

## **Potential Recommendations – Clean Energy Sources Technical Advisory Committee**

1. The NEITF recommends that the Nevada Division of Environmental Protection (NDEP) reconvene the Clean Power Plan Technical Advisory Group to assist NDEP in the development of a state plan for compliance with the Clean Power Plan that is in the best interests of Nevada citizens and businesses.
2. Based on early technical analyses and presentations made to the Clean Energy Sources TAC, the NEITF finds that Nevada utility customers could benefit from interstate cooperation and participation in regional energy and carbon markets that result in the lowest cost of compliance. Such markets could present opportunities to trade or sell allowances or other compliance instruments thereby reducing costs to Nevada customers. Therefore, the NEITF recommends that NDEP develop a state implementation plan that enables Nevada to trade compliance instruments with other states for the benefit of Nevada customers.
3. Based on information provided to the Clean Energy Sources TAC, the NEITF finds that Nevada utility customers, including low income communities, can potentially benefit from early action projects associated with the Clean Energy Incentive Program (CEIP) and therefore recommends that NDEP support project applications put forward under the CEIP.
4. The NEITF recommends that the Governor's Office of Energy continues working collaboratively with western states on regional energy issues that maximize opportunities to advance the development of Nevada's renewable resources, reduce air pollution, and lower costs for consumers.
5. The NEITF recommends legislation comparable to that passed in New Mexico in 2013, as presented at the 8/15/16 CESTAC meeting. It should:
  - a. Provide for no less than 5% of utility DSM spending be directed to help low-income Nevadans become more energy efficient;
  - b. Direct the PUCN to utilize the Utility Cost Test in lieu of the Total Resource Cost Test, their current practice. (The UCT is also used in Utah, which has many programs available to help homeowners that are not currently offered by NV Energy to its customers.)
  - c. Evaluate the utility's DSM programs' cost-effectiveness as a whole, so that the entire portfolio passes the Utility Cost Test without individual programs having to meet that standard
  - d. Provide a 1.2 multiplier for low-income programs because of the associated benefits derived from helping low-income consumers save energy and money.

6. The NEITF recommends that the PUCN work with the regulated utilities to develop a state plan and programs to accelerate the adoption of electric vehicles
  - a. Background – This would establish transportation electrification as a state goal and encourage greater utility involvement in expanding the deployment of electric vehicles. It would declare that there is a public interest in expanded use of electric vehicles, and direct the PUCN to work with the regulated utilities to develop plans and programs that will accelerate the adoption of electric vehicles in Nevada by the end of 2017. An electric vehicle plan may include investments in or customer rebates for charging infrastructure, in a manner that stimulates competition and customer choice in charging infrastructure; appropriate tariffs for both consumer electric vehicles and heavy duty electric vehicles; consumer or midstream vehicle incentives; and a plan to market the benefits of electric vehicles. The PUCN would review any submitted plan to determine if it is reasonable and will benefit all of its customers and how costs of the implementation of the plan shall be recovered. Similar legislation has passed in 2016 in Utah and Oregon.
  
7. The NEITF recommends legislation to adopt financial incentives to stimulate the purchase of electric vehicles
  - a. Background – This would create consumer financial incentives for electric vehicles. Experience from other states shows that a modest financial incentive, either as a tax credit or point of sale rebate, has a significant impact on increasing electric vehicle sales. Nevada could create a state sales tax rebate, capped at a maximum of \$2,500 per vehicle. Based on 2015 Nevada EV sales, and assuming this would increase sales an additional 50% on average, the cost to the state will be approximately \$2.25 million per year. We could create a tax credit or point of sale rebate program that would be in effect for four years, 2017-2020.