



**Minutes of Advisory Committee on
 Control of Emissions from Motor Vehicles**
 held on April 26, 2005 at 1:00 pm
 at the South Valleys Library
 15650A Wedge Parkway, Reno, NV. 89511

Committee Member	Primary or Alternate	Agency	Present	Absent
Andy Goodrich	Primary	WC-AQMD	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Chet Sergent	Alternate	NDEP-BAQ	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Colleen Cripps	Primary	NDEP-BAQ	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Connie Anderson	Primary	TMRPA	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Daryl James	Alternate	TMRPA	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dennis Ransel	Primary	CC-DAQEM	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dennis Taylor	Primary	NDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>
John Koswan	Alternate	CC-DAQEM	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Leif Anderson	Alternate	NDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lloyd Nelson	Primary	DMV	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Michael Sword	Alternate	CC-DAQEM	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Michael Uhl	Primary	CC-DAQEM	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ralph Felices	Alternate	DMV	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Roxanne Johnson	Primary Non-Voting	EPA	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sig Jaunarajs	Primary	NDEP-BAQ	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Steven Grabski	Alternate	DOA	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vernon Miller	Primary	DOA	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Other Attendees	Representing
Dave Ziegler	TMRP
Debbie Shope	DMV
Gary Lang	MCI
Mark Isaacs	MCI

Other Attendees	Representing
Mohan Koya	MCI
Ray Roach	NMTA
Thomas Lansford	DMV/CED

1. Call to Order

- A. Chairman Andrew Goodrich called to order the meeting of the Advisory Committee on Control of Emissions from Motor Vehicles at 1:05 pm.
- B. Committee introductions took place along with the public that was present.

2. Approval of 02/03/2005 Meeting Minutes

- A. Minutes of February 3rd 2005 were approved with one minor change. Dennis Ransel requested that all members of the Advisory Committee be listed at the top of the minutes under one common title.

3. Emission testing Requirements on Low Speed Vehicles, Tri-mobiles & Motorcycles.

Q. Tri-mobiles are being manufactured with either a motorcycle engine or a vehicle engine. Do Tri-mobiles require an emission check? If they do require emission checks, what standards are to be used?

- A. Debbie Shope contacted NDEP for an opinion. After research, Adele Malone reported that the current regulations do not allow us to exempt tri-mobiles from emission testing. Sig Jaunarajs found that in NRS 445B.760, statute states that the State Environmental Commission has the authority to prescribe standards for emissions from mobile internal combustion engines; tri-mobiles; standards pertaining to motor vehicles to be approved by the Department of Motor Vehicles. Then further down he noted in the same statute it goes on to say that standards for exhaust emissions which apply to a tri-mobile must be based on standards which were in effect in the year in which the engine of the tri-mobile was built. So there is some direction from statute on what to do.
- B. The issue the Departments having is because of the way the statute was written, tri-mobiles cannot be exempt from emission checks. However, statute does state the Commission can adopt standards for what will be appropriate based on the model year. So that clears up the tri-mobiles with vehicle engines issue, but leaves still a problem with tri-mobiles manufactured with motorcycle engines.

❖ Suggestions from the Committee:

- ❖ Tri-mobiles manufactured with car engines should be emission checked, following the guidelines of NRS.
- ❖ Tri-mobiles manufactured with motorcycle engines should be exempt, following the guidelines of NRS until such time the National Standard is adopted by the Feds for the factories that build them.
- ❖ Do a simple idle test on the tri-mobiles with motorcycle engines like Arizona does. The test is only done at idle not on cruise idle. Cruise idle will ruin the engines. If this is a route to be taken there will be a cost associated to get another test procedure into the emission equipment.

❖ Clarify language in NRS.

- C. NDEP agreed to work with Debbie Shope from the DMV to draft language that will address the tri-mobiles with motorcycle engines. They will also work together to get support from LCB after session is over.
- D. Sig Jaunarajs continued his research on low speed vehicles and the possibility of banning these types of vehicles as requested by the Committee during the last meeting. Sig reported that NRS defines low-speed vehicles as a vehicle that will travel only 35 miles an hour. These vehicles are mostly golf cart type vehicles that are electric and gasoline powered. There is no statutory authority to ban this particular type of vehicle. You may be able to through statute but we need to be prepared to tell the public why they are not able to buy this kind of vehicle. The amount of low speed vehicles that we have in Nevada is very mild; Sig does not see EPA really worrying about these vehicles. That is until they start coming out in large numbers.

New Task:

- NDEP will work with DMV to draft NAC that will address tri-mobiles with motorcycle engines.
- The Committee will not be concerned with Low speed vehicles at this point in time unless the numbers start to climb.

4. Emission Testing of Alternative Fuel Vehicles

- A. The last time the Committee convened we were working on a motion to vote on in terms of making recommendations to the DMV on testing of emission of alternative fuel vehicles. We reviewed the motion at that time and Sig received a lot of input. The motion has been updated and is ready to be acted on, however currently in Legislature, Senate Bill 288 has been introduced and basically what this bill will do is in NRS 486.680 fuels and fleets program it first wants to better define the alternative fuels that are part of that program and secondly it will give an exemption to vehicles that are running alternative fuels from emission testing. Last Legislative Session the statute was changed to require alternative fuel vehicles to be emission tested, but if this bill passes then everything will be reversed and this motion will be removed. The request was made to defer voting on this motion until after session ends to see what happens with emission testing of alternative fuel vehicles.
- B. The Committee voted to table the motion pending Legislative action on SB288. If the requirements remain in statute than the motion will be revisited.

5. Dedicated Grant Request – Washoe County (\$272,201.00)

A. Andy Goodrich with Washoe County briefed the Committee on Washoe proposal for the requested dedicated grant monies of FY05-06. Washoe County is requesting a total distribution of grant funds in the amount of \$272,201.00 to be used for the following three objectives:

- Support the Districts motor vehicle emissions reduction programs.
- Maintenance and operation of the ambient air quality-monitoring network.
- Coordination of efforts on air quality issues provided by the regional planning agency.

B. The Advisory Committee was all in favor of the requested proposal.

6. Dedicated Grant Request – Clark County (\$911,282.00)

A. Dennis Ransel with Clark County presented Clark's FY05-06 dedicated grant request. Clark County is requesting a total distribution of grant funds in the amount of \$911,282.00 to be used to fund 10% of the agencies salaries.

B. The Advisory Committee was all in favor of the requested proposal.

7. Request for Re-Allocation of funds – Washoe County

A. Andy Goodrich with Washoe Counties Air Quality Management presented his request for reallocation of unused funds of the FY 2005 non-dedicated pollution control grant funds. This request is being made due to Washoe not being able to carry out or fund a couple of the projects that they had originally hoped to due to reasons of delayed funding. The projects that Washoe would like to reallocate those funds to are:

- Smoking Vehicle Advertising Campaign
- Air Quality Public Outreach – Motor Vehicle Emissions Promotional, prizes
- Truckee River Bike Path Project
- University of Reno Bio-Diesel Project, part 2
- University of Reno – Small Business Assistance

Unfortunately, Washoe will not be able to fund the DRI Source Apportionment Study and the Truckee meadows Clean Cities Coalition at this time. Andy thanked the Clean Cities Coalition for all they have done but as an Air Quality Agency Washoe County feels that it is time to move on. They will however continue to try and support any effort that they can.

B. The Advisory Committee was all in favor of the proposal.

8. Legislative Updates

A. SB26 Revises provisions concerning the process of distributing the dedicated grant funding from the sale of emission control certificates. This is the quarterly payment for

the emission control fund for local government agencies. Legislatures took no vote and no questions were asked.

- B. AB239 Makes various changes to the provisions governing motor vehicles. This is Assemblyman Hardy's bill regarding the 1G technicians possibly doing 2G work. Clark County simply does agree with 1G tech's doing 2G work on vehicles. Clark County requested the support of the DMV to testify against this bill. Lloyd Nelson had meet with the Department Administrators and they informed Lloyd that the Department will remain neutral on this bill.
- C. SB295 Revises requirements for the advertisement of motor vehicle fuel products. Washoe County is concerned with the definition of alternative fuel. It states in this bill that "Alternative Fuel" includes, without limitation to premium diesel fuel, B-5 diesel fuel, B-10 Diesel fuel, B-20 diesel fuel, B-100 diesel fuel, M-85, M-100, E-85, E-100, liquefied petroleum gas, natural gas, reformulated gasoline, gasohol and oxygenated fuel. Andy with Washoe County asked NDOA why they don't reference to 486 for the definition of alternative fuels. Vernon Miller with NDOA explained that there are about five fuels that are excluded from 486 that they wanted to have in NRS 590. Vernon also assured Andy that in this existing regulation it states the definition only pertains to this chapter and does not affect 486A.
- D. AB220 – Revises the definition of "Alternative Fuel." Sig reported that this is only a clean up bill. The way the statue had been amended it was indented in different portions and with the understanding of what indention means it was reading that if you wanted to find out about the standards for bio-diesel, go to the "Clean Air Act" amendments of 1990. There is not anything in the "Clean Air Acts" of 1990 about bio-diesel. That was only to pertain to re-formulated gasoline. Now since there is bill SB288 that makes various changes concerning alternative fuel requirements for local governments along with the changing of the definitions of alternative fuels they would like to make the two bills mesh. Currently they are saying two different things, but they would like to make them both coordinate before they are passed.
- E. SB362 – Revises rate of tax on certain fuels. This one was a renewable fuels tax incentive. It was to reduce the tax on renewable fuel like ethanol, biomass and bio-diesel. This bill is now dead.
- F. SB476 – Revises tax on special fuels. This bill is still alive. It makes certain changes relating to tax on special fuels and registration of motor vehicles powered by electrical power or alternative fuel. This one has been amended and may end up being amended again. It has been written in such a way that it would be neutral.
- G. AB225 – Revises provisions governing emission testing for certain motor vehicles and provisions regarding certain fleets to authorize use of certain additives for motor vehicle fuel and biennial testing. This bill is now dead.

9. Update on Technical Subcommittee

A. There was no Technical Subcommittee held.

10. Public Comment

A. Vernon Miller and Steve Grabski with NDOA are looking for groups of people who may be interested in participating in a technical meeting concerning changes they would like to make to increase the fuel supply to the State. Clark County will not be affected by these changes due to Clark having their own EPA rules in effect to follow. The change to increase the fuel supply to the State is being done because one of the suppliers in the North and the South out of California would not guarantee Nevada fuel in 2006. NDOA's goal is to look at other options of obtaining more of a fuel supply by possibly looking at Salt Lake City and Arizona. Vernon would like to set a meeting with Clark and Washoe County when they have time available.

B. Dennis Ransel received the quarterly I/M Clean Air Bulletin in the mail. This was the first time that he had seen the bulletin and found it to be very informational. Dennis just wanted to let the Committee know that he liked it and would want to see it continue.

C. Vernon Miller requested from the DMV a report on the number of vehicles classified by year and then by county. Lloyd Nelson, believes that he already has this information and will send it over. Sig Jaunarajs advised that he too also had a report that was broken down by model year, county and vehicle craft. Vernon requested that information from Sig too.

D. Ralph Felices with the DMV would like to see more advertising of the smog hotline. He suggested advertising on radio talk shows.

E. DMV recently implemented a new training program to accommodate SB18 – Violators Course. It was then discovered that current regulations that relate to granting waivers only relate to tailpipe failures, which raised the following question:

- Is Nevada going to allow OBD Waivers?

If Nevada does decide to allow OBD Waivers than we will need to amend regulation.

❖ *Suggestions from the Committee:*

❖ If you decide to grant an OBD waiver you may want to think about not including the cost of diagnostic testing.

F. Lloyd suggested placing on a future agenda for discussion the Chrysler Sprinter Van. Not to long ago a letter was received from the family of Chrysler involving the LDD Program. The Sprinter Van that Chrysler is manufacturing is coming equipped with traction control. There really is no way to test LDD on the Sprinter Vans with Traction Control. Currently if you put it on the Dyno it will not run. Chrysler is recommending J6

and 67 to replace the current Dyno procedure for their vehicles. This does seem practical but does leave issues with altitude correction.

11. Next meeting and adjournment

- A. The next I/M Advisory Committee meeting will be scheduled in late July or early August depending on the outcome of Session.
- B. Clark County requested that the next I/M Meeting be held in Reno.
- C. Andrew Goodrich will reserve the meeting location for 1:00 pm in Reno.
- D. The Meeting adjourned at 2:45 pm.