

Vehicle Inspection Program Overview

Air Quality Division

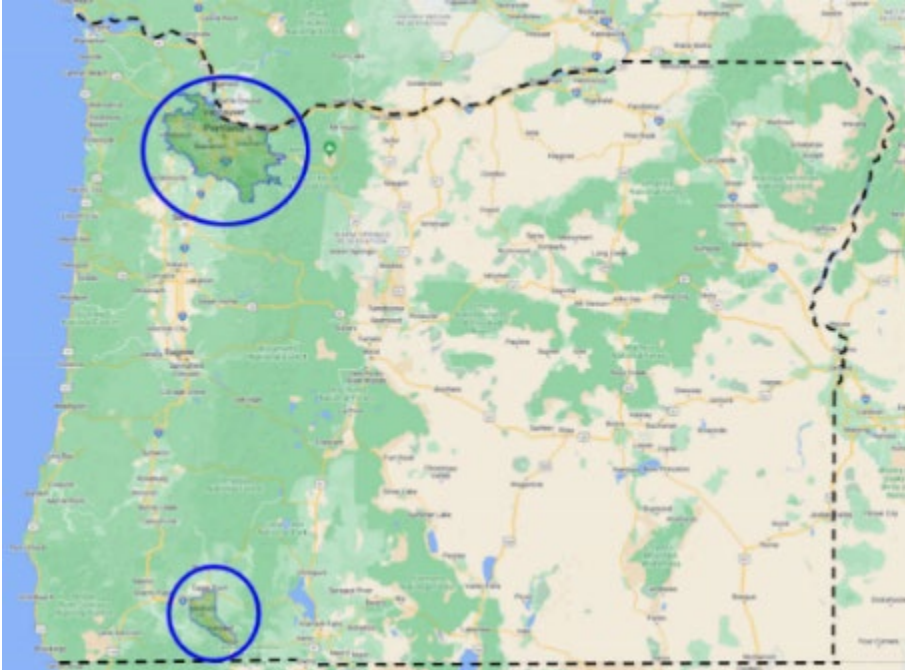
November 21, 2024

Environmental Quality Commission Meeting

What is VIP?

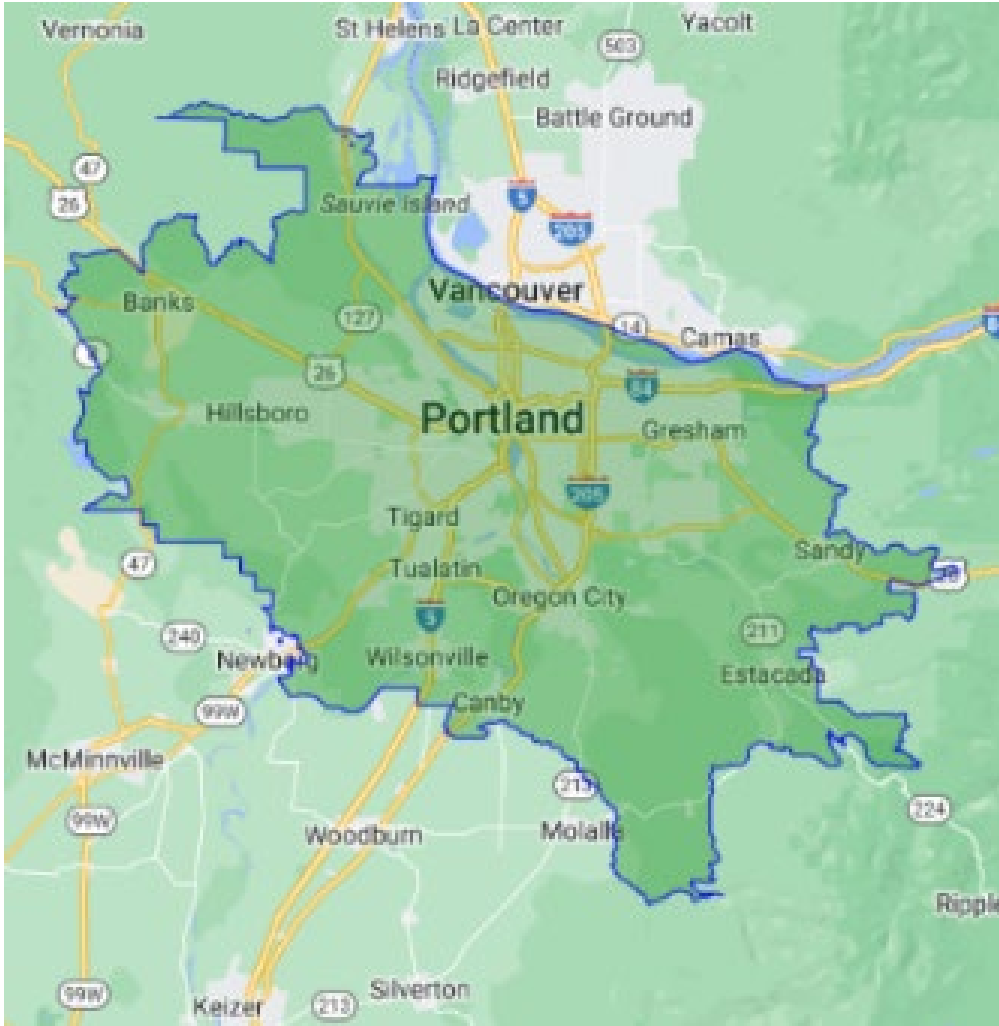
- VIP is a vehicle Inspection and Maintenance Program
- 1990 Amendments to the Clean Air Act established current I/M requirements nationally
- I/M programs improve air quality by testing vehicle's emissions systems and requiring repairs when needed
- Reductions to air toxics and criteria pollutants are essential to keeping people in Oregon healthy and preventing significant public health concerns
- Vital to Oregon's State Implementation Plan and meeting attainment with National Ambient Air Quality Standards

VIP Boundaries



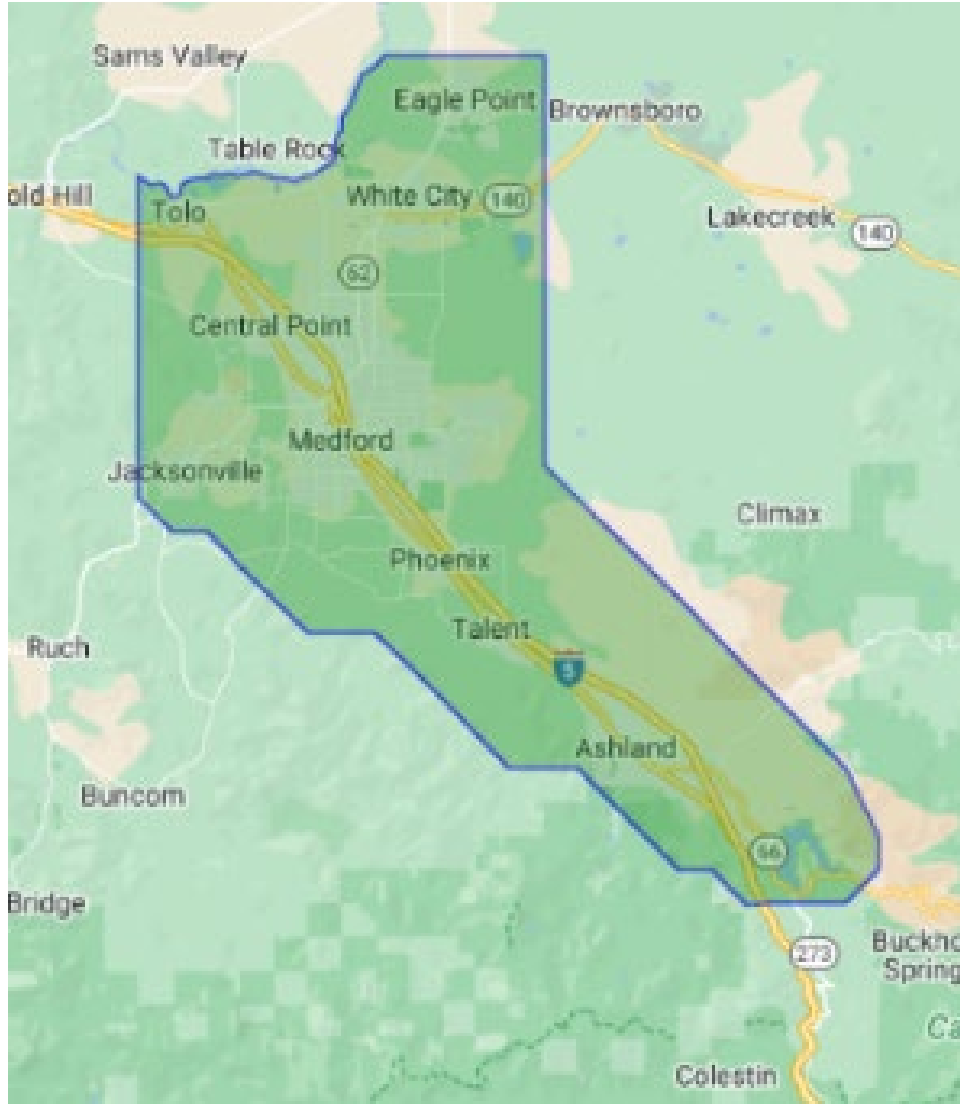
- The Portland boundary was established 1975, the Medford boundary was established in 1986
- Testing boundaries have different NAAQS issues
 - Portland area is focused on both carbon monoxide and ozone
 - Medford area focused on carbon monoxide
- Testing conducted primarily via On-Board Diagnostics

VIP Boundaries



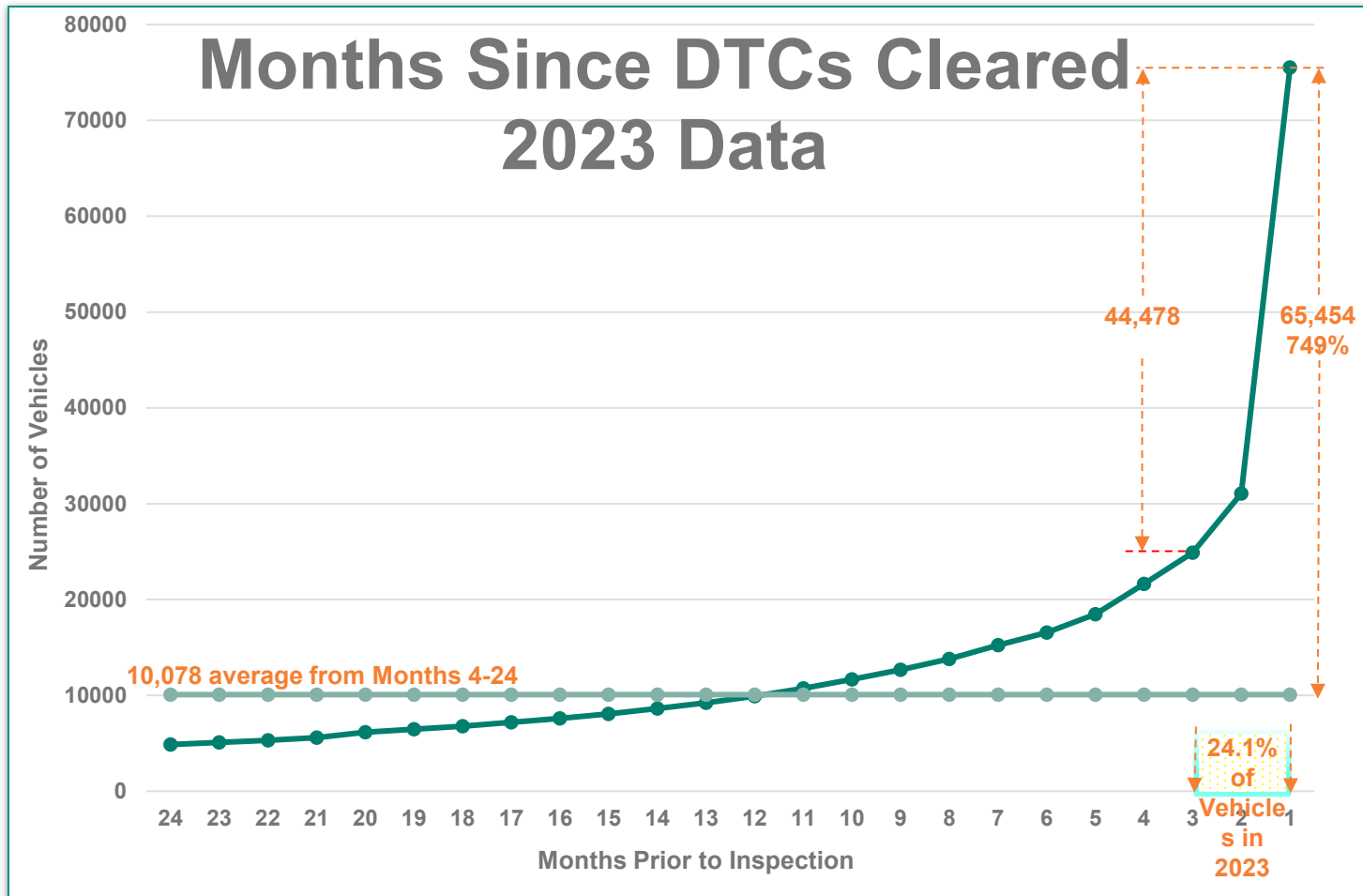
- Portland Vehicle Inspection Area is currently in NAAQS attainment for carbon monoxide and ground-level ozone
- Encompasses the Portland Air Quality Maintenance Area and expands beyond it
- Tests vehicles 1975 and newer
- Certificate of Compliance costs \$25
- 6 Clean Air Stations

VIP Boundaries



- Medford Air Quality Maintenance Area is currently in NAAQS attainment for carbon monoxide
- Does not have the same ground-level ozone concerns as Portland
- Tests vehicles 20 years old and newer
- Certificate of Compliance costs \$20
- 1 Clean Air Station

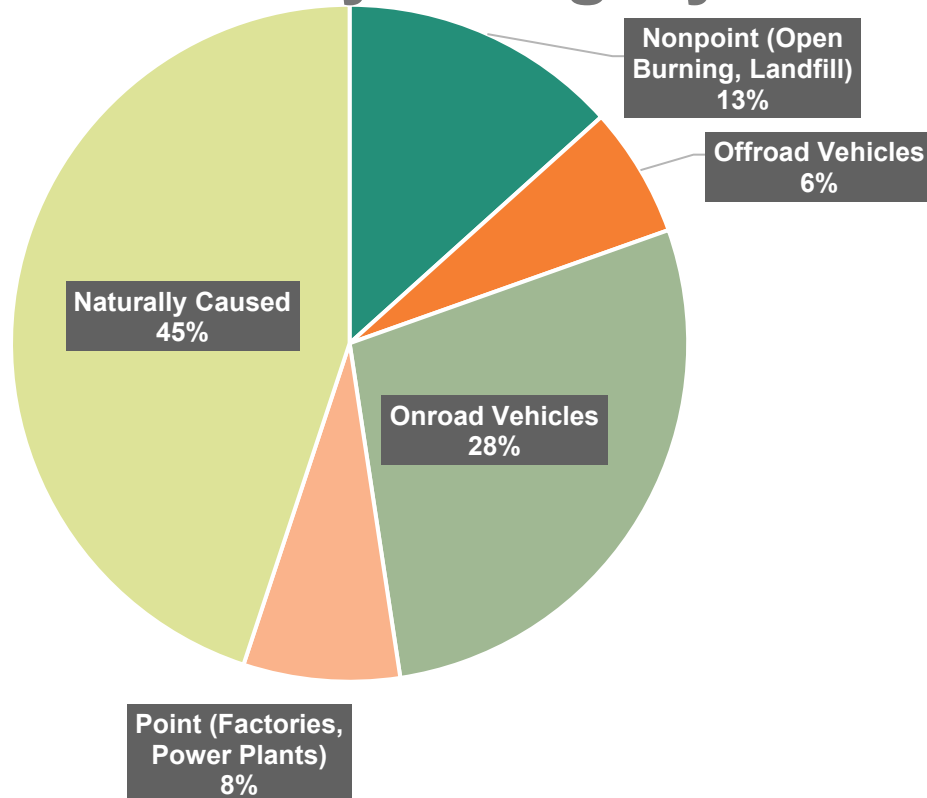
VIP Benefits



- VIP has a low fail rate of 3.5%
- Without repairs, fail rate would increase over 200%
- Almost a quarter of all passing vehicles have had repairs completed in the 3 months prior to testing

VIP Benefits – National Emissions Inventory

Oregon 2020 NOx Percent Emissions By Category



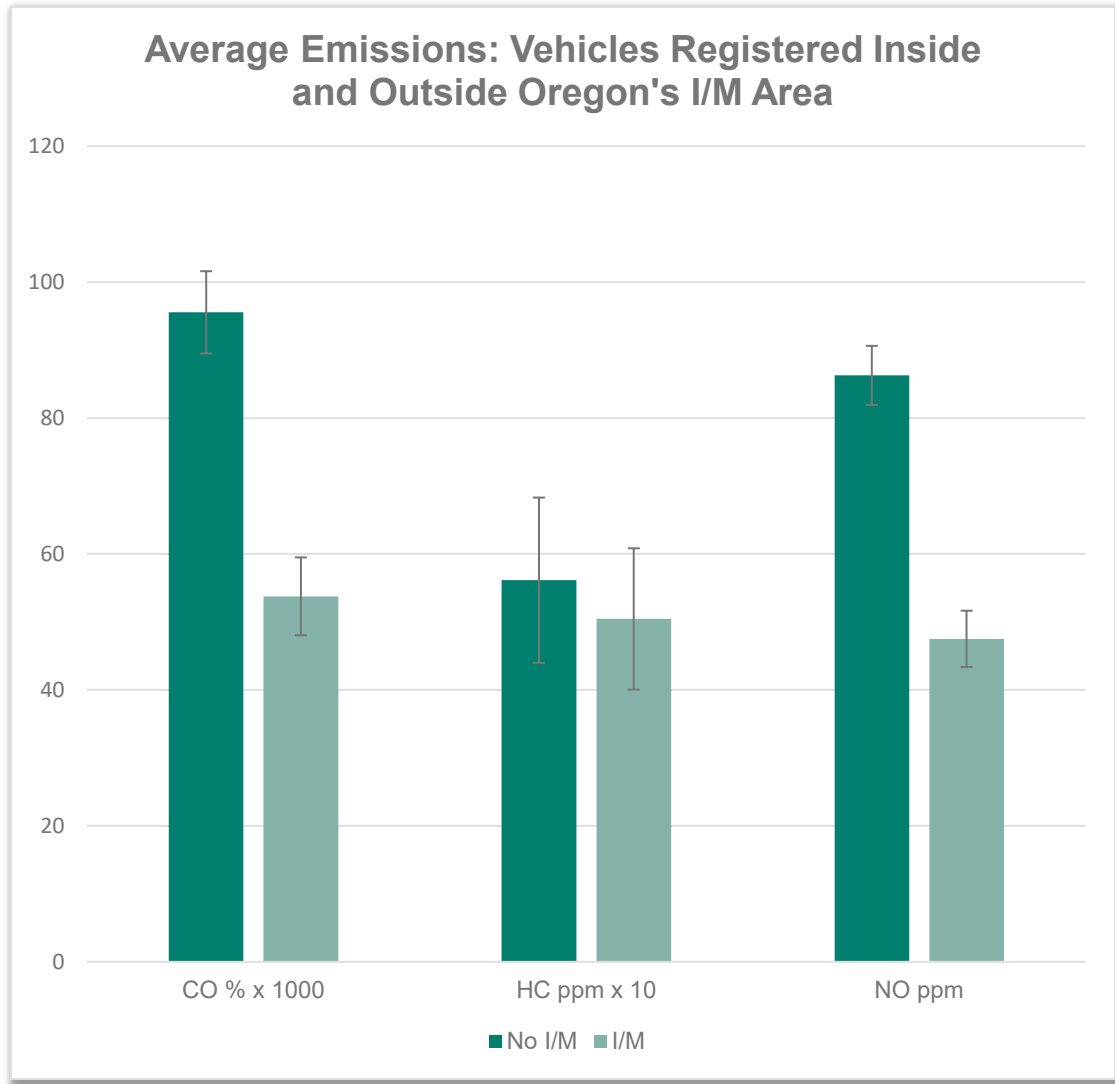
- Vehicle emissions are the largest human-caused contributor to air pollution in Oregon
- Almost 30% of NOx is created by on-road vehicles

Remote Sensing Device Study

- In 2022, VIP contracted with Opus to conduct an RSD Study
- The goal was to evaluate the performance of VIP by testing real-world emissions of tested and untested vehicles.

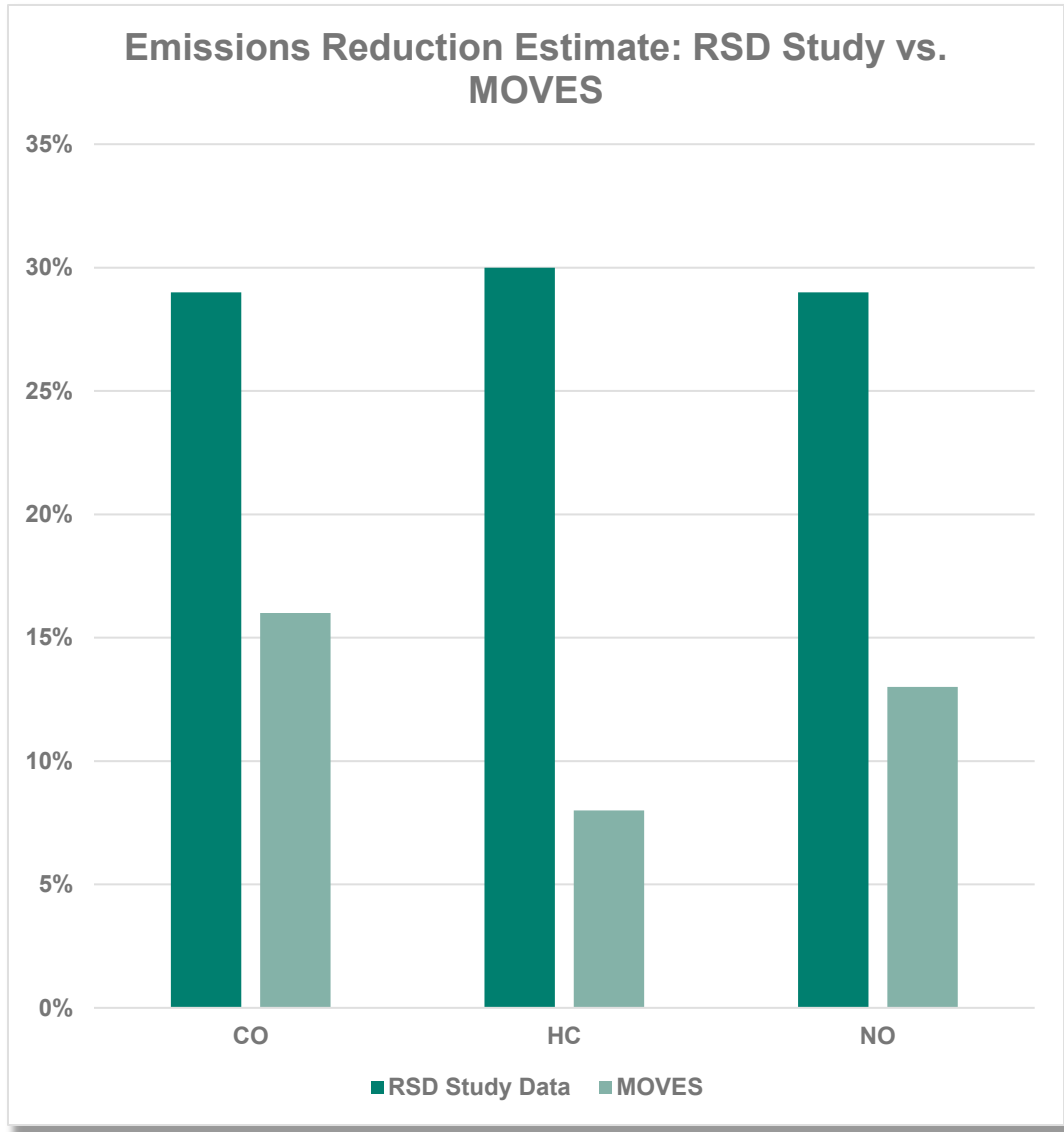


VIP Benefits – RSD



- Vehicles required to test have much lower emissions compared to non-testing vehicles
- Vehicles registered outside of VIP boundaries have significantly higher emissions of carbon monoxide and nitric oxide

VIP Benefits – RSD



- Measurements of actual emissions also show that VIP far exceeds emissions reductions predicted in EPA modeling
- Vehicles not subject to testing contributed over half of all ozone-producing emissions, despite comprising less than half of vehicles studied

Future RSD Studies

- A series of new RSD studies is planned to occur every other year for the next 10 years
- The new studies are intended to evaluate:
 - The impact on Oregon of Washington ending their I/M program
 - The impact of commute patterns into the Portland metro area from outside of the current testing boundaries
 - The impact of the transition to zero-emission vehicles from the adoption of Clean Cars II rules

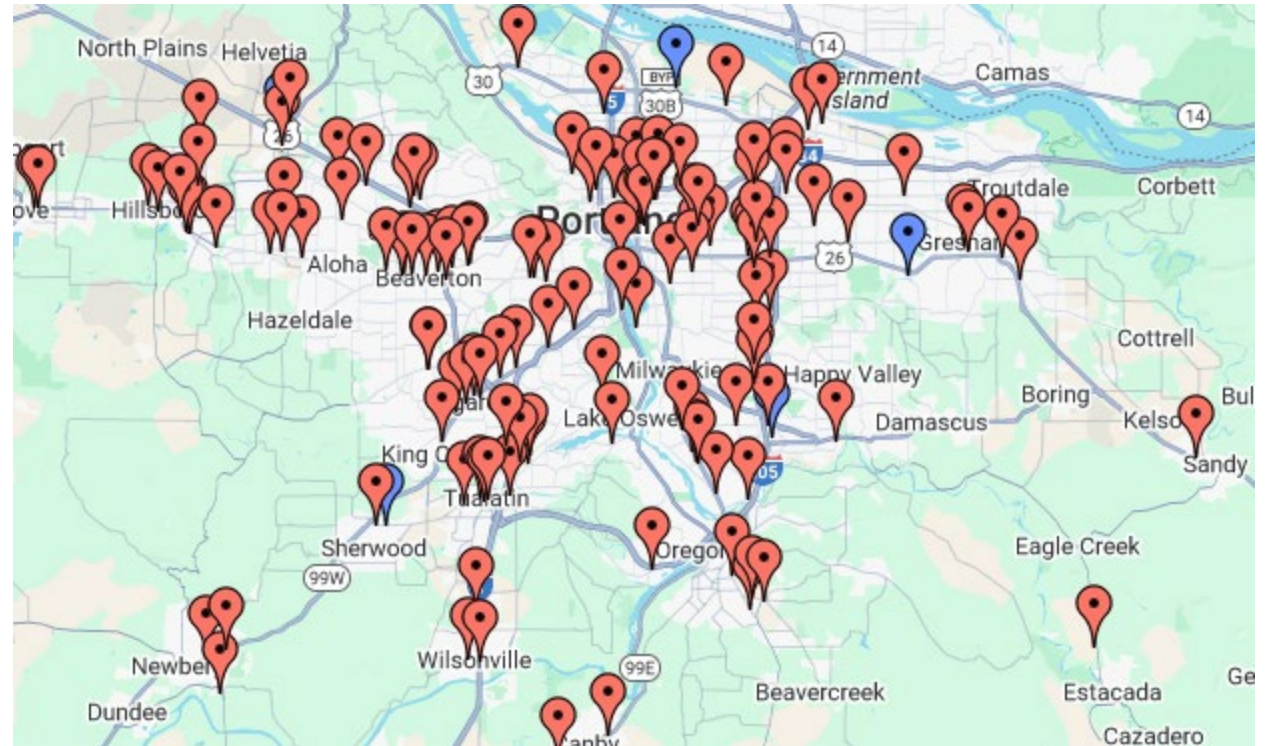
DEQ Too – Remote OBD Testing

- A public/private partnership with over 300 participants to conduct OBD testing outside of Clean Air Stations
- Partnerships currently include 185 host locations offering testing to the general public, 148 dealership locations testing their own vehicles prior to sale, and 13 public and private fleet participants



DEQ Too – Benefits

- Increased accessibility for the motoring public
- Reduced vehicle miles traveled to a testing location
- Saves fuel and reduces emissions
- Accounts for 13% of all certificates issued



Clean Air Partners

- CAPS provides financial assistance for repairs to low-income motorists who have failed the emissions test
- VIP manages and approves the application process, with United Way collecting donations and repairs performed by the Ron Tonkin Auto Group
- In 2023, over \$13,000 in donations were received, and assisted 50 applicants of the program

Diesel Retrofit Compliance

- Requires the retrofitting of older diesel vehicles with emission-reduction technology in the tri-county area
- VIP approves the installation of the retrofit system and notifies ODOT that the vehicle is eligible for registration
- DEQ's Diesel Emissions Mitigation Grant Program provides funding to support the purchase of retrofit system



Future EQC Engagement

- VIP is currently engaged in a formal rulemaking process and plans to bring proposed rules to the commission for action at the January EQC meeting
- The rulemaking covers three key areas:
 - Formalizing remote OBD testing (DEQ Too) in rule
 - Formalizing the exemption of the 4 newest model year vehicles
 - Amending reciprocity rules for vehicles temporarily located outside of the testing area

VIP by the Numbers

- VIP is a fee-funded program, with fees collected through Certificates of Compliance
- Over 700,000 tests conducted annually, with approximately 600,000 Certificates of Compliance issued
- ~\$30 million budget for the 2023-2025 biennium
- 100 full-time equivalent staff assigned through budget

Excelling at Customer Service



Questions?



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