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Copy of Missouri VW Survey 1 for State Mitigation Plan Development

General Information

The Missouri Department of Natural Resources is gathering input from those on Missouri's VW email list. The information collected through this survey will provide guidance for developing a 10-year mitigation plan for Missouri to distribute the trust fund proceeds from the VW settlement. Per the trust agreement, these funds must be used to reduce emissions from mobile sources in one of ten categories.

This is the only survey the department plans to send out to the entire VW email list. We will accept responses through Dec 1, 2017. Future surveys will include more detailed and focused questions, and we will only send them to members of Missouri's VW Advisory Committee. If you would like to serve on Missouri's VW Advisory Committee, please [click here](#).

We estimate you will need approximately 10 minutes to complete this survey. For information about the VW settlement, visit the department's VW webpage. Background information about specific eligible projects appears in Appendix D-2 of the consent decree. More information on the U.S. Diesel Emission Reduction Act (DERA) option appears on the department's DERA webpage.

Note: We will not use information you provide for anything other than developing a mitigation plan. However, any information you provide to the department may be subject to disclosure upon request under Missouri's Open Records Law.

1. Contact Information

First Name

Last Name

Email Address

Affiliation

City

County

State

2. What type(s) of organization/business/agency/association best applies to you? (Select all that apply.)

Individual

Operator of public fleet

Government

Trade association

Small business

Engine/vehicle manufacturer or vendor

Interest group

Advocate for alternative fuels

School district

Advocate for electric vehicle charging stations

Operator of private fleet



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High-level Vision

3. Which high-level goals should Missouri strive to attain through the beneficiary mitigation plan? (Select all that apply.)

- Reduce emissions of nitrogen oxides (NOx) and other air pollutants
- Target projects in areas struggling to achieve health-based outdoor air quality standards
- Target projects in low-income or disadvantaged communities
- Spread money throughout the state
- Support a wide variety of groups and sectors
- Keep allocation simple by focusing on a limited number of project types/sectors
- Promote the use of alternative fuels
- Promote the use of electric vehicles and engines
- Reduce diesel and gasoline consumption
- Support publicly owned fleets
- Help small businesses
- Leverage additional funding through cost-share requirements
- Other (please specify)



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Process for Selecting Projects

4. How should Missouri select individual projects? Please select your preference below, or select other and explain your preferred method.

- Score applications according to a matrix. Projects that receive the most points would receive funds first.
- Use a matrix to score applications, but modify application and selection processes for each project and/or each target area of the state.
- Develop minimum eligibility criteria for applications and hold a drawing ensuring that all eligible projects have an have an equal chance of selection.
- Use a lottery-type selection process, but have separate application and selection processes for each project type and/or each target area of the state.
- Use a hybrid approach. Award some projects according to scored applications and other projects through a lottery-style drawing.
- Other (please specify)



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Types of Projects

5. Which of the ten eligible mitigation actions should Missouri include in its mitigation plan? You may select more than one.

- Class 8: Local freight trucks and port drayage trucks
- Class 4-8: School buses, shuttle buses and transit buses
- Freight switchers
- Ferries/tugs
- Shorepower for ocean-going vessels
- Class 4-7: Local freight trucks
- Airport ground support
- Forklifts and other equipment for handling port cargo
- Charging equipment for light-duty zero-emission vehicles
- Option involving the U.S. Diesel Emission Reduction Act (DERA)

Additional comments:

6. Are there any eligible mitigation actions that you **do not** believe Missouri should include in its mitigation plan? You may select more than one.

- Class 8: Local freight trucks and port drayage trucks
- Class 4-8: School buses, shuttle buses and transit buses
- Freight switchers
- Ferries/tugs
- Shore power for ocean-going vessels
- Class 4-7: Local freight trucks
- Airport ground support
- Forklifts and other equipment for handling port cargo
- Charging equipment for light-duty zero-emission vehicles
- Option involving the U.S. Diesel Emission Reduction Act (DERA)
- Include all eligible projects in the plan

Additional comments:

7. Questions have arisen over how the plan should regard government-owned fleets vs. privately owned fleets. What is your opinion?

- Missouri should dedicate a percentage of funds specifically for government-owned fleets.
- Missouri should design its plan so that it doesn't matter whether a fleet is privately owned or government-owned.
- Undecided
- Additional comments:

8. Should Missouri give preferential treatment to projects that require new engines/vehicles/equipment run on either electricity or an alternative fuel (e.g. natural gas or propane) as opposed to diesel? Examples of preferential treatment could include the following:

- Dedicating a portion of funding for these projects.
- Requiring a lower cost share.
- Giving bonus points for these applications. (This applies only to a matrix scoring method, and not a lottery style selection process.)

Select all that apply.

- | | |
|--|---|
| <input type="checkbox"/> Missouri should give preferential treatment to projects that use electric engines instead of diesel. | <input type="checkbox"/> Missouri should give equal consideration regardless of the fuel that powers the new engines. |
| <input type="checkbox"/> Missouri should give preferential treatment to projects that use electric engines instead of alternative fuel engines such as those that run on natural gas or propane. | <input type="checkbox"/> Undecided |
| <input type="checkbox"/> Missouri should give preferential treatment to projects that use alternative fuel, such as natural gas or propane instead of diesel. | |

Additional comments:



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Target Areas

9. Do you think that Missouri should establish target areas of the state and give preferential treatment to projects in these areas?

Criteria for selecting target areas could include air quality, number of affected VW vehicles, percentage of low-income and/or minority population, among other considerations.

Examples of preferential treatment could include having a dedicated portion of funding reserved for projects located in these areas, require a lower cost share for projects in these areas, and/or give bonus points on applications for projects located in these areas (This applies only to a matrix scoring method, and not a lottery-style selection process).

- Missouri should establish target areas and give preferential treatment to projects located in those areas.
- Missouri should give equal consideration to projects, regardless of the location.
- Undecided

Additional comments:



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Minimum Cost-Share Requirements

Questions 10 and 11 focus on cost-share requirements.

Cost share refers to the cost that fleet owners must pay themselves for a project. For instance, if the consent decree allows for trust funds to cover up to 60% of the total cost of a project, then recipients must pay 40%, the cost-share, of the total project cost.

10. Should Missouri give preference to projects if the fleet owner is willing to provide more cost share than the minimum amount established for the particular project?

- Missouri should give preference to applicants willing to pay more than the minimum cost-share amount.
- Missouri should give equal consideration to applicants as long as they agree to pay the minimum cost-share amount.
- Undecided

Additional comments:

11. The VW consent decree gives minimum cost-share percentages that fleet owners are required to pay themselves for the various types of projects. Missouri could, however, require higher cost-share percentages. Should Missouri require higher cost-share percentages for any of the projects as compared to the minimum amounts included in the consent decree?

- Missouri should not require higher minimum cost-share percentages than those listed in the consent decree for any project types.
- Missouri should require higher minimum cost-share percentages than those listed in the consent decree for some project types.
- Missouri should require higher minimum cost-share percentages than those listed in the consent decree for all project types.
- Undecided

Additional comments:



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Miscellaneous

12. Please provide any additional comments about issues or concerns not addressed by this survey. This information will help direct future surveys.