



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY
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Douglas W. Domenech
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4020
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September 16, 2011

VIA ELECTRONIC MAIL

The Honorable Joe T. May, Chair
Joint Commission on Transportation Accountability
P.O. Box 2146
Leesburg, Virginia 20177

The Honorable Patricia S. Ticer, Chair
Senate Committee on Agriculture, Conservation and Natural Resources
City Hall
301 King Street, Room 2007
Alexandria, Virginia 22314

The Honorable Yvonne B. Miller, Chair
Senate Committee on Transportation
P.O. Box 452
Norfolk, Virginia 23501

Re: Report from the Vehicle Emissions Inspections Stakeholder Group

Dear Delegate May, Senator Ticer and Senator Miller:

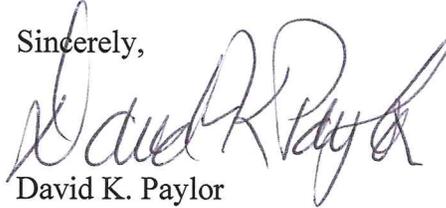
During the 2011 Session of the Virginia General Assembly, three bills were introduced relating to Virginia's motor vehicle emissions inspection program: House Bill 2029 (May), Senate Bill 1002 (Watkins) and Senate Bill 993 (Stuart). Pursuant to requests from the Joint Commission on Transportation Accountability, the Senate Committee on Agriculture, Conservation and Natural Resources and the Senate Committee on Transportation, the Department of Environmental Quality (DEQ) gathered stakeholders to consider the bills and make recommendations regarding the Vehicle Emissions Inspection program.

I am pleased to provide you with a copy of the "Report from the Vehicle Emissions Inspections Stakeholder Group." This report provides a brief description of the current motor

vehicle emissions inspection program and sets forth the issues discussed by the stakeholder group. The Vehicle Emissions Inspections Stakeholder Group met on June 13th, July 12th and August 3rd, 2011 to review and develop recommendations concerning the motor vehicle emissions inspection program in Virginia. Several technical presentations were provided by DEQ staff, an equipment vendor and an Inspection/Maintenance (I/M) program management company representative. Unfortunately, the Vehicle Emissions Inspections Stakeholder Group was unable to reach consensus on any recommendations.

If you have any questions concerning this report, please contact Angie Jenkins, Policy Director at (804) 698-4268.

Sincerely,

A handwritten signature in black ink, appearing to read "David K. Paylor". The signature is fluid and cursive, with a large initial "D" and "P".

David K. Paylor

cc: The Honorable John C. Watkins
The Honorable Richard H. Stuart
The Honorable Susan Clarke Schaar
Vehicle Emissions Inspections Stakeholder Group

MOTOR VEHICLE EMISSIONS INSPECTIONS

A Report from the Vehicle Emissions Inspections Stakeholder Group

September 2011

I. Executive Summary

This report is prepared by the Department of Environmental Quality (DEQ) to report the recommendations of the Stakeholder Group formed by DEQ pursuant to requests from the Senate Committee on Agriculture, Conservation, the Senate Committee on Transportation and Natural Resources and the Joint Commission on Transportation Accountability.

II. Background and Process

During the 2011 Session of the Virginia General Assembly, three bills were introduced relating to Virginia's motor vehicle emissions inspection program: House Bill 2029 (May), Senate Bill 1002 (Watkins) and Senate Bill 993 (Stuart). House Bill 2029 has been referred to the Joint Commission on Transportation Accountability for further study. Senate Bill 1002 was referred both to the Joint Commission on Transportation Accountability and to the Department of Environmental Quality with a request for further study and Senate Bill 993 was referred to the Department of Environmental Quality with a request for further study. The Senate Committee on Agriculture, Conservation and Natural Resources, the Senate Committee on Transportation and the Joint Commission on Transportation Accountability requested that DEQ gather stakeholders to consider the bills and make recommendations regarding the Vehicle Emissions Inspection program. The requests from these committees are provided in Attachment A.

DEQ posted a notice on Virginia's Regulatory Town Hall in May 2011 seeking interested persons to participate on this representative stakeholder group, known as the "Vehicle Emissions Inspections Stakeholder Group." The Vehicle Emissions Inspections Stakeholder Group members are listed in Attachment B.

The Vehicle Emissions Inspections Stakeholder Group met on June 13th, July 12th and August 3rd, 2011 to review and develop recommendations concerning the motor vehicle emissions inspection program in Virginia.

Consensus was tested with respect to each recommendation proposed by the group, with the level of interest defined as follows:

- 3 – Strongly Support
- 2 – Some reservations, but will not oppose it
- 1 – Not support and may actively oppose it

Consensus would be achieved so long as all members *present* indicated a level of interest of "2" or "3". No consensus would be reached if any one member expressed a level of interest of "1."

It is important to note that when convening a stakeholder group, assuring representation in equal numbers among varying interests can be a challenge. Moreover, it can be difficult for all members of the stakeholder group to attend all meetings of the group. Accordingly, the actual number of people responding in a particular way in a straw poll is less significant than the overall view of whether consensus could be obtained and the concerns expressed about why consensus could not be achieved.

The Vehicle Emissions Inspections Stakeholder Group was unable to reach consensus on any recommendations.

III. Current Motor Vehicle Emissions Control Program

The Virginia Motor Vehicle Emissions Control statute sets forth the basic parameters for the State Air Pollution Control Board (Air Board) to follow in the development of regulations necessary to implement Virginia's Motor Vehicle Emissions Control programs. *See Virginia Code § 46.2-1176 et seq.* The Motor Vehicle Emissions Control statute and implementing program were developed to comply with provisions of the federal Clean Air Act requiring the development of an emissions inspections program for certain areas of Virginia. The statute was amended in 1995 to establish a decentralized, test and repair emissions inspection program for motor vehicle emissions inspections in Northern Virginia. The statute specifies the tailpipe testing procedures (and equipment) required to become a certified emissions inspection station in addition to meeting Federal requirements.

The Virginia Motor Vehicle Emissions Control statute also requires an on-road emissions testing program, including the collection of data and information necessary to comply with the federal Clean Air Act, random testing of motor vehicle emissions, procedures to notify owners of test results, and assessment of civil charges for noncompliance with emissions standards adopted by the State Air Pollution Control Board to identify gross violators. *See Virginia Code § 46.2-1178.1.* Additionally, the Code provides that if on-road testing indicates that a motor vehicle satisfies certain emissions standards established by the Air Board, then the on-road testing may be considered proof of compliance and may be used to satisfy the requirements for a biennial inspection.

Emissions inspections

Currently, biennial emissions inspections are required for motor vehicles in the Northern Virginia Program Area which includes: the Counties of Arlington, Fairfax, Loudoun, Prince William and Stafford; and the Cities of: Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. More than 1.7 million vehicles are subject to the emissions inspection program in Northern Virginia. There are more than 500 emissions inspection stations in the Northern Virginia Program Area with more than 1,650 licensed emissions inspectors. There are two basic types of emissions inspections performed in the inspection stations: tailpipe testing (including two-speed idle testing and acceleration simulation mode testing using a dynamometer) and on-board diagnostic testing (most 1996 and newer vehicles). In 2010, tailpipe tests accounted for approximately 10.2% of all emissions inspection tests.

On-road testing

On-road testing (also referred to as remote sensing) is a method of measuring a vehicle's exhaust pollutants as the vehicle is being operated on a roadway. The Virginia on-road testing program currently is being used primarily to identify gross polluting vehicles for repair (following a confirmation test) and to provide data for the emissions inspection program evaluation.

Additionally, vehicles that are determined by on-road testing to be very clean, and that meet other requirements, may be deemed to have satisfied their biennial inspection requirements. On an annual basis, approximately 850,000 vehicles are required to have an emissions inspection. Approximately 320,000 vehicles are observed using on-road testing. Vehicles clean screened under the current program equal the number of vehicles issued notices of violation as gross polluting vehicles from the on-road testing program. The current on-road testing program operates through a \$400,000 contract that requires a specific number of observations.

IV. Stakeholder Group Discussions

The Vehicle Emissions Inspections Stakeholder Group met on June 13th, July 12th and August 3rd, 2011 to review and develop recommendations concerning the motor vehicle emissions inspection program in Virginia. Several technical presentations were provided by DEQ staff, an equipment vendor, and an Inspection/Maintenance (I/M) program management company representative. The Vehicle Emissions Inspections Stakeholder Group was unable to reach consensus on any recommendations.

On-Road Testing / Clean-Screening

The group spent a significant amount of time discussing on-road testing and clean screening. The group discussed options for both expanding and reducing the on-road testing program and was unable to reach consensus with respect to a recommendation for the on-road testing program.

The following recommendations were considered with respect to on-road testing.

NO CONSENSUS was reached on a proposal by a representative of emissions inspection stations that would limit the use of on-road testing. Specifically, the recommendation provided that:

- Any use of on-road testing (clean screen) be limited to and only for the purpose of program validation.
- Any use of on-road testing (clean screen) be limited to no greater than ½ of 1 percent of the vehicles tested in a designated area.
- To maximize technical advances, reduce costs and increase competition, U.S. Environmental Protection Agency-acceptable alternatives to on-road testing be considered and permitted, and if used, for the sole purpose of program validation and not to exceed ½ of 1 percent of vehicles tested in a designated area.

Group members favoring this recommendation asserted the following:

- Research and studies indicate that on-road testing is an inferior inspection when compared to on-site inspections at a certified emissions inspection station.
- Increasing the use of on-road testing may increase the risk of loss of air quality credits which could result in adverse ramifications such as highway funding

restrictions, additional emissions controls on business, restrictions on activities like mowing grass etc.

- EPA's website indicates that on-road testing should be used for program validation and should not take the place of on-site inspections. Many variables can impact the on-road test and make it invalid, including; background interference, excessive vehicle load, etc. On-site testing is conducted in a very controlled environment.
- Increased use of on-road testing will result in fewer on-site tests which, in turn, will reduce the demand for certified inspectors jeopardizing their jobs. It's been estimated by representatives of the inspection stations that the numbers of jobs lost as a result of the legislation proposed during the 2011 General Assembly Session is 600 inspectors in Northern Virginia and potentially thousands if the program is expanded to additional areas of the state.
- At least one stakeholder asserted that there is no demand from the public for this type of testing. This stakeholder suggested that there have been no complaints regarding the convenience of on-site testing and added that there have been more complaints from the 388 notices of violation sent to owners because of the on-road test inspections than there have been complaints from the inspections conducted at the on-site testing facilities over the past 2 1/2 years.
- The extremely high number of false positives (i.e, the motorist gets a notice of violation as a result of on-road testing, then passes the confirmation inspection test at the inspection station) is 50 percent higher than the number of cars that are given a notice and repaired in the station and that is problematic.
- During an in-station test, an inspector can see the malfunction indicator light and repair the vehicle; this is not possible with on-road testing, which is only a one-second test.
- On-road testing is not a valid test for NOx or hydrocarbons. These stakeholders added that there is a study that indicated that the dynamometer test is the most effective method to identify dirty cars and that the OBD (on-board diagnostic test) is the next most effective method. Based upon numbers generated today, one stakeholder estimated that Virginia is spending over \$5,000.00 in taxpayer dollars for each valid notice of violation issued under on-road testing.
- On-road testing does not use a drive-cycle approach to testing which has been shown to be the most effective method for measuring emissions.

Group members opposed to this recommendation to limit on-road testing noted the following:

- Representatives of on-road sensing questioned the accuracy of assertions that remote sensing is an inferior test. Although remote sensing is a different type of

test from the in-station test, they asserted that DEQ staff have indicated that they have a great deal of confidence that remote sensing is an accurate test for identifying high emitting vehicles.

- Any credit reduction for clean screening is offset by identifying and cleaning-up vehicles out of cycle through the on-road testing of high emitting vehicles and is a benefit to the program.
- Concerns regarding false positives with respect to on-road testing were evaluated and addressed in a study in California where vehicles were immediately pulled over after on-road testing identified them as high emitters and the on-road test was determined to be 90 percent accurate in identifying those high emitting vehicles. One factor that may result in false positives is due to the time elapsed between the on-road testing and when the vehicle is presented for a verification test due to the action taken by the vehicle owner to address the problem prior to the verification test.
- The U.S. EPA has and continues to evaluate remote sensing and supports the use of remote sensing for vehicle testing.
- A concern was raised that the result of this recommendation would be that the identification and repair of dirty vehicles occurring under the current program would cease if on-road testing is limited to program validation only and that the removal of those dirty cars is important.
- A concern was raised that limiting remote sensing to ½ of 1 percent of vehicles in the designated area was too restrictive and limits the potential program benefits that on-road testing can contribute to a vehicle inspection/maintenance program.
- At least one stakeholder expressed his belief that more information is needed to identify how much, i.e., what percentage of vehicles should be subject to on-road testing to ensure program effectiveness. It also was suggested that finding more dirty vehicles out of cycle would generate much more repair business for certified repair stations.

NO CONSENSUS was reached on a proposal by a representative of an on-road testing manufacturer that would expand on-road testing and clean screening in Virginia. Specifically, the recommendation provided that:

- Expand clean screening of vehicles to no more than 30 percent of vehicles subject to the program in Northern Virginia.
- Cost for a clean screen inspection would be \$26.00.
- The clean screen inspection is a voluntary expense for consumers, who should be provided the option.

Group members favoring this recommendation asserted the following:

- Clean screen rewards motorists who maintain clean running low polluting vehicles.
- Allows a vehicle to be exempt from a traditional vehicle inspection saving the motorist both time and money.
- Clean screening is about motorist choice and convenience. Clean screening is not mandatory.
- The U.S. EPA has and continues to evaluate remote sensing and supports the use of remote sensing for vehicle testing.
- Representatives of on-road sensing questioned the accuracy of assertions that remote sensing is an inferior test. Although remote sensing is a different type of test from the in-station test, they asserted that DEQ staff have indicated that they have a great deal of confidence that remote sensing is an accurate test for identifying high emitting vehicles.
- Any credit reduction for clean screening is offset by identifying and cleaning-up vehicles out of cycle through the on-road testing of high emitting vehicles and is a benefit to the program.
- Concerns regarding false positives with respect to on-road testing were evaluated and addressed in a study in California where vehicles were immediately pulled over after on-road testing identified them as high emitters and the on-road test was determined to be 90 percent accurate in identifying those high emitting vehicles. One factor that may result in false positives is due to the time elapsed between the on-road testing and when the vehicle is presented for a verification test due to the action taken by the vehicle owner to address the problem prior to the verification test.

Group members opposed to this recommendation to expand on-road testing and clean screening in Virginia expressed the following concerns:

- Objection was expressed to the suggestion that clean screening could save consumers an estimated 2 hours (in travel and testing time).
- Questions were raised as to the valuation of the testing charge of \$26.00 for what they believe is a one-second test.
- Research and studies indicate that on-road testing is an inferior inspection when compared to on-site inspections at a certified emissions inspection station.
- Increasing the use of on-road testing may increase the risk of loss of air quality

credits which could result in adverse ramifications such as highway funding restrictions, additional emissions controls on business, restrictions on activities like mowing grass etc.

- EPA's website indicates that on-road testing should be used for program validation and should not take the place of on-site inspections. Many variables can impact the on-road test and make it invalid, including; background interference, excessive vehicle load, etc. On-site testing is conducted in a very controlled environment.
- Increased use of on-road testing will result in fewer on-site tests which, in turn, will reduce the demand for certified inspectors jeopardizing their jobs. It's been estimated by representatives of the inspection stations that the numbers of jobs lost as a result of the legislation proposed during the 2011 General Assembly Session is 600 inspectors in Northern Virginia and potentially thousands if the program is expanded to additional areas of the state.
- At least one stakeholder asserted that there is no demand from the public for this type of testing. This stakeholder suggested that there have been no complaints regarding the convenience of on-site testing and added that there have been more complaints from the 388 notices of violation sent to owners because of the on-road test inspections than there have been complaints from the inspections conducted at the on-site testing facilities over the past 2 1/2 years.
- The extremely high number of false positives (i.e, the motorist gets a notice of violation as a result of on-road testing, then passes the confirmation inspection test at the inspection station) is 50 percent higher than the number of cars that are given a notice and repaired in the station and that is problematic.
- During an in-station test, an inspector can see the malfunction indicator light and repair the vehicle; this is not possible with on-road testing, which is only a one-second test.
- On-road testing is not a valid test for NOx or hydrocarbons. These stakeholders added that there is a study that indicated that the dynamometer test is the most effective method to identify dirty cars and that the OBD (on-board diagnostic test) is the next most effective method. Based upon numbers generated today, one stakeholder estimated that Virginia is spending over \$5,000.00 in taxpayer dollars for each valid notice of violation issued under on-road testing.
- On-road testing does not use a drive-cycle approach to testing which has been shown to be the most effective method for measuring emissions.

Legislation v. Regulation

The group also discussed whether specific equipment requirements for the vehicle emissions inspection program should continue to be set forth in Code rather than being designated through a regulatory process.

The following recommendation was considered with respect to a preference for a legislative rather than a regulatory approach.

NO CONSENSUS was reached on a recommendation that for all types of vehicles emissions inspections and maintenance programs required in Virginia, including both enhanced and basic programs, that the Code of Virginia/statute, and not a regulatory process by DEQ, designate the major component equipment and process to be used.

Group members favoring this approach asserted the following:

- The General Assembly should maintain control over specifying the equipment and the procedures used in the implementation of the current vehicle emissions inspection program in Northern Virginia and any subsequent programs and that designation of the equipment required to become a certified inspection station should not be left to a regulatory process.
- At least one stakeholder stated his belief that transparency in the regulatory process didn't mean accountability and that the legislature is more accountable. He stated his belief that the legislature also may be more responsive to concerns of employment than he believed a regulatory agency would be.

Other group members expressed concern with this approach, noting the following:

- Listing of specific procedures/equipment in legislation could lead to confusion if all equipment is not specifically captured in the legislative description, gas cap testers were given as an example of necessary equipment not specified in Code.

Managed I/M Program Approach

The group discussed a managed I/M program approach for managing and administering the vehicle emissions inspection program.

The following recommendation was considered with respect to considering a managed I/M program approach in Virginia.

NO CONSENSUS was reached on the recommendation that as DEQ considers changes/improvements to the vehicle emissions inspection program going forward that it consider a managed I/M program approach that would include equipment upgrade options that would be desired by the inspection industry and allow for cost-effective solutions consistent with state requirements.

Group members favoring this recommendation noted the following:

- Primary benefit of a managed program is a single point of responsibility - a single contractor provides assurance that changes can be made and problems resolved quickly and efficiently.
- No unanticipated costs throughout entire contract period.
- Fully financed by contractor -- No upfront costs to stations or the Commonwealth.

Group members opposed to this recommendation raised the following concerns:

- Too many unanswered questions/issues surrounding the state procurement process and associated details of a managed approach program at this time.
- At least one group member expressed his concern that this recommendation was in conflict with an earlier recommendation which he supported that the legislature, not the agency, should designate the specific equipment and program parameters for the vehicle emissions inspection program.

Attachment A

RECEIVED

SENATE OF VIRGINIA

FEB 28 2011

DEQ-OD

PATRICIA S. TICER
30TH SENATORIAL DISTRICT
PART OF ARLINGTON AND FAIRFAX COUNTIES;
AND PART OF THE CITY OF ALEXANDRIA
301 KING STREET
ALEXANDRIA, VIRGINIA 22314
(703) 549-5770
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DISTRICT30@SENATE.VIRGINIA.GOV



COMMITTEE ASSIGNMENTS:
AGRICULTURE, CONSERVATION AND
NATURAL RESOURCES, CHAIR
LOCAL GOVERNMENT
REHABILITATION AND SOCIAL SERVICES
TRANSPORTATION
RULES

February 24, 2011

To: Virginia Department of Environmental Quality
Joint Commission on Transportation and Accountability
Virginia Gasoline Marketers Council
Virginia Automotive Association

CORRECTED LETTER

Re: *Senate Bill 1002* (Corrected Number)

During the 2011 session of the Virginia General Assembly, the Senate Committee on Agriculture, Conservation and Natural Resources considered SB 1002 which was introduced by Senator John Watkins. The Committee voted to "pass by indefinitely" this bill, along with a request that a letter be written to the Virginia Department of Environmental Quality (DEQ), the Joint Commission on Transportation and Accountability, the Virginia Gasoline Marketers Council and the Virginia Automotive Association.

The purpose of this letter is to request, on behalf of the Senate Committee on Agriculture, Conservation and Natural Resources, that while keeping the Joint Commission on Transportation and Accountability advised, representatives of these associations meet with DEQ to jointly address and hopefully recommend changes to the emissions inspection and maintenance programs which are cost effective to the public and the inspection providers, convenient to motorists, recognize the importance of continued involvement by inspection providers, encourage competition in types of equipment utilized, and comply with the Clean Air Act.

Respectfully,

A handwritten signature in cursive script that reads "Patricia S. Ticer".

Patricia S. Ticer, Chair

Agriculture, Conservation & Natural Resources Committee

cc: The Honorable John C. Watkins
General Assembly Building, Room 331

✓ David K. Paylor, Agency Director
VA Department of Environmental Quality
629 East Main Street
Post Office Box 1105
Richmond, VA 23218

Steve Akridge, Executive Director
Virginia Automotive Association
6126 Fox Haven Place
Midlothian, VA 23112

Bruce B. Keeney, Sr., Legislative Counsel
Virginia Gasoline Marketers Council, and
Virginia Automotive Association
118 North Eighth Street
Richmond, VA 23219

Roy Page, President
Virginia Gasoline Marketers Council
P. O. Box 970
Newington, VA 22122

COMMONWEALTH OF VIRGINIA

RECEIVED

MAR 08 2011

DEQ-OD

SUSAN CLARKE SCHAAR
CLERK OF THE SENATE
P.O. BOX 396
RICHMOND, VIRGINIA 23218



SENATE

March 4, 2011

David K. Paylor, Director
Department of Environmental Quality
629 E. Main Street
Richmond, VA 23219

Dear Mr. Paylor:

This is to inform you that, pursuant to Rule 20 (l) of the Rules of the Senate of Virginia, the subject matter contained in Senate Bill 993 has been referred by the Senate Committee on Transportation to the Department of Environmental Quality and the organizations representing emissions inspection providers for study. It is requested that the appropriate committee chair and bill patron receive a written report, with a copy to this office, by November 1, 2011.

With kind regards, I am

Sincerely yours,

A handwritten signature in cursive script, reading "Susan Clarke Schaar".

Susan Clarke Schaar

SCS:dhl

cc: Sen. Yvonne B. Miller, Chair, Senate Committee on Transportation
Sen. Phillip P. Puckett, Acting Chair 2011 Session, Senate Committee on Transportation
Sen. Richard H. Stuart, Patron of SB 993
Steve Akridge, Virginia Automotive Association
Bruce B. Keeney, Sr., Legislative Counsel, Virginia Gasoline Marketers Council
Roy Page, Virginia Gasoline Marketers Council



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

JOE T. MAY
POST OFFICE BOX 2146
LEESBURG, VIRGINIA 20177-7538

April 20, 2011

COMMITTEE ASSIGNMENTS:
SCIENCE AND TECHNOLOGY (CHAIRMAN)
TRANSPORTATION
APPROPRIATIONS

THIRTY-THIRD DISTRICT

David K. Paylor, Director
Department of Environmental Quality
P.O. Box 1105
Richmond, Virginia 23218

David
Dear Mr. Paylor:

Re: Senate Bill 1002/ House Bill 2029

During the 2011 session of the Virginia General Assembly, three bills were introduced relating to Virginia's vehicle emissions inspection program: House Bill 2029 (May), Senate Bill 1002 (Watkins) and Senate Bill 993 (Stuart). As you may recall, House Bill 2029 has been referred to the Joint Commission on Transportation Accountability for further study. Senate Bill 1002 was referred both to the Joint Commission on Transportation Accountability and to the Department of Environmental Quality with a request for further study and Senate Bill 993 has been referred to the Department of Environmental Quality with a request for further study.

The purpose of this letter is to request that you convene a representative group of stakeholders, including industry representatives as well as consumers and citizen representatives, to consider and make recommendations to achieve the policy goals identified by Senate Bill 1002, House Bill 2029 and Senate Bill 993 and report back to the Joint Commission on Transportation Accountability as soon as possible but by no later than November 1, 2011 on the group's recommendations.

Thank you for your assistance in this matter.

Sincerely yours,

Joe T. May

JTM/deq.jtm

**VEHICLE EMISSIONS INSPECTIONS PROGRAM
STAKEHOLDER GROUP**

	NAME	AFFILIATION	ALTERNATE
1.	Don Hall 804-359-3578 DHall@VADA.com	Virginia Automobile Dealers Association	Anne Gambardella 804-545-3006 AGambardella@VADA.com
2.	Bill Dell 520-906-1784 Bill.dell@systechportal.com	SysTech International LLC	
3.	Joel Unverzagt Joel.Unverzagt@esph.com	Environmental Systems Products (Remote Sensing Equipment Manufacturer/Operator)	Drew Rau 303-456-7035 Drew.rau@co.etest.com
4.	Michele Satturland 804-649-8847 msatterlaund@macbur.com	Macaulay & Burtch	Alexander Macaulay alex@macbur.com or Hunter Jamerson (804) 649-0985 Hunter@macbur.com
5.	Bruce Keeney 804-643-0312 KeeneyGroup@gmail.com	Virginia Gasoline Marketers Council (VGMC) / Virginia Automotive Association (legislative counsel)	Bo Keeney 804-643-0312 KeeneyGroup@gmail.com
6.	William McGillicuddy (Arlington) 703-759-3470 billmcgillicuddy@aol.com	Virginia Gasoline Marketers Council (legislative committee chair) Owns emissions inspection test center	
7.	Scott Brown (Springfield) 703-247-2348 sevenbrowns@mac.com	Virginia Automotive Association (Board of Directors) VGMC (legislative committee member) Owner – emissions inspection center, auto repair facility, independent gasoline retail operation; partial owner in multiple auto repair facilities in NOVA	
8.	Steven Harrell (Fairfax)	Virginia Automotive Association (Board of Directors)	Ron Harrell

Attachment B

	703-451-8040 sharrell@capservinc.com	VGMC (legislative committee member) Ownership interest in multiple service station and auto repair facilities, including emissions inspection test center	
9.	Steve Akridge 804-739-1400 sakridge@verizon.net	Virginia Automotive Association, Executive Director	
10.	Gee Faison (Virginia Beach) baysidetire@yahoo.com	VGMC (member) Owner – independent service station and tire dealership	
11.	Emmerson Miles (Richmond) 804-262-2787 milesauto@aol.com	Virginia Automotive Association (Board of Directors) Owner – tire dealer and auto repair facility	
12.	John Kline (Midlothian) 804-744-1425 jkline@odtdirect.com	Virginia Automotive Association (Board of Directors) Owner – tire dealer and auto repair facility	
13.	Mark Anderton (Virginia Beach) 757-635-1628 admin@shoredriveshell.com	Virginia Automotive Association (member) Owner – auto repair facility	
14.	Tom Webster 269.544.3609 Tom.webster@spx.com	SPX Service Solutions	Dan Sampson 269-544-3607 Dan.sampson@spx.com
15.	Martha Meade 804-323-6510 mmeade@aaamidatlantic.com	AAA Mid-Atlantic	Brian Ball 804-420-6426 bball@williamsmullen.com