

**REVISED**  
**Department of Planning and Budget**  
**2012 Fiscal Impact Statement**

**1. Bill Number:** SB46

<b>House of Origin</b>	<input checked="" type="checkbox"/> Introduced	<input type="checkbox"/> Substitute	<input type="checkbox"/> Engrossed
<b>Second House</b>	<input type="checkbox"/> In Committee	<input type="checkbox"/> Substitute	<input type="checkbox"/> Enrolled

**2. Patron:** Watkins

**3. Committee:** Transportation

**4. Title:** On-road clean screen program; vehicle emissions inspection.

**5. Summary:** This bill includes on-road clean screen programs and on-road emissions inspections as comparable equipment and devices to satisfy mandatory state emissions inspections. The bill specifies that an on-road clean screen program is not considered an official emissions inspection station and is limited to no more than 30 percent of motor vehicles with a gross weight of 10,000 pounds or less, have a model year less than 25 years prior to January 1 of the present year, and are registered in specific Northern Virginia counties and cities. The bill authorizes the on-road emissions inspector to charge an amount not to exceed \$28.00 for each inspection; of this fee, \$4.50 is appropriated to the state Highway Maintenance and Operating Fund. The bill has five enactment clauses: (i) directs the State Air Pollution Control Board (the Board) to promulgate emergency regulations; (ii) directs the on-road emissions inspectors to reimburse the Department of Environmental Quality (DEQ) and the Department of Motor Vehicles (DMV) for administrative costs associated with the on-road clean screen program; (iii) directs DEQ to obtain proposals from multiple vendors; (iv) authorizes the Board to reduce the percentage of vehicles eligible to participate in the on-road clean screen program as needed to meet requirements of the federal Clean Air Act; and (v) directs DMV to confer with DEQ in implementing procedures to ensure accuracy in determining whether a vehicle is subject to emissions inspection requirements. Finally, the bill contains technical amendments. **[Note: this statement was revised to correct the revenue impact figure from the original posted amount of \$1,302,262, to the correct amount of \$1,032,262].**

**6. Budget Amendment Necessary:** Yes, Item 447.

**7. Fiscal Impact Estimates:** Preliminary.

**7a. Revenue Impact:**

<i>Fiscal Year</i>	<i>Dollars</i>	<i>Fund</i>
2012	\$0	n/a
2013	\$1,032,262	Highway Maintenance and Operating Fund
2014	\$1,032,262	Highway Maintenance and Operating Fund
2015	\$1,032,262	Highway Maintenance and Operating Fund
2016	\$1,032,262	Highway Maintenance and Operating Fund
2017	\$1,032,262	Highway Maintenance and Operating Fund

- 8. Fiscal Implications:** This bill authorizes the operation of an on-road clean screen program for the purpose of meeting emissions inspection requirements. As provided by the bill, the allowance of this program would result in changes to current processes used by DEQ and DMV.

The bill will affect up to 30 percent of the vehicle owners in the Northern Virginia Inspection/Maintenance area; the only area of the state that currently requires emissions inspections. These inspections are done every two years. As a result of the bill, vehicle owners in this area would be permitted to use an on-road clean screen program in lieu of going to an emissions inspection station for the required biennial emissions inspection. According to the bill, on-road emissions inspectors may charge up to \$28 for each emissions inspection; this is the same price as what is currently charged for a station inspection. Of the maximum \$28.00 fee, the bill directs \$4.50 for transfer to the state Highway Maintenance and Operating Fund (the Fund). According to DEQ, 764,639 vehicles were subject to this type of test in 2011. Using this figure, and assuming the maximum number of vehicles permitted by the bill to use an on-road screening program (30 percent), up to \$1,032,262 in potential revenue may be generated and transferred to the Fund on an annual basis.

This bill may also result in additional workload for DEQ. Specifically, due to an anticipated increase in the number of high emitter vehicles identified, DEQ may have more oversight, auditing and data analysis costs, which would likely require an increase in staffing. At this time, the increased amount of oversight required by DEQ is unknown. In addition, DEQ currently has a contract to conduct remote sensing on a limited scale for which the cost and scope may change depending on the additional data requirements and other factors resulting from this bill. However, no additional funding is required as a result of anticipated agency cost increases as the bill requires on-road emission inspectors to reimburse DEQ for all administrative costs related to the on-road clean screen program. Any changes to the agency's nongeneral fund appropriation resulting from this bill may be made administratively, as needed.

As provided by the bill, DMV would be required to confer with DEQ to recommend and implement procedures to ensure that data in DMV's vehicle registration records is accurate where that data is used to determine whether a vehicle is subject to emissions inspection requirements. Similar to DEQ, the bill provides that the on-road emissions inspectors reimburse DMV for any costs the agency incurred as a result of the on-road clean screen program. As such, DMV does not anticipate needing additional funds as a result of this bill.

- 9. Specific Agency or Political Subdivisions Affected:** Department of Environmental Quality, Department of Motor Vehicles.

- 10. Technical Amendment Necessary:** No.

- 11. Other Comments:** This bill is identical to HB805, as introduced.

**Date:** 2/1/2012

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