



**Minutes of Advisory Committee on  
Control of Emissions from Motor Vehicles**

Held on October 30, 2007 at 10:00 am

At the McCarran International Airport, Mezzanine Room 2<sup>nd</sup> Floor  
5757 Wayne Newton Blvd, Las Vegas, NV. 89111-5000

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*These minutes are prepared in compliance with NRS 247.035. Text is in summarized rather than verbatim format.  
For complete contents, please refer to meeting tapes on file at the Nevada Department of Motor Vehicles.*

**THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING  
LOCATIONS ON OCTOBER 22, 2007.**

DMV 555 Wright Way Carson City, NV. 89711	Nevada State Library 100 N. Stewart St. Carson City, NV. 89701	Department of Motor Vehicles 2701 E. Sahara Las Vegas, NV. 89104	Clark County Department of Air Quality Management 500 Grand Central Pkwy Las Vegas, NV. 89106
Department of Motor Vehicles 305 Galletti Way Reno, NV. 89512	Washoe County District Health Department 1001 E. 9 <sup>th</sup> St. Reno, NV. 89512	DMV Website <a href="http://www.dmvnv.com">www.dmvnv.com</a>	

**1. Call to Order & Introductions**

Chairman Andrew Goodrich called to order the meeting of the Advisory Committee on Control of Emissions from Motor Vehicles at 10:06 am.

Committee introductions took place along with the public that was present.

**MEMBERS PRESENT:**

Andy Goodrich, WC-AQMD – Chairman  
Glenn Smith, DMV/CED  
John Koswan, CC-DAQEM  
John Pietrzycki, DMV/CED  
Lloyd Nelson, DMV/CED  
Randy White, CC-DAQEM  
Robert Tekniepe, Ph.D., CC-DAQEM  
Sig Jaunarajs, NDEP-BAQP

**MEMBERS ABSENT:**

Connie Anderson, TMRP  
Daniel Inouye, WC-AQMD  
Daryl James, TMRP  
Dennis Ransel, CC-DAQEM  
Dennis Taylor, NDOT  
Leif Anderson, NDOT  
Michael Elges, NDEP-BAQP  
Ralph Felices, DMV/CED  
Rebecca Cripe, NDEP-BAQP  
Roxanne Johnson, USEPA – Ex-Officio  
Steven Grabski, Nevada Dept. Ag.  
Vernon Miller, Nevada Dept. Ag.

**INTERESTED PARTIES:**

Dylan Shaver, MPM/CSA  
Peter Krueger, NPM/CSA  
Ronald Levine, NMTA  
Russ Lucas, Jiffy Smog  
Shannon Rudolph, Nevada Dept. Ag.  
Steve Yarborough, Fleet Solutions  
Troy Dillard, DMV/CED

**2. Approval of Agenda Order**

The agenda was approved in the order it was prepared.

**3. Approval of Minutes from 07/12/2007.**

Approval of the July 12, 2007 meeting minutes were deferred to the next meeting.

**4. EPA Model Idling Rule**

Mr. Jaunarajs noted that current idling statues and regulations for Nevada have not been amended for sometime. However, a meeting is scheduled for November 1<sup>st</sup> at the Department of Conservation office in Carson City to discuss the USEPA Diesel Model Idling Rule, where members of the Nevada State Division of Air Quality, Department of Motor Vehicles and Motor Transport Industry would discuss the USEPA recommendations. At this meeting there will also be discussion on how to fulfill the assurances provided to Assemblyman Hogan during the 2007 Legislative session, regarding his desire to see idling requirements enhanced. Further information regarding this issue will be provided at the next meeting of this Committee.

Mr. Levine noted that there were promises made to Assemblyman Hogan during the Legislative session with regards to a future Bill Draft. Mr. Levine also noted that he spoke with the Assemblyman recently about this subject and he really did not provide much of a response.

Mr. Krueger asked if counties have their own ordinances with regards to idling of diesel vehicles. Both Chairman Goodrich and Mr. Tekniepe replied to the affirmative. Chairman Goodrich also noted that there is renewed interest in Truck Stop Electrification. Mr. Smith asked Chairman Goodrich if he was considering adopting an ordinance that is stricter than regulations in effect through the State of Nevada. Chairman Goodrich replied he would prefer to keep uniformity between State and County ordinances and regulations. Mr. Smith asked who enforces County ordinances in Washoe County. Chairman Goodrich replied that his staff enforces idling laws with good success regarding local trucking firms. However, over the road trucks parked at truck stops are much more difficult to enforce.

## **5. Light Duty Diesel Vehicle Weight Increase**

Mr. Smith provided a short overview of Assembly Bill 36 Legislation from the 2003 session. Mr. Smith stated that the lack of dynamometers capable of testing heavier weight diesel vehicles was the reason the increase of weight was limited to 10,000 lbs GVWR. Mr. Smith further stated that the Department of Motor Vehicle Emission Labs are having new HD dynamometers installed which will be able to test vehicles up to 26,000 lb axle weight and would like to see the GVWR raised to 14,000 lbs. Many new model Ford pickup trucks have 14,000 lbs GVWR weight ratings and other makes may also soon have competitive weight ratings. Mr. Smith explained that there is a “gap” where diesel powered vehicles between 10,001 & 14,000 lbs are not being tested for emissions

Mr. Jaunarajs stated that when this issue came up in past years that the width of the dynamometers was an issue. Mr. Smith responded that four of six emission stations testing light duty diesel vehicles in Northern Nevada have equipment capable of testing the higher weight rated vehicles. Mr. Jaunarajs asked Mr. Smith if the Department’s Emission Lab can accommodate Delivery Type Vans. Mr. Smith responded such vehicles would not be a problem testing, Motor Homes may be difficult.

Mr. Tekniepe asked Mr. Smith of the possibility of lowering the weight rating to 10,001 lbs and test vehicles through the Heavy Duty Random Roadside Enforcement Program. Mr. Smith responded that diesel powered engines in vehicles between 10,001 and 14,000 lbs cannot withstand the J1667 Snap Idle Test. Mr. Smith also stated that in the near future OBDII will be installed on diesel engines.

Mr. Jaunarajs asked if the emission stations in Southern Nevada are equipped to emission test diesel vehicles with weight ratings between 10,001 and 14,000 lbs. Mr. Lucas asked if the Worldwide dynamometer can test heavier weight diesel vehicles. Mr. Nelson responded to the negative to Mr. Lucas question. At this time there are two out of eight emission stations in Southern Nevada capable of accommodating heavier weight diesel vehicles for emission testing.

Mr. Jaunarajs asked Mr. Smith if this number of test facilities in Southern Nevada would cause an inconvenience to the motor public. Mr. Smith responded that he was not sure. Mr. Lucas, owner of Jiffy Smog in Las Vegas, who tests light duty diesel vehicle's replied that he thinks we would be okay with increasing the weight range. Mr. Jaunarajs also noted that the DMV lists test facility locations on their Website which test diesel vehicles.

Mr. Tekniepe asked how many vehicles have a GVWR between 10,001 and 14,000 lbs. Mr. Nelson responded that in 2003 there were 2,500 vehicles listed in the DMV database. Mr. Krueger suggested obtaining an updated report to find out how many vehicles there are at this time falling under this weight range.

Mr. Dillard noted it is not a good idea to allow a gap where vehicles with certain weight ratings are not tested for emission compliance. Mr. Krueger asked if Senator Coffin's bill in the 2007 session addressed diesels. Mr. Dillard noted that Senator Coffin's bill eventually passed, only addressing hybrid vehicle exemptions and that Federal CFR amendments last he knew were in a review stage. There may changes in Federal CFR and some hybrid diesel vehicles could come into market in the future with a five year emission exemption.

Chairman Goodrich asked if anyone knew when OBDII may be part of vehicle inspection & maintenance for light duty diesels. Mr. Smith replied he thought 2010 models and Mr. Dillard believes 2012 for up to 14,000 lbs GVWR. Chairman Goodrich expressed his desire to explore OBD testing for diesels. Mr. Dillard mentioned we still have older vehicles on the road that would still fall into the weight gap. Such vehicles still need a dynamometer test.

Chairman Goodrich asked if such changes to increase GVWR requirements would be handled through regulation or statute change. Mr. Nelson responded it would take a change in statute. Mr. Tekniepe asked if DMV would then initiate the Bill Draft. Mr. Dillard replied he would like approval by the Committee to initiate a Bill Draft. And, that exploring OBDII is good, but also we need to not forget about the older vehicles on the road powered by diesel engines, needing a dynamometer test. Mr. Dillard noted that the monitors now on diesel vehicles equipped with OBD are not all functional and different than those found on gasoline powered vehicles. Once standards are set for diesel OBD we can then move forward with developing a program. Mr. Jaunarajs responded the monitor issue on diesel vehicles is a good point to address. Mr. Dillard responded that there are two issues to be addressed, the gap exemption between 10,001 and 14,000 lbs and OBDII on diesel vehicles.

Chairman Goodrich asked if DMV only performs referee inspections. Mr. Smith replied to the affirmative to this question. Mr. Dillard added that the Southern Nevada DMV Emission Lab is being modified to place the new HD dynamometer outside under an awning, but the HD dynamometer in Reno will be in the shop area. Some vehicles may have to be backed into the shop area for testing in both Labs.

Mr. Levine noted that increasing the weight rating from 10,001 lbs to 14,000 lbs will bring more vehicles into the annual testing program, which Mr. Dillard supported. Both Mr. Levine and Chairman Goodrich responded that to the motoring public it would bring a perception of fairness to all motorists regarding emission requirements.

This issue will be discussed at the next meeting and a report will be requested to find out how many vehicles between 10,001 and 14,000 lbs are registered in both Washoe & Clark Counties. Mr. Nelson will request the updated report for gap vehicles through a Service Request.

- 6. I/M Committee Chairman Nomination &**
- 7. I/M Committee Co-Chairman Nomination**

Mr. Tekniepe expressed his desire to see the Chair rotate between a County and State agency representative and would like to see a representative from the Division of Environmental Protection serve as Chair. Mr. Tekniepe also mentioned having a Vice Chairperson, in the event the Chair cannot attend the meeting. Mr. Dillard responded he liked the idea of having a Vice Chairperson. Chairman Goodrich presented a motion to recommend Mr. Sig Jaunarajs as Chairperson with Mr. Robert Tekniepe as Vice Chairperson. All Committee members voted in favor. Mr. Dillard stated the recommendation will be presented to Deputy DMV Director Clay Thomas.

Mr. Dillard introduced Mr. John Pietrzycki to those attending the meeting. Mr. Pietrzycki has recently been elected to be the Southern Representative to the Committee, representing DMV and will be attending future meetings.

## **8. Pollution Control Account Update**

Mr. Dillard stated that as of October 15<sup>th</sup> the account is 1.63% ahead of last fiscal year's revenue. And that no real pattern exists, funds fluctuate quite a bit, anywhere between 11% and 1% depending upon the month. However funds appear consistent with demographics.

Chairman Goodrich asked if the Governor's project budget reduction of 5% would affect the account. Mr. Dillard said no, only the General Fund is affected by the 5% proposed reduction.

Chairman Goodrich stated that he has been asked to address more projects through grants versus his annual budget.

Chairman Goodrich noted that car sales have plummeted, but that may require more vehicles to be inspected for emission compliance as they get older.

Mr. Dillard responded that DRS count has dropped about 18% for this fiscal year compared to last fiscal year. Also during the 2005 session sales tax was eliminated from private party sales and that his investigative staff has initiated focused enforcement on dealers posing as private party vehicle sellers.

Chairman Goodrich inquired about out of state vehicle sales tax and how it affects Nevada. Mr. Dillard responded that vehicle purchasers pay the higher rate of the state tax. If Nevada

has a higher tax rate it is paid here. If the other state has a higher tax rate the tax is paid in that state.

## **9. Public Comments**

Mr. Krueger asked how open source analyzer procurement is progressing. Some station owners are looking to purchase new equipment. Mr. Nelson responded that his staff is working on providing ESP with additional screen specifications so ESP can conduct a cost feasibility study to determine if Nevada would be profitable.

Mr. Krueger also mentioned some of those stations he represents are concerned about service provided by WEP. Mr. Dillard responded some new regulation amendments are at LCB to address analyzer service and that he has only seen one complaint come through his office. Mr. Smith asked Mr. Krueger to further state where problems exist with WEP service. Mr. Krueger responded Southern Nevada is where issues exist.

Mr. Dillard noted that with OBDII only units, WEP intends to keep local onsite service. Some other companies have their customers send broken equipment to their facility for repairs through UPS or FED EX and send a replacement unit back through UPS or FED EX overnight.

## **10. Next Meeting and Adjournment**

Chairman Goodrich asked the Committee members if Tuesday, January 29<sup>th</sup>, 2008 would be a good date for the next meeting. Committee members agreed to this date and noted that the airport in Las Vegas works well to hold the meetings as it eliminates travel around the city.

Chairman Goodrich adjourned the meeting at 11:25 a.m.