



Bexar County Inspection and Maintenance (I/M) Program

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Presented to San Antonio TIM

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Agenda

- Bexar County Reclassification
- Safety vs. Emissions Inspections
- Bexar County Study



Bexar County Reclassification

- I/M program implementation is required for moderate nonattainment areas and dependent upon urbanized area population.
- I/M program implementation is required as expeditiously as practicable but no later than four years after reclassification to moderate (40 Code of Federal Regulations (CFR) §51.373).
- Bexar County reclassification is expected by March 2022, with I/M program implementation by March 2026.



Safety vs. Emissions Inspections

- Safety inspection
 - All model years inspected for items such as tires, brakes, lights, and windshield wipers.
- Emissions inspection
 - Gasoline vehicles model-year 2 through 24 years old
 - On-board diagnostics (OBD) inspections only
 - Plug in to on-board computer to test emissions-related components and systems of the vehicle.
 - Adds approximately 15 minutes to safety inspection.
 - Waivers and time extensions are available from the Texas Department of Public Safety for eligible vehicle owners.
 - Individual Vehicle Waiver, Low-Income Time Extension, Low Mileage Waiver, and Parts Availability Time Extension



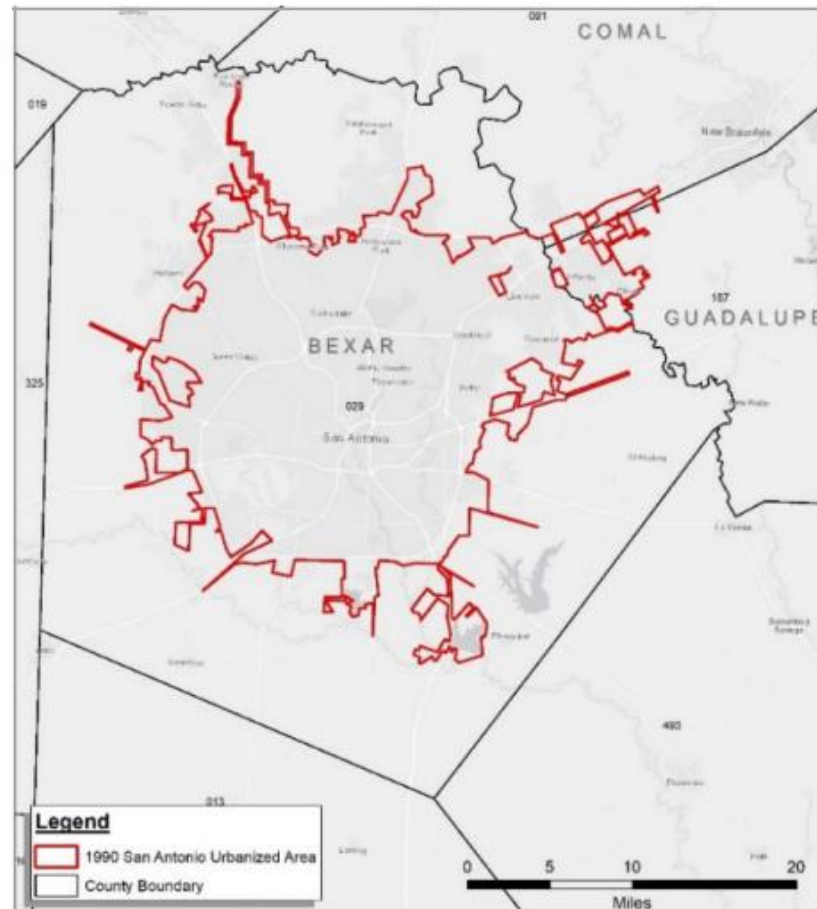
Bexar County Study

- A recent Bexar County study by Eastern Research Group (ERG) was conducted to determine:
 - If implementing an I/M program in only Bexar County would satisfy the requirements in 40 CFR §51.350(b)(2) requiring that programs shall nominally cover at least the entire urbanized area based on the 1990 census; and
 - What efforts are needed to implement I/M in Bexar County, including station costs and number of stations necessary.



Bexar County Study

- San Antonio Urbanized Area – 1990 Census





Bexar County Study

- Current Bexar County population and traffic data were compared to the 1990 San Antonio Urbanized Area.
- Bexar County alone would satisfy the federal requirement because:
 - The county covers a geographic area comparable to the San Antonio Urbanized Area; and
 - The county's population and emissions exceed that of the urbanized area.



Bexar County Study

- Two station scenarios
 - New station with full startup costs
 - Existing station with partial startup costs
- Startup costs before generating revenue
 - Analyzer purchase or rental
 - Training for inspectors
 - Building space purchase or rental



Bexar County Study

- Analyzer costs
 - Purchase: \$6,895 to \$7,950
 - Rent: \$195 to \$199 per month
- Two certified analyzer vendors
 - OPUS Inspection, Inc.
 - Worldwide Environmental Products, Inc.
- Training costs
 - \$503 estimated annual training costs per inspector



Bexar County Study

- Building Costs
 - New stations
 - \$570: average monthly cost for 600 square feet building space
 - Existing stations
 - Building space is already assumed.
 - In 2020, there were 615 safety-only inspection stations in Bexar County that could add emissions testing at no additional building cost.



Bexar County Study

- Approximately 458 stations will be necessary to adequately test Bexar County vehicle fleet.
 - Analyzed population and vehicle registration data and emissions testing throughput.
 - Compared to existing station counts in other I/M areas from Fee Analysis project.

Program Area	2019 Population	Number of Registered Vehicles	Emissions Testing Throughput	Number of Current Emissions Testing Stations
Bexar	1,991,779	1,753,744	1,399,119	N/A
HGB	6,833,416	5,770,473	4,516,021	2,494
DFW	7,314,575	6,565,993	5,091,514	2,494
El Paso	855,623	735,569	586,761	225
ARR	1,832,230	1,592,363	1,278,653	419



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