



**Minutes of Advisory Committee on
Control of Emissions from Motor Vehicles**
held on January 17, 2006 at 10:00 am
at the 7th Floor of the "University of Phoenix" Bldg.
333 North Rancho Rd. Room 780, Las Vegas, NV. 89106

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 10, 2006.**

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 th St. Reno, NV. 89512	DMV Website www.dmvnv.com	

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 10:20 am.
- B. Committee introductions took place along with the public that was present.

MEMBERS PRESENT:

Andy Goodrich, WC-AQMD – Chairman
Dennis Ransel, CC-DAQEM
Glenn Smith, DMV - Teleconference
Jennifer Carr, NDEP
Lloyd Nelson, DMV
Robert Tekniepe, CC-DAQEM
Sig Jaunarajs, NDEP-BAQ
Vernon Miller, NDOA

MEMBERS ABSENT:

Cheng Shih, CC-DAQEM
Chet Sergent, NDEP
Connie Anderson, TMRP
Daryl James, TMRP
Dennis Taylor, NDOT
John Koswan, CC-DAQ
Leif Anderson, NDOT
Ralph Felices, DMV-CED
Roxanne Johnson, NDEP

INTERESTED PARTIES:

Larry Berry, DMV/CED
Cleveland Dudley, NDOT
Tony Letizia, NDOT
Greg Cole, DMV
Steven Grabski, NDOA (Alternate)
Gary Lang, Verizon Business
Mark Isaacs, Verizon Business
Troy Dillard, DMV/CED

2. Approval of 10/20/2005 Meeting Minutes

- A. Approval of the October 20, 2005 meeting minutes was deferred to the next meeting.

3. Public Comment

- A. Before going over usual business, Chairman Andy Goodrich called for public comment in case there were public, other interested parties present to bring forward issues that were not on the agenda.
- B. There were no Comments.

4. Update on Dedicated Grants & Reserve

- A. Ivie Harper with the Department of Motor Vehicles has prepared the memos for the grant transfers to Washoe and Clark County. The Dedicated Grant amount that will be distributed to Washoe County for the 2nd quarter is \$68,350.00. The Dedicated Grant amount that will be distributed to Clark County for the 2nd quarter of FY06 is \$245,850.00.
 - **Q.** (Clark County) Do you know at this time what the Excess Reserve looks like?

- **A.** (DMV) Yes, Administrative Services said that after taking into account the one million dollar reserve, they project there will be an availability of \$730,000.00 at the end of this fiscal year.
- **Q.** (Clark County) So that will be the amount that the county will apply for through the application process, which are due on April 1st?
- **A.** (DMV) Correct.
- **Q.** (Clark County) What do you anticipate being the projection in the FY07 budget?
- **A.** (DMV) That would be the \$730,000.00 figure. This is above the 1 million dollars, which is secured for. We have projections for the FY08 too and there will additional monies above that relatively the same size, but it is still to far out to give any real kind of number.
- **Q.** (Clark County) Now does that go into this process for the Grants? I believe that the procedures are still like when we had to apply for the Dedicated.
- **A.** (DMV) No Dedicated Grants are automatic.
- **Q.** (Washoe County) The only thing that comes from the Counties on the Dedicated Grants is our year-end report, which needs to be submitted 45 days after the end of the year to LCB?
- **A.** (DMV) Correct.
- **Q.** (Washoe County) With the Excessive Reserve Funds I anticipate that Clark County and I will get together and figure out the appropriate split here and then turn in our applications by the April 1st deadline and then money will be available by July 1st, right?
- **A.** (DMV) We sent the draft of that Regulation over to the LCB finalist and they sent us back a copy. The process may not be quite what we wrote, but everything else that we talked about previously is in it. We had also changed the language to where we do have a set date for the meeting to be scheduled. It is no later than April 15th.

B. In Regulation the Committee was to meet 10 days after the last application was submitted, however there was no date other than the April 1st deadline. The language now reads the Chairman of the Committee will schedule a meeting of the Committee no later than April 15th preceding the fiscal year for which the Grant is requested. Once the Committee meets and takes action on the applications they will submit the applications for grants to the Deputy Director of the Department of Motor Vehicles, the Administrator of the Division of Environmental Protection and the Chairman of the Committee not later than April 1st preceding the fiscal year of which the Grant is requested.

- **Q.** (Clark County) Does this still leave us issues with 2D money?
- **A.** (DMV) We requested the 2D funding in the last budget and the Legislative Body removed it. It was an actual line item in the budget and it was removed.
- **Q.** (Clark County) Will we have to go back through the same process to have it requested again?

- A. (DMV) Yes, unless it is presented as part of the Governors budget then it does not have to go through IFC. It will just go through normal Session.

5. Business Rules – Alternative Fuels

- A. In the last meeting the Committee sent to the DMV recommendations for the testing of alternative vehicles. The DMV held a statewide conference call to go over what was needed to successfully add alternative fuel vehicles to program. Especially the propane and natural gas vehicles. The Department has in return prepared a draft task report with the help of Sig. The report will include some major tasks that will need to be addressed before alternative fuel vehicles could be added to the program.

Major Tasks include:

- **Updates will need to be made to the VID (Vehicle Information Database)**
 - Add new alternative fuel licensing classification
 - Modify VID to have multiple classifications from one location
 - Modify ET Warehouse – reporting on pass/fail of alternative fuel vehicles
 - Addition of an exceptions table
- **Updates to the testing program. Right now they are not capable to adequately test alternative vehicles.**
 - 1968 or newer heavy duty vehicles 8500 lbs or heavier – 2-speed idle test
 - 1968-1995 Light duty vehicle – 2-speed idle test
 - 1995 or newer light duty – OBD II test not tail-pipe test
 - Recommend 2-speed idle vehicles come through the DMV emission lab for testing. This will be for the first advisory year.
 - Recommend OBD vehicles go to privately owned emission stations
 - 2006 and newer (Must be brand new) will not be an issue
 - 1996-2005 will be referred to the DMV emission lab
 - **Training**
 - Development of a new training law to cover all of the alternative fuel vehicles and test procedures
 - Create new exams
 - New test and repair certification
 - **DMV Emissions Programs – Application changes**
 - Data mailers
 - Renewal notices
 - Internally – develop re-training program for information staff
 - Updates the web and address the media
- **Amendments to NAC**
 - Identify NAC's that will need to be Amended
 - Identify the agency that the NAC fall's under and notify them for amendment.

B. The Department queried a report through the DMV database on the amount of dedicated LPG and CNG vehicles. There is an estimate of 1,500 vehicles that will be added to the program.

- **Q.** (NDEP) Is the industry going to have to buy the equipment and go through special training? If so, what will happen if the private stations don't want to buy the equipment or have their inspectors certified?
- **A.** (DMV) We could set up a station in the North and one in South. We will not let the stations buy the equipment without the training first because there is too much in the safety aspect, and the industry may not be interested due to there only being a couple of thousand of these types of vehicles.

C. The Committee would like to have an industry survey done to see if there is any interest in this.

D. Before a pilot program can be implemented there will need to be regulations in place. In the last meeting the Committee discussed having the DMV come before the SEC and give an informal presentation.

E. The DMV would like to gather data for a year. They would like to know exactly how many of these vehicles are out there, do they test clean or dirty and what would be the impact to the program before they go to the SEC or through the regulatory process. The whole point will be to capture data to enable the Commission to make recommendations and set standards. The Committee would like for the DMV to set up a conference call, send a letter or meet in person with all of the larger fleet managers to see if they would be willing to bring their fleets down to the DMV labs for testing on a voluntary basis. Sig will work with the DMV on getting the names for contacts on the larger fleets and the approximate number of CNG and propane vehicles. A letter will also be sent out to the private owners of alternative vehicles requesting them to come in for a voluntary test. The DMV will also need to focus on a manual way for testing these vehicles.

F. The Committee requested that a status report be placed on the next meeting agenda.

6. Remote Sensing

A. The DMV updated the Committee on the remote sensing test that was performed in Las Vegas. Remote sensing was provided by ESP and conducted October 3rd through the 7th. The Department has received all of the data back but has not done any evaluation of it at this time. However, they were able to provide a summary of that week.

Remote Sensing Summary:

- 30,000 vehicles were tested
- 20,000 were valid
- of the 20,000 there were a little over 13,000 Nevada plates, 500 California plates, 100 Utah plates, 125 Arizona plates and 600 other states. Over 3,000 were not readable.

B. The Department feels that an analysis of the data should be done, like that of Virginia. Lloyd provided the Committee with the Internet address to Virginias reports located at http://www.deq.virginia.gov/regulations/pdf/remote_sensing.pdf which were built by ESP. The Department would also like to look into the option of have these reports done internally.

- **Q.** (Clark County) What did it cost to have ESP perform the remote sensing?
- **A.** (DMV) It costs \$15,000.00 a week.

The Committee does agree with the DMV that some assessments of the data should be done. Dennis Ransel with Clark County and Andy Goodrich would like to have a copy of the RSD burned to a CD for them. Troy Dillard the Administrator of Compliance Enforcement with the DMV will verify the ability to release the CD to the Counties. Once the Counties have had a chance to review the data they would be able to discuss what sort reports they would like to see.

7. Web Portal

A. Mark Isaacs and Gary Lang with Verizon Business previously known as MCI presented the Committee with a presentation of the new reporting platform to the MCI web portal. Currently a lot of the States across the country are using it. It is in the process of being marketed to all of Verizon Business existing State customers and non-State customers as one stop shopping.

The presentation of the web portal included:

- **Login screen** (*Built to the States needs*)
 - Access and functionality could be based on user login
 - Public facing web page with basic program FAQ's
 - Makes navigation easy
- **Production Applications**
 - All of the applications that you would want to launch to manage a program will sit here on one screen.
- **Dashboard**
 - This is where the State Administrators can take a look at this screen and see how their programs are doing throughout the day.
- **Documentation**
 - Application program documentation and online user manuals.
- **Calendar**

- A convenient calendar for future events, program changes and maintenance windows.
 - **UAT page (User Acceptance Testing)**
 - Preproduction applications go directly from QC to UAT for final customer approval.
 - **Contacts and Phone List**
 - User customizable contact page for all aspects of your program
 - User updatable
 - **FAQ**
 - Frequently asked question page for all levels of access are easily answered with this page.
 - **Surveys**
 - Can be used for both education and program feedback
 - **Reporting Tools**
 - Easy access to all reports, periodic (daily, monthly, Annual etc.) and custom reports
 - One click to complex reports (including EPA reports)
 - Reporting menu
 - Drill down capability
 - **Super User View**
 - Unlimited configurations and schemas. (Survey questions, list of favorites, scrolling info-banner, program announcements, links etc.)
- B. Troy Dillard explained to the Committee Verizon Business did not win the VID this time around. The Department has a new vendor coming in and the data was part a large portion of the RFP. Right now we do not know what we are going to have available to us until the new vendor comes aboard. This type of enhancement that Verizon Business is presenting to us will cost the DMV programming hours. The DMV does not have enough programming hours to have this enhancement done due to other necessary changes. If we decide that we need to maintain a contract of this nature because it is more universal and useful, the Department does have the ability to reach out and utilize something like this separate from the VID vendor itself for the data. However, each of these things will be a dollar figure once the programming hours are exhausted which will end up impacting the excess reserve.

8. Next Meeting and adjournment

- A. The next I/M Advisory Committee meeting will be scheduled for a tentative date of April 11th. The meeting will not be scheduled for any date later than April 15th, which is the deadline for the submission of the excessive reserve grant requests. The meeting will be held in Reno.
- B. Andy Goodrich will reserve a meeting location.
- C. The meeting adjourned at 1:00 pm.