



MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Volkswagen Trust

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Copy of Missouri VW Survey 2 for State Mitigation Plan Development

General Information

Thank you for helping the department develop Missouri's 10-year beneficiary mitigation plan. Your answers to this second survey will help guide development of the plan to use Missouri's \$41 million in VW trust funds. Per the trust agreement, the money must fund projects to reduce emissions from mobile sources in one of ten categories.

We estimate you will need approximately 10 to 20 minutes to complete this survey. For information about the VW trust, 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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Allocation Amounts for Project Types

3. What percentage of the \$41 million should go toward each project type in Missouri's plan.

Note: Use whole numbers and percentages must total 100.

1.1 - Class 8 large trucks: Replacements/repowers (government owned)

1.2 - Class 8 large trucks: Replacements/repowers (privately owned)

2.1 - School buses: Replacements/repowers

2.2 - Shuttle and transit buses: Replacements/repowers

3 - Freight switchers (locomotives): Replacements/repowers

4 - Ferries/tugboats: Repowers (Replacements are not eligible.)

5 - Ocean-going vessels: Shorepower

6.1 - Class 4 - 7 medium trucks: Replacements/repowers (government owned)

6.2 - Class 4 - 7 medium trucks: Replacements/repowers (privately owned)

7 - Airport ground support equipment: Replacements/repowers

8 - Forklifts and port cargo handling equipment: Replacements/repowers

9 - Infrastructure for light-duty, zero-emission vehicle supply (EV charging stations or hydrogen stations)

Note: No more than 15 percent of funds may go toward this category.

10 - Diesel Emissions Reduction Act Option

11 - Undecided

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Process for Selecting Projects and Applicants

4. Should Missouri establish separate application and selection processes for the 10 project categories?

- Yes
 No
 Undecided

5. If Missouri establishes separate application and selection processes, what type of selection process do you favor for each project type?

Selection Process

1.1 - Class 8 large
trucks:
Replacements/repowers
(government owned)

1.2 - Class 8 large
trucks:
Replacements/repowers
(privately owned)

2.1 - School buses:
Replacements/repowers

2.2 - Shuttle and transit
buses:
Replacements/repowers

3 - Freight switchers
(locomotives):
Replacements/repowers

4 - Ferries/tugboats:
Repowers
(Replacements are not
eligible.)

Selection Process

5 - Ocean-going
vessels: Shorepower

6.1 - Class 4 - 7 medium
trucks:
Replacements/repowers
(government owned)

6.2 - Class 4 - 7 medium
trucks:
Replacements/repowers
(privately owned)

7 - Airport ground
support equipment:
Replacements/repowers

8 - Forklifts and port
cargo handling
equipment:
Replacements/repowers

9 - Infrastructure for
light-duty, zero-emission
vehicle supply (EV
charging stations or
hydrogen stations)

10 - Diesel Emissions
Reduction Act Option

Comments



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Timing for Application Periods

6. How often should Missouri consider applications?

- In a single round: The state would have one application period with a set deadline to receive applications. The state would commit all \$41 million to projects during this one application period.
- In multiple rounds: The state would create multiple application periods and set application deadlines based on an application cycle, for example every two years. The state would commit a certain percentage of the \$41 million toward projects in each application period.
- Undecided

Comments



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Target Areas

7. Which geographic areas should Missouri's plan target? You may select more than one.

- St. Louis area: City of St. Louis and counties of Franklin, Jefferson, St. Charles and St. Louis
- Kansas City area: Counties of Clay, Platte and Jackson
- Springfield area: Greene County
- Columbia area: Boone County
- Statewide: No target areas
- Other (please specify)

8. If Missouri establishes target areas based on geography, what method should the state use to target projects in those areas? You may select more than one.

- Dedicate a percentage of funds just for projects in those areas
- Require lower cost-share amounts for projects in those areas
- Award bonus points on applications for projects in those areas (This applies only to matrix-scoring method and not to a lottery selection.)
- No target areas, so no advantages based on geography
- Other (please specify)

9. If Missouri dedicates funding for specific geographical areas, what percentage funding should it allot to such areas? If you do not believe Missouri should dedicate funding to specific geographic areas, enter "100" under the "Statewide" row.

Note: Use whole numbers and percentages must total 100.

St. Louis area: City of St. Louis and counties of Franklin, Jefferson, St. Charles and St. Louis

Kansas City area: Counties of Clay, Platte and Jackson

Springfield area: Greene County

Columbia area: Boone County

Statewide

Other

10. Should Missouri establish target areas based on criteria other than geography? You may select more than one.

- Local areas with sensitive populations, for example, schools, hospitals and nursing homes
- Areas with disproportionately high amounts of diesel emissions, for example, ports, rail yards, industrial parks, construction sites and bus or truck terminals/depots
- No target areas based on these criteria
- Other criteria (please specify)

11. If Missouri establishes target areas based on criteria other than geography, what advantage should the state give to projects in those areas? You may select more than one.

- Dedicate a percentage of funds just for projects in those areas
- Require lower cost-share amounts for projects in those areas
- Award bonus points on applications for projects in those areas (This applies only to matrix-scoring and not to lottery selection.)
- No target areas, so no advantages
- Other (please specify)



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Charging Stations for Light-Duty Vehicles

12. The trust says that no more than 15 percent of the state's funds may go toward charging stations for light-duty electric vehicles or fueling stations for hydrogen fuel cell vehicles. Should Missouri dedicate the maximum 15 percent, approximately \$6 million, for charging stations for light-duty vehicles?

- Yes, dedicate the maximum 15 percent to this category
- No, dedicate some, but less than 15 percent
- No, do not dedicate any to this category
- Undecided

Comments

13. Allotting \$250,000 annually to the DERA option would ensure Missouri will qualify for the matching bonus under the federal DERA grant each year. Should Missouri allot \$250,000 annually to the DERA option to qualify for the matching bonus?

- Yes
- No
- Undecided

Additional Comments



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Fuel Preference

14. If Missouri decides to give preference to projects for new engines or equipment that runs on electricity and/or alternative fuels instead of diesel, what type of preferential treatment should the plan give to these projects? You may select more than one.

Note: Alternative fuels include natural gas and propane.

- Dedicate a percentage of funds to projects that use preferred fuels
- Require lower cost-share amounts for projects that use preferred fuels
- Award bonus points to applicants whose projects use preferred fuels (This would apply to matrix-scoring and not to lottery selection.)
- Missouri should give equal consideration to applicants regardless of fuels
- Other (please specify)

15. If Missouri decides to dedicate a percentage of funds to projects that use preferred fuel types, what percentage should go toward various fuel types? If you do not believe that Missouri should dedicate funding to projects based on fuel types, put "100" as the percentage in the "All fuel types" row.

Note: Use whole numbers and percentages must total 100.

Electricity

Natural gas (CNG or LNG)

Propane (LPG)

Diesel (including biodiesel)

All fuel types

Other



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Miscellaneous

16. Please provide any additional comments about issues or concerns not addressed in this survey.