

HB2455 Ozone, a threat to our health and economy



- **More than 50%** of the pollutants that create ground level ozone in the Phoenix area originate from vehicles driving on our roads
- **Less than 8%** is contributed by industry

The vast majority of the regulatory tools are directed towards job creating businesses and NOT towards vehicles. Additional regulatory controls potentially place a \$250 million or more annual economic burden on businesses if ozone attainment is not achieved by 2024, which will NOT solve our problem.

What is ADEQ doing to help solve the problem?

ADEQ is working with stakeholders to develop a comprehensive mitigation strategy. This Air Quality Omnibus bill is one element of that strategy.

Vehicle Emissions Research Authority

ADEQ proposes to amend the air quality statute to allow more expansive research on all pollutants associated with newer motor vehicle fuel blends. The existing statute isn't sufficiently broad to address all currently known pollutants.

Impacted Statutes: ARS §49-553

Voluntary Vehicle Repair and Retrofit Program

The Voluntary Vehicle Repair and Retrofit Program, which ADEQ refers to as the Voluntary Vehicle Repair Program (VVRP), is designed to help offset repair costs for vehicles that have failed a vehicle emissions inspection. Since 2018, the VVRP has:

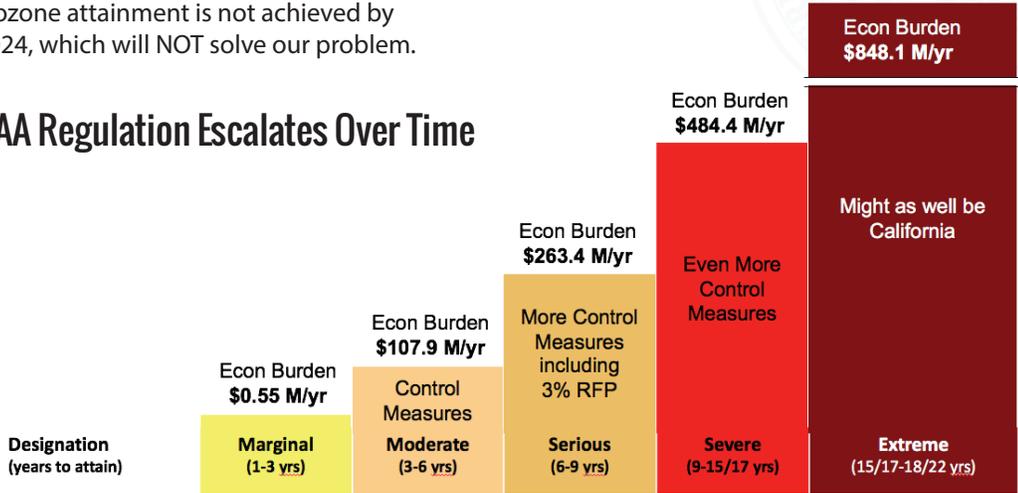
- Funded repairs for 2,782 vehicles
- Reduced an estimated 560 tons of emissions annually
- Saved vehicle owners more than \$1.3 million in repair costs

ADEQ proposes to enhance the VVRP to incentivize increased participation and to make changes to clarify program implementation authority. These enhancements will allow more vehicle owners to obtain financial assistance to repair vehicles that have failed an emissions. Proposed amendments include:

- Raising the cap on repairs for gasoline powered vehicles from \$700 to \$1000
- Reducing the customer co-pay from \$150 to \$100
- Allowing all vehicles, regardless of age, to participate
- Eliminating the mandatory pre-repair vehicle emissions inspection test
- Expanding eligibility to include vehicles registered in all nonattainment areas that require a vehicle emissions inspection program
- Removing Maricopa County and Pima County from oversight role
- Repealing the requirement for a VVRP advisory committee

Impacted Statutes: ARS §49-474.03

CAA Regulation Escalates Over Time



(See next page)

Vehicle Emissions Inspection Program Testing Requirements

HB2226 and HB2131 established enhancements to the Vehicle Emissions Inspection (VEI) program and extended until July 1, 2020, the time available for ADEQ to obtain U.S. Environmental Protection Agency (EPA) approval of the statutory changes. ADEQ must obtain EPA approval in order for the bill to become effective. However, ADEQ has not yet received approval from EPA and must extend the conditional enactment date. Without this change, ADEQ would lose its authority to enact the program enhancements approved in 2017.

Benefits of establishing these enhancements include:

- VEI exemptions for active military personnel on assignment outside Arizona
- Expanded on-board diagnostic (OBD) testing
- Options for dealerships to test diesel vehicles onsite, rather than transporting to a testing station
- Exemptions for cranes and oversized vehicles

ADEQ proposes extending the deadline to July 1, 2022.

ADEQ Contact:

Amanda E. Stone

Intergovernmental and Community Affairs Director, ADEQ

Stone.Amanda@azdeq.gov

(Phoenix Office) 602-771-2248

(Cell) 602-677-1426

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