



*Northwestern Indiana
Regional Planning Commission*

**Vehicle Inspection &
Maintenance Program
Education Event**

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Presentation Overview

- Why Clean Air Car Check was put in place.
 - Roles of the state and U.S EPA
- What the program consists of and the test procedures used.
- Customer-focused features to enhance convenience.
- Why the program has remained in place.
- Requirements for replacing the program, once permissible.
- Consequences for noncompliance.



Why Clean Air Car Check Was Put in Place

- Current program was put in place in January 1997.
 - Clean Air Car Check replaced previous centralized program run by Ivy Tech.
 - Congress mandated the program via the Clean Air Act Amendments of 1990.
 - Prescribed based on Lake and Porter Counties' classification under the 1-hour ozone standard as "severe."
 - Program designed to comply with federal rules for enhanced vehicle inspection and maintenance.
 - 326 IAC 13-1 incorporates these requirements at the state level.



Why Clean Air Car Check Was Put In Place

- Indiana submitted its State Implementation Plan addressing Clean Air Act requirements for emissions testing in 1995.
 - 326 IAC 13-1 provides Indiana the authority to implement and enforce the requirements for the program.
- U.S. EPA approved the Indiana SIP for emissions testing in 1996.
 - Once the SIP was approved, it is deemed permanent and federally enforceable.



Role of Federal and State Governments

- Role of U.S. EPA is to establish guidelines for states to comply with Clean Air Act requirements and to review, approve, and enforce State Implementation Plans (SIPs).
- Role of the state is to develop and submit SIPs that comply with Clean Air Act requirements, and to implement and enforce the SIPs.

Current Vehicle Emissions Testing Program



- Inspects around 230,000 vehicles per year (based on two-year test cycle)
- Of vehicles inspected during the past two-year cycle, nearly 85% passed the initial test.
- Failure rates and volume vary among stations.
- Seven (7) Stations (% volume of recent test cycle):
 - Crown Point (20%)
 - Gary (8%)
 - Griffith (22%)
 - Hammond (18%)
 - Hobart (8%)
 - Portage (12%)
 - Valparaiso (12%)

Inspection Facility





Inspection Procedures

Step 1



The inspector conducts a basic visual inspection (exhaust intact).



The inspector conducts a gas cap pressure test.

Step 2

One of the following inspections is conducted:



On-Board Diagnostic (OBD) – 1996 & newer vehicles, driver remains in vehicle. (96% of annual tests)



I/M 93 – 1981-1995 vehicle is driven up to 33 mph on a dynamometer, a device similar to a treadmill. (3.6% of annual tests)



BAR 90 – 1976-1980 vehicle is checked at idle. (.4% of annual tests)

Step 3

The driver receives the inspection results.





Customer-Focused Features

- Technical Repair Advice Program
- Hardship Repair Grant Program
- Local, Live Customer Service 6 days/week
- Service Tracking Initiatives



Technical Repair Advice Program

- ASE L1 Master Technician
- Available for phone consultation
- Free diagnostic testing and recommendations
- More than 1500 vehicles evaluated/year

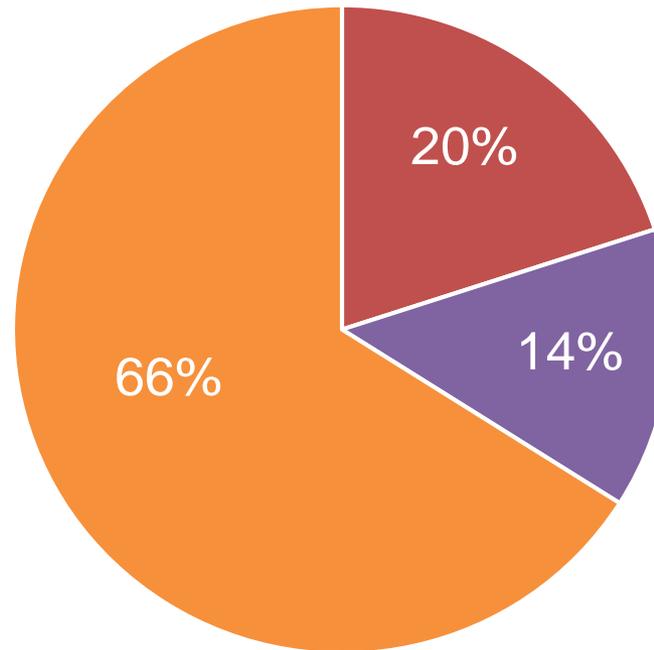


Hardship Repair Grant Program

- Assistance for low income motorists
 - Federal Poverty Level Guidelines
 - Revised Annually
- Average 100 motorists per year assisted
 - Pass alternate inspection
 - Waiver issued
 - Repaired



Assistance Received



■ Repaired ■ Waived ■ Passed Alternate Inspection



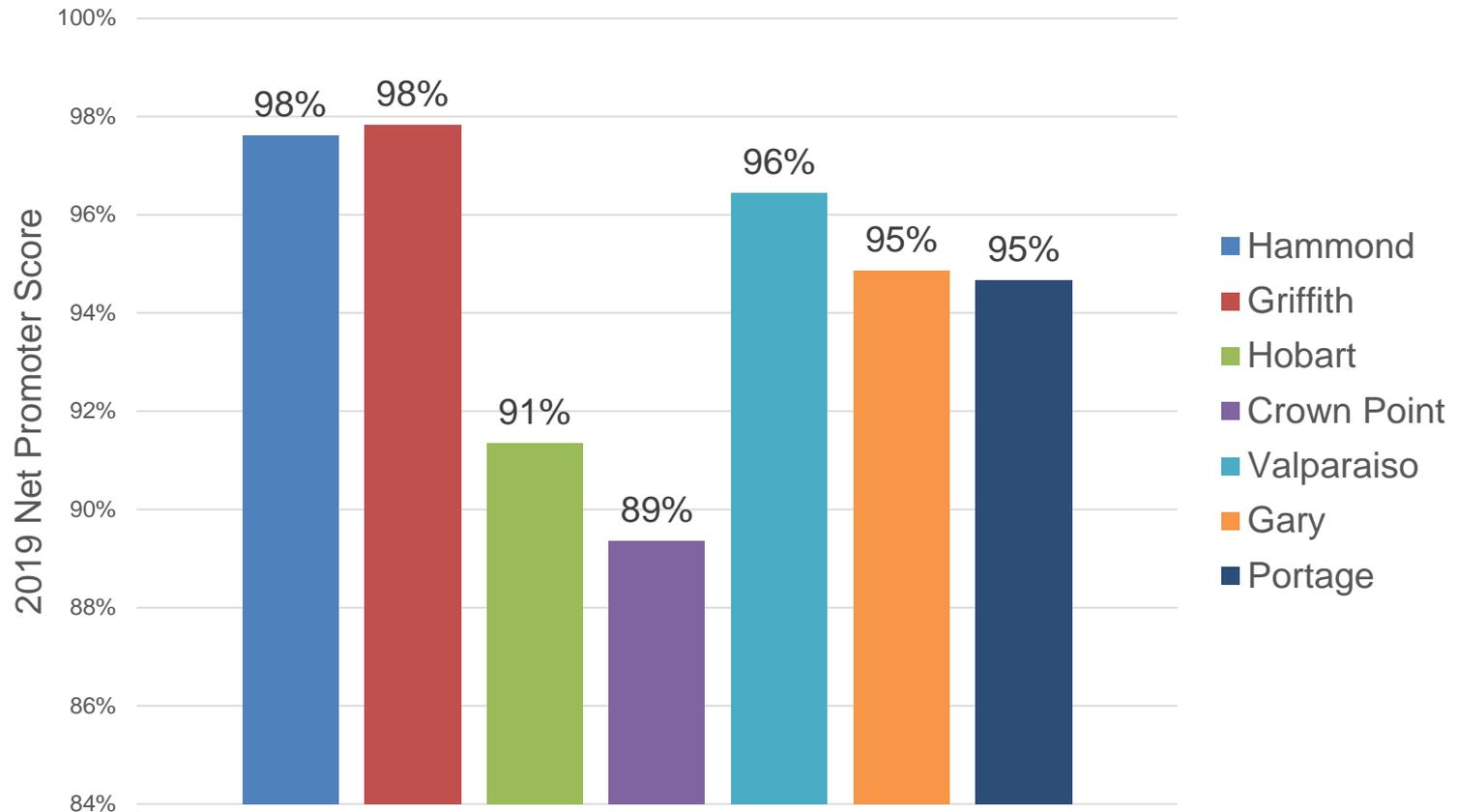
Customer Service Hotline

- Live, Local Customer Service Reps
- Answered 6 days/week
- Diagnostic Technician phone consults
- Helpful guidance through testing process



Customer Service Results

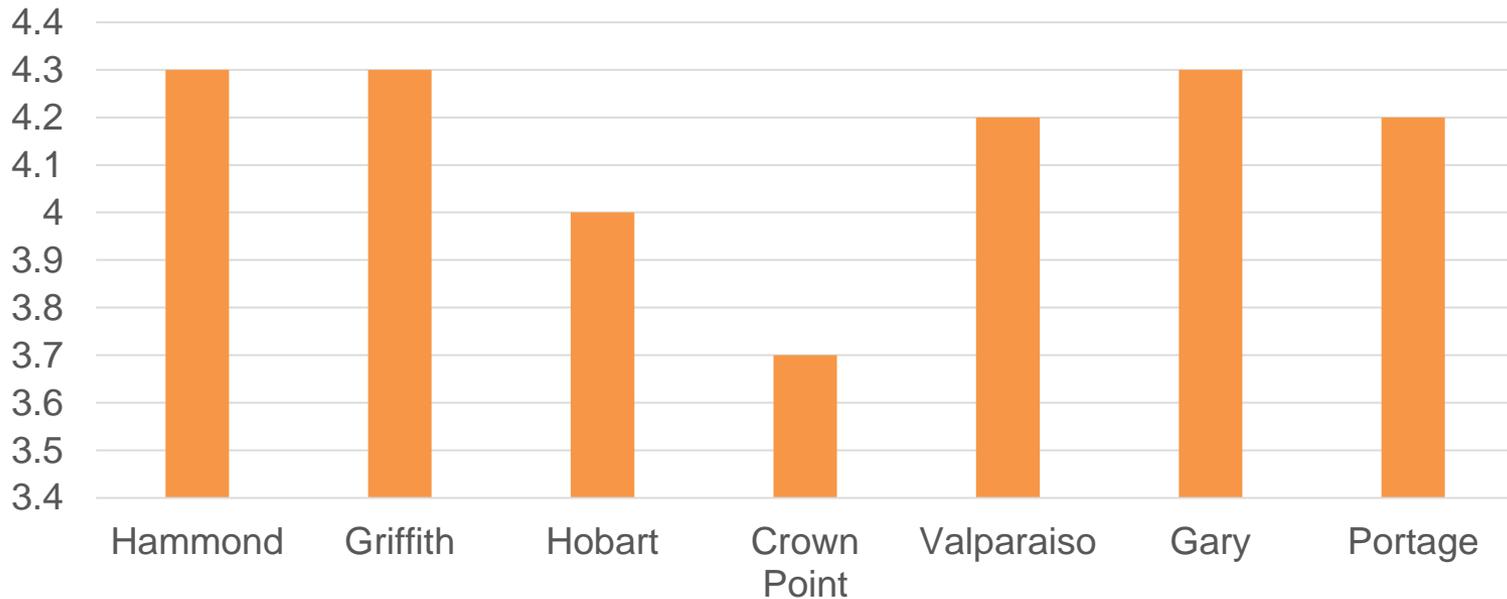
2019 Net Promoter Score By Station





Customer Service Results

Google Score Out of 5 Stars





Why the Program Has Remained in Place

- Lake and Porter counties are currently designated nonattainment under the 2008 ozone standard.
 - These counties were linked to the Chicago nonattainment area based on violations in NE Illinois and SE Wisconsin.
- The classification is currently “Serious,” with an attainment deadline of 2021.
 - When the area was originally designated, the classification was “Marginal” and it was required to attain by 2015.
 - The area failed to attain and was subsequently “bumped-up” to “Moderate” in 2016 and “Serious” in 2019.
- Vehicle inspection and maintenance is a mandated requirement of the Clean Air Act for any area classified as “Moderate” or above (i.e., Serious, Severe, Extreme).



Why the Program Has Remained in Place (cont.)

- New standard for ozone promulgated in 2015.
 - Lake County classified as nonattainment in 2018, with 2021 as the attainment deadline.
 - If the area fails to attain by 2021, then it will be “bumped-up” to a higher classification next year, which would be “Moderate.”
- Ozone standards are reviewed once every five years, with the next one being this year (2020). The stringency of the standard has been increased in each of the past three reviews.
- A state cannot replace or decrease the stringency of its vehicle emissions testing program if an area is classified as “Moderate” or above.



Requirements for Replacing the Program

- Once the nonattainment area attains and is reclassified under the applicable ozone standards by U.S. EPA, Indiana can consider options for revising the SIP.
- The Vehicle Inspection & Maintenance Program for Lake and Porter counties is a required element of Indiana's State Implementation Plan (SIP) under the Clean Air Act.
 - Once a SIP is federally approved, it is permanent and federally enforceable.
 - Section 110 of the Clean Air Act prohibits “relaxation” of an approved SIP. These anti-backsliding requirements are designed to preserve air quality.
 - Any revision to the SIP must ensure the end result is equally or more stringent than the current SIP.



Requirements for Replacing the Program (cont.)

- Any revision to Indiana's inspection and maintenance SIP will have to result in equivalent emission reductions.
 - Any SIP revision would require revisions to 326 IAC 13-1.
 - This process takes a minimum of two years to complete at the state level.
 - Replacement emission control measures would have to be enforceable at time of revision (incorporated into state rule).
 - Two years for rulemaking, then up to three years for implementation.
 - Anti-backsliding demonstration must be made for the year the control transition occurs (cannot identify the year at this time).



Replacement Control Measure Options

- The most recent emission reduction analysis for the Indiana inspection and maintenance program concluded the following reductions in annual emissions:
 - Approximately 1400 tons of hydrocarbons (VOCs).
 - Approximately 650 tons of oxides of nitrogen (NO_x).
- Lake and Porter counties have the most stringent suite of control measures in the Midwest.
 - All measures capable of achieving widespread reductions are already in place (Reformulated Gasoline, Reasonably Available Control Technology, etc.).
 - Indiana's SIP includes a balanced suite of emission controls across sectors (onroad, nonroad, area, and point sources).
 - This is strategic to not place a disproportionate burden on a single sector.



Replacement Control Measure Options (cont.)

Transportation Control Measures (TCM) are the only category of measures not in place within the area. These tend to be very costly and achieve little emission reduction individually.

- Examples of TCMs include vehicle mileage tax, parking pricing, tolls for major roadways, high occupant vehicle lanes, and enhanced public transportation.
- Even if all TCMs were to be implemented, it is unlikely they would achieve the required level of emissions reduction, but highly likely that the annual cost would exceed that associated with the current inspection and maintenance program.
- TCMs are approved into the SIP and become federally enforceable.
- TCMs must be approved components of Transportation Plan and Improvement program and must receive funding priority.
 - TCMs within a SIP have to be fully implemented and achieve required emission reductions to avoid federal sanctions.



Considerations Associated With SIP Revision

- If Indiana revised the SIP to replace vehicle emissions testing, it is required to be placed in the maintenance plan as a contingency measure.
 - If the area re-violates the standard(s), the program would have to be reinstated.
- If a new standard is put in place and the area is classified as “moderate” or above, the vehicle emissions testing would be a prescribed requirement.
- Reinstatement of a new program would cost far more than maintenance of the existing program.
- Reinstatement of the program would be above and beyond the replacement measures, meaning implementation of all measures would be required.



Consequences for Failing to Comply With SIP

- The Clean Air Act provides U.S. EPA the authority to issue sanctions if a state fails to comply with an element of the approved SIP.
 - Potential sanctions include:
 - Freeze on the release of federal transportation funds (highway construction and maintenance, public transportation capital and operating).
 - More stringent permitting requirements that prevent new development and major modification of existing sources.
 - If failure to comply is based on state action or inaction, not that of the affected area (Lake and Porter counties), sanctions would apply statewide.



Consequences for Failing to Comply With SIP (cont.)

- In absence of an approved SIP revision, sanctions would apply until a Federal Implementation Plan (FIP) is put in place.
 - FIP is enforced by U.S. EPA.
 - State loses authority in implementation and enforcement.
 - State forfeits ability to choose compliance path.
 - Cost of compliance burden remains on state.



Closing Considerations

- Being in compliance with SIP requirements avoids risk of crippling sanctions.
- If the SIP is revised at any time, it is important to synchronize implementation of new controls to avoid potential sanctions.
- Revising the SIP with replacement controls does not ensure that the program will not be required in the future.
- If a program is required in the future, it will be far more costly to reinstate and it would be in addition to the replacement controls.



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