON
Mobile - Locomotives	NC	Scotland	Nitrogen Oxides	CAP	103.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Scotland	Nitrogen Oxides	CAP	47.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Scotland	Nitrogen Oxides	CAP	8.1	TON
Mobile - Non-Road Equipment - Other	NC	Scotland	Nitrogen Oxides	CAP	13.4	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Scotland	Nitrogen Oxides	CAP	115.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Scotland	Nitrogen Oxides	CAP	9.4	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Scotland	Nitrogen Oxides	CAP	3.4	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Scotland	Nitrogen Oxides	CAP	323.3	TON
Mobile - Aircraft	NC	Stanly	Nitrogen Oxides	CAP	29.8	TON
Mobile - Locomotives	NC	Stanly	Nitrogen Oxides	CAP	34.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Stanly	Nitrogen Oxides	CAP	85.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Stanly	Nitrogen Oxides	CAP	25.4	TON
Mobile - Non-Road Equipment - Other	NC	Stanly	Nitrogen Oxides	CAP	14.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Stanly	Nitrogen Oxides	CAP	168.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Stanly	Nitrogen Oxides	CAP	52.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Stanly	Nitrogen Oxides	CAP	6.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Stanly	Nitrogen Oxides	CAP	620.7	TON
Mobile - Aircraft	NC	Stokes	Nitrogen Oxides	CAP	0.4	TON
Mobile - Locomotives	NC	Stokes	Nitrogen Oxides	CAP	20.4	TON
Mobile - Non-Road Equipment - Diesel	NC	Stokes	Nitrogen Oxides	CAP	48.3	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Non-Road Equipment - Gasoline	NC	Stokes	Nitrogen Oxides	CAP	10.6	TON
Mobile - Non-Road Equipment - Other	NC	Stokes	Nitrogen Oxides	CAP	3.3	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Stokes	Nitrogen Oxides	CAP	111.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Stokes	Nitrogen Oxides	CAP	28.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Stokes	Nitrogen Oxides	CAP	4.2	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Stokes	Nitrogen Oxides	CAP	408.0	TON
Mobile - Aircraft	NC	Surry	Nitrogen Oxides	CAP	4.2	TON
Mobile - Locomotives	NC	Surry	Nitrogen Oxides	CAP	34.1	TON
Mobile - Non-Road Equipment - Diesel	NC	Surry	Nitrogen Oxides	CAP	178.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Surry	Nitrogen Oxides	CAP	32.7	TON
Mobile - Non-Road Equipment - Other	NC	Surry	Nitrogen Oxides	CAP	21.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Surry	Nitrogen Oxides	CAP	396.2	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Surry	Nitrogen Oxides	CAP	75.0	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Surry	Nitrogen Oxides	CAP	6.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Surry	Nitrogen Oxides	CAP	1,013.6	TON
Mobile - Aircraft	NC	Swain	Nitrogen Oxides	CAP	0.1	TON
Mobile - Locomotives	NC	Swain	Nitrogen Oxides	CAP	19.6	TON
Mobile - Non-Road Equipment - Diesel	NC	Swain	Nitrogen Oxides	CAP	28.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Swain	Nitrogen Oxides	CAP	22.9	TON
Mobile - Non-Road Equipment - Other	NC	Swain	Nitrogen Oxides	CAP	1.1	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Swain	Nitrogen Oxides	CAP	83.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Swain	Nitrogen Oxides	CAP	16.7	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Swain	Nitrogen Oxides	CAP	1.8	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Swain	Nitrogen Oxides	CAP	243.3	TON
Mobile - Aircraft	NC	Transylvania	Nitrogen Oxides	CAP	0.3	TON
Mobile - Locomotives	NC	Transylvania	Nitrogen Oxides	CAP	4.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Transylvania	Nitrogen Oxides	CAP	35.2	TON
Mobile - Non-Road Equipment - Gasoline	NC	Transylvania	Nitrogen Oxides	CAP	24.3	TON
Mobile - Non-Road Equipment - Other	NC	Transylvania	Nitrogen Oxides	CAP	4.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Transylvania	Nitrogen Oxides	CAP	73.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Transylvania	Nitrogen Oxides	CAP	22.6	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Transylvania	Nitrogen Oxides	CAP	2.1	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Transylvania	Nitrogen Oxides	CAP	315.6	TON
Mobile - Commercial Marine Vessels	NC	Tyrrell	Nitrogen Oxides	CAP	17.1	TON
Mobile - Locomotives	NC	Tyrrell	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Tyrrell	Nitrogen Oxides	CAP	84.9	TON
Mobile - Non-Road Equipment - Gasoline	NC	Tyrrell	Nitrogen Oxides	CAP	186.2	TON
Mobile - Non-Road Equipment - Other	NC	Tyrrell	Nitrogen Oxides	CAP	0.2	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Tyrrell	Nitrogen Oxides	CAP	24.5	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Tyrrell	Nitrogen Oxides	CAP	4.0	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Tyrrell	Nitrogen Oxides	CAP	0.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Tyrrell	Nitrogen Oxides	CAP	63.0	TON
Mobile - Aircraft	NC	Union	Nitrogen Oxides	CAP	9.3	TON
Mobile - Locomotives	NC	Union	Nitrogen Oxides	CAP	191.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Union	Nitrogen Oxides	CAP	446.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Union	Nitrogen Oxides	CAP	78.4	TON
Mobile - Non-Road Equipment - Other	NC	Union	Nitrogen Oxides	CAP	34.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Union	Nitrogen Oxides	CAP	508.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Union	Nitrogen Oxides	CAP	105.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Union	Nitrogen Oxides	CAP	13.2	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Union	Nitrogen Oxides	CAP	1,428.6	TON
Mobile - Aircraft	NC	Vance	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Vance	Nitrogen Oxides	CAP	1.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Vance	Nitrogen Oxides	CAP	60.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Vance	Nitrogen Oxides	CAP	25.7	TON
Mobile - Non-Road Equipment - Other	NC	Vance	Nitrogen Oxides	CAP	6.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Vance	Nitrogen Oxides	CAP	155.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Vance	Nitrogen Oxides	CAP	15.6	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Vance	Nitrogen Oxides	CAP	4.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Vance	Nitrogen Oxides	CAP	478.7	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - Aircraft	NC	Wake	Nitrogen Oxides	CAP	417.0	TON
Mobile - Locomotives	NC	Wake	Nitrogen Oxides	CAP	157.5	TON
Mobile - Non-Road Equipment - Diesel	NC	Wake	Nitrogen Oxides	CAP	1,688.1	TON
Mobile - Non-Road Equipment - Gasoline	NC	Wake	Nitrogen Oxides	CAP	319.4	TON
Mobile - Non-Road Equipment - Other	NC	Wake	Nitrogen Oxides	CAP	96.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Wake	Nitrogen Oxides	CAP	1,742.0	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Wake	Nitrogen Oxides	CAP	193.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Wake	Nitrogen Oxides	CAP	36.4	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Wake	Nitrogen Oxides	CAP	4,675.4	TON
Mobile - Aircraft	NC	Warren	Nitrogen Oxides	CAP	0.6	TON
Mobile - Locomotives	NC	Warren	Nitrogen Oxides	CAP	0.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Warren	Nitrogen Oxides	CAP	38.4	TON
Mobile - Non-Road Equipment - Gasoline	NC	Warren	Nitrogen Oxides	CAP	14.1	TON
Mobile - Non-Road Equipment - Other	NC	Warren	Nitrogen Oxides	CAP	1.6	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Warren	Nitrogen Oxides	CAP	111.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Warren	Nitrogen Oxides	CAP	10.9	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Warren	Nitrogen Oxides	CAP	2.3	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Warren	Nitrogen Oxides	CAP	270.1	TON
Mobile - Aircraft	NC	Washington	Nitrogen Oxides	CAP	11.6	TON
Mobile - Commercial Marine Vessels	NC	Washington	Nitrogen Oxides	CAP	9.3	TON
Mobile - Locomotives	NC	Washington	Nitrogen Oxides	CAP	9.9	TON
Mobile - Non-Road Equipment - Diesel	NC	Washington	Nitrogen Oxides	CAP	68.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Washington	Nitrogen Oxides	CAP	66.7	TON
Mobile - Non-Road Equipment - Other	NC	Washington	Nitrogen Oxides	CAP	4.7	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Washington	Nitrogen Oxides	CAP	51.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Washington	Nitrogen Oxides	CAP	5.8	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Washington	Nitrogen Oxides	CAP	1.0	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Washington	Nitrogen Oxides	CAP	141.2	TON
Mobile - Aircraft	NC	Watauga	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Watauga	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Watauga	Nitrogen Oxides	CAP	67.7	TON
Mobile - Non-Road Equipment - Gasoline	NC	Watauga	Nitrogen Oxides	CAP	25.0	TON
Mobile - Non-Road Equipment - Other	NC	Watauga	Nitrogen Oxides	CAP	3.5	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Watauga	Nitrogen Oxides	CAP	142.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Watauga	Nitrogen Oxides	CAP	30.9	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Watauga	Nitrogen Oxides	CAP	3.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Watauga	Nitrogen Oxides	CAP	444.5	TON
Mobile - Aircraft	NC	Wayne	Nitrogen Oxides	CAP	308.7	TON
Mobile - Locomotives	NC	Wayne	Nitrogen Oxides	CAP	23.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Wayne	Nitrogen Oxides	CAP	242.3	TON
Mobile - Non-Road Equipment - Gasoline	NC	Wayne	Nitrogen Oxides	CAP	26.7	TON
Mobile - Non-Road Equipment - Other	NC	Wayne	Nitrogen Oxides	CAP	19.4	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Wayne	Nitrogen Oxides	CAP	274.6	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Wayne	Nitrogen Oxides	CAP	38.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Wayne	Nitrogen Oxides	CAP	8.5	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Wayne	Nitrogen Oxides	CAP	795.8	TON
Mobile - Aircraft	NC	Wilkes	Nitrogen Oxides	CAP	0.9	TON
Mobile - Locomotives	NC	Wilkes	Nitrogen Oxides	CAP	11.5	TON
Mobile - Non-Road Equipment - Diesel	NC	Wilkes	Nitrogen Oxides	CAP	129.6	TON
Mobile - Non-Road Equipment - Gasoline	NC	Wilkes	Nitrogen Oxides	CAP	22.2	TON
Mobile - Non-Road Equipment - Other	NC	Wilkes	Nitrogen Oxides	CAP	14.9	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Wilkes	Nitrogen Oxides	CAP	224.8	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Wilkes	Nitrogen Oxides	CAP	51.9	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Wilkes	Nitrogen Oxides	CAP	5.9	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Wilkes	Nitrogen Oxides	CAP	774.9	TON
Mobile - Aircraft	NC	Wilson	Nitrogen Oxides	CAP	4.4	TON
Mobile - Locomotives	NC	Wilson	Nitrogen Oxides	CAP	207.3	TON
Mobile - Non-Road Equipment - Diesel	NC	Wilson	Nitrogen Oxides	CAP	175.5	TON
Mobile - Non-Road Equipment - Gasoline	NC	Wilson	Nitrogen Oxides	CAP	27.8	TON
Mobile - Non-Road Equipment - Other	NC	Wilson	Nitrogen Oxides	CAP	21.5	TON

SECTOR	STATE	COUNTY	POLLUTANT	POLLUTANT TYPE	EMISSIONS	UNIT OF MEASURE
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Wilson	Nitrogen Oxides	CAP	358.7	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Wilson	Nitrogen Oxides	CAP	33.2	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Wilson	Nitrogen Oxides	CAP	7.6	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Wilson	Nitrogen Oxides	CAP	710.5	TON
Mobile - Aircraft	NC	Yadkin	Nitrogen Oxides	CAP	0.4	TON
Mobile - Locomotives	NC	Yadkin	Nitrogen Oxides	CAP	0.0	TON
Mobile - Non-Road Equipment - Diesel	NC	Yadkin	Nitrogen Oxides	CAP	71.0	TON
Mobile - Non-Road Equipment - Gasoline	NC	Yadkin	Nitrogen Oxides	CAP	10.8	TON
Mobile - Non-Road Equipment - Other	NC	Yadkin	Nitrogen Oxides	CAP	5.8	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Yadkin	Nitrogen Oxides	CAP	260.1	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Yadkin	Nitrogen Oxides	CAP	41.5	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Yadkin	Nitrogen Oxides	CAP	6.7	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Yadkin	Nitrogen Oxides	CAP	594.7	TON
Mobile - Aircraft	NC	Yancey	Nitrogen Oxides	CAP	0.0	TON
Mobile - Locomotives	NC	Yancey	Nitrogen Oxides	CAP	1.8	TON
Mobile - Non-Road Equipment - Diesel	NC	Yancey	Nitrogen Oxides	CAP	21.8	TON
Mobile - Non-Road Equipment - Gasoline	NC	Yancey	Nitrogen Oxides	CAP	12.2	TON
Mobile - Non-Road Equipment - Other	NC	Yancey	Nitrogen Oxides	CAP	2.0	TON
Mobile - On-Road Diesel Heavy Duty Vehicles	NC	Yancey	Nitrogen Oxides	CAP	61.3	TON
Mobile - On-Road Diesel Light Duty Vehicles	NC	Yancey	Nitrogen Oxides	CAP	12.9	TON
Mobile - On-Road non-Diesel Heavy Duty Vehicles	NC	Yancey	Nitrogen Oxides	CAP	1.4	TON
Mobile - On-Road non-Diesel Light Duty Vehicles	NC	Yancey	Nitrogen Oxides	CAP	213.1	TON

Appendix D – NC Emission Reduction Calculations

Emission Reduction Calculations

The DEQ used the following methods and assumptions to calculate estimated emissions reductions for potential Phase 2 projects of the VW Settlement funding.

Heavy-duty On-Road Vehicles

The DEQ used the EPA Diesel Emissions Quantifier (EPA-DEQ) to estimate emissions from heavy-duty on-road vehicles. The EPA-DEQ is a web-based, data-driven estimator that enables users to evaluate replacement projects and upgrade options for heavy-duty diesel engines. It does so by asking for inputs on project specifics, (e.g., fleet information, usage, upgrade, or replacement details). Using this information and EPA-approved data sources, the EPA-DEQ estimates annual and lifetime baseline (pre-upgrade) emissions, post-upgrade emissions reductions, and cost effectiveness of the project. Diesel emissions and reductions are estimated for fine particulate matter (PM2.5), nitrogen oxides (NOx), hydrocarbons (HC), carbon monoxide (CO), and carbon dioxide (CO2).

EPA-DEQ Parameters

Table 7 shows the parameters used for estimating the emissions for school and transit buses and refuse trucks. The EPA-DEQ was used to estimate emissions for diesel, propane, and electric school and transit buses. Table 8 shows the combination of vehicle types and fuels modeled. The DEQ used average values from Phase 1 projects. The DEQ ran the EPA-DEQ for one vehicle in each category.

Table 7: EPA-DEQ Parameters

Predicted lifetime of vehicle	12 years – transit bus 20 years – school bus, refuse truck
Model year of original vehicle	2008 – transit bus 2006 – school bus 2006 – refuse truck
Annual miles of old vehicle	44,782 – transit bus 10,000 – school bus 20,000 – refuse truck
Annual Fuel volume	6,131 – transit bus 1,600 – school bus 700 – refuse truck
Idling hour/year	340 – transit bus 90 – school bus 50 – refuse truck

Table 8: Vehicle and Fuel Type Combinations Modeled

Vehicle Type	Model Year	Fuel	Refuse truck	School bus	Transit bus
Original	2008	ULSD (Diesel)			x
Original	2006	ULSD (Diesel)	x		
Original	2006	ULSD (Diesel)		x	
Replacement	2021	ULSD (Diesel)	x	x	x
Replacement	2021	CNG	x		x
Replacement	2021	All-Electric	x	x	x
Replacement	2021	Propane		x	

Calculations

The EPA-DEQ outputs lifetime NOx emissions reduced in short tons per year.

Heavy-duty Off-Road Equipment & Vehicles

The DEQ used the EPA Diesel Emission Quantifier (EPA-DEQ) to estimate emissions from heavy-duty off-road vehicles and marine vessels. The EPA-DEQ evaluates clean diesel projects and upgrade options for medium-heavy and heavy-heavy duty diesel engines. The EPA-DEQ estimates baseline emissions, annual reduced emissions, and lifetime reduced emissions.

EPA-DEQ Parameters

Table 9 shows the parameters used for estimating the emission reductions for replacements of forklifts, construction equipment (excavator), and short haul class 8 trucks and a marine ferry repower. The EPA-DEQ was used to estimate emissions reductions for the replacement of a diesel forklift with a diesel or electric forklift, a diesel excavator with a new diesel excavator, a diesel short haul class 8 truck with a new diesel short haul class 8 truck and an engine repower of a ferry vessel with new diesel engines. Table 10 shows the combination of vehicle types and fuels modeled. The DEQ used values from previously awarded Diesel Emission Reduction Act and Phase 1 VW grant applications. The DEQ ran the EPA-DEQ for 1 vehicle in each category.

Table 9: EPA-DEQ Parameters

Primary vehicle location	North Carolina
Remaining life of baseline engine (in years at time of upgrade)	2 years – forklift 5 years – excavator 5 year – marine ferry 5 year – short haul class 8 truck
Model year – original	2002 – forklift 2006– excavator 2011 – marine ferry 2006 – short haul class 8 truck
Model year – new	2021 – forklift 2021 – excavator 2021 – marine ferry 2021 – short haul class 8 truck
Original horsepower	180 – forklift 280 – excavator 1,140 – marine ferry 370 – short haul class 8 truck
New horsepower	180 – forklift 280 – excavator 1,200 – marine ferry 450 – short haul class 8 truck
Original engine tier	1 – forklift 3 – excavator 2 – marine ferry 3 – short haul class 8 truck
New engine tier	4 – forklift (diesel) 4 – excavator 4 – marine ferry

	4 – short haul class 8 truck
Output used: Annual emissions in tons	Vehicle operation: NOx

Table 10: Vehicle and Fuel Type Combinations Modeled

Vehicle Type	Model Year	Fuel	Forklift	Excavator	Marine Ferry Repower	Short Haul Class 8 Truck
Original	2002	Diesel	x			
Original	2006	Diesel		x		x
Original	2011	Diesel			x	
Replacement	2021	Diesel	x	x	x	x
Replacement	2021	Electric	x			

Calculations

The EPA-DEQ outputs lifetime NOx emissions reduced in short tons per year.

Appendix E – Historically Under-resourced Counties Outreach Program

Historically Under-Resourced Counties Outreach Program

Projects will be evaluated for potential benefits to under-served communities during the evaluation process. In order to ensure more communities are able to apply for funding, DEQ is developing an outreach program to help counties that historically do not have the resources to effectively identify eligible vehicles for grant programs and submit quality applications. Applications from these counties may also receive scoring bonuses.

Historically Under-Resourced Counties are those identified as *economically distressed* with the highest percentages of *underserved populations*.

Underserved populations are those that meet certain racial and poverty criteria, as determined by the DEQ Environmental Justice Program. Using economic criteria, a county's *economic distress* is defined and ranked by the NC Department of Commerce (commonly referred to as "County Tiers").

Combining these two data sets, 37 Historically Under-Resourced Counties were selected as follows:

- List all counties with an underserved population greater than 15%.
- Remove from the list, any Tier 2 or Tier 3 counties (next and least distressed counties).

These counties may be eligible for the maximum funding amounts allowed by the Volkswagen Mitigation Consent Decree based on applicant and equipment/vehicle fuel types. Counties eligible for program are listed in Table 3. The final list of counties was updated using new data from the 2020 Census. Priority will be given to applications in counties where an application was not submitted, or VW funding not awarded, in Phase 1.

Table 3: Eligible Historically Under-Resourced Counties

County Name		
Alexander		Martin
Anson		Nash
Bertie		Northampton
Bladen		Pasquotank
Burke		Randolph
Caldwell		Richmond
Caswell		Robeson
Cleveland		Rockingham
Columbus		Rowan
Cumberland		Rutherford
Duplin		Sampson
Edgecombe		Scotland
Graham		Tyrrell
Greene		Vance
Halifax		Warren
Hertford		Washington
Hoke		Wayne
Hyde		Wilson
Lenoir		

Appendix F – Glossary of Terms

Airport Ground Support Equipment – vehicles and equipment used at an airport to service aircraft between flights

Air Toxics – also known as toxic air pollutants or hazardous air pollutants (HAPs), are those pollutants that cause or may cause cancer and other serious health effects, such as reproductive effects or birth defects. The Clean Air Act identifies 187 HAPs that EPA and states are required to control to protect public health

All-Electric – powered exclusively by electricity provided by a battery, fuel cell, or the grid

Alternate Fueled – an engine, or a vehicle or piece of equipment which is powered by an engine, which uses a fuel different from or in addition to gasoline fuel or diesel fuel (e.g., CNG, propane, diesel-electric Hybrid)

Regional councils of governments – a system of multi-county regional planning districts to cover the entire state of North Carolina, currently 16 councils cover the state

Certified Remanufacture System or Verified Engine Upgrade – engine upgrades certified or verified by EPA or CARB to achieve a reduction in emissions

Class 4-7 Local Freight Trucks (Medium Trucks) – trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers) with a Gross Vehicle Weight Rating (GVWR) between 14,001 and 33,000 lbs.

Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Buses) – vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 lbs. used for transporting people. See definition for School Bus below

Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks) – trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs. used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers)

CNG – Compressed Natural Gas

CO – carbon monoxide, one of six criteria pollutants as defined by EPA that considered harmful to public health and the environment

DERA – Diesel Emission Reduction Act

Drayage Trucks – trucks hauling cargo to and from ports and intermodal rail yards

Environmental Justice – the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies

EPA Diesel Emission Quantifier (EPA-DEQ) – tool developed by EPA to estimate emission reductions and cost benefits from heavy-duty diesel vehicles

Forklift – nonroad equipment used to lift and move materials short distances; generally, includes tines to lift objects. Eligible types of forklifts include reach stackers, side loaders, and top loaders

Freight Switcher – a locomotive that moves rail cars around a rail yard as compared to a line-haul engine that moves freight long distances

Generator Set – a switcher locomotive equipped with multiple engines that can turn off one or more engines to reduce emissions and save fuel depending on the load it is moving

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

GHG – gases that trap heat in the atmosphere are called greenhouse gases and include carbon dioxide, methane, nitrous oxide (N_2O), and fluorinated gases

Gross Vehicle Weight Rating (GVWR) – the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo:

- Class 1: < 6000 lbs.
- Class 2: 6001-10,000 lbs.
- Class 3: 10,001-14,000 lbs.
- Class 4: 14,001-16,000 lbs.
- Class 5: 16,001-19,500 lbs.
- Class 6: 19,501-26,000 lbs.
- Class 7: 26,001-33,000 lbs.
- Class 8: > 33,001 lbs.

Hazardous Air Pollutants – (HAPs), also known as air toxics or toxic air pollutants, are those pollutants that cause or may cause cancer and other serious health effects, such as reproductive effects or birth defects. The Clean Air Act identifies 187 HAPs that EPA and states are required to control to protect public health

Heavy-Duty Vehicle Emissions Calculator – HDVEC developed by Argonne National Laboratories to estimate emissions from heavy-duty on-road vehicles

Hybrid – a vehicle that combines an internal combustion engine with a battery and electric motor
Infrastructure – the equipment used to enable the use of electric powered vehicles (e.g., electric charging stations)

Intermodal Rail Yard – a rail facility in which cargo is transferred from drayage truck to train or vice-versa

Metropolitan planning organizations (MPO) - MPOs were formed in 1962 when Congress enacted the federal aid highway act that initiated a requirement that a continuing, cooperative, and comprehensive (3-C) transportation planning process be established for all urban areas over 50,000 in population in order to qualify for federal transportation funds

Mitigation Beneficiary Plan (MBP) – final plan issued by the NC DEQ-Division of Air Quality submitted to the Trustee outlining the way in which funds will be distributed in North Carolina as a result of the VW Settlement

Municipal government – refers to the institution created by states to govern incorporated localities—particularly cities

NAAQS – National Ambient Air Quality Standards, concentration limits for the criteria pollutants (CO, lead, NO_2, ozone, particulate matter, and SO_2) set by the EPA

DEQ – North Carolina Department of Environmental Quality named as the administrator in North Carolina for the VW Settlement funds

NEI – National emission inventory developed by EPA to determine concentrations of criteria pollutants and their precursors

Non-profit/not for profit – 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 State

NO_x – oxides of nitrogen, considered a precursor of the criteria pollutant ozone

Off-road – of, relating to, done with, or being a vehicle designed specifically to operate away from public roads

On-road – of, relating to, done with, or being a vehicle designed specifically to operate on public roads

Port Cargo Handling Equipment – rubber-tired gantry cranes, straddle carriers, shuttle carriers, and terminal tractors, including yard hostlers and yard tractors that operate within ports

Plug-in Hybrid Electric Vehicle (PHEV) – a vehicle 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

$PM_{2.5}$ – particulate matter that is less than 2.5 micrometers in diameter, a subset of the criteria pollutant particulate matter – the term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small they can only be detected using an electron microscope

Public - supported by public funds and private contributions rather than by income from commercial entities

Regional city or suburban counties – counties with densities between 250 and 750 people per square mile

Repower – to replace an existing engine with a newer, cleaner engine or power source that is certified by EPA and, if applicable, CARB, to meet a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with diesel or a clean alternate fuel, diesel engine replacement with an electric power source (grid, battery), diesel engine replacement with a fuel cell, diesel engine replacement with an electric generator(s) (genset), diesel engine upgrades in Ferries/Tugs with an EPA Certified Remanufacture System, and/or diesel engine

upgrades in Ferries/Tugs with an EPA Verified Engine Upgrade. All-Electric and fuel cell Repowers do not require EPA or CARB certification

Request for Information – RFI, the DEQ asked for public participation during the development of the BMP and will continue to do so throughout the mitigation process as a matter of transparency

Rural – counties with densities for 250 people per square mile or less

Rural Planning Organization (RPO) - RPOs are a counterpart to the MPOs (Metropolitan Planning Organizations). The purpose of these organizations is to work cooperatively with DOT to develop Comprehensive Transportation Plans (CTP) in non-metropolitan areas and assist the Department in carrying out other transportation planning activities. RPOs consist of groups of counties, between 3-15 counties, and must have at least 50,000 population

School Bus – a Class 4-8 bus sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events. May be Type A-D

Scrapped – 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

Shorepower - the provision of shoreside electrical power to a ship at berth while its main and auxiliary engines are shut down

SO_x – oxides of sulfur, SO_2 is the most common and EPA has designated it as a criteria pollutant that is emitted from the burning of fossil fuels by power plants and other industrial facilities

Tier 0, 1, 2, 3, 4 – EPA engine emission classifications for nonroad, locomotive and marine engines

Tribe – federally recognized group of Native Americans, in NC this refers to Coharie Tribe, Eastern Band of Cherokee Nation, Haliwa-Saponi Tribe, Lumbee Tribe of North Carolina, Meherrin Indian Tribe, Occaneechi Band of Saponi Nation, Sappony, Waccamaw Siouan Tribe, and the Urban Indian Organizations that reside across North Carolina, as well as the North Carolina Commission of Indian Affairs

Trust Effective Date (TED) – October 2, 2017, when the U.S. District Court in Northern California approved provisions for the national environmental mitigation trust fund

Trustee – Environmental Mitigation Trustee established through the VW Settlement: Wilmington Trust, N.A.

Tugs – dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g., tugboats and towboats)

Urban – counties with densities over 750 people per square mile

VOC – volatile organic compounds, considered precursors of ozone

VW – Volkswagen Group and associated companies

Zero Emission Vehicle (ZEV) – a vehicle that produces no emissions from the onboard source of power (e.g., All-Electric or hydrogen fuel cell vehicles)