



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

Held on January 13, 2015 at 1:30 pm

by Videoconference **from the** Nevada Division of Environmental Protection

4th Floor Great Basin Conference Room

901 South Stewart Street

Caron City, NV 89701

to the Nevada Division of Environmental Protection

Red Rock Conference Room

2030 E. Flamingo Rd. Ste. 230

Las Vegas, NV 89119

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
JANUARY 08, 2015**

Department of Motor
Vehicles
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. 9th St.
Reno, NV. 89512

Department of Motor
Vehicles Website
www.dmvnv.com

1. Call to Order by the Chairman

- a. Chairman Sig Jaunarajs called the meeting of the Advisory Committee on Control of Emissions from Motor Vehicles to order at 1:30 pm.

2. Roll Call

MEMBERS:

	<i>Representing</i>	<i>Present</i>	<i>Primary</i>	<i>Alternate</i>	<i>Voting</i>
Rodney Langston	CC/DAQEM	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Russell Merle	CC/DAQEM	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mike Sword	CC/DAQEM	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Robert Tekniepe	CC/DAQEM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shannon Rudolph	NDOA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
William Striejewski	NDOA	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ivie Hatt	DMV/CED	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Glenn Smith	DMV/CED	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jack Little	DMV/CED	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MEMBERS:	Representing	Present	Primary	Alternate	Voting
Allan Lal	DMV/CED	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vacant	NDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vacant	NDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sig Jaunarajs - Chairman	NDEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Melanie Shasha	NDEP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jasmine Mehta	NDEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sarah Hills	NDEP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jeffrey Buss	U.S. EPA: Region 9	<input checked="" type="checkbox"/>		Ex Officio	
Julie Hunter	WC-AQMD	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Daniel Inouye	WC -AQMD	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Charlene Albee	WC-AQMD	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Yann Ling Barnes	WC-AQMD	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. Public Introduction

INTERESTED PARTIES:

	Representing:
Laurie Vandebrake	DMV/CED
Louis Lanuza	DMV/CED
Sarah Arrington	DMV/CED
Maritza Carvajal	DMV/CED
Steve Yarborough	Fleet Solutions
Norma Havens	Fleet Solutions
Kyle Moss	DMV/CED
Mary Carbajal	DMV/CED
Glenn Gamer	DMV/CED
Rebecca Brown	DMV/CED
Rafael I Arroyo	Smog Plus
Steven Weiss	Smog Hut
Quinn Winter	Terrible Herbst

4. Approval of Agenda.

- A. The Agenda was approved in the order that it was prepared.

5. Approval of Minutes from 10/14/2014 Advisory Meeting.

The Chairman opened up the October 14, 2014 meeting minutes for discussion and approval. The Committee approved the minutes with the following change:

- On page 4, agenda item 7 (h.) change “motioned” to “passed a motion”.

6. SIP and Pollution Control.

- **Sig Jaunarajs**, Committee Chairman: Recalled previous discussions regarding classic vehicle/specialty plates and the increase of motorists taking advantage of these plates possibly to avoid smog checks and also motorist not following the 5k mile limit. Measures suggested came up in previous committee meetings to deal with this issue include; potentially eliminating the TSI test and at the same time reinstating the requirements for motorists who get these specialty plates.
 - An issue with that change to the I/M program is: What would the effect be on SIPS and on the emissions benefits that the two county agencies are relying on in their SIPS?
- **Robert Tekniepe**, with Clark County, Department of Air Quality & Environmental Management (CC/DAQEM): stated that the increase in NOx and CO is marginal. Looking out to July of 2018, the increase was about 3%. This increase will not impact attainment for CO, but it will impact attainment for ozone. Current standard for ozone is 75 PPB. Clark County is currently at 78 PPB. The EPA is proposing new standards for ozone later this year, anywhere from 65 and 70 PPB. The I/M program is in the PO SIP and Ozone Maintenance Plan as well, both federally enforceable plans. If changes are made to the I/M program, that will drive Clark County into having to remodel and resubmit maintenance plans for both of those criteria pollutants. They do not have the resources to do this. Clark County is opposed to drastically changing the configuration on the current I/M program.
 - As far as handling the potential abuse of classic vehicle plates, Robert supports the idea of requiring motorists to obtain classic vehicle insurance, thus putting the responsibility onto the private sector to determine whether these vehicles are classic vehicles or not.
- **Charlene Albee**, with Washoe County Health District, Air Quality Management Division: stated that she completely agrees with Robert. There is a very real potential of going from a maintenance attainment area to a non-attainment area. They would have to do the same SIP work with a much smaller staff and same level of work. She stated that this is a health based standard and that the ozone standard is for public health and safety. Going backwards will be very hard to justify and that they could not support doing away with the tailpipe testing. She also supports the idea to require classic vehicle insurance, putting the requirement to establish what is and is not a classic vehicle into the industry standards.
- Q. **Sig Jaunarajs**: What the fiscal impact would be on the pollution control account by removing these '68 through '95 vehicles.
 - A. **Ivie Hatt**, with the Nevada Department of Motor Vehicles: Stated that just looking at the light-duty gasoline vehicles, they're falling off at 2% consistently every year. We will lose about 2,744 vehicles this year. 134,437 vehicles would be exempt from the

program if we were to remove the tailpipe test. The pollution control account would take a 10%, or so, hit every year, about \$806,000. The dedicated funds that the counties would lose would be \$268,000.

- A. **Jasmine Mehta**, with the Nevada Division of Environmental Protection: Stated that as standards get more stringent, there aren't additional resources, additional federal monies that are made available. And so, it really falls on the air agencies to be able to implement their control measures, their SIP planning and submitting their implementation plans with fewer resources. So, a \$270,000 hit may not seem like a lot, but from a county's perspective, that would be a hardship. Fees would have to be raised somewhere and we're under a no new fees policy, so it has the potential to become a political hot-button issue.

 - B. **Charlene Albee**, with Washoe County Health District, Air Quality Management Division: Stated that it would definitely be a hardship for Washoe County. The other kind of fiscal impact is if those emissions are no longer tested and we end up having increase in emissions, because we don't have corrective action done, we have to have emission reduction someplace. We would actually have to look other sources. Industries may actually end up taking the hit for additional pollution control equipment, because we do still have to balance our emissions budget. That may become more of a political battle than any other type of battle. This is a bigger issue than just OBD testing on a series of years of cars, as far as the air quality world is considered.
- **Sig Jaunarajs**: Provided an opportunity to representatives of the smog check industry to say how this would impact them and their concerns?
- **Steve Weiss** with Smog Hut: Stated that the Classic Vehicle program is too widely abused. Several vehicles with classic plates have been at his location over the past 2 or 3 months and they have all failed the smog test. It would be a very big impact on the business if these are exempt.
 - **Rafael Arroyo** with Smog Plus: Stated that he agrees 100% with Steve. People with actual classic vehicles are very few. People are definitely abusing the Classic Vehicle Program, coming in with broken odometers and just putting classic vehicle plates on.
 - **Quinn Winter** with Terrible Herbst: Stated that the motorists have found a loophole and they're running with it. It will impact attainment, the private sector as far as the workforce, and the people that put on these schools to help certify the inspectors to get their emissions license. Continue testing the vehicles until '68 cars are no longer on the road because they're just not on the road anymore or people have them really restored to the way they're supposed to be and to the way they'll pass the emissions test.

- **Robert Tekniepe:** Stated that at the last meeting it was moved that Clark County reach out to Senator Kirkpatrick, which was done, and she stated that she was aware of the problem; she was going to make some changes and she discussed those with Troy Dillard at DMV.
- **Jeff Buss, US EPA Region 9:** Mentioned that for 2013 the pre-'96 vehicles were 11% of vehicles tested, but they too accounted for 31% of the initial failures.
- **Sig Jaunarajs:** The committee will plan to discuss this further at a special meeting, and perhaps come up with some recommendations and some statistical backup for what we believe the solution is.

7. Unregistered Business' & Diagnostics.

- A. **Steve Weiss** with Smog Hut: Stated that in order to protect the public, auto parts places should have to register with the DMV and post a bond, thus giving the customer recourse where they can file a complaint when a misdiagnosis is given.
- B. **Steve Yarborough**, with Fleet Solutions: Stated that even if the auto parts place was registered, if they're not part of the I/M program, it doesn't prohibit them from doing the diagnostics. It's only if they're part of the I/M program, that they're regulated. They can do the same thing, scan the car and make recommendations. So simply registering the auto parts place would not bring them into the I/M program, to prohibit them from doing those diagnostics.
- C. **Kyle Moss**, CED/DMV: Agrees that the auto parts places should be registered or regulated under garages under 487 giving the customers some sort of recourse.
- D. **Ivie Hatt**, DMV: Requested that, if possible, this issue be brought to the Automotive Affairs Advisory Board, under public comments. Also if Steve Weiss, Quinn Winter and Rafael Arroyo could attend.

8. Legislature updates.

- A. **AB 37** is dealing with dealers licensed under 482.020, that they can't do more than two consignment auctions in a year for the purposes of avoiding emissions. Anybody else can do regular consignment auctions. These entities like people that deal with government auctions are not affected by this at all.
- B. **SB 32 or 34** is a clean-up bill removing maintenance stations. If you want to be a maintenance station, you basically become a garage. That way you don't have to be regulated by the emission program.

9. Informational Item (s).

No information items for the Committee to consider at this time.

10. Public Comments.

Steve Weiss - with Smog Hut: Would like to see a set guideline on how to conduct the Labor Rate Survey, preferably in writing as this year it was done via telephone.

11. Next Meeting and Adjournment.

- A. The next I/M Advisory Committee meeting is set for Tuesday April 14th, 2015. Meeting time and location will be noticed at a later date.

- B. The meeting adjourned at 2:41 pm.