



**Minutes of Advisory Sub-Committee on  
Control of Emissions from Motor Vehicles**

Held on July 6th, 2017 at 1:30pm

**by** Teleconference **from the** Nevada Division of Environmental protection

4th Floor Great Basin Conference Room

901 South Stewart Street

Carson city, NV. 89701

**to the** Nevada Division of Environmental Protection

Red Rock Room

2030 E. Flamingo Rd., Suite 230

Las Vegas NV 89119

*These minutes are prepared in compliance with NRS 247.035. Text is in summarized rather than verbatim format. For complete contents, please refer to meeting tapes on file at the Nevada Department of Motor Vehicles.*

**THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS ON  
July 4, 2017**

Department of Motor  
Vehicles  
555 Wright Way  
Carson City, NV. 89711

Nevada State Library  
100 N. Stewart St.  
Carson City, NV. 89701

Department of Motor  
Vehicles  
305 Galletti Way  
Reno, NV. 89512

Clark County Department  
of Air Quality  
Management  
500 Grand Central Pkwy  
Las Vegas, NV. 89106

Washoe County District  
Health Department  
1001 E. 9<sup>th</sup> St.  
Reno, NV. 89512

Department of Motor  
Vehicles Website  
[www.dmvnv.gov](http://www.dmvnv.gov)

Department of Motor  
Vehicles  
2621 East Sahara Ave.  
Las Vegas, NV. 89104

**1. Call to Order by the Chairman**

Chairman Joseph Perreira called the meeting of the Advisory Sub-Committee on Control of Emissions from Motor Vehicles to order at 1:32 pm.

**2. Roll Call**

<b>MEMBERS:</b>	<b>Representing</b>	<b>Present</b>	<b>Primary</b>	<b>Alternate</b>	<b>Voting</b>
Troy Seefeldt	DMV/CED	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mike Sword	CC-DAQEM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Joe Perreira	NDEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Daniel Harms	NDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Daniel Inouye	WC-AQMD	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3. Public Introductions

#### INTERESTED PARTIES:

	<b><i>Representing:</i></b>
Erik Jimenez	NV Franchise Auto Dlrs
Danilo Dragoni	NDEP/BAQP
Jessica Hernandez	DMV / CED
Sig Jaunarajs	NDEP
Rachel Phillips	DMV/CED
Xuan Wang	RTC Washoe
Kristin Hunicke	Opus Inspection
Marie Steele	NV Energy
Sherrie Merrow	NGV America
Jennifer Taylor	Clean Energy Project
Matt Tuma	GOE
Kurt Haukohl	NDOT Aviation
Mark Orr	NPDA
Morgan Friend	DMV/CED
Marie Steele	NV Energy
Tom Polikalas	Southwest Energy Efficiency Project (SWEEP)
Katherine Wurtz	KEW Grant Services
Erick Fletcher	Allegiant Air
Mike Salisbury	Southwest Energy Efficiency Project
Tim Wurtz	National Locomotive Corporation

### 4. Public Comments

- A. Bruce Turner (Sierra Club), suggests line numbers on each page of the Volkswagen Mitigation Plan document for point of reference while reviewing the text.
  
- B. Katherine Wurtz (KEW Grant Services), the overall goal of the VW Settlement fund is to aid projects that produce the largest amount of NOx production per dollars ten. Replacing one switch locomotive reduces over 37,600 pounds of NOx per year, equivalent to replacing 29 older on road trucks. By 2020 the EPA estimates that only 5% of switch engines in service will be powered by the latest clean diesel or all electric engines. The VW Environmental Mitigation Trust represents one of few opportunities to get the latest clean diesel and all electric engines into service faster to generate significant air quality benefits, immediately. Why is Nevada excluding freight switchers from their beneficiary mitigation plan?

Joe Perreira (NDEP), the sub-committee was unaware that there were freight switchers in the state that were eligible for funding. The plan is largely written around industries in the state. Joe will work with Katherine to get comments and possible get freight switchers included in the report.

Sig Jaunaris (NDEP), the sub-committee did not exclude any categories. The committee has stated where they think the majority of the funds will be spent because of trying to meet the requirements for greatest emission reductions, but no category has been excluded as of yet.

Katherine Wurtz (KEW Grant Services), in the beneficiary mitigation plan it states 0% allocated for freight switchers so we just want to make sure it is open.

Sherrie Marrow (NVG America), mentions that freight switchers also run on natural gas and are much cleaner than their diesel counter parts.

**5. Approval of agenda order.**

A. The agenda was approved in the order prepared.

**6. Approval of May 31, 2017 meeting minutes.**

B. May 31, 2017 meeting minutes were approved as amended, calling for a change of formatting on page 2, Item 7, section A.

**7. Update on legislative bills relating to the Volkswagen settlement.**

A. Joe Perreira (NDEP), the session ended the beginning of June. SB418 and AB146 were not approved by the legislature. We are just the way we were before session started effectively on our own without any direction from the legislature. We have taken language of these bills into consideration.

B. Joe Perreira (NDEP), invites public questions and comments.

➤ **Q: Daniel Inouye (WC-AQMD)**, how far did those bills get?

➤ **A: Joe Perreira (NDEP)**, SB-418 made it out of the senate but it did not make it out of the assembly ways and means committee, it died in committee due to lack of time.

➤ **A: Marie Steele (NV Energy)**, AB-416 made it out of assembly but never made it to the senate.

**8. Review and discussion of recommendations for the Beneficiary Mitigation Plan.**

A. Joe Perreira (NDEP), there is a formatting error on page 16 & 17, the program copied and pasted a figure and changed the formatting. When saving or printed the error occurs, this will be updated. The language is similar to the language prepared for the May 31th meeting. Category 9 subsection for light duty zero emission vehicles has been largely changed by the information provided by the Governor's Office of Energy. Language has been added to the "Consideration of Potential Benefits", the NEI data has been included. A new section "Expected Ranges of Emissions Benefits" has been added, this has information relating to the calculation of total excess Emissions in Nevada, this is something worked through with the sub-committee in March and the data has been updated with some information from the courts. "Benefits Associated with the Eligible Mitigation Actions" estimates of Emissions reduction has been added.

B. Joe Perreira (NDEP), invites questions and comments.

- **Q: Sherrie Merrow (NGV America)**, would you also include liquefied natural gas here? This is often used to power some of the heavier equipment and it is allowed under the EPA.
- **A: Joe Perreira (NDEP)**, in the report “Alternative Fuels” is referred to colloquially. The only time alternative fuels are called out is when the partial consent decree is being quoted. If it would work with the trustee, it will work with the Sub-Committee.
- **Q: Sherrie Merrow (NGV America)**, pages 11 and 12 are restatements of what the settlement came forward with as far as percentages. Is Nevada going to go with those percentages? Will percentages be set by project? Some other states are setting the maximum percentages they are willing to put forward.
- **A: Joe Perreira (NDEP)**, this has been discussed internally with NDEP but there is no solid answer yet. Open to comments to find out what people would like to see.

Sig Jaunaris (NDEP), the Sub-Committee is interested in finding out what other states do. There was a proposal in legislature that didn’t make it. Local governments that are allowed to have 100% of their grant funded equipment switch out should be allowed to throw in a percentage. There may be the ability to change the percentages and possibly stretch the dollar further.

Sherrie Merrow (NGV America), what I have seen is maybe not 100% of government or non-profit local funding, maybe 60%. I will make some comments that can maybe be helpful.

Bryan Milton (NPDA), would like the acronym for propane to be listed as “LPG” liquefied petroleum gas, used on school busses, trucks, and automobiles.

Joe Perreira (NDEP), I would be happy to include those acronyms, nowhere in this version of the draft do we call out any alternative fuels. I would be happy to include a section listing off the alternative fuels that would be available for projects.

- **Q: Marie Steele (NV Energy)**, do you know the process from here, you have the draft out now, do you want comments by a certain time followed by another draft and another deadline?
- **A: Joe Perreira (NDEP)**, I wanted to have an open submittal period for comments and if the Sub-Committee has any edits they can submit them to me. I have been thinking of August 18<sup>th</sup> as a deadline to submit public comments and Sub-Committee edits for this draft. I would incorporate the comments and edits into the draft before the next meeting.
- **Q: Mike Sword (CC-DAQEM)**, when is the ultimate deadline for getting this submitted?
- **A: Joe Perreira (NDEP)**, the trust effective date has not happened yet. Once the trust effective date hits potential beneficiaries will have 60 days to submit the beneficiary certification form, the trustee will have 120 days following the trust effective date to deny or approve the beneficiary certifications, once approved as a beneficiary there will be 90 days for the beneficiary to submit the beneficiary mitigation plan. If the trust effective date is in the next month or so we will be looking at the end of 2017 for plan submittal.

- **Q: Matthew Tuma (Governor's Office of Energy)**, does the DMV regulation change need to be completed by the time we submit our beneficiary certification?
  - **A: Joe Perreira (NDEP)**, May 3<sup>rd</sup> SEC meeting NDEP had NAC 445B.575 temporarily changed in order to make it possible for us to meet the section 9 requirement of the beneficiary certifications. That was made temporarily effective in June because it is a temporary regulation change. NDEP is in the process of making this permanent. There is an NDEP workshop scheduled for the 25<sup>th</sup> of July to make this permanent. Right now we can submit out certification form and be ok.
- C. Daniel Inouye (WC-AQMD), the main goal of this plan is to get something approvable so that we can get to the next step. I think that this plan is meeting the 4 or 5 criteria's that are spelled out in the appendix, and giving enough flexibility so that when this is implemented it will give NDEP the flexibility to address different weighting and scoring criteria. Additionally, looking at some of the class 4 through 8 trucks, I believe it was mentioned that they could drill down the trucks all the way to 100% in Nevada. Applications and proposals will be more attractive if they can justify that the project is 50%, 90%, or 100% within these areas which have been identified. The more the better. Most transit projects are going to be easy to document. GSE's are pretty much fixed at airports. I do not think this needs to be included in the plan at this time.

Joe Perreira (NDEP), with the data that Morgan Friend provided to me she provided information regarding intrastate registered class 4-8 vehicles and interstate registered class 4-8 vehicles. They report mileage based on whether they are doing in state or out of state travel. I already have that data, I would be happy to separate them.

Daniel Inouye (WC-AQMD), drilling it down to a county level so as a project comes in they can show that 90% are going to be in Clark County. I think that later on this process should be taken into account. If the project is going to be located in a specific area it can have a stronger application as it goes through.

Morgan Friend (DMV/CED), I am not sure that this information is going to be available. When you look at the DMV references it as IRP registration so they are required to submit their mileage based on state not necessarily county. You would be going off of the assumption that because their vehicle is registered in a specific county, even if you could obtain this information, you wouldn't be able to guarantee that this is where the mileage is.

Jaron Hildebrand (Nevada Trucking), international fuel tax agreement allows for tracking based on point of use not point of purchase. ELD are being mandated this year and that should help as well.

Daniel Inouye (WC-AQMD), if someone has a proposal, it would be their burden to document above and beyond what we already have. The fleet is identified at the state level and if they want to include more justification for use in a certain area, the burden would be on them. 50% or more within the state, if they want to justify a higher percentage the burden would be on them.

Sig Jaunaris (NDEP), we tried to put together a plan that met those 5 requirements that the trustee has established, and put enough specificity to meet the requirements, but not yet too detailed so that we paint ourselves into a box by choosing the fields and the equipment that we want to change out. We have not excluded any categories, we stated what we thought, based on our knowledge of Nevada, where we thought the highest percentages would be. Hopefully it has enough specificity to meet requirements and remain flexible.

- D. Joe Perreira (NDEP), August 18<sup>th</sup> deadline. Once the formatting error is figured out with word, the draft plan will be added to NDEP website with information on how to submit comments online. August 18<sup>th</sup> all of the comments will be put together and the plan will be updated. When we next meet the plan should be approved, and that would go before the full I/M Committee and if approved NDEP will do public outreach, get another round of public comment, and host events both in Washoe and Clark County.

**9. Informational Items:**

- A. Joe Perreira (NDEP), NDEP is hosting a workshop on July 25<sup>th</sup>, this is the first step in the process to make permanent the changes to NAC 445B. 575. The language is slightly different as it has gone through the legislative counsel and they made slight changes. This will be sent out to the I/M Committee and to the list-serve. Once it goes through the workshop it will be going before the September 13<sup>th</sup> meeting of the State Environmental Commission. We hope it will be made permanent before November 1<sup>st</sup> when the temporary reg dies.

**10. Public Comments:**

- A. Sig Jaunarajs (NDEP), we will work on the figure on page 16 and 17 and get that out to everyone.

**11. Next Meeting and Adjournment:**

- A. The next meeting of the I/M Sub-Committee will be on Tuesday, August 29th at 1:30pm.
- B. The meeting adjourned at 2:10 pm.