From:	HNIDEY Emil
To:	ONEIL Stacey
Cc:	levzev2017; SAKATA Rachel; MIRZAKHALILI Ali
Subject:	RE: LEVZEV rulemaking AC member approval for MARS meeting
Date:	Tuesday, June 26, 2018 11:57:17 AM
Attachments:	image001.png

Hello Stacey,

Sorry to bother you but I was wondering if there was an update on this. Did it get added to a MARS meeting agenda? Do I need to do something differently?

Thank you!

Emil

From: HNIDEY Emil
Sent: Thursday, June 21, 2018 4:23 PM
To: O'NEIL Stacey K. <Oneil.Stacey@deq.state.or.us>
Cc: levzev2017 <levzev2017@deq.state.or.us>; SAKATA Rachel <SAKATA.Rachel@deq.state.or.us>
Subject: LEVZEV rulemaking AC member approval for MARS meeting

Hello Stacey,

Meyer Goldstein communicated that we now have a new process for approving rulemaking advisory committee members. Ali says that this should go to a MARS meeting that the Director is attending. If possible, I would like to have this put on the agenda for the next meeting. Please let me know if I need to be doing something else related to this. Thank you!

The Low Emission Vehicles rulemaking is needing to form and advisory committee and would like your approval of the potential members we've identified. A description of the rulemaking is below along with the list of potential advisory committee members and the reason for picking them.

Rulemaking Summary:

The rulemaking would update existing Low and Zero Emission Vehicle Program rules to match revisions adopted by California since 2013. Under the federal Clean Air Act, states that choose to apply emission limits that are more stringent than federal standards for new vehicles must adopt California's vehicle emission standards. Oregon has opted-in to California's emission standards. Currently, automakers are deemed to comply with California standards if they comply with federal standards. However, EPA has recently indicated it plans to roll back its requirements for model years 2022 through 2025. As a result of EPA's proposed action, California is proposing to update its rules to state that compliance with a weakened federal standard will not be deemed compliant with California standards. Oregon needs to update its rules to align with California's soon-to-be updated rules as well as update other components of our rules since the last update we did was back in

2013.

DEQ would like to appoint a fiscal advisory committee to review the rules. The following potential members have been identified, based on their engagement on previous LEV rulemakings, their expertise and knowledge of the subject. This group provides a representation from the environmental field, non-profit, and manufacturer side. The Northwest Auto Trades Association and Manufacturers of Emission Controls Association are those organizations whose members are affected by potential emission controls or warranty requirements as a result of the LEV rules. The Alliance and Global represent all the auto makers, with the exception of Tesla.

Oregon Environmental Council – Jana Gastellum
Manufacturers of Emission Controls Association – still identifying a person
Oregon Electric Vehicle Association – Gary Graunke
Forth – Jeff Allen
Northwest Automotive Trades Association - Darrell Fuller
Alliance of Automobile Manufacturers – Steve Douglas
Global Automakers – Julia Rege

We'd like to get the committee appointed right away, since we need to move forward with a rulemaking in order to get to the November EQC meeting (we have to have rules in place by January 2, 2018, per DOJ advice since these rules will affect the 2022 model year.)

DEQ
State of Oregon
Department of
Environmental
Quality

Emil Hnidey
DEQ - Air Rules Coordinator
700 NE Multnomah St., Suite
600
Portland, OR 97232
Office: 503.229.5946
Cell: 503.539.3926