SENATE NATURAL RESOURCES COMMITTEE

MINUTES OF MEETING
Friday, April 29, 1977

The twenty-fourth meeting of the Natural Resources Committee was called to order on the above date at 2:45 p.m.

Senator Gary Sheerin was in the Chair.

PRESENT: Chairman Sheerin
Senator Echols
Senator Dodge
Senator Neal
Senator Glaser

ABSENT: Senator Lamb

OTHERS PRESENT: Larry Taylor, Hamilton Test System
D. C. Stone, Hamilton Test System
Dick Serdoz, Air Quality, Nevada Department Human Resources
Harry Gallaway, Nevada Department of Agriculture
George L. Vargas, major oil companies
Virgil P. Anderson, AAA
Mary Breitlow
Lorree Ratto, Intern
Robert F. Guinn, Nevada Motor Transport Association, Nevada Franchised Auto Dealers Association
Don Arkell. Clark County Health District
Jack Dolan State of California
John Ciardella, Department of Motor Vehciles

Bills considered by the Committee included AB59, AB464, AJR51, SB509, SB106, SJR41, AJR59.

AB 59 Amends motor fuel advertising requirements.

GEORGE VARGAS, lobbyist for the major oil companies, asked that on Page 2, lines 8 and 9, "at least four inches in height, but" be deleted. The lettering on the signs is not to be larger than the price advertised. Displayed pictures of signs, entered in record, attached EXHIBIT "A".

HARRY GALLAWAY, Nevada Department of Agriculture, in giving the thrust of the bill, said it legalizes the present method of sale of diesel oil. There are now two methods of sales and the law only provides for one. This recognizes the motor carriers position in the sale of diesel oil with permits where the tax is not included in the price of the gasoline on the pump, but is paid through other channels.

Senator Dodge moved to amend and "DO PASS" AB59.
Senator Glaser seconded the motion.
The motion carried unanimously.

AB 464 Requires certificate of emission control compliance before motor vehicle is registered.

JACK DOLAN, assistant chief with Bureau of Automotive Repair, California, with particular responsibilities of being in charge of licensed smog stations throughout the State of California, and acting as program manager for the mandatory vehicle inspection program, in responding to the request of the Committee, gave an overview of the California program which became effective January 1, 1974. Since that time a detailed, designed study has been conducted, and a program initiated in Riverside. It has been a consumer voluntary program up to this point, and through questionnaires find that most of the people would have repairs made when mandatory. His staff feels strongly toward separation in inspection and repairs and found the consumers concur. The California air resources board set the emissions standards which are tougher than the other 49 states. The standards vary depending on the year and model of autos. Mandatory program is scheduled to commence January 1, 1979, on a change of ownership basis in the six counties around Los Angeles referred to as the South Coast Air Basin where about 6.7 million cars would be subject to inspection. It will be an annual inspection and then will go to mandatory on annual renewal of registration, January 1, 1981. Mr. Dolan said through study, there are three ways to go on the inspection stations: 1) private garages; 2) under direct state control; 3) through a franchise-type operation, through a contractor. Their conclusion has been it will be more cost-effective to go contract such as Arizona. It will be a self-sustaining program. A "ballpark" figure, including in both operations, is $7 to $8.

SENATOR DODGE said Nevada has a small population problem, and Mr. Dolan said the sparsely populated areas will be serviced with mobile van units. Mr. Dolan said inspection stations to be set up by contractors on a five-year contract basis, and no cars older than 1955 will be checked. According to Mr. Dolan, the automobile is the most significant single contributor to pollution.

DON ARKELL, Director, Air Pollution Control Division, Clark County Health District, read a prepared statement in support of AB464, entered in record, attached, EXHIBIT "B". Proposed an additional amendment to the present bill, entered in record, attached as part of EXHIBIT "B".

JOHN CIARDELLA, Nevada Department of Motor Vehicles, said the car must be tuned to the manufacturers specification and the tune-up will cost between $8 and $12. He said if the inspection is separated from the repair, the repair shops must still be licensed. There could be just as much rip-off plus create an inconvenience. At the present time there are 122 licensed stations in Clark County which are monitored. It is a pilot program and a one-stop operation for the consumer. Mr. Ciardella handed out a copy of Vehicle Emission Inspection Analysis, entered in record, attached, EXHIBITS "C" and "D". Mr. Ciradella elaborated on the history of the pilot program which commenced in Clark County February 1, 1974, initiated by the Environmental Protection Agency and the Department of Motor Vehicles, to test certain vehicles for the purpose of air quality standards set by the EPA. He said the program is self-funding. To date, 53 written complaints have been received which have been investigated by the department and resolved where both parties were satisfied. Seven citations have been issued and five convictions completed. Mr. Ciardella suggested the program be stepped up in Clark County to all first time registrations.

Mr. Arkell said no matter which system the state decides to go to, it will have to be fazed in. There has not yet been a public information program which explains what air quality control is. And there must be an assurance that all cars are being tested uniformly. Practically speaking, the most cost effective way of reducing levels of air pollution in the air is to reduce emission.

Mr. Ciardella referred to the dates in AB464, asking for some changes.

SENATOR ECHOLS said he felt first time registration in Clark County is about all the acceleration needed for the next biennium.

ROBERT GUINN, representing Nevada Motor Transport Association, and Nevada Franchised Automobile Dealers Association, said the present draft of AB464 meets the needs of the motor transport people. However, they would like to make sure they have the right of fleet inspections so large fleets are not required to be inspected at an inspection station.

VIRGIL ANDERSON, Nevada Division, Automobile Association, speaking in support of AB464, said the bill does not set forth a fee for the inspection program. The program outlined by Mr. Ciardella would be a fair one that would provide the opportunity for the State of Nevada to evaluate what this costly program will effectuate. The air pollution

program is controversial, and Mr. Anderson said he was in agreement with Mr. Ciardella's comments for the need to proceed with precaution.

DAN STONE, manager of Hamilton Test Systems, operating the Arizona inspection program, stated in 1976 all 14 Arizona Counties voted on a referendum to keep the inspection program which by that time had operated for 11 months, knowing that on January 1, 1977, there would not only be inspection, but mandatory repair. Referred to official news release entered in record, attached EXHIBIT "E". He stated the figures in the release had recently been verified as being accurate for the first quarter of 1977. He recommended the Legislature set a fee ceiling and not leave it to the descretion of the commission, and that that ceiling be set for five years, and he also recommended a ceiling on the repair costs. He said it is essential from a consumer standpoint to set these fees so they will not continue to escalate. The issue is whether there is indescretion or inefficiency in the inspection itself. You should select a low fee, you should mandate it in law as a consumer protection measure, and also the statutes should include a prohibition against anyone who does inspections from being in the repair business with a possible exception of the automobile dealers. There is a mobile unit in Arizona which does service rural areas.

DICK SERDOZ, Air Quality office, Nevada Department of Human Resources, said the state highway department did an intensive study in Clark and Washoe Counties and with the major highway projects that are planned up to 1995 at a rate of approximately 25 million dollars per year, the ambient air standards will not be maintained in the two major metropolitan areas. He said they have been measuring air quality in Las Vegas, Sparks, Carson City and Lake Tahoe and continue to have ambient violations of the carbon monoxide standard and the oxident standard, both of which are related to the automobiles. He said there will be approximately 50% reduction in ambient concentration due to the new motor vehicles by 1985. Another 25% is expected to be handled through the auto inspection program if it is an annual inspection, and the last 25% plus the growth, to be handled by the highway projects in the state by 1995, through proper placement of roads and streets, keeping the traffic moving, reducing miles traveled, etc. He emphasized a fazed program has worked in other states.

Following a lengthy discussion by the Committee, it was decided to recess the discussion on AB464 until Saturday, April 30, after the General Session.

AJR 51 Requests Economic Adjustment Committee to assist University of Nevada's Desert Research Institute in its efforts to revitalize Walker Lake in Mineral County, Nevada.

CHAIRMAN SHEERIN in speaking with Assemblyman Moody, sponsor of this resolution, said he indicated in areas where there a lot of military impact like Hawthorne, where funds have been drawn back, that the Federal Government is doing some things in order to help the community. One of the things is that the Desert Research Institute has given some money to try to revitalize Walker Lake through studies.

Senator Glaser moved "DO PASS."
Senator Neal seconded the motion.
Motion carried unanimously.

SB 509 Makes requirement for permits to appropriate water applicable to certain domestic wells and establishes procedure for issuance of permits.

A hearing was held on this measure on April 27, 1977.

Senator Neal moved to amend and "DO PASS" subject to reviewing of the amendments by the Committee.
Senator Glaser seconded the motion.

Aye:	Senator Echols	Nay: Senator Sheerin
	Senator Dodge	
	Senator Neal	
	Senator Glaser	

SB 106 Modifies requirements for the regulation of certain sources of air pollution.

This bill was passed out of Committee on February 23. The Assembly amended the bill on Page 3, lines 33 - 36.

Senator Glaser moved the Senate Natural Resources Committee reject the Assembly amendment and that the word "steam" be put back in the bill, Page 3, line 37.
Senator Dodge seconded the motion.
The motion carried unanimously.

AJR 41 Memorializes Congress and Department of the Interior to suspend projects on Pyramid Lake and portions of Truckee River.

Testimony had been heard April 27, 1977, on this resolution.

JOHN SERPA, Assemblyman, District 37, introducer, gave additional testimony, saying there are several suits involving

the State of Nevada and the Pyramid Lake Indian Tribe as to who owns the Lake. The state is in the process of spending $944,000 at the Lake on fisheries and now it is apparent Nevada fishing licenses are not required there, so after years of planting trout in the Lake by the state, the state cannot realize revenue from that area. Mr. Serpa believes due to this situation and others, the state should cease spending any additional monies until the suits are finally settled. He said he felt it was morally wrong to continue to spend taxpayers dollars until the situation is resolved.

Senator Neal moved to indefinitely postpone AJR41.
Senator Glaser seconded the motion.

Aye:	Senator Sheerin	Nay:	Senator Dodge
	Senator Echols		
	Senator Neal		
	Senator Glaser		

AJR 59 Petitions Congress to restrain free-roaming horses and burros or pay for damage caused by them.

SENATOR DODGE in speaking in support of AJR59 said the wild horses have gotten to be a very serious problem on the range. They take the feed which competes with feed production and seriously competes with the deer herds. He said this resolution is correct in encouraging the Federal Government to keep the wild horses in proper numbers in proper areas. They are running wild and not restrained and everyone is turning their heads and not recognizing the problems.

Senator Neal moved "DO PASS."
Senator Glaser seconded the motion.
The motion passed unanimously.

There being no further business, the meeting was adjourned at 6:30 p.m.

Respectfully submitted,

Billie Brinkman, Secretary

APPROVED:

Gary A. Sheerin, Chairman

GUEST REGISTER

SENATE NATURAL RESOURCES COMMITTEE

DATE: APRIL 29, 1977

Those wishing to testify should identify themselves before giving testimony.....

NAME	Do you wish to testify	Bill No.	REPRESENTING
LARRY TAYLOR	NO	AB464	H.T.S.
D. C. STONE		AB464	"
DICK SERDOZ	?	AB 464	AIR QUALITY DEP. HUM. RES.
HARRY GALLAWAY	YES	AB 59	NEV. DEPT. OF AGRIC
George L. VARGAS	YES	AB59	MAJOR. oil Co's
VIRGIL P. ANDERSON	YES	AB 464	AAA
Mary Breitlow	No		
Lorree Ratto	No	—	INTERN
Robert F Guinn	?	AB 464	Nev motor Transport Assn - Nev Franchised Auto Dealers Assn
Don Arrell	yes	AB464	Clark Co. Health Dist
JACK DOLAN	Yes	AB464	State of California
JOHN CIARDELLA	yes	AB464	Dept of m.v. vehicles

tax base shall be conspicuously displayed on the dispensing apparatus.

SEC. 3. Section 20826.5 of the Business and Professions Code is amended to read:

20826.5. No person shall display on any dispensing apparatus from which gasoline or other motor vehicle fuel is being offered for sale or sold, any sign referring to the price of such gasoline or other motor vehicle fuel, which shall include a price indicator used in connection with a computing meter pump or a pump designed to compute price, unless such sign is limited to the actual total price per gallon or liter of all gasoline or other motor vehicle fuel, as prescribed in Sections 20820 and 20826 of this article.

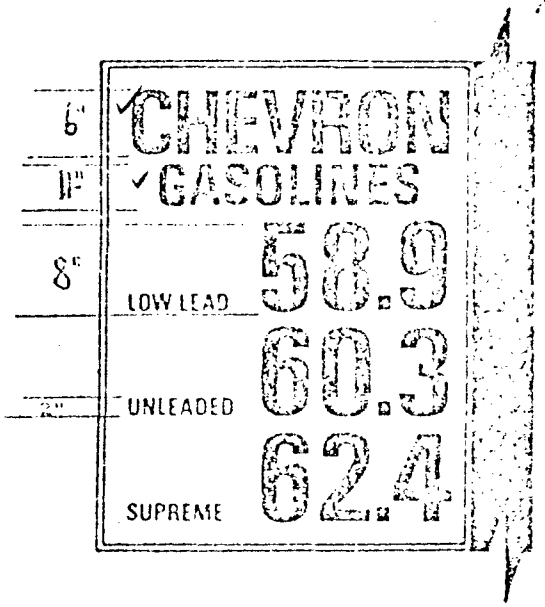
SEC. 4. Section 20880 of the Business and Professions Code is amended to read:

20880. (a) Nothing in this article shall be construed to apply to the price signs referred to in Article 5 (commencing with Section 20820) of this chapter; provided, however, that any numerals designating the net tax-included price per gallon or liter for a particular brand or trade name of gasoline or motor vehicle fuel permitted under the provisions of Article 5 (commencing with Section 20820) of this chapter, unless otherwise stated herein, shall be identical in numerical value with numerals designating the net tax-included price per gallon or liter for the same brand or trade name of gasoline or other motor vehicle fuel permitted under the provisions of this article.

(b) Nothing in this article shall be construed to apply to the price signs referred to in Article 5 (commencing with Section 20820) of this chapter; provided, however, that any numerals designating the net tax-included price per gallon or liter and the minimum octane number for a particular brand or trade name of gasoline permitted under the provisions of Article 5 (commencing with Section 20820) of this chapter, unless otherwise stated herein, shall be identical in numerical value with numerals designating the net tax-included price per gallon or liter and the minimum octane number for the same brand or trade name of gasoline permitted under

NON-ILLUMINATED RETAIL SIGNING
PRICE SIGNS

Pole & Ground Mount Price Signs



Basic sign: 2'-8" x 3'-6" – Area = 9.3 sq. ft.

Available through Division Engineering office.

TYPES AND ORDERING NOMENCLATURE

PS-1 – Double face 3-product pole mount with numerals.

PS-1 and PS-1a numeral height – 8"

NOTE – Decal #DEC-53 and 53-1 available to convert low lead to Chevron or blank out where low lead not marketed. Use for PS-1 and PS-1a only. Obtain from accessory warehouses.

PRICE SIGN NUMERAL SETS

Available through Division Engineering office.

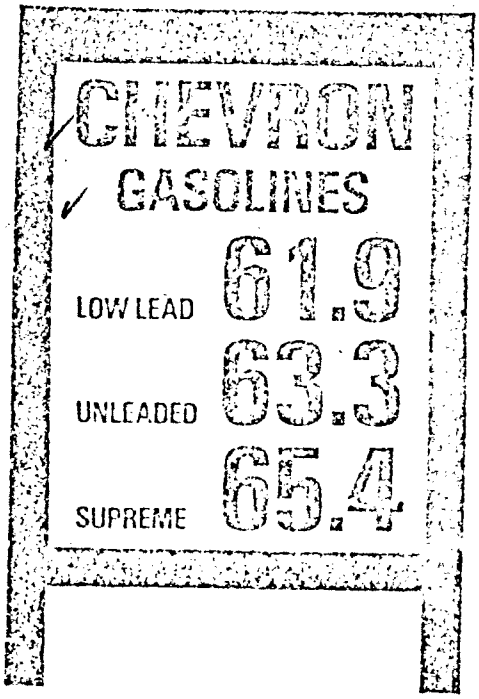
8"-high, 40-panel set.

For use with PS-1, PS-1a, PS-3 and PS-3a.

ORDERING NOMENCLATURE

Price Sign Numeral Sets

Ground Mounted



APPLICATION

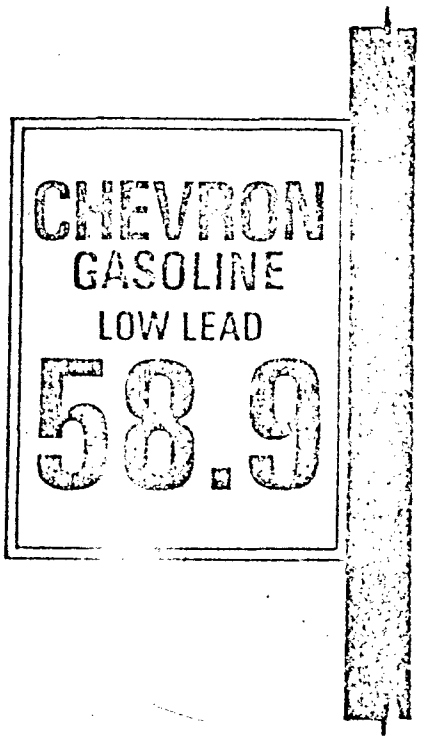
PS-1a – Single face 3-product placard mount with numerals

NOTE – Use PS-1a as ground mount or monument mount price sign at conventional retail outlets.

NOTE – Where ground mount required, order multi-service message board along with 1 or 2 single face price signs for either single or double face ground mount sign.

421

NON-ILLUMINATED RETAIL SIGNING
PRICE SIGNS (CONT'D.)



Full Self-Serve Pole Mount

PS-2 – Double face 1-product pole mount with numerals.

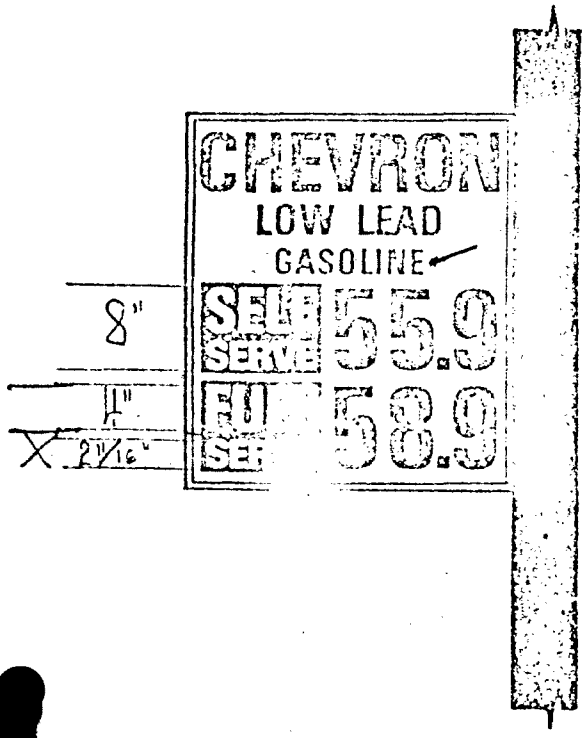
NOTE – Use at full self serve outlets and for selected split island operations.

PS-2a – Double face 1-product pole mount kit with numerals.

NOTE – Same usage as PS-2. Kit allows conversion of existing 3-product signs.

PS-2 and PS-2a numeral height – 12½"

Decal #DEC-41 available from warehouses to blank out low lead in areas where product is not marketed. For use with PS-2, PS-2a, PS-3, and PS-3a signs.



Split Island Pole Mount

PS-3 – Double face 1-product pole mount kit (less numerals).

NOTE – Converts existing 1- or 3-product signs to 1-product for split island (self/full serve) operation.

PS-3a – Single face 1-product placard mount (less numerals).

NOTE – Use PS-3a as ground mount or monument style sign at retail outlets operating as split island units or where price sign toppers can not be installed.

PS-3 and PS-3a utilize 8"-high numerals identical to PS-1 sign.

(Mini serve overlay decal #DEC-42 available from Los Angeles, Richmond, and Portland accessory warehouses.) For use with PS-3 and PS-3a.

Exhibit "S"

STATEMENT OF DONALD R. ARKELL, DIRECTOR
AIR POLLUTION CONTROL DIVISION, CLARK COUNTY HEALTH DISTRICT

BEFORE THE STATE SENATE COMMITTEE ON NATURAL RESOURCES

APRIL 29, 1977

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS DONALD ARKELL. I AM DIRECTOR OF THE AIR POLLUTION CONTROL DIVISION, CLARK COUNTY HEALTH DISTRICT.

AB 464 REPRESENTS A CONSIDERABLE AMOUNT OF EFFORT BY MANY INTERESTED AND CONCERNED INDIVIDUALS. AS YOU KNOW, THE METROPOLITAN AREAS OF LAS VEGAS ARE GROWING VERY RAPIDLY. WITH THE INCREASE IN POPULATION HAS COME ADDITIONAL CONSUMPTION OF FUELS FROM MORE AND MORE MOTOR VEHICLES, RESULTING IN HIGHER EMISSIONS OF AIR POLLUTANTS. THIS LAST WINTER PRODUCED SERIOUS METEOROLOGICAL CONDITIONS WHICH CAUSED GRAVE AIR POLLUTION EPISODES IN LAS VEGAS; THE FIRST EVER.

THE EPISODES WERE CAUSED BY A BUILD-UP OF CARBON MONOXIDE IN THE AIR OF THE LAS VEGAS VALLEY, AND WE RECEIVED NUMEROUS COMPLAINTS AND INQUIRIES BY PEOPLE WHO WERE FEELING THE EFFECTS OF AIR POLLUTION.

IT IS CLEAR THAT AS THE URBAN AREA OF LAS VEGAS CONTINUES TO GROW IN NUMBERS OF PEOPLE AND MOTOR VEHICLES, AIR POLLUTION WILL CONTINUE TO BE A MATTER OF GREATER CONCERN.

COMBUSTION OF FUELS IN VALLEYS WITH LIMITED AIR SUPPLY IS A MAJOR CAUSE OF AIR POLLUTION IN MANY AREAS. MOST OF THE FUELS BURNED IN THE LAS VEGAS VALLEY ARE FOR THE PURPOSE OF TRANSPORTATION, PRIMARILY MOTOR VEHICLES. EVEN WITH THE ADVENT OF FEDERALLY REQUIRED EMISSION CONTROL DEVICES OF NEW AUTOMOBILES, CONCENTRATIONS OF AIR CONTAMINANTS PRODUCED BY AUTOMOBILES WILL REMAIN IN THE ABOVE LEVELS WHICH CAUSE ADVERSE HEALTH EFFECTS. THIS IS DUE PRINCIPALLY

TO TWO THINGS:

1) THE EVER-INCREASING NUMBER OF MOTOR VEHICLES, AND

2) HIGHER THAN EXPECTED DETERIORATION OF EMISSION CONTROL SYSTEMS ON INDIVIDUAL MOTOR VEHICLES.

THE FIRST OF THESE TWO ITEMS IS ADDRESSED WHEN WE DISCUSS COMPREHENSIVE PUBLIC TRANSPORTATION AND OTHER LONG-TERM STRATEGIES.

VEHICLE MAINTENANCE CONCERNS, IN A MORE DIRECT MANNER, THE EXHAUST EMISSIONS FROM INDIVIDUAL MOTOR VEHICLES. IT HAS BEEN FAIRLY WELL ESTABLISHED THAT A MOTOR VEHICLE WHICH IS OPERATED AT CONDITIONS TO WHICH IT WAS DESIGNED IS MORE EFFICIENT, MORE ECONOMICAL AND LESS POLLUTING. UNFORTUNATELY, MOST OF US ARE NOT DILIGENT AT ALL ABOUT MAINTAINING OUR INDIVIDUAL MOTOR VEHICLES IN TOP OPERATING CONDITION. STUDIES HAVE SHOWN THAT EVEN A MINOR TUNE-UP, I.E., CORRECT IGNITION AND CARBURETOR ADJUSTMENTS CAN HAVE A SIGNIFICANT INFLUENCE ON ENGINE OPERATING EFFICIENCY.

IT IS TO THIS END THAT AB 464 IS DIRECTED - TO REDUCE AIR POLLUTION AND REDUCE FUEL USAGE BY ASSURING THAT AT LEAST ON AN ANNUAL BASIS, MOTOR VEHICLES ARE AT LEAST CHECKED FOR THESE MINOR TUNE-UP ITEMS. THE BILL IN ITS PRESENT FORM REQUIRES THAT THE STATE COMMISSION ADOPTS REGULATIONS WHICH WOULD PHASE IN A TESTING PROGRAM FOR IN-USE MOTOR VEHICLES.

THIS PROGRAM WOULD BE IMPLEMENTED IN THOSE AREAS WHICH HAVE A DEMONSTRATED AUTOMOBILE-CAUSED AIR POLLUTION PROBLEM - CLARK AND WASHOE COUNTIES. THE PROGRAM, AS CONCEIVED IN THE PRESENT BILL, WILL REQUIRE OWNERS OF VEHICLES TO OBTAIN "EVIDENCE OF COMPLIANCE" (WITH EMISSION STANDARDS) FROM ONE OF MANY AUTHORIZED STATIONS LICENSED BY THE STATE DEPARTMENT OF MOTOR VEHICLES. THESE AUTHORIZED STATIONS WOULD ALSO BE THE FACILITIES WHICH WOULD PERFORM ANY TUNE-UP OR REPAIR FUNCTIONS NEEDED TO ACHIEVE COMPLIANCE.

THE CLARK COUNTY HEALTH DISTRICT HAS SUPPORTED THE CONCEPT OF ANNUAL EMISSIONS TESTING AS A WAY TO REDUCE AIR POLLUTION IN THE LAS VEGAS VALLEY. WE ARE SOMEWHAT CONCERNED, HOWEVER, ABOUT THE PROSPECT OF COMBINING THE INSPECTION AND REPAIR FUNCTIONS INTO A SINGLE FACILITY (DESPITE THE FACT IT IS PROBABLY MORE CONVENIENT). SPECIFICALLY, TWO THINGS BRING US TO THIS CONCLUSION:

1) THERE MUST BE PUBLIC SUPPORT FOR A PROGRAM OF THIS NATURE TO BE EFFECTIVE. IT HAS BEEN OUR EXPERIENCE IN OTHER MATTERS OF REGULATIONS WHICH DIRECT INDIVIDUAL BEHAVIOR, THAT THERE IS A CERTAIN AMOUNT OF RESENTMENT BECAUSE OF WHAT MAY BE VIEWED AS INFRINGEMENT UPON INDIVIDUAL FREEDOMS. THIS SEEMS TO OCCUR REGARDLESS OF HOW OBVIOUS THE NEED MAY BE. IF IT IS COMPOUNDED WITH SUSPICIONS THAT THE INDIVIDUAL IS BEING TAKEN ADVANTAGE OF, THERE IS A POTENTIAL FOR STRONG, ADVERSE PUBLIC REACTION.

   WE THINK THAT THE PLAN TO COMBINE THE INSPECTION WITH THE REPAIR FUNCTION HAS AN INHERENT POTENTIAL TO ENGENDER THESE SUSPICIONS. IT IS ESSENTIAL THAT, AS THE PROGRAM IS IMPLEMENTED, THAT THERE BE ADEQUATE SAFEGUARDS TO PROTECT PUBLIC INTEREST. AND AN ACTIVE public INFORMATION Effort

2) THE PROGRAM MUST BE COST-EFFECTIVE IN ORDER TO REMAIN AS A VIABLE MEANS TO REDUCE AIR POLLUTION AND SAVE FUEL. IT HAS BEEN OUR EXPERIENCE THAT WHILE IT IS FAIRLY EASY TO MEASURE COSTS OF A PROGRAM IN TERMS OF DOLLARS IN TIME SPENT, IT IS RELATIVELY DIFFICULT TO ACCURATELY ASSESS BENEFITS IN TERMS OF IMPROVED GENERAL PUBLIC HEALTH, ECONOMY, ETC. AirQuality

IT IS CRITICAL TO THE SUCCESS OF THIS OR ANY OTHER PROGRAM WHICH ATTEMPTS TO DEAL WITH COMPLICATED SOCIAL PROBLEMS THAT THERE BE A PERIODIC REVIEW OF EFFECTIVENESS SO THAT we CAN SEE WHERE we HAVE BEEN AND ALSO REDIRECT EFFORTS, IF NECESSARY, FOR THE FUTURE.

QUALITY ASSURANCE IS ESSENTIAL. THIS MEANS UNIFORMITY IN TESTING PROCEDURES, ACCURATE, AND FREQUENT CALIBRATION OF TESTING AND DIAGNOSTIC EQUIPMENT. IT MEANS DATA MANAGEMENT, SO THAT EFFECTIVENESS OF THE TESTING PROGRAM CAN BE ACCURATELY ASSESSED.

~~IT MEANS CONSTANT SURVEILLANCE OF AUTHORIZED STATIONS, AND A RAPID MEANS OF RESOLVING COMPLAINTS.~~

ALTHOUGH, WE BELIEVE THESE CONCERNS OF OURS MIGHT BE BETTER HANDLED BY ANOTHER MANAGEMENT SYSTEM, I.E., SEPARATE INSPECTION AND REPAIR FACILITIES, WE SEE THAT THE PRESENT VERSION OF AB 464 ~~DOES DEAL WITH THEM.~~

~~WE SUPPORT THE AMENDMENTS WHICH WILL BE (WERE) INTRODUCED IN DICK SERDOZ' MEMO OF APRIL 21, 1977 TO ASSEMBLYMAN ROSS.~~

I WOULD LIKE TO ASK FOR A FURTHER AMENDMENT - THANK YOU.

AMENDMENT TO AB 464:

Page 2, lines 45 and 46

Delete: "for motor vehicle control systems"

Add: "necessary to implement compulsory motor vehicle emission inspection program"

AIR POLLUTION CONTROL DIVISION

CLARK COUNTY HEALTH DISTRICT

Exhibit "C"

VEHICLE EMISSION INSPECTION ANALYSIS

Thirteen Authorized Stations were selected to perform the BEFORE & AFTER vehicle emission tests and began on 4-29-76, and, as of 6-23-76, 443 domestic vehicles and 84 imports were tested.

Of the 443 domestic vehicles inspected 150 did not require any adjustments nor repairs; 281 required minor adjustments to meet State standards and only 12 required adjustments and repair costs. Inspection costs of the 443 domestic vehicles totaled $4,820.90 for an average inspection cost of $8.88 per unit plus $2.00 for a Certificate of Compliance. Repair costs for the 12 units totaled $144.78 thereby averaging $12.06 per unit. The repair costs ranged from a low of $2.33 to a high of $57.57.

Of the 84 imports inspected 24 did not require any adjustments nor repairs; 60 required minor adjustments to meet State standards and none required repair costs. Inspection costs of the 84 foreign imports totaled $921.60 for an average inspection cost of $8.71 per unit plus $2.00 for a Certificate of Compliance.

CODE SYMBOLS

-0-: No repair costs nor engine adjustment.

MA : Minor Adjustment.

FORD

YEAR	BEFORE HC's	BEFORE CO's	BEFORE Cost of Repairs	AFTER HC's	AFTER CO's	AFTER Cost of Inspection
1962	1100	7.5	MA	900	3.9	9.70
	190	2.0	-0-	190	2.0	7.50
	150	3.0	MA	100	1.0	10.00
	650	1.3	-0-	650	1.3	10.00
			-0-			$37.20
1963	280	7.2	MA	280	2.2	12.50
	460	9.0	MA	300	4.8	12.50
	220	3.75	MA	180	1.75	12.00
	200	6.6	MA	200	5.2	12.50
			-0-			$49.50
1964	800	12.0	MA	400	6.0	12.00
	1000	3.0	-0-	1000	3.0	10.00
	200	6.4	-0-	200	6.4	10.00
	900	7.8	MA	600	5.6	10.00
			-0-			$42.00
1965	400	8.0	MA	240	1.0	12.50
	700	8.0	MA	500	5.0	12.00
	800	0.9	-0-	800	0.9	9.70
	2000+	10.0+	MA	300	6.0	7.50
	1300	4.4	MA	800	4.9	9.70
	300	8.5	MA	180	1.8	12.50
	800	7.8	MA	500	5.0	8.50
	390	6.5	-0-	390	6.5	7.50
	400	3.0	MA	100	1.5	12.00
	210	6.8	MA	160	2.7	9.70
	450	7.2	MA	320	2.1	10.00
	810	5.2	-0-	810	5.2	8.00
			-0-			$119.60
1966	1000	10.0+	MA	400	7.0	12.00
	200	4.5	MA	310	3.7	9.70
	620	10.0	4.95	300	3.9	9.70
	180	6.8	MA	160	5.0	12.50
	600	7.0	MA	400	4.0	10.00
	500	8.4	MA	300	5.2	12.00
	700	9.0	MA	300	1.2	8.00
	1400	4.0	MA	1150	3.6	10.00
	1000	2.2	MA	100	2.2	12.50
	450	6.2	MA	390	4.6	9.70
	800	8.0	MA	300	4.5	8.50
	1100	6.4	MA	980	4.9	9.70
	830	4.6	-0-	830	4.6	10.00
			$4.95			$134.30

FORD

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1967	600	1.0	-0-	600	1.0	8.50
	200	3.0	-0-	200	3.0	12.50
	200	3.8	-0-	200	3.8	10.00
	420	8.1	MA	240	4.1	9.70
	940	7.9	MA	790	4.1	9.70
	1200	9.0	MA	560	4.8	12.00
	200	4.4	-0-	200	4.4	12.50
	500	5.0	MA	400	4.5	12.00
	940	8.4	MA	760	6.6	9.70
			-0-			$96.00
1968	370	3.6	-0-	370	3.6	10.00
	550	2.0	MA	390	3.0	8.50
	490	4.5	-0-	490	4.5	10.00
	240	5.75	MA	160	1.75	12.00
	220	4.75	MA	220	2.75	12.00
	250	6.0	MA	200	3.5	7.50
	180	7.9	MA	110	3.1	9.70
			-0-			$69.70
1969	340	8.0	MA	140	2.3	10.00
	400	0.1	-0-	400	0.1	10.00
	160	0.5	-0-	160	0.5	12.50
	900	10.0+	MA	360	3.0	10.00
	500	0.5	MA	400	0.4	9.70
	150	0.3	-0-	150	0.3	7.50
	120	1.2	MA	50	0.9	9.70
	2000+	10.0+	MA	480	1.8	12.00
	260	4.6	MA	240	2.5	9.70
			-0-			$91.10
1970	250	2.1	-0-	250	2.1	10.00
	840	0.2	MA	380	2.1	9.70
	720	1.4	MA	120	2.0	12.50
	1200	6.0	MA	400	4.0	12.00
	1100	7.0	MA	400	2.5	12.00
	1600	9.0	MA	380	2.0	8.50
	600	4.2	6.00	390	3.0	9.70
	400	0.4	MA	210	0.2	9.70
	500	4.0	MA	300	1.4	10.00
	220	7.0	MA	120	3.8	12.50
	200	5.6	MA	180	1.8	12.50
	800	3.0	7.50	375	0.5	12.00
			$13.50			$131.10

FORD

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1971	120	3.6	-0-	120	3.6	10.00
	800	7.1	MA	160	2.9	10.00
	900	1.2	MA	240	3.1	10.00
	310	2.8	-0-	310	2.8	10.00
	200	1.8	-0-	200	1.8	10.00
	180	2.8	-0-	180	2.8	12.50
	200	6.0	MA	100	3.0	12.00
	200	6.2	MA	200	3.5	7.50
	290	7.8	MA	180	3.3	9.70
	400	3.0	MA	300	1.0	12.00
	60	6.0	MA	60	3.8	12.50
	480	9.0	MA	100	1.8	12.00
			-0-			$128.20
1972	420	6.0	MA	180	3.0	12.00
	500	8.0	MA	300	3.4	10.00
	140	0.1	-0-	140	0.1	12.50
	720	4.8	12.59	160	3.0	12.50
			$12.59			$47.00
1973	290	1.3	MA	260	0.8	9.70
	600	6.0	MA	400	3.8	10.00
	120	2.75	-0-	120	2.75	12.00
	620	7.75	MA	240	1.75	12.00
	160	6.2	MA	120	1.4	12.50
	480	9.6	MA	200	3.2	12.50
	400	3.0	MA	200	3.0	12.00
	100	0.8	-0-	100	0.8	12.50
			-0-			$93.20
1974	390	8.0	MA	140	3.0	8.50
	20	0.8	MA	-0-	0.5	9.70
	160	1.2	-0-	160	1.2	12.50
	240	5.8	MA	200	4.0	12.50
	400	4.5	MA	200	4.0	12.00
	310	1.4	-0-	310	1.4	12.50
	400	5.0	MA	100	4.0	12.00
	300	5.2	MA	220	2.2	12.50
	220	6.3	MA	130	3.4	9.70
			-0-			$101.90
1975	40	0.5	-0-	40	0.5	12.50
	100	5.0	MA	100	1.0	12.00
	80	2.2	MA	50	1.7	9.70
			-0-			$34.20
FORD GRAND TOTALS			$31.04	110 Vehicles tested.		$1,175.00

LINCOLN

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1966	800	4.6	MA	490	4.2	9.70
			-0-			$9.70
1969	740	10.0+	MA	220	3.0	12.50
			-0-			$12.50
1973	80	1.8	-0-	80	1.8	12.50
	80	4.0	MA	80	3.4	12.50
			-0-			$25.00
1974	380	6.0	MA	360	2.6	12.00
			-0-			$12.00

LINCOLN GRAND TOTALS	-0-	5 Vehicles tested.	$59.20

MERCURY

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1960	1040	9.0	MA	460	1.6	10.00
			-0-			$10.00
1961	860	6.0	-0-	860	6.0	10.00
	480	3.75	MA	320	1.25	12.00
			-0-			$22.00
1964	700	0.2	MA	500	1.0	12.50
			-0-			$12.50
1965	70	6.9	MA	40	0.8	9.70
			-0-			$9.70
1966	740	5.4	MA	480	3.4	12.50
	240	6.8	MA	200	5.8	12.50
	990	4.8	-0-	990	4.8	10.00
			-0-			$35.00
1967	180	6.8	MA	140	3.2	12.50
	300	4.6	MA	200	3.6	10.00
			-0-			$22.50
1968	320	4.0	MA	300	3.0	12.50
	620	5.4	MA	580	4.0	12.50
			-0-			$25.00
1969	660	4.8	MA	660	4.8	9.70
	300	5.0	MA	400	4.0	12.00
	400	7.0	MA	240	3.8	12.50
			-0-			$34.20
1970	400	6.2	MA	240	3.2	9.70
	2000+	4.5	MA	350	4.0	10.00
			-0-			$19.70
1971	150	3.0	-0-	150	3.0	10.00
	380	6.0	MA	400	3.3	12.00
	900	10.0+	MA	250	3.7	12.00
	150	2.9	MA	160	2.4	9.70
			-0-			$43.70
1972	150	3.6	-0-	150	3.6	10.00
			-0-			$10.00
1973	510	9.0	MA	140	1.2	12.00
			-0-			$12.00
1974	110	1.2	MA	90	0.9	9.70
			-0-			$9.70
MERCURY GRAND TOTALS			-0-	24 Vehicles tested.		$266.00

BUICK

YEAR	BEFORE HC's	BEFORE CO's	BEFORE Cost of Repairs	AFTER HC's	AFTER CO's	AFTER Cost of Inspection
1963	1050	3.0	-0-	1050	3.0	10.00
			-0-			$10.00
1964	440	5.2	MA	200	4.0	12.50
			-0-			$12.50
1965	1460	9.6	MA	440	3.6	12.50
	2000+	10.0+	MA	600	4.0	12.00
	2000+	9.0	MA	700	6.0	10.00
	600	10.0+	MA	390	4.5	7.50
			-0-			$42.00
1967	430	6.2	MA	400	5.6	12.50
			-0-			$12.50
1968	500	8.0	7.95	300	3.0	10.00
	1200	5.0	3.00	500	4.0	12.00
	200	5.2	MA	180	3.1	9.70
			$10.95			$31.70
1969	310	8.1	MA	170	2.0	9.70
	380	4.1	-0-	380	4.1	10.00
			-0-			$19.70
1970	400	4.0	MA	120	0.8	10.00
	310	3.1	-0-	310	3.1	8.00
	420	4.0	MA	400	3.8	12.50
			-0-			$30.50
1972	500	6.0	MA	300	1.4	10.00
			-0-			$10.00
BUICK GRAND TOTALS			$10.95	16 Vehicles tested.		$168.90

CADILLAC

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1961	200	0.5	-0-	200	0.5	12.00
	1600	6.0	MA	700	1.2	10.00
			-0-			$22.00
1965	1350	7.2	MA	500	4.8	10.00
	320	4.0	-0-	320	4.0	12.50
			-0-			$22.50
1966	250	1.0	-0-	250	1.0	10.00
			-0-			$10.00
1967	400	8.0	MA	250	5.0	12.00
			-0-			$12.00
1968	40	0.8	-0-	40	0.8	12.50
	160	0.5	-0-	160	0.5	10.00
	140	6.0	MA	100	4.0	12.50
			-0-			$35.00
1969	190	3.4	-0-	190	3.4	7.50
	40	1.2	-0-	40	1.2	12.50
	700	4.6	MA	450	1.2	10.00
	300	2.6	-0-	300	2.6	10.00
			-0-			$40.00
1970	600	4.0	MA	350	3.0	12.00
	200	8.0	6.95	150	3.0	12.00
	300	2.0	MA	100	2.0	12.00
			$6.95			$36.00
1971	130	3.8	MA	80	3.3	9.70
			-0-			$ 9.70
1972	10	0.5	-0-	10	0.5	12.50
			-0-			$12.50
1973	10	0.8	-0-	10	0.8	12.50
	40	3.0	-0-	40	3.0	12.50
	90	0.6	-0-	90	0.6	8.50
			-0-			$33.50
1974	40	0.1	-0-	40	0.1	12.50
			-0-			$12.50
1975	40	0.4	-0-	40	0.4	9.70
						$ 9.70

CADILLAC

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1976	40	0.0	MA	30	0.0	9.70
	-0-	0.0	-0-	-0-	0.0	9.70
	200	1.0	MA	100	0.6	9.70
			-0-			$29.10
CADILLAC GRAND TOTALS			$6.95	26 Vehicles tested.		$284.50

CHEVROLET

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1960	940	8.2	MA	780	2.1	9.70
			-0-			$ 9.70
1961	910	6.2	-0-	910	6.2	10.00
			-0-			$10.00
1962	500	2.0	-0-	500	2.0	12.00
	700	0.1	MA	580	1.4	12.50
	500	2.0	-0-	500	2.0	12.00
	1600	7.3	MA	1150	6.2	10.00
	800	5.0	MA	750	2.2	7.50
			-0-			$54.00
1963	800	5.0	MA	650	5.0	12.00
	1400	7.0	MA	900	4.0	12.00
	420	9.2	MA	280	5.6	12.00
	1600	9.0	MA	1100	3.0	12.00
	640	10.0+	MA	320	4.8	12.50
	600	7.0	MA	400	2.0	12.00
	350	2.3	-0-	350	2.3	9.70
	350	2.0	-0-	350	2.0	10.00
			-0-			$92.20
1964	600	7.2	MA	500	3.2	10.00
	2000+	10.0+	MA	1010	5.3	12.00
	200	9.0	MA	210	3.6	9.70
	400	6.2	MA	300	3.8	12.50
			-0-			$44.50
1965	2000+	10.0+	MA	600	4.5	12.00
	480	3.8	-0-	480	3.8	9.70
	1800	9.0	MA	900	2.0	12.00
	2000+	8.5	MA	600	5.0	10.00
	180	2.25	-0-	180	2.25	12.00
	610	8.5	MA	550	5.3	10.00
	390	3.2	MA	230	1.8	9.70
			-0-			$75.40
1966	520	8.1	MA	400	3.1	9.70
	1420	3.2	MA	400	6.0	12.50
	950	9.5	MA	910	6.8	10.00
	1100	10.0+	MA	600	0.6	12.00
	200	3.0	-0-	200	3.0	10.00
	560	5.2	MA	480	2.6	12.50
	700	10.0+	MA	400	4.2	12.50
			-0-			$79.20

CHEVROLET

YEAR	BEFORE HC's	BEFORE CO's	BEFORE Cost of Repairs	AFTER HC's	AFTER CO's	AFTER Cost of Inspection
1967	400	1.0	-0-	400	1.0	12.00
	180	0.2	-0-	180	0.2	12.50
	380	1.8	-0-	380	1.8	12.50
	800	5.0	MA	400	2.0	12.00
	1900	5.0	MA	900	4.2	8.50
	460	3.1	MA	320	2.4	14.00
	700	4.3	-0-	700	4.3	10.00
			-0-			$81.50
1968	1700	8.0	20.00	60	1.2	12.50
	360	2.0	-0-	360	2.0	12.50
	160	5.2	MA	140	4.0	12.50
	560	7.2	MA	460	3.6	10.00
	1300	0.2	MA	400	0.3	9.70
	700	3.0	MA	400	1.0	12.00
	340	5.8	MA	220	3.6	9.70
			$20.00			$78.90
1969	900	7.5	MA	360	1.8	10.00
	330	3.1	-0-	330	3.1	10.00
	410	8.9	MA	150	1.8	9.70
	480	7.2	MA	340	2.1	14.00
	550	5.0	MA	325	3.6	8.00
	590	7.2	MA	420	3.4	9.70
	200	4.0	MA	200	3.2	12.50
	500	7.0	MA	400	4.0	12.00
	420	8.1	MA	210	2.4	9.70
			-0-			$95.60
1970	320	2.8	-0-	320	2.8	10.00
	180	2.2	-0-	180	2.2	14.00
	350	5.5	MA	200	3.6	12.50
	900	8.2	MA	220	3.1	7.50
			-0-			$44.00
1971	300	10.0+	MA	320	4.0	12.50
	300	2.0	-0-	300	2.0	7.50
	300	0.4	-0-	300	0.4	7.50
	220	2.6	-0-	220	2.6	12.50
	500	6.2	MA	380	2.2	12.50
			-0-			$52.50

CHEVROLET

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1972	100	6.0	MA	100	3.6	12.50
	250	1.5	-0-	250	1.5	10.00
	200	1.2	-0-	200	1.2	7.50
	60	2.5	-0-	60	2.5	8.50
	80	1.9	MA	50	1.2	9.70
	390	4.1	MA	290	2.8	9.70
	140	1.0	-0-	140	1.0	12.50
	1420	0.2	10.29	100	1.8	12.50
			$10.29			$73.20
1973	150	1.8	-0-	150	1.8	10.00
	120	2.1	-0-	120	2.1	8.50
	60	1.4	-0-	60	1.4	12.50
	10	0.5	-0-	10	0.5	12.50
	50	0.4	-0-	50	0.4	9.70
	-0-	0.1	-0-	-0-	0.1	12.50
	80	2.0	MA	10	1.0	12.50
	520	9.0	MA	250	3.7	9.70
			-0-			$87.90
1974	120	1.6	-0-	120	1.6	12.50
	40	0.3	-0-	40	0.3	10.00
	480	6.0	MA	320	2.1	10.00
	50	2.6	MA	10	1.2	10.00
	180	1.0	-0-	180	1.0	10.00
	400	10.0+	MA	100	0.3	12.00
	40	5.2	MA	80	3.6	12.50
	60	0.8	-0-	60	0.8	12.50
	600	8.0	MA	300	1.5	12.00
			-0-			$101.50
1975	200	2.8	MA	300	2.8	10.00
	80	0.6	-0-	80	0.6	14.00
	200	0.5	-0-	200	0.5	12.00
			-0-			$36.00
1976	005	0.0	-0-	005	0.0	12.50
			-0-			$12.50

CHEVROLET GRAND TOTALS $30.29 94 Vehicles tested. $1,028.30

OLDSMOBILE

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1962	960	3.0	MA	960	6.6	10.00
			-0-			$10.00
1964	900	3.5	MA	740	2.7	9.70
	400	8.0	5.65	200	5.2	12.50
			$5.65			$22.20
1965	600	8.5	MA	600	4.0	12.00
	840	8.4	MA	590	5.2	9.70
	150	10.0+	MA	150	6.0	10.00
	700	8.0	MA	600	7.0	12.00
			-0-			$43.70
1966	220	6.2	MA	180	1.2	12.50
	830	4.4	-0-	830	4.4	10.00
			-0-			$22.50
1967	400	2.2	-0-	400	2.2	7.50
	1020	7.0	MA	910	4.9	9.70
	600	9.0	MA	400	6.0	12.00
			-0-			$29.20
1968	590	3.7	MA	320	2.1	10.00
	180	4.2	-0-	180	4.2	12.50
	60	3.2	-0-	60	3.2	12.50
	360	3.0	-0-	360	3.0	7.50
			-0-			$42.50
1969	180	0.5	-0-	180	0.5	12.50
	100	2.0	-0-	100	2.0	12.50
	750	4.3	MA	340	2.8	10.00
	100	5.0	MA	100	3.0	12.00
	180	2.0	-0-	180	2.0	14.00
	210	1.2	-0-	210	1.2	7.50
			-0-			$68.50
1970	800	6.0	MA	350	3.0	10.00
	800	4.0	MA	400	1.6	10.00
	1200	0.2	MA	230	3.3	12.00
	100	8.4	MA	100	4.0	12.00
			-0-			$44.00
1972	80	1.0	-0-	80	1.0	12.50
	300	5.2	MA	100	1.4	12.50
			-0-			$25.00

OLDSMOBILE

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1973	60	1.5	-0- -0-	60	1.5	10.00 $10.00
1974	180	5.2	MA -0-	180	3.0	12.00 $12.00
OLDSMOBILE GRAND TOTALS			$5.65	30 Vehicles tested		$329.60

PONTIAC

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1964	300	2.6	MA	280	2.8	12.50
	800	6.0	MA	200	1.5	12.00
			-0-			$24.50
1965	800	6.0	-0-	800	6.0	7.50
	1800	10.0+	MA	1100	3.0	10.00
	200	2.3	MA-	200	2.0	14.00
			-0-			$31.50
1966	700	4.0	MA	500	2.0	7.50
	550	6.4	MA	400	4.0	10.00
	1200	7.5	MA	550	3.2	7.50
	160	1.0	-0-	160	1.0	12.50
	920	3.2	MA	900	3.0	12.50
			-0-			$50.00
1967	1200	5.0	MA	800	3.0	12.00
	410	2.6	MA	320	1.2	9.70
	40	0.8	-0-	40	0.8	12.50
			-0-			$34.20
1968	60	1.1	-0-	60	1.1	12.50
	420	0.7	-0-	420	0.7	10.00
	400	5.2	MA	200	2.1	14.00
	900	8.9	MA	550	4.2	10.00
	610	9.0	MA	550	1.5	12.50
	300	4.0	MA	200	1.0	12.00
	300	2.6	-0-	300	2.6	12.50
	460	3.8	-0-	460	3.8	9.70
			-0-			$92.20
1969	200	4.0	-0-	200	4.0	10.00
	50	0.25	-0-	50	0.25	10.00
	900	0.4	MA	280	1.2	12.50
	20	0.4	-0-	20	0.4	12.50
	200	5.0	MA	180	4.0	12.50
			-0-			$57.50
1970	300	9.0	MA	240	3.2	7.50
	400	8.0	MA	180	3.4	9.70
			-0-			$17.20
1971	750	1.9	MA	380	0.8	9.70
	230	5.8	MA	200	1.6	12.50
			-0-			$22.20

PONTIAC

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1972	75	1.0	-0-	75	1.0	10.00
	360	2.8	-0-	360	2.8	10.00
	200	1.5	-0-	200	1.5	14.00
	200	1.5	-0-	200	1.5	14.00
	180	2.0	-0-	180	2.0	14.00
	300	7.0	MA	280	3.4	9.70
			-0-			$71.70
1973	100	3.4	-0-	100	3.4	12.50
	210	5.0	MA	180	1.0	14.00
	800	1.5	MA	300	1.0	8.50
	320	2.1	MA	260	1.4	9.70
			-0-			$44.70
1974	650	5.2	MA	280	3.2	14.00
			-0-			$14.00
1976	120	1.0	-0-	120	1.0	14.00
	100	0.3	-0-	100	0.3	14.00
	-0-	0.0	-0-	-0-	0.0	9.70
			-0-			$37.70

PONTIAC GRAND TOTALS -0- 44 Vehicles tested. $497.40

CHRYSLER

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1962	700	9.2	MA	490	5.1	10.00
	1180	7.1	MA	990	4.2	9.70
			-0-			$19.70
1966	900	7.0	MA	800	4.0	12.00
			-0-			$12.00
1967	1010	6.1	-0-	1010	6.1	10.00
			-0-			$10.00
1968	700	8.0	MA	320	2.5	12.00
			-0-			$12.00
1969	175	3.8	-0-	175	3.8	10.00
			-0-			$10.00
1970	380	4.2	MA	340	3.2	9.70
			-0-			$ 9.70

CHRYSLER GRAND TOTALS	-0-	7 Vehicles tested.	$73.40

DODGE

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1961	250	4.0	MA	170	3.5	9.70
			-0-			$ 9.70
1964	150	1.8	-0-	150	1.8	7.50
	300	0.5	-0-	300	0.5	12.00
	300	10.0+	MA	175	0.8	10.00
			-0-			$29.50
1965	1200	6.0	MA	900	7.0	12.00
	520	9.9	MA	100	4.1	9.70
			-0-			$21.70
1966	400	8.5	MA	200	0.9	12.00
	680	5.8	MA	420	3.8	12.50
			-0-			$24.50
1967	290	6.9	MA	150	2.9	9.70
	700	8.0	MA	400	5.8	10.00
	500	3.4	-0-	500	3.4	12.50
			-0-			$32.20
1969	80	0.75	-0-	80	0.75	12.00
	450	5.9	MA	250	0.2	7.50
	200	7.4	MA	200	3.6	12.00
			-0-			$31.50
1970	1200	5.0	MA	400	3.0	10.00
	600	9.0	MA	150	1.5	12.00
	800	5.8	MA	360	3.2	10.00
	1600	8.0	57.57	380	2.2	9.70
			$57.57			$41.70
1971	400	8.0	MA	100	2.0	12.00
	200	7.4	MA	140	2.2	12.50
	450	7.3	MA	200	2.8	10.00
	600	8.0	MA	300	0.5	8.50
			-0-			$43.00
1972	300	3.0	-0-	300	3.0	12.00
			-0-			$12.00
1973	380	8.0	MA	140	3.2	12.50
	150	3.5	-0-	150	3.5	8.50
			-0-			$21.00

DODGE

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1974	280	3.1	-0-	280	3.1	12.50
	480	8.6	2.33	60	2.2	12.50
	180	3.2	-0-	180	3.2	10.00
			$2.33			$35.00
1975	575	6.2	MA	240	3.1	10.00
	60	2.4	-0-	60	2.4	12.50
			-0-			$22.50
1976	280	2.0	-0-	280	2.0	12.50
	40	0.3	-0-	40	0.3	9.70
			-0-			$22.20
DODGE GRAND TOTALS			$59.90	32 Vehicles tested.		$346.50

PLYMOUTH

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1961	380	5.6	-0-	380	5.6	12.50
			-0-			$12.50
1963	1470	8.0	MA	950	4.6	10.00
	500	2.0	-0-	500	2.0	7.50
			-0-			$17.50
1965	1250	8.5	MA	650	5.5	12.00
	2000+	9.8	MA	880	5.1	10.00
	2000+	10.0+	MA	1150	2.0	10.00
			-0-			$32.00
1966	300	3.6	-0-	300	3.6	10.00
	300	4.8	MA	140	4.0	12.50
			-0-			$22.50
1967	20	0.7	-0-	20	0.7	12.50
	420	5.8	MA	400	3.8	12.50
	100	1.8	-0-	100	1.8	12.50
			-0-			$37.50
1968	300	3.0	-0-	300	3.0	12.00
	740	4.1	MA	480	4.0	9.70
			-0-			$21.70
1969	520	1.1	-0-	520	1.1	9.70
			-0-			$ 9.70
1970	900	8.8	MA	380	3.8	10.00
	490	3.8	MA	310	3.4	9.70
	410	2.9	MA	280	2.3	9.70
	250	3.7	MA	240	2.6	9.70
			-0-			$39.10
1971	210	3.2	-0-	210	3.2	10.00
	180	6.25	MA	120	1.25	12.00
	320	1.8	-0-	320	1.8	10.00
			-0-			$32.00
1972	600	9.5	MA	400	3.7	12.00
	260	3.4	-0-	260	3.4	10.00
	900	7.4	MA	360	1.9	10.00
			-0-			$32.00

PLYMOUTH

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1973	100	1.8	-0-	100	1.8	10.00
	600	6.5	MA	380	2.0	12.00
	290	1.7	-0-	290	1.7	9.70
			-0-			$31.70
1974	380	6.0	MA	340	4.0	12.00
			-0-			$12.00
PLYMOUTH GRAND TOTALS			-0-	28 Vehicles tested.		$300.20

AMERICAN MOTORS

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1961	450	9.0	MA	400	2.6	8.50
			-0-			$ 8.50
1962	600	2.0	-0-	600	2.0	10.00
	600	3.0	-0-	600	3.0	7.50
			-0-			$17.50
1963	550	5.3	MA	330	3.2	9.70
			-0-			$ 9.70
1964	920	7.9	MA	640	4.4	9.70
			-0-			$ 9.70
1966	60	1.4	-0-	60	1.4	12.50
	960	8.1	MA	800	6.4	9.70
			-0-			$22.20
1967	900	10.0+	MA	310	2.5	10.00
	140	2.0	-0-	140	2.0	12.50
			-0-			$22.50
1968	220	7.0	MA	200	4.4	12.50
	450	5.0	MA	150	1.6	10.00
			-0-			$22.50
1969	80	1.4	-0-	80	1.4	12.50
			-0-			$12.50
1970	400	7.0	MA	400	2.0	12.00
			-0-			$12.00
1971	300	3.0	MA	200	1.5	14.00
			-0-			$14.00
1972	1200	1.8	MA	350	2.5	10.00
			-0-			$10.00
AMC GRAND TOTALS			-0-	15 Vehicles tested.		$161.10

JEEP

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1962	230	6.8	MA -0-	210	4.6	12.50 $12.50
1966	600	2.0	MA	200	3.0	12.00
	1200	0.2	MA -0-	630	1.6	9.70 $21.70
1968	1000	7.0	MA -0-	500	5.0	12.00 $12.00
1972	80	2.75	-0- -0-	80	2.75	10.00 $12.00
JEEP GRAND TOTALS			-0-	5 Vehicles tested.		$56.20

INTERNATIONAL

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1961	680	4.9	MA -0-	540	3.8	9.70 $ 9.70
1963	250	4.0	MA -0-	150	1.2	8.50 $ 8.50
1964	1400	9.0	MA -0-	600	0.5	12.00 $12.00
1965	430	4.2	MA -0-	270	2.3	9.70 $ 9.70
1971	180	2.0	-0- -0-	180	2.0	12.50 $12.50
1972	120	5.0	MA -0-	60	2.5	9.70 $ 9.70
1975	20	1.6	-0-	20	1.6	12.50 $12.50

INTERNATIONAL GRAND TOTALS	-0-	7 Vehicles tested.	$74.60

DATSUN

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1966	700	8.0	MA -0-	400	2.0	12.00 $12.00
1970	200	1.0	-0-	200	1.0	12.00
	100	0.5	-0-	100	0.5	7.50
	590	0.6	MA -0-	340	0.4	9.70 $29.20
1971	180	2.75	-0- -0-	180	2.75	12.00 $12.00
1973	800	4.0	MA -0-	350	2.8	7.50 $ 7.50
1974	500	3.2	MA	500	2.2	10.00 $10.00

DATSUN GRAND TOTALS	-0-	7 Vehicles tested.	$70.70

FIAT

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1968	700	3.0	MA -0-	450	1.0	12.00 $12.00
1972	600	7.0	MA -0-	400	3.0	10.00 $10.00
FIAT GRAND TOTALS			-0-	2 Vehicles tested.		$22.00

HONDA

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1975	110	0.2	MA -0-	80	0.2	9.70 $ 9.70
HONDA GRAND TOTAL			-0-	1 Vehicle tested.		$ 9.70

MAZDA

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1972	2000+	9.2	MA	210	1.8	10.00
	600	7.0	MA	200	1.0	12.00
	600	6.8	MA	390	3.2	9.70
	400	7.1	MA	300	0.6	8.00
			-0-			$39.70
1973	190	2.2	MA	130	1.3	9.70
	600	7.0	MA	200	3.0	12.00
			-0-			$21.70
MAZDA GRAND TOTALS			-0-	6 Vehicles tested.		$61.40

MERCEDES

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1968	700	3.0	MA	500	1.8	12.50
			-0-			$12.50
1973	100	0.5	-0-	100	0.5	12.50
	60	0.2	MA	50	0.1	9.70
			-0-			$22.20
MERCEDES GRAND TOTALS			-0-	3 Vehicles tested.		$34.70

MG

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1970	360	2.7	-0-	360	2.7	10.00
			-0-			$10.00
1971	260	3.6	-0-	260	3.6	10.00
			-0-			$10.00
MG GRAND TOTALS			-0-	2 Vehicles tested.		$20.00

PORSCHE

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1960	1460	7.1	MA -0-	1180	2.4	10.00 $10.00
PORSCHE GRAND TOTAL			-0-	1 Vehicle tested.		$10.00

ROLLS ROYCE

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1969	30	0.5	-0-	30	0.5	12.50
			-0-			$12.50
ROLLS ROYCE GRAND TOTAL			-0-	1 Vehicle tested.		$12.50

SIMCA

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1960	2000+	10.0+	MA -0-	700	3.2	10.00 $10.00
SIMCA GRAND TOTAL			-0-	1 Vehicle tested.		$10.00

SUBARU

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1973	400	6.2	MA -0-	350	3.8	10.00 $10.00
SUBARU GRAND TOTAL			-0-	1 Vehicle tested.		$10.00

TOYOTA

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1966	720	2.0	-0-	720	2.0	10.00
			-0-			$10.00
1968	100	2.4	-0-	100	2.4	12.50
	30	0.6	MA	30	0.5	9.70
			-0-			$22.20
1970	550	5.0	MA	260	2.0	10.00
			-0-			$10.00
1972	500	3.0	MA	200	1.0	12.00
	600	8.2	MA	280	2.4	12.50
	220	2.75	MA	180	1.25	12.00
	120	2.0	-0-	120	2.0	12.50
			-0-			$49.00
1973	550	3.0	MA	300	2.8	10.00
	200	1.0	-0-	200	1.0	14.00
			-0-			$24.00
1974	800	9.0	MA	380	3.4	12.00
	500	8.2	MA	340	1.6	10.00
			-0-			$22.00
TOYOTA GRAND TOTALS			-0-	12 Vehicles tested.		$137.20

TRIUMPH

	BEFORE			AFTER		
YEAR	HC's	CO's	Cost of Repairs	HC's	CO's	Cost of Inspection
1969	600	8.0	MA -0-	500	2.8	10.00 $10.00
1973	160	2.8	-0- -0-	160	2.8	10.00 $10.00
TRIUMPH GRAND TOTALS			-0-	2 Vehicles tested.		$20.00

VOLKSWAGEN

YEAR	BEFORE HC's	BEFORE CO's	BEFORE Cost of Repairs	AFTER HC's	AFTER CO's	AFTER Cost of Inspection
1960	580	Fuel Injection	-0-	580	Fuel Injection	10.00
						$10.00
1961	1200	8.0	MA	1200	7.0	12.50
	300	1.0	-0-	300	1.0	10.00
			-0-			$22.50
1962	1600	3.2	MA	1050	2.0	10.00
			-0-			$10.00
1963	280	7.8	MA	200	5.4	12.50
	600	4.0	MA	200	4.0	12.00
	670	3.2	-0-	670	3.2	10.00
			-0-			$34.50
1964	360	7.0	MA	280	6.4	12.50
	1000	6.0	MA	400	3.0	12.00
	140	1.2	MA	520	4.4	12.50
	900	8.0	MA	400	3.0	12.00
			-0-			$49.00
1965	800	6.0	MA	780	4.6	9.70
	1400	8.0	MA	900	1.1	12.50
			-0-			$22.20
1966	800	3.5	MA	455	2.3	7.50
	910	6.4	MA	380	2.6	12.50
	800	8.2	MA	550	4.0	8.50
	1600	6.0	MA	600	6.0	12.00
	820	7.75	MA	280	1.25	12.00
			-0-			$52.50
1967	500	9.0	MA	460	6.0	12.50
			-0-			$12.50
1968	300	2.0	MA	150	2.0	12.00
	40	3.8	-0-	40	3.8	12.50
	900	8.0	MA	400	4.0	10.00
	390	4.8	-0-	390	4.8	7.50
			-0-			$42.00
1969	300	6.0	MA	250	4.2	12.00
	320	8.0	MA	220	4.4	12.00
	180	0.2	-0-	180	0.2	12.50
	220	5.0	MA	180	4.0	12.50
	900	0.6	MA	500	0.6	10.00
	1050	6.2	MA	350	3.0	10.00
	80	1.0	-0-	80	1.0	14.00
			-0-			$83.00

VOLKSWAGEN

YEAR	BEFORE HC's	BEFORE CO's	Cost of Repairs	AFTER HC's	AFTER CO's	Cost of Inspection
1970	100	3.0	MA	100	2.8	12.50
	100	8.6	MA	80	3.4	12.50
	280	5.0	MA	260	4.0	12.00
	100	2.6	-0-	100	2.6	12.50
	310	3.2	-0-	310	3.2	8.00
			-0-			$57.50
1971	100	0.6	-0-	100	0.6	12.50
	450	8.0	MA	200	3.8	8.50
			-0-			$21.00
1973	250	0.3	-0-	250	0.3	7.50
	310	3.6	MA	280	3.0	12.50
			-0-			$20.00
1974	500	7.0	MA	300	3.0	12.00
	220	4.8	MA	170	2.2	9.70
	900	5.4	MA	390	3.0	7.50
	300	1.0	-0-	300	1.0	12.50
			-0-			$41.70
1975	70	1.6	MA	10	1.0	12.50
			-0-			$12.50
1976	580	4.6	MA	380	3.6	12.50
			-0-			$12.50
VOLKSWAGEN GRAND TOTALS			-0-	45 Vehicles tested.		$503.40

Exhibit "D"

COMPOSITE TOTAL OF ALL DOMESTIC AUTOS

No. of Cars Insp.	Inspection Cost	Cost of Repairs	Total
3,625	$43,038.50	$1,193.62	$44,232.12

3,625 Units inspected at an average inspection cost of $9.87 plus $2.00 for a Certificate of Compliance.

Of the 3,625 Units inspected 110 Units needed some type of repair in order to meet standards. An over-all repair cost of the 110 Units was $1,193.62, which is an average of $10.84 per Unit. The repair costs ranged from a low of $1.95 to a high of $101.31.

This inspection survey was conducted during the period of 3-19-76 through 4-27-76.

FORD

Year	No. of Cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	11	$128.50	0	$128.50
1961	12	$144.00	0	$144.00
1962	20	$222.00	0	$222.00
1963	33	$398.50	$15.43	$413.93
1964	46	$552.00	$46.23	$598.23
1965	65	$754.50	$3.00	$757.50
1966	68	$816.00	$21.21	$837.21
1967	61	$701.50	0	$701.50
1968	64	$768.00	$22.60	$790.60
1969	65	$772.50	$51.89	$824.39
1970	72	$864.00	$13.89	$877.89
1971	63	$734.50	$12.94	$747.44
1972	97	$1,064.50	$84.85	$1,149.35
1973	70	$840.00	0	$840.00
1974	84	$1,008.00	0	$1,008.00
1975	49	$598.50	0	$598.50
1976	12	$84.00	0	$84.00
Totals	892	$10,451.00	$272.04	$10,723.04

MERCURY

Year	No. of cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	1	$10.50	0	$10.50
1961	2	$23.50	0	$23.50
1962	5	$60.00	0	$60.00
1963	8	$96.00	0	$96.00
1964	6	$72.00	$2.19	$74.19
1965	11	$132.00	0	$132.00
1966	7	$84.00	$6.68	$90.68
1967	10	$105.00	0	$105.00
1968	17	$204.00	$4.50	$208.50
1969	10	$120.00	0	$120.00
1970	5	$52.50	0	$52.50
1971	10	$119.50	0	$119.50
1972	5	$60.00	0	$60.00
1973	8	$96.00	0	$96.00
1974	9	$108.00	0	$108.00
1975	13	$156.00	$7.60	$163.60
1976	0	0	0	0
Totals	127	$1,499.00	$20.97	$1,519.97

LINCOLN

Year	No. of cars insp.	Inspection Cost	Cost of Repairs	Total
1960	1	$10.50	0	$10.50
1961	0	0	0	0
1962	0	0	0	0
1963	0	0	0	0
1964	2	$22.50	0	$22.50
1965	3	$36.00	0	$36.00
1966	1	$12.00	0	$12.00
1967	1	$10.00	$7.00	$17.00
1968	3	$32.00	0	$32.00
1969	4	$44.00	0	$44.00
1970	3	$36.00	0	$36.00
1971	1	$12.00	0	$12.00
1972	5	$52.50	0	$52.50
1973	13	$156.00	0	$156.00
1974	7	$73.50	0	$73.50
1975	8	$96.00	0	$96.00
1976	0	0	0	0
Totals	52	$593.00	$7.00	$600.00

CHEVROLET

Year	No. of Cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	15	$180.00	0	$180.00
1961	14	$168.00	0	$168.00
1962	30	$360.00	0	$360.00
1963	40	$465.00	$2.00	$467.00
1964	51	$612.00	$56.00	$668.00
1965	57	$684.00	$13.65	$697.65
1966	66	$792.00	$20.00	$812.00
1967	71	$852.00	$3.20	$855.20
1968	71	$842.50	$33.19	$875.69
1969	75	$900.00	$21.88	$921.88
1970	74	$888.00	$12.10	$900.10
1971	63	$756.00	0	$756.00
1972	97	$1,164.00	$12.00	$1,176.00
1973	119	$1,428.00	0	$1,428.00
1974	111	$1,332.00	$10.96	$1,342.96
1975	121	$1,452.00	0	$1,452.00
1976	17	$204.00	0	$204.00
Totals	1,092	$13,079.50	$184.98	$13,264.48

CADILLAC

Year	No. of cars insp.	Inspection Cost	Cost of Repairs	Total
1960	2	$24.00	0	$24.00
1961	1	$12.00	0	$12.00
1962	1	$12.00	0	$12.00
1963	7	$84.00	$6.49	$90.49
1964	5	$60.00	0	$60.00
1965	11	$132.00	0	$132.00
1966	15	$180.00	0	$180.00
1967	22	$264.00	$5.85	$269.85
1968	21	$256.00	0	$256.00
1969	23	$276.00	$26.00	$302.00
1970	16	$192.00	$9.62	$201.62
1971	17	$204.00	$13.00	$217.00
1972	24	$288.00	$9.00	$297.00
1973	32	$384.00	0	$384.00
1974	27	$324.00	0	$324.00
1975	13	$156.00	0	$156.00
1976	8	$96.00	0	$96.00
Totals	245	$2,944.00	$69.96	$3,013.96

PONTIAC

Year	No. of cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	2	$22.50	0	$22.50
1961	0	0	0	0
1962	4	$44.00	0	$44.00
1963	3	$36.00	0	$36.00
1964	3	$31.50	0	$31.50
1965	16	$192.00	$8.09	$200.09
1966	19	$228.00	0	$228.00
1967	27	$324.00	0	$324.00
1968	29	$348.00	$17.23	$365.23
1969	26	$312.00	$24.55	$336.55
1970	16	$192.00	$3.00	$195.00
1971	9	$108.00	0	$108.00
1972	23	$276.00	0	$276.00
1973	37	$444.00	$3.00	$447.00
1974	23	$276.00	0	$276.00
1975	19	$228.00	$7.10	$235.10
1976	5	$60.00	0	$60.00
Totals	261	$3,122.00	$62.97	$3,184.97

OLDSMOBILE

Year	No. of Cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	3	$31.50	0	$31.50
1961	2	$22.50	0	$22.50
1962	1	$10.50	0	$10.50
1963	5	$56.50	0	$56.50
1964	11	$132.00	0	$132.00
1965	12	$138.50	$11.07	$149.57
1966	13	$156.00	$8.74	$164.74
1967	16	$192.00	0	$192.00
1968	25	$262.50	0	$262.50
1969	14	$168.00	$111.15	$279.15
1970	11	$132.00	0	$132.00
1971	9	$108.00	0	$108.00
1972	18	$216.00	0	$216.00
1973	23	$276.00	0	$276.00
1974	12	$144.00	0	$144.00
1975	15	$180.00	0	$180.00
1976	2	$24.00	0	$24.00
Totals	192	$2,447.00	$130.96	$2,577.96

BUICK

Year	No. of Cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	1	$10.50	0	$10.50
1961	0	0	0	0
1962	6	$72.00	0	$72.00
1963	4	$42.00	0	$42.00
1964	8	$96.00	0	$96.00
1965	13	$156.00	$2.50	$158.50
1966	11	$132.00	$97.46	$229.46
1967	18	$216.00	$13.32	$229.32
1968	21	$252.00	$2.25	$254.25
1969	19	$228.00	0	$228.00
1970	16	$188.50	$2.00	$190.50
1971	11	$128.50	$4.19	$132.69
1972	14	$166.00	$10.88	$176.88
1973	17	$198.50	0	$198.50
1974	9	$108.00	0	$108.00
1975	10	$117.50	0	$117.50
Totals	178	$2,111.50	$132.58	$2,244.08

CHRYSLER

Year	No. of Cars Insp.	Inspec tion Cost	Cost of Repairs	Total
1960	1	$12.00	0	$12.00
1961	1	$10.50	0	$10.50
1962	1	$10.00	0	$10.00
1963	3	$36.00	0	$36.00
1964	3	$32.50	0	$32.50
1965	4	$42.00	0	$42.00
1966	3	$34.00	$6.40	$40.40
1967	4	$39.50	0	$39.50
1968	7	$84.00	0	$84.00
1969	8	$88.50	0	$88.50
1970	6	$72.00	0	$72.00
1971	3	$33.50	0	$33.50
1972	2	$24.00	0	$24.00
1973	4	$49.50	0	$49.50
1974	4	$42.50	0	$42.50
1975	5	$60.00	0	$60.00
1976	0	0	0	0
Totals	59	$670.50	$6.40	$676.90

DODGE

Year	No. of Cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	2	$22.50	0	$22.50
1961	2	$24.00	0	$24.00
1962	4	$44.50	0	$44.50
1963	13	$156.00	$11.28	$167.28
1964	17	$210.00	0	$210.00
1965	23	$276.00	$4.40	$280.40
1966	27	$293.50	$38.91	$332.41
1967	24	$288.00	$40.30	$328.30
1968	26	$302.50	$50.93	$353.43
1969	29	$348.00	$54.73	$442.73
1970	27	$324.00	0	$324.00
1971	20	$222.50	$13.00	$235.50
1972	15	$180.00	0	$180.00
1973	32	$365.50	0	$365.50
1974	18	$216.00	$3.00	$219.00
1975	17	$204.00	0	$204.00
1976	2	$21.00	0	$21.00
Totals	298	$3,498.00	$216.55	$3,714.55

PLYMOUTH

Year	No. of Cars Insp.	Cost of Inspection	Cost of Repairs	Total
1960	3	$36.00	0	$36.00
1961	1	$10.00	0	$10.00
1962	0	0	0	0
1963	4	$44.50	0	$44.50
1964	9	$108.00	0	$108.00
1965	13	$120.00	$6.50	$126.50
1966	8	$96.00	$26.44	$122.44
1967	9	$101.50	$7.66	$109.16
1968	21	$252.00	0	$252.00
1969	22	$249.50	$6.90	$256.40
1970	17	$188.00	$1.95	$189.95
1971	11	$132.00	0	$132.00
1972	4	$46.50	$6.78	$53.28
1973	13	$156.00	0	$156.00
1974	6	$68.00	0	$68.00
1975	9	$108.00	0	$108.00
1976	0	0	0	0
Totals	150	$1,716.00	$56.23	$1,772.23

AMERICAN MOTORS

Year	No. of Cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	0	0	0	0
1961	0	0	0	0
1962	2	$24.00	0	$24.00
1963	3	$32.50	0	$32.50
1964	4	$45.00	$25.51	$70.51
1965	7	$84.00	0	$84.00
1966	5	$52.50	0	$52.50
1967	2	$26.50	0	$26.50
1968	9	$108.00	$4.97	$112.97
1969	5	$50.00	0	$50.00
1970	3	$32.00	0	$32.00
1971	6	$66.00	0	$66.00
1972	7	$84.00	0	$84.00
1973	6	$70.50	$2.50	$73.00
1974	14	$168.00	0	$168.00
1975	4	$40.00	0	$40.00
1976	2	$24.00	0	$24.00
Totals	79	$907.00	$32.98	$939.98

VOLKSWAGEN

Year	No. of Cars Insp.	Inspection Cost	Cost of Repairs	Total
1960	1	$12.00	0	$12.00
1961	6	$68.00	0	$68.00
1962	3	$32.50	0	$32.50
1963	13	$143.50	0	$143.50
1964	14	$168.00	0	$168.00
1965	19	$212.50	0	$212.50
1966	25	$288.50	0	$288.50
1967	18	$216.00	0	$216.00
1968	34	$408.00	$6.00	$414.00
1969	30	$354.00	0	$354.00
1970	22	$264.00	$10.00	$274.00
1971	27	$324.00	0	$324.00
1972	15	$172.50	0	$172.50
1973	25	$275.00	0	$275.00
1974	17	$201.50	0	$201.50
1975	6	$72.00	0	$72.00
1976	0	0	0	0
Totals	275	$3,212.00	$16.00	$3,228.00

Exhibit "E"

Suzanne Dandoy, M.D., Director
1740 West Adams ■ Phoenix, AZ 85007
Phone: 271-4521

Date March 18, 1977

FOR MORE INFORMATION CONTACT:

Bruce Scott - 271-4655
Don Hutchinson - 271-3207

NEWS RELEASE

Fred Iacobelli, chief of the Bureau of Vehicular Emissions Inspection, Arizona Department of Health Services, said today that all vehicles that passed or received a waiver (after reinspection) in January and February 1977 exhibited an average reduction in emissions of 38 percent hydrocarbons and 25 percent carbon monoxide. This data was released to a special legislative commission currently studying the vehicle emissions inspection program.

"These reductions compare favorably with the program goal of 14 percent hydrocarbon and 22 percent carbon monoxide reductions," he pointed out.

Iacobelli said that the reductions are due both to repairs being accomplished before inspection as well as those accomplished after vehicles fail the inspection. For those vehicles which failed the initial test, accomplished repairs, and were reinspected the average individual vehicle reduction in hydrocarbon and carbon monoxide emissions was 47 and 44 percent, respectively. Just under 17 percent of the 149,785 vehicles brought in for inspection during January and February failed the emissions test the first time.

The average cost of repairs was $19.62 per vehicle.

"This is lower than the legislated maximum of $25 for pre-1968 models and far lower than the $75 figure stipulated as the maximum for late (1968 and newer) models."

Iacobelli said, "Interviews with persons bringing their vehicles in for reinspection indicate that most people are honest, sincere and conscientious about their vehicle complying with the Arizona emissions standards. They want to reduce air pollution and improve fuel economy."

More specific conclusions will be drawn after further surveillance by the Bureau of Vehicular Emissions Inspection of vehicles failing reinspection.

Iacobelli said nearly five percent of vehicles tested during February were for registrations due in March or April.

Vehicles may be tested up to 90 days before the registration actually expires. This month, vehicles due in March, April, and May are eligible to take the emissions test. All that is required is to bring the current vehicle registration or title and the $5 fee in cash to the inspection station.

-30-

ARIZONA DEPARTMENT OF HEALTH SERVICES

Office of the Director

[redacted]L H. CASTRO, Governor
[redacted]ANNE DANDOY, M.D., M.P.H., Director

March 18, 1977

The Honorable Thomas Moore
Chairman
Emissions Inspection Program Study Commission
Capitol Building - Senate Wing
Phoenix, Arizona 85007

Dear Senator Moore:

Results of the Vehicular Emissions Inspection Program for January and February 1977 are now available. They indicate the following:

1. All vehicles that passed or received a waiver (after reinspection) exhibited an average reduction in emissions of 38 percent hydrocarbons and 25 percent carbon monoxide. This was concluded by comparing January and February test results with the average emissions of all vehicles tested in 1976. These results compare favorably with the program goal of 14 percent hydrocarbon and 22 percent carbon monoxide reductions.

2. For those vehicles which failed the initial test, accomplished repairs, and were reinspected, the average individual vehicle reduction in hydrocarbon and carbon monoxide emissions was 47 and 44 percent, respectively.

3. The average cost of repairs was $19.62 per vehicle. This compares with the legislatively mandated maximum of $25 for pre-1968 models and $75 for 1968 and newer vehicles.

4. 149,785 vehicles were inspected in January and February. Of these, 16.8 percent failed the emission test the first time.

During the last week of February, surveillance by the Bureau of Vehicular Emissions Inspection of vehicles that failed reinspection revealed that people generally are honest, sincere, and conscientious about their vehicles complying with Arizona emission standards. They want to reduce air pollution and obtain improved fuel economy. However, the surveillance did show that owner repairs and repairs being made by a "friend" were less successful than automotive service industry repairs due to lack of knowledge and inability to follow tune-up directions. In addition, it was found that some segments of the automotive service industry lack diagnostic and repair knowledge of simple carburetor problems. More specific conclusions will be drawn after further surveillance.

As a matter of interest, attached is a copy of a memo from the Service Manager and Assistant Service Manager of one of the larger automobile dealerships. The visit from Mr. Watson was prompted by the surveillance effort.

State Health Building 1740 West Adams Street Phoenix, Arizona 85007

In addition, attached is a copy of a letter of Mr. Earl T. Porter which is self-explanatory.

Sincerely,

Ted

Ted Williams
Deputy Director

TW:RBS:mb

Attachments

cc: Bruce Scott
Fred Iacobelli

B. Scott

UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION IX
100 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA 94111

MAR 17 1977

Dr. Suzanne Dandoy, Director
Arizona State Department of
Health Services
1740 West Adams Street
Phoenix, AZ 85007

Dear Dr. Dandoy:

We have recently received an interesting report on I/M that may be of interest to you and your staff. Enclosed is a summary prepared by EPA's Office of Transportation and Land Use Policy of the report by the Oregon Department of Environmental Quality on their ongoing I/M program in the Portland area.

CO emissions have been reduced 25% and HC emissions 15 percent during the first year of the I/M program.

Portland's aggressive TCP program that includes, bus lanes, carpooling and downtown mall has reduced CO violations by 66% and contributed to a reduction in the number of oxidant violations.

Sincerely,

Frank M. Covington
Director, Air & Hazardous
Materials Division

Enclosure

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

DATE: FEB 22 1977

SUBJECT: Report for Oregon House Task Force on Auto Emission Control

FROM: Thomas E. Wilson
Office of Transportation and Land Use Policy (AW-445)

TO: John O. Hidinger, Director
Office of Transportation and Land Use Policy

The Oregon State Legislature, in early 1976, requested a review of that State's motor vehicle emission control program. An extensive report has been filed by the Oregon Environmental Quality Commission as a result of that request. Pertient comments, conclusions, and recommendations contained in the report have been extracted and are summarized below. It should be noted that this summation is intended as an overview only-readers are cautioned to refer to the original document for questions of substance.

Background - The Oregon Department of Environmental Quality instituted a mandatory vehicle inspection/maintenance program for the metropolitan Portland area in July 1975. All light-duty vehicles (LDV) registered within the city's Metropolitan Service District (approximately 580,000 vehicles) are required to successfully pass an exhaust emission test prior to renewal of the vehicle's registration. Inspections are required biennially at present as the vehicle registration is valid for a two year period. These inspections are conducted at state-operated facilities utilizing idle mode testing.

Program Effectiveness

Light-duty vehicle exhaust emissions at idle have been reduced an average of 25 percent for CO and 15 percent for HC during the first year of program operation. Until a quantifiable correction between FTP and idle mode testing is established, however, a first year credit of 14 percent CO and 7 percent HC is being projected (based upon AP-42 and Appendix N).

Two factors have been identified that reduce the program's potential effectiveness: 1) the incursion of unregulated vehicles from outside the Portland area limits the program's maximum effectiveness to approximately 90 percent of its potential, and 2) the biennal nature of the inspection requirement limits the program's effectiveness to "considerably less than that of an annual program".

Air Quality Improvement

Carbon Monoxide - Downtown Portland CO air quality has improved over the past four years as a result of the Portland Transportation Control Strategy (TCS). The number of CO health standard violations has been reduced 66 percent since inception of the TCS, while "worst day" air quality has improved 27 percent.

While a major portion of this improvement in air quality is credited to traffic flow improvements, the benefit of I/M has been noted at monitoring stations located at points unaffected by traffic flow measures. (Impact of FMVCP is not expected to become significant until 1979). Attainment date for CO is projected to be accelerated by approximately 6 years if an annual I/M program is implemented.

Hydrocarbons - Oxidant air quality in downtown Portland has improved since implementation of the TCS. While worst day air quality has not changed significantly, no oxidant ambient air quality standard violations were recorded in downtown Portland during 1975 and one violation recorded in 1976 as compared to 7 days in 1970 and 14 days in 1971. While the report defers any attempt to quantify the contribution of I/M to this reduction until completion of additional studies and modeling efforts, it is stated that "In any event, it is clear that an annual I/M program could greatly aid in reducing the areawide oxidant health standard violations".

Program Expansion

Continued expansion of the metropolitan Portland area may require redefinition of the boundaries within which I/M is required. The development of a region-wide Transportation Control Strategy for the Portland area is also likely to be necessary. The marginal nature of CO and Ox air quality standard violations in the Eugene-Springfield and Salem areas, however, indicate that an I/M Program is probably not justified for these areas at this time.

Private Contractor Operation

The study concludes "that independent contractor operation of the Oregon program is a viable alternative to state operation provided the program is converted to

an annual cycle". No lowering of the vehicle inspection fee would be expected from such a move; however, customer service could be improved due to the contractor's ability to make large capital investments in inspection facilities.

Consumer Costs

Repair costs were found to typically range between $20 to $25, with over one-half of all owners reporting repair or adjustment costs of less than $10. No incidents of consumer "rip-off" were documented.

Type of Repair

Over 78 percent of all failing vehicles were found to require only a simple carburetor adjustment, while an additional 14 percent required a tune-up in order to pass the retest. Overall, 72 percent of rejected vehicles failed for excessive CO only, 13 percent for excessive HC only, and 8 percent for both CO and HC.

An overall retest failure rate of 18 percent was noted. Mechanics appeared to be better able to correct CO malfunctions (14 percent refail rate) as compared to either HC only failures (32 percent refail rate) or CO/HC failures (38 percent refail rate). The type of facility performing the repair was found to be highly correlated with vehicle age, with dealership maintenance decreasing, and home maintenance increasing, as the vehicle ages.

Fleet Self-inspection Program

Under the Portland I/M program, fleets of more than 100 vehicles are allowed to conduct self-inspections. A thorough fleet surveillance program has been conducted in order to determine the effectiveness of this approach. Support and cooperation by the fleet managers was found to be high, and only minor variances were detected in the fleets' testing procedures.

Heavy Duty and Commercial Vehicle I/M

The current inspection program is restricted to vehicles of 8400 lbs or less. Preliminary emission testing conducted on vehicles in excess of this weight indicates

that potential benefits can be gained by including such vehicles under the inspection program. The wording of some statutes, however, raises the question of authority to require inspections on vehicles which may be registered, in part, to operate outside the State of Oregon. This, and other, legal question must be resolved before the inspection program is extended to heavy-duty gasoline powered vehicles.

Program Circumvention

Impact upon program effectiveness by individuals seeking to avoid the program requirements by either falsifying their place of residence or readjusting the vehicle after passage of the emissions test was reviewed. The incidence of improper vehicle registration was found to be "very small". Several surveys of tampering placed the incidence of readjustment following maintenance at approximately 20 percent.

Waiting Time Survey

A six week study was conducted to determine the average waiting time at the various inspection stations. The results of the study indicated that the overall average system waiting time was approximately 15 minutes, with a range from 5.8 minutes to 21.7 minutes at different facilities.

Exhaust Analyzer Accuracy Survey

Exhaust analyzer repeatability and accuracy between inspection stations was studied over an extended period of time via a cross-reference procedure. This method "has effectively documented the accuracy and repeatability of the testing equipment".

(REPRINTED WITH ADOPTED AMENDMENTS)
FIRST REPRINT

A. B. 59

ASSEMBLY BILL NO. 59—COMMITTEE ON AGRICULTURE

JANUARY 19, 1977

Referred to Committee on Agriculture

SUMMARY—Amends motor fuel advertising requirements. (BDR 51-228)
FISCAL NOTE: Local Government Impact: No.
State or Industrial Insurance Impact: No.

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

AN ACT relating to the advertisement of petroleum products; providing for changes in requirements for advertising motor fuels; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

SECTION 1. NRS 590.170 is hereby amended to read as follows:

590.170 1. [No] *Except as otherwise provided in this section, a* person shall *not* keep, maintain or display in this state any advertising medium which indicates or shows or advertises the price of gasoline or other motor vehicle fuel sold, offered for sale or advertised for sale from [such] *the* premises, unless the actual price per gallon of gasoline or other motor vehicle fuel, including taxes, is also shown on [such] *the* advertising medium, together with the word or words "gasoline" or "motor fuel," and the trade name or brand.

2. The price of diesel motor fuel may be advertised excluding state tax, but only by a sign which clearly and conspicuously contains the wording "With Permit," "With State Permit," or words of similar meaning in letters of uniform size not less than 4 inches in height. Diesel motor fuel dispensers displaying unit price without state tax shall be labeled in letters not less than 1 inch in height with the words "Permit Price," "With State Permit," or words of similar meaning.

[2. For the purposes of subsection 1,] *3. Except as provided in subsection 2,* retail devices displaying the unit price in order to compute or record deliveries shall not be considered an advertising medium.

SEC. 2. NRS 590.210 is hereby amended to read as follows:

590.210 All letters used in designating the word "gasoline" or the words "motor fuel" [and the words "tax" or "tax included"] shall be at least 4 inches in height and the height shall not be more than twice the dimension of the width of each [such] letter.

A. J. R. 51

ASSEMBLY JOINT RESOLUTION NO. 51—
ASSEMBLYMAN MOODY

APRIL 11, 1977

Referred to Committee on Environment and Public Resources

SUMMARY—Requests Economic Adjustment Committee to assist University of Nevada's Desert Research Institute in its efforts to revitalize Walker Lake in Mineral County, Nevada. (BDR 1898)

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

ASSEMBLY JOINT RESOLUTION—Requesting the Economic Adjustment Committee to assist the University of Nevada's Desert Research Institute in its efforts to revitalize Walker Lake in Mineral County, Nevada.

WHEREAS, The Hawthorne Naval Ammunition Depot, which has been Mineral County, Nevada's predominant economic resource since 1930, has experienced a significant reduction in activities during the past 8 years; and

WHEREAS, The decline in civilian employment, from 1,800 in 1969 to less than 800 this year, has had a severe economic effect on the county; and

WHEREAS, Mineral County, Nevada, has been declared a defense impacted area by the federal Economic Adjustment Committee which has confirmed support for requests of economic assistance; and

WHEREAS, Walker Lake is Mineral County's finest natural resource and attraction but its 38,000 acres have been receding at an average annual rate of 2 feet along the shoreline; and

WHEREAS, As this desert lake becomes smaller, warmer and more contaminated, its value as a tourist and industrial attraction diminishes which, in turn, influences the economy of the entire county; and

WHEREAS, The University of Nevada's Desert Research Institute has been conducting research on Walker Lake's chemical, physical and biological attributes for the past 2 years, and it has developed a research proposal for investigating the feasibility of altering the chemical balance of Walker Lake to create biological benefits, employment opportunities and valuable marketable byproducts; now, therefore, be it

Resolved by the Assembly and Senate of the State of Nevada, jointly, That the Economic Adjustment Committee and its staff are commended for their efforts in assisting Mineral County's economic recovery program; and be it further

(REPRINTED WITH ADOPTED AMENDMENTS)
SECOND REPRINT

S. B. 509

SENATE BILL NO. 509—SENATOR WILSON

APRIL 16, 1977

Referred to Committee on Natural Resources

SUMMARY—Makes requirement for permits to appropriate water applicable to certain domestic wells and establishes procedure for issuance of permits. (BDR 48-1739)

FISCAL NOTE: Local Government Impact: No.
State or Industrial Insurance Impact: No.

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

AN ACT relating to domestic wells; empowering the state engineer to restrict their drilling in certain areas; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

SECTION 1. NRS 534.120 is hereby amended to read as follows:

534.120 1. Within an area that has been designated by the state engineer, as provided for in this chapter where, in his judgment, the ground water basin is being depleted, the state engineer in his administrative capacity [is herewith empowered to] *may* make such [rules,] regulations and orders as are deemed essential for the welfare of the area involved.

2. In the interest of public welfare, the state engineer [is authorized and directed to] *shall* designate preferred uses of water within the respective areas so designated by him and from which the ground water is being depleted, and in acting on applications to appropriate ground water he may designate such preferred uses in different categories with respect to the particular areas involved within the following limits: Domestic, municipal, quasi-municipal, industrial, irrigation, mining and stock-watering uses.

3. The state engineer may:

(a) Issue temporary permits to appropriate ground water which can be limited as to time and which may be revoked if and when water can be furnished by an entity such as a water district or a municipality presently engaged in furnishing water to the inhabitants thereof.

(b) Deny applications to appropriate ground water for any purpose in areas served by such an entity.

(c) Limit depth of domestic wells.

A. J. R. 41

ASSEMBLY JOINT RESOLUTION NO. 41—ASSEMBLYMEN SERPA, RHOADS, DINI, MURPHY, MELLO, BREMNER AND WEISE

MARCH 28, 1977

Referred to Committee on Environment and Public Resources

SUMMARY—Memorializes Congress and Department of the Interior to suspend projects on Pyramid Lake and portions of Truckee River. (BDR 1492)

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

ASSEMBLY JOINT RESOLUTION—Memorializing Congress and the United States Department of the Interior to suspend certain projects on Pyramid Lake and portions of the Truckee River pending resolution of certain actions.

WHEREAS, The State of Nevada is a party to several actions involving its sovereignty and dominion over the riverbed of the Truckee River and the lakebed of Pyramid Lake and the waters thereof; and

WHEREAS, The outcome of such actions could have a significant effect on several projects which are being undertaken by the United States Department of the Interior through the Bureau of Indian Affairs and the Bureau of Reclamation; and

WHEREAS, Until such time as the actions are concluded it is imprudent and wasteful to continue appropriating or expending money on such projects as dams and fisheries and other related undertakings; now, therefore, be it

Resolved by the Assembly and Senate of the State of Nevada, jointly, That the Congress of the United States appropriate no money for any federal project concerning the Truckee River from Pyramid Lake to the Derby Dam, inclusive, and that the Department of the Interior expend no money on such projects until such time as the pending actions involving the State of Nevada are finally concluded; and be it further

Resolved, That a true copy of this resolution be transmitted by the legislative counsel to the Secretary of the Senate and the Clerk of the House of Representatives of the Congress of the United States, and to the Secretary of the Interior and to the Chief of the Bureau of Indian Affairs and Chief of the Bureau of Reclamation; and be it further

Resolved, That this resolution become effective upon passage and approval.

A. J. R. 59

ASSEMBLY JOINT RESOLUTION NO. 59—COMMITTEE ON AGRICULTURE

APRIL 21, 1977

Referred to Committee on Agriculture

SUMMARY—Petitions Congress to restrain free-roaming horses and burros or pay for damage caused by them. (BDR 1922)

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

ASSEMBLY JOINT RESOLUTION—Petitioning the Congress of the United States to restrain federally protected free-roaming horses and burros or pay for the damages caused by such animals.

WHEREAS, Approximately 36,000 free-roaming horses and burros have overrun the open range in the State of Nevada; and

WHEREAS, The Congress of the United States, in the Wild Free-Roaming Horses and Burros Act of 1971, 16 U.S.C. §§ 1331 et seq., has declared that these nonnative horses and burros are wild animals; and

WHEREAS, This Act has not changed the nature of these horses and burros, and they continue to behave as livestock or estrays, as the common law and state law regarded them; and

WHEREAS, These free-roaming horses and burros have entered and continue to enter private lands, where they trample and destroy private crops, eat privately owned feed intended for domestic livestock, drink water appropriated for the use of livestock and for irrigation, and mingle with and annoy the livestock, and sometimes mate with domestic horses; and

WHEREAS, The behavior of these so-called wild horses and burros is similar to that of any privately owned horses which trespass on neighboring property causing substantial damage, for which the owner should be held liable; and

WHEREAS, By virtue of the Wild Free-Roaming Horses and Burros Act, these animals have caused and continue to cause substantial damage to ranches and farms in Nevada, for which no one can presently be held liable; and

WHEREAS, A rancher or farmer who desires to protect his land from these free-roaming horses and burros must capture and maintain them at his own expense until they are retrieved by the Federal Government; and

WHEREAS, The legislature of the State of Nevada believes that it is unfair to the ranchers and farmers of this state for the Congress arbitrarily