

BY: Senator Harris

AMENDMENTS TO HOUSE BILL NO. 788

(Third Reading File Bill - Second Printing)

AMENDMENT NO. 1

On page 1, in line 2, strike "Termination -"; in the same line, after "Repeal" insert "of Termination - Voluntary Dynamometer Testing"; in line 6, strike "initial"; in line 8, after "time;" insert "requiring the Administration to offer to owners of vehicles subject to testing under the State's emissions control program the option to voluntarily submit their vehicles to transient mass-emission testing utilizing a dynamometer and the IM 240 drive cycle;" in line 11, after "circumstances;" insert "defining a certain term;" and in line 21, strike "23-202(c)(1)" and substitute "23-202(b), (c)(1), and (d)".

AMENDMENT NO. 2

On page 2, after line 15, insert:

"(b) (1) The emissions CONTROL program shall provide for a biennial exhaust emissions test and emissions equipment and misfueling inspection for all vehicles of the 1977 model year and each model year thereafter.

(2) The emissions control program may not authorize an exhaust emissions test or emissions equipment and misfueling inspection for any vehicle of a model year earlier than the 1977 model year.";

in line 20, strike ", for an initial exhaust emissions test occurring"; and in line 21, strike "years 1998 through" and substitute "YEAR".

AMENDMENT NO. 3

On page 3, after line 12, insert:

"(d) (1) IN THIS SUBSECTION, "TRANSIENT MASS-EMISSION TESTING"

(Over)

MEANS AN EXHAUST EMISSIONS TEST UTILIZING A DYNAMOMETER TREADMILL DEVICE AND THE IM 240 DRIVING CYCLE REFERENCED UNDER 40 C.F.R. PART 51.

(2) Notwithstanding subsection (c)(6) of this section or any other provision of law, [during the period from January 1, 1995 through May 31, 1997,] the emissions control program established under this subtitle may not require for any vehicle other than a State-owned vehicle or, to the extent authorized by federal law, a federally-owned vehicle:

(i) Transient mass-emission testing [using the IM 240 driving cycle referenced under 40 C.F.R. Part 51];

(ii) An evaporative system integrity (pressure) test or an evaporative system transient purge test that requires the disconnection or manipulation of any engine component, including any hose or emissions equipment, that is located in the vehicle's engine compartment;

(iii) Removal of the driver from a vehicle being tested or inspected; or

(iv) On-road testing.

[2] (3) (i) The Administration, in consultation with the Secretary, shall [develop]:

1. OFFER TO OWNERS OF VEHICLES SUBJECT TO THE EMISSIONS CONTROL PROGRAM THE OPTION OF COMPLYING WITH THE EXHAUST EMISSIONS TEST REQUIREMENTS OF THIS SUBTITLE BY VOLUNTARILY SUBMITTING TO TRANSIENT MASS-EMISSION TESTING; AND

2. DEVELOP and offer to owners of vehicles subject to the emissions control program an incentive program designed to encourage voluntary submission to [the test described in item (1)(i) of this subsection] TRANSIENT MASS-EMISSION TESTING.

(ii) Notwithstanding the provisions of § 23-205(a)(2) and subsection (c)(1) of this section, the incentives offered under this paragraph may include reduced test fees, flexible test schedules, the waiver of late fees, the reduction of expenditures incurred for emissions

related repairs necessary to obtain a waiver, and any other cost-effective incentive that is consistent with State and federal law and is reasonably expected by the Administration to increase the number of vehicles that undergo [the test described in item (1)(i) of this subsection]
TRANSIENT MASS-EMISSION TESTING.

(iii) 1. The Administration shall notify vehicle owners of the opportunity to voluntarily submit a vehicle to [the] TRANSIENT MASS-EMISSION testing [described in subparagraph (i) of this paragraph].

2. The notice required under this subparagraph shall be:

A. Prominently displayed at all emissions inspection facilities; and

B. Included by the Administration in test notices and other mailings related to the emissions control program that are directed to vehicle owners.”.