



WELCOME TO THE GA EPD I/M RULES UPDATE STAKEHOLDER MEETING

- **The stakeholder meeting will begin in a few minutes...**
- **Please keep your video and audio off for the duration of the presentation.**
- **There will be a discussion toward end of the presentation to allow for audience participation and feedback.**
- **If you'd like to make a comment during this time, please virtually raise your hand by using the Reactions menu at the bottom of the Zoom screen and select "Raise Hand".**
- **This presentation will be recorded and posted online.**



GEORGIA
DEPARTMENT OF NATURAL RESOURCES

ENVIRONMENTAL PROTECTION DIVISION

GA EPD I/M Rules Update

Michael Odom, Program Manager

Mobile and Area Sources Program

Air Protection Branch

Stakeholder Meeting

May 17, 2023



OUTLINE

- I/M Program History in Georgia
- Current Act/Rules; Current I/M Program
- Changes to the I/M Program
- Proposed Timeline for Implementation
- Other Considerations



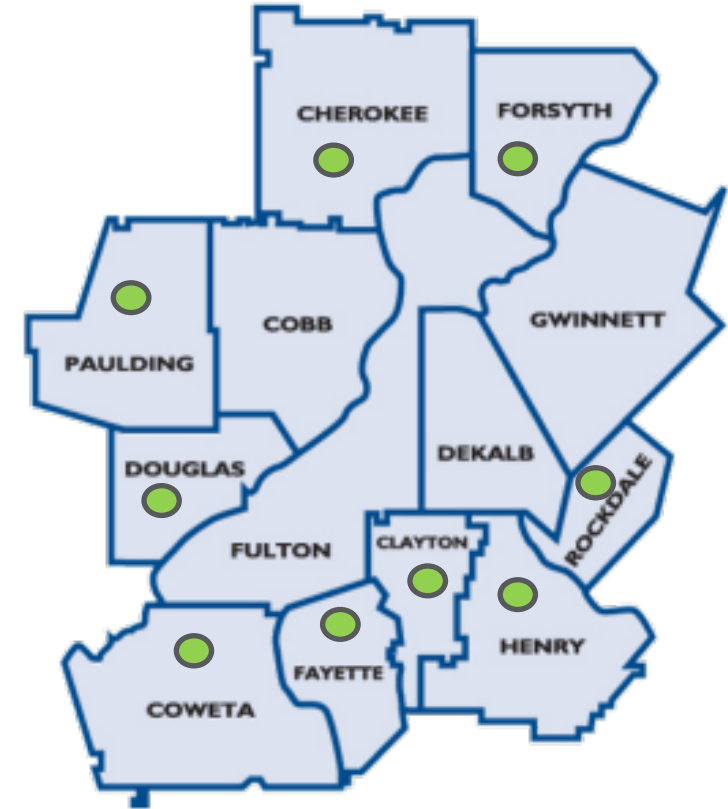
I/M PROGRAM HISTORY IN GEORGIA

- 1978 – Atlanta is designated nonattainment for carbon monoxide (CO).
- 1979 – Atlanta initiates an I/M program in counties with >200k vehicle registrations.
- 1981 – Atlanta is required to implement an I/M program by EPA. The Dept. of Public Safety (DPS) operates the basic I/M program in Cobb, DeKalb, Fulton, and Gwinnett counties.



I/M PROGRAM HISTORY IN GEORGIA

- 1991 – Atlanta is designated attainment for CO but in “serious” nonattainment for ozone.
- 1996 – Georgia adopts the Rules for Enhanced I/M as required by the Clean Air Act Amendments of 1990. EPD takes over I/M from DPS. Enhanced I/M is phased in beginning in October 1996. Nine new counties are added. ●





CURRENT ACT AND RULES



GEORGIA
DEPARTMENT OF NATURAL RESOURCES

ENVIRONMENTAL PROTECTION DIVISION

**O.C.G.A 12-9-40 – the Georgia
Motor Vehicle Emission
Inspection and Maintenance Act**

**Subject 391-3-20 – Enhanced
Inspection and Maintenance**



CURRENT I/M PROGRAM

- **Types of Vehicle Emissions Tests Performed**
 - Catalytic converter check
 - On-board diagnostics (OBD) test
 - Fuel cap pressure test
- Enhanced I/M Program requires on-road testing of at least 0.5% of the subject vehicle population, or 20,000 vehicles whichever is less.
- Vehicles covered by the I/M Program – light-duty vehicles 3-24 model years old powered by gasoline with a gross vehicle weight rating of 8,500 lbs or less.



CHANGES TO THE I/M PROGRAM

Change the program from “Enhanced” to “Basic”.

- Metro Atlanta was required to have an “Enhanced” I/M Program implemented per 40 CFR 51.350(a)(2), due to a classification of “serious or worse ozone nonattainment”.
- On February 25, 2022, Georgia submitted a maintenance plan to be redesignated as having attained the 2015 ozone NAAQS, based on 2018-2020 ambient monitoring data. On October 17, 2022, EPA re-designated Georgia into attainment.
- Georgia is no longer required to have an “Enhanced” I/M Program. The official name of the Rules will be updated.



CHANGES TO THE I/M PROGRAM

- Types of Vehicle Emissions Tests Performed
 - Catalytic converter check
 - On-board diagnostics (OBD) test
 - Fuel cap ~~pressure~~ test (**verification**)

The “Enhanced” program requires an “evaporative system function check” on vehicles. The “Basic” program does not; however, Georgia intends to maintain a verification of the presence of a fuel cap as a requirement, in lieu of a pressure test.

Benefits of the change: More efficient emissions tests. Reduced financial burden and shorter audit list for stations.



CHANGES TO THE I/M PROGRAM

~~Enhanced I/M Program requires on-road testing of at least 0.5% of the subject vehicle population, or 20,000 vehicles whichever is less.~~

With the Enhanced program no longer required, the requirement of on-road testing no longer exists.

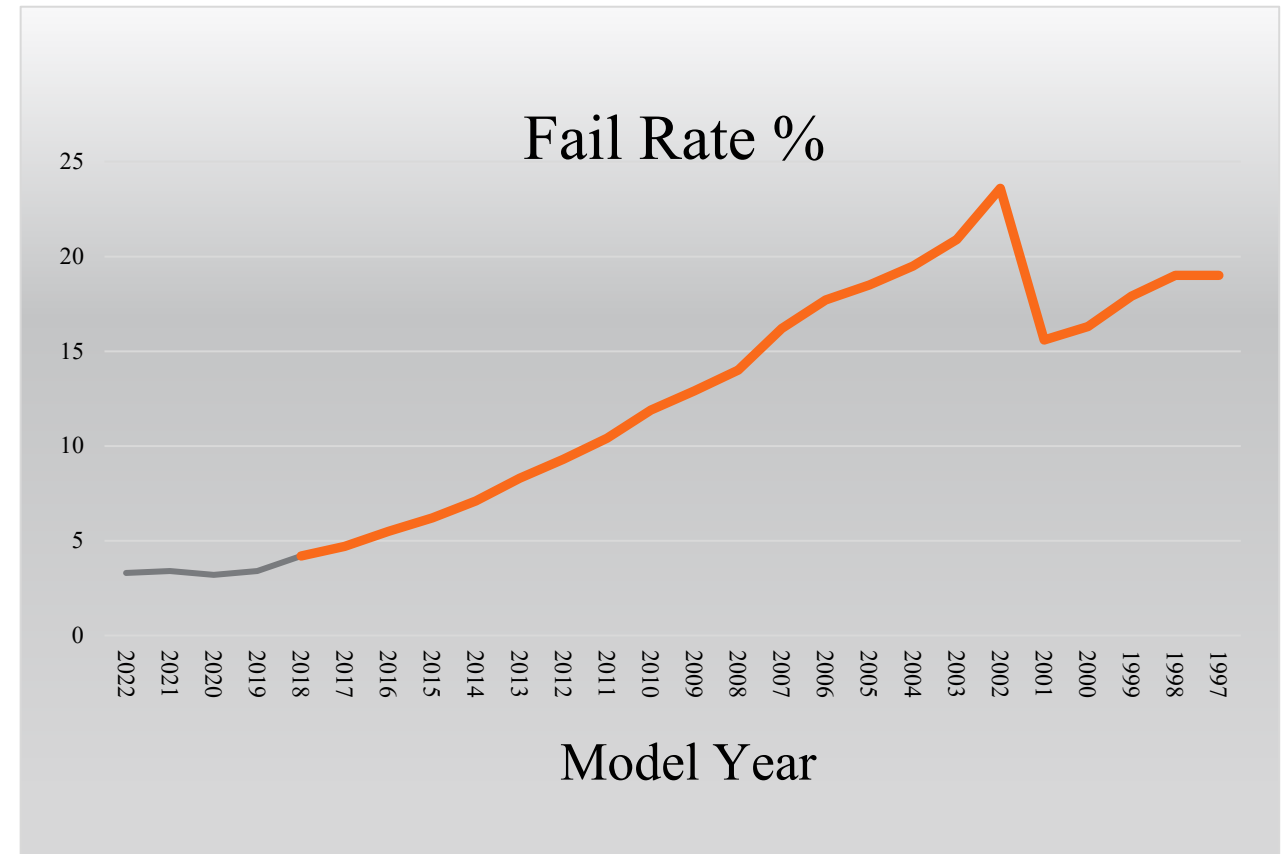
Benefits of the change: Cost savings for the State.



CHANGES TO THE I/M PROGRAM

Vehicles covered by the I/M Program – light-duty vehicles 3-24 model years old powered by gasoline with a gross vehicle weight rating of 8,500 lbs or less.

Georgia intends to extend the new vehicle exemption from 3 years to 5 years. In general, more recent model-year cars and light-duty trucks are cleaner, produce less pollution, and have a lower failure rate.





CHANGES TO THE I/M PROGRAM

BENEFITS

Benefits of the change: Less burden on and more savings to the public.

Based on 2022 data: Approximately 550,000 cars would not need to be tested, saving the public \$11.2M.

2022 DATA

Total number of cars tested: approx. 3.2 million
% of model year 2018 and 2019 cars tested: 17.1%
Newer cars exempted: approx. 550,000
Average test fee: \$20.38



CHANGES TO THE I/M PROGRAM

OTHER IMPACTS

Potential revenue impacts for many stakeholders:

- **Station Owners**
- **Management Contractor**
- **County Tax Offices**
- **EPD**
- **Auto repair facilities**
- **Auto parts sales**

The cost of a certification to a station is \$4.02, split amongst the management contractor, the counties, and EPD.

The station owners retain the remainder of the test fee for their operations.



TENTATIVE TIMELINE FOR IMPLEMENTATION

May 17, 2023	Initial stakeholder meeting
May 24, 2023	Initial comments from stakeholder are received
August 2023	Brief the DNR Board on the proposed rule changes to 391-3-20
August – September 2023	Public comment period and public hearing
December 2023	Request the DNR Board adopt the proposed rule revisions
January 2024	Submit Final package to EPA for approval



OTHER CONSIDERATIONS

- Remember: these are EPD's current plans. EPA must approve these plans prior to EPD implementation.
- EPA's Consideration for Adjusting the Ozone NAAQS.





QUESTIONS

General Questions?





CONTACT INFORMATION

Michael Odom

**Georgia Dept. of Natural Resources
4244 International Parkway, Suite 120
Atlanta, GA 30354**

Please submit comments to:

michael.odom@dnr.ga.gov

(470) 524-0535

To access the recording, please visit:

<https://epd.georgia.gov/georgia-epd-im-rules-update>