



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

Held on July 15, 2008 at 10:00 am
At the Nevada Division of Environmental Protection,
4th Floor Conference Room, 901 S. Stewart St., Carson City, NV. 89701

*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 July 07, 2008.**

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. 9 th St. Reno, NV. 89512	Department of Motor Vehicles Website www.dmvnv.com	

1. Call to Order & Introductions

- A. Chairman Sig Jaunaraajs called to order the meeting of the Advisory Committee on Control of Emissions from Motor Vehicles at 10:05 am.
- B. Committee introductions took place along with the public that was present.

MEMBERS PRESENT:

- Andy Goodrich, WC-AQMD
- Daniel Inouye, WC-AQMD
- Dennis Ransel, CC-DAQEM
- Glenn Smith, DMV/CED
- John Pietrzycki, DMV/CED – Teleconferenced
- Lloyd Nelson, DMV/CED
- Rebecca Cripe, NDEP-BAQP
- Robert Tekniepe, Ph.D., CC-DAQEM
- Roxanne Johnson, USEPA – Ex-Officio – Teleconferenced
- Sig Jaunaraajs, NDEP-BAQP - Chairman

MEMBERS ABSENT:

Dennis Taylor, NDOT
John Koswan, CC-DAQEM
Leif Anderson, NDOT
Michael Elges, NDEP-BAQP
Ralph Felices, DMV/CED
Randy White, CC-DAQEM
Steven Grabski, NDOA
VACANT, TMRP
VACANT, TMRP
Vernon Miller, NDOA

INTERESTED PARTIES:

Brian Keraly, Smog Busters – Nevada Emission Tester Council – Teleconferenced
Daryl Capurro - Consumer
Greg Cole, DMV/CED – Teleconferenced
Hal Greene, DMV/CED – Teleconferenced
Keith Wells – Motor Pool
Louis Gardella, Jiffy Smog – Teleconferenced
Mike Prince, Terrible Herbst – Teleconferenced
Paula Ward - Consumer
Peter Krueger, Nevada Emissions Tester Council
Randy Fields - WEP
Steven Bauder, DMV/CED
Steven Yarborough, Fleet Solutions
Thomas Lansford, DMV/CED
Troy Dillard, DMV/CED
William Striejewske - NDOA

2. Approval of Agenda Order

A. The agenda was approved in the order it was prepared.

3. Approval of Minutes from 04/15/08.

A. The Chairman opened up the July 15, 2008 meeting minutes for discussion, comment and approval. The Committee approved the minutes with the following requested amendments:

- Page 5 (B) change the spelling of “particular” to “particulate.”
- Page 5 (B) change the sentence to read, “particulate traps and MIL.”
- Page 6 (B) change the spelling of “PBE” to “PPB (1x’s).”
- Page 6 (C) change the spelling of “PBE” to “PPB (3x’s).”

4. Mobile I/M Testing.

- A. Sig Jaunarajs with Nevada Division of Environmental Protection (NDEP) along with Lloyd Nelson from the Department of Motor Vehicles (DMV) had in the past couple of months received several inquiries from the public interested in going into the business of mobile emission testing. Mobile emission testing is a system that is based in a vehicle that uses wireless internet technology and the inspector would either go to a place of business, a home or somewhere within the community where the vehicle is to be inspected. Mobile emission testing would be limited to only providing on-board diagnostic (OBD) inspections. The data would be transmitted back and forth using a wireless internet connection. With ongoing advancements in wireless connectivity it seems feasible and this item was placed on the agenda to be discussed and explored by the Committee and perhaps a recommendation, if agreed on by the Committee to move forward, should be made to DMV for implementation.
- B. Paula Ward is one of the members of public that had contacted NDEP and DMV. She has requested that the Committee explore the possibility of this option of testing. She feels that it would not only be an excellent service to the public, especially for those who work a regular 8 to 5 and find it hard to get time away to have an emission test done but she also feels that it will also improve the quality of the environment.

◆ **Issues raised:**

- ◆ Would a change in the established place of business to mobile testing carry an impact on the counties State Implementation Plan's (SIP)?
- ◆ What type of rule change would be necessary to make this work?
- ◆ Does this type of technology meet the performance standards as provided by United States Environmental Protection Agency (USEPA)?
- ◆ Technical issues.
- ◆ Equipment issues.
- ◆ Enforcement issues.

- Q. Dennis Ransel – Has this been USEPA approved?
- A. Roxanne Johnson – No definitely not. This is the first I have heard of the idea. I think that we need to look and see if any of the other States are doing this.
- C. Andy with Washoe County would like for the Committee to keep an open mind about these types of ideas. Obviously there will be hurdles, but with technology today it is certainly feasible and it would also offer the customer another option. Andy feels that this Committee is here to serve the public and it should at least entertain the thought and look into it.
- D. Lloyd with DMV would like to do a study and address the issues that were raised during the discussion and bring this topic back before the Committee at a later date for further discussion.

- E. Brian Keraly with Smog Busters and also representing the Nevada Emission Tester Council understood that there was going to be an OBD only testing system coming out. According to regulations you had to have the two speed idle and OBD equipment in order to operate your business. Brian stated that his clients have a lot of money invested in leases of buildings and equipment and so forth and speaking from Smog Busters view point he would be absolutely against the new technology.
- **Q.** Steve Yarborough – A question I have that is imperative as a member of the industry is; are you going to allow a separate industry to only have OBD compliant equipment? If so, than may I as a registered shop with a physical building get out of the previous older vehicle testing? The reason I ask is because that equipment is very expensive to maintain and if I am able to choose to become an OBD only testing facility, I would do that in a heartbeat. I don't know who in their right minds wouldn't.
 - **A.** Sig Jaunarajs – That is a good question. So there might not be that many stations left that would service the older vehicles.
- F. The motion was made to have the DMV take a look at the option of having a mobile emission testing program and report their findings back to the Committee. All were in favor.

5. Pollution Control Account Update

- A. Troy with the DMV notified the Committee that the final posting of the pollution control account figures doesn't happen until tonight. So he was unable to give the actual close out figure for the fiscal year, however based upon the last number that was received it is projected that the account will close out at 2% over this years revenue. Although this projection appears to be 2% over last year, it is still less than the projected growth. We are coming in at about 8.6 million for this fiscal year. This is about 300 thousand short of the projected total.
- **Q.** Robert Tekniepe – What was the projected growth Troy?
 - **A.** Troy Dillard – I think the projection was around 4% for this year.
- B. Troy informed the Committee that the Department has implemented an emission enforcement pilot program. It is has been noticed and reported within Nevada communities that there are countless numbers of out of state plates being seen out on the roads. The Department does not have the authority to enforce registration but it does have the authority to enforce emissions. The focus of the pilot program is to target the out of state vehicles that are seen out on the roads and identify if whether or not they are residents. If it is found that they are residents of Nevada then they will be brought into compliance. The Department is looking forward to seeing what the impact of this program is and if it is found to be cost effective than the program will be expanded to the Clark County area.
- **Q.** Andy Goodrich – Are there Officers that are dedicated to this pilot program?
 - **A.** Troy Dillard – All Investigators are to notify the emission group if a suspected vehicle is detected.

- C. Andy Goodrich with Washoe County expressed to the Department that he did appreciate the effort and offered his assistance if needed.

6. Discussion of known/potential BDR's (2009 Legislature) that may impact the I/M Program.

- A. Lloyd Nelson with the DMV notified the Committee that he had recently received several calls pertaining to a rumor of a bill being submitted to seek a statewide inspection and maintenance (I/M) program.
 - **Q.** Mike Prince – Are any of the State agencies proposing a bill that will enhance Ozone.
 - **A.** Dennis Ransel – No, currently we are trying to keep the program in tact the way that it is. We are not sure what the new Standards from USEPA are going to be just yet. There will be changes that will need to be looked at, evaluated and if appropriate made into SIP rules. There will be a number of things on the table that Clark County will need to consider, but the guidance will be which ones will get us to attainment of the standard in which time frame.

7. Update on OBDII Outreach Materials

- A. At the last I/M Committee Meeting there was discussion on the issue brought forward by the Industry with reject certificates causing some motorists confusion and perhaps the fact sheet that was created by the DMV that prints out with each rejected test is not as effective as the DMV had intended. Management Analyst, Steven Bauder with the DMV Emissions Program was asked to research other alternatives to clear up this issue. Steven sent out the fact sheet for review among interested station owners and received useful feedback. Requested changes have been made and a new draft of the fact sheet is available for a final review. Steven requested that those interested in reviewing the document leave their email address and he will send them a soft copy of the document. Additionally, Steven has been in contact with several agencies from around the Country inquiring OBDII outreach materials that station owners might want to use for informational purposes. A poster has been obtained from the State of Colorado on OBDII and along with some brochures. These items may also be viewed through email.
 - **Q.** Sig Jaunarajs – So you have a draft of materials that would be DMV materials to hand out along with some materials that you have collected from other States?
 - **A.** Steven Bauder – Yes. I have obtained a poster from the Center of Emissions Control in Colorado along with some brochures and then we have the fact sheet that prints with a reject test at the analyzer.
 - **Q.** Mike Prince – Would it be possible to have these materials available online, so we are able to print them off as needed right from our analyzer?
 - **A.** Steven Bauder – Through the analyzer would be a problem because it involves a programming change which would be expensive. It would be possible to at some point create a library on the State of Nevada website which would allow station owners to download materials.

- **Q.** Mike Prince – What is the percentage of rejected tests in the State of Nevada and how does it impact the failure rate of vehicles now, if at all?
- **A.** Lloyd Nelson – The rejected percentage is about 2% right now and we need to remember that we are using new technology with the rejection test. The test result that is now given is not pass or fail. It is not ready (rejected). The test reports rejected (not ready) and does not affect the failure rate.

8. Update on Networkcar 10 Vehicle Study

- A. Last year Networkcar came before the Committee and did a presentation on their continuous monitoring equipment. Lloyd Nelson with the DMV informed the Committee that after the presentation Networkcar offered 10 units to the Department for testing among the Compliance Enforcement fleet. Steven Bauder with the DMV tracked the performance of those 10 vehicles over a 3 month period and reported his findings. What he found was that the data that was being transmitted by the Networkcar system from the malfunction indicator lamp (MIL) Command to the data trouble codes of the 11 readiness monitors was accurate. This unit would prove valuable within the repair industry and eventually throughout the I/M program.
- B. If the I/M program were to approve this method of testing and include it as part of the program the following concerns will need to be addressed:
 - ◆ Will the fleets and the general public accept this method of testing?
 - ◆ What time frame would be used for collection of data?
 - ◆ What data would be accepted for registration purposes?
 - ◆ How would the data be managed?
 - ◆ What telematic system would be used?
 - ◆ What would be the effect on the Pollution Control Account? Will we need a Statute change? *Nevada Revised Statute (NRS) currently states that the Vehicle Inspection Report (VIR) are purchased by an emission station operator and the \$6.00 fee that is collected is put into the emission control account. There is no alternate way to obtain that \$6.00 fee at this time for continuous monitoring.*
- **Q.** Glenn Smith – Has EPA approved this continuous monitoring system as far as there being no reason to believe that someone would or could tamper with the OBD system?
- **A.** Lloyd Nelson – I have not see not seen or heard anything of the sort. Really all you are doing is just monitoring the system, you are not rendering anything inoperable.
- **Q.** Andy Goodrich – I have a question for Steve Yarborough with Networkcar. Has Bureau of Automotive Repair (BAR) approved these devices for the California smog program?
- **A.** Steve Yarborough – Yes in the Southern California Air Quality District. This program has been approved for fleets and personal use. Anyone who purchases the device may be part of the program.
- C. Currently the Department has a request for proposal (RFP) that is under review for all these different types of technologies that are available for active OBD. Once the study is complete the document will be available for the Committee to review.
 - **Q.** Andy Goodrich – Troy is the focus just on fleets or is being extended to the public?

- **A.** Troy Dillard – It is clearly focused at the fleets currently because they are the obvious core testing grounds.
 - **Q.** Mike Prince – For a fleet owner what is the cost of the Networkcar unit for a year of actual connection of OBDII?
 - **A.** Steve Yarborough – The hardware itself depending on the size of the fleet runs approximately \$500.00 per unit with a \$35.00 per month monitoring fee for the continuous upload of information to the website.
- D. Steve Yarborough with Networkcar informed the Committee that California accepts a once a month upload from Networkcar on vehicles that are part of the program. The upload only notifies the DMV that the vehicle is either in or out of compliance. If they wanted they could request all of the vehicles data, however they only want to see if it is pass or fail. If a vehicle is out of compliance then Networkcar takes the responsibility of notifying the operator that they have 45 days to fix the vehicle. If they fail to fix the vehicle, Networkcar notifies the State that the vehicle is out of compliance and is no longer a part of the program. When it comes to the revenue base, one of the options that Steve had mentioned was charging a \$6.00 registration fee to become part of the continuous monitoring program. That \$6.00 fee would then be deposited into the pollution control account. Steve wanted to ensure the Department and the Committee that there are ways to overcome hurdles within the current program with the fleet vehicles that want to come into the program. He does not want to discredit other systems that are out there doing continuous monitoring but the Networkcar unit is already being used among many Nevada fleets and is already in service in a neighboring State and is working very well.

9. Public Comments

- A. Troy Dillard with the DMV updated the Committee and the public present on the DMV vehicle information database (VID). The diesel program since conception has been a manual paper system. It has now been added to the VID and should be deployed to all diesel stations within the next 90 days. This system will be similar to what the gasoline VID is today. The prime value of this new system for the stations will be the ability to register for services using the website.
- **Q.** Lou Gardella – I have two diesel stations. As far as the entering goes between gas and diesel what is the difference going to be?
 - **A.** Troy Dillard – You are basically going to be entering what is hand written on your certificates today and that will be transferred over to the DMV electronically.
 - **Q.** Lou Gardella – Are we going to have to purchase additional equipment?
 - **A.** Lloyd Nelson – Not if you have a personal computer as this is all going to be web based. You will access the web through your computer.
- B. In the past few months the DMV VID has experienced some outages. Due to these outages the Department has put into development several failovers. This will consist of an outside vendor for a secondary internet service provider (ISP). It is the Departments goal to keep the VID up and running 24/7 regardless of any disasters that may occur

within the State. Along with this programming development has also begun for the backup of the diesel system.

- C. In the last meeting the Committee discussed moving the diesel gross vehicle weight for testing from 10,000 up to 14,000. Troy with the DMV suggested that the Committee draft a letter to the legislative body to see if there are any members interested in this change to law. The members of the board felt that this was a good idea but will have to add it to the next meeting agenda for discussion and a vote.

10. Next Meeting and Adjournment

- A. The next I/M Advisory Committee meeting will be set for October 15, 2008 in Las Vegas. Lloyd Nelson will reserve the meeting location.
- B. The meeting adjourned at 12:07 pm.