

Chairman Price called the meeting to order at 5:00 p.m. in Room 214 of the Legislative Building.

MEMBERS PRESENT:

Assemblyman Price, Chairman
Assemblyman Polish, Vice Chairman
Assemblyman Beyer
Assemblyman DuBois
Assemblyman Mello
Assemblyman Prengaman
Assemblyman Schofield

MEMBERS ABSENT:

Assemblyman Glover
Assemblyman Westall

GUEST LIST:

See attached

SB 284, Defers mandatory inspection of emission from motor vehicles.

Senator K. Ashworth, prime sponsor of the bill, stated that it had been introduced a second time. It was introduced in the last session of the legislature and was passed. As a brief history, the Senator stated that the idea of this bill being deferred is to allow the county commissioners of the counties where problems exist to implement and trigger this law if they have a particular serious problem. This law was mandated to the state on behalf of the federal government primarily on the threat of losing federal projects through the Clean Air Act.

Senator Ashworth stated that California has still not adopted an auto emissions program but it is under sanction but to his knowledge has not lost any revenue because of this. He stated that the editorials and proponents of the bill try to make him out to be in favor of dirty air and that is not true. This law was passed in 1973 and implemented in 1974. Since that time the automobile industry has gone from the large car concept to the smaller car concept. Less gasoline is being used and consequently there should be less pollution. He stated that his problem is not that fact that they should inspect automobiles but that the only thing is done in this bill is mandating that Nevada residents and in the case of present legislation, designated Nevada residents within the nonattainment areas of Clark County, Washoe County and Douglas County at the Lake, need to have their cars inspected.

He stated that last session as a result of the bill that was passed people in the pollution offices talked the county commissioners into the fact that a problem really did occur and that they should

trigger and implement this program. They did and only thing that really did prove is that the people really did not want it and he has never had as many complaints on any subject as he had with this program. The program excludes a lot of cars; it says that if a person spends over \$75 and still doesn't have the car fixed they can go ahead and continue to pollute; and it guarantees that whoever checks the car makes at least \$14.00. It is probably one of the most scientific best systems; but in talking with a few of the operators of the inspection stations they say they really don't need sophisticated equipment to do this. A tail pipe emissions test is probably just as good. He has been told that Nevada's emissions test is the most stringent in the county of those that have adopted a plan. He stated that everyone agrees that this is the best test but it is not practical. He stated that he felt they would have to sit down and review what they can practically accomplish within the period of time. Some automobiles are being made that have computers on it that compute for this type of thing. This would require this people to go to an unsophisticated inspection station and forcing them to buy additional equipment to check the computers in the automobiles that are suppose to be monitoring for this.

In conclusion Senator Ashworth stated that cars since 1973 have changed tremendously, the states around us have not implemented programs, and Clark County determined from the pressures that were received that they didn't want to do this program anymore. The pressure is now on the legislature to do something and that he feels that the moratorium on this should be kept for another two years it would give an indication to the county commissioners and to the people that are so enamored with this program to get a reasonable approach to it. Every used car that is being sold is required to go through this test and this would continue under the program. He added that what makes a car go "sick" is the way it is tuned. He suggested that perhaps a better system would be to put the requirements on the number of miles a car is driven. If the problem is so dire the county commissioners ought to have the ability to implement this program in the designated areas. Senator Ashworth stated that it was not his amendment in the designated areas but feels that it is another option to soften the program but that it doesn't do anything.

Hale Bennett, DMV, stated that this program unfortunately comes under his "baliwick". He stated that this legislation if passed will continue the emission control program at its present level in Washoe and Clark Counties with the additional capability found in the bill of allowing specific areas of the county to be exempted. The 5 month program that was implemented in Clark County was a tremendous program and it certainly proved that the people didn't want it. It also proved some problems to the department and to his registration people who are not directly involved in emission control but are involved in the enforcement of it. During his time with the department he has never seen so many counter clerks quit as they quit during that 5 month period. This bill will retain the county option. There seems

Date: May 26, 1981

Page: Three

to be some indication that even though there is more smog in Reno and Las Vegas there is a question as to whether this is caused by the vehicles. One of the objections that was very evident in Clark County during that time was that there was so many causes of smog that were totally uncontrolled and yet the program was insisting full inspection on all vehicles prior to registration.

Mr. Polish inquired if the department has ever run some control checks on specific cars and models and see how long it is before they become unbalanced, etc. Mr. Hale stated that they have done some short range testing on this type of thing and found that a number of cars do not stay in balance and that so many different things can throw them off balance.

In answer to Mr. Prices question regarding the exemptions, Mr. Hale stated that this are by Environmental Control Commission regulations. Senator Ashworth stated that the statutes states that the Commission should make the regulations and they are the ones that came with the plan.

Darryl Capurro stated that it was not technically correct that diesels are exempt but they come under the provisions of regulations and the law for what is called a "ringalman test" and that is to test the opacity of the smoke they put out.

Mr. Hale stated that the diesels are specifically exempt but that its the ones under 6,000 lbs. that are not exempt. If they are over 6,000 lbs. they are exempt.

Virgil Anderson, AAA, stated that they support the bill. He stated that of their members in Clark County, no single subject has gotten as many complaints as this program did during that 5 month period. He agreed with the statements of Senator Ashworth about new technology and as they understand there are revisions being made to cars and that many of these new innovations might make obsolete the typical test envisioned in this particular law. He stated that California has had a real severe problem going on for 20 or more years has absolutely refused up to the present time to bow to the federal mandate to invoke that program; they are under sanctions there with regard to possible deprivation of highway funds and other funds and the indications from a bill pending in California that they still will not bow to that. So there is a large vehicle population that is coming into the state without inspection.

There is also indications there may be changes in the federal laws. There are several bills that have been introduced into Congress during this session that would repeal this program. It really has been questioned that the benefits from an annual inspection program is not worth the cost that will have to be paid by the motoring public with a bill like this.

Unless this bill is passed this program will become effective on July 1 of this year. There are a number of bills that will

impact the motoring public on this same date. This bill would provide some degree of continuation of public acceptance of what is being attempted.

Darryl Capurro, Nevada Franchised Auto Dealers Association, stated that they do not have an official position on this bill but he felt he should explain some of the current program. He stated that he is a member of Ad Hoc Committee that was named by the Environmental Commission to come up with some proposed revisions to the current regulations covering the emission control program. He stated that they have met and believe that they have come up with a set of revisions that will improve the regulations that they are currently operating under. He stated that there are various exemptions that are written into the law which are expanded upon as far as how they apply within the regulations. Diesel is exempted from the program of the tail pipe probe. The reason being is that diesels are not a major contributor with respect to Carbon Monoxide and Hydrocarbons, which are the pollutants that they measure under the existing program with the infrared analyzers. Diesels produce more in the area of NOX. If they exceed the opacity allowed under regulation then they can be fined and the full force of the regulations are applied. He stated that he would have some personal problems with starting July 1, 1981 for some of the same reasons as stated by Mr. Anderson. Another problem with this date is a very practical problem in that it would require an augmentation to the DMV budget if this bill were killed and the program by law went into effect.

Senator Jean Ford spoke in support of the bill with an amendment that would make it effective January 1, 1982. She stated that she had proposed that amendment in the Senate, and it lost by a close vote. She presented the amendment should the committee have any appetite to process it. She felt that by starting in 1982 it would give everybody a chance to get the public ready for the program and still be in compliance with the Air Quality Plan that the non attainment areas have.

Senator Ford stated that her major reason for saying that this should be done at any point in the future has very little to do with keeping the federal government happy. That is the least of her concerns. She stated that she is concerned about having air in our communities that is fit to breath and not having the health problems that come with polluted air. She stated that it doesn't make sense to her to be encouraging tourists to visit and retired persons to settle in Nevada and not at the same time take steps that are available to make it an attractive and healthy place to live.

There is no question that 75-90% of the air quality problem that is currently in the Las Vegas Valley comes from gasoline powered automobiles and pickups. The health effects have been well documented. Economic effects of air pollution not being controlled are well documented. She stated that she feels that the actions that the legislature has taken in the last few years of putting off the implementation of this are not responsible. She remarked

that she felt it was possible to clean up problems that exist. She pointed out that one of the problems of the program that existed in Clark County was that through a change in the law at the last session it did apply to the whole county. The amendment that was placed on this in the Senate puts it back to applying it only to areas which have been designated by the Commission for inspection programs. Those areas are based on the non attainment area that is in the Air Quality Plan and are based upon need.

She pointed out that if the legislature doesn't like the kind of exemptions that the Commission is placing in the regulations, the legislature has the power to put what they want in the statute and leave the rest to their discretion. She urged those opponents of this delay to offer clear language to be put into the law or clear mandates to the Commission to do certain things. She stated that she felt their efforts are not to make this program work but to delay it until hopefully the federal government will abolish it.

Mr. Prengaman cited the various articles that were distributed, Exhibit A, where they state that the fault lies with the specifics of the program and not with the purpose and questioned whether this was Senator Ford's understanding. Senator Ford replied that is what she has been saying. One of the problems was that it applied to the whole county which has been taken care of in this bill. She deferred to the people who have been conducting the program to talk about these specifics. Part of this has to do with exemptions and other things already discussed. She added that the alternatives are worse. The options that are open to handling the pollution problem are much more costly than the auto emission control. Other options are things like parking restrictions, not letting more than x number of cars in certain part of town at a certain time on a certain day. Also might be mandatory carpooling, etc.

Mr. Prengaman inquired if this was tied to the Clean Air Act in that if that was repealed would this also be repealed. Senator Ashworth stated that it was not but was mandated by the Act. Senator Ford stated that Nevada's law starts with a legislative policy, a statement of intent. She added that she felt there would be a great deal of pressure to do away with the program even further if Congress did eliminate it.

The legislation passed in 1973 was precipitated by the Clean Air Act. Senator Ashworth pointed out that it was mandated and that Clark County was told that if the legislature did not pass this they wouldn't get their money to get their water project going. The County Commissioners sold the legislature on this and the same county commissioners couldn't stand the heat they were given in regards to the program.

Dick Serdoz, Air Quality Officer, Division of Environmental Protection, Department of Conservation and Natural Resources, presented a prepared statement in opposition to this bill. This

Date: May 26, 1981

Page: Six

statement is attached to these minutes as Exhibit B. He stated that on one of the charts when they looked at the mileages and gallons consumed what they basically saw was that the population is basically using the same amount of gasoline but they are driving further. The emissions during this same period of time from 1978 to 1980 has improved drastically with the program. The original program showed that they were getting somewhere between 34% as an average reduction in the emissions from the vehicles. With the program being implemented two years and only seeing between 20 and 30% of the vehicles annually they are seeing that the overall reduction remains about the same. In reference to the last chart of this exhibit Mr. Serdoz remarked that the reason Washoe County has such a high amount of Carbon Monoxide being emitted into the air from the stationary sources is due to heating source. Usually there is no impact from CO emitted from a stationary source as it is discharged at a higher elevation. CO coming out of a car is coming out at ground level.

Mr. Serdoz presented a chart (Exhibit C, which due its size is found only in the Secretary's minute book) which is a compilation of the combined pollutant index for Washoe County for the last six years. This shows the high and low for each day and the middle line shows the average. From this chart they can see that in the Washoe County area they have a wintertime problem that is associated with inversions. It generally means that with a ground level inversion there was no place for the air to be dispersed and concentrations were being built up. During the high traffic times during the summer months they were not seeing as bad of a problem but they are also not having the inversion.

In conclusion Mr. Serdoz remarked that there is a problem; it is mostly a local Nevada problem; and most of the transportation hot spots are associated with local resident traffic to and from work, running around to stores, etc.

In response to remarks about problems with the inspection program Mr. Serdoz stated he would agree with the remarks made by Senator Ford on the fact that there were too many exceptions: This could be handled by the regulations of the commission.

He urged the committee if they do pass the bill out to amend it with the amendment proposed by Senator Ford.

In answer to Mr. Beyer's question regarding wind clearing up pollution, Mr. Serdoz remarked that on any day there could be strong winds or a front moving through and it would blow the pollution out of the valley and this could account for the variety of readings on the graph. He stated that Reno has one of the worst potential inversions in the country.

Mr. Prengaman inquired if the use of wood stoves could account for a difference during the winter. Mr. Serdoz stated that the graph was not one winter against another and that last winter appeared not to be any different than any other winter.

Date: May 26, 1981

Page: Seven

Mr. Prengaman inquired if the federal government has been led to believe that this is what Nevada is going to do to reach attainment. Mr. Serdoz stated that was correct and that there was a statute that stated that it would be implemented in July 1, 1981 and this was submitted in 1979. They did approve the plan as amended.

In answer to another question from Mr. Prengaman regarding attainment, Mr. Serdoz stated that at the present time the state is quite a ways out of attainment and if it is relaxed they will be even further out. They have taken credit for a 20% reduction in emissions based on this program as it stands right now. Without the program, going back to the previous program, they will get about a 3% benefit. 17% will have to be made up somehow and that may mean modifications of traffic patterns, modifications of needs down town, etc. He stated that it costs about \$4,000/ton to control emission from such things as street improvements, buses, transits, etc.

Referring to page 3 of Exhibit B, Mr. DuBois commented that the average cost listed there was \$13.71 while the inspection alone was \$15-\$16. Mr. Serdoz explained that the average cost was the average cost that was based on prevailing shop rates in 1978. The computer printout that they had for that same period of time showed that average cost of repairs was \$1.03. 95% of them didn't need anything at all other than the minimal tweaking of the carburetor, setting of the time, etc. This was using a figure of 56,000 vehicles checked and they obtained a 34% reduction in CO.

Mr. DuBois inquired if they would be able to say that about 20% of the vehicles are then causing about 90% of the problem. Mr. Serdoz replied that there are very high emitters and it is disproportionate but that he could not give any figures on this. The vehicles coming in for inspection have significantly improved including the older vehicles from what they were.

In response to remarks about the new computer cars, Mr. Serdoz stated that with Nevada's test about 70% of the high emitters can be discovered even with the computer. Basically Nevada's is a good program and it does find high emitters.

Mr. Prengaman stated that he had been told that with the program requiring this for cars being sold they were reaching about 1/3 of the cars on the road and wondered if there was any hope for this program to eventually reach a large majority of the cars. Mr. Serdoz stated that their figures show about 20-40% and that if there is a changeover every five years then a car will be inspected every five years.

In answer to Mr. Schofield's question regarding programs of the states around Nevada, Mr. Serdoz gave a brief summary of Arizona, California, Oregon and Idaho's method of checking.

Date: May 26, 1981

Page: Eight

Mr. Schofield continued by stating that since this is a tourist state and a great many of these come from California in their own vehicles there would be a large number that have not ever been inspected. Mr. Serdoz stated that when the original plans were drawn up in 1973 and revamped in 1978 there was a question about how much is actually local traffic, etc. They made a test and in those congested areas they observed over 80% of the vehicles had Nevada plates. They did the same type of study at Tahoe they saw that there was about 60% of the traffic going through the casino core area without even stopping.

Mr. Price inquired where they obtained their figures found on the second sheet of Exhibit B regarding number of miles driven. Mr. Serdoz stated that this came directly from the Department of Taxation on the gallons; the miles came from the road status -- The only thing that was a projection is 1980.

Mr. Polish remarked that from previous testimony in previous sessions, they were told that tune up of a car only accounted for 3%. He wondered what happened to the tail pipe check. Mr. Serdoz replied that what the program is doing is finding the gross emitters and cleaning up them. By just doing the tail pipe check they would lose about 18% on the program. Basically when they looked at the 1978 data the vehicles that passed the tail pipe probe by implementing the rest of the steps in the inspection they got an overall 18% reduction in the emissions from those that passed the tail pipe probe.

Darryl Capurro stated that he felt there was some confusion on the \$13.71 figure and that was not including the inspection fee. Under the current program they get a minor tuneup and 97% of the vehicles passed that test, paid the inspection fee. The remaining 3% that failed paid an average of \$13.71 to come into compliance or to be issued the waiver. There was some dispute among those present that this was not correct.

Phil Leavitt, American Lung Association of Nevada, pointed out that it was 29 minutes into the hearing before the word "health" was mentioned for a reason to enact this program. That is their many concern. He explained briefly the survey that was taken and was found on page 2 of Exhibit B. He stated that it was professionally done and tabulated by the U of Nevada-Las Vegas. In addition to the questions found on that page there were about 10 additional questions. One of the other questions regarded who should finance and put this inspection procedure into effect and the majority stated that they wanted the state to do it. They also found that those people that had more technical knowledge about composition of air pollution were in favor of the inspection law. He stated that they feel if they ran a second sampling right now the figures would exceed what is shown on page 2.

Mr. Leavitt stated that the benefits far outweigh the benefits of scrapping it or shoving it off two years. They are not in favor of having two more years of bad air. There has been record air pollution this year and many complaints from doctors

regarding the pollution. He added that he had conducted a survey with Washoe Medical and Southern Nevada Memorial and they indicated to him that during air alerts and inversions that their services in some cases have doubled. There are other factors that would cause this but they were convinced that the pollution was effecting people's health.

The method of the survey was discussed and it was pointed out that how the question is asked often effects the answer given.

Mary Besmer, representing herself, stated that she was a respiratory therapist and that she was very concerned about the hazard of air pollution especially last year. She cited that she had found a dramatic increase in the number of people she saw who have some type of respiratory problem who have never been effected with before. She stated that she felt that they needed to start someplace and urged the committee not to defer it for two more years.

Mr. Polish inquired if when they treat somebody do they take a history of whether the person smokes, works in a hazardous occupation, etc. Mrs. Besmer stated that they do and that she has found that very few could be attributed to such things and those effected seemed to be effected during periods of high pollution.

Michael Naylor, Clark County Health District, stated in 1980 there were 27 days when the CO level fell within the unhealthful range in Clark County and 4 of these were at the very unhealthful level. 1980 really was pretty clean compared to past years. 1979 there were 33 days; each year before that was progressively worse. He stated that they feel that the reduction of the number of days has a great deal to do with the 5 month inspection program when there was an 8% reduction. They feel that if the program had continued for the full 12 months there would have been an 18% reduction. They have calculated that the first year would see a 18% reduction and each year it would go up until after 5 years the reduction would be about 35% of what it would be without a program at all.

He stated that in response to remarks made about the program that during it they would get calls from people who were irate about the inspections. It was their experience that if they talked to the person and went over the different types of pollution, etc. usually the people would at least neutralize their position or come around and some would even approve of it.

Another thing about CO which makes it tough to talk to the public about is that it is a health problem but it is invisible, colorless and odorless; so there are no symptoms in the air that can be felt other than some breathing difficulty. If it was visible they probably would have a more acceptable program.

He stated that he would estimate that in the part of the valley that has the highest pollution from CO that 90% comes from local traffic and only 10% from the tourists.

In response to the comments about the \$75 ceiling on repairs, Mr. Naylor remarked that this is an item that can be adjusted by the Commission or it could be addressed by statute.

He stated that there is a problem if the existing state law were to go into effect in July in that DMV would not be geared up to handle the annual inspection program. He agreed that the date should be changed to January 1, 1982.

He stated that on their overall trends they are seeing some gradual improvements in CO. If they look at the CO levels in 1975, 1976 and on through 1980 there has been a gradual decline. Even though Las Vegas is one of the most rapidly growing areas in the country, the CO level is going down. The reason it is going down is that the new cars being introduced to road replace the older cars and this rate of new car introduction has a greater benefit than the fact that there are more cars on the road.

He added that they are making some progress on some other emissions in the Valley. Lead is emitted in tail pipes of cars from lead in gasoline but these levels are being reduced because leaded gasoline is being phased out. There is an air quality problem in Henderson due to motor vehicles and industry. The Health District itself has the jurisdiction on industrial air pollution. They have been taking several enforcement actions during the last several years on the industrial air pollution. They expect to see major reduction in pollution by 1983 from industry.

Mr. Naylor stated that every car deteriorates and the emissions go up each year. It may be very clean when it is new but as it is driven more and more pollution comes out of the tail pipe. To make a federal program successful as far as vehicle emission it has to be matched with a state program of inspecting the cars. To insure the continuation of the air quality improvement the inspection program should become a reality.

In response to a question from Mr. Price regarding the new cars, Mr. Naylor remarked that there was a survey conducted a few years ago comparing real heavy luxury cars with light compact cars and although the compact cars definitely get better fuel economy there is no real difference on their tail pipe emissions. The control equipment does not have to as elaborate on a small car. It is easier to put a control device on a small car and it is effective than the same equivalent control device on a large car. The 1980 model puts out from 5-8% of the 1967 model; there has been over a 92% reduction in the emissions from cars during this 12-13 year span. Control equipment is suppose to last 50,000 miles under warranty; but each year a vehicle is on the road they do start to deteriorate and emissions start to go up. The 1981 car is built a lot cleaner then its allowed limit.

Mr. Naylor continued by stating that if there was no inspection program in 1987 there would be less CO in the air then there is today; however it will still be well over the standards. Where there was 27 days over the standard in 1980 if there was no program in 1987 there would probably be between 5-10 days over the standard. If there is an inspection program then by 1987 there would be no days over the standard. There is an improvement coming on CO; but his point is that there could be a much greater improvement if there is an annual inspection program.

Mr. Schofield inquired what the percentage of cleaning up the air occurred from the time in 1973 that they started with the used car program and up through what was passed in 1977. Mr. Naylor stated that in 1973 the inspection was for changing ownership; that was worth about 1% improvement each year. In 1975 the program was expanded to the cars being registered from out of state; the credit climbed to about 3% or another 2% was added each year. In 1980 they had the five month inspection program which was worth 8% in itself plus the 3% from the pilot program. So during 1980 there was an overall 11% reduction.

In answer to another question from Mr. Schofield, Mr. Naylor stated that the highest CO area in the Las Vegas Valley is near the area of Eastern Avenue, Fremont and Charleston, called the 5 points intersection. That area and slightly east of there is where they have found historically the highest CO levels. During the summer of 1980 they counted types of vehicles passing that intersection plus license plates and they found that 90% of the vehicles were Nevada plates. Clark County plates to be specific. 10% had out of state or out of the area Nevada plates.

Mr. DuBois inquired if there were pockets of CO and heavy concentrations here and there. Mr. Naylor replied that this was true; he added that in Las Vegas Valley west of the interstate even on the worst inversion day these areas are probably within the standard or very close. Area that seems to be heaviest in the Valley is east of the strip, north of Flamingo Avenue and bounded by Fremont and Boulder Highway. There would be a major improvement in this area if the east leg of the freeway were to be built.

Mr. Schofield read a newspaper article suggesting that there may be sweeping changes in the act as well as deferral of the 1982 deadline and emission control standards. He stated that his problem with this was whether some alternate program has been addressed in trying to reach a more healthful air. Mr. Naylor replied that there are various ways to cut down CO. The inspection of vehicles is the most effective way to do it. In essence the cost becomes almost zero because the average cost of inspection will be offset by the savings in gasoline. Others ways of reducing CO would be to be the east leg expressway but this is very expensive as this is going to cost \$400,000,000. The purpose of building it is not for cleaning up CO but to improve traffic flow. Synchronization of traffic lights in the valley. This was cost many millions of dollars. It will speed up traffic flow and it will reduce CO levels.

But the improvement in CO from synchronizing all the traffic lights in the Valley is only going to be from 3-4% improvement while the inspection program after 5 years is worth 35%. Other methods would be to make one way streets, mass transit, etc. There are other ways to fix the problem but the cheapest fix is motor vehicle inspection.

Mr. Naylor stated in response to the changes in the Clean Air Act that these changes are going to be made but the inclinations he gets from the detailed recommendations are that they will see some relaxations on some of the industrial sources of air pollution. The 1985 automobiles may not have to meet such rigid standards, it may not take as long to process an application to build a new source, etc. From all the recommendations he has seen there is nothing that says that the inspection maintenance concept required by the Clean Air Act is wrong. That aspect of the act is being upheld in everything that he has seen.

Dell Tredinnick, Washoe Council of Governments, stated that he was the Air Quality Coordinator for the Truckee Meadows. He stated that he was representing the Truckee Meadows Air Quality Task Force which is extremely concerned with this bill because it would effectively remove CO cornerstone in their implementation plan. It will make it nearly impossible to achieve the federal standards by 1982. By 1982 they should have removed 13817 tons of CO. Passage of this bill will put the responsibility on other CO control measures such as Citifare and Ride Share Program. These just can't compare on a cost effective basis with an I/M program. A group in Washoe County analyzed the effectiveness of an I/M program on the commuting labor force. The results of this is found in Exhibit D.

Richard Holmes, Clark County Department of Comprehensive Planning, presented a prepared statement to the committee. This statement is attached to these minutes as Exhibit E. He added that would agree with the January 1, 1982 date suggested by Senator Ford.

Peggy Twedt, League of Women Voters, presented a prepared statement which is attached to these minutes as Exhibit F.

Mr. DuBois inquired what percentage airplanes contributed to the pollution problem. Mr. Naylor remarked that they do contribute while idling on landing or takeoff patterns and in Las Vegas this amounts to about 3% of the total CO. Industrial sources contribute about 5-6% and the balance of over 85% is attributed to motor vehicles.

This ended the hearing on SB 284.

SB 546, Increases fee for inspection of motor vehicles for air pollution.

Hale Bennett, DMV, stated that these two bills were really tied together. If the committee does not pass SB 284 then he would not need this bill. The reason for the need for this is if they are going to inspect materially fewer vehicles then the present

Date: May 26, 1981

Page: Thirteen

law requires, inflation has created a problem as far as their reserve fund is concerned. Their budget request was predicated on the entire program going into effect July 1. They were advised by the State Budget Office that there was very little chance of that occurring and so they cut DMV's budget request back to today's level. At today's level the \$2.00 fees simply do not provide enough money to continue the program at its present level. Based on this they have requested this bill be drafted to provide an additional dollar on every certificate of inspection. This will go into effect July 1, 1981.

In answer to various questions regarding why this is necessary it came down to the fact that it is more expensive to inspect a fewer number of vehicles than it would be to inspect every vehicle.

Mr. Schofield asked if it would be possible to get a breakdown on how much this would generate. Mr. Hale stated that they are currently inspecting about 100,000 vehicles a year which has a revenue of about \$200,000, with the additional dollar this would be \$300,000.

In answer to Mr. Beyer's question regarding number of registered vehicles in Nevada, Mr. Bennett stated that there are about 650,000 motorized vehicles in Nevada. If they were inspecting all of these vehicles a year their revenue would be \$1,500,000 and that would be plenty to run the program. It all comes down to matter of volume. He stated he would get the figures for everyone.

Peggy Twedt, League of Women Voters, stated that they were concerned with the increase in the fee. She stated that they realize the need for the increase if the program continues the way it is now in existence. They are worried that there is a possibility of a surplus being created if it goes to the full \$3.00. There would be a definite surplus if there was full implementation. Any implementation in either Washoe or Clark or both would result in a surplus being generated at the \$3.00 fee. They would like to see DMV be able to have a fee up to \$3.00; just enough to sustain the program but not enough to create a surplus. They don't want the public to see I/M as a revenue making means for the State. They would suggest that an amendment be drafted to allow for up to \$3.00 fee.

As there was no further testimony to be heard, Chairman Price adjourned the meeting.

Respectfully submitted,

Sandee Gagnier
Sandee Gagnier
Assembly Attache

ASSEMBLY

AGENDA FOR COMMITTEE ON.....TRANSPORTATION.....

TUESDAY

Date MAY 26, 1981 Time 5:00 P.M. Room 214

Bills or Resolutions
to be considered

Subject

Counsel
requested*

- | Bills or Resolutions
to be considered | Subject | Counsel
requested* |
|--|---|-----------------------|
| SB 284 | Defers mandatory inspection of emission from motor vehicles. | |
| SB 546 | Increases fee for inspection of motor vehicles for air pollution. | |
| SB 603 | Consolidates reports required from operators of motor vehicles involved in certain accidents. | |

*Please do not ask for counsel unless necessary.

ASSEMBLY TRANSPORTATION COMMITTEE

GUEST LIST

Date: May 26, 1981

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	I WISH TO SPEAK		
		FOR	AGAINST	BILL NO.
Phil Leavitt	American Lung Association		✓	SB 284
Mary Besmer	XXXXXXXXXXXXXXXXXXXX		✓	SB 284
VIRGIN ANDERSON	AAA	✓		SB 284
Jerrey DeForest	DMV	✓		SB 603
DICK SERDORZ	DEP - AIR QUALITY	✗	✓	SB 284
Deel Tredinnick	Washe Council of Gov'ts	⊙	✓	S
Sharon Cleary	DMV			
Senator K. Ashworth				
Hale Bennett	DMV			
Darryl Capurro	NEADA			
Peggy Twedt	League of Womens Voters			

14B—Las Vegas Review-Journal—Thursday, April 30, 1981

Opinion

Ashworth can't see our smog problem

The next time state Sen. Keith Ashworth comes home from Carson City, he should take a close look at the Las Vegas Valley as his plane circles slowly above McCarran International Airport. Maybe then he'll notice the smog which has encircled our once pristine community. Maybe then he'll come to his senses.

Ashworth, ordinarily an intelligent politician, seems to have a blind spot about air pollution and its causes. In the last two sessions of the Legislature he has fought hard to block an auto emissions program which, if enacted, could have prevented the continuing deterioration of air quality here.

We find it hard to explain Ashworth's strange dedication to making the world safe for smog. The senator has a harder time explaining it himself.

On Tuesday, after the Senate approved a further delay of the emissions program until 1983, Ashworth said that "Trees cause more pollution than cars in some areas," giving the Great Smoky Mountains in Virginia as an example.

First, the senator doesn't mention that the haze covering the Smoky Mountains is harmless, and is not a pollutant, while the carbon monoxide and particles from auto exhaust can be dangerous to human health. Second, he seems to have forgotten that a similarly misleading remark got a certain presidential candidate in a lot of hot water last year. Third, the few trees in Las Vegas could in no way be held responsible for the smog hovering against our mountains.

Ashworth also said Tuesday that he is in favor of the general idea behind auto emission testing, but feels that the present law must be changed. If that's the case, we ask why hasn't he tried to amend the law in either of the last two legislative sessions, instead of trying to delay it indefinitely.

In a statement earlier this month, Ashworth showed his true depth of ignorance on this particular subject. He said that by 1983 there might be no need for emissions inspections, since he expects the federal government to ease its clean-air requirements by then.

The senator misses the point. We need the program to improve the air we breathe, not to satisfy Washington bureaucrats. By 1983 we'll probably need emissions testing more than ever.

Ashworth's measure, SB284, still must receive approval by the Assembly and the governor before it becomes law. We strongly urge them to reject the measure.

And we ask Sen. Ashworth to join in an effort to produce a new emissions program. We, too, recognize that the current plan has glaring shortcomings, and must be revamped before it is implemented. If the senator would put his considerable energies behind a reform plan, we're sure he could produce an efficient and fair piece of legislation.

insight

Las Vegas SUN

EDITOR AND PUBLISHER ... H.M. Greenspun
 EXECUTIVE VICE PRESIDENT ... Mike O'Callaghan
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Stop Delaying Smog Controls

Why don't we clean up our act and clean up our air? Too much pussyfooting, that's why. Two years ago, some of us moseyed down to the local filling station for smog control checks on our cars. We forked over about \$15 and sent along our certificates of inspection to the Motor Vehicle Department when we reregistered Old Lizzy. Others fared not so well, but in any case the tab wasn't supposed to top \$75.

Hoots And Hollers

Then county commissioners right here beeded the boots and hollers of the outraged and junked the whole plan. The brown curtain around Las Vegas faded quite a bit in those days. The program had begun to work. The brown curtain returned after the county commissioners' perceptive revocation, and our air got worse again.

Now our legislators in Carson City are fumbling around, trying to decide if they want to pass the buck on implementing a statewide annual vehicle smog inspection program. The Nevada Environmental Commission might be given the power to start such a program, or (under SB 294) local counties would be allowed to set up their own programs. That sounds like a typical non-decision in the hallowed legislative halls.

It Works Some Places

Just this week, a Stanford University scientist and an Environmental Protection Agency researcher said their tests showed carbon monoxide pollution from autos dropped significantly on the San Francisco Peninsula, and that coincides with tighter auto emission standards. Their studies at 20 intersections showed "dramatically lower" carbon monoxide levels than a similar study 12 years ago.

Ignore the bleatings of those who say the standards are the result of heavy-handed bureaucrats in Washington. They were only mandated after state and local officials refused to face up to a serious smog problem. Forget that we might lose buckets of federal money if we don't get the smog control program going again this July.

More Pluses Than Minuses

Never mind that Nevada Power might not be able to build yet another power peaking station if the state's air quality plan isn't approved by the EPA.

The \$15 tuneup won't hurt much. It might even make Old Lizzy run better and burn up a little less OPEC juice.

If the annual inspections are restarted, says Mike Naylor, director of the Air Pollution Control Division, Clark County won't have one unhealthy air day by 1987. It has 27 such days now.

Somebody has to check the auto exhausts and issue the certificates. The state is obviously not in the inspection business, a fact that's readily apparent from the missing headlights and taillights, the unsafe brakes, the other mechanical defects that help drive up our accident (and insurance) rates.

Controlling The Checkers

Ergo, the only ones who can do the inspections are the service stations. If they don't do a proper job, their inspection licenses can always be yanked just as were some licenses a couple years ago.

What's so wrong with having the air all of us breath a little cleaner? Clark County commissioners — and legislators — have let us live with pollution for years. It's time they stopped being part of the problem and

Auto emission tests needed

Everyone knows that motor vehicles are a major cause of air pollution. This is especially true in Nevada, which has little heavy industry but hordes of vehicles.

Everyone also knows that if emissions could be reduced, the air would be cleaner and our environment healthier, especially in urban Clark and Washoe counties.

Everyone knows this, including state legislators. Yet, there appears to be considerable legislative support for a bill which would delay mandatory auto emission inspections in the big counties for another two years. Why?

Part of the opposition is pure orneriness. The federal government says we must, and therefore we won't. The atmosphere of the Sagebrush Rebellion is thick in Carson City, as it is elsewhere in the state. We are tired of federal intervention, federal regulations, federal mothering and smothering — tired of federal threats to take away federal funds if we don't knuckle under.

In this instance, the federal Environmental Protection Agency threatens to withhold funds if the state does not meet federal clean air standards, including adoption of mandatory emission inspections. The threat is not an idle one: California has seen \$450 million in highway and sewage funds withheld for one year because it did not adopt an inspection program. Even so, there is a tendency for Nevadans to want to say no anyway.

Beyond this anti-federal attitude, however, there are other concerns. Inspections were implemented in Clark County two years ago, and they created such an outcry of public indignation that the requirement was quickly rescinded. The primary irritation involved the requirement that inspections be conducted by private service stations which also decided what repairs would be made to bring the cars up to standard. The public was highly suspicious of this setup. Many persons, who do not trust automobile mechanics anyway, feared they were being gouged for unnecessary repairs. Or that they were being given a high-pressure sales pitch to make them authorize unrelated and unnecessary repairs in other areas.

It must be recognized that most automobile mechanics are honest; but some are not, and the anger and distrust in Clark was real. However, the public also must recognize that the proposed program is not fair to service stations, either. The government decides which stations can make emission tests, and which cannot. This gets government deeply involved in private enterprise: the government's decisions can be a financial break for stations that are approved, a financial detriment to those which are not. And how is the government going to make accurate and fair determinations as to who is worthy and who is not? This plan reeks of favoritism.

And what about the growing number of individuals who do their own tuneups to save money? Through its service station inspection program, the state would be denying these individuals the right to work on their own cars.

But the answer to these problems is not to delay and delay emission tests. The answer is to make them fair, both for consumers and service stations. That can be done only through public, state-conducted inspections, operated through the Department of Motor Vehicles.

New governmental programs are not to be advocated lightly, but in this case the need seems obvious. The state would determine whether the motor vehicle is emitting too much pollution; and, if it is, the owner would then be given two weeks to correct the deficiency. He could do this through a service station or garage of his choice, or do it himself. The government would be removed from private enterprise, the motorist would be free to go where he chooses, and repair businesses would not be aided or penalized by governmental decisions.

If the Legislature takes this approach, it will find that objections will be minimal. The public knows that air pollution must be fought, and this newspaper believes the public will support programs that are fair and rational.

Forget the federal angle and the threats from Washington. This is something Nevada should do for itself, whether federal pressure exists or not.

Nevada's air must be cleaned up and it is time to move

Las Vegas R-J

Date: MAR 10 1981

EXHIBIT A

Auto emission tests needed in Nevada

We're no great fan of the federal government, especially when it intervenes in local affairs which are none of its business. But we must admit that once in a while, the fellows in Washington, D.C. know what they're talking about.

For instance, we believe the federal program requiring auto emissions inspections is an intelligent approach to a national problem. It works as such programs are supposed to work: It sets certain air quality standards, and then allows local and state governments a wide degree of latitude in deciding how to meet those standards.

Unfortunately, Nevada's legislators abused that latitude by devising an auto emissions program so fraught with inequities and shortcomings that a justifiable howl of protest rose from the populace when it was introduced here in Clark County. That public protest forced the temporary repeal of the program.

Now our legislators in Carson City are ready to make a second critical mistake. They have misinterpreted the protest against their emissions program as a vote against emissions testing in general.

But our legislators couldn't be more wrong. Nevadans are intelligent people. They can look out the kitchen window in the morning and see the gray clouds of smog piled up against the mountains which ring our valley. They can see the black fumes pouring from the exhaust pipe of their neighbor's car. They realize the need for a fair, equitable emissions control program.

That realization is not shared by our legislators, who are once again poised to delay implementation of the emissions program, this time until July 1983. The program was already delayed for two years back in 1979, and is now scheduled to go into effect in July of this year.

But a postponement does not address the problems in the state program. It only allows tens of thousands of tons of carbon monoxide to be poured into our atmosphere for another two years.

Instead of mortgaging our future in order to avoid a little political heat in the present, our legislators should move immediately to address the problems in their program. As reflected by the protest here in Clark County, the two major concerns are:

1.) The inspections are conducted by private service stations, which also make any repairs necessary to bring cars up to standard. The public views that as a conflict of interest, and would be much more amenable to tests run by a non-profit entity.

2.) Exemptions to the law are too numerous. Cars more than 15 years old, which cause a large amount of the pollution, are exempted from the tests. So are trucks, diesel and propane vehicles and taxi cabs. Those exemptions should be eliminated.

We believe that a emissions testing program which addresses both those problems can be implemented by the July 1981 deadline, with minimal public protest.

Several of the legislators supporting Senate Bill 284, the measure which delays the program until 1983, couch their opposition to emissions testing in language which appeals to the anti-Washington sentiment here in Nevada. Why bow to federal blackmail, they bravely ask.

Sen. Keith Ashworth, D-Las Vegas, is a prime proponent of that argument. He even hints that the pressure from Washington may be eased under the states-oriented Reagan administration.

"The feds are taking another look at the requirements," Ashworth has said. "This program may not be needed."

Well, it may not be needed to keep the federal government happy. But it's desperately needed to keep the air in our desert

3-4-81

CARBON CITY EXHIBIT... reduced by 16 percent with the inspection program.

Opinion

Nevada State Journal

111th Year — No. 156
Winner of The Pulitzer Prize for Editorial Writing

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Monday, April 27, 1981

Editorials Smog program endangered

The mandatory motor vehicle emission inspection program that was supposed to go into effect in Washoe and Clark counties this summer is apparently in deep trouble.

Appetite for the program is lacking in politically strong Clark County. Legislation which would extend the deadline two years for starting the program has been approved by the Senate Human Resources and Facilities Committee.

This could be the death warrant for the state-mandated program, for the Reagan administration is pressing for reductions in federal air pollution control requirements.

Should this occur during the two years after this July — the date when the mandatory program had been scheduled to go into effect — it seems probable that the state program will be killed by the 1983 Legislature.

A slim chance still exists that the legislation can be salvaged by the full Legislature — a prospect Nevadans should support. If the Legislature doesn't do the job, local government should proceed with its own smog control measures.

Federal regulations are not needed to tell us that we have a potentially serious smog problem in the Truckee Meadows. The pall of smoke that hangs over the valley nearly every winter provides enough evidence.

It is a dangerous problem, for at this altitude, carbon monoxide — a deadly, invisible gas — is a particularly prevalent and noxious air pollution component.

Worse, pollution is bound to grow as the community grows. Ground may soon be broken on two huge new residential and commercial developments in the southeast — projects which are likely to add new pollution sources.

It is possible to envision the Truckee Meadows within a few years experiencing smog as bad as Los Angeles.

This need not happen, however, if steps are taken to reduce pollution. The work must begin with the motor vehicle, which is the major source of pollution and potentially the easiest to control.

All that is required to reduce substantial improvements in automobile emissions is to ensure that all engines are tuned up to burn fuel as efficiently as possible so that they release a minimum of noxious partially-burned, smog-producing gases.

The only way that this can be done is to require owners to have their vehicles inspected and adjusted at regular intervals and to tune them up if necessary.

Truckee Meadows residents have complained about smog and argued that something must be done about it. Strict emission control is the best answer

committee members, however, challenged the witnesses and appeared on the verge of delaying or another two years the mandatory emissions program, scheduled to begin in July.

The 1979 Legislature also postponed implementation of the program. Chairman Joe Neal, D-North Las Vegas, took no action on the postponement measure, Senate Bill 284. He may ask for additional testimony. Neal blasted comments made by Phil Leavitt, an American Lung Association official.

"Where are you when the public cries out against these inspections?" he asked. "You sit the political leaders there to take the seat."

Leavitt asked the committee how much human suffering it could tolerate in the name of personal selfishness.

Annual inspections could cut the number of unhealthy air days in Clark County from 27 in 1980 to 15 in 1981, predicted Michael Naylor, director of the Air Pollution Control Division.

With annual emissions inspections, Clark County will not experience one unhealthy air day by 1987, he added.

"Never have I heard anyone who could make so many flowery promises about emissions inspections," responded Sen. Jim Kosinski.

If the Legislature delays the inspection program, then Nevada Power Co. may not be permitted to build a generation station, testified Charles Vaughn, a company official. He said the Federal Environmental Protection Agency must approve Nevada's air quality plan before Nevada Power may build a 70-megawatt peaking station.

"The EPA is one of the problems, not the solution," said Sen. Richard

He predicted the EPA will ban construction of federal projects if Nevada postpones annual inspections.

The EPA already has held up \$640 million worth of projects in California because metropolitan areas failed to begin inspection programs. "You mean they couldn't build the MX?" asked Blakemore while the audience chuckled.

The MX would still be built since the Air Force wants to put it in areas where the air is clean, Serdoz said. Federal funds would be stopped only in the "non-attainment areas" of Las Vegas, Reno and Lake Tahoe.

"We in Nevada want clean air," said Peggy Twedt, a League of Women Voters representative. "This is a state problem."

Twedt accused the Legislature of passing the buck to local governments. Though the state would not begin inspections, SB284 would allow local counties to enact their own programs.

A similar option was permitted by the last Legislature. Clark County subsequently adopted an inspection program in January 1980. Five months later, the county commission threw out the program after a wave of public protest.

"They couldn't stand the heat," said bill sponsor Keith Ashworth, D-Las Vegas. "The federal government is requiring it. Let them come up with the money."

However, pressure might be kept off county officials if the Legislature gave the Nevada Environmental Commission power to begin the program, suggested David Houston, a member of the Clark County Comprehensive Planning Department.

Without annual inspections, Clark County will not meet the federal air pollution standards by 1987, he added.

"Emissions inspections are the cornerstone of our plan," Houston said.

Feb 4, 1981

Emission Inspection Seen As Crucial

By CHRIS WOODYARD
SUN Legislative Bureau

CARSON CITY — A mandatory emission inspections program, set to begin July 1 in Clark county, is the "cornerstone" of plans to reduce air pollution within the next five years, a Clark County official told a Senate committee Tuesday.

But State Sen. Keith Ashworth, D-Las Vegas, urged support of his bill to

delay inspections until 1983 because of the barrage of complaints received from Clark County residents that forced cancellation of the last inspection program.

Currently, the compulsory inspections are going to be required under state law and amid threats that the Environmental Protection Agency will halt power plant, highway and other smog-producing projects unless the state air quality plan is implemented.

Mandatory inspections are a key facet of Clark County's overall plans to significantly reduce air pollution by 1987, said David Houston, assistant director of the Clark County Department of Comprehensive Planning.

In protesting Ashworth's Senate Bill 284, Houston predicted, "Clark County will not meet standards without the emission program."

The number of days of unhealthy air quality in the Las Vegas Valley could be

reduced from a predicted 23 or 24 this year to 15 to 18 if the mandatory inspection program proceeds, said Michael Naylor, administrator of the Clark County Air Pollution Control Division.

He said the prior inspection program, brought to a halt by the Clark County Commission in April, 1980, resulted in a marked improvement in Las Vegas air quality.

In defense of his bill, Ashworth contended that even some new cars would flunk auto emissions tests because of maladjustments by the manufacturer.

"I don't see why people of

the state of Nevada should pay for auto emissions tests when they can go down and buy new cars that don't meet the standard," he said. "The problem's in Detroit, not Nevada."

Committee chairman Joe Neal, D-North Las Vegas, said he took a car in for inspection — set at a maximum price of \$14 in Clark County — and ended up paying more than \$200 in auto repairs.

But Naylor pointed out to him that he was "ripped off" because no one is required by law to pay more than \$75 in repairs to meet the standards.

A Nevada Lung Association representative said the inspection program must be allowed because of the number of respiratory complaints received by Nevada hospitals during smog alerts.

Hale Bennett, chief of registration for the Department of Motor Vehicles, expressed support for the bill, noting that DMV clerks were harassed by motorists unable to register their cars without inspection slips.

The committee took no action. Sen. James Kusinski, D-Heno, said he wants to hear from the gaming industry and others before reaching a decision.

May 26, 1981

ASSEMBLY TRANSPORTATION COMMITTEE

The Division of Environmental Protection is submitting testimony on SB 284, a bill that extends the date of the Vehicle Emission Inspection and Maintenance (I/M) Program from July 1, 1981 to July 1, 1983. The Division submits the following comment for your consideration prior to action on SB 284.

If the I/M Program is to be effective during the 1980's in reducing carbon monoxide, the program needs to be operating on an annual basis by January 1982.

The existing I/M program has shown, through its pilot programs that it is working in the two metropolitan areas of the State; Clark and Washoe Counties. The vehicles that have been inspected have shown an average reduction of 18% in carbon monoxide emissions. This translates into a reduction of 9,000 tons of carbon monoxide from 76,000 vehicles that were tested in the last years pilot program.

The I/M program is considered to be the most cost effective strategy in reducing carbon monoxide levels. The cost of reducing CO per ton by I/M is \$450 while it costs \$4,000 per ton for other strategies in the State Implementation Plan. The I/M program is the key program in the State's Air Quality Implementation Plan to reduce carbon monoxide in Reno and Las Vegas. Nevada has just recently received Federal approval for the Truckee Meadows and Las Vegas Valley non-attainment plans for U.S. EPA. The approved state plan does have the Implementation of the I/M strategy with demonstration that the health related standard will be attained in the next few years.

The I/M program is projected to increase vehicle performance by one mile per gallon, this computes into 15 gallons per year saving which is about \$5.00 more than the cost of inspection. The fleet savings in terms of gasoline is expected to be about 1.6% of fleet use, or 7,000,000 gallons of gasoline would be saved if the program were to be on an annual basis. The I/M program is a key strategy in the states emergency energy contingency plan.

Enclosed is the survey results from the American Lung Association showing the public's attitudes towards th I/M program. Also enclosed is further statistics regarding the effectiveness of the I/M program, and the source air quality problems in Clark and Washoe.

The Division urges this committee not to pass SB 284.

DC:ba

Enclosures

AMERICAN  LUNG ASSOCIATION
of NEVADA

2500 Nevadans were polled by mail; randomly from Washoe and Clark Counties. 316 responded.

The survey was tabulated by UNLV Business and Economic Research during January 1981.

Significant tabulations:

"Do you feel that air pollution is a problem in your area?"

"Yes, Always" 22.1%
"Occasionally" 65.8%
"Never" 12.1%

"In your opinion, air pollution control laws are:"

"Very Necessary" 61.9%
"Somewhat Necessary" 31.7%
"Unnecessary" 6.4%

"Do you think that local government has taken positive steps toward reduction of air pollution?"

"Yes" 40.6%
"No" 59.4%

"Are you aware that as of July 1981, a yearly inspection of motor vehicles for pollution emissions levels will be mandatory?"

"Yes" 50.8%
"No" 49.2%

**"Are you in favor of the above law?"

"Yes" 62.7%
"No" 37.3%

AUTO RELATED INFORMATION

Ex. B

CLARK COUNTY

Year	Gasoline		Vehicle Travel		Mileage		Population		Usage	
	Gallons	Change	Miles	Change	MPG	Change	Number	Change	Gal/Pop	Change
1968	43.0x10	-71%								
1969	86.0x10	-42%	1,114.0x10 ⁶	-28%	13.0	+25%	127,016	-54%	338	-37%
1970	147.0x10	0	1,538.9x10 ⁶	0	10.4	0	211,218	-23%	407	-25%
Base							273,288	0	540	0
1975	198.7x10	+35%	2,037.5x10 ⁶	+32%	10.3	-1%	374,015	+37%	531	-2%
1977	229.9x10	+56%	2,396.8x10 ⁶	+56%	10.4	0	409,000	+50%	562	+4%
Plan										
1978	251.0x10	+70%	2,690.0x10 ⁶	+75%	10.7	+3%	420,000	+54%	597	+11%
1979	249.0x10	+69%	2,780.0x10 ⁶	+81%	11.2	+8%	450,000	+65%	553	+2%
1980	248.0x10	+68%	2,860.0x10 ⁶	+86%	11.5	+11%	462,218	+69%	536	-1%

WASHOE COUNTY

1960	29.4x10	-60%					84,743	-30%	347	-43%
1965	46.7x10	-57%	565.7x10 ⁶	-18%	12.1	+30%	99,000	-18%	472	-23%
1970	74.3x10	0	688.1x10 ⁶	0	9.3	0	121,068	0	614	0
Base										
1975	91.6x10	+23%	888.8x10 ⁶	+29%	9.7	+4%	149,000	+23%	615	0
1977	111.8x10	+50%	1,129.3x10 ⁶	+64%	10.1	+9%	167,000	+38%	670	+9%
1978	123.9x10	+67%	1,277.7x10 ⁶	+86%	10.3	+11%	177,000	+46%	700	+14%
1979	122.7x10	+65%	1,331.0x10 ⁶	+93%	10.8	+16%	182,800	+51%	671	+9%
1980	119.9x10	+61%	1,360.0x10 ⁶	+97%	11.3	+22%	193,870	+60%	618	+1%

Based on the EPA Mileage Guide

	Average	Combined	City	Rural
1974	-	13 mpg	10 mpg	15 mpg
1975	-	17 mpg	14 mpg	19 mpg
1977	-	20 mpg	17 mpg	22 mpg
1978	-	22 mpg	18 mpg	24 mpg
1979	-	24 mpg	20 mpg	26 mpg
1980	-	25 mpg	21 mpg	27 mpg

ONE YEAR OF TEST DATA

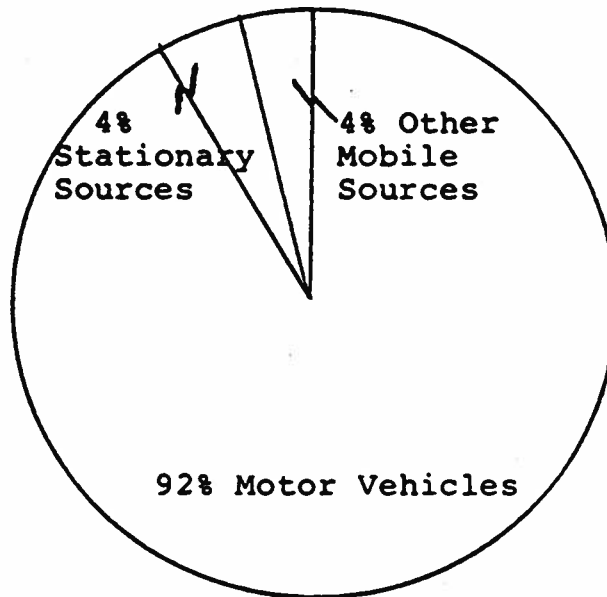
% of Emission Reductions - Carbon Monoxide

	1978			1980			Avg. Cost	1978	1980	Improvement
	Idle	2250	Avg.	Idle	2250	Avg.				
Pre 1968	32%	18%	26%	24%	15%	20%	\$13.63	2.9%	2.4%	21%
1968 to 1969	37%	25%	32%	19%	14%	16%	\$13.58	2.1%	1.7%	24%
1970 to 1974	40%	30%	36%	17%	18%	17%	\$13.57	1.7%	1.3%	31%
1975 and later	44%	34%	41%	21%	21%	21%	\$13.82	0.8%	0.6%	33%
All vehicles	38%	26%	34%	19%	18%	18%	\$13.71			

% of Emission Reductions from Vehicles that Passed the Test

	1978			1980		
	Idle	2250	Avg.	Idle	2250	Avg.
Washoe County 11,748	21%	11%	17%			
Clark County 29,063	8%	7%	8%			

Las Vegas Valley Non Attainment Area



Truckee Meadows Non Attainment Area

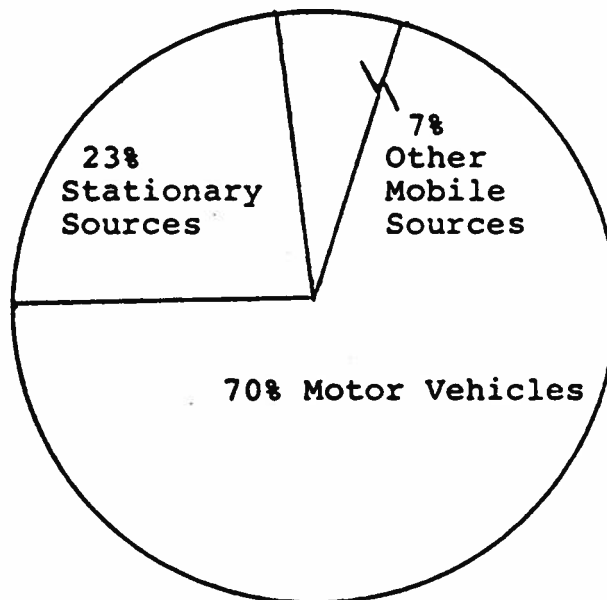
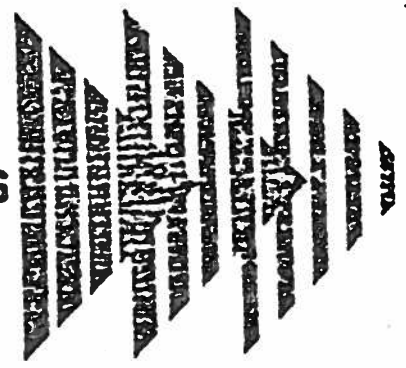


EXHIBIT C

THIS EXHIBIT IS MISSING FROM BOTH THE ORIGINAL
MINUTES AND THE MICROFICHE.

WASHOE COUNCIL OF GOVERNMENTS



WCOG

- CHAIRMAN
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- Ed Hastings
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- WASHOE COUNTY
- Steven Brown
- F.W. "Bill" Farr
- Jim Underwood
- Bete Williams
- EXECUTIVE DIRECTOR
- Charles R. Breese Jr.

May 26, 1981

Assemblyman Robert Price, Chairman
 Assembly Transportation Committee
 Legislative Building, State of Nevada
 Capitol Complex
 Carson City, Nevada 89710

Dear Chairman Price:

The Truckee Meadows is in current violation of Federal Air Quality Standards for carbon monoxide (CO) and total suspended particulates (TSP). In order to meet federal CO standards the Truckee Meadows must reduce it's annual CO level by 13,817 tons by 1982.

Existing Nevada law calls for an annual automobile inspection and maintenance (I/M) program to commence on July 1, 1981. The I/M program is a keystone of the Truckee Meadows Air Quality Implementation Plan (AQIP) for CO reduction. If S.B. 284 is passed, the anticipated CO reduction through I/M would fall on the other control measures. In order to demonstrate the effect of delaying an annual I/M program, the public mass transit system, Citifare, and the Carpooling program, RideShare, have been analyzed by the Regional Transportation Commission, WCOG and Washoe County District Health Department to determine how far these programs would have to be extended to equal the CO reduction I/M would make. The demonstration isolates the commuting labor force segment of the overall vehicle miles traveled in the Truckee Meadows. This segment can most realistically be applied to carpooling or public mass transit use.

Initially, examination of the effects on an annual I/M program would have on the CO levels contributed by the commuting labor force. It is estimated by NDOT and the Regional Transportation Commission that there are 88,449 cars used daily by this group of 95,525 car commuters. The average daily round-trip commuter trip is 20 miles and the average vehicle emits 62 grams of CO per mile. The average I/M per car is \$15.00.

An annual I/M program could reduce this yearly CO emission from this group by 9,030 tons per year. The cost of this removal through an I/M program is \$147.00 per ton. The 9,030 tons of CO represents about 12 percent of the annual CO emitted from mobile sources.

Without an annual I/M program, Citifare would have to assimilate nearly 20,000 more riders per day from the commuting labor force in order to match the CO reduction effected by an I/M program. This would mean 206 new buses making two runs during commute hours filled to capacity would have to be added to the existing system. The current cost of a Citifare bus is approximately \$150,000. This does not include annual operation and maintenance costs. The capital expenditures for purchasing the 206 new buses would be over 30 million dollars. The cost of reducing one ton of CO through this method is \$53,500. This is 360 times the cost of an I/M program and does not include bus operation and maintenance costs.

If the existing RideShare program were to assume the nearly 20,000 car commuters needed to match the CO reduction caused by an annual I/M program, the vehicle occupancy rate for this group would have to be increased from 1.08 people per car to 1.31 people per car.

It is unrealistic to assume that all 20,000 car commuters would carpool or use Citifare. Therefore, a split between Citifare and RideShare was analyzed.

If 50 percent of the 20,000 driving commuters went to existing carpools and 50 percent went to Citifare the car occupancy rate would increase to 1.2 and 100 new Citifare buses would be required. This would mean a capital outlay of 15 million dollars and make the cost of removing one ton of carbon monoxide over \$25,000. This figure does not include the annual operation and maintenance costs of the 100 new Citifare buses.

The following synopsis of this analysis will readily demonstrate why the Truckee Meadows Air Quality Task Force is actively pursuing I/M as soon as possible.

COSTS OF REDUCING
CARBON MONOXIDE POLLUTION
Through Control on the Commuting
Labor Force (88,449 cars)

<u>Control Measure</u>	<u>CO Reduced</u>	<u>Cost</u>
1. Annual Automobile I/M	9,000 tons/year	\$ 150 per ton
2. Citifare	9,000 tons/year	\$53,000 per ton
3. RideShare	9,000 tons/year	See (1)
4. a. 50% RideShare	a. 4,000 tons/year	See (2)
b. 50% Citifare	b. 4,000 tons/year	\$25,000 per ton

MEMBER AGENCIES OF THE
TRUCKEE MEADOWS AIR QUALITY TASK FORCE

1. Washoe County District Health Department
2. City of Reno
3. City of Sparks
4. Regional Transportation Commission
5. Nevada Highway Department
6. Regional Planning Commission
7. Nevada Department of Motor Vehicles
8. Nevada Division of Environmental Protection
9. Washoe County Airport Authority
10. Nevada Lung Association
11. Nevada Department of Transportation

TESTIMONY OF
RICHARD B. HOLMES, ASSISTANT DIRECTOR
CLARK COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING
BEFORE THE
ASSEMBLY COMMITTEE ON TRANSPORTATION

MR. CHAIRMAN, (BOB PRICE), AND MEMBERS OF THE COMMITTEE, MY NAME IS RICHARD B. HOLMES. I AM THE ASSISTANT DIRECTOR OF THE CLARK COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING. I AM APPEARING BEFORE YOU TODAY TO REITERATE CLARK COUNTY'S EARLIER RECOMMENDATIONS ON THIS BILL, WHICH WERE PRESENTED IN TESTIMONY BEFORE THE SENATE COMMITTEE ON HUMAN RESOURCES AND FACILITIES AND IN CORRESPONDENCE TO SENATOR NEAL.

CLARK COUNTY'S RECOMMENDATION IS THAT S.B. 284 SHOULD NOT BE PASSED. INSPECTION AND MAINTENANCE IS THE CORNERSTONE STRATEGY IN THE STATE IMPLEMENTATION PLAN FOR THE ATTAINMENT AND MAINTENANCE OF THE STATE HEALTH STANDARDS FOR CARBON MONOXIDE AND OZONE POLLUTION: BOTH OF WHICH ARE PRIMARILY CASUED BY MOTOR VEHICLE EMISSIONS IN LAS VEGAS VALLEY. WITHOUT A RESPONSIBLE INSPECTION AND MAINTENANCE PROGRAM, THE HEALTH LEVELS WILL NOT BE OBTAINED WITHIN A REASONABLE TIME FRAME.

HOWEVER, IF S.B. 284 IS PASSED, WE RECOMMEND THAT THE BILL BE MODIFIED TO PLACE DISCRETIONARY AUTHORITY FOR EARLY IMPLEMENTATION OF THE PROGRAM WITH THE STATE ENVIRONMENTAL COMMISSION. BY PLACING RESPONSIBILITY FOR EARLY IMPLEMENTATION WITH THE ENVIRONMENTAL COMMISSION AN EXCELLENT LINK BETWEEN THE REGULATORY BODY AND THE RESPONSIBILITY FOR ACTION IS PRESENT. IN THIS MANNER A GREATER DEGREE OF FLEXIBILITY FOR IMPLEMENTING STATE POLICY IS ESTABLISHED.

CLARK COUNTY SUPPORTS THE CONCEPT OF INSPECTION AND MAINTENANCE AS PRESENTED IN THE STATE IMPLEMENTATION PLAN AND URGES CONSIDERATION OF THESE RECOMMENDATIONS.

League of Women Voters of Nevada



SB 284

SB 284 is a typical response to a controversial idea. In this case instead of passing the problem up the ladder, it is being passed down the chain of command. Automobile Inspection and Maintenance is a State program with the State Environmental Commission and the Department of Motor Vehicles adopting the regulations and the Department of Motor Vehicles supervising the operation. Under Nevada's I/M program, DMV is responsible for licensing the private stations and inspectors, regularly inspecting the testing equipment, and checking inspection procedures on a random basis. The re-inspection of vehicles that did need repairs or the issuance of a waiver is also done by DMV. Under the county option that now exists and would continue should SB 284 pass, DMV is effected by the whim of the counties. For example, when Clark County inacted a mandatory I/M program, DMV geared up at their request. Likewise when they dicontinued the program, DMV had to disband that staff. The League feels that with a State program the State is the proper authority for making such decisions.

Automobile Inspection and Maintenance is a contoversial program. The public must be educated as to its benefits. Every state that has adopted the program has been faced with a public backlash at the program's beginning, similar to that which Clark County experienced. In those states where officials weathered the storm of public outcry and retained the I/M program, polls show that public acceptance increased.

Be honest. Be honest to yourselves and to the public. The two counties have already shown through action or nonaction that the local officials can not handle the public pressure which results from the locals instituting this State responsibility. Passing SB 284 is renegeing your responsibility and delaying I/M for another two years. You, not the locals, should make the decisions on I/M.

League of Women Voters of Nevada Ex. F



The question should then boil down to whether or not you - the legislature - want Automobile Inspection and Maintenance. Las Vegas and Reno do have air pollution problems. Both cities have experienced alert days this past year. Carbon monoxide has reached levels where it is unhealthy and unsafe for some of the citizens of Nevada. Since the problem now exists, the League would like the State to take corrective measures - regardless of the position of the Federal government. It is Nevada's problem and Nevada's responsibility to solve. If you believe in protecting the health of the citizens of this state, especially you in Washoe and Clark counties where your constituents are directly effected, then you should consider a remedy to this problem.

Automobile Inspection and Maintenance is one solution which has proven effective in areas with carbon monoxide problems. While other remedies such as improved traffic flows, prohibition of drive up windows, restriction on parking in downtown areas, etc. will result in lower levels of carbon monoxide, none is as effective as I/M. I/M is a solution that the League would hope the legislature would put into place July 1 of this year. To that end do not pass SB 234.