

From: [Smith, Kim \(DENR\)](#)
To: [Regynski, Barb](#)
Cc: [Gustafson, Brian](#); [Duvall, Ron](#)
Subject: FW: [EXT] ATTEN: Barb Regynski
Date: Wednesday, May 09, 2018 8:57:22 AM

To your attention, Barb.

NOTE: When replying to this email do **NOT** click the person's [\[mailto:myname@email.com\]](mailto:myname@email.com) address since this may result in your reply being undeliverable. Either copy and paste just the email address (e.g. myname@email.com) or type just the address into your reply message.

From: Sulzbach, Mark (MPCA) [<mailto:mark.sulzbach@state.mn.us>]
Sent: Wednesday, May 09, 2018 8:49 AM
To: DENR INTERNET INFORMATION
Subject: [EXT] ATTEN: Barb Regynski

Hi Barb,

In an ultra-quick skim of your VW draft plan – I noticed an error on Page 22 relating to the year of an engine standard. I believe you meant 2010 – when the NOx emission standards were federally mandated, not 2007. The PM2.5 emission standards began in 2007, but not the NOx standard. See below.

Category 1 and 6 – Large and Medium Trucks

On-road heavy duty diesel vehicles emitted 14,827 tons or 30% of all mobile sector nitrogen oxide in South Dakota during 2014. For example, replacing older heavy duty highway diesel vehicles with newer vehicles may provide up to a 96% reduction in nitrogen oxide emissions per vehicle based on replacing a model year 1992 engine with a model year **2007** engine or newer. Investing Trust funds to replace large and medium local freight trucks with new diesel, alternate fueled, or all-electric engines is a cost-effective method to reduce nitrogen oxide emissions and improve South Dakota's air quality.

Regards,

Mark Sulzbach
MPCA 651-757-2770
Clean Diesel Grants Manager