State of North Carolina

State Implementation Plan

Supplement

Inspection and Maintenance (I/M) Program

Department of Environment and Natural Resources

Division of Air Quality

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State Of North Carolina

Implementation Plan for Inspection/Maintenance Program

INTRODUCTION

The State of North Carolina implemented a Motor Vehicle Inspection/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_3) 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 implementation~~responsible for monitoring the DMV's adherence to EPA's guidelines and reporting to EPA each year (per *40 CFR 51.366*) detailing the activity~~ 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 through1991, 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~~2002~~ 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 hopes to improve the vehicle compliance because vehicles will be required to have a passing OBD inspection no more than 90 days prior to the vehicle registration expiration date in order 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 its odometer. In

addition, Session Law 2011-95 enacted by the North Carolina General Assembly exempts plug-in electric vehicles from the emissions inspection requirement.

A. APPLICABILITY (40 CFR §51.350)

1. In North Carolina, Table 1 below lists the counties required to have ~~having~~ an I/M program as described in *40 CFR 51.350(a),* due to being designated nonattainment for CO or Moderate O_3. Although only part of Granville County was designated Moderate nonattainment for the 1-hour O_3 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_3 standard, the whole County is subject to the I/M program.

Table 1. Counties Required to Have I/M Program

County	**Nonattainment Pollutant**	**Status**	**Program**	**~~1990~~2010 Census Population**
Cabarrus	8-hour O_3	Moderate-Nonattainment	Basic OBD	~~98,935~~178,011
Davidson	1-hour O_3	Maintenance	Basic OBD	~~126,677~~162,878
	$PM_{2.5}$	Subpart 4		
Durham	CO	Maintenance	Basic OBD	~~181,835~~267,587
	1-hour O_3			
	8-hour O_3			
Forsyth	CO	Maintenance	Basic OBD	~~265,878~~350,670
	1-hour O_3			
Gaston	1-hour O_3	Maintenance	Basic OBD	~~175,093~~206,086
	8-hour O_3	Moderate-Nonattainment		
Granville	1-hour O_3	Maintenance	Basic OBD	~~38,345~~59,916
	8-hour O_3	Maintenance		
Guilford	1-hour O_3	Maintenance	Basic OBD	~~347,420~~488,406
	$PM_{2.5}$	Subpart 4		
Iredell	8-hour O_3	Moderate-Nonattainment	Basic OBD	~~92,931~~159,437
Lincoln	8-hour O_3	Moderate-Nonattainment	Basic OBD	~~50,319~~78,265
Mecklenburg	CO	Maintenance	Basic OBD	~~511,433~~919,628
	1-hour O_3			
	8-hour O_3	Moderate-Nonattainment		
Rowan	8-hour O_3	Moderate-Nonattainment	Basic OBD	~~110,605~~138,428
Union	8-hour O_3	Moderate-Nonattainment	Basic OBD	~~84,211~~201,292
Wake	CO	Maintenance	Basic OBD	~~423,380~~900,993
	1-hour O_3			
	8-hour O_3			

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 Statue (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 Statue. 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 Required by 1999 Clean Air Bill to Have OBD I/M Program

County	**Nonattainment Pollutant**	**Status**	**Program**	**~~1990~~2010 Census Population**
Alamance	-	-	Basic OBD	~~108,213~~151,131
Brunswick	-	-	Basic OBD	~~50,985~~107,431
Buncombe	-	-	Basic OBD	~~174,821~~238,318
Burke	-	-	Basic OBD	~~75,744~~90,912
Caldwell	-	-	Basic OBD	~~70,709~~80,029
Carteret	-	-	Basic OBD	~~52,556~~66,469
Catawba	$PM_{2.5}$	Subpart 4	Basic OBD	~~118,412~~154,358
Chatham	8-hour O_3	Maintenance	Basic OBD	~~38,759~~63,505
Cleveland	-	-	Basic OBD	~~84,714~~98,078
Craven	-	-	Basic OBD	~~81,613~~103,505
Cumberland	-	-	Basic OBD	~~274,566~~319,431
Edgecombe	8-hour O_3	Maintenance	Basic OBD	~~56,558~~56,552
Franklin	8-hour O_3	Maintenance	Basic OBD	~~36,414~~60,619
Harnett	-	-	Basic OBD	~~67,822~~114,678
Haywood	8-hour O_3	Maintenance	Basic OBD	~~46,942~~59,036
Henderson	-	-	Basic OBD	106,740
Johnston	8-hour O_3	Maintenance	Basic OBD	~~81,306~~168,878
Lee	-	-	Basic OBD	~~41,734~~57,866
Lenoir	-	-	Basic OBD	~~52,274~~59,495
Moore	-	-	Basic OBD	~~59,013~~88,247
Nash	8-hour O_3	Maintenance	Basic OBD	~~76,677~~95,840
New Hanover	-	-	Basic OBD	~~120,284~~202,667
Onslow	-	-	Basic OBD	~~149,838~~177,772
Orange*	8-hour O_3	Maintenance	Basic OBD	~~93,851~~133,801
~~Person~~	~~8-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~30,180~~
Pitt	-	-	Basic OBD	~~107,924~~168,148
Randolph	-	-	Basic OBD	~~106,546~~141,752
Robeson	-	-	Basic OBD	~~105,179~~134,168
Rockingham	-	-	Basic OBD	~~86,064~~93,643
Rutherford	-	-	Basic OBD	~~56,918~~67,810
Stanly	-	-	Basic OBD	~~51,765~~60,585
Stokes	-	-	Basic OBD	~~37,223~~47,401
Surry	-	-	Basic OBD	~~61,704~~73,673

County	**Nonattainment Pollutant**	**Status**	**Program**	**~~1990~~2010 Census Population**
Wayne	-	-	Basic OBD	~~104,666~~122,623
Wilkes	-	-	Basic OBD	~~59,393~~69,340
Wilson	-	-	Basic OBD	~~66,061~~81,234

**Orange County was one of the original nine counties subject to I/M prior to the 1999 Clean Air Bill. It was part of the Raleigh/Durham MSA.*

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 ~~no~~ 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. Basic I/M Performance Standards for 1-hour O_3 and CO standards
   Eight of the counties listed in Table 1 are in areas originally designated as non-attainment under the CO and/or 1-hour O_3 standards, prior to effective date of the 1997 8-hour O_3 standard. Therefore, for these counties, the performance of the revised North Carolina I/M program (referred to as the "target" program) must meet or exceed the basic I/M performance standard outlined in 40 CFR §51.352 (c). Specifically, the exemption of the three newest model year vehicles with less than 70,000 miles under the target program must obtain the same or lower emissions of CO, volatile organic compounds (VOC), and oxides of nitrogen (NO_x) than the performance standard. For each of these counties, mobile source emissions of CO, VOC, and NO_x were modeled using the latest approved EPA emissions model (MOVES2010b), first with the applicable performance standard I/M parameters and then with the target program I/M parameters. All other MOVES input data (i.e. vehicle miles traveled, vehicle speeds, vehicle type and age distributions, etc.) were held constant between the modeling runs. CO emissions rates in grams per mile (g/m) were calculated from the modeling results, with county-level data aggregated by non-attainment area. The comparative results are shown in Tables 3 and 4. The results are aggregated by non-attainment area. In all cases, the target I/M program produces lower emissions, expressed as emission factors with the units of grams per mile.

The CO emissions were modeled for a winter (January) weekday for the years indicated. For each non-attainment area, the year chosen to model was based on the availability of MOVES input for the area within one year (plus or minus) of the anticipated implementation of the target I/M program (2014). The VOC and NO_x emissions were modeled for a summer (July) weekday for the years indicated. For each non-attainment area, the year chosen to model was based on the availability of MOVES input for the area within one year (plus or minus) of the anticipated implementation of the target I/M program (2014). The best available VMT and speed data (based on travel demand modeling) was used, along with the latest available (2012) vehicle registration data. All MOVES input and output databases and modeling run specification files are provided on electronic media.

~~In 1993, North Carolina submitted an I/M SIP to address the I/M requirements for the 1-hour O_3 and CO standards. The original performance standards for Volatile Organic Compounds (VOC) and CO are summarized below. These performance standards were calculated using the latest EPA mobile model at that time, MOBILE5a. *Appendix 1* contains the MOBILE5a input and output files from the runs used to evaluate the emission reduction benefits.~~

~~**VOC Emission Factors (grams/mile)**~~

	~~1997~~	~~2000~~	~~2003~~
~~Performance Standard~~	~~2.32~~	~~2.09~~	~~1.94~~
~~Program Target~~	~~2.30~~	~~2.08~~	~~1.92~~

~~**CO Emission Factors (grams/mile)**~~

	~~1996~~	~~2000~~
~~Performance Standard~~	~~26.74~~	~~24.46~~
~~Program Target~~	~~26.53~~	~~24.34~~

Table 3 NO_x & VOC Emission Factors for 1-hour O_3 standard (grams/mile)

		Metrolina	Triad	Triangle
NOx	Performance Standard	1.222	1.149	1.035
	Program Target	1.177	1.106	0.994
VOC	Performance Standard	0.573	0.631	0.509
	Program Target	0.555	0.611	0.490

Table 4 CO Emission Factors for CO standard (grams/mile)

		Metrolina	Triad	Triangle
CO	Performance Standard	17.048	20.356	16.690
	Program Target	15.895	19.053	15.558

The Metrolina area consists of Gaston and Mecklenburg Counties.
The Triad area consists of Davidson, Forsyth and Guilford Counties.

The Triangle area consists of Durham, Wake and Granville Counties.

2. Basic I/M Performance Standards for the 1997 8-hour O_3 standard
Five counties in the Charlotte-Gastonia-Rock Hill, NC-SC area (Cabarrus, Lincoln, Rowan, Union and Iredell Counties) were required to implement the I/M program due to designation under the 1997 8-hour O_3 standard. For these counties, the performance of the target I/M program must meet or exceed the basic I/M performance standard outlined in 40 CFR §51.352 (e). Mobile source emissions of VOC and NO_x were modeled using the latest approved EPA emissions model (MOVES2010b), first with the applicable performance standard I/M parameters and then with the target program I/M parameters. All other MOVES input data (i.e. vehicle miles traveled, vehicle speeds, vehicle type and age distributions, etc.) were held constant between the modeling runs. VOC and NO_x emissions rates in grams per mile (g/m) were calculated from the modeling results, with county-level data aggregated by non-attainment area. Table 5 lists the comparative results. Here the target I/M program also produces lower emissions, expressed as emission factors with the units of grams per mile.

The VOC and NO_x emissions were modeled for a summer (July) weekday for the years indicated. For each non-attainment area, the year chosen to model was based on the availability of MOVES input for the area within one year (plus or minus) of the anticipated implementation of the target I/M program (2014). The best available VMT and speed data (based on travel demand modeling) was used, along with the latest available (2012) vehicle registration data. All MOVES input and output databases and modeling run specification files are provided on electronic media.

~~In June 2004, the EPA designated areas as nonattainment for the 1997 8-hour O_3 standard. One area in North Carolina was designated as Moderate nonattainment, the Charlotte-Gastonia-Rock Hill, NC-SC area (referred to as the Metrolina area). The North Carolina portion of the Metrolina area includes Cabarrus, Gaston, Lincoln, Mecklenburg, Rowan, Union Counties and Coddle Creek and Davidson Townships in Iredell County. With this designation, additional counties were required under *40 CFR 51.350(a)* to implement an I/M program.~~

~~Since Mecklenburg and Gaston Counties had been designated Moderate nonattainment for the 1-hour O3 standard, the performance standards for these two counties are established in *40 CFR 51.352(c)*. The results of the performance standards are summarized below. *Appendix 1* contains the input and output files for MOBILE6.2 runs performed to evaluate the emission benefits of the basic I/M areas in these two counties.~~

~~Emission Factors for Mecklenburg and Gaston Counties (grams/mile)~~

	~~VOC~~	~~NOx~~
~~Performance Standard~~	~~0.784~~	~~0.750~~
~~Program Target~~	~~0.726~~	~~0.688~~

~~The remaining counties in the Metrolina nonattainment area are required to meet the performance standards established in *40 CFR 51.352(c)*. The results of the performance standards are summarized below. *Appendix 1* contains the input and output files for MOBILE6.2 runs performed to evaluate the emission benefits of the basic I/M areas in these counties.~~

~~Emission Factors for Remaining Counties (grams/mile)~~

	~~VOC~~	~~NOx~~
~~Performance Standard~~	~~1.363~~	~~1.027~~
~~Program Target~~	~~1.280~~	~~0.936~~

Table 5 NO_x & VOC Emission Factors for 8-hour O_3 standard (grams/mile)

		Metrolina	Triangle
NOx	Performance Standard	1.506	1.449
	Program Target	1.445	1.389
VOC	Performance Standard	0.782	0.649
	Program Target	0.758	0.625

The Metrolina area consists of Gaston and Mecklenburg Counties.
The Triangle area consists of Durham, Wake and Granville Counties.

3. The I/M program meets the emission reduction targets in the attainment year and each milestone year prior to the attainment year, as applicable. The State of North Carolina commits to meeting the performance standard.

4. The ~~MOBILE~~MOVES input and output files for runs used in determining compliance with the performance standards are included on CD.~~in *Appendix 1. Appendix 2* contains the modeling assumptions, which includes a description of the local inputs used in the modeling, a description of the source from which those inputs were derived, and a description of how they were derived.~~

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 4,653 ~~4,464~~ stations.

   ~~The DAQ has regional staff that conduct a random vehicle survey in each I/M county annually, to determine the compliance of the sampled vehicles and the DMV's execution of registration denial on those out of compliance.~~ 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	$6.25
	$30.00

The authorization fee is distributed as follows:

Highway Fund	$0.55
Inspection Program Account	3.00
Telecommunications Account	1.75
Volunteer Rescue/EMS Fund	0.18
Rescue Squad Workers' Relief Fund	0.12
Division of Air Quality	0.65
	$6.25

The DAQ portion of the fee is credited to the DAQ I/M Air Pollution Control Account. This is a nonreverting fund 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.

The DMV I/M budget is a nonreverting account within the North Carolina Department of Transportation's (NCDOT) Inspection Program Account. Revenue in the Inspection Program Account may be used only to fund the vehicle I/M program. However, in the 2012-2013 fiscal year budget, the NC Legislature directed the NC DMV to use $24,000,000 of funds out of the Emission non-reverting accounts to replace the DMV State Titling and Registration System (STARS) and the State Automated Driver License System (SADLS) programs.

2. Appendix ~~3~~5 includes DAQ and DMV I/M budgets for Fiscal Years 2013-2014 ~~2010-2011~~ (Note: State fiscal year runs from July 1 through June 30).

The DAQ I/M Air Pollution Control Account funds ~~10~~ 17.55 Full Time Employees (FTE) ~~I/M positions~~ within DAQ. Six of the ~~positions~~ FTEs are within the Mobile Sources Compliance Branch that support the I/M program. ~~The DAQ employs~~ These six positions consist of one ~~two~~full time engineer~~s~~, two ~~one~~specialist~~s~~, two technicians, and one supervisor. These six positions~~that~~ 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. ~~DAQ also has six regional auditors that perform annual audits of DMV staff's enforcement activities on an annual basis. Additionally, the DAQ I/M staff supports the periodic analyzer recertification testing and other such activities.~~ Additionally, there are 11.55 FTEs ~~positions~~ 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 187~~147~~ "sworn" law enforcement agents and managers that issue vehicle waivers, exemptions, and perform ~~some~~ 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. ~~The DMV's 61 civilian auditors are tasked with performing overt and covert audits on~~

~~approximately 4,464 emission stations in North Carolina~~. ~~The civilian auditors and law enforcement agents also perform remote audits on the inspection stations.~~ Waivers and exemptions are issued by the ~~auditors and~~ law enforcement agents within the eight districts throughout North Carolina. The DMV employs two hearing officers who deliberate over and render decisions in civil hearings. Additionally, the DMV employs a ~~six~~ 28 ~~member~~ civilian staff Call Center with operators and managers whose primary duties are personnel management and to assist citizens and stations with ~~for consumers to report~~ complaints~~,~~ ~~and~~ inquiries on emission inspection requirements and the purchase of electronic authorizations ~~information.~~ The DMV has 11 civilian Administrative staff assigned to one of the eight 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 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. ~~In addition, North Carolina has a 1-year new vehicle exemption~~ 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~~s~~ §20-183.3 ~~(a)~~, "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; ~~three~~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 ~~DMV "*Safety and Emissions Regulation Manual*,"~~ 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 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 1996 and newer model year gasoline-powered vehicles (light-duty) registered in I/M subject areas, *NCAC Title 15A, Subchapter 2D, Section .1005,*

"On-Board Diagnostic Standards," Appendix 2 and *NCGS §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 ~~2009~~ 2012 is contained in Appendix ~~4~~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 current model year~~ the three newest model year vehicles with less than 70,000 on its odometer, all 1995 and older model vehicles, 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 ~~safety~~ 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.

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 ~~DMV regulations manual~~ North Carolina Administrative Code contain details regarding the equipment required to carry out inspections, NCAC 19 03D .0519,*"Stations~~License and Theft Policy and Procedures Manual~~,"* 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: ~~not issuing waivers on vehicles under 6 years of age~~increased education for issuing personnel, raising minimum expenditure limits, and/or potentially exempting vehicles that are 10 or 15 years of age ~~and limiting waivers on vehicles to only once every four years~~. These contingency plans if implemented may require revisions to state statute and 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 the *40 CFR §51.360* are met. *§51.360* requires a minimum of $200 for 1981 and newer vehicles be spent in order 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 ~~current model year vehicles~~ 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 commits to the level of motorist enforcement necessary to ensure a minimum compliance rate of ~~no less than 92~~96% among subject vehicles by ~~2011~~2014. The compliance rate is defined as the number of valid passing inspections out of the number of subject vehicles to the emissions inspection. This compliance rate reflects the compliance rate used in the demonstration of the performance standard as described in Section A of this document. 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 ~~95~~96% is a conservative estimate based on the full implementation of the electronic authorization program in 2009. ~~However, when the new electronic authorization program is fully implemented, the DAQ and DMV anticipate compliance rates to considerably improve.~~

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, and 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 ~~uses a process to automate their reporting system that gathers information of the DMV's~~ has a process in place to report and track all enforcement and field activities ~~that takes place~~ across the state. ~~In mid-2006, the DMV began the installation of their new enforcement application package that tracks all enforcement activities and field auditing activities in an electronic format for better efficiency. Verizon Business, the VID contractor developed a new real time data collection system called the North Carolina Electronic Transmission System (NCETS). NCETS helps to improve the DMV's remote auditing of stations, by allowing the DMV field staff to remotely observe an inspection taking place from their computer. NCETS also allows authorized station personnel to purchase electronic authorizations for their analyzers.~~ Since the switch in program vendors on December 1, 2012 from Verizon Business to SysTech International (now called Opus Inspection), the new real time data collection capabilities will 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 efficiencies in workflow by having a system of record that enhance quality assurance in internal and external interaction and provides better workflow and communication among all entities of the Division.

3. ~~The DMV currently schedules a minimum of four overt audits 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 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 ~~new~~ effort is outlined in the ~~DAQ's "Inspection and Maintenance (I/M) Program Audit Procedure Manual" and 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. At the conclusion of 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. ~~All DMV program auditors shall themselves be audited once per year by the DAQ. The DAQ "Inspection and Maintenance (I/M) Program Audit Procedure Manual" documents the procedures the DAQ follows while auditing the I/M program and the DMV quality assurance auditors.~~

O. ENFORCMENT 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 ~~inspectors~~ 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 ~~inspectors~~.

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~~manual~~ 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 ~~inspectors~~.

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 of 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 ~~Inspectors~~ 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 ~~on~~ 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 ~~inspectors~~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 ~~to~~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

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 oh highway; warning tickets."

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, "~~Use of application and permit fees~~ 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."

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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

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

"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*.

~~"Uh-Oh"~~ OBDII Failure brochure

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

- http://www.ncair.org/motor/inspect/analyzer_vendor.shtml

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North Carolina Department of Environment and Natural Resources
Division of Air Quality

Beverly Eaves Perdue
Governor

B. Keith Overcash, P.E.
Director

Dee Freeman
Secretary

September 8, 2010

TO: Hannah Jernigan

FROM: Brian Phillips BEP

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.

1641 Mail Service Center, Raleigh, North Carolina 27699-1641
2728 Capital Blvd., Raleigh, NC 27604
Phone: 919-733-3340 / FAX 919-715-7175 / Internet: www.ncair.org

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 Statues 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.

Dee A. Freeman 9.7.10

Dee Freeman, Secretary — Date
Department of Environment and Natural Resources

Eugene A. Conti, Jr. 9/17/10

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

Appendix 3

Zip Code Listing Covering All I/M Counties

Contents:

Not Applicable to North Carolina

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Appendix 4

MOVES Performance Standard Evaluation Tables

Contents:

Table 3: Counties Subject to CO I/M Performance Standard based on 51.352(c)

Table 4: Counties Subject to 1-hour Ozone I/M Performance Standard based on 51.352(c)

Table 5: Counties Subject to 8-hour Ozone I/M Performance Standard based on 51.352(e)

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Counties Subject to CO I/M Performance Standard based on 51.352(c)

Non-attainment Area	Year	Counties	Vehicle Miles Traveled (VMT)	Pollutant	Basic I/M Performance Standard (g/m)	NC Target I/M Program (g/m)	Percent Reduction (%)
Charlotte-Gastonia Area	2013	**Gaston Mecklenburg**	37,492,468	CO	17.048	15.895	7.001
Greensboro - Winston-Salem - High Point Area	2015	**Davidson Forsyth Guilford**	25,860,478	CO	20.356	19.053	6.613
Raleigh - Durham - Chapel Hill Area	2014	**Durham Granville Wake**	35,888,298	CO	16.690	15.558	7.019

Counties Subject to 1-hour Ozone I/M Performance Standard based on 51.352(c)

Non-attainment Area	Year	Counties	Vehicle Miles Traveled (VMT)	Pollutant	Basic I/M Performance Standard (g/m)	NC Target I/M Program (g/m)	Percent Reduction (%)
Charlotte-Gastonia Area	2013	**Gaston, Mecklenburg**	47,362,280	VOC	0.573	0.555	3.076
			47,362,280	NO_x	1.222	1.177	3.711
Greensboro - Winston-Salem - High Point Area	2015	**Davidson Forsyth Guilford**	32,668,149	VOC	0.631	0.611	3.257
			32,668,149	NO_x	1.149	1.106	3.772
Raleigh - Durham - Chapel Hill Area	2014	**Durham Granville Wake**	45,335,753	VOC	0.509	0.490	3.675
			45,335,753	NO_x	1.035	0.994	4.040

Counties Subject to 8-hour Ozone I/M Performance Standard based on 51.352(e)

Non-attainment Area	Year	Counties	Vehicle Miles Traveled (VMT)	Pollutant	Basic I/M Performance Standard (g/m)	NC Target I/M Program (g/m)	Percent Reduction (%)
Charlotte-Gastonia Area	2013	**Cabarrus Lincoln Iredell Rowan Union**	29,323,838	VOC	0.782	0.758	3.11
			29,323,838	NO_x	1.506	1.445	4.13
Raleigh - Durham - Chapel Hill Area	2014	**Chatham Franklin Johnston Orange**	18,226,295	VOC	0.649	0.625	3.72
			18,226,295	NO_x	1.449	1.389	4.23

Appendix 5

I/M Budget: Fiscal Years 2012-2013

Contents:

DAQ Tools and Resources

DAQ Budget Plan

DMV Tools and Resources

DMV Budget Plan

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DAQ Tools and Resources

The Division of Air Quality dedicates six positions to the I/M Program:

- An Environmental Program Supervisor, primary duties are to supervise the Mobile Sources Compliance Branch.

- A lead Environmental Engineer, primary purpose of this position is to oversee the Inspection/Maintenance (I/M) Program and act as a liaison with DMV.

- A staff level Environmental Specialist, primary purpose of this position is to perform staff-level technical services in support of the state's inspection/maintenance (I/M) program and coordinate and any DAQ program audits.

- Two regional Environmental Senior Technicians (auditors), who will assist in any necessary program audits and with major analyzer software validations.

- One Environmental Specialist, who will assist in any necessary program audits and with major analyzer software validations.

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

RMDSID16
BD701-3A
160 DEPT OF ENVIRONMT & NATL RESOURCES
24300 DENR-SPECIAL
2338 DAQ -I & M AIR POLLUTION CONTROL
IM01 DAQ -I & M POLLUTION SECTION

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM
CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK
FOR THE PERIOD ENDING MARCH 31, 2013

DETAIL REPORT

PAGE: 1
C-U-GL-BD701-CERT-DET-ACCT
RUN DATE: 03/08/2013
ATBD701

ACCOUNT	DESCRIPTION	******** B U D G E T E D ******** CERTIFIED	AUTHORIZED	********** A C T U A L ********** CURRENT-MONTH	YEAR-TO-DATE	***** UNEXPENDED / UNREALIZED **** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
531212	SPA-REG SALARIES-REC	91,307.00	102,183.00	.00	49,291.90	42,015.10	52,891.10	.00	.64
531462	EPA&SPA-LONGVTY PAY-	1,260.00	1,608.00	.00	1,607.85	347.85-	.15	.00	1.33
531512	SOCIAL SEC CONTRIB-R	6,985.00	7,425.00	.00	3,787.43	3,197.57	3,637.57	.00	.68
531522	REG RETIRE CONTRIB-R	9,637.00	11,263.00	.00	7,243.01	2,393.99	4,019.99	.00	.86
531562	MED INS CONTRIB-RECP	8,133.00	9,086.00	475.93	3,115.17	5,017.83	5,970.83	.00	.46
531576	FLEXIBLE SPENDING SA	.00	200.00	.00	44.25	44.25-	155.75	.00	.30
531XXX	PERSONAL SERVICES	117,322.00	131,765.00	475.93	65,089.61	52,232.39	66,675.39	.00	.66
	EXPENDITURES	117,322.00	131,765.00	475.93	65,089.61	52,232.39	66,675.39	.00	.66
REVENUES-ESTIMATED AND ACTUAL									
435400025	EMISSION INSPECTION	117,322.00	131,765.00	.00	.00	117,322.00	131,765.00		.00
	REVENUES	117,322.00	131,765.00	.00	.00	117,322.00	131,765.00	.00	.00
	INCREASE/(DECREASE) IN FUND BALANCE	.00	.00	475.93-	65,089.61-	65,089.61	65,089.61	.00	***

CASH ANALYSIS

BEGINNING BALANCE	.00
+ CASH RECEIPTS	.00
- CASH DISBURSEMENTS	65,089.61
+ ASSETS	.00
+ LIABILITY	.00
+ EQUITY	.00
= ENDING BALANCE	65,089.61-

ADDITIONAL ASSETS

TOTAL AVAILABILITY	65,089.61-

RMDSID16
BD701-3A
160 DEPT OF ENVIRONMT & NATL RESOURCES
24300 DENR-SPECIAL
2338 DAQ -I & M AIR POLLUTION CONTROL
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STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM
CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK
FOR THE PERIOD ENDING MARCH 31, 2013

DETAIL REPORT

C-U-GL-BD701-CERT-DET-ACCT
RUN DATE: 03/08/2013
ATBD701

ACCOUNT	DESCRIPTION	******** BUDGETED ******** CERTIFIED	AUTHORIZED	********** ACTUAL ********** CURRENT-MONTH	YEAR-TO-DATE	***** UNEXPENDED / UNREALIZED **** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
531212	SPA-REG SALARIES-REC	879,749.00	932,506.00	60.00	512,907.96	366,841.04	419,598.04	.00	.73
531422	HOLIDAY PAY - RECEIP	.00	138.00	.00	.00	.00	138.00	.00	.00
531462	EPA&SPA-LONGVTY PAY-	8,725.00	8,725.00	.00	6,001.95	2,723.05	2,723.05	.00	.92
531512	SOCIAL SEC CONTRIB-R	68,028.00	62,191.00	.00	37,567.57	30,460.43	24,623.43	.00	.81
531522	REG RETIRE CONTRIB-R	64,611.00	114,977.00	.00	73,230.49	8,619.49-	41,746.51	.00	.85
531562	MED INS CONTRIB-RECP	47,487.00	105,743.00	6,684.58	58,660.34	11,173.34-	47,082.66	.00	.74
531576	FLEXIBLE SPENDING SA	.00	2,500.00	.00	1,267.36	1,267.36-	1,232.64	.00	.68
531628	ST DISABILITY PMT-RE	.00	834.00	.00	1,249.64	1,249.64-	415.64-	.00	2.00
531XXX	PERSONAL SERVICES	1,068,600.00	1,227,614.00	6,744.58	690,885.31	377,714.69	536,728.69	.00	.75
532110	LEGAL SERVICES	1,376.00	1,176.00	.00	.00	1,376.00	1,176.00	.00	.00
532110016	SHERIFF FEES	.00	200.00	.00	30.00	30.00-	170.00	.00	.20
532133	EMPLYEE/EMPLYMENT PH	279.00	279.00	.00	136.90	142.10	142.10	.00	.65
532143	LAN SUPPORT SERVICES	.00	1,800.00	.00	1,662.38	1,662.38-	137.62	.00	1.23
532160	ENGINEERING SERVICES	58,000.00	89,544.00	.00	2,471.63	55,528.37	87,072.37	87,071.83	1.33
532170	ADMIN SERVICES	4,000.00	4,000.00	.00	.00	4,000.00	4,000.00	.00	.00
532185	WASTE REM/RECY SER A	.00	548.00	.00	346.15	346.15-	201.85	.00	.84
532199029	MISC-RESEARCH SERVIC	16,414.00	16,414.00	.00	.00	16,414.00	16,414.00	.00	.00
532210	ENRG SER -ELECTRICAL	88,000.00	88,000.00	224.81	51,112.67	36,887.33	36,887.33	.00	.77
532220	ENRG SER -NAT.GAS/PR	500.00	500.00	.00	213.43	286.57	286.57	.00	.57
532230	ENRG SER -WATER & SE	500.00	500.00	.00	445.61	54.39	54.39	.00	1.19
532310003	REP BLDG-ELECT SYSTE	.00	3,271.00	.00	2,546.14	2,546.14-	724.86	.00	1.04
532331	REPAIRS-MOTOR VEHICL	.00	6,891.00	.00	6,903.89	6,903.89-	12.89-	.00	1.34
532337	REPAIRS-PC/PRINTER	5,000.00	5,000.00	.00	120.00	4,880.00	4,880.00	.00	.03
532430	MAINT AGREEMENT-EQUI	66,000.00	66,000.00	.00	2,003.94	63,996.06	63,996.06	.00	.04
532441	MAINT AGRMT-OTHER SO	.00	1,000.00	.00	375.00	375.00-	625.00	.00	.50
532512	RENT/LEASE-BLDINGS/O	500,000.00	489,047.00	17,404.10	154,785.38	345,214.62	334,261.62	.00	.42
532513	RENT/LEASE-OTH FACIL	11,000.00	11,000.00	.00	1,180.00	9,820.00	9,820.00	.00	.14
532521	RENT/LEASE-MOTOR VEH	237,000.00	237,000.00	.00	119,857.17	117,142.83	117,142.83	.00	.67
532535	RENT/LEASE-SERVER EQ	.00	11,205.00	.00	9,648.63	9,648.63-	1,556.37	.00	1.15
532712	TRANS AIR-OUT STATE,	20,000.00	20,000.00	.00	1,500.60	18,499.40	18,499.40	.00	.10
532714	TRANSP-GRND - IN STA	20,000.00	20,000.00	31.20	12,343.94	7,656.06	7,656.06	.00	.82
532715	TRANS GRND-OUT STA,I	4,012.00	4,012.00	.00	413.91	3,598.09	3,598.09	.00	.14
532717	TRANSP OTHER - IN ST	100.00	100.00	.00	69.45	30.55	30.55	.00	.93
532718	TRANS OTH-OUTSTATE,	150.00	150.00	.00	.00	150.00	150.00	.00	.00
532721	LODGING - IN STATE	14,500.00	14,500.00	.00	2,168.87	12,331.13	12,331.13	.00	.20
532722	LODGING-OUT STATE, I	14,000.00	14,000.00	.00	2,166.41	11,833.59	11,833.59	.00	.21
532724	MEALS - IN STATE	7,400.00	7,400.00	.00	1,819.00	5,581.00	5,581.00	.00	.33
532725	MEALS-OUT OF STATE,I	6,500.00	6,500.00	.00	1,305.80	5,194.20	5,194.20	.00	.27
532727	MISC - IN STATE	600.00	600.00	6.00	381.00	219.00	219.00	.00	.85
532728	MISC - OUT STATE, IN	887.00	887.00	.00	42.00	845.00	845.00	.00	.06

ACCOUNT	DESCRIPTION	BUDGETED CERTIFIED	BUDGETED AUTHORIZED	ACTUAL CURRENT-MONTH	ACTUAL YEAR-TO-DATE	UNEXPENDED / UNREALIZED CERTIFIED	UNEXPENDED / UNREALIZED AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
532811	TELEPHONE SERVICE	160,000.00	160,000.00	133.74	70,494.97	89,505.03	89,505.03	.00	.59
532812	TELECOMMUN DATA CHRG	.00	30,000.00	.00	28,137.77	28,137.77-	1,862.23	.00	1.25
532814	CELLULAR PHONE SERVI	40,000.00	30,000.00	.00	12,513.32	27,486.68	17,486.68	.00	.56
532815	EMAIL AND CALENDARIN	25,000.00	25,000.00	.00	15,193.24	9,806.76	9,806.76	.00	.81
532819	TELEPHONE WIRING SVC	.00	2,350.00	.00	2,349.26	2,349.26-	.74	.00	1.33
532821	COMPUTER/DATA PROCES	7,000.00	25,000.00	.00	20,267.78	13,267.78-	4,732.22	.00	1.08
532822	MANAGED LAN SVC CHAR	.00	45,000.00	.00	30,214.21	30,214.21-	14,785.79	.00	.90
532840	POSTAGE, FREIGHT & D	1,417.00	5,117.00	235.97	4,802.29	3,385.29-	314.71	.00	1.25
532840001	POST,FR&DEL-MAILING	1,000.00	1,000.00	.00	.00	1,000.00	1,000.00	.00	.00
532840002	POST,FR&DEL-FREIGHT	6,000.00	6,000.00	309.98	3,313.49	2,686.51	2,686.51	.00	.74
532840003	POST,FR&DEL-POSTAL M	1,000.00	1,000.00	.00	550.00	450.00	450.00	.00	.73
532850	PRINT,BIND,DUPLICATE	6,000.00	6,000.00	.00	1,661.74	4,338.26	4,338.26	.00	.37
532860	ADVERTISING	1,500.00	1,500.00	.00	.00	1,500.00	1,500.00	.00	.00
532860010	ADVERTIS-UNIQUE/MKT	.00	447.00	.00	446.60	446.60-	.40	.00	1.33
532911	PROPERTY-INSURANCE	22,174.00	22,174.00	.00	577.85	21,596.15	21,596.15	.00	.03
532912	MOTOR VEHICLE INSURA	2,826.00	12,543.00	.00	13,803.00	10,977.00-	1,260.00-	.00	1.47
532930	REGISTRATION FEES	10,000.00	10,000.00	30.00	750.00	9,250.00	9,250.00	.00	.10
532942	OTHER EMP EDUCATIONA	1,000.00	1,000.00	.00	.00	1,000.00	1,000.00	.00	.00
532XXX	PURCHASED SERVICES	1,361,135.00	1,505,655.00	18,375.80	581,125.42	780,009.58	924,529.58	87,071.83	.59
533110	GENERAL OFFICE SUPPL	15,700.00	15,700.00	.00	3,056.04	12,643.96	12,643.96	.00	.26
533120	DATA PROCESSING SUPP	16,000.00	16,000.00	.00	900.86	15,099.14	15,099.14	.00	.08
533150	SECURITY & SAFETY SU	1,520.00	1,520.00	14.51	234.93	1,285.07	1,285.07	.00	.21
533240	CARPENTRY & HARDWARE	1,250.00	1,250.00	.00	.00	1,250.00	1,250.00	.00	.00
533310	GASOLINE	2,600.00	2,600.00	.00	458.44	2,141.56	2,141.56	.00	.24
533320	DIESEL FUEL	1,000.00	4,500.00	559.11	3,708.84	2,708.84-	791.16	.00	1.10
533350	MOTOR VEH REPLCEMNT	1,000.00	1,000.00	.00	152.02	847.98	847.98	.00	.20
533410	FOOD SUPPLIES	500.00	500.00	.00	.00	500.00	500.00	.00	.00
533710	SCIENTIFIC SUPPLIES	56,899.00	45,546.00	.00	.00	56,899.00	45,546.00	.00	.00
533720	EDUCATIONAL SUPPLIES	2,000.00	2,000.00	.00	.00	2,000.00	2,000.00	.00	.00
533900003	OTHMAT&SUPP-COMM SUP	.00	1,000.00	.00	58.00	58.00-	942.00	.00	.08
533900004	OTHMAT&SUPP-INCENTV&	10,250.00	10,250.00	.00	1,556.68	8,693.32	8,693.32	.00	.20
533XXX	SUPPLIES	108,719.00	101,866.00	573.62	10,125.81	98,593.19	91,740.19	.00	.13
534511	FURN-OFFICE	267,000.00	205,661.00	260.00	563.54	266,436.46	205,097.46	.00	.00
534523	EQUIP-SCIENTIFIC/MED	121,000.00	121,000.00	.00	.00	121,000.00	121,000.00	.00	.00
534534	PC/PRINTER EQUIPMENT	50,000.00	48,091.00	.00	1,789.48	48,210.52	46,301.52	.00	.05
534539	OTHER EQUIPMENT	.00	1,000.00	.00	877.90	877.90-	122.10	.00	1.17
534630	LBRRY&LRNING RESRCE	.00	114.00	.00	113.37	113.37-	.63	.00	1.33
534713	PC SOFTWARE	1,515.00	1,515.00	.00	.00	1,515.00	1,515.00	.00	.00

ACCOUNT	DESCRIPTION	******** B U D G E T E D ******** CERTIFIED	AUTHORIZED	********** A C T U A L ********** CURRENT-MONTH	YEAR-TO-DATE	***** UNEXPENDED / UNREALIZED **** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
534XXX	PROPERTY, PLANT & EQ	439,515.00	377,381.00	260.00	3,344.29	436,170.71	374,036.71	.00	.01
535120	LICENSES & PERMIT CO	1,000.00	1,000.00	.00	.00	1,000.00	1,000.00	.00	.00
535830	MEMBERSHIP DUES&SUBS	5,500.00	5,500.00	.00	2,106.00	3,394.00	3,394.00	.00	.51
535840	SERVICE & OTHER AWAR	5,125.00	5,125.00	.00	.00	5,125.00	5,125.00	.00	.00
535XXX	OTHER EXPENSES & ADJ	11,625.00	11,625.00	.00	2,106.00	9,519.00	9,519.00	.00	.24
536E30	DAQ EMISSIONS REDUCT	108,638.00	43,105.00	.00	.00	108,638.00	43,105.00	.00	.00
536430	DAQ EMISSIONS REDUCT	93,772.00	93,772.00	.00	.00	93,772.00	93,772.00	.00	.00
536989	OTHER CONTRACTS/GRAN	30,725.00	30,725.00	.00	10,169.68	20,555.32	20,555.32	13,897.06	1.04
536XXX	AID & PUBLIC ASSISTA	233,135.00	167,602.00	.00	10,169.68	222,965.32	157,432.32	13,897.06	.19
5381PL	I TFR TO 2728 CAPITA	10,000.00	.00	.00	.00	10,000.00	.00	.00	***
538129	I TFR TO REG FIELD O	278,740.00	278,740.00	90,000.00	180,000.00	98,740.00	98,740.00	.00	.86
538XXX	INTRAGOVERNMENTAL TR	288,740.00	278,740.00	90,000.00	180,000.00	108,740.00	98,740.00	.00	.86
	TOTAL NON-SALARY ITE	2,442,869.00	2,442,869.00	109,209.42	786,871.20	1,655,997.80	1,655,997.80	100,968.89	.48
	EXPENDITURES	3,511,469.00	3,670,483.00	115,954.00	1,477,756.51	2,033,712.49	2,192,726.49	100,968.89	.57
REVENUES-ESTIMATED AND ACTUAL									
435400	INSPECTION/EXAM FEES	75,945.00	75,945.00	.00	.00	75,945.00	75,945.00		.00
435400025	EMISSION INSPECTION	2,685,524.00	2,847,058.00	.00	2,126,010.33	559,513.67	721,047.67		1.00
437117	REBATES	.00	.00	.00	5.70	5.70-	5.70-		***
437994	RETURNED CHECK FEE	.00	.00	.00	25.00	25.00-	25.00-		***
	REVENUES	2,761,469.00	2,923,003.00	.00	2,126,041.03	635,427.97	796,961.97	.00	.97
	INCREASE/(DECREASE) IN FUND BALANCE	750,000.00-	747,480.00-	115,954.00-	648,284.52	1,398,284.52-	1,395,764.52-	.00	1.16-

DMV Tools and Resources

The Division of Motor Vehicles License and Theft Bureau dedicates 228 positions to the I/M program.

- 187 sworn law enforcement agents and managers, duties are program management, issuing waivers, exemptions, covert audits, remote audits, and enforcement of violations.
- 28 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.
- 11 civilian Administrative staff assigned to one of the eight 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, funded through a dedicated, non-reverting account.

Budget-Actual: YTD			**Current data (04/03/2013)**						
Fund			**1500/HF01 Highway Fund**						
Funds Center			**1500/150054 DMV Exh Emiss Insp**						
Commitment Item		**CurrBudget**	**Commits.**	**Actuals**	**Comm/Act**	**Avl.Budget**	**Budget 13/14**	**Budget 14/15**	**Budget 15/16**
*** 1500/01	Revenue	(23,862,339.00)	0.00	(6,521,354.40)	(6,251,354.40)	(29,035,623.00)	(23,862,339.00)	(23,862,339.00)	(23,862,339.00)
** **1500/44302000**	**Sale of Sal Mtr & Sup**	0.00	0.00	(257.00)	(257.00)		0.00	0.00	0.00
** 1500/45400024	Auto Ems Insp Fee	(9,829,006.00)	0.00	(1,678,799.40)	(1,678,799.40)	(15,002,290.00)	(9,829,006.00)	(9,829,006.00)	(9,829,006.00)
** 1500/47900030	Tele Serv - DMV	(14,033,333.00)	0.00	(4,842,298.00)	(4,842,298.00)	(14,033,333.00)	(14,033,333.00)	(14,033,333.00)	(14,033,333.00)
*** 1500/02	Total Requirements	27,024,640.00	4,184,268.32	13,771,953.93	17,956,222.25	9,068,417.75	27,024,640.00	27,024,640.00	27,024,640.00
** **1500/02-01**	**PERSONNEL**	**11,200,929.00**	**2,512,663.41**	**5,666,205.97**	**8,178,869.38**	**3,022,059.62**	**11,200,929.00**	**11,200,929.00**	**11,200,929.00**
* **1500/02-01-01**	**SALARIES**	**5,818,618.00**	**0.00**	**3,853,627.14**	**3,853,627.14**	**1,964,990.86**	**5,818,618.00**	**5,818,618.00**	**5,818,618.00**
1500/51211000	Salaries & Wages	1,237,207.00	0.00	722,938.41	722,938.41	514,268.59	1,237,207.00	1,237,207.00	1,237,207.00
1500/51211016	Pay Add Per Ann Rate	109,123.00	0.00	105,138.00	105,138.00	3,985.00	109,123.00	109,123.00	109,123.00
1500/51411000	Sal & Wages Overtime	9,000.00	0.00	9,130.72	9,130.72	(130.72)	9,000.00	9,000.00	9,000.00
1500/51411002	Pay Add Overtime	300.00	0.00	260.05	260.05	39.95	300.00	300.00	300.00
1500/51431000	Sal & Wages Prem Pay	300.00	0.00	210.30	210.30	89.70	300.00	300.00	300.00
1500/51431001	Pay Add Prem Pay	10.00	0.00	6.08	6.08	3.92	10.00	10.00	10.00
1500/51461000	S/W Long Pay StateFd	140,776.00	0.00	35,401.91	35,401.91	105,374.09	140,776.00	140,776.00	140,776.00
1500/51461001	Pay Add Long Pay	2,684.00	0.00	980.87	980.87	1,703.13	2,684.00	2,684.00	2,684.00
1500/51621000	Emp Severance Pay	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500/51625001	Short Term Disab	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500/51231000	LEO Salaries & Wages	4,319,218.00	0.00	2,979,560.80	2,979,560.80	1,339,657.20	4,319,218.00	4,319,218.00	4,319,218.00
* **1500/02-01-02**	**EXP RELATED TO PAYRO**	**2,166,444.00**	**0.00**	**1,388,591.43**	**1,388,591.43**	**777,852.57**	**2,166,444.00**	**2,166,444.00**	**2,166,444.00**
1500/51511000	Soc Sec Contribution	450,929.00	0.00	301,689.25	301,689.25	149,239.75	450,929.00	450,929.00	450,929.00
1500/51521000	Retire Contribution	185,216.00	0.00	104,323.35	104,323.35	80,892.65	185,216.00	185,216.00	185,216.00
1500/51531000	Law Enf Of Ret Cont	870,307.00	0.00	578,539.60	578,539.60	291,767.40	870,307.00	870,307.00	870,307.00
1500/51561000	Med Ins Contribution	657,653.00	0.00	401,610.76	401,610.76	256,042.24	657,653.00	657,653.00	657,653.00
1500/51576000	Dependent Care	2,339.00	0.00	2,428.47	2,428.47	(89.47)	2,339.00	2,339.00	2,339.00
* **1500/02-01-03**	**CONTRACTUAL SERVICES**	**3,215,867.00**	**2,512,663.41**	**423,987.40**	**2,936,650.81**	**(279,216.19)**	**3,215,867.00**	**3,215,867.00**	**3,215,867.00**
1500/52110000	Legal Services	124,367.00	0.00	139,438.55	139,438.55	(15,071.55)	124,367.00	124,367.00	124,367.00
1500/52140000	Oth Inf Tech Serv	364,000.00	93,501.99	195,382.66	288,884.65	75,115.35	364,000.00	364,000.00	364,000.00
1500/52140008	Mainframe Sup Serv	76,000.00	0.00	75,400.01	75,400.01	599.99	76,000.00	76,000.00	76,000.00
1500/52160000	Contr Per Ser Pd Ots	41,200.00	0.00	0.00	0.00	41,200.00	41,200.00	41,200.00	41,200.00
1500/52173000	Janitorial Services	10,500.00	2,424.42	8,353.63	10,778.05	(278.05)	10,500.00	10,500.00	10,500.00
1500/52173000RE	Janitorial Serv RE	0.00	0.00	(200.95)	(200.95)	200.95	0.00	0.00	0.00
1500/52174000	Waste Disposal	200.00	0.00	120.00	120.00	80.00	200.00	200.00	200.00
1500/52199012	Professional Fees	2,599,600.00	2,416,737.00	5,493.50	2,422,230.50	177,369.50	2,599,600.00	2,599,600.00	2,599,600.00
** **1500/02-02**	**OPERATING**	**15,823,711.00**	**1,671,604.91**	**8,105,747.96**	**9,777,352.87**	**6,046,358.13**	**15,823,711.00**	**15,823,711.00**	**15,823,711.00**
* **1500/02-02-01**	**OP SERV & OTHER EXP**	**11,549,849.00**	**545,578.85**	**5,841,718.08**	**6,387,296.93**	**5,162,552.07**	**11,549,849.00**	**11,549,849.00**	**11,549,849.00**
1500/52210000	Energy Services-Elec	5,930.00	0.00	3,450.82	3,450.82	2,479.18	5,930.00	5,930.00	5,930.00
1500/52230000	Energy Ser Wat Sew	1,070.00	0.00	399.22	399.22	670.78	1,070.00	1,070.00	1,070.00
1500/52310000	Repairs to Buildings	36,834.00	0.00	229.50	229.50	36,604.50	36,834.00	36,834.00	36,834.00
1500/52331002	Int Vehicle Rep Pts	12,166.00	0.00	690.23	690.23	11,475.77	12,166.00	12,166.00	12,166.00
1500/52331003	Ext Vehicle Rep Pts	1,500.00	0.00	422.10	422.10	1,077.90	1,500.00	1,500.00	1,500.00
1500/52333002	Rep/Ser to Eq -Other	38,000.00	0.00	9,781.49	9,781.49	28,218.51	38,000.00	38,000.00	38,000.00

Commitment Item		CurrBudget	Commits.	Actuals	Comm/Act	Avl.Budget	Budget 13/14	Budget 14/15	Budget 15/16
1500/52333004	Rep/Ser Voice Comm	255.00	0.00	255.00	255.00	0.00	255.00	255.00	255.00
1500/52333010	Rep Pers Comp/Prin	1,222.00	0.00	1,221.75	1,221.75	0.25	1,222.00	1,222.00	1,222.00
1500/52441006	Maint Ag Serv Soft	1,228,915.00	515,497.26	713,417.14	1,228,914.40	0.60	1,228,915.00	1,228,915.00	1,228,915.00
1500/52511001	Rental of Land Only	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500/52590005	Rent of Equipment	3,000.00	0.00	0.00	0.00	3,000.00	3,000.00	3,000.00	3,000.00
1500/52811000	Telephone Service	43,540.00	0.00	28,835.79	28,835.79	14,704.21	43,540.00	43,540.00	43,540.00
1500/52812000	Telecom Data Charge	9,817,629.00	0.00	4,842,298.00	4,842,298.00	4,975,331.00	9,817,629.00	9,817,629.00	9,817,629.00
1500/52814001	St Own Wireless Phon	141,896.00	0.00	109,917.55	109,917.55	31,978.45	141,896.00	141,896.00	141,896.00
1500/52817000	Internet Serv Prov	3,000.00	0.00	1,710.00	1,710.00	1,290.00	3,000.00	3,000.00	3,000.00
1500/52821000	Comp Data Proc Serv	7.00	0.00	6.75	6.75	0.25	7.00	7.00	7.00
1500/52840001	Post,Fr&D-MailSer	2,764.00	0.00	57.40	57.40	2,706.60	2,764.00	2,764.00	2,764.00
1500/52840003	Post,Fr&Del-Meter	4,800.00	0.00	0.00	0.00	4,800.00	4,800.00	4,800.00	4,800.00
1500/52850000	Print, Bind, Dupl	9,772.00	0.00	0.00	0.00	9,772.00	9,772.00	9,772.00	9,772.00
1500/52860001	Advertising	50,000.00	0.00	18,677.97	18,677.97	31,322.03	50,000.00	50,000.00	50,000.00
1500/52919001	Ins/Bond Prems	2,856.00	0.00	1,474.25	1,474.25	1,381.75	2,856.00	2,856.00	2,856.00
1500/52942000	Educational Exp	10,300.00	0.00	5,363.25	5,363.25	4,936.75	10,300.00	10,300.00	10,300.00
1500/52950000	Emp Moving Exp	800.00	0.00	0.00	0.00	800.00	800.00	800.00	800.00
1500/52512001	Rent-Building/Office	130,028.00	30,081.59	99,945.99	130,027.58	0.42	130,028.00	130,028.00	130,028.00
1500/52930000	Conference Reg Fees	263.00	0.00	262.50	262.50	0.50	263.00	263.00	263.00
*** 1500/02-02-02**	**TRAVEL**	**989,447.00**	**0.00**	**435,306.69**	**435,306.69**	**554,140.31**	**989,447.00**	**989,447.00**	**989,447.00**
1500/52714000	Tran Gr Emp In State	61,818.00	0.00	523.02	523.02	61,294.98	61,818.00	61,818.00	61,818.00
1500/52715000	Tran Gr Emp Out St	4,490.00	0.00	0.00	0.00	4,490.00	4,490.00	4,490.00	4,490.00
1500/52717002	Trans Other-In State	1,780.00	0.00	482.13	482.13	1,297.87	1,780.00	1,780.00	1,780.00
1500/52721000	Lodging - In State	39,548.00	0.00	1,575.65	1,575.65	37,972.35	39,548.00	39,548.00	39,548.00
1500/52722000	Lodg OutState In US	6,160.00	0.00	0.00	0.00	6,160.00	6,160.00	6,160.00	6,160.00
1500/52724000	Meals - In State	46,303.00	0.00	11,881.95	11,881.95	34,421.05	46,303.00	46,303.00	46,303.00
1500/52725000	Meals - Out State	4,448.00	0.00	8.00	8.00	4,440.00	4,448.00	4,448.00	4,448.00
1500/52714001	Perm Motor Fleet Trn	724,900.00	0.00	483,400.55	483,400.55	241,499.45	724,900.00	724,900.00	724,900.00
1500/52714002	Temp Motor Fleet Trn	0.00	0.00	(814.77)	(814.77)	814.77	0.00	0.00	0.00
1500/52714004	Motor Fleet Pen Mil	100,000.00	0.00	(61,749.84)	(61,749.84)	161,749.84	100,000.00	100,000.00	100,000.00
*** 1500/02-02-03**	**SUPPLIES & MATERIALS**	**163,727.00**	**5,718.22**	**59,980.20**	**65,698.42**	**98,028.58**	**163,727.00**	**163,727.00**	**163,727.00**
1500/53110000	Office Supplies	50,000.00	0.00	20,750.94	20,750.94	22,249.06	50,000.00	50,000.00	50,000.00
1500/53130000	Photo Supplies	1,420.00	0.00	0.00	0.00	1,420.00	1,420.00	1,420.00	1,420.00
1500/53150004	Med & Safety Sup	1,328.00	0.00	298.99	298.99	1,029.01	1,328.00	1,328.00	1,328.00
1500/53310002	Motor Fuel (Other)	21,347.00	0.00	10,608.87	10,608.87	10,738.13	21,347.00	21,347.00	21,347.00
1500/53340000	Tires & Tubes	54.00	0.00	53.58	53.58	0.42	54.00	54.00	54.00
1500/53510000	Clothing & Uniforms	48,799.00	5,718.22	27,152.53	32,870.75	15,928.25	48,799.00	48,799.00	48,799.00
1500/53800200	Lic Plates & Sticker	28,779.00	0.00	33.00	33.00	28,746.00	28,779.00	28,779.00	28,779.00
1500/53900006	Shop Sup & Sm Tools	12,000.00	0.00	1,082.29	1,082.29	10,917.71	12,000.00	12,000.00	12,000.00
*** 1500/02-02-05**	**FURNITURE AND EQUIP**	**2,509,459.00**	**970,307.84**	**1,424,763.18**	**2,395,071.02**	**114,387.98**	**2,509,459.00**	**2,509,459.00**	**2,509,459.00**
1500/54511000	Office Furniture	39,512.00	0.00	0.00	0.00	39,512.00	39,512.00	39,512.00	39,512.00
1500/54521000	Office Equipment	15,000.00	0.00	2,750.38	2,750.38	12,249.62	15,000.00	15,000.00	15,000.00
1500/54528000	Voice Comm Eq	173,640.00	0.00	173,639.25	173,639.25	0.75	173,640.00	173,640.00	173,640.00
1500/54528001	Voice Com Eq-No FM	1,000.00	0.00	0.00	0.00	1,000.00	1,000.00	1,000.00	1,000.00
1500/54529001	Weapons - Eq	5,477.00	3,615.40	5,477.00	9,092.40	(3,615.40)	5,477.00	5,477.00	5,477.00

Commitment Item		CurrBudget	Commits.	Actuals	Comm/Act	Avl.Budget	Budget 13/14	Budget 14/15	Budget 15/16
1500/54534000	Pers Com Print Pur	41,916.00	978.15	3,777.67	4,755.82	37,160.18	41,916.00	41,916.00	41,916.00
1500/54535000	Server Purchases	423,880.00	0.00	423,880.00	423,880.00	0.00	423,880.00	423,880.00	423,880.00
1500/54539003	Misc Equipment	13,688.00	0.00	13,687.65	13,687.65	0.35	13,688.00	13,688.00	13,688.00
1500/54539005	LEO Auto Accessories	17,427.00	0.00	1,111.92	1,111.92	16,315.08	17,427.00	17,427.00	17,427.00
1500/54549001	Motor Veh Oper	5,500.00	0.00	0.00	0.00	5,500.00	5,500.00	5,500.00	5,500.00
1500/54710000	Oth Comp Software	6,265.00	0.00	0.00	0.00	6,265.00	6,265.00	6,265.00	6,265.00
1500/54710004	Server Soft Pur	1,766,154.00	965,714.29	800,439.31	1,766,153.60	0.40	1,766,154.00	1,766,154.00	1,766,154.00
*** 1500/02-02-06**	**OTHER EXP & ADJUST**	**611,229.00**	**150,000.00**	**343,979.81**	**493,979.81**	**117,249.19**	**611,229.00**	**611,229.00**	**611,229.00**
1500/55232000	LEO Separation Allow	341,986.00	0.00	309,115.58	309,115.58	32,870.42	341,986.00	341,986.00	341,986.00
1500/55830000	Member Dues&Subsc	25.00	0.00	25.00	25.00	0.00	25.00	25.00	25.00
1500/55900004	Spec Investigation	70,000.00	0.00	7,520.74	7,520.74	62,479.26	70,000.00	70,000.00	70,000.00
1500/55900005	Saf Insp Invest	45,950.00	0.00	24,637.81	24,637.81	21,312.19	45,950.00	45,950.00	45,950.00
1500/55960000	Elect Pymnt Proc Fee	152,668.00	150,000.00	2,667.83	152,667.83	0.17	152,668.00	152,668.00	152,668.00
1500/55660001	Serv Chg-Sale of Sur	600.00	0.00	12.85	12.85	587.15	600.00	600.00	600.00
Total		**0.00**	**4,184,268.32**	**7,250,599.53**	**11,434,867.85**	**(8,272,566.85)**	**0.00**	**0.00**	

Appendix 6

Number of vehicles Included in the I/M Program

Contents:

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

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Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Alamance	1996	2,791	864	37	3,692
Alamance	1997	3,321	1,076	56	4,453
Alamance	1998	3,836	1,106	40	4,982
Alamance	1999	4,612	1,150	58	5,820
Alamance	2000	5,345	1,135	68	6,548
Alamance	2001	4,840	1,206	55	6,101
Alamance	2002	5,390	1,117	49	6,556
Alamance	2003	5,238	1,023	10	6,271
Alamance	2004	5,431	1,130	68	6,629
Alamance	2005	5,742	914	72	6,728
Alamance	2006	5,384	821	66	6,271
Alamance	2007	5,338	785	78	6,201
Alamance	2008	4,682	603	67	5,352
Alamance	2009	3,026	305	37	3,368
Alamance	2010	3,665	311	27	4,003
Alamance	2011	3,675	350	49	4,074
Alamance	2012	3,963	308	36	4,307
Alamance	2013	748			748
Brunswick	1996	1,290	591	14	1,895
Brunswick	1997	1,796	800	42	2,638
Brunswick	1998	2,170	792	34	2,996
Brunswick	1999	2,800	921	45	3,766
Brunswick	2000	3,181	969	56	4,206
Brunswick	2001	3,191	960	49	4,200
Brunswick	2002	3,768	891	34	4,693
Brunswick	2003	4,083	1,037	58	5,178
Brunswick	2004	4,564	1,107	71	5,742
Brunswick	2005	4,887	992	80	5,959
Brunswick	2006	4,773	935	76	5,784
Brunswick	2007	4,979	793	73	5,845
Brunswick	2008	4,462	656	42	5,160
Brunswick	2009	3,100	316	36	3,452
Brunswick	2010	3,658	386	36	4,080
Brunswick	2011	3,779	447	25	4,251
Brunswick	2012	3,983	388	30	4,401
Brunswick	2013	868			868
Buncombe	1996	3,777	1,260	48	5,085
Buncombe	1997	4,997	1,612	58	6,667
Buncombe	1998	5,820	1,682	43	7,545
Buncombe	1999	7,080	1,743	84	8,907
Buncombe	2000	7,737	1,969	81	9,787
Buncombe	2001	7,652	1,680	83	9,415
Buncombe	2002	8,632	1,607	67	10,306
Buncombe	2003	8,748	1,675	98	10,521

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Buncombe	2004	9,100	1,760	109	10,969
Buncombe	2005	9,516	1,463	85	11,064
Buncombe	2006	9,240	1,414	90	10,744
Buncombe	2007	9,135	1,140	81	10,356
Buncombe	2008	7,604	845	88	8,537
Buncombe	2009	5,331	379	55	5,765
Buncombe	2010	5,808	509	48	6,365
Buncombe	2011	6,017	671	35	6,723
Buncombe	2012	7,108	564	61	7,733
Buncombe	2013	2,046			2,046
Burke	1996	1,561	746	17	2,324
Burke	1997	2,039	812	24	2,875
Burke	1998	2,307	912	23	3,242
Burke	1999	2,767	944	39	3,750
Burke	2000	3,101	901	38	4,040
Burke	2001	2,859	822	37	3,718
Burke	2002	2,844	752	39	3,635
Burke	2003	2,896	789	56	3,741
Burke	2004	2,976	792	54	3,822
Burke	2005	3,144	573	49	3,766
Burke	2006	2,836	565	49	3,450
Burke	2007	2,802	465	49	3,316
Burke	2008	2,217	357	36	2,610
Burke	2009	1,490	176	14	1,680
Burke	2010	1,650	213	14	1,877
Burke	2011	1,713	255	18	1,986
Burke	2012	1,799	214	16	2,029
Burke	2013	333			333
Cabarrus	1996	2,552	868	32	3,452
Cabarrus	1997	3,275	1,071	54	4,400
Cabarrus	1998	3,768	1,140	32	4,940
Cabarrus	1999	4,696	1,207	50	5,953
Cabarrus	2000	5,814	1,379	78	7,271
Cabarrus	2001	5,505	1,400	72	6,977
Cabarrus	2002	6,299	1,274	80	7,653
Cabarrus	2003	6,623	1,277	82	7,982
Cabarrus	2004	6,989	1,401	92	8,482
Cabarrus	2005	7,214	1,148	84	8,446
Cabarrus	2006	7,269	1,119	105	8,493
Cabarrus	2007	7,507	1,017	140	8,664
Cabarrus	2008	6,642	764	111	7,517
Cabarrus	2009	4,273	353	47	4,673
Cabarrus	2010	4,935	458	50	5,443
Cabarrus	2011	5,506	466	68	6,040

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Cabarrus	2012	5,865	409	63	6,337
Cabarrus	2013	1,189			1,189
Cabarrus	2014	5			5
Caldwell	1996	1,620	742	16	2,378
Caldwell	1997	1,888	862	27	2,777
Caldwell	1998	2,272	896	16	3,184
Caldwell	1999	2,713	981	33	3,727
Caldwell	2000	3,074	921	24	4,019
Caldwell	2001	2,685	796	25	3,506
Caldwell	2002	2,812	740	26	3,578
Caldwell	2003	2,763	713	36	3,512
Caldwell	2004	2,717	777	35	3,529
Caldwell	2005	2,782	590	48	3,420
Caldwell	2006	2,672	507	40	3,219
Caldwell	2007	2,513	497	31	3,041
Caldwell	2008	2,092	320	24	2,436
Caldwell	2009	1,280	138	16	1,434
Caldwell	2010	1,449	153	12	1,614
Caldwell	2011	1,507	203	15	1,725
Caldwell	2012	1,484	185	14	1,683
Caldwell	2013	284			284
Caldwell	2014	6			6
Carteret	1996	904	500	15	1,419
Carteret	1997	1,303	633	25	1,961
Carteret	1998	1,501	637	24	2,162
Carteret	1999	1,953	690	35	2,678
Carteret	2000	2,190	732	35	2,957
Carteret	2001	2,189	743	37	2,969
Carteret	2002	2,443	727	22	3,192
Carteret	2003	2,774	767	63	3,604
Carteret	2004	2,804	843	86	3,733
Carteret	2005	3,011	753	72	3,836
Carteret	2006	2,701	637	73	3,411
Carteret	2007	2,804	626	82	3,512
Carteret	2008	2,400	413	70	2,883
Carteret	2009	1,495	253	29	1,777
Carteret	2010	1,976	283	27	2,286
Carteret	2011	1,951	386	59	2,396
Carteret	2012	2,157	308	51	2,516
Carteret	2013	460			460
Carteret	2014	1			1
Catawba	1996	2,698	947	48	3,693
Catawba	1997	3,524	1,235	48	4,807
Catawba	1998	4,065	1,262	47	5,374

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Catawba	1999	4,985	1,331	77	6,393
Catawba	2000	5,809	1,360	77	7,246
Catawba	2001	5,346	1,376	79	6,801
Catawba	2002	5,795	1,308	65	7,168
Catawba	2003	5,755	1,310	82	7,147
Catawba	2004	5,930	1,288	127	7,345
Catawba	2005	6,049	1,050	94	7,193
Catawba	2006	5,839	1,002	106	6,947
Catawba	2007	5,970	871	119	6,960
Catawba	2008	5,080	619	116	5,815
Catawba	2009	3,147	277	42	3,466
Catawba	2010	3,673	351	49	4,073
Catawba	2011	4,079	417	62	4,558
Catawba	2012	4,098	335	66	4,499
Catawba	2013	1,270			1,270
Chatham	1996	1,144	395	12	1,551
Chatham	1997	1,314	539	18	1,871
Chatham	1998	1,612	593	12	2,217
Chatham	1999	1,918	561	29	2,508
Chatham	2000	2,174	650	30	2,854
Chatham	2001	2,007	581	14	2,602
Chatham	2002	2,361	553	17	2,931
Chatham	2003	2,388	554	29	2,971
Chatham	2004	2,678	528	24	3,230
Chatham	2005	2,822	458	26	3,306
Chatham	2006	2,599	449	32	3,080
Chatham	2007	2,740	381	33	3,154
Chatham	2008	2,389	320	24	2,733
Chatham	2009	1,655	151	9	1,815
Chatham	2010	1,911	205	16	2,132
Chatham	2011	1,842	212	20	2,074
Chatham	2012	2,103	131	10	2,244
Chatham	2013	418			418
Chatham	2014	8			8
Cleveland	1996	1,670	765	12	2,447
Cleveland	1997	2,102	1,027	22	3,151
Cleveland	1998	2,423	1,038	26	3,487
Cleveland	1999	2,973	1,043	37	4,053
Cleveland	2000	3,372	1,065	42	4,479
Cleveland	2001	3,032	1,025	37	4,094
Cleveland	2002	3,238	855	22	4,115
Cleveland	2003	3,363	910	42	4,315
Cleveland	2004	3,356	867	47	4,270
Cleveland	2005	3,406	805	55	4,266

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Cleveland	2006	3,252	742	44	4,038
Cleveland	2007	3,271	624	37	3,932
Cleveland	2008	2,769	465	34	3,268
Cleveland	2009	1,735	225	14	1,974
Cleveland	2010	1,768	234	18	2,020
Cleveland	2011	1,887	252	19	2,158
Cleveland	2012	1,862	183	19	2,064
Cleveland	2013	446			446
Cleveland	2014	4			4
Craven	1996	1,113	473	26	1,612
Craven	1997	1,571	652	44	2,267
Craven	1998	1,733	607	30	2,370
Craven	1999	2,196	638	51	2,885
Craven	2000	2,823	796	48	3,667
Craven	2001	2,735	731	53	3,519
Craven	2002	3,213	801	68	4,082
Craven	2003	3,471	819	68	4,358
Craven	2004	3,835	932	106	4,873
Craven	2005	4,139	790	106	5,035
Craven	2006	3,924	740	104	4,768
Craven	2007	4,198	779	109	5,086
Craven	2008	3,632	642	108	4,382
Craven	2009	2,466	333	40	2,839
Craven	2010	2,968	386	53	3,407
Craven	2011	3,033	446	78	3,557
Craven	2012	3,182	360	99	3,641
Craven	2013	700			700
Craven	2014	1			1
Cumberland	1996	3,423	1,177	23	4,623
Cumberland	1997	4,391	1,385	50	5,826
Cumberland	1998	5,142	1,575	35	6,752
Cumberland	1999	6,522	1,677	52	8,251
Cumberland	2000	7,941	1,850	77	9,868
Cumberland	2001	7,742	1,765	73	9,580
Cumberland	2002	9,016	1,780	46	10,842
Cumberland	2003	9,658	2,055	90	11,803
Cumberland	2004	10,757	2,313	107	13,177
Cumberland	2005	11,377	2,018	123	13,518
Cumberland	2006	11,968	2,309	166	14,443
Cumberland	2007	13,028	2,291	124	15,443
Cumberland	2008	12,231	2,111	129	14,471
Cumberland	2009	8,161	1,107	66	9,334
Cumberland	2010	10,104	1,453	68	11,625
Cumberland	2011	10,632	1,731	126	12,489

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Cumberland	2012	13,350	1,582	67	14,999
Cumberland	2013	3,697			3,697
Davidson	1996	2,997	1,130	49	4,176
Davidson	1997	3,746	1,384	83	5,213
Davidson	1998	4,421	1,488	59	5,968
Davidson	1999	5,206	1,497	85	6,788
Davidson	2000	5,939	1,656	82	7,677
Davidson	2001	5,538	1,577	102	7,217
Davidson	2002	5,856	1,375	86	7,317
Davidson	2003	5,848	1,410	86	7,344
Davidson	2004	5,951	1,443	137	7,531
Davidson	2005	6,343	1,146	105	7,594
Davidson	2006	5,779	1,032	110	6,921
Davidson	2007	5,845	889	110	6,844
Davidson	2008	5,029	650	92	5,771
Davidson	2009	3,003	281	46	3,330
Davidson	2010	3,467	323	40	3,830
Davidson	2011	3,522	328	38	3,888
Davidson	2012	3,653	306	57	4,016
Davidson	2013	871			871
Davidson	2014	10			10
Durham	1996	3,756	721	19	4,496
Durham	1997	5,054	1,121	22	6,197
Durham	1998	5,916	1,097	28	7,041
Durham	1999	7,218	1,086	36	8,340
Durham	2000	8,695	1,272	42	10,009
Durham	2001	8,363	1,158	48	9,569
Durham	2002	9,307	1,132	26	10,465
Durham	2003	9,706	1,232	52	10,990
Durham	2004	9,786	1,161	73	11,020
Durham	2005	10,166	947	72	11,185
Durham	2006	9,877	1,042	72	10,991
Durham	2007	10,555	958	75	11,588
Durham	2008	8,854	756	58	9,668
Durham	2009	6,528	325	32	6,885
Durham	2010	7,154	382	31	7,567
Durham	2011	6,774	437	44	7,255
Durham	2012	7,981	320	44	8,345
Durham	2013	207			207
Edgecombe	1996	985	277	11	1,273
Edgecombe	1997	1,156	415	23	1,594
Edgecombe	1998	1,347	396	21	1,764
Edgecombe	1999	1,525	383	33	1,941
Edgecombe	2000	1,755	460	33	2,248

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Edgecombe	2001	1,561	396	35	1,992
Edgecombe	2002	1,618	371	18	2,007
Edgecombe	2003	1,715	332	26	2,073
Edgecombe	2004	1,761	383	38	2,182
Edgecombe	2005	1,748	331	55	2,134
Edgecombe	2006	1,597	300	59	1,956
Edgecombe	2007	1,531	311	57	1,899
Edgecombe	2008	1,249	205	44	1,498
Edgecombe	2009	841	106	7	954
Edgecombe	2010	987	124	5	1,116
Edgecombe	2011	898	134	8	1,040
Edgecombe	2012	905	98	19	1,022
Edgecombe	2013	207			207
Forsyth	1996	5,435	1,365	71	6,871
Forsyth	1997	7,054	1,753	102	8,909
Forsyth	1998	8,449	1,862	99	10,410
Forsyth	1999	10,183	2,013	136	12,332
Forsyth	2000	11,786	2,049	121	13,956
Forsyth	2001	11,401	1,965	134	13,500
Forsyth	2002	12,733	2,000	127	14,860
Forsyth	2003	13,136	2,090	188	15,414
Forsyth	2004	13,605	2,006	209	15,820
Forsyth	2005	14,002	1,601	234	15,837
Forsyth	2006	13,652	1,574	247	15,473
Forsyth	2007	13,741	1,421	224	15,386
Forsyth	2008	12,194	1,125	223	13,542
Forsyth	2009	7,631	473	76	8,180
Forsyth	2010	8,610	618	90	9,318
Forsyth	2011	8,733	618	76	9,427
Forsyth	2012	9,314	509	93	9,916
Forsyth	2013	2,145			2,145
Franklin	1996	947	464	11	1,422
Franklin	1997	1,198	564	32	1,794
Franklin	1998	1,366	544	28	1,938
Franklin	1999	1,701	596	27	2,324
Franklin	2000	1,829	636	33	2,498
Franklin	2001	1,765	611	33	2,409
Franklin	2002	1,962	612	30	2,604
Franklin	2003	1,955	614	34	2,603
Franklin	2004	2,101	629	33	2,763
Franklin	2005	2,131	520	35	2,686
Franklin	2006	2,063	554	35	2,652
Franklin	2007	2,075	463	34	2,572
Franklin	2008	1,642	336	36	2,014

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Franklin	2009	1,072	134	14	1,220
Franklin	2010	1,256	210	16	1,482
Franklin	2011	1,223	186	17	1,426
Franklin	2012	1,283	174	18	1,475
Franklin	2013	262			262
Franklin	2014	4			4
Gaston	1996	3,098	1,211	20	4,329
Gaston	1997	4,043	1,534	47	5,624
Gaston	1998	4,647	1,606	51	6,304
Gaston	1999	5,708	1,607	67	7,382
Gaston	2000	6,255	1,704	63	8,022
Gaston	2001	6,163	1,641	67	7,871
Gaston	2002	6,386	1,518	54	7,958
Gaston	2003	6,972	1,689	86	8,747
Gaston	2004	7,023	1,612	92	8,727
Gaston	2005	7,495	1,370	96	8,961
Gaston	2006	7,330	1,297	87	8,714
Gaston	2007	7,532	1,146	109	8,787
Gaston	2008	6,331	819	89	7,239
Gaston	2009	4,147	351	36	4,534
Gaston	2010	4,764	478	38	5,280
Gaston	2011	5,314	619	59	5,992
Gaston	2012	5,261	470	90	5,821
Gaston	2013	1,105			1,105
Gaston	2014	7			7
Granville	1996	941	431	19	1,391
Granville	1997	1,148	546	12	1,706
Granville	1998	1,273	527	20	1,820
Granville	1999	1,604	503	11	2,118
Granville	2000	1,660	564	21	2,245
Granville	2001	1,702	525	22	2,249
Granville	2002	1,794	546	19	2,359
Granville	2003	1,831	576	15	2,422
Granville	2004	1,936	560	22	2,518
Granville	2005	2,004	442	17	2,463
Granville	2006	1,880	436	27	2,343
Granville	2007	1,981	373	20	2,374
Granville	2008	1,672	294	13	1,979
Granville	2009	1,133	117	7	1,257
Granville	2010	1,384	191	9	1,584
Granville	2011	1,270	197	11	1,478
Granville	2012	1,390	173	8	1,571
Granville	2013	249			249
Guilford	1996	7,512	1,647	81	9,240

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Guilford	1997	9,551	2,043	123	11,717
Guilford	1998	11,582	2,140	132	13,854
Guilford	1999	14,240	2,259	193	16,692
Guilford	2000	16,188	2,446	198	18,832
Guilford	2001	15,596	2,276	179	18,051
Guilford	2002	17,339	2,280	176	19,795
Guilford	2003	18,075	2,275	264	20,614
Guilford	2004	18,880	2,325	327	21,532
Guilford	2005	19,751	1,948	350	22,049
Guilford	2006	18,377	1,911	385	20,673
Guilford	2007	19,126	1,921	441	21,488
Guilford	2008	16,517	1,298	303	18,118
Guilford	2009	10,859	694	138	11,691
Guilford	2010	12,451	820	168	13,439
Guilford	2011	12,956	928	251	14,135
Guilford	2012	16,578	850	171	17,599
Guilford	2013	5,255			5,255
Guilford	2014	1			1
Harnett	1996	1,416	699	31	2,146
Harnett	1997	1,797	888	35	2,720
Harnett	1998	2,257	894	25	3,176
Harnett	1999	2,700	1,019	49	3,768
Harnett	2000	3,172	1,031	42	4,245
Harnett	2001	3,044	1,026	42	4,112
Harnett	2002	3,304	995	36	4,335
Harnett	2003	3,529	1,022	40	4,591
Harnett	2004	3,644	1,226	68	4,938
Harnett	2005	3,929	969	56	4,954
Harnett	2006	3,751	1,027	75	4,853
Harnett	2007	3,974	920	60	4,954
Harnett	2008	3,463	726	48	4,237
Harnett	2009	2,288	371	16	2,675
Harnett	2010	2,816	557	24	3,397
Harnett	2011	2,879	611	32	3,522
Harnett	2012	3,287	536	51	3,874
Harnett	2013	740			740
Harnett	2014	1			1
Haywood	1996	887	469	6	1,362
Haywood	1997	1,115	594	17	1,726
Haywood	1998	1,306	627	16	1,949
Haywood	1999	1,570	688	23	2,281
Haywood	2000	1,642	700	27	2,369
Haywood	2001	1,655	663	16	2,334
Haywood	2002	1,762	596	29	2,387

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Haywood	2003	1,983	588	33	2,604
Haywood	2004	2,005	677	38	2,720
Haywood	2005	2,243	565	34	2,842
Haywood	2006	2,164	550	30	2,744
Haywood	2007	2,203	464	25	2,692
Haywood	2008	1,882	367	17	2,266
Haywood	2009	1,256	141	10	1,407
Haywood	2010	1,358	238	12	1,608
Haywood	2011	1,525	297	16	1,838
Haywood	2012	1,606	233	27	1,866
Haywood	2013	356			356
Haywood	2014	6			6
Henderson	1996	1,580	639	21	2,240
Henderson	1997	2,080	886	31	2,997
Henderson	1998	2,409	801	24	3,234
Henderson	1999	2,993	947	39	3,979
Henderson	2000	3,416	950	39	4,405
Henderson	2001	3,431	897	44	4,372
Henderson	2002	3,858	873	24	4,755
Henderson	2003	3,896	849	46	4,791
Henderson	2004	4,152	964	59	5,175
Henderson	2005	4,395	847	41	5,283
Henderson	2006	4,187	835	51	5,073
Henderson	2007	4,227	636	48	4,911
Henderson	2008	3,400	488	46	3,934
Henderson	2009	2,583	247	14	2,844
Henderson	2010	2,760	221	14	2,995
Henderson	2011	2,812	322	20	3,154
Henderson	2012	2,797	245	30	3,072
Henderson	2013	675			675
Iredell	1996	2,430	883	40	3,353
Iredell	1997	3,099	1,210	42	4,351
Iredell	1998	3,620	1,146	51	4,817
Iredell	1999	4,590	1,311	57	5,958
Iredell	2000	5,341	1,489	91	6,921
Iredell	2001	5,212	1,314	76	6,602
Iredell	2002	5,496	1,260	69	6,825
Iredell	2003	5,782	1,247	96	7,125
Iredell	2004	6,147	1,466	88	7,701
Iredell	2005	6,583	1,133	98	7,814
Iredell	2006	6,512	1,103	119	7,734
Iredell	2007	6,607	1,048	127	7,782
Iredell	2008	5,822	792	103	6,717
Iredell	2009	3,799	299	32	4,130

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Iredell	2010	4,471	422	35	4,928
Iredell	2011	5,084	431	46	5,561
Iredell	2012	7,247	527	79	7,853
Iredell	2013	2,556			2,556
Johnston	1996	2,367	1,075	43	3,485
Johnston	1997	3,092	1,490	75	4,657
Johnston	1998	3,500	1,489	51	5,040
Johnston	1999	4,488	1,648	68	6,204
Johnston	2000	5,133	1,679	67	6,879
Johnston	2001	5,153	1,703	86	6,942
Johnston	2002	5,777	1,754	61	7,592
Johnston	2003	6,151	1,745	83	7,979
Johnston	2004	6,333	1,930	111	8,374
Johnston	2005	6,790	1,670	91	8,551
Johnston	2006	6,340	1,648	104	8,092
Johnston	2007	6,881	1,492	96	8,469
Johnston	2008	5,560	1,065	82	6,707
Johnston	2009	3,650	501	25	4,176
Johnston	2010	4,320	643	31	4,994
Johnston	2011	4,155	697	65	4,917
Johnston	2012	4,494	562	60	5,116
Johnston	2013	1,021			1,021
Lee	1996	949	360	7	1,316
Lee	1997	1,170	459	22	1,651
Lee	1998	1,403	436	14	1,853
Lee	1999	1,684	505	18	2,207
Lee	2000	1,983	571	26	2,580
Lee	2001	1,821	467	28	2,316
Lee	2002	1,927	513	31	2,471
Lee	2003	1,992	481	24	2,497
Lee	2004	2,015	581	34	2,630
Lee	2005	2,105	447	41	2,593
Lee	2006	1,889	479	35	2,403
Lee	2007	2,081	399	29	2,509
Lee	2008	1,629	297	28	1,954
Lee	2009	1,174	138	14	1,326
Lee	2010	1,307	188	12	1,507
Lee	2011	1,400	241	28	1,669
Lee	2012	1,461	171	33	1,665
Lee	2013	289			289
Lee	2014	2			2
Lenoir	1996	975	372	15	1,362
Lenoir	1997	1,270	549	28	1,847
Lenoir	1998	1,330	505	19	1,854

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Lenoir	1999	1,676	481	34	2,191
Lenoir	2000	2,000	568	29	2,597
Lenoir	2001	1,752	535	26	2,313
Lenoir	2002	1,946	506	37	2,489
Lenoir	2003	2,005	515	34	2,554
Lenoir	2004	2,050	572	30	2,652
Lenoir	2005	2,151	424	35	2,610
Lenoir	2006	1,958	449	49	2,456
Lenoir	2007	1,934	360	34	2,328
Lenoir	2008	1,549	268	28	1,845
Lenoir	2009	1,016	125	14	1,155
Lenoir	2010	1,318	185	8	1,511
Lenoir	2011	1,216	184	16	1,416
Lenoir	2012	1,195	169	18	1,382
Lenoir	2013	349			349
Lincoln	1996	1,246	558	22	1,826
Lincoln	1997	1,548	739	23	2,310
Lincoln	1998	1,812	714	34	2,560
Lincoln	1999	2,160	726	41	2,927
Lincoln	2000	2,431	877	45	3,353
Lincoln	2001	2,435	826	29	3,290
Lincoln	2002	2,705	737	28	3,470
Lincoln	2003	2,649	754	43	3,446
Lincoln	2004	2,895	819	57	3,771
Lincoln	2005	3,062	697	62	3,821
Lincoln	2006	2,806	684	55	3,545
Lincoln	2007	2,868	588	61	3,517
Lincoln	2008	2,641	435	51	3,127
Lincoln	2009	1,626	191	22	1,839
Lincoln	2010	1,947	245	13	2,205
Lincoln	2011	2,116	252	28	2,396
Lincoln	2012	2,025	212	28	2,265
Lincoln	2013	497			497
Mecklenburg	1996	10,301	1,901	69	12,271
Mecklenburg	1997	14,005	2,498	115	16,618
Mecklenburg	1998	17,226	2,752	118	20,096
Mecklenburg	1999	21,711	3,065	170	24,946
Mecklenburg	2000	26,435	3,431	217	30,083
Mecklenburg	2001	26,824	3,555	219	30,598
Mecklenburg	2002	30,559	3,486	183	34,228
Mecklenburg	2003	33,258	3,511	274	37,043
Mecklenburg	2004	35,754	3,784	346	39,884
Mecklenburg	2005	37,780	3,342	370	41,492
Mecklenburg	2006	38,884	3,651	479	43,014

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Mecklenburg	2007	41,321	3,556	620	45,497
Mecklenburg	2008	36,570	2,589	606	39,765
Mecklenburg	2009	24,163	1,088	232	25,483
Mecklenburg	2010	28,460	1,525	366	30,351
Mecklenburg	2011	32,504	1,768	381	34,653
Mecklenburg	2012	44,947	1,831	504	47,282
Mecklenburg	2013	12,588			12,588
Mecklenburg	2014	1			1
Moore	1996	1,328	555	12	1,895
Moore	1997	1,652	652	29	2,333
Moore	1998	1,994	683	28	2,705
Moore	1999	2,371	675	30	3,076
Moore	2000	2,639	773	36	3,448
Moore	2001	2,784	727	48	3,559
Moore	2002	3,170	746	32	3,948
Moore	2003	3,421	744	54	4,219
Moore	2004	3,537	862	40	4,439
Moore	2005	3,870	681	43	4,594
Moore	2006	3,575	725	65	4,365
Moore	2007	3,925	633	50	4,608
Moore	2008	3,429	480	31	3,940
Moore	2009	2,386	280	19	2,685
Moore	2010	2,878	284	24	3,186
Moore	2011	2,917	357	30	3,304
Moore	2012	2,891	269	24	3,184
Moore	2013	731			731
Moore	2014	3			3
Nash	1996	1,567	614	29	2,210
Nash	1997	1,986	752	34	2,772
Nash	1998	2,213	736	37	2,986
Nash	1999	2,729	793	40	3,562
Nash	2000	3,195	881	44	4,120
Nash	2001	2,877	799	46	3,722
Nash	2002	3,167	792	41	4,000
Nash	2003	3,333	769	50	4,152
Nash	2004	3,554	866	57	4,477
Nash	2005	3,597	716	60	4,373
Nash	2006	3,433	734	79	4,246
Nash	2007	3,561	668	62	4,291
Nash	2008	3,082	573	63	3,718
Nash	2009	2,066	241	28	2,335
Nash	2010	2,391	285	39	2,715
Nash	2011	2,294	315	33	2,642
Nash	2012	2,399	277	26	2,702

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Nash	2013	674			674
New Hanover	1996	2,326	619	22	2,967
New Hanover	1997	3,304	829	28	4,161
New Hanover	1998	3,868	908	39	4,815
New Hanover	1999	5,041	1,035	54	6,130
New Hanover	2000	5,851	1,238	58	7,147
New Hanover	2001	6,117	1,196	51	7,364
New Hanover	2002	6,988	1,177	55	8,220
New Hanover	2003	7,671	1,213	82	8,966
New Hanover	2004	8,392	1,392	96	9,880
New Hanover	2005	8,499	1,293	118	9,910
New Hanover	2006	8,528	1,337	107	9,972
New Hanover	2007	8,668	1,176	87	9,931
New Hanover	2008	7,635	920	69	8,624
New Hanover	2009	4,876	408	72	5,356
New Hanover	2010	5,551	564	60	6,175
New Hanover	2011	5,936	692	47	6,675
New Hanover	2012	9,088	857	61	10,006
New Hanover	2013	3,138			3,138
Onslow	1996	1,479	670	31	2,180
Onslow	1997	2,041	901	61	3,003
Onslow	1998	2,430	944	53	3,427
Onslow	1999	2,979	996	60	4,035
Onslow	2000	3,821	1,149	87	5,057
Onslow	2001	3,805	1,107	68	4,980
Onslow	2002	4,503	1,256	112	5,871
Onslow	2003	5,072	1,346	146	6,564
Onslow	2004	5,553	1,517	186	7,256
Onslow	2005	6,132	1,394	170	7,696
Onslow	2006	6,480	1,388	219	8,087
Onslow	2007	6,470	1,416	230	8,116
Onslow	2008	6,574	1,221	233	8,028
Onslow	2009	4,461	711	117	5,289
Onslow	2010	5,353	829	145	6,327
Onslow	2011	5,618	1,039	224	6,881
Onslow	2012	7,160	1,000	230	8,390
Onslow	2013	1,498			1,498
Orange	1996	1,729	474	16	2,219
Orange	1997	2,310	576	19	2,905
Orange	1998	2,764	576	39	3,379
Orange	1999	3,390	639	29	4,058
Orange	2000	3,855	812	22	4,689
Orange	2001	4,073	659	34	4,766
Orange	2002	4,443	665	17	5,125

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Orange	2003	4,746	691	21	5,458
Orange	2004	4,941	712	44	5,697
Orange	2005	4,938	516	40	5,494
Orange	2006	4,834	510	36	5,380
Orange	2007	5,107	451	36	5,594
Orange	2008	4,451	386	48	4,885
Orange	2009	3,239	171	13	3,423
Orange	2010	3,757	231	24	4,012
Orange	2011	3,368	252	29	3,649
Orange	2012	3,978	163	23	4,164
Orange	2013	786			786
Orange	2014	7			7
Pitt	1996	1,974	578	22	2,574
Pitt	1997	2,624	882	44	3,550
Pitt	1998	3,121	856	27	4,004
Pitt	1999	3,864	940	53	4,857
Pitt	2000	4,656	1,066	43	5,765
Pitt	2001	4,429	982	50	5,461
Pitt	2002	4,879	1,019	50	5,948
Pitt	2003	5,122	1,028	80	6,230
Pitt	2004	5,561	1,207	102	6,870
Pitt	2005	5,840	1,005	98	6,943
Pitt	2006	5,432	1,024	95	6,551
Pitt	2007	5,728	1,011	126	6,865
Pitt	2008	4,866	692	96	5,654
Pitt	2009	3,360	315	36	3,711
Pitt	2010	4,177	418	76	4,671
Pitt	2011	4,230	504	53	4,787
Pitt	2012	4,885	404	69	5,358
Pitt	2013	1,163			1,163
Randolph	1996	2,699	1,155	39	3,893
Randolph	1997	3,420	1,469	65	4,954
Randolph	1998	3,821	1,482	63	5,366
Randolph	1999	4,435	1,391	85	5,911
Randolph	2000	4,987	1,514	74	6,575
Randolph	2001	4,439	1,434	81	5,954
Randolph	2002	4,779	1,241	77	6,097
Randolph	2003	4,811	1,309	93	6,213
Randolph	2004	4,967	1,327	119	6,413
Randolph	2005	5,471	1,072	77	6,620
Randolph	2006	4,819	940	86	5,845
Randolph	2007	4,911	840	92	5,843
Randolph	2008	4,038	610	91	4,739
Randolph	2009	2,535	308	32	2,875

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Randolph	2010	2,874	349	35	3,258
Randolph	2011	2,890	371	57	3,318
Randolph	2012	3,089	349	58	3,496
Randolph	2013	649			649
Randolph	2014	4			4
Robeson	1996	1,813	946	11	2,770
Robeson	1997	2,184	1,082	18	3,284
Robeson	1998	2,515	1,118	18	3,651
Robeson	1999	3,145	1,165	26	4,336
Robeson	2000	3,771	1,401	22	5,194
Robeson	2001	3,274	1,149	18	4,441
Robeson	2002	3,585	1,131	28	4,744
Robeson	2003	3,768	1,113	32	4,913
Robeson	2004	3,951	1,103	44	5,098
Robeson	2005	4,027	952	35	5,014
Robeson	2006	4,049	904	33	4,986
Robeson	2007	3,944	868	32	4,844
Robeson	2008	3,157	635	29	3,821
Robeson	2009	2,008	342	15	2,365
Robeson	2010	2,390	363	16	2,769
Robeson	2011	2,304	455	22	2,781
Robeson	2012	2,304	299	18	2,621
Robeson	2013	497			497
Rockingham	1996	1,801	768	33	2,602
Rockingham	1997	2,249	917	34	3,200
Rockingham	1998	2,509	900	39	3,448
Rockingham	1999	2,925	975	49	3,949
Rockingham	2000	3,386	1,055	50	4,491
Rockingham	2001	2,915	913	47	3,875
Rockingham	2002	3,109	805	47	3,961
Rockingham	2003	3,151	867	48	4,066
Rockingham	2004	3,196	845	64	4,105
Rockingham	2005	3,471	661	66	4,198
Rockingham	2006	2,955	564	68	3,587
Rockingham	2007	2,946	506	78	3,530
Rockingham	2008	2,625	403	58	3,086
Rockingham	2009	1,694	182	17	1,893
Rockingham	2010	1,782	223	20	2,025
Rockingham	2011	1,929	198	21	2,148
Rockingham	2012	1,803	204	13	2,020
Rockingham	2013	346			346
Rowan	1996	2,384	903	30	3,317
Rowan	1997	3,119	1,085	38	4,242
Rowan	1998	3,373	1,152	40	4,565

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Rowan	1999	4,251	1,156	68	5,475
Rowan	2000	4,666	1,273	60	5,999
Rowan	2001	4,420	1,269	51	5,740
Rowan	2002	4,620	1,137	53	5,810
Rowan	2003	4,663	1,119	57	5,839
Rowan	2004	4,961	1,171	120	6,252
Rowan	2005	5,090	996	101	6,187
Rowan	2006	4,764	871	113	5,748
Rowan	2007	4,669	736	131	5,536
Rowan	2008	4,178	571	79	4,828
Rowan	2009	2,769	266	59	3,094
Rowan	2010	2,888	323	63	3,274
Rowan	2011	2,953	302	87	3,342
Rowan	2012	3,066	246	83	3,395
Rowan	2013	801			801
Rutherford	1996	1,129	576	11	1,716
Rutherford	1997	1,425	644	16	2,085
Rutherford	1998	1,597	754	20	2,371
Rutherford	1999	1,947	713	21	2,681
Rutherford	2000	2,205	776	28	3,009
Rutherford	2001	1,969	748	19	2,736
Rutherford	2002	2,069	636	27	2,732
Rutherford	2003	2,141	631	33	2,805
Rutherford	2004	2,163	678	35	2,876
Rutherford	2005	2,222	488	43	2,753
Rutherford	2006	2,154	461	28	2,643
Rutherford	2007	2,011	376	29	2,416
Rutherford	2008	1,690	298	21	2,009
Rutherford	2009	1,046	109	2	1,157
Rutherford	2010	1,148	143	8	1,299
Rutherford	2011	1,089	162	11	1,262
Rutherford	2012	1,144	143	4	1,291
Rutherford	2013	205			205
Stanly	1996	1,191	533	16	1,740
Stanly	1997	1,415	660	45	2,120
Stanly	1998	1,623	644	24	2,291
Stanly	1999	1,823	638	48	2,509
Stanly	2000	2,101	702	55	2,858
Stanly	2001	1,908	602	54	2,564
Stanly	2002	2,106	586	46	2,738
Stanly	2003	2,008	556	59	2,623
Stanly	2004	2,024	559	77	2,660
Stanly	2005	2,125	524	62	2,711
Stanly	2006	1,954	457	66	2,477

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Stanly	2007	2,075	371	53	2,499
Stanly	2008	1,786	252	39	2,077
Stanly	2009	1,114	107	11	1,232
Stanly	2010	1,067	133	25	1,225
Stanly	2011	1,162	127	24	1,313
Stanly	2012	1,272	121	31	1,424
Stanly	2013	240			240
Stokes	1996	913	457	22	1,392
Stokes	1997	1,123	567	39	1,729
Stokes	1998	1,224	561	31	1,816
Stokes	1999	1,492	581	44	2,117
Stokes	2000	1,730	600	42	2,372
Stokes	2001	1,520	514	34	2,068
Stokes	2002	1,550	483	26	2,059
Stokes	2003	1,611	541	49	2,201
Stokes	2004	1,588	567	56	2,211
Stokes	2005	1,715	364	50	2,129
Stokes	2006	1,662	354	43	2,059
Stokes	2007	1,563	281	50	1,894
Stokes	2008	1,291	219	24	1,534
Stokes	2009	864	81	16	961
Stokes	2010	966	74	7	1,047
Stokes	2011	878	106	14	998
Stokes	2012	940	103	14	1,057
Stokes	2013	192			192
Stokes	2014	6			6
Surry	1996	1,346	635	17	1,998
Surry	1997	1,700	833	40	2,573
Surry	1998	1,947	763	34	2,744
Surry	1999	2,311	830	62	3,203
Surry	2000	2,714	899	60	3,673
Surry	2001	2,406	775	66	3,247
Surry	2002	2,408	694	63	3,165
Surry	2003	2,569	667	71	3,307
Surry	2004	2,570	747	90	3,407
Surry	2005	2,841	613	100	3,554
Surry	2006	2,506	470	126	3,102
Surry	2007	2,552	394	65	3,011
Surry	2008	1,991	328	72	2,391
Surry	2009	1,330	145	19	1,494
Surry	2010	1,496	144	21	1,661
Surry	2011	1,424	193	13	1,630
Surry	2012	1,494	149	26	1,669
Surry	2013	516			516

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Union	1996	2,338	912	31	3,281
Union	1997	3,192	1,149	41	4,382
Union	1998	3,736	1,313	37	5,086
Union	1999	4,836	1,407	70	6,313
Union	2000	5,686	1,593	77	7,356
Union	2001	5,877	1,623	66	7,566
Union	2002	6,542	1,522	60	8,124
Union	2003	7,316	1,569	71	8,956
Union	2004	7,785	1,690	111	9,586
Union	2005	8,020	1,403	95	9,518
Union	2006	8,428	1,432	137	9,997
Union	2007	9,026	1,320	122	10,468
Union	2008	8,086	927	131	9,144
Union	2009	5,278	407	53	5,738
Union	2010	5,862	561	66	6,489
Union	2011	7,168	594	73	7,835
Union	2012	7,291	511	89	7,891
Union	2013	1,818			1,818
Wake	1996	10,278	2,229	64	12,571
Wake	1997	14,213	3,246	137	17,596
Wake	1998	18,277	3,485	114	21,876
Wake	1999	22,717	3,631	243	26,591
Wake	2000	28,159	4,467	280	32,906
Wake	2001	29,027	4,476	250	33,753
Wake	2002	33,288	4,765	210	38,263
Wake	2003	37,202	4,943	481	42,626
Wake	2004	40,520	5,605	420	46,545
Wake	2005	42,247	4,718	355	47,320
Wake	2006	42,773	4,779	639	48,191
Wake	2007	45,790	4,641	1,024	51,455
Wake	2008	39,446	3,857	635	43,938
Wake	2009	26,593	1,882	218	28,693
Wake	2010	30,762	2,606	252	33,620
Wake	2011	32,268	2,826	363	35,457
Wake	2012	46,141	2,392	372	48,905
Wake	2013	12,393			12,393
Wayne	1996	1,659	721	27	2,407
Wayne	1997	2,044	917	46	3,007
Wayne	1998	2,488	899	41	3,428
Wayne	1999	3,062	906	39	4,007
Wayne	2000	3,769	1,113	55	4,937
Wayne	2001	3,530	1,057	55	4,642
Wayne	2002	3,950	1,038	39	5,027
Wayne	2003	3,903	1,028	43	4,974

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Wayne	2004	4,024	1,134	78	5,236
Wayne	2005	4,345	917	49	5,311
Wayne	2006	4,212	857	60	5,129
Wayne	2007	4,360	875	58	5,293
Wayne	2008	3,664	659	46	4,369
Wayne	2009	2,441	311	19	2,771
Wayne	2010	3,047	415	23	3,485
Wayne	2011	2,972	490	25	3,487
Wayne	2012	3,388	507	44	3,939
Wayne	2013	837			837
Wayne	2014	1			1
Wilkes	1996	1,377	644	33	2,054
Wilkes	1997	1,651	710	55	2,416
Wilkes	1998	1,921	748	33	2,702
Wilkes	1999	2,154	752	66	2,972
Wilkes	2000	2,453	795	68	3,316
Wilkes	2001	2,314	653	58	3,025
Wilkes	2002	2,263	628	56	2,947
Wilkes	2003	2,289	621	58	2,968
Wilkes	2004	2,193	610	70	2,873
Wilkes	2005	2,419	511	55	2,985
Wilkes	2006	2,200	414	49	2,663
Wilkes	2007	2,180	366	39	2,585
Wilkes	2008	1,834	271	33	2,138
Wilkes	2009	1,152	118	12	1,282
Wilkes	2010	1,477	186	22	1,685
Wilkes	2011	1,478	216	18	1,712
Wilkes	2012	1,461	180	27	1,668
Wilkes	2013	344			344
Wilkes	2014	3			3
Wilson	1996	1,266	443	31	1,740
Wilson	1997	1,583	565	32	2,180
Wilson	1998	1,822	553	22	2,397
Wilson	1999	2,206	614	32	2,852
Wilson	2000	2,672	610	52	3,334
Wilson	2001	2,373	586	49	3,008
Wilson	2002	2,598	556	37	3,191
Wilson	2003	2,705	600	43	3,348
Wilson	2004	2,768	679	72	3,519
Wilson	2005	2,792	537	74	3,403
Wilson	2006	2,704	564	65	3,333
Wilson	2007	2,901	559	74	3,534
Wilson	2008	2,390	485	68	2,943
Wilson	2009	1,575	227	33	1,835

Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Wilson	2010	1,961	257	31	2,249
Wilson	2011	2,044	285	30	2,359
Wilson	2012	2,079	230	42	2,351
Wilson	2013	451			451
				Total	4,974,353

Appendix 7

Quality Control Procedures

Contents:

Quality Control Procedures

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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 ~~inspectors Inspector Mechanics~~ are contained in this manual.

NOTE: The current ~~manual~~ Administrative Code 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 electronic authorizations in 2008. The DMV License and Theft Bureau is working on revising the Code to conform to current policies and procedures.

Appendix 8

Record Keeping and Document Security

Contents:

Record Keeping and Document Security

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Record Keeping and Document Security

Licensed inspection stations must~~may~~ procure electronic authorizations ~~certificates~~ from the North Carolina Department of Transportation, Division of Motor Vehicles (NC DMV) (via web page, phone call or through the inspection analyzer) and no other sources. ~~Stations are held strictly accountable for inspection certificates in their possession. Any licensed inspection station losing or not accounting for any inspection certificate is subject to suspension or revocation of their inspection license, or subject to criminal charges as covered in N.C.G.S. 20-183.8. Upon discovery of a loss or theft of any inspection certificates, stations are required to report the loss or theft to the DMV Enforcement Section. Oral reports must be made as soon as practical to their local Enforcement Section Inspector, followed by a written Police report and written report setting out all the facts concerning the loss or theft.~~ 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. ~~Inspection stations are prohibited from furnishing, giving, loaning, or selling any inspection certificates to any other licensed station or Inspection Mechanic. Inspection certificates are not to transferred or reissued. They may only be affixed to the vehicle as designated on the receipt and statement, and only after a complete inspection of the vehicle has been performed and confirms that it meets requirements for approval. It is the duty of each inspection station to protect the certificates from damage or larceny. All unused certificates must be accounted for. Unused certificates must be kept in a safe place until audited and destroyed be an Agent of the Enforcement Section.~~

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

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 ~~are made~~ available for inspection by any Law Enforcement Officer, upon demand, during normal business hours.

North Carolina currently uses a registration denial ~~sticker~~ enforcement method for insuring motorist compliance with the inspection requirement. ~~These certificates are currently gummed on the face side with a specially formulated, pressure sensitive adhesive requiring no water, solvent, or other wetting agent for activation. The adhesive side of each emblem is protected until use by an easily removable slip sheet. When the slip sheet is removed and the certificate is applied, it forms a tight bond with the windshield until intentionally and manually removed. As a security measure, the certificates incorporate a self destructive "VOID" feature. If an attempt is made to remove the decal from the decal from the windshield, the word "VOID" will appear on both the certificate and windshield from which it was removed, so the certificate cannot be reused on another vehicle. The certificates have built-in security features which safeguard the State of North Carolina against counterfeiting. This is accomplished by incorporating into the design a chemical indictor known only to the manufacturer and authorized personnel of the State of North Carolina. Counterfeit-proof penetrating ink is used for serial numbering.~~

~~Each certificate has an ease of recognition feature (NC) incorporated into the design. This enables a genuine certificate to be readily determined from a counterfeit by viewing the inspection certificate from outside of the vehicle. This visual identifiable feature is a non-destructive verification test of authenticity. Each certificate has a unique serial number and is accounted for through a computer matching inventory system. DMV will continue to use these or other security measures as the technology becomes available. DMV may change or alter the style of the certificates to conform to legislative demands or policies. DMA will not allow changes which will compromise certificate security or be in direct violation of Federal Regulations.~~ Vehicles may be inspected up to 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.

~~In the event the Division of Motor Vehicles uses a registration denial system, it may become necessary to discontinue the use of certificate as a means of compliance enforcement due to either legislative or economic reasons. In the event a registration denial system is used, the Division of Motor Vehicles will enact appropriate security measure to ensure Federal Regulations are met regarding security and anti-counterfeit measures.~~

The quality of the enforcement program's information base is assured through the use of bar-coded data entry at the test site ~~, gaining the VIN through the bar-coded VIN on the vehicle,~~ or redundant manual entry of the VIN and additional qualifiers such as linking the license plate number to the entered vehicle identification number. The ~~Division of Motor Vehicle's computer system is in the process of being upgraded and is scheduled to come on line in 1995. Once on line, each vehicle registration will contain the bar-coded VIN.~~ The NC 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 ~~and~~increases the accuracy of the data entry. ~~DMV's upgraded computer system will allow tracking of vehicles which be redundant entry.~~NC DMV's ~~upgraded~~computer system allows tracking of vehicles which receive ~~require~~exemptions or waivers and registration changes which might occur. Stations performing inspections ~~are to~~maintain copies of their records for a minimum of eighteen (18) months. These records are subsequently checked during ~~quarterly~~ audits.

Appendix 9

Equipment Specifications

Contents:

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

- http://ncair.org/motor/inspect/analyzer_vendor.shtml

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Appendix 10

Enforcement Procedures

Contents:

DMV Enforcement Procedures

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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. ~~The North Carolina Division of Motor Vehicles expects to allocate funds for the oversight of the computer matching and sticker enforcement mechanisms.~~

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 ~~for identifying and citing vehicle owners include, but are not limited to, roadside pullovers and the future use of on-road testing devices~~. Roadside pullovers are conducted by all~~any~~ law enforcement officers with proper jurisdiction ~~DMV Officers, State Troopers, County and Local law Enforcement Officers~~. Roadside ~~checkpoints~~ pullovers consist of stopping all traffic on a random street or highway and checking the registration expiration ~~inspection certificate for expiration and against the vehicle registration for the proper county~~. 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 ~~in direct violation of~~ the laws of this State which govern ~~covering~~ inspections are subject to criminal prosecution. ~~Any person, firm or corporation conducting inspections, whose license is suspended or revoked, must surrender all unused inspection certificates to the Division of Motor Vehicles, and no such license is allowed to inspect vehicles while its license is suspended or revoked.~~ 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) ~~ten (10)~~ days of the receipt of the written request for such hearing. ~~When a station has requested and been granted a hearing prior to a suspension or revocation order being served, the licensee waives any further hearing, provided for in N.C.G.S. 20-183.4 (5).~~

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 Inspection and OBD ~~Exhaust Emissions~~ Inspection~~s~~. Proof of satisfactory completion must be presented to a representative of the Division of Motor Vehicles on a form approved by the Commissioner. ~~Any inspector mechanic who has been inactive for a period of one (1) year or more must be recertified by satisfactorily completing the required training. In the interim period, prior to the implementation of a fine schedule, DMW Enforcement Inspectors will be issuing criminal citations on all violations of the~~

~~inspection requirements which carry a penalty of revocation of the inspection license. Offenders will be charged with a violation of N.C.G.S 20-183.8 (c), which makes vaiolations of the inspection laws an infraction and carries a penalty of not more than fifty dollars ($50.00) plus court costs, which are currently sixty-five dollars ($65.00).~~

In the case of either an administrative hearing or criminal trial, the ~~DMV~~ 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.

~~State Auditors are granted the authority to immediately temporarily suspend licenses of stations and inspector mechanics upon finding a major violation. The I/M program management records all enforcement activities, including all warnings, fines, suspensions, revocations and other notices of violation. On a quarterly basis, the Enforcement Section completes a summary of the statistics on its enforcement activities and reports this information the the North Carolina Department of Environment Health, and Natural Resources, Division of Environmental Management, Air Quality Section, mobile Sources Compliance Unit so they may use this information for reports to the EPA and dissemination to the public.~~

In the case of inspection ~~inspector~~ mechanic incompetence, the inspection ~~inspector~~ mechanic is required to be retrained and must successfully complete the required courses and tests. ~~The mechanic must then demonstrate the ability to perform the test procedure prior to the restoration of his license.~~ For cases involving factors other than those of incompetence, the inspection~~inspector~~ 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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DMV Information

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Enforcement Oversight Procedures

The legal authority contained in North Carolina General Statute Chapter 20, Article 3A, Part 1, is the basis of the oversight and enforcement element of the vehicle inspection and maintenance ~~I/M~~ program. The regulations and procedures by which the vehicle inspection and maintenance ~~I/~~M 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 ~~necessary to carry out the inspection program. Laws applicable to enforcement can only be made by the North Carolina general Assembly. Many of the implementation items such as those imposing fines and penalties must be approved by the General Assembly and ratified by law. Neither the Commissioner of Motor Vehicles nor the Governor of North Carolina have the authority to enact regulations covering the I/M inspections, and itends to implement each item outlined in the implementation plan. DMV does not have the authority to enact some of the outlined proposals, but does intend to seek legislative approval for all times outlined and provide an estimated implementation date. In the event the General Assembly does not approve fees and fines as proposed, DMV will modify the implementation plan, then submit the plan for approval.~~ 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 ~~will be~~ is accomplished by using both registration denial ~~a sticker enforcement system and computer matching system~~ and civil penalty assessments as outlined in N.C.G.S. 20-183.8A. ~~Since beginning a safety inspection program in February, 199, North Carolina has used stickers as a means of enforcing motorist compliance. Every Law Enforcement Officer in the State who has the authority to enforce motor vehicle laws is able to cite violators of the enforcement laws. Enclosed is a list by county of the number of violators found guily in calendar year 1992 of failing to have vehicles inspected. This does not include all citations written where the motorist complied and appeared in court with proof of compliance and the case was dismissed by the Judge or District Attorney. North Carolina Law Enforcement Officers are conditioned to stop and cite violators of safety inspection laws. Officers in any area of the State can cite a violator for having an expired emissions inspection sticker. The sticker enforcement program has proven effective since 1996, and continues to achieve a high degree of compliance today.~~

~~The second part of the DMV proposal is to use a computer matching system to match vehicle registration records with the I/M inspections which have been performed. A direct VIN match compliance rate of 80% is now achieved without the use of redundant data entry. With redundant data entry, DMV feels a direct match compliance rate of eighty-five percent (85%) or higher is a reasonable objective. A new DMV registration computer system is scheduled to come on line in calendar year 1995. The new system will feature bar-coded VIN information on each registration. With the accuracy of bar-coded information, DMV will commit to a ninety-five percent (95%) direct match compliance rate in calendar year 1996. Pending legislative approval, DMV will begin actions in calendar year 1996 against motorists who are noncomplying, by ultimately denying registration if there is no direct match of inspection during the previous year at the time of registration renewal. Owners would be required to provide proof of inspection for registration.~~

~~Stations will be monitored on a monthly basis through the use of their monthly records and downloads. Records of stations will be checked on a monthly basis to determine error rate in entry of VIN and~~

~~vehicle license plate numbers. Actions will be taken against stations with errors in excess of five percent (5%).~~

The Division of Motor Vehicles currently provides covert vehicles and performs either a covert or remote audit per station annually. There are approximately sixteen (16) fleet covert vehicles available for use. These vehicles are set to fail OBD inspections one hundred percent (100%) of the time. ~~The Division of Motor Vehicles currently provides undercover vehicles and performs a minimum of one (1) covet audit per station per year. There are approximately ten (10) fleet vehicles available for use. These vehicles are set to fail tamper approximately fifty percent (50%) of the time and set to fail emissions approximately ten percent (10%) of the time.~~

~~DMV anticipates with the Legislative approval of the Emissions Maintenance Fund (EMF), it will be able to provide covert audits equal to the number of Inspector Mechanics at each station. Covert audits will be conducted with the vehicle set to fail either tamper or emissions standards at a minimum of seventy-five percent (75%) of the time. Repairs will be purchased at a minimum of one (1) covert audit per station for test and repair facilities.~~ For self-inspection stations, the DMV has updated 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 inspection 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. ~~Field Auditors will perform spot inspections of the available vehicle fleet, checking for tampering and emissions standards compliance by testing ten percent (l0%) or twenty-five (25) vehicles during the year, whichever is less. DMV will provide covert audit vehicles at a rate of no more than twenty (20) emissions repairs per vehicle, and no more than two hundred (200) covert inspections per vehicle. Vehicles will include different makes and model years, foreign and domestic. Each covert vehicle will use regular random North Carolina registrations to assure anonymity, at a rate of no more than two hundred (200) inspections per plate. DMV will be dependant on support from Congestion/Mitigation Air Quality (CMAQ) Funds to assist in the purchase of vehicles. CMAQ funds will also be used for a maintenance facility which will prepare vehicles for tampering or emission failure.~~

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. ~~The Division of Motor Vehicles has full access to all approve North Carolina Analyzer System 90 (NCAS 90) software to allow DMV Agents to analyze data and conduct necessary data related functions. Each station analyzer will download its monthly inspection data to IBM's Information Network. This information is retrieved and stored on the North Carolina State Information Processing System (SIPS) mainframe. The SIPS Network is a database for all collected information and the host system for DMV registration records. With funds received from the EMF, it is anticipated DMV Enforcement will have a full-time analyst and programmer to sufficiently evaluate all information and prepare proper EPA reports.~~

Appendix 12

Quality Assurance Procedures

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DMV Quality Assurance Procedures

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DMV Quality Assurance Procedures

Procedures to be used by program administrators will follow procedures which have been established for conducting remote, covert and overt audits ~~auditors follow~~. ~~Both include sufficient record keeping requirements to support and convert stations and individuals during criminal trails and/or administrative hearings. All Auditors must be certified or certifiable as State Law Enforcement Officers, which includes approximately four hundred forty (440) hours of law enforcement training, basic investigations, evidence gathering, and court proceedings.~~ All audits include sufficient record keeping requirements to support and convict stations and individuals during criminal trails and/or administrative hearings. DMV License and Theft Bureau Inspectors must be certified or certifiable as State Law Enforcement Officers, which includes approximately six hundred twenty (620) hours of law enforcement training, basic investigations, evidence gathering, and court proceedings. DMV License and~~&~~ Theft Bureau Inspectors receive additional instruction covering the use of inspection machines utilized in the North Carolina program, program rules and regulations, basics of pollution control, quality assurance practices, and covert audit procedures. ~~DMV Enforcement Officers receive and additional forty (40) hours of instruction covering the use of analyzers, I/M program's rules and regulations, basics of pollution control, quality assurance practices, and covert audit procedures.~~

Overt audits are conducted a minimum of once per station per year. ~~Overt audits are conducted a minimum of once per quarter per inspection station.~~ Audits include a check of ~~certificate security and accounting for those shown lost or voided~~record keeping practices, waiver issuance review, mechanic licensure, licenses properly posted, inspection area, and ensuring all equipment is in good working order and has the current state approved software installed. While performing audits ~~In performing audits~~, DMV License and Theft Bureau personnel will complete a performance audit report which is generated from the inspection ~~machine including but not limited to ensuring a properly functioning bar code scanner, data link connector, operable printer, etc will perform calibration and leak check of the analyzers. Gas bottles used for calibration are checked to ensure they are properly labeled and within the required tolerances. During audits, gases of the known concentrations are introduced through the exhaust sample probe to check for machine accuracy. These gases contain concentrations of carbon monoxide, carbon dioxide, and hydrocarbons as expressed in parts per million in propane. Machines not within re-sudtied by DMV personnel. Gas analyzers are designed to lock out operators for a variety of reasons, including tampering with disk drive doors or attempting to access the computer system or mechanical parts. Operators are not able to proceed with any inspection until these lockouts are cleared by DMV personnel. Test records will be reviewed electronically once per month and by stations to flag statistically inconsistent or improbable results. Station records will be electronically reviewed once per month to check for excessively high or low failure rates.~~

The DMV License and Theft Bureau will conduct a number of remote/covert audits each year at a minimum of one annually per currently licensed inspection station, plus additional audits aimed at suspected problem stations. Covert vehicles are set to fail the bulb check (KOEO) test one hundred percent (100%) of the time. Currently Licensed Inspection stations are audited at least once per year with a vehicle set to fail the OBD portion of the inspection test or receive a remote observation audit. The Division of Motor Vehicles Registration Section will provide random license plates and fictitious registrations to assure anonymity of the covert vehicles. ~~The program shall conduct a number of covert audits each year which will be equal to the number of licensed inspector mechanics, plus no less than five percent (5%), to account for additional covert activity aimed at suspected problem sites. Covert vehicles will be set to fail tampering or emissions a minimum of seventy-five percent (75%) of the time. Test and repair stations will be audited at least once per year with a vehicle set to fail the exhaust emissions test. Repairs will be purchased and the vehicle retested.~~ Covert vehicles will reflect the full range of

technology and ~~malfunction~~ manufactured types.~~–~~The covert vehicle fleet will be comprised of differing types of vehicle makes and model years, foreign and domestic. ~~Remote observations will also be performed on stations performing five thousand (5,000) or more inspections per year. The program will employ one (1) covert auditor per five hundred (500) licensed mechanics, and shall rotate among testing areas to avoid detection. The program will have no more than twenty (20) emissions repairs per covert vehicle, and no more than two hundred (200) covert inspections per vehicle. The Division of Motor Vehicles Registration Section will provide random license plated and fictitious registrations to assure anonymity of the covert auditors.~~

DMV License and Theft Bureau Inspectors will receive in-service training each year and themselves shall be audited at least once per year. This training will consist of, but not be limited to, the use of inspection machines, program rules and regulations, basics of air pollution control, engine repair arid performance, motor vehicle emissions control systems, investigations, fraud detection, quality control, and covert audit procedures. ~~All program auditors shall be auditors shall be audited at least once per year and have approximately forty (40) hours of in-service training per year. The training will consist of, but not limited to, the use of analyzers, program rules and regulations, basics of air pollution control, engine repair and performance, motor vehicle emissions control systems, investigations, and administrative quality control, and covert audit procedures.~~

Regulations require ~~Inspectors Mechanics~~ 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. ~~Training is currently being reformatted to include the elements in Section 51.367 (a) of the Federal EPA's November 5, 1992 I/M Rule, which are not already present, and will be introduced in the Community College system prior to January 1, 1994. Students are not passed unless they have passes a written test based on the elements of Section 51.367 (a) with a minimum score of eighty percent (80%) correct responses. Students must also pass a hands-on test and demonstrate both knowledge and ability to perform an emissions inspection by a DMV Auditor before being licensed. Inspectors must pass refresher training every four (4) years and demonstrate the knowledge and ability to properly conduct a test to a DMV Auditor once every year. Should the Auditor discover the Inspector cannot properly perform the test, the Inspector's licensure is removed and the Inspector must attend training at the Community College system as described above.~~ The Division of Motor Vehicles tracks licenses expiration electronically within the (VID) vehicle information database ~~and notifies the Inspector sixty (60) days in advance of the license expiration~~. An outline of the current vehicle inspection training course is currently accessible on the NC Community Colleges web page http://www.nccommunitycolleges.edu/Business_and_Industry/ConEd/Automotive/AUT3129%20Course%20Materials-2.htm and complies with the elements in 40 CFR Section 51.367 ~~included~~. Community College instructors ~~Instructors~~ licensed through the Division of Motor Vehicles must be recertified once every two (2) years through written exam achieving a minimum score of eighty percent (80%) correct responses. Instructional classes are monitored by License and Theft Bureau Inspectors through class visits ~~through covet audits through both the Community College system and the Division of Motor Vehicle Enforcement Section~~.

The Division of Motor Vehicles License and Theft Bureau ~~Enforcement Section~~ has assessed the availability of training and found that Community Colleges and Technical Institutes within North Carolina ~~in I/M areas~~ provide adequate training in the diagnosis and repair of emissions malfunctions and general training on the various subsystems related to emissions control and complete thorough vehicle inspections.

Appendix 13

List of Abbreviations

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List of Abbreviations

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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_x	oxides of nitrogen
O_3	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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~~DMV Quality Assurance Procedures~~

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