

# Oklahoma VW Settlement

The Oklahoma Beneficiary Mitigation Plan (BMP) was submitted on June 8, 2018. The BMP describes overarching program priorities and selected project types, with the **goal to cost-effectively reduce mobile NO<sub>x</sub> emissions throughout the State**. DEQ is currently in the program planning phase. Complete program details will be announced online when available.

## Selected Mitigation Actions and Funding Allocations

The chart below depicts how Oklahoma's BMP has allocated funding from the VW Trust between five overarching programs as well as a "Reserve Flex Funding." Reserve Flex Funding is to be distributed last, based on program needs and opportunities.

Eligible Mitigation Action Category	%
Alternative Fuel School Bus Program	20
DERA Grants <ul style="list-style-type: none"><li>Diesel School Buses</li><li>Retrofits and other DERA-only projects</li></ul>	10
On-Road Program <ul style="list-style-type: none"><li>Class 8 Local Freight Trucks and Drayage Trucks</li><li>Class 4-8 Shuttle Bus or Transit Bus</li><li>Class 4-7 Local Freight Trucks</li></ul>	20
Off-Road Program <ul style="list-style-type: none"><li>Freight Switchers</li><li>Ferries/Tugs</li><li>Airport Ground Support Equipment</li><li>Forklifts and Port Cargo Handling Equipment</li></ul>	20
Light Duty Zero Emission Vehicle Supply Equipment	15
Reserve Flex Funding	15
<b>TOTAL</b>	<b>100%</b>

## Priorities of the BMP

### 1. Cost-effectiveness

Cost-effectiveness will be measured in terms of cost per ton of NO<sub>x</sub> reduced.

### 2. Mobile NO<sub>x</sub> emissions reduction

In order to achieve greater emissions reductions, priorities will be given to projects meeting the following criteria:

- counties with historically high ozone
- counties containing  $\geq 1\%$  of registered Subject Vehicles
- technology sectors contributing the most mobile source NO<sub>x</sub> to the 2014 National Emissions Inventory (NEI)
- counties contributing the most mobile source NO<sub>x</sub> to the 2014 NEI
- projects occurring in and near areas that bear a disproportionate share of air pollution burden from diesel fleets

## Phased Roll-Out

**Phase 1:** ZEV Infrastructure Program and Alternative Fuel School Bus Program

**Phase 2:** On-Road Program

**Phase 3:** Off-Road Program

**Phase 4:** Reserve Flex Fund and Unused Fund Redistribution

**Ongoing each year:** DERA



For more information, please visit  
[www.deq.state.ok.us/aqdnew/vwsettlement](http://www.deq.state.ok.us/aqdnew/vwsettlement)

