

Northwest Automotive Trades Association

Board of Directors Meeting by telephone

February 11, 2009

PRESENT: Bob Anderson, Frank Bowen, Kurt Garbe, Jim Jones, Ron Reichen, Catherine Skiens, Sharree Strausbaugh, Mary Ann Trout

ABSENT: Jeff Asher, Ross Bradshaw, Rick Field, Jerry Geiszler, Jerry Titus, Vince Vierck

LOBBYIST: Darrell Fuller

STAFF: Barbara Crest

President Bob Anderson called the telephone meeting to order at 11:10 a.m., and noted that a quorum of the Board of Directors was present for the meeting.

Legislative Update:

NATA's lobbyist Darrell Fuller reported to the Board on issues for discussion today:

HB 2186, Greenhouse Gas Emission Reduction Goals, Authorizes Environmental Quality Commission to adopt rules to help state to achieve greenhouse gas emissions reduction goals. Specifies rules that commission may adopt.

There are two sections specifically affecting NATA members:

"d) Restrictions and prohibitions on the sale and distribution of after-market motor vehicle parts, including but not limited to tires, if alternatives are available that decrease greenhouse gas emissions from motor vehicles;

(e) Requirements for motor vehicle service providers to check and inflate tire pressure according to manufacturer recommended specifications..."

HB 2268, Requiring customer authorization for vehicle repairs over \$100
SB 607,

Bills (no number yet) to allow DEQ to charge registration fee (to allow EcoBiz shops to either pay a registration fee or go through a permitting process for new NESHAP regulations (Clean Air Act); DEQ Budget Bill; metal theft and catalytic converter bills, etc.

HB 2186: Frank Bowen expressed extreme concern regarding the sentence "d) Restrictions and prohibitions on the sale and distribution of after-market motor vehicle parts, including but not limited to tires, if alternatives are available that decrease greenhouse gas emissions from motor vehicles." Crest reported that there many phone calls to the NATA office expressing the same grave concern over this sentence. Specifically AAIA, SEMA, and the Tire Manufacturers will wade into amending this section of the bill. Crest had many conversations with Andy Ginsberg, DEQ Portland Air Quality Manager, about amending this part of the bill. He explained the bill was written too broadly, and is really

meant to following the California Air Resources Board's efforts to reduce greenhouse gas emissions where there is a regulatory structure in place to implement GHG rules. **The Board agreed we want to be on the team to help decide the direction of this bill and gave Crest and Fuller the authority to negotiate aspects of the bill affecting NATA aftermarket membership.** Bob Anderson was unsure how rolling resistance was measured on tires, so how would that be measured?

Bob also stated that the DEQ is looking to NATA for our expertise in these areas, and that we should participate in amending this bill.

HB 2286: Crest called the Attorney General's office to get information about the bill. The person who drafted the bill did not get feedback from NATA or other vehicle repairers about the bill. NATA was invited to participate in discussions about amending the bill. Frank Bowen asked if the bill affects machine shops? (no) The Board agreed it is important to continue working with the AG's office to reach optimum understanding of the vehicle repair and customer transaction.

SB 617: Prohibits insurers and other financially interested third parties from influencing motor vehicle service and repair decisions and practices, etc. Because NATA members constitute a split between DRP and non-DRP shops, the NATA Board has taken on neutral position on this bill.

Fuller asked for Board authority to work with the Oregon Small Business Coalition (OSBC) to represent NATA in that group; the Board agreed. Since there will be tow-related bills, the Board gave Jeff Asher and Darrell Fuller the authority to negotiate for NATA on these bills, and HB2578, the predatory tow bill. The Board also agreed to move forward with caution on 2009 legislative matters.

The Board adjourned at 1 p.m.