

State of North Carolina

**Final**

**State Implementation Plan Revision  
Inspection and Maintenance (I&M) Program**



*Environmental  
Quality*

**Department of Environmental Quality**

**Division of Air Quality**

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# Table of Contents

INTRODUCTION .....	1
A. APPLICABILITY (40 CFR §51.350) .....	3
B. ENHANCED I&M PERFORMANCE STANDARD (40 CFR §51.351) .....	5
C. BASIC I&M PERFORMANCE STANDARD (40 CFR §51.352) .....	6
D. NETWORK TYPE AND PROGRAM EVALUATION (40 CFR §51.353) .....	6
E. ADEQUATE TOOLS AND RESOURCES (40 CFR §51.354) .....	6
F. TEST FREQUENCY AND CONVENIENCE (40 CFR §51.355).....	7
G. VEHICLE COVERAGE (40 CFR §51.356) .....	8
H. TEST PROCEDURES AND STANDARDS (40 CFR §51.357) .....	9
I. TEST EQUIPMENT (40 CFR §51.358).....	10
J. QUALITY CONTROL (40 CFR §51.359).....	10
K. WAIVERS AND COMPLIANCE VIA DIAGNOSTIC INSPECTION (40 CFR §51.360).....	11
L. MOTORIST COMPLIANCE ENFORCEMENT (40 CFR §51.361) .....	12
M. MOTORIST COMPLIANCE ENFORCEMENT PROGRAM OVERSIGHT (40 CFR §51.362)..	13
N. QUALITY ASSURANCE (40 CFR §51.363).....	13
O. ENFORCMENT AGAINST CONTRACTORS, STATIONS AND INSPECTORS (40 CFR §51.364) .....	14
P. DATA COLLECTION (40 CFR §51.365) .....	14
Q. DATA ANALYSIS AND REPORTING (40 CFR §51.366) .....	14
R. INSPECTOR TRAINING AND LICENSING OR CERTIFICATION (40 CFR §51.367).....	15
S. PUBLIC INFORMATION AND COSUMER PROTECTION (40 CFR §51.368) .....	15
T. IMPROVING REPAIR EFFECTIVENESS (40 CFR §51.369).....	16
U. COMPLIANCE WITH RECALL NOTICES (40 CFR §51.370).....	16
V. ON ROAD TESTING (40 CFR §51.371) .....	16

## List of Appendices

- Appendix 1: Statutory Authority
- Appendix 2: I&M Rules and Regulations
- Appendix 3: ZIP Code Listing Covering All I&M Areas
- Appendix 4: MOVES Performance Standard Evaluation Tables
- Appendix 5: I&M Budget: Fiscal Years 2016-2017
- Appendix 6: Number of Vehicles Included in the I&M Program
- Appendix 7: Quality Control Procedures
- Appendix 8: Record Keeping and Document Security
- Appendix 9: Equipment Specifications
- Appendix 10: Enforcement Procedures
- Appendix 11: Enforcement Oversight Procedures
- Appendix 12: Quality Assurance Procedures
- ~~Appendix 13: List of Abbreviations~~
- ~~Appendix 13: Public Hearing Notice Report, Comments Received and Responses~~
- ~~List of Abbreviations~~

# State of North Carolina

## Implementation Plan for Inspection and Maintenance Program

### INTRODUCTION

The State of North Carolina implemented a Motor Vehicle Inspection and Maintenance (I&M) program under Environmental Protection Agency (EPA) regulations in Code of Federal Regulations (CFR) 40 CFR Part 51. The implementation of this program continues to be an integral part of North Carolina's plan to attain and maintain compliance with the National Ambient Air Quality Standards (NAAQS) for ozone (O<sub>3</sub>) and carbon monoxide (CO).

The Division of Motor Vehicles (DMV), License and Theft Bureau, has operational responsibility for the I&M program, and has created rules for implementing and monitoring the program under the North Carolina Administrative Code (NCAC) Title 19A 03D .0500. The Division of Air Quality (DAQ) provides technical support to DMV's administration of North Carolina's I&M program. In addition, the DAQ develops specifications for the program and certifies the emissions testing equipment used in the program.

The North Carolina I&M program began in 1982 in Mecklenburg County, from 1986 through 1991, the program expanded to include eight additional counties, based on a "tail-pipe" emissions test. In 1999, the North Carolina General Assembly passed legislation to require an On-Board Diagnostic II (OBD) I&M program in not only the counties required to have an I&M program under 40 CFR 51.350(a), but also in other counties in the State that may need the additional emission reductions to achieve the 1997 8-hour ozone standard. Starting in October 2002, the original nine counties converted from tail-pipe testing to the new OBD emissions testing for all model year (MY) 1996 and newer light duty gasoline vehicles and continued tail-pipe testing of MY 1995 and older vehicles. The program began to expand from nine counties starting July 1, 2003, to a total of 48 counties on January 1, 2006. At the time of full implementation of the OBD program, inspection stations were performing the OBD emissions test on MY 1996 and newer vehicles, and tailpipe testing for MY 1995 and older vehicles were discontinued.

In 2002, North Carolina inspection stations performed over 2.5 million vehicle emission inspections. As the new I&M counties were added, the number of inspections was expected to rise to a high of about 3.5 million inspections but then dip to a lower figure when all tail pipe testing ended on Dec 31, 2005. The actual number of OBD inspections has varied from 4.2 to 5.0 million since 2006, due to higher than expected fleet turnover and population growth.

On November 1, 2008, the State ended the use of paper stickers and began the process of aligning vehicle inspection expiration and registration renewal dates by using electronic inspection authorizations. By aligning the two dates the State intended to improve the vehicle compliance rate since vehicles will be required to have a passing OBD inspection no more than 90 days prior to the vehicle registration expiration date to renew their registration.

In 2012, Session Law 2012-199 enacted by the North Carolina General Assembly required the Department of Environment and Natural Resources to submit for approval the emissions inspection program changes provided in Section 1 of this act to the EPA as an amendment to the North Carolina State Implementation Plan under the federal Clean Air Act to incorporate an exemption from an emission inspection for the three newest model year vehicles with less than 70,000 miles on the odometer. In addition, Session Law 2011-95 enacted by the North Carolina General Assembly exempts plug-in electric vehicles from the emissions inspection requirement.

The 2017 session of the North Carolina General Assembly enacted Senate Bill 131 (An Act to Provide Further Regulatory Relief to the Citizens of North Carolina). Section 3.5.(a) of the Act amended *North Carolina General Statute (NCGS) §143-215.107A(c)* to remove 26 of 48 counties (Brunswick, Burke, Caldwell, Carteret, Catawba, Chatham, Cleveland, Craven, Edgecombe, Granville, Harnett, Haywood, Henderson, Lenoir, Moore, Nash, Orange, Pitt, Robeson, Rutherford, Stanley, Stokes, Surry, Wayne, Wilkes, and Wilson) from the emissions inspection requirements of North Carolina’s I&M program. For the 22 counties remaining in the emissions inspection program, the Act also amended NCGS §143-215.107A by changing the MY vehicle coverage to within 20 years of the current year.

## A. APPLICABILITY (40 CFR §51.350)

1. In North Carolina, Table 1 below lists the counties required to have an I&M program as described in *40 CFR 51.350(a)*, due to being designated nonattainment for CO or moderate for O<sub>3</sub>. Although only part of Granville County was designated Moderate nonattainment for the 1-hour O<sub>3</sub> standard, the whole county was subject to the I&M program. Similarly, with Iredell County, where only a portion of the county was designated as moderate for the 8-hour O<sub>3</sub> standard, the whole county is subject to the I&M program.

**Table 1. Counties Subject to I&M Program Based on Previous Nonattainment Designations**

County	Ozone NAAQS	Previous Designation Status	Total No. Vehicle Inspections in 2016	Total I&M Vehicles (Model Years 1996-2014) as a Percentage of All Registered Vehicles
Cabarrus <sup>1</sup>	1997 8-hour	Maintenance	113,120	77
	2008 8-hour	Maintenance		
Davidson <sup>2</sup>	1979 1-hour	Maintenance	102,134	77
Durham <sup>3</sup>	1979 1-hour	Maintenance	150,261	79
	1997 8-hour			
Forsyth <sup>3</sup>	1979 1-hour	Maintenance	216,368	79
Gaston <sup>1</sup>	1979 1-hour	Maintenance	125,263	77
	1997 8-hour			
	2008 8-hour	Maintenance		
Guilford <sup>2</sup>	1979 1-hour	Maintenance	302,263	78
Iredell <sup>1,4</sup>	1997 8-hour	Maintenance	103,270	74
	2008 8-hour	Maintenance		
Lincoln <sup>1</sup>	1997 8-hour	Maintenance	49,571	75
	2008 8-hour	Maintenance		
Mecklenburg <sup>3</sup>	1979 1-hour	Maintenance	563,145	74



County	Ozone NAAQS	Previous Designation Status	Total No. Vehicle Inspections in 2016	Total I&M Vehicles (Model Years 1996-2014) as a Percentage of All Registered Vehicles
	1997 8-hour			
	2008 8-hour	Maintenance		
Rowan <sup>1</sup>	1997 8-hour	Maintenance	80,453	77
	2008 8-hour	Maintenance		
Union <sup>1</sup>	1997 8-hour	Maintenance	121,584	76
	2008 8-hour	Maintenance		
Wake <sup>3</sup>	1979 1-hour	Maintenance	621,495	76
	1997 8-hour			

<sup>1</sup> Although only part of this county is subject to a maintenance plan for the 2008 8-hour ozone NAAQS, the whole county is subject to the I&M program.

<sup>2</sup> County is also subject to a maintenance plan for particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers (PM<sub>2.5</sub>).

<sup>3</sup> County is also subject to a limited maintenance plan for CO.

<sup>4</sup> Although only part of this county is subject to a maintenance plan for the 1997 8-hour ozone NAAQS, the whole county is subject to the I&M program.

2. In 1999, the North Carolina General Assembly passed legislation to require an OBD I&M program in not only the counties required to have an I&M program under *40 CFR 51.350(a)*, but also in other counties in the State that may need the additional emission reductions to achieve the 1997 8-hour ozone standard. The *North Carolina General Statute (NCGS) §143-215.107A(c)*, “Motor vehicle emissions testing and maintenance program,” Appendix 1, specifies the counties that are required to have OBD I&M. The State regulations *NCAC Title 15A, Subchapter 2D, Section .1000*, “Motor Vehicle Emission Control Standard,” Appendix 2, references the General Statute. Table 2 below lists the additional counties that are required to have an I&M program per *NCGS §143-215.107A*, “Motor vehicle emissions testing and maintenance program,” Appendix 1.

**Table 2. Additional Counties Subject to I&M Program Based on 1999 Clean Air Bill**

County	Ozone NAAQS	Current Status	Total No. Vehicle Inspections in 2016	Total I&M Vehicles (Model Years 1996-2014) as a Percentage of All Registered Vehicles
Alamance	-	-	93,955	77
Buncombe	-	-	149,656	76
Cumberland	-	-	154,727	74
Franklin	-	-	35,797	78
Johnston	-	-	111,944	79
Lee	-	-	38,085	78
New Hanover	-	-	123,810	76
Onslow	-	-	81,749	75
Randolph	-	-	86,645	76
Rockingham	-	-	54,913	75

3. The Environmental Management Commission (EMC) has the authority to adopt “a program for testing emissions from motor vehicles and to adopt motor vehicle emission standards”, *NCGS §143-215.107. (a)(6), “Air quality standards and classifications,”* Appendix 1.

The EMC has adopted a basic I&M program, *NCAC, Title 15A, Subchapter 2D, Section .1000, “Motor Vehicle Emissions Control Standard,”* Appendix 2.

The I&M program is implemented by the Commissioner of the DMV through the use of licensed safety/emission inspection stations, *NCGS Article 3 – Motor Vehicle Act of 1937 §20-128.2 (a), “Motor vehicle emission standards,”* Appendix 2.

4. *40 CFR 51.372(a) (3)* requires ZIP codes be included in the State Implementation Plan (SIP) if program is not county-wide. The North Carolina program is county wide, so a list of program area ZIP codes is not required.

**B. ENHANCED I&M PERFORMANCE STANDARD (40 CFR §51.351)**

*Not applicable to North Carolina.*

### C. BASIC I&M PERFORMANCE STANDARD (40 CFR §51.352)

1. Performance standard modeling is not required since the I&M program area in question has been redesignated to attainment for the pollutants that originally triggered the I&M requirement and the I&M program is being continued as part of the area's maintenance plan.

### D. NETWORK TYPE AND PROGRAM EVALUATION (40 CFR §51.353)

1. North Carolina's basic I&M program is comprised of a decentralized network of test-and-repair facilities. No counties are currently required to be part of an enhanced I&M program. The program consists of approximately 4,332 stations.

The State continues to determine program effectiveness, although basic I&M programs are not required to include an ongoing evaluation to quantify the emission reduction benefits of the program or to determine if the program is meeting the requirements of the Clean Air Act.

### E. ADEQUATE TOOLS AND RESOURCES (40 CFR §51.354)

1. The I&M program is funded by receipts collected from the sale of electronic authorizations used during the I&M inspection. A portion of these monies are accredited to the DAQ and DMV, as directed in *NCGS Article 3A – Safety and Emissions Inspection Program §20-183.7(c)*, "Fees for performing an inspection and issuing an electronic inspection authorization to a vehicle; use of civil penalties," Appendix 1.

Inspection fee	
Station Fee	\$23.75
Authorization Fee	<u>\$6.25</u>
	\$30.00

The authorization fee is distributed as follows:

Highway Fund	\$5.30
Volunteer Rescue/EMS Fund	0.18
Rescue Squad Workers' Relief Fund	0.12
Division of Air Quality	<u>0.65</u>
	\$6.25

The DAQ portion of the fee is credited to the DAQ I&M Air Pollution Control Account. This nonreverting fund was established for developing and implementing air pollution control programs for mobile sources, *NCGS §143-215.3A (b1)*, "Water and Air Quality Account; use of application and permit fees; Title V Account; I & M Air Pollution Control Account; reports," Appendix 1. Session Law 2017-57, removed the restriction to use the nonreverting funds for only mobile sources programs and allows them to be applied to administering the air quality program.

**I&M** In the 2013 Legislative Session, Senate Bill 402 / S.L. 2013-360 eliminated two accounts that were allocated and used to support DMV's administration of the North Carolina I&M program. The first of the two accounts, the Inspection Program Account, was

dissolved on June 30, 2013, and all funds remaining in the account that were not earmarked, transitioned to the Highway Fund. The second of the accounts, the Telecommunications Account, was abolished on June 30, 2014, and all remaining balances not assigned to a project moved to the Highway Fund. With the closing of the I&M program accounts, the program ceased being receipt funded and began receiving appropriated funding from the Highway Fund.

2. Appendix 5 includes DAQ and DMV I&M budgets for Fiscal Years 2013-2014 (Note: State fiscal year runs from July 1 through June 30).

The DAQ I&M Air Pollution Control Account funds 12.55 full time employees (FTE) within DAQ. Three of the FTEs are within the Mobile Sources Compliance Branch that support the I&M program. These three positions consist of one program consultant, one specialist, and one supervisor. These three positions perform the day to day DAQ I&M program duties which include but are not limited to data analysis, program effectiveness determination, consumer outreach, and software/analyzer certification and specification development. Additionally, there are 9.55 FTEs within DAQ that support mobile sources related tasks for the Division.

The License & Theft Bureau of the DMV is tasked with oversight and enforcement of the I&M program for North Carolina. The DMV has 190 “sworn” law enforcement agents and managers that issue vehicle waivers, exemptions, and perform covert, remote, and overt audits on the inspection stations. They are also the enforcement arm of the agency and are responsible for investigating all clean scan cases and handling all criminal charges. Waivers and exemptions are issued by the law enforcement agents within the seven districts throughout North Carolina. The DMV employs two hearing officers who deliberate over and render decisions in civil hearings. Additionally, the DMV employs a 25 civilian staff Call Center with operators and managers whose primary duties are personnel management and to assist citizens and stations with complaints, inquiries on emission inspection requirements and the purchase of electronic authorizations. The DMV has 9 civilian administrative staff assigned to one of the seven field offices who assist the law enforcement agents in processing paperwork between the district and headquarters and adding new technicians in the inspection system. The DMV also employs personnel to handle the registration denial system.

## **F. TEST FREQUENCY AND CONVENIENCE (40 CFR §51.355)**

1. The current test frequency of North Carolina’s basic I&M inspection is annual. Upon obtaining EPA approval of the I&M SIP and I&M rule changes, North Carolina will exempt vehicles in the three newest model years with less than 70,000 miles on its odometer, as described in *NCAC Title 15A, Section 2D.1002, “Applicability”, NCAC Title 15A, Section 2D.1005, “On-Board Diagnostic Standards,” Appendix 2 and NCGS §20-183.2. “Description of vehicles subject to safety or emissions inspection; definitions,” Appendix 1.* In addition, an emissions component tamper and safety inspection is performed statewide on all vehicles no more than 35 years old, measured from the date of manufacture, *NCGS Article 3A – Safety and Emissions Inspection Program §20-183.3, “Scope of safety inspection and emissions inspection,” Appendix 1.*

2. Subject vehicles are required to have an OBD inspection no more than 90 days prior to the vehicle registration expiration date, *NCGS Article 3 – §20-183.4C, “When a vehicle must be inspected; ten-day trip permit,”* Appendix 1.

All North Carolina law-enforcement officers have the power to enforce the provisions of *NCGS Article 3 – Motor Vehicle Act of 1937 §20-183, “Duties and powers of law-enforcement officers; warning by local officers before stopping another vehicle on highway; warning tickets,”* Appendix 1.

3. The NCAC 19A 03D Section .0523 “*Operation of Safety or Exhaust Emissions Inspection Stations*”, Appendix 2 requires stations to operate at least eight hours per day five days per week, except holidays. Stations are required to have at least one inspector mechanic on duty a minimum of eight hours during normal working hours. Stations may operate other than an 8:00 AM to 5:00 PM Monday through Friday schedule. At least one inspector mechanic at a station must be licensed. The DMV is responsible for licensing of the inspector mechanics as outlined in Section R.

## **G. VEHICLE COVERAGE (40 CFR §51.356)**

1. An I&M inspection is required for all gasoline-powered light-duty vehicles registered in I&M subject areas that meet the following requirements: it is (1) a vehicle with a model year within 20 years of the current year and older than the three most recent model years or (2) a vehicle with a model year within 20 years of the current year and has 70,000 miles or more on its odometer, *NCAC Title 15A, Subchapter 2D, Section .1005, “On-Board Diagnostic Standards*”, Appendix 2 and *NCGS §20-183.2, “Description of vehicles subject to a safety or emissions inspection; definitions.”* and *§143-215.107A, “Motor vehicle emissions testing and maintenance program.”* Appendix 1. A table showing the number of vehicles by county and model year for 20166 is contained in Appendix 6. These figures reflect the number of registered vehicles believed to be operated in the I&M area.
2. The following highway vehicles are exempt from the I&M requirement: the three newest model year vehicles with less than 70,000 on its odometer, ~~all 1995 and older model vehicles~~ all vehicles with a model year older than 20 years of the current year, diesel vehicles, heavy-duty vehicles, alternative fueled vehicles, and motorcycles. These vehicles are subject to the annual safety inspection, which includes an emissions control device tampering inspection. Vehicles registered as “Kit cars” are exempt from the OBD portion of the inspection.
3. The DMV may collect fleet information directly from the owners or from the vehicle registration records concerning the number of vehicles operated in an I&M county but registered in a non-I&M county and vice versa. Enforcement will continue to be registration denial.
4. Fleet vehicles are subject to the program if registered in or primarily operated in a designated I&M county. Fleet owners are allowed to self-inspect their vehicles, *NCGS Article 3A Safety and Emissions Inspection Program §20.183-4A, “License required to perform emission inspection; qualifications for license,”* Appendix 1.
5. Federal fleet vehicles are required to meet the same requirements as other fleets. EPA’s I&M rules require that federal employees working at a federal facility within an I&M county must

comply with the I&M program even if they live outside the I&M county. There are federal facilities located in I&M subject areas in North Carolina.

Clean Air Act (CAA) provisions Section 118 (c) and (d) stipulates that vehicles operated on federal installations located within an I&M program area be tested, regardless of whether the vehicles are registered in the State or local I&M area. This requirement applies to all employee-owned or leased vehicles (including vehicles owned, leased or operated by civilian and military personnel on federal installations) as well as agency owned or operated vehicles, except tactical military vehicles, operated on the installation. When EPA published the I&M rule in 1992, the Agency interpreted CAA section 118(c) and (d) as a partial waiver of the Federal government's sovereign immunity, thereby allowing States to regulate Federal facilities in their I&M programs. This SIP requirement was included in both administrative code (15 NCAC 02D .1002 (a)(3)) and general statutes (NCGS 20-183.2 (b)(5)(e)) for the I&M program.

EPA received comments for the I&M SIP submitted to EPA for approval dated October 11, 2013, from the US Department of Defense (DOD) expressing concern regarding the language in 15A NCAC 02D.1002(a)(3) applying the I&M program to federal facilities. The DOD comments expressed that EPA's regulation was premised on the assumption that the CAA section 118 includes a waiver of immunity that permits states to impose discriminatory I&M requirements on federal fleet and federal employee vehicles. The US Department of Justice also expressed opinion that CAA 118 (c) and (d) does not waive sovereign immunity for the federal government and thus states are without authority to enforce the CAA 118 (c) and (d) requirements for federal facilities and that EPA did not have the authority for including CAA 118 (c) and (d) requirements as SIP requirements.

EPA rulemaking was published as a Direct Final Rule, effective June 9, 2017, to correct the enforcement of I&M requirements on federal employee and contractors with vehicles registered in non-I&M counties working at federal facilities that was previously promulgated in the SIP. This rulemaking removed the provision of the State's otherwise federally-enforceable regulations that could result in infringement upon the sovereign immunity of federal facilities, but did not remove the requirement in EPA regulations. Both DAQ and DMV will request the legislature remove this provision from the state statutes in the next legislative session. Once the requirement is removed from statute, DAQ will proceed to remove the requirement from administrative code. NC has not required vehicles registered in a non-I&M county to obtain an I&M inspection. The Director of DAQ sent letters in 2013 to all the military installations in NC stating that they did not have to meet the requirements of 15 NCAC 02D .1002 as part of the vehicle registration process because the county where the installation was located was not designated for nonattainment for O<sub>3</sub> or CO.

## **H. TEST PROCEDURES AND STANDARDS (40 CFR §51.357)**

1. The EMC has the authority to establish test procedures and standards under *NCGS §143-215.107 (6)*, "Air quality standards and classifications," Appendix 1.

The EMC has adopted test standards under *NCAC Title 15A, Subchapter 2D, Section .1000*, "Motor Vehicle Emission Control Standard," Appendix 2.

The EMC has also adopted test procedures developed by the DAQ and outlined in, "North Carolina Analyzer System Specification," Appendix 9, using EPA's OBD Test procedures on

an OBD type analyzer. The OBD test procedures and standards were implemented July 1, 2002.

2. Vehicles must pass the safety inspection, tampering inspection, and OBD test to receive a safety/emissions authorization. All vehicles failing any part of an initial test must pass a retest. If the initial failure was an emissions-related item (check engine light commanded on, emissions control device tampering or exhaust system), the OBD test must be repeated and passed. If the vehicle owner takes the vehicle to a station other than the original location of the initial test failure, the vehicle must be tested for and pass all the test components.
3. Inspection rejection standards are clearly established in both the DAQ "*North Carolina Analyzer System Specification*," Appendix 9 and the NCAC 19A 03D .0530, "*Disapproval*," Appendix 2.

## **I. TEST EQUIPMENT (40 CFR §51.358)**

1. Test equipment specifications are contained in the DAQ "*North Carolina Analyzer System Specification*," Appendix 9. The North Carolina Administrative Code contains details regarding the equipment required to carry out inspections, NCAC 19 03D .0519, "*Stations*," Appendix 2.
2. All test equipment is fully computerized and all processes are automated to the highest degree possible. The DMV law enforcement agents have the authority to clear lock-outs. Manufacturer's service representatives are able to clear specific lockouts. The date and cause of any occurrence of a lockout as well as the date and the authority personnel who cleared the lockout are recorded in a data record.

Data entry functions associated with the test are streamlined through the use of look-up tables. To reduce data entry errors, vehicle identification information requires redundant entry if manually entered. However, under normal circumstances, vehicle information entry is by bar code scanners. Emissions test results are recorded automatically by the analyzer.

3. The test process is completely controlled by the analyzer. The process begins with data entry of the vehicle registration, license plate and vehicle identification number (VIN) information. Verification of vehicle identification data is confirmed through re-entry of this information during the inspection. The test procedure sequence and pass/fail determinations are made automatically by the analyzer. Data is recorded to both a removable device (floppy/USB storage key) and a hard drive. Test data is sent via modem to the State during each inspection, and stored on the analyzer hard drive for a minimum of 60 days. Once transmitted to the State, it is maintained by the Vehicle Information Database (VID) contractor as a permanent data set. Prior to being loaded to the program database all information is edit checked for errors.

## **J. QUALITY CONTROL (40 CFR §51.359)**

1. Quality control procedures and record keeping requirements have been established in the "*DMV License and Theft Bureau Policy and Procedures Manual*," Appendix 2 and in Appendix 8. These measures will ensure the State of North Carolina meets its commitment to

provide motorists with consistent and accurate test results. The inspection site personnel must continue to ensure that all equipment is properly maintained and has updated vendor software.

2. The DAQ “*North Carolina Analyzer System Specification*”, Appendix 9, includes the minimum durability and functional requirements to ensure accurate processing and recording of test results. All enhancements and/or changes to this document are reviewed and approved prior to its release.

## **K. WAIVERS AND COMPLIANCE VIA DIAGNOSTIC INSPECTION (40 CFR §51.360)**

1. A waiver rate of 5% (waiver rate expressed as a percentage of initially failed OBD tested vehicles) is assumed in the demonstration that the I&M program meets the basic performance standard. The State of North Carolina commits to a waiver rate in practice that is equal to or lower than 5%. If the waiver rate reported in the annual report to EPA is higher, the State will take corrective action to lower the waiver rate. Corrective strategies considered may include: increased education for issuing personnel, raising minimum expenditure limits, and/or potentially exempting vehicles that are 10 or 15 years of age. These contingency plans, if implemented, may require revisions to state statute. In the case of exempting vehicles, a SIP revision with an accompanying performance demonstration will also be required. If the waiver rate cannot be lowered to levels committed to in the SIP, or if the State chooses not to implement measures to do so, the State will revise the I&M emission reduction projections in the SIP and will implement other program changes needed to ensure the performance standard is met.
2. The State of North Carolina commits to issuing waivers only when the requirements of 40 CFR §51.360 are met. §51.360 requires a minimum of \$200 for 1981 and newer vehicles be spent to qualify for a waiver. Repairs must be performed by a recognized repair technician to apply toward the waiver limit. Waivers are issued by DMV as outlined in the “*DMV License and Theft Bureau Policy and Procedures Manual*,” Appendix 2, and authorized by NCGS § 20-183.5A. “*When a vehicle that fails a safety inspection because of missing emissions control devices may obtain a waiver*,” Appendix 1.
3. EPA regulations allow a time extension to obtain needed repairs on a vehicle in the case of economic hardship when waiver requirements have not been met. The DMV, at this time, has not chosen to offer time extensions.  
  
EPA regulations also allow exemptions for tampering-related repairs if it can be verified that the part in question, or one similar to it, is no longer available for sale. The DMV has chosen to offer tamper-related exemptions; DMV will verify that the part in question, or one similar to it, is no longer available for sale prior to issuing the exception.
4. The emissions receipt (certificate) for a failed vehicle inspection alerts the motorist of emission failure information, warranty coverage, and waiver availability in the DAQ’s “*North Carolina Analyzer System Specification*,” Appendix 9.



## L. MOTORIST COMPLIANCE ENFORCEMENT (40 CFR §51.361)

1. The legal authority for the implementation of the I&M program is included in §143-215.107. “Air quality standards and classifications,” Appendix 1. The regulations governing specific operation of this aspect of the program are contained in the regulations in 15A NCAC 02D .1005, “On-Board Diagnostic Standards,” Appendix 1.
2. The legal authority for enforcement of the I&M program is included in, NCGS §20-183.8. “Infractions and criminal offenses for violations of inspection requirements,” Appendix 1. A penalty schedule for violations of these regulations is included in NCGS Article 3A – Safety and Emissions Inspection Program §20-183.8A, “Civil penalties against motorists for emissions violations; waiver,” Appendix 1.
3. A registration-denial based program is used for enforcement. As of April 12, 2010, vehicles will be denied registration renewal if a required emissions inspection is not found in the VID for that vehicle. Vehicle owners are allowed 90 days prior to the registration expiration date to get an inspection for their vehicle.

The DMV developed the “DMV License and Theft Bureau Policy and Procedures Manual,” Appendix 2 to be followed by personnel involved in enforcing and overseeing the program. This manual details the procedures followed by the DMV and other State personnel involved in the I&M program document handling and processing and by the supervisory personnel who oversee staff involved in program enforcement, document handling and processing. The procedures manual also provides a schedule of disciplinary actions used against personnel who deviate from prescribed procedures. Additional DMV Enforcement Procedures information is found in Appendix 10.

4. All non-gasoline powered vehicles, motorcycles, heavy-duty, plug-in electric, and the three newest model year vehicles with less than 70,000 miles on the odometer are exempt from the I&M program.
5. There are no provisions for off-hours testing for fleet vehicles since fleets may be self-inspected. Fleets may be officially inspected outside of the normal I&M program test facilities, but are subject to the same test requirements using the same quality control standards as non-fleet vehicles.
6. The State of North Carolina committed to the level of motorist enforcement necessary to ensure a minimum compliance rate of 96% among subject vehicles by 2014. The compliance rate is defined as the number of valid passing inspections out of the number of subject vehicles to the emissions inspection. If it is determined that the I&M program is not meeting the compliance rate committed to here, the DAQ will review the compliance methodology and revise when necessary. The DAQ and DMV believe that the compliance rate of 96% is a conservative estimate based on the full implementation of the electronic authorization program in 2009.

## **M. MOTORIST COMPLIANCE ENFORCEMENT PROGRAM OVERSIGHT (40 CFR §51.362)**

1. The “*DMV License and Theft Bureau Policy and Procedures Manual*,” Appendix 2, details the procedures followed by the DMV in enforcing the motorist compliance portion of the I&M program, handling and processing program documents, by the supervisory personnel who oversee staff involved in program enforcement, document handling, and processing. The State Personnel Manual describes disciplinary actions to be used against personnel who deviate from prescribed procedures. Additional Enforcement Oversight Procedures information is found in Appendix 11.

## **N. QUALITY ASSURANCE (40 CFR §51.363)**

1. The DMV has a process in place to report and track all enforcement and field activities across the state. Since the change in program vendors on December 1, 2012 from Verizon Business to SysTech International (now called Opus Inspection), the new real time data collection capabilities exceed the capabilities previously provided by Verizon Business. The new system not only assigns, tracks and provides live monitoring of an inspection, but enhances customer service through advance option capabilities. The big difference in the new system is the separation of the investigative entry and tracking system (records management) from the auditing system. The DMV now utilizes its record management system for entering, tracking and storing all investigations. This has improved workflow efficiency by having a system of records that enhance quality assurance in internal and external interactions and provides better workflow and communication among all entities of the Division.
3. The DMV schedules a minimum of one overt audit per station per year, and one covert audit per station per year and as many remote observations as required to validate complaints or concerns of wrong doing. The DMV and DAQ requested approval from the EPA to reduce the number of covert audits from two to one per year, while the DMV implemented a targeted enforcement program. Details of this effort is outlined in the “*DMV License and Theft Bureau Policy and Procedures Manual*,” Appendix 2 and Quality Assurance Procedures, Appendix 12.

The DMV has further changed its self-inspection stations auditing procedures to direct its efforts and resources on self-inspection stations that inspect vehicles that are issued permanent plates by the Division. Along with the one overt audit the DMV now requires all self-inspection stations who conduct inspections on permanently plated vehicles to self-report each year to the Division for a member of the Division to review all vehicles registered to the business for compliance with State Inspection requirements.

3. The License and Theft Bureau completes two internal inspections (called staff inspections) of field offices and headquarters’ units annually and is audited by an external group, the Commission on Accreditation for Law Enforcement Agencies (CALEA), triennially to ensure compliance with set standards and proven management procedures. During these internal audits the assessors review and inspect all district office, field office, and headquarter unit files, (to include inspection station files, audit records and waiver and exemption records) and adherence to procedures to verify business is being conducted in accordance with North Carolina General Statutes and Bureau Policy and Procedures. After the

inspections, a report is submitted to the Director of the License and Theft Bureau for review. If deficiencies or violations are identified, the Supervisor over the Office of Professional Standards will be notified to render corrective, and if required, disciplinary action.

## **O. ENFORCEMENT AGAINST CONTRACTORS, STATIONS AND INSPECTORS (40 CFR §51.364)**

1. The DMV is responsible for enforcement against inspection stations and inspector mechanics. The enforcement actions that the DMV must follow for violations found at inspection stations or by inspection mechanics are outlined in the following statutes in Appendix 1:
  - *NCGS §20-183.8, “Infractions and criminal offenses for violations of inspection requirements”*
  - *NCGS §20-183.8A, “Civil penalties against motorists for emissions violations; waiver”*
  - *NCGS §20-183.8B, “Civil penalties against license holders and suspension or revocation of license for emissions violations”*
  - *NCGS §20-183.8C “Acts that are Type I, II, or III emissions violations”*
  - *NCGS §20-183.8D, “Suspension or revocation of license.”*
  - *NCGS §20-183.8F, “Requirements for giving license holders notice of violations and for taking summary action.”*

The NCGS allow for the immediate suspension or revocation of a license when a violation is found at an inspection station or by an inspection mechanics.

2. The administrative and judicial procedures and responsibilities relevant to the enforcement process are outlined in, *NCGS §20-183.8G, “Administrative and judicial review,”* Appendix 1.

## **P. DATA COLLECTION (40 CFR §51.365)**

1. The DAQ’s *“North Carolina Analyzer System Specification,”* Appendix 9, contains the equipment specifications that must be met by all I&M testing equipment approved for use in the State of North Carolina. This specification also provides data collection requirements and record storage formatting for the analyzers. The information contained within each vehicle test record is such that it is possible to tie specific test results to a specific vehicle, test site, analyzer, and inspection mechanics.
2. The State of North Carolina hereby commits to gather, summarize and report the results of quality control checks performed on testing equipment, sorted according to station number, analyzer number, date, and the start time of the quality control check.

## **Q. DATA ANALYSIS AND REPORTING (40 CFR §51.366)**

1. Annually, the State of North Carolina will generate a report summary based upon program data collected from January through December of the previous year. This report will provide statistics for the testing program, the quality control program, the quality assurance program,

and the enforcement program. At a minimum, the State commits to address all the data elements listed in *40 CFR §51.366*.

2. The State of North Carolina shall report biennially on all changes made in the program design, funding, personnel levels, procedures, regulations, and legal authority, and shall supply a detailed discussion of the impact of such changes upon the program. This report will also detail and discuss any weaknesses or problems discovered in the program over the previous two-year period, as well as the steps that were taken to address those problems, the result of those corrective actions, and any future efforts planned.

## **R. INSPECTOR TRAINING AND LICENSING OR CERTIFICATION (40 CFR §51.367)**

1. Inspection mechanics are required to successfully complete an eight-hour course approved by the DMV that teaches students about the causes and effects of the air pollution problem, the purpose of the emissions inspection program, the vehicle emission standards established by the EPA, the emission control devices on vehicles, how to conduct an emissions inspection using equipment to analyze data provided by the OBD equipment approved by the EMC, and any other topic required by *40 C.F.R. §51.367* to be included in the course. This course is offered at local community colleges across the State. Successful course completion requires a passing score on a written test and a hands-on test in which the student is required to conduct an emissions inspection of a motor vehicle.
2. By law, *NCGS §20-183.4A*, “*License required to perform emissions inspection; qualifications for license*,” Appendix 1, both stations and inspection mechanics are required to apply for a license with the DMV. Stations are also required to have equipment to analyze data provided by the OBD equipment approved by the EMC.

## **S. PUBLIC INFORMATION AND COSUMER PROTECTION (40 CFR §51.368)**

1. The DAQ and DMV have a Memorandum of Understanding to jointly address public outreach for the OBD I&M program throughout the life of the program. Both agencies have developed public service announcements that inform the public about the I&M program. When the OBD program first started in North Carolina, many of the public service announcements focused on informing the public about the new program and when it would become effective in the various areas across the State. Additionally, car care clinics were held across the State, which provided face-to-face time with the public and the inspection facilities to discuss the importance of the I&M program. Open-Net Forums were broadcasted on public television four or five times a year, in both English and Spanish, which provided the public the opportunity to call into the show and have their questions answered about the I&M program. Finally, the DAQ has established a separate web page (<http://daq.state.nc.us/motor/inspect/htdocs/en/>) providing information on the I&M program.

Now that the program has been fully implemented, the public service announcements have focused on the importance of vehicle maintenance.

In addition to the OBD specific outreach, the DAQ has an Air Awareness program that provides general public education and outreach across the State about air quality issues. This program has two state-wide coordinators and helps fund local coordinators in several areas across the State to educate the public about how their actions impact the air quality and types of things the public may do to minimize their emissions. Since highway mobile sources are the largest source of emissions contributed by the general public, part of the Air Awareness program focuses on educating the public about the OBD I&M program, what the check engine light means, and why it is important to keep their vehicles maintained.

Additionally, the DAQ voluntarily provides air quality forecasts across the State. Currently, the DAQ forecasts for ozone and fine particulate matter in the following areas: Asheville (both valley and ridge tops), Hickory, Charlotte/Gastonia, Greensboro/Winston-Salem/High Point, Raleigh/Durham/Chapel Hill, Fayetteville and Rocky Mount (no PM forecast due to no continuous monitor in the area). The forecasts are available through the DAQ website, a toll-free hotline, the EPA Air Now website, the newspapers and the broadcast media. In addition to the air quality forecasts, real-time ambient air quality data can be viewed on the DAQ website or the public may call a hotline that provides the current air quality index for nine areas in the State.

2. The DMV has made provisions for individuals wishing to challenge their results from an I&M station. When a vehicle fails an emissions test, the test report automatically includes information concerning causes for emissions failure, vehicle warranty, and waiver availability as outlined in the DAQ's *"North Carolina Analyzer System Specification,"* Appendix 9.

## **T. IMPROVING REPAIR EFFECTIVENESS (40 CFR §51.369)**

1. North Carolina's basic I&M program is not required to track repair effectiveness of individual repair facilities, however the DAQ has developed a course curriculum (basic and advanced) for the diagnosis and repair of motor vehicles that have OBD systems and has provided training sessions for community college instructors to offer this specialized training.

## **U. COMPLIANCE WITH RECALL NOTICES (40 CFR §51.370)**

1. Although not required for basic I&M program, the North Carolina emissions analyzers will display emissions related Technical Service Bulletins (TSB) or recall information, if available from the VID, during the emission inspection process.

## **V. ON ROAD TESTING (40 CFR §51.371)**

1. On-road testing is not required of North Carolina's basic I&M program.

## Appendix 1

### Statutory Authority

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#### Contents:

NCGS §20-128.2. (a), “Motor vehicle emissions standards.”

NCGS §20-183. “Duties and powers of law-enforcement officers; warning by local officers before stopping another vehicle on highway; warning tickets.”

NCGS §20-183.2. “Description of vehicles subject to safety or emissions inspection; definitions.”

NCGS §20-183.3. “Scope of safety inspection and emissions inspection.”

NCGS §20-183.4A. “License required to perform emissions inspection; qualifications for license.”

NCGS §20-183.4C. “When a vehicle must be inspected; 10-day trip permit.”

NCGS §20-183.5A. “When a vehicle that fails a safety inspection because of missing emissions control devices may obtain a waiver.”

NCGS §20-183.6A. “Administration of program; duties of license holders.”

NCGS §20-183.7. “Fees for performing an inspection and issuing an electronic inspection authorization to a vehicle; use of civil penalties.”

NCGS §20-183.8. “Infractions and criminal offenses for violations of inspection requirements.”

NCGS §20-183.8A. “Civil penalties against motorists for emissions violations; waiver.”

NCGS §20-183.8B. “Civil penalties against license holders and suspension or revocation of license for emissions violations.”

NCGS §20-183.8C. “Acts that are Type I, II, or III emissions violations.”

NCGS §20-183.8D. “Suspension or revocation of license.”

NCGS §20-183.8F. “Requirements for giving license holders notice of violations and for taking summary action.”

NCGS §20-183.8G. “Administrative and judicial review.”

NCGS §143-215.3A. “Water and Air Quality Account; use of application and permit fees; Title V Account; I & M Air Pollution Control Account; reports.”

NCGS §143-215.107 (a)(6). “Air quality standards and classifications.”

NCGS §143-215.107A. “Motor vehicle emissions testing and maintenance program.”

NCGS §143-215.111. “General powers of Commission, auxiliary powers.”

Links to all North Carolina General Statutes can be found on the following web page:

- <http://www.ncleg.net/gascripts/statutes/Statutes.asp>

## Appendix 2

### I&M Rules and Regulations

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#### Contents:

15A NCAC 2D .1000, “Motor vehicle Emission Control Standard”

19A NCAC 3D .500, “General Information Regarding Safety Inspection of Motor Vehicles”

*Links to the North Carolina Administrative Code can be found on the following web page:*

- <http://reports.oah.state.nc.us/ncac.asp?folderName=\Title%2015A%20-%20Environmental%20Quality>

*“DMV License and Theft Bureau Policy and Procedures Manual” can be provided upon request from NC DMV*

*“Memorandum of Understanding” The included MOU was signed in 2010 by both agencies. DAQ and DMV plan to discuss future changes to the MOU or the need for an MOU once a new Commissioner has been appointed.*

OBDII Failure brochure

*The Sample OBDII Failure Brochure can be found in the NCAS Specification section 5.11 on the following web page.*

- <http://deq.nc.gov/about/divisions/air-quality/motor-vehicles-air-quality/inspection-maintenance-program/analyzer-vendor-information>





North Carolina Department of Environment and Natural Resources

Division of Air Quality  
B. Keith Overcash, P.E.  
Director

Beverly Eaves Perdue  
Governor

Dee Freeman  
Secretary

September 8, 2010

RECEIVED

SEP 18 2010

N.C. DEPT. OF TRANSPORTATION  
OFFICE OF THE SECRETARY

TO: Hannah Jernigan  
FROM: Brian Phillips *BP*  
SUBJECT: MOU between the Divisions of Air Quality and Motor Vehicles

On May 19, 2010, a new Memorandum of Understanding (MOU) became effective between the Division of Air Quality (DAQ) and the Division of Motor Vehicles (DMV). Recently both agencies have agreed that some audit details outlined in that MOU are more appropriate for inclusion in agency policy and procedures, therefore a new Memorandum of Understanding was needed between the Division of Air Quality and the Division of Motor Vehicles. The DAQ and the DMV worked together to develop the attached MOU and believe it accurately represents the roles and responsibilities of both Divisions. Please have Secretary Conti sign both original copies of the MOU and return one of the originals to the DAQ. If you have any questions, please call Brian Phillips at 919-733-1480.



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One  
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Memorandum of Understanding  
Between  
The Department of Environment and Natural Resources  
Division of Air Quality  
And  
The Department of Transportation  
Division of Motor Vehicles

- Purpose:** The purpose of this “Memorandum of Understanding” is to establish policies, responsibilities and procedures for the administration of the North Carolina motor vehicle Inspection/Maintenance (I/M) program in areas specified by the Environmental Management Commission (EMC) as requiring emissions inspections as a means of reducing air pollution.
- Authorities:** North Carolina General Statutes 20-39, 20-128.2, 20-183.3, 20-183.7, 143-215.3, 143-215.107A; North Carolina Administrative Code Title 15, Chapter 2.
- Agreements:** The Secretary of the Department of Environment and Natural Resources; the Director of the Division of Air Quality (DAQ); the Secretary of the Department of Transportation; and the Commissioner of the Division of Motor Vehicles (DMV) hereby understand and agree as follows:
1. The Inspection/Maintenance program will be jointly administered by DAQ and DMV, as stated in the responsibilities listed below.
  2. The Environmental Management Commission shall promulgate a strategy and regulations regarding the program coverage, emissions standards, and emissions measurement method. The Commissioner of the Division of Motor Vehicles shall promulgate regulations regarding licensing of inspection stations and program enforcement. The DAQ and the DMV will coordinate the establishment of new or amended regulations.
  3. The DMV will be responsible for the following portions of the program:
    - a. Licensing inspection stations and mechanics;
    - b. Conducting overt audits at each emissions station once per quarter;
    - c. Conducting one technician audit at each emission station once per year;
    - d. Conducting one covert audit at each emissions station per year with additional remote audits;

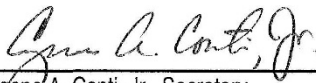
- e. Enforcing penalties for improper inspection procedures at stations, including incorrect equipment maintenance, falsifying records, and failure to properly inspect;
  - f. Issuing waivers and exemptions to eligible vehicle owners;
  - g. Providing a challenge mechanism which will test the vehicles of persons wishing to contest the results of an inspection under Section 207(b) of the Clean Air Act;
  - h. Maintaining strict accountability for electronic authorization transactions;
  - i. Providing the DAQ with results of all station audits and violation activities;
4. The DAQ will be responsible for the following portions of the program:
- a. Monitoring the ambient carbon monoxide and ozone in the program areas;
  - b. Establishing the vehicle emissions standards for adoption by the EMC;
  - c. Analyzing test results;
  - d. Determining program effectiveness;
  - e. Reporting to the DMV the results of problematic data analyses at least on a quarterly basis;
  - f. Reporting to the U.S. EPA on program progress, after delivering the report to the authorized DMV official and receiving their timely comments and concurrence;
  - g. Scheduling I/M program audits.
5. The DAQ and the DMV will jointly be responsible for the following portions of the program:
- a. Establishing the specifications for OBD II analyzers used to communicate with a vehicle's OBD II system at inspection stations, conducting software certification, and troubleshooting field problems;
  - b. Establishing the policies for the inspection or exemption of special case vehicles;
  - c. Informing the public of emission inspection requirements;
  - d. Conducting at least quarterly interagency meetings to discuss program issues;
  - e. If any future software changes affect the OBD II analyzers and state owned safety only analyzers, then the DAQ will certify and perform troubleshooting on the state owned safety only analyzers for a period of three months after the new software is in the field.

The agencies will cooperatively develop written procedures for each of the above responsibilities. Each agency will notify the other in writing when changes in procedure(s) are necessary.

 9.7.10

Dee Freeman, Secretary  
Department of Environment and Natural Resources

Date

 9/27/10

Eugene A. Conti, Jr., Secretary  
Department of Transportation

Date

## Appendix 3

### Zip Code Listing Covering All I&M Counties

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Contents:

Not Applicable to North Carolina

## Appendix 4

### MOVES Performance Standard Evaluation Tables

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#### Contents:

Performance standard modeling is not required since the I&M program area in question has been redesignated to attainment for the pollutants that originally triggered the I&M requirement and the I&M program is being continued as part of the area's maintenance plan.

## Appendix 5

### I&M Budget: Fiscal Years 2016-2017

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#### Contents:

DAQ Tools and Resources

DAQ Budget Plan

DMV Tools and Resources

## **DAQ Tools and Resources**

The Division of Air Quality dedicates three positions to the I&M Program:

- An Environmental Program Supervisor, primary duties are to supervise the Mobile Sources Compliance Branch.
- A lead Environmental Program Consultant, primary purpose of this position is to oversee the I&M Program and act as a liaison with DMV.
- A staff level Environmental Senior Specialist, primary purpose of this position is to perform staff-level technical services in support of the state's I&M program.

These are all existing funded positions, funded through a dedicated, non-reverting account.



RMDSID16  
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 24300 DEQ-SPECIAL  
 2338 DAQ -I & M AIR POLLUTION CONTROL

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM  
 CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK  
 FOR THE PERIOD ENDING MAY 31, 2017

PAGE: 1  
 C-U-GL-BD701-CERT-DET-ACCT  
 RUN DATE: 05/23/2017  
 ATBD701

DETAIL REPORT

ACCOUNT	DESCRIPTION	***** B U D G E T E D *****		***** A C T U A L *****		***** UNEXPENDED / UNREALIZED *****		ENCUMBRANCES	RATE
		CERTIFIED	AUTHORIZED	CURRENT-MONTH	YEAR-TO-DATE	CERTIFIED	AUTHORIZED		
REVENUES-ESTIMATED AND ACTUAL									
-----									
REVENUES-ESTIMATED AND ACTUAL									
-----									
INCREASE / (DECREASE)									
-----									
CASH ANALYSIS									
-----									
	BEGINNING BALANCE				1,632,166.61				
	+ CASH RECEIPTS				.00				
	- CASH DISBURSEMENTS				.00				
	+ ASSETS				.00				
	+ LIABILITY				.00				
	+ EQUITY				.00				
	= ENDING BALANCE				1,632,166.61				
ADDITIONAL ASSETS									
-----									
	TOTAL AVAILABILITY				1,632,166.61				

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 IM01 DAQ -I & M POLLUTION SECTION

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM  
 CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK  
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PAGE: 1  
 C-U-GL-BD701-CERT-DET-ACCT  
 RUN DATE: 05/23/2017  
 ATBD701

DETAIL REPORT

ACCOUNT	DESCRIPTION	***** B U D G E T E D *****		***** A C T U A L *****		***** UNEXPENDD / UNREALIZED *****		ENCUMBRANCES	RATE
		CERTIFIED	AUTHORIZED	CURRENT-MONTH	YEAR-TO-DATE	CERTIFIED	AUTHORIZED		
-----EXPENDITURES-BUDGET AND ACTUAL-----									
531112	EPA-REG SALARIES-REC	.00	.00	.00	10,980.06	10,980.06-	10,980.06-	.00	***
531212	SPA-REG SALARIES-REC	.00	26,214.00-	.00	29,561.71	29,561.71-	55,775.71-	.00	1.23-
531462	EPA&SPA-LONGVTY PAY-	.00	.00	.00	1,647.00	1,647.00-	1,647.00-	.00	***
531472	BONUS-INCENTIVE PAY-	.00	.00	.00	467.10	467.10-	467.10-	.00	***
531512	SOCIAL SEC CONTRIB-R	.00	2,005.00-	.00	3,246.53	3,246.53-	5,251.53-	.00	1.77-
531522	REG RETIRE CONTRIB-R	.00	3,987.00-	.00	6,871.59	6,871.59-	10,858.59-	.00	1.88-
531562	MED INS CONTRIB-RECP	.00	3,496.00-	215.77	2,115.04	2,115.04-	5,611.04-	.00	.66-
531576	FLEXIBLE SPENDING SA	.00	.00	.00	8.21	8.21-	8.21-	.00	***
-----									
531XXX	PERSONAL SERVICES	.00	35,702.00-	215.77	54,897.24	54,897.24-	90,599.24-	.00	1.68-
-----									
	EXPENDITURES	.00	35,702.00-	215.77	54,897.24	54,897.24-	90,599.24-	.00	1.68-
-----									
REVENUES-ESTIMATED AND ACTUAL									
435400025	EMISSION INSPECTION	.00	35,702.00-	.00	857,085.98	857,085.98-	892,787.98-		26.19-
-----									
	REVENUES	.00	35,702.00-	.00	857,085.98	857,085.98-	892,787.98-	.00	26.19-
-----									
	INCREASE/ (DECREASE) IN FUND BALANCE	.00	.00	215.77-	802,188.74	802,188.74-	802,188.74-	.00	***

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 IM01 DAQ -I & M POLLUTION SECTION

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM  
 CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK  
 FOR THE PERIOD ENDING MAY 31, 2017

PAGE: 2  
 C-U-GL-BD701-CERT-DET-ACCT  
 RUN DATE: 05/23/2017  
 ATBD701

DETAIL REPORT

ACCOUNT	DESCRIPTION	***** B U D G E T E D *****		***** A C T U A L *****		***** UNEXPENDED / UNREALIZED *****		ENCUMBRANCES	RATE
		CERTIFIED	AUTHORIZED	CURRENT-MONTH	YEAR-TO-DATE	CERTIFIED	AUTHORIZED		
REVENUES-ESTIMATED AND ACTUAL									
-----									
CASH ANALYSIS									
-----									
	BEGINNING BALANCE				.00				
	+ CASH RECEIPTS				857,085.98				
	- CASH DISBURSEMENTS				54,897.24				
	+ ASSETS				.00				
	+ LIABILITY				.00				
	+ EQUITY				.00				
	= ENDING BALANCE				802,188.74				
ADDITIONAL ASSETS									
-----									
	TOTAL AVAILABILITY				802,188.74				

RMDSID16  
 BD701-3A  
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 1788 DAQ -I & M AIR POLLUTION OPERATING

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM  
 CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK  
 FOR THE PERIOD ENDING MAY 31, 2017

PAGE: 1  
 C-U-GL-BD701-CERT-DET-ACCT  
 RUN DATE: 05/23/2017  
 ATBD701

DETAIL REPORT

ACCOUNT	DESCRIPTION	***** B U D G E T E D *****		***** A C T U A L *****		***** UNEXPENDED / UNREALIZED *****		ENCUMBRANCES	RATE
		CERTIFIED	AUTHORIZED	CURRENT-MONTH	YEAR-TO-DATE	CERTIFIED	AUTHORIZED		
----- EXPENDITURES-BUDGET AND ACTUAL -----									
531212	SPA-REG SALARIES-REC	790,417.00	697,109.00	.00	480,683.04	309,733.96	216,425.96	.00	.75
531422	HOLIDAY PAY - RECEIP	.00	82.00-	.00	107.36	107.36-	189.36-	.00	1.43-
531462	EPA&SPA-LONGVTY PAY-	9,938.00	9,938.00	.00	5,659.40	4,278.60	4,278.60	.00	.62
531472	BONUS-INCENTIVE PAY-	9,261.00	9,261.00	.00	8,793.85	467.15	467.15	.00	1.04
531512	SOCIAL SEC CONTRIB-R	60,740.00	50,639.00	.00	36,566.69	24,173.31	14,072.31	.00	.79
531522	REG RETIRE CONTRIB-R	122,738.00	101,596.00	.00	79,004.38	43,733.62	22,591.62	.00	.85
531562	MED INS CONTRIB-RECP	82,865.00	68,436.00	4,962.65	56,540.87	26,324.13	11,895.13	.00	.90
531576	FLEXIBLE SPENDING SA	.00	.00	.00	713.77	713.77-	713.77-	.00	***
531631	WRKER COMP-MED PAYME	.00	.00	.00	466.65	466.65-	466.65-	.00	***
531XXX	PERSONAL SERVICES	1,075,959.00	936,897.00	4,962.65	668,536.01	407,422.99	268,360.99	.00	.78
532110	LEGAL SERVICES	1,500.00	1,500.00	.00	.00	1,500.00	1,500.00	.00	.00
532110016	SHERIFF FEES	200.00	200.00	.00	.00	200.00	200.00	.00	.00
532133	EMPLYBE/EMPLYMENT PH	4,050.00	4,050.00	.00	660.00	3,390.00	3,390.00	.00	.18
532140004	DIT TRANSITION	25,829.00	25,829.00	1,978.82	7,741.28	18,087.72	18,087.72	.00	.33
532143	LAN SUPPORT SERVICES	500.00	500.00	.00	.00	500.00	500.00	.00	.00
532145	SERVER SUPPORT SVC	1,200.00	1,200.00	.00	1,019.07	180.93	180.93	11,325.83-	9.37-
532160	ENGINEERING SERVICES	29,500.00	29,500.00	.00	14,113.05	15,386.95	15,386.95	42,508.63	2.09
532170	ADMIN SERVICES	350.00	350.00	.00	3,646.85	3,296.85-	3,296.85-	.00	11.37
532170002	ADMIN SVC-TEMP AGENC	5,000.00	5,000.00	2,119.14	7,424.65	2,424.65-	2,424.65-	3,325.76	2.35
532181900	WRKSHOP/CONF EXP-FOO	500.00	500.00	.00	.00	500.00	500.00	.00	.00
532183	LABORATORY SER AGREE	4,500.00	4,500.00	.00	.00	4,500.00	4,500.00	15,680.00	3.80
532185	WASTE REM/RECY SER A	200.00	200.00	.00	206.77	6.77-	6.77-	.00	1.13
532188	LAWNS & GROUNDS SER	250.00	250.00	.00	.00	250.00	250.00	.00	.00
532199029	MISC-RESEARCH SERVIC	1,750.00	1,750.00	.00	.00	1,750.00	1,750.00	.00	.00
532210	ENRG SER -ELECTRICAL	8,000.00	8,000.00	3,987.39	70,089.03	62,089.03-	62,089.03-	1,828.72	9.81
532220	ENRG SER -NAT.GAS/PR	5,113.00	5,113.00	.00	593.98	4,519.02	4,519.02	.00	.13
532230	ENRG SER -WATER & SE	150.00	150.00	.00	1,646.00	1,496.00-	1,496.00-	188.82	13.34
532310	REPAIRS-BUILDINGS	350.00	350.00	.00	1,694.34	1,344.34-	1,344.34-	.00	5.28
532331	REPAIRS-MOTOR VEHICL	8,000.00	8,000.00	.00	820.69	7,179.31	7,179.31	.00	.11
532331001	REPAIRS-VEHICLE/CAR	200.00	200.00	.00	182.00	18.00	18.00	.00	.99
532333	REPAIRS-OTHER EQUIPM	3,500.00	3,500.00	.00	6,596.12	3,096.12-	3,096.12-	775.00	2.30
532337	REPAIRS-PC/PRINTER	1,800.00	1,800.00	.00	.00	1,800.00	1,800.00	.00	.00
532390	REPAIRS-OTHER	.00	.00	.00	4,000.00	4,000.00-	4,000.00-	.00	***
532430	MAINT AGREEMENT-EQUI	18,000.00	18,000.00	4,640.45	8,248.17	9,751.83	9,751.83	4,554.80	.78
532441	MAINT AGRMT-OTHER SO	5,000.00	5,000.00	.00	.00	5,000.00	5,000.00	.00	.00
532512	RENT/LEASE-BLDINGS/O	229,521.00	229,521.00	.00	213,729.18	15,791.82	15,791.82	.00	1.02
532513	RENT/LEASE-OTH FACIL	1,200.00	1,200.00	.00	.00	1,200.00	1,200.00	.00	.00
532521	RENT/LEASE-MOTOR VEH	157,800.00	157,800.00	13,499.22	137,405.95	20,394.05	20,394.05	.00	.95
532590	RENT/LEASE OTHER PRO	.00	.00	5.50	7,245.99	7,245.99-	7,245.99-	7,205.19	***
532712	TRANS AIR-OUT STATE,	5,000.00	5,000.00	1,124.80	2,097.40	2,902.60	2,902.60	.00	.46

RMDSID16  
 BD701-3A  
 160 DEPT OF ENVIRONMENTAL QUALITY  
 24300 DEQ-SPECIAL  
 2338 DAQ -I & M AIR POLLUTION CONTROL  
 1788 DAQ -I & M AIR POLLUTION OPERATING

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM  
 CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK  
 FOR THE PERIOD ENDING MAY 31, 2017

PAGE: 2  
 C-U-GL-BD701-CERT-DET-ACCT  
 RUN DATE: 05/23/2017  
 ATBD701

DETAIL REPORT

ACCOUNT	DESCRIPTION	***** B U D G E T E D ***** CERTIFIED	***** A C T U A L ***** AUTHORIZED	CURRENT-MONTH	YEAR-TO-DATE	UNEXPENDED / CERTIFIED	UNREALIZED **** AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
532714	TRANSP-GRND - IN STA	17,500.00	17,500.00	2,179.23	17,187.73	312.27	312.27	.00	1.07
532715	TRANS GRND-OUT STA,I	2,500.00	2,500.00	.00	252.70	2,247.30	2,247.30	.00	.11
532717	TRANSP OTHER - IN ST	2,500.00	2,500.00	.00	549.67	1,950.33	1,950.33	.00	.24
532718	TRANS OTH-OUTSTATE,	2,500.00	2,500.00	.00	.00	2,500.00	2,500.00	.00	.00
532721	LODGING - IN STATE	8,000.00	8,000.00	.00	6,073.56	1,926.44	1,926.44	.00	.83
532722	LODGING-OUT STATE, I	5,000.00	5,000.00	.00	3,170.19	1,829.81	1,829.81	.00	.69
532724	MEALS - IN STATE	4,000.00	4,000.00	127.20	4,612.20	612.20-	612.20-	.00	1.26
532725	MEALS-OUT OF STATE,I	1,500.00	1,500.00	.00	844.90	655.10	655.10	.00	.61
532727	MISC - IN STATE	500.00	500.00	89.82	614.50	114.50-	114.50-	.00	1.34
532728	MISC - OUT STATE, IN	200.00	200.00	.00	210.50	10.50-	10.50-	.00	1.15
532799	TRAVEL ADVANCES	300.00	300.00	.00	.00	300.00	300.00	.00	.00
532811	TELEPHONE SERVICE	100.00	100.00	.00	16,938.86	16,838.86-	16,838.86-	3,213.54	219.85
532812	TELECOMMUN DATA CHR	48,500.00	48,500.00	.00	27,155.51	21,344.49	21,344.49	16,843.15-	.23
532814	CELLULAR PHONE SERVI	35,000.00	35,000.00	.00	13,495.18	21,504.82	21,504.82	.00	.42
532815	EMAIL AND CALENDARIN	5,500.00	5,500.00	.00	3,144.60	2,355.40	2,355.40	.00	.62
532821	COMPUTER/DATA PROCES	300.00	300.00	.00	45.66	254.34	254.34	.00	.17
532822	MANAGED LAN SVC CHAR	38,000.00	38,000.00	.00	24,183.52	13,816.48	13,816.48	12,227.89-	.34
532823	AUTHENTIC & AUTHORIZ	38,000.00	38,000.00	.00	15,864.13	22,135.87	22,135.87	4,981.71-	.31
532824	MANAGED SERVER SVCS	127,686.00	127,686.00	.00	97,901.62	29,784.38	29,784.38	49,709.32	1.26
532840	POSTAGE, FREIGHT & D	13,000.00	13,000.00	371.04	10,459.20	2,540.80	2,540.80	4,437.11	1.25
532840001	POST, FR&DEL-MAILING	100.00	100.00	.00	.00	100.00	100.00	.00	.00
532840002	POST, FR&DEL-FREIGHT	2,000.00	2,000.00	.00	2,987.61	987.61-	987.61-	.00	1.63
532840003	POST, FR&DEL-POSTAL M	1,800.00	1,800.00	.00	1,200.00	600.00	600.00	.00	.73
532850	PRINT,BIND,DUPLICATE	1,998.00	1,998.00	.00	1,062.00	936.00	936.00	.00	.58
532860	ADVERTISING	1,600.00	1,600.00	.00	.00	1,600.00	1,600.00	.00	.00
532860001	ADVERTIS-EVENTS SPON	20.00	20.00	.00	.00	20.00	20.00	.00	.00
532911	PROPERTY-INSURANCE	2,000.00	2,000.00	10,520.00	11,114.00	9,114.00-	9,114.00-	.00	6.06
532912	MOTOR VEHICLE INSURA	20,000.00	20,000.00	1,330.00	17,465.00	2,535.00	2,535.00	.00	.95
532913	LIABILITY INSURANCE	996.00	996.00	.00	1,040.12	44.12-	44.12-	.00	1.14
532930	REGISTRATION FEES	5.00	5.00	600.00	756.00	751.00-	751.00-	.00	164.95
532942	OTHER EMP EDUCATIONA	1,500.00	1,500.00	.00	.00	1,500.00	1,500.00	.00	.00
532XXX	PURCHASED SERVICES	901,568.00	901,568.00	42,572.61	767,489.48	134,078.52	134,078.52	88,048.31	1.04
533110	GENERAL OFFICE SUPPL	4,745.00	4,745.00	297.04	1,570.27	3,174.73	3,174.73	223.74	.41
533120	DATA PROCESSING SUPP	205.00	205.00	90.00	90.00	115.00	115.00	19,648.50	105.04
533150	SECURITY & SAFETY SU	8,700.00	8,700.00	90.66	318.77	8,381.23	8,381.23	.00	.04
533210	JANITORIAL SUPPLIES	.00	.00	.00	11.82	11.82-	11.82-	.00	***
533240	CARPENTRY & HARDWARE	2,950.00	2,950.00	497.14	1,737.05	1,212.95	1,212.95	636.58	.88
533310	GASOLINE	1,677.00	1,677.00	621.71	3,723.99	2,046.99-	2,046.99-	.00	2.42
533320	DIESEL FUEL	4,250.00	4,250.00	.00	.00	4,250.00	4,250.00	.00	.00
533350	MOTOR VEH REPLCEMNT	19,000.00	19,000.00	.00	22,743.79	3,743.79-	3,743.79-	22,603.01	2.60

RMDSID16  
 BD701-3A  
 160 DEPT OF ENVIRONMENTAL QUALITY  
 24300 DEQ-SPECIAL  
 2338 DAQ -I & M AIR POLLUTION CONTROL  
 1788 DAQ -I & M AIR POLLUTION OPERATING

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM  
 CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK  
 FOR THE PERIOD ENDING MAY 31, 2017

PAGE: 3  
 C-U-GL-BD701-CERT-DET-ACCT  
 RUN DATE: 05/23/2017  
 ATBD701

DETAIL REPORT

ACCOUNT	DESCRIPTION	***** B U D G E T E D ***** CERTIFIED	***** A C T U A L ***** AUTHORIZED	CURRENT-MONTH	YEAR-TO-DATE	UNEXPENDED / CERTIFIED	UNREALIZED **** AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
533710	SCIENTIFIC SUPPLIES	.00	.00	1,570.97	61,331.83	61,331.83-	61,331.83-	48,820.36	***
533720	EDUCATIONAL SUPPLIES	.00	.00	.00	344.19	344.19-	344.19-	.00	***
533900004	OTHMAT&SUPP-INCENTV&	.00	.00	.00	1,283.19	1,283.19-	1,283.19-	.00	***
533XXX	SUPPLIES	41,527.00	41,527.00	3,167.52	93,154.90	51,627.90-	51,627.90-	91,932.19	4.86
534523	EQUIP-SCIENTIFIC/MED	.00	.00	.00	98,235.43	98,235.43-	98,235.43-	.00	***
534534	PC/PRINTER EQUIPMENT	.00	.00	.00	391.73	391.73-	391.73-	.00	***
534539	OTHER EQUIPMENT	.00	.00	.00	256.03	256.03-	256.03-	129.68	***
534XXX	PROPERTY, PLANT & EQ	.00	.00	.00	98,883.19	98,883.19-	98,883.19-	129.68	***
535830	MEMBERSHIP DUES&SUBS	.00	.00	.00	1,500.00	1,500.00-	1,500.00-	.00	***
535890	OTHER ADMIN EXPENSE	.00	.00	.00	6.62	6.62-	6.62-	.00	***
535960	ELECTRONIC PAYMT PRO	.00	.00	.67	.67	.67-	.67-	.00	***
535XXX	OTHER EXPENSES & ADJ	.00	.00	.67	1,507.29	1,507.29-	1,507.29-	.00	***
538129	I TFR TO REG FIELD O	.00	188,491.00	.00	186,499.88	186,499.88-	1,991.12	.00	1.08
538144	I TFR TO REG OFC-TIT	.00	.00	.00	93,936.55	93,936.55-	93,936.55-	.00	***
538XXX	INTRAGOVERNMENTAL TR	.00	188,491.00	.00	280,436.43	280,436.43-	91,945.43-	.00	1.62
	TOTAL NON-SALARY ITE	943,095.00	1,131,586.00	45,740.80	1,241,471.29	298,376.29-	109,885.29-	180,110.18	1.37
	EXPENDITURES	2,019,054.00	2,068,483.00	50,703.45	1,910,007.30	109,046.70	158,475.70	180,110.18	1.10
REVENUES-ESTIMATED AND ACTUAL									
435400025	EMISSION INSPECTION	2,019,054.00	2,068,483.00	378,462.50	2,151,522.45	132,468.45-	83,039.45-		1.13
437127	PROCUREMENT CARD REB	.00	.00	.00	783.04	783.04-	783.04-		***
	REVENUES	2,019,054.00	2,068,483.00	378,462.50	2,152,305.49	133,251.49-	83,822.49-	.00	1.14
	INCREASE/(DECREASE) IN FUND BALANCE	.00	.00	327,759.05	242,298.19	242,298.19-	242,298.19-	.00	***

RMDSID16  
 BD701-3A  
 160 DEPT OF ENVIRONMENTAL QUALITY  
 24300 DEQ-SPECIAL  
 2338 DAQ -I & M AIR POLLUTION CONTROL  
 1788 DAQ -I & M AIR POLLUTION OPERATING

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM  
 CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK  
 FOR THE PERIOD ENDING MAY 31, 2017

PAGE: 4  
 C-U-GL-BD701-CERT-DET-ACCT  
 RUN DATE: 05/23/2017  
 ATBD701

DETAIL REPORT

ACCOUNT	DESCRIPTION	***** B U D G E T E D *****		***** A C T U A L *****		***** UNEXPENDED / UNREALIZED *****		ENCUMBRANCES	RATE
		CERTIFIED	AUTHORIZED	CURRENT-MONTH	YEAR-TO-DATE	CERTIFIED	AUTHORIZED		
REVENUES-ESTIMATED AND ACTUAL									
-----									
CASH ANALYSIS									
-----									
	BEGINNING BALANCE				.00				
	+ CASH RECEIPTS				2,152,305.49				
	- CASH DISBURSEMENTS				1,910,007.30				
	+ ASSETS				.00				
	+ LIABILITY				.00				
	+ EQUITY				.00				
	= ENDING BALANCE				242,298.19				
ADDITIONAL ASSETS									
-----									
	TOTAL AVAILABILITY				242,298.19				

## DMV Tools and Resources

The Division of Motor Vehicles License and Theft Bureau dedicates 226 positions to the I&M program.

- 190 sworn law enforcement agents and managers, duties are program management, issuing waivers, exemptions, covert audits, remote audits, and enforcement of violations.
- 25 civilian Call Center operators and managers, primary duties are personnel management and to assist citizens and stations with complaints, inquiries on the emission inspection requirements and the purchase of electronic authorizations.
- 2 civilian Hearing Officers who deliberate over and render decision in civil hearings.
- 9 civilian Administrative staff assigned to one of the seven field offices who assist the law enforcement agents in processing paperwork between the district and headquarters and adding new technicians in the inspection system.

These are all existing funded positions. One of the most significant changes within the program occurred in 2013 with the passing of Senate Bill 402 / S.L. 2013-360. Senate Bill 402 eliminated two (2) accounts that were allocated and used to support the North Carolina I&M program. The first of the two (2) accounts, Inspection Program Account, was dissolved on June 30, 2013 and all funds remaining in the account that were not earmarked, transitioned to the Highway Fund. The second of the accounts, Telecommunications Account, will be abolished on June 30, 2014. On June 30<sup>th</sup>, all remaining balances not assigned to a project will move to the Highway Fund. With the closing of the I&M program accounts, the program ceased being receipt funded and began receiving funding from the Highway Fund.”



## Appendix 6

### Number of vehicles Included in the I&M Program

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#### Contents:

The number of vehicles by county and model year is maintained by DMV

## Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
ALAMANCE	1996	1,516	674	30	2,220
ALAMANCE	1997	1,864	865	39	2,768
ALAMANCE	1998	2,392	967	23	3,382
ALAMANCE	1999	3,041	976	49	4,066
ALAMANCE	2000	3,573	1,053	62	4,688
ALAMANCE	2001	3,460	1,044	45	4,549
ALAMANCE	2002	4,176	1,048	45	5,269
ALAMANCE	2003	4,518	951	63	5,532
ALAMANCE	2004	4,791	1,107	68	5,966
ALAMANCE	2005	5,257	929	55	6,241
ALAMANCE	2006	5,042	840	64	5,946
ALAMANCE	2007	5,322	776	52	6,150
ALAMANCE	2008	4,660	644	68	5,372
ALAMANCE	2009	3,171	338	36	3,545
ALAMANCE	2010	3,822	374	33	4,229
ALAMANCE	2011	4,044	447	46	4,537
ALAMANCE	2012	4,601	385	36	5,022
ALAMANCE	2013	5,134	434	67	5,635
ALAMANCE	2014	4,841	548	121	5,510
ALAMANCE	2015	4,947	558	90	5,595
ALAMANCE	2016	4,307	533	71	4,911
BUNCOMBE	1996	1,982	1,009	36	3,027
BUNCOMBE	1997	2,889	1,252	44	4,185
BUNCOMBE	1998	3,497	1,322	46	4,865
BUNCOMBE	1999	4,398	1,444	66	5,908
BUNCOMBE	2000	5,278	1,593	72	6,943
BUNCOMBE	2001	5,394	1,457	87	6,938
BUNCOMBE	2002	6,397	1,445	86	7,928
BUNCOMBE	2003	7,053	1,493	93	8,639
BUNCOMBE	2004	7,790	1,647	147	9,584
BUNCOMBE	2005	8,390	1,411	100	9,901
BUNCOMBE	2006	8,466	1,403	106	9,975
BUNCOMBE	2007	8,636	1,148	84	9,868
BUNCOMBE	2008	7,531	854	92	8,477
BUNCOMBE	2009	5,419	424	35	5,878
BUNCOMBE	2010	6,399	530	38	6,967
BUNCOMBE	2011	6,839	734	56	7,629
BUNCOMBE	2012	7,143	643	63	7,849
BUNCOMBE	2013	8,203	699	89	8,991
BUNCOMBE	2014	7,780	681	129	8,590
BUNCOMBE	2015	8,657	766	176	9,599
BUNCOMBE	2016	8,996	1,078	176	10,250
CABARRUS	1996	1,273	662	19	1,954

County	Model Year	LDGV	LDGT1	LDGT2	Total
CABARRUS	1997	1,786	829	32	2,647
CABARRUS	1998	2,158	882	28	3,068
CABARRUS	1999	2,896	941	41	3,878
CABARRUS	2000	3,694	1,156	64	4,914
CABARRUS	2001	3,839	1,141	51	5,031
CABARRUS	2002	4,382	1,081	65	5,528
CABARRUS	2003	5,064	1,127	72	6,263
CABARRUS	2004	5,660	1,273	89	7,022
CABARRUS	2005	6,253	1,060	57	7,370
CABARRUS	2006	6,397	1,075	82	7,554
CABARRUS	2007	7,001	1,018	104	8,123
CABARRUS	2008	6,424	767	86	7,277
CABARRUS	2009	4,253	379	33	4,665
CABARRUS	2010	5,241	494	44	5,779
CABARRUS	2011	5,770	501	48	6,319
CABARRUS	2012	6,597	452	62	7,111
CABARRUS	2013	7,756	568	67	8,391
CABARRUS	2014	7,229	793	187	8,209
CABARRUS	2015	7,897	825	145	8,867
CABARRUS	2016	6,926	826	133	7,885
CUMBERLAND	1996	1,614	818	17	2,449
CUMBERLAND	1997	2,121	1,013	30	3,164
CUMBERLAND	1998	2,647	1,176	33	3,856
CUMBERLAND	1999	3,522	1,232	40	4,794
CUMBERLAND	2000	4,467	1,463	43	5,973
CUMBERLAND	2001	4,504	1,398	61	5,963
CUMBERLAND	2002	5,662	1,349	49	7,060
CUMBERLAND	2003	6,389	1,576	79	8,044
CUMBERLAND	2004	7,510	1,799	78	9,387
CUMBERLAND	2005	7,986	1,537	93	9,616
CUMBERLAND	2006	8,410	1,719	130	10,259
CUMBERLAND	2007	9,369	1,688	99	11,156
CUMBERLAND	2008	8,698	1,524	106	10,328
CUMBERLAND	2009	5,959	820	45	6,824
CUMBERLAND	2010	7,634	957	36	8,627
CUMBERLAND	2011	8,379	1,220	50	9,649
CUMBERLAND	2012	10,198	1,131	59	11,388
CUMBERLAND	2013	11,880	1,494	61	13,435
CUMBERLAND	2014	11,608	1,993	129	13,730
CUMBERLAND	2015	12,929	2,227	128	15,284
CUMBERLAND	2016	13,521	2,143	139	15,803
DAVIDSON	1996	1,593	898	46	2,537
DAVIDSON	1997	2,281	1,148	52	3,481
DAVIDSON	1998	2,714	1,258	52	4,024
DAVIDSON	1999	3,424	1,302	64	4,790

<b>County</b>	<b>Model Year</b>	<b>LDGV</b>	<b>LDGT1</b>	<b>LDGT2</b>	<b>Total</b>
DAVIDSON	2000	4,047	1,438	85	5,570
DAVIDSON	2001	3,986	1,365	86	5,437
DAVIDSON	2002	4,688	1,270	78	6,036
DAVIDSON	2003	4,838	1,317	98	6,253
DAVIDSON	2004	5,388	1,370	132	6,890
DAVIDSON	2005	5,802	1,138	104	7,044
DAVIDSON	2006	5,533	1,017	120	6,670
DAVIDSON	2007	5,656	929	116	6,701
DAVIDSON	2008	4,938	707	109	5,754
DAVIDSON	2009	3,087	331	46	3,464
DAVIDSON	2010	3,745	397	62	4,204
DAVIDSON	2011	3,988	421	71	4,480
DAVIDSON	2012	4,537	438	83	5,058
DAVIDSON	2013	4,983	384	100	5,467
DAVIDSON	2014	4,588	551	126	5,265
DAVIDSON	2015	4,762	561	124	5,447
DAVIDSON	2016	4,250	539	125	4,914
DURHAM	1996	1,788	529	13	2,330
DURHAM	1997	2,606	826	18	3,450
DURHAM	1998	3,217	855	20	4,092
DURHAM	1999	4,164	873	25	5,062
DURHAM	2000	5,366	1,072	23	6,461
DURHAM	2001	5,407	989	31	6,427
DURHAM	2002	6,473	1,003	25	7,501
DURHAM	2003	7,447	1,091	40	8,578
DURHAM	2004	8,033	1,097	56	9,186
DURHAM	2005	8,693	905	63	9,661
DURHAM	2006	8,802	956	68	9,826
DURHAM	2007	9,871	920	67	10,858
DURHAM	2008	8,576	725	61	9,362
DURHAM	2009	6,483	332	32	6,847
DURHAM	2010	7,840	401	25	8,266
DURHAM	2011	7,740	472	45	8,257
DURHAM	2012	9,440	439	40	9,919
DURHAM	2013	10,571	518	43	11,132
DURHAM	2014	9,284	604	70	9,958
DURHAM	2015	10,192	662	91	10,945
DURHAM	2016	9,113	714	81	9,908
FORSYTH	1996	2,788	1,067	47	3,902
FORSYTH	1997	3,932	1,423	77	5,432
FORSYTH	1998	4,956	1,542	59	6,557
FORSYTH	1999	6,221	1,628	95	7,944
FORSYTH	2000	7,682	1,736	101	9,519
FORSYTH	2001	7,784	1,707	97	9,588
FORSYTH	2002	9,191	1,722	103	11,016

County	Model Year	LDGV	LDGT1	LDGT2	Total
FORSYTH	2003	10,360	1,788	128	12,276
FORSYTH	2004	11,140	1,850	193	13,183
FORSYTH	2005	12,003	1,517	188	13,708
FORSYTH	2006	12,090	1,517	219	13,826
FORSYTH	2007	12,761	1,411	176	14,348
FORSYTH	2008	11,528	1,096	204	12,828
FORSYTH	2009	7,700	504	85	8,289
FORSYTH	2010	9,338	635	80	10,053
FORSYTH	2011	9,934	741	106	10,781
FORSYTH	2012	11,031	647	108	11,786
FORSYTH	2013	12,195	709	189	13,093
FORSYTH	2014	11,012	860	314	12,186
FORSYTH	2015	11,894	893	339	13,126
FORSYTH	2016	11,061	945	301	12,307
FRANKLIN	1996	481	342	13	836
FRANKLIN	1997	670	430	27	1,127
FRANKLIN	1998	827	475	22	1,324
FRANKLIN	1999	1,090	493	25	1,608
FRANKLIN	2000	1,280	560	24	1,864
FRANKLIN	2001	1,275	552	32	1,859
FRANKLIN	2002	1,496	585	41	2,122
FRANKLIN	2003	1,682	584	30	2,296
FRANKLIN	2004	1,881	659	38	2,578
FRANKLIN	2005	2,018	540	32	2,590
FRANKLIN	2006	1,961	545	35	2,541
FRANKLIN	2007	2,100	448	29	2,577
FRANKLIN	2008	1,744	343	39	2,126
FRANKLIN	2009	1,150	174	14	1,338
FRANKLIN	2010	1,432	234	16	1,682
FRANKLIN	2011	1,520	255	21	1,796
FRANKLIN	2012	1,688	210	16	1,914
FRANKLIN	2013	1,925	297	19	2,241
FRANKLIN	2014	1,746	311	38	2,095
FRANKLIN	2015	1,839	330	42	2,211
FRANKLIN	2016	1,561	321	53	1,935
GASTON	1996	1,579	895	18	2,492
GASTON	1997	2,179	1,188	41	3,408
GASTON	1998	2,698	1,290	33	4,021
GASTON	1999	3,512	1,317	51	4,880
GASTON	2000	4,088	1,449	55	5,592
GASTON	2001	4,185	1,403	48	5,636
GASTON	2002	4,704	1,322	43	6,069
GASTON	2003	5,508	1,486	72	7,066
GASTON	2004	5,669	1,544	98	7,311
GASTON	2005	6,372	1,309	88	7,769

County	Model Year	LDGV	LDGT1	LDGT2	Total
GASTON	2006	6,407	1,267	83	7,757
GASTON	2007	6,706	1,139	79	7,924
GASTON	2008	5,731	865	84	6,680
GASTON	2009	3,995	428	29	4,452
GASTON	2010	4,689	515	51	5,255
GASTON	2011	5,444	675	59	6,178
GASTON	2012	6,272	575	70	6,917
GASTON	2013	7,089	694	82	7,865
GASTON	2014	6,351	845	141	7,337
GASTON	2015	7,295	791	140	8,226
GASTON	2016	6,264	904	135	7,303
GUILFORD	1996	3,687	1,280	44	5,011
GUILFORD	1997	5,177	1,602	81	6,860
GUILFORD	1998	6,605	1,623	86	8,314
GUILFORD	1999	8,452	1,750	117	10,319
GUILFORD	2000	9,980	2,014	113	12,107
GUILFORD	2001	10,237	1,919	119	12,275
GUILFORD	2002	12,258	1,957	122	14,337
GUILFORD	2003	13,566	2,066	175	15,807
GUILFORD	2004	15,135	2,158	216	17,509
GUILFORD	2005	16,452	1,842	263	18,557
GUILFORD	2006	16,188	1,970	232	18,390
GUILFORD	2007	17,463	1,791	280	19,534
GUILFORD	2008	15,694	1,281	240	17,215
GUILFORD	2009	10,657	656	116	11,429
GUILFORD	2010	13,006	845	107	13,958
GUILFORD	2011	13,915	967	196	15,078
GUILFORD	2012	15,682	882	154	16,718
GUILFORD	2013	17,592	922	218	18,732
GUILFORD	2014	15,204	1,144	368	16,716
GUILFORD	2015	16,840	1,296	442	18,578
GUILFORD	2016	17,641	1,658	401	19,700
IREDELL	1996	1,377	690	23	2,090
IREDELL	1997	1,889	955	38	2,882
IREDELL	1998	2,227	937	38	3,202
IREDELL	1999	3,039	1,060	50	4,149
IREDELL	2000	3,440	1,216	77	4,733
IREDELL	2001	3,651	1,120	63	4,834
IREDELL	2002	4,203	1,116	57	5,376
IREDELL	2003	4,612	1,141	78	5,831
IREDELL	2004	5,147	1,370	82	6,599
IREDELL	2005	5,600	1,036	94	6,730
IREDELL	2006	5,625	1,059	112	6,796
IREDELL	2007	6,091	981	129	7,201
IREDELL	2008	5,400	842	115	6,357

<b>County</b>	<b>Model Year</b>	<b>LDGV</b>	<b>LDGT1</b>	<b>LDGT2</b>	<b>Total</b>
<b>IREDELL</b>	2009	3,651	334	29	4,014
<b>IREDELL</b>	2010	4,601	459	31	5,091
<b>IREDELL</b>	2011	5,094	506	58	5,658
<b>IREDELL</b>	2012	5,700	418	78	6,196
<b>IREDELL</b>	2013	6,733	543	93	7,369
<b>IREDELL</b>	2014	6,240	684	313	7,237
<b>IREDELL</b>	2015	7,136	740	232	8,108
<b>IREDELL</b>	2016	6,731	988	116	7,835
<b>JOHNSTON</b>	1996	1,226	814	33	2,073
<b>JOHNSTON</b>	1997	1,731	1,196	46	2,973
<b>JOHNSTON</b>	1998	2,056	1,229	50	3,335
<b>JOHNSTON</b>	1999	2,826	1,292	58	4,176
<b>JOHNSTON</b>	2000	3,474	1,452	53	4,979
<b>JOHNSTON</b>	2001	3,601	1,498	76	5,175
<b>JOHNSTON</b>	2002	4,405	1,486	63	5,954
<b>JOHNSTON</b>	2003	5,045	1,638	87	6,770
<b>JOHNSTON</b>	2004	5,473	1,879	87	7,439
<b>JOHNSTON</b>	2005	6,176	1,564	90	7,830
<b>JOHNSTON</b>	2006	5,974	1,515	89	7,578
<b>JOHNSTON</b>	2007	6,543	1,446	88	8,077
<b>JOHNSTON</b>	2008	5,614	1,106	60	6,780
<b>JOHNSTON</b>	2009	3,650	543	32	4,225
<b>JOHNSTON</b>	2010	4,597	691	32	5,320
<b>JOHNSTON</b>	2011	4,811	828	49	5,688
<b>JOHNSTON</b>	2012	5,690	703	49	6,442
<b>JOHNSTON</b>	2013	6,610	855	84	7,549
<b>JOHNSTON</b>	2014	6,027	1,094	133	7,254
<b>JOHNSTON</b>	2015	6,424	1,147	140	7,711
<b>JOHNSTON</b>	2016	5,131	1,023	105	6,259
<b>LEE</b>	1996	479	293	4	776
<b>LEE</b>	1997	680	370	13	1,063
<b>LEE</b>	1998	813	356	7	1,176
<b>LEE</b>	1999	1,034	432	11	1,477
<b>LEE</b>	2000	1,270	489	17	1,776
<b>LEE</b>	2001	1,292	423	29	1,744
<b>LEE</b>	2002	1,489	470	23	1,982
<b>LEE</b>	2003	1,657	449	18	2,124
<b>LEE</b>	2004	1,796	537	32	2,365
<b>LEE</b>	2005	1,955	442	35	2,432
<b>LEE</b>	2006	1,863	453	26	2,342
<b>LEE</b>	2007	1,914	370	20	2,304
<b>LEE</b>	2008	1,533	268	20	1,821
<b>LEE</b>	2009	1,124	159	12	1,295
<b>LEE</b>	2010	1,347	207	12	1,566
<b>LEE</b>	2011	1,462	232	25	1,719

<b>County</b>	<b>Model Year</b>	<b>LDGV</b>	<b>LDGT1</b>	<b>LDGT2</b>	<b>Total</b>
<b>LEE</b>	2012	1,699	196	24	1,919
<b>LEE</b>	2013	1,753	246	33	2,032
<b>LEE</b>	2014	1,634	297	31	1,962
<b>LEE</b>	2015	1,762	287	50	2,099
<b>LEE</b>	2016	1,433	275	40	1,748
<b>LINCOLN</b>	1996	639	435	18	1,092
<b>LINCOLN</b>	1997	946	559	28	1,533
<b>LINCOLN</b>	1998	1,089	619	20	1,728
<b>LINCOLN</b>	1999	1,429	627	36	2,092
<b>LINCOLN</b>	2000	1,653	771	50	2,474
<b>LINCOLN</b>	2001	1,748	759	35	2,542
<b>LINCOLN</b>	2002	2,029	650	34	2,713
<b>LINCOLN</b>	2003	2,154	709	48	2,911
<b>LINCOLN</b>	2004	2,417	771	70	3,258
<b>LINCOLN</b>	2005	2,650	669	71	3,390
<b>LINCOLN</b>	2006	2,572	631	68	3,271
<b>LINCOLN</b>	2007	2,686	550	55	3,291
<b>LINCOLN</b>	2008	2,454	447	65	2,966
<b>LINCOLN</b>	2009	1,630	228	29	1,887
<b>LINCOLN</b>	2010	2,016	266	19	2,301
<b>LINCOLN</b>	2011	2,289	290	26	2,605
<b>LINCOLN</b>	2012	2,473	238	30	2,741
<b>LINCOLN</b>	2013	2,866	326	52	3,244
<b>LINCOLN</b>	2014	2,602	412	77	3,091
<b>LINCOLN</b>	2015	2,785	440	59	3,284
<b>LINCOLN</b>	2016	2,301	418	68	2,787
<b>MECKLENBURG</b>	1996	4,401	1,333	38	5,772
<b>MECKLENBURG</b>	1997	6,635	1,767	67	8,469
<b>MECKLENBURG</b>	1998	8,489	2,063	71	10,623
<b>MECKLENBURG</b>	1999	11,412	2,327	93	13,832
<b>MECKLENBURG</b>	2000	14,767	2,729	147	17,643
<b>MECKLENBURG</b>	2001	15,697	2,761	122	18,580
<b>MECKLENBURG</b>	2002	19,172	2,876	128	22,176
<b>MECKLENBURG</b>	2003	22,507	2,977	163	25,647
<b>MECKLENBURG</b>	2004	25,856	3,330	218	29,404
<b>MECKLENBURG</b>	2005	28,561	3,035	254	31,850
<b>MECKLENBURG</b>	2006	30,988	3,306	299	34,593
<b>MECKLENBURG</b>	2007	34,834	3,294	371	38,499
<b>MECKLENBURG</b>	2008	32,193	2,575	410	35,178
<b>MECKLENBURG</b>	2009	22,351	1,083	189	23,623
<b>MECKLENBURG</b>	2010	27,736	1,479	251	29,466
<b>MECKLENBURG</b>	2011	31,273	1,766	253	33,292
<b>MECKLENBURG</b>	2012	36,237	1,777	396	38,410
<b>MECKLENBURG</b>	2013	43,149	2,203	540	45,892
<b>MECKLENBURG</b>	2014	38,883	2,705	795	42,383



County	Model Year	LDGV	LDGT1	LDGT2	Total
MECKLENBURG	2015	45,515	2,984	751	49,250
MECKLENBURG	2016	59,662	4,088	843	64,593
NEW HANOVER	1996	1,131	447	18	1,596
NEW HANOVER	1997	1,754	635	16	2,405
NEW HANOVER	1998	2,115	650	33	2,798
NEW HANOVER	1999	2,851	740	34	3,625
NEW HANOVER	2000	3,488	915	44	4,447
NEW HANOVER	2001	3,753	873	45	4,671
NEW HANOVER	2002	4,506	954	43	5,503
NEW HANOVER	2003	5,373	990	84	6,447
NEW HANOVER	2004	6,257	1,204	101	7,562
NEW HANOVER	2005	6,674	1,094	106	7,874
NEW HANOVER	2006	6,950	1,141	91	8,182
NEW HANOVER	2007	7,571	1,036	82	8,689
NEW HANOVER	2008	6,944	843	64	7,851
NEW HANOVER	2009	4,630	427	48	5,105
NEW HANOVER	2010	5,458	582	49	6,089
NEW HANOVER	2011	6,158	710	64	6,932
NEW HANOVER	2012	6,861	688	58	7,607
NEW HANOVER	2013	7,894	754	67	8,715
NEW HANOVER	2014	7,653	939	96	8,688
NEW HANOVER	2015	8,712	1,055	138	9,905
NEW HANOVER	2016	9,520	1,410	111	11,041
ONslow	1996	750	520	22	1,292
ONslow	1997	1,069	686	40	1,795
ONslow	1998	1,397	667	51	2,115
ONslow	1999	1,729	737	53	2,519
ONslow	2000	2,214	898	55	3,167
ONslow	2001	2,398	876	58	3,332
ONslow	2002	3,039	1,014	80	4,133
ONslow	2003	3,525	1,113	89	4,727
ONslow	2004	3,977	1,215	125	5,317
ONslow	2005	4,534	1,094	152	5,780
ONslow	2006	4,618	1,084	165	5,867
ONslow	2007	4,707	1,064	170	5,941
ONslow	2008	4,547	881	146	5,574
ONslow	2009	3,273	541	77	3,891
ONslow	2010	4,112	669	109	4,890
ONslow	2011	4,340	780	160	5,280
ONslow	2012	5,436	742	132	6,310
ONslow	2013	6,818	901	177	7,896
ONslow	2014	6,894	1,168	215	8,277
ONslow	2015	7,957	1,322	253	9,532
ONslow	2016	6,619	1,160	135	7,914
RANDOLPH	1996	1,512	924	30	2,466

<b>County</b>	<b>Model Year</b>	<b>LDGV</b>	<b>LDGT1</b>	<b>LDGT2</b>	<b>Total</b>
<b>RANDOLPH</b>	1997	2,051	1,215	45	3,311
<b>RANDOLPH</b>	1998	2,382	1,224	46	3,652
<b>RANDOLPH</b>	1999	2,962	1,248	63	4,273
<b>RANDOLPH</b>	2000	3,572	1,350	66	4,988
<b>RANDOLPH</b>	2001	3,403	1,273	66	4,742
<b>RANDOLPH</b>	2002	3,861	1,219	75	5,155
<b>RANDOLPH</b>	2003	4,170	1,271	85	5,526
<b>RANDOLPH</b>	2004	4,516	1,295	109	5,920
<b>RANDOLPH</b>	2005	5,106	1,037	79	6,222
<b>RANDOLPH</b>	2006	4,782	991	85	5,858
<b>RANDOLPH</b>	2007	4,917	878	104	5,899
<b>RANDOLPH</b>	2008	4,190	690	97	4,977
<b>RANDOLPH</b>	2009	2,637	353	38	3,028
<b>RANDOLPH</b>	2010	3,207	430	40	3,677
<b>RANDOLPH</b>	2011	3,470	499	65	4,034
<b>RANDOLPH</b>	2012	3,934	490	62	4,486
<b>RANDOLPH</b>	2013	4,217	433	65	4,715
<b>RANDOLPH</b>	2014	3,713	518	72	4,303
<b>RANDOLPH</b>	2015	3,940	475	88	4,503
<b>RANDOLPH</b>	2016	3,266	499	97	3,862
<b>ROCKINGHAM</b>	1996	1,037	649	25	1,711
<b>ROCKINGHAM</b>	1997	1,352	751	35	2,138
<b>ROCKINGHAM</b>	1998	1,641	807	20	2,468
<b>ROCKINGHAM</b>	1999	1,999	872	45	2,916
<b>ROCKINGHAM</b>	2000	2,433	949	44	3,426
<b>ROCKINGHAM</b>	2001	2,183	842	44	3,069
<b>ROCKINGHAM</b>	2002	2,435	766	40	3,241
<b>ROCKINGHAM</b>	2003	2,663	817	63	3,543
<b>ROCKINGHAM</b>	2004	2,817	823	61	3,701
<b>ROCKINGHAM</b>	2005	3,130	665	73	3,868
<b>ROCKINGHAM</b>	2006	2,875	587	60	3,522
<b>ROCKINGHAM</b>	2007	3,009	524	68	3,601
<b>ROCKINGHAM</b>	2008	2,580	402	54	3,036
<b>ROCKINGHAM</b>	2009	1,689	197	28	1,914
<b>ROCKINGHAM</b>	2010	1,923	237	14	2,174
<b>ROCKINGHAM</b>	2011	2,162	248	26	2,436
<b>ROCKINGHAM</b>	2012	2,393	278	18	2,689
<b>ROCKINGHAM</b>	2013	2,580	229	55	2,864
<b>ROCKINGHAM</b>	2014	2,384	288	53	2,725
<b>ROCKINGHAM</b>	2015	2,484	316	66	2,866
<b>ROCKINGHAM</b>	2016	1,891	326	69	2,286
<b>ROWAN</b>	1996	1,280	735	21	2,036
<b>ROWAN</b>	1997	1,842	895	30	2,767
<b>ROWAN</b>	1998	2,068	939	26	3,033
<b>ROWAN</b>	1999	2,746	1,017	56	3,819

<b>County</b>	<b>Model Year</b>	<b>LDGV</b>	<b>LDGT1</b>	<b>LDGT2</b>	<b>Total</b>
ROWAN	2000	3,146	1,120	51	4,317
ROWAN	2001	3,084	1,142	48	4,274
ROWAN	2002	3,713	1,052	53	4,818
ROWAN	2003	3,979	1,072	60	5,111
ROWAN	2004	4,273	1,180	100	5,553
ROWAN	2005	4,617	997	93	5,707
ROWAN	2006	4,492	852	89	5,433
ROWAN	2007	4,613	749	110	5,472
ROWAN	2008	4,141	616	95	4,852
ROWAN	2009	2,747	312	61	3,120
ROWAN	2010	3,129	355	57	3,541
ROWAN	2011	3,389	383	68	3,840
ROWAN	2012	3,829	361	76	4,266
ROWAN	2013	4,140	343	75	4,558
ROWAN	2014	3,716	430	103	4,249
ROWAN	2015	4,057	435	105	4,597
ROWAN	2016	3,231	447	83	3,761
UNION	1996	1,207	656	26	1,889
UNION	1997	1,656	906	36	2,598
UNION	1998	2,062	999	22	3,083
UNION	1999	2,866	1,160	61	4,087
UNION	2000	3,566	1,304	58	4,928
UNION	2001	3,757	1,361	54	5,172
UNION	2002	4,444	1,233	50	5,727
UNION	2003	5,384	1,386	75	6,845
UNION	2004	5,968	1,518	90	7,576
UNION	2005	6,371	1,345	77	7,793
UNION	2006	7,006	1,397	110	8,513
UNION	2007	7,797	1,277	84	9,158
UNION	2008	7,155	952	98	8,205
UNION	2009	4,871	487	45	5,403
UNION	2010	5,858	578	55	6,491
UNION	2011	7,116	717	59	7,892
UNION	2012	7,670	655	59	8,384
UNION	2013	9,384	823	99	10,306
UNION	2014	8,362	1,077	177	9,616
UNION	2015	9,423	1,151	179	10,753
UNION	2016	8,445	1,155	147	9,747
WAKE	1996	4,559	1,535	47	6,141
WAKE	1997	6,958	2,296	69	9,323
WAKE	1998	9,260	2,509	74	11,843
WAKE	1999	12,206	2,724	115	15,045
WAKE	2000	15,621	3,356	130	19,107
WAKE	2001	17,172	3,394	159	20,725
WAKE	2002	20,934	3,710	157	24,801

County	Model Year	LDGV	LDGT1	LDGT2	Total
WAKE	2003	25,273	3,931	261	29,465
WAKE	2004	29,175	4,554	318	34,047
WAKE	2005	32,268	3,933	233	36,434
WAKE	2006	34,191	4,040	448	38,679
WAKE	2007	38,676	3,992	811	43,479
WAKE	2008	35,048	3,491	529	39,068
WAKE	2009	25,154	1,690	133	26,977
WAKE	2010	30,774	2,379	147	33,300
WAKE	2011	33,578	2,816	287	36,681
WAKE	2012	39,226	2,494	313	42,033
WAKE	2013	44,783	3,252	469	48,504
WAKE	2014	40,624	3,981	701	45,306
WAKE	2015	45,247	4,349	714	50,310
WAKE	2016	51,992	5,116	751	57,859
				Total	3,676,700812. 432

## Appendix 7

### Quality Control Procedures

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Contents:

Quality Control Procedures

## Quality Control Procedures

DMV License & Theft Bureau Inspectors conduct periodic quality control audits. These audits are performed by physically visiting the stations and conducting an inspection of all required equipment to perform inspections as required by state law and administrative code.

*Appendix 2* contains the current North Carolina Administrative Code governing vehicle Safety/OBD Inspections. All quality control and maintenance procedures to be followed by the inspection mechanics are contained in this manual.

*NOTE:* The current manual has not been updated to reflect the changes moving from emissions tailpipe inspections to a 100% OBD II inspection procedure nor does it reflect the implementation of eSticker in 2008.

## Appendix 8

### Record Keeping and Document Security

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Contents:

Record Keeping and Document Security

## **Record Keeping and Document Security**

Licensed inspection stations must procure electronic authorizations from the North Carolina Department of Transportation, Division of Motor Vehicles (DMV) (via web page, phone call or through the inspection analyzer) and no other sources. Since North Carolina has moved to an electronic authorization type system, inspection stations are no longer accountable for inspection certificates in their possession. The accounting for all electronic authorizations is handled by the inspection analyzer and the vehicle information database.

With electronic authorizations, inspection stations are unable to furnish, give, loan, transfer, reissue, or sell any inspection certificates to any other licensed station or inspector mechanic.

All inspection supplies, copies of receipts, and statements pertaining to the issuance of electronic authorizations, and forms issued by the DMV pursuant to carrying out the inspection program are considered the property of the DMV. Upon any suspension or revocation of any station license, or if the station ceases to do business, all items must be surrendered to DMV if requested and inventoried by an Agent.

Each licensed station is required to maintain a copy of the receipt and statement report as issued to the operator of a vehicle upon completion of the inspection. The copy of the receipt must be maintained for at least eighteen (18) months following the inspection. The inspection records must be available for inspection by any Law Enforcement Officer, upon demand, during normal business hours.

North Carolina currently uses a registration denial enforcement method for ensuring motorist compliance with the inspection requirement. Vehicles may be inspected within 90 days prior to the expiration of the vehicle's registration expiration date. If the vehicle is not inspected, the vehicle's registration will expire and be blocked from renewal or initial registration until the vehicle is inspected.

The quality of the enforcement program's information database is assured through the use of bar-coded data entry at the test or redundant manual entry of the VIN and additional qualifiers such as linking the license plate number to the entered vehicle identification number. The DMV registration card displays a bar-coded VIN for the associated registered vehicle. By having the bar-coded VIN on each registration, stations will be able to scan the VIN from the registration card, verify the entry matches the public VIN, which increases the accuracy of the data entered into DMV's computer system to allow tracking of vehicles which receive exemptions or waivers and registration changes which might occur. Stations performing inspections maintain copies of their records for a minimum of eighteen (18) months. These records are subsequently checked during audits.



## Appendix 9

### Equipment Specifications

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Contents:

The North Carolina Analyzer Specifications can be found on the following web page.

- <http://deq.nc.gov/about/divisions/air-quality/motor-vehicles-air-quality/inspection-maintenance-program/analyzer-vendor-information>

## Appendix 10

### Enforcement Procedures

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Contents:

DMV Enforcement Procedures

## DMV Enforcement Procedures

The North Carolina Division of Motor Vehicles in 2008 implemented a program known as eSticker. This eSticker program moved the inspection program away from paper inspection stickers to embrace electronic inspection authorizations. These electronic inspection authorizations or eStickers are assigned to a vehicle's identification number for passing inspections.

Strategies for motorist compliance primarily revolve around registration denial by utilizing the eSticker concept while continuing to identify and cite vehicle owners during roadside pullovers. Roadside pullovers are conducted by all law enforcement officers with proper jurisdiction. Roadside pullovers consist of stopping all traffic on a random street or highway and checking the registration expiration. Because of eSticker, the authenticity of the vehicle's inspection can be easily verified by reviewing the registration.

A penalty schedule is used in the case of violations by inspection mechanics and inspection stations. The penalty schedule has been approved and signed into law. It has been incorporated into this document for reference (<http://www.ncleg.net/gascripts/statutes/statutelookup.pl?statute=20-183.8B>). Penalties which include revocation require mandatory retraining for offenders.

The license of any inspection station or mechanic in violation of any of the articles or provisions of either the regulations or laws governing the inspection of motor vehicles is subject to suspension, cancellation or revocation. Individuals who violate the laws of this State which govern inspections are subject to criminal prosecution. Every licensee is provided an opportunity for a "show cause" or administrative hearing prior to the suspension/revocation of his license. Any licensee whose license has been suspended or revoked may, within ten (10) days from the date of the suspension or revocation, request a hearing in writing before the Commissioner or his designated Agent. In such cases, the hearing must be conducted within thirty (30) days of the receipt of the written request for such hearing.

Prior to the reinstatement of any license suspended or revoked by Order of the Commissioner, it is necessary for the applicant to demonstrate, to the satisfaction of the Commissioner or his appointed Agent, that his employees have ample knowledge of the inspection procedures and requirements described in the rules and regulations, and that the location is mechanically equipped to carry out proper inspections. It is also necessary for the applicant, for reinstatement, to attend a training session for both the Safety and OBD Inspections. Proof of satisfactory completion must be presented to a representative of the Division of Motor Vehicles on a form approved by the Commissioner.

In the case of either an administrative hearing or criminal trial, the Law Enforcement Officer is present to testify unless, through notification, the Officer's presence is not necessary. The Officer provides and presents the necessary information and facts relevant to the case.

DMV License and Theft Bureau Agents have the authority to immediately temporarily suspend licenses of stations and inspection mechanics upon finding major violations.

In the case of inspection mechanic incompetence, the inspection mechanic is required to be retrained and must successfully complete the required courses and tests. For cases involving factors other than those of incompetence, the inspection mechanic is suspended for a time frame correlating with severity of the violation, with suspensions increasing with the severity and frequency of the violation. Offenses involving gross neglect, deliberate circumvention, or multiple offenses ultimately lead to permanent license revocation.

Civil penalties and violations associated with the Inspection and Maintenance Program can be found in

## Appendix 1:

- NCGS §20-183.7, “Fees for performing an inspection and issuing an electronic inspection authorization to a vehicle; use of civil penalties.”
- NCGS §20-183.8, “Infractions and criminal offenses for violations of inspection requirements.”
- NCGS §20-183.8A, “Civil penalties against motorists for emissions violations; waiver.”
- NCGS §20-183.8B, “Civil penalties against license holders and suspension or revocation of license for emissions violations.”
- NCGS §20-183.8C, “Acts that are Type I, II, or III emissions violations.”
- NCGS §20-183.8D, “Suspension or revocation of license.”
- NCGS §20-183.8F, “Requirements for giving license holders notice of violations and for taking summary action.”
- NCGS §20-183.8G, “Administrative and judicial review.”

## Appendix 11

### Enforcement Oversight Procedures

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Contents:

DMV Information

## Enforcement Oversight Procedures

The legal authority contained in North Carolina General Statute Chapter 20, Article 3A, Part 2, is the basis of the oversight and enforcement element of the vehicle inspection and maintenance program. The regulations and procedures by which the vehicle inspection and maintenance program is administered come from N.C.G.S. 20-2(b), in which the Commissioner of Motor Vehicles is given the authority to promulgate the regulations and provisions reasonably necessary to implement Chapter 20 of the North Carolina General Statutes. N.C.G.S. 20-183.8B sets criteria for imposing fines and penalties as approved by the General Assembly and ratified as law. The Division of Motor Vehicles is fully committed to following EPA regulations covering vehicle inspection and maintenance programs.

The North Carolina Division of Motor Vehicles utilizes a "two-pronged" approach to implementing the motorist compliance aspect of the plan. This approach is accomplished by using both registration denial and civil penalty assessments as outlined in N.C.G.S. 20-183.8A

The Division of Motor Vehicles currently provides covert vehicles and performs either a covert or remote audit per station annually. There are approximately fifteen (15) fleet covert vehicles available for use. These vehicles are set to fail OBD inspections one hundred percent (100%) of the time.

The License & Theft Bureau has historically found there are seldom violations relating to self-inspection stations. Since self-inspection stations rely heavily on their vehicles in the performance of their business, most self-inspect stations assure mechanical concerns are quickly resolved. As a result, the Bureau ceased annual emission standards and tamper audits but continues to perform an overt performance audit on each self-inspect station. The Bureau reserves the right however, to conduct a more thorough audit if warranted.

The Division of Motor Vehicles collects all vehicle inspection information and matches the data to the host system for DMV registration records. This automation allows for successful registration denial enforcement and during calendar year 2012 posted a ninety-eight-point nine percent (98.9%) compliance rate for registered vehicles receiving its required inspection. This automation assists DMV with preparing the required EPA reports and ensuring the intent of the program is being met at the highest level.

## Appendix 12

### Quality Assurance Procedures

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Contents:

DMV Quality Assurance Procedures

## DMV Quality Assurance Procedures

License & Theft Bureau Inspectors must be certified as State Law Enforcement Officers, which includes approximately six hundred twenty (620) hours of law enforcement training, basic investigations, evidence gathering, and court proceedings. License & Theft Bureau Inspectors also receive specialized training during initial employment and as required due to program changes. This training consists of, but not limited to, the use inspection machines, program rules and regulations, basics of air pollution control, engine repair and performance, motor vehicle emissions control systems, program related investigations and fraud detection, quality control, and covert audit procedures.

Overt audits are conducted as needed. However, all stations receive at least one overt audit a year. Audits include a check of record keeping practices, mechanic licensure, proper display of licenses, inspection area conditions, and assurance all equipment is in good working order. While performing overt audits, DMV License & Theft Bureau personnel complete a performance audit report, which is generated from the inspection analyzer, requiring examination of the bar code scanner, data link connector, printer, etc., for proper function.

The License & Theft Bureau will conduct a number of remote and covert audits each year. Licensed emission inspection stations are audited at least once per year with a covert vehicle. Covert vehicles are set to fail the bulb check (KOEO) test one hundred percent (100%) of the time. Additional remote/covert audits are performed and permissible at inspection stations suspected of illicit activities. The Division of Motor Vehicles Registration Section will provide random license plates and fictitious registrations to assure anonymity of the covert vehicles.

Regulations require Inspection Mechanics to attend and pass the necessary vehicle inspection courses offered by an approved North Carolina Community College or Technical Institute and taught by an approved instructor. An outline of the current vehicle inspection training course is accessible on the NC Community College web site <http://www.nccommunitycolleges.edu/workforce-continuing-education/training-credentials/instructor-resources/auto-safety-and-obd-emissions-aut3129> and complies with the elements in 40 CFR Section 51.367. The Division of Motor Vehicles tracks license expirations electronically within the vehicle inspection database. Community College Instructors licensed through the Division of Motor Vehicles must be recertified once every two (2) years through written exam, achieving a minimum score of ninety percent (90%) correct responses. The Division of Motor Vehicles License & Theft Bureau has assessed the availability of training courses and found that Community Colleges and Technical Institutes within North Carolina provide adequate training through use of Bureau produced instruction materials to identify emission reduction components, proper connection and operation.



## Appendix 13

### List of Abbreviations

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Contents:

List of Abbreviations

## List of Abbreviations

CFR	Code of Federal Regulations
CO	carbon monoxide
DENR	Department of Environment and Natural Resources
DAQ	Division of Air Quality
DMV	Division of Motor Vehicles
EGR	exhaust gas recirculation
EPA	Environmental Protection Agency
EMC	Environmental Management Commission
EMF	Emissions Maintenance Fund
EMS	Emergency Medical Service
HDV	heavy duty vehicle
I&M	inspection and maintenance
LDV	light duty vehicle
MSA	metropolitan statistical area
MOVES	Motor Vehicle Emissions Simulator
NAAQS	National Ambient Air Quality Standards
NC	North Carolina
NCAC	North Carolina Administrative Code
NCDOT	North Carolina Department of Transportation
NCGS	North Carolina General Statute
NO <sub>x</sub>	oxides of nitrogen
O <sub>3</sub>	ozone
OBD	On-Board Diagnostic II System
PCV	positive crankcase ventilation
SADLS	State Automated Driver License System
SIP	state implementation plan
STARS	State Titling and Registration System
TSB	technical service bulletin
VID	vehicle information database
VIN	vehicle identification number
VOC	volatile organic compounds

## Appendix 14

### Public Hearing Notice report, Comments Received and Responses

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Contents: