

EXECUTIVE AGENCY
FISCAL NOTE

AGENCY'S ESTIMATES

Date Prepared: March 19, 2015

Agency Submitting: Department of Motor Vehicles, Compliance Enforcement - Pollution Control

| Items of Revenue or Expense, or Both | Fiscal Year 2014-15 | Fiscal Year 2015-16 | Fiscal Year 2016-17 | Effect on Future Biennia |
|---|---------------------|---------------------|---------------------|--------------------------|
| Loss of Revenue - Light Duty / Heavy Duty Emission Certificates (Revenue) | | (\$280,482) | (\$284,130) | (\$576,528) |
| Establish Regulations (Expense) | \$2,240 | | | |
| Total | \$2,240 | (\$280,482) | (\$284,130) | (\$576,528) |

Explanation

(Use Additional Sheets of Attachments, if required)

BDR 40-675 Proposes to change the procedures for emission inspections upon initial testing. A motor vehicle presented for an inspection at an emission station will first be visually inspected to determine if the malfunction illumination light (MIL) or otherwise known as the check engine light is on while the engine is running, prior to initiating the emission inspection test. If the MIL is on, the inspector must end the test and notify the customer that: (1) the check engine light is on; (2) the motor vehicle will not pass the inspection with the check engine light on; and (3) there will be no charge for the inspection because the inspection cannot proceed while the MIL is on.

This bill conflicts with Title 40 Part 51 of the Code of Federal Regulations (CFR), Test Procedures and Requirements. 1) Initial tests (i.e., those occurring for the first time in a test cycle) shall be performed without repair or adjustment at the inspection facility, prior to the test, except as provided in paragraph (a)(10)(i) of this section (Gas Caps). Additionally, this bill will eliminate the educational resources that are currently provided to consumers after their initial failure (i.e. NRS 445b.825 and NAC 445b.590 Waiver of standards for emissions) which in turn may lead to financial hardship to motor vehicle owners. When an initial emission test is failed, the analyzer generates the codes associated with the failure, along with the dollar amount needed to be spent towards the repair depending on the county that the customer resides in order to receive a waiver from emissions and a listing of stations that are able to perform the repairs. As a result of the Bill, that educational piece will be eliminated. This change will not impact this programming method as there will still be failures unrelated to the MIL.

Name Cyndie Munoz

Title Deputy Chief of Administration

DEPARTMENT OF ADMINISTRATION'S COMMENTS

Date Wednesday, March 18, 2015

The agency's response appears reasonable.

Name James R. Wells, CPA

Title Interim Director