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## State of Nevada Assembly

Eighty-Second Session

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March 26, 2024

Jennifer Carr, Administrator  
Nevada Division of Environmental Protection  
901 S Stewart St. Suite 4001  
Carson City, Nevada, 89701

Administrator Carr,

I write to share my strong support for the Division's application to the US Environmental Protection Agency's Climate Pollution Reduction Grants (CPRG) Implementation Grants General Competition. This collaborative proposal brings together state agencies, local governments, and public universities to advance our shared climate and economic development goals while saving taxpayer dollars and delivering critical cost savings to small businesses and low income and disadvantaged communities (LIDACs).

Since 2019, your Division has annually updated a statewide greenhouse gas inventory and a menu of policy and program options to bring emissions down in line with established targets on the path to net zero by 2050. That inventory has identified transportation as the state's largest source of pollution, a fact made more worrying by the fact that it is also a significant source of unhealthy criteria pollutants. The inventory also highlighted growing emissions from buildings as a headwind for climate action.

The state government has taken action to address these findings. The Governor's Office of Economic Development's strategic plan, "Realizing Nevada's Electric, Innovative, and Connected Future" highlights focuses on diversifying the economy and workforce by harnessing the state's immense clean energy resources including solar and geothermal power, lithium deposits, battery manufacturing, and recycling. The Nevada Legislature passed Assembly Bill 262, establishing a life cycle cost analysis requirement for state vehicle procurement, prioritizing new vehicles with minimal tailpipe emissions, and setting a goal to transition the state fleet to reach zero tailpipe emissions by 2050. We additionally adopted Assembly Bill 184, utilizing the US Department of Transportation's Carbon Reduction Program funds to establish an incentive for businesses and agencies to acquire zero-emissions medium- and heavy-duty vehicles. Crucially, the law is intended to prioritize LIDACs and small businesses.

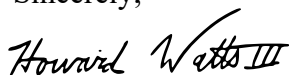
A CPRG Implementation Grant would accelerate and amplify these efforts. It would bring much-needed additional resources to the incentive program created by AB 184, which has seen tremendous interest even as it is under development. By supporting public fleet electrification, these funds can reduce up-

front costs, delivering significant fuel and maintenance savings to taxpayers in the following years. Revolving loan funds will further expand the reach of these initiatives, and charging infrastructure will ensure that both public and private vehicles can travel as needed across the state.

The grants proposals for emissions reductions in buildings are an excellent complement to Clark County's CPRG proposal for the All-In Building Improvement Hub by expanding home improvement assistance across the state and investing in more energy efficient public buildings. Pre-weatherization requirements are a major barrier for LIDAC families seeking to improve the comfort of their homes and reduce energy bills that have risen dramatically over the last 2 years. With limited state, local, and nonprofit resources available to meet this need, CPRG funds could prove transformation for the state's weatherization and energy assistance efforts, particularly with partners such as the Nevada Clean Energy Fund helping to using home energy audits to identify improvements and utilize other rebates, credits, and incentives. The public sector has a responsibility to lead by example in adopting energy efficiency improvements, which also reduce operating costs and create resilient community hubs in the face of disasters including extreme weather events.

In conclusion, the proposals in this grant request are well aligned with NDEP's greenhouse gas inventory and Priority Climate Action Plan, as well as the state's climate goals and economic development strategy. They align with and augment state policies, and will improve the health, sustainability, resiliency, and economic vitality of our community. As an advocate for equity in policy design, I am particularly heartened by the programs that are specifically targeted to LIDACs. I hope the EPA fully funds this \$99 million grant application, and look forward to continued partnership in carrying out these efforts.

Sincerely,

A handwritten signature in black ink that reads "Howard Watts III". The signature is written in a cursive style with a large, stylized "W".

Howard Watts III