

# Overview of the Kansas Plan for the VW Environmental Mitigation Trust

---

**Our Mission: To protect and improve the health and environment of all Kansans.**

11/15/2018



# This presentation will

- Provide a distillation of the information in the plan for Kansas
  - Background, Plan Development, Plan for Kansas, Estimated emission benefit
- Provide anticipated timeline
- Promote the webpage for VW in Kansas -  
[www.kdheks.gov/bar/air-monitor/dieselgrant/dieselvw](http://www.kdheks.gov/bar/air-monitor/dieselgrant/dieselvw)
- Provide contact information e-mail: [kdhe.ksvwsettlement@ks.gov](mailto:kdhe.ksvwsettlement@ks.gov)



# Background

- October 2016 US District Court approved a settlement with VW addressing claims that the automaker installed defeat devices to alter emission results during testing
- Defeat devices on model years 2009 to 2016 of certain models resulted in thousand of tons of excess NO<sub>x</sub> emissions (oxides of nitrogen)
- States became beneficiaries of the trust, agencies like KDHE became lead agencies to implement mitigation plans using funds allocated to the state
- Lead agencies prepare plans to access the VW Environmental Mitigation Trust (EMT)
- Kansas was allocated \$15,662,238.80 to implement projects that reduce NO<sub>x</sub> emissions
- Roughly ten (10) years to use the allocation



# Plan Development

- Consideration of current air pollutant design values for NO<sub>x</sub> and ground-level ozone
- Review of the latest National Emission Inventory (NEI) for nitrogen oxides (NO<sub>x</sub>)
- Population and NO<sub>x</sub> emission from mobile sources
- Review of responses to a request for information document



# Kansas Plan for the VW EMT

- A. Goal
- B. EMT Action Categories for Kansas
- C. Benefits to Areas with disproportionate NOx/Air Pollution
- D. Estimated range of emission benefits

VW EMT = VW Environmental Mitigation



# A. Goal

- The goal of the Environmental Mitigation Trust plan for Kansas is to achieve reductions in NO<sub>x</sub> emission from mobile sources.



## B. EMT Action Categories for Kansas

Table 1. Initial spending plan breakout – Kansas		
Eligible Category	Description	Potential Amount
<b>1. DERA Option (25.5%)</b>	- Early School Bus Replacements/idling technologies - Non-road equipment replacement or engine replacements	\$2,000,000 for school buses and \$2,000,000 for non-road equipment/engines
<b>2. EV Charging infrastructure (15%)</b>	15 percent of allocation for Kansas used for increasing access to electric vehicle charging infrastructure	\$2,349,335.82
<b>3. On-road - Classes 4 through 8 (32%)</b>	Vehicle replacements or engine replacements of government and non-government owned fleet vehicles, model years 1992 to 2009	\$5,000,000
<b>4. Freight Switcher (25.5%)</b>	Engine replacement on pre-Tier 4 locomotives that operate 1,000 or more hours per year.	\$4,000,000
<b>5. Other, TBD, based on demand (2%)</b>	- Airport Ground Support - Forklifts and Port Cargo Handling Equipment	\$312,902.98
<b>TOTAL = \$15,662,238.80</b>		



## C. Benefits to Areas with Disproportionate NO<sub>x</sub>/Air Pollution

- The Kansas Department of Health and Environment will use the following considerations to describe the air quality benefits to areas that bear a disproportionate share of the NO<sub>x</sub> emissions:
  - Affected VW/Porsche/Audi vehicles in Kansas
    - Information from Kansas Department of Revenue
  - Mobile source NO<sub>x</sub> emissions in areas of Kansas
    - National Emission Inventory (NEI) data sets for Kansas



# D. Estimated range of emission benefits

- Estimated 640 tons of NO<sub>x</sub> over lifetime of implemented projects
- For simplicity, NO<sub>x</sub> reductions were calculated by entering a diesel to diesel fleet improvement using EPA's Diesel Emission Quantifier (DEQ).
  - KDHE will use a more robust calculator for future calculations
- Emissions reductions from the deployment of electric vehicle (EV) charging stations has not been quantified but will be provided later.
- Emissions reduced from the category 5 projects will be determined and reported as plans for this category become solidified.



# Anticipated Timeline

Event	Date
Court approved partial settlement, 2.0 liter engines	October 25, 2016
Court approved partial settlement, 3.0 liter engines	December 20, 2016
Trust effective date established	October 2, 2017
Kansas was certified as a trust beneficiary	January 30, 2018
Kansas submits plan overview to third-part trust	August 6, 2018
First projects to be funded in Kansas	2019





[www.kdheks.gov](http://www.kdheks.gov)

