

EXHIBIT M

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**Patrick Mohn**

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**From:** Patrick Mohn  
**Sent:** Monday, May 16, 2011 4:16 PM  
**To:** Patrick Mohn  
**Subject:** Notes on Meeting with RI/SCS on April 14, 2011

Meeting with SCS Engineers and RI regarding Lockwood Significant Revision, April 14, 2011-  
NDEP 10 AM

Present: Larry Kennedy, NBAPC; Pat Mohn, NBAPC; Pat Sullivan, SCS; Teresa Hayes, WM;  
Christian Colline, WM; Allen Hunt, WM.

SCS/WM informed NDEP that they had a power purchase agreement with NV Energy for the electricity generated from the proposed LFGTE project at Lockwood. Pre-Bid phase of project, with awarding of contracts pending. Proposed 3 LFG engines, G3520C's. Need permits by May 16, otherwise, problems with awarding contracts and the PUC application process will have to be re-done.

SCS/WM informed NDEP that having CEMS requirement is a "disproportionate" response by NDEP. SCS/WM also cited high initial CEMS cost and ongoing maintenance costs as detrimental to small LFGTE projects. They do not want to set precedent for other (Nevada) projects for having CEMS.

NDEP/SCS/WM discussed other issues wrt SCS's March 15 comment letter. Most other issues resolved. CEMS issue still needs to be discussed.

SCS/WM suggested doing quarterly CO/NOX measurements on the engines using a portable analyzer in between annual tests, pointing out that CO/NOX emissions do not vary that much over time. SCS/WM indicated some air districts allow periodic measurements of emissions using portable analyzers.

SCS/WM indicated that if the project is a go, they can get subsidies.

SCS/WM thought they could go down a little on CO emissions, but they did not propose a specific number for consideration, nor did they suggest going lower on the annual CO cap. SCS/WM seemed hesitant to go any lower on NOX.

NDEP suggested that SCS/WM could combined the stack effluents from the three engines so as only 1 CEMS would be needed, and indicated flexibility on consideration of alternative exhaust flow monitoring techniques.

NDEP pointed out that some engine manufacturers have siloxane limits, and asked whether SCS/WM engaged in siloxane removal from LFG. SCS/WM indicated siloxane removal was

expensive. NDEP wondered if customers who do not properly remove siloxanes can still make warranty on engines they purchase. No response from SCS/WM.

NDEP suggested SCS/WM submit supplemental information regarding equipment change-outs and examples of the use of portable analyzers for AQ compliance demonstrations.

Meeting ended. 12:45 PM.

Submitted,

Pat Mohn

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