



ERG NO. 0488.00.001

**VEHICLE EMISSIONS INSPECTION PROGRAM TEST FEE ANALYSIS FOR
AIRCHECKTEXAS PROGRAM**

Prepared for:

Texas Commission on Environmental Quality
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Plain Language Summary

ERG performed an analysis to determine whether the emissions inspection test fee covers the costs that vehicle inspection stations incur to provide these tests. Based on the results of this analysis, ERG recommends a fee range that would provide adequate revenue to stations to perform these tests.

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EXECUTIVE SUMMARY

A. BACKGROUND

This study assesses the adequacy of the motor vehicle emissions inspection fee in the AirCheckTexas program areas: i.e., whether revenue from emissions inspections covers the associated costs. It evaluates the adequacy of the fee from the perspective of station owners (survey respondents) and investors (prospective shop owners considering entry into the emissions inspection market), and through analytical cost models developed from both survey and non-survey data.

This study evaluates the AirCheckTexas emissions inspection fee in the active and forthcoming program areas of the state:

- **Houston–Galveston–Brazoria (HGB):** Brazoria, Fort Bend, Galveston, Harris, and Montgomery counties.
- **Dallas–Fort Worth (DFW):** Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant counties.
- **El Paso:** El Paso County.
- **Austin–Round Rock (ARR):** Travis and Williamson counties.
- **Bexar:** Bexar County. (Program to begin November 2026.)

The HGB and DFW program areas are grouped together for trend analysis since they have the same emissions inspection fee cap and historically have similar types of costs.

All vehicle emissions inspection stations in the active program areas must offer both safety-only inspections and safety and emissions inspections; however, this study only evaluates the emissions inspection portion of the fee and the incremental costs associated with performing emissions inspections. Currently, under 30 Texas Administrative Code (TAC) §114.53 and §114.87, the motor vehicle emissions inspection fee charged by inspection stations is capped at \$18.50 for on-board diagnostic (OBD) inspections in the HGB and DFW program areas, \$11.50 in the El Paso program area, and \$11.50 in the ARR program area. In November 2023, TCEQ established a fee of \$18.50 for the forthcoming Bexar County program area. Table ES-1 shows the total inspection-related fees charged to customers, broken down into the safety inspection cost (\$7.00) and emissions inspection costs.

Table ES-1. Safety and Emissions Inspection Test Fees

Program Area	Safety Inspection Test Fee	Emissions Inspection Test Fee (Maximum)	Total Inspection Fee (Paid by Customer to Inspection Station) (Maximum)	State Administration Fee (Paid by Customer to State at Registration Renewal)
HGB/DFW	\$7.00	\$18.50	\$25.50	\$2.50
El Paso	\$7.00	\$11.50	\$18.50	\$2.50
ARR	\$7.00	\$11.50	\$18.50	\$2.50
Bexar County	\$0.00*	\$18.50	\$18.50	\$2.50

* Bexar County program area begins in November 2026, after the end of safety inspections.

In 2001, the 77th Texas Legislature required the Texas Commission on Environmental Quality (TCEQ) to review the fees established for the motor vehicle emissions inspection program at least biennially. This review was performed by Eastern Research Group, Inc. (ERG) in 2005, 2007, 2012, 2014, 2016, 2018, 2020, and 2022 (ERG, 2005, 2007, 2012, 2014, 2016, 2018, 2020, 2022) and by E.H. Pechan & Associates, Inc. in 2009 (Pechan, 2009). For consistency, the surveys for this study were very similar to past surveys. The structures of the analytical cost models developed for this study were modified slightly compared to prior studies to now present additional results capturing more detailed differences in stations' equipment and building costs.

This study recommends a range for an adequate motor vehicle emissions inspection fee for the AirCheckTexas program areas.

B. SURVEY ADMINISTRATION AND ANALYSIS METHODS

In November 2023, every vehicle emissions inspection station in the four AirCheckTexas program areas received access to a web-based survey. This online survey used branching and conditional logic (i.e., certain questions differed or were skipped based on program area and whether the station performed repairs). In content, it was similar to the 2022 survey. For stations that requested paper copies, ERG also developed a hard copy version of the survey. The hard copy version was also customized for each program area due to differences in fees and start dates for the emissions inspection programs. The survey accommodated both English and Spanish language speakers (see Appendix A). ERG received 994 online survey responses and one survey response via email.

The TCEQ sent communications about the survey directly to the vehicle emissions inspection stations in the form of analyzer notification bulletins. The TCEQ provided advance notice of the survey's launch by sending an initial notification bulletin to the inspection stations on November 15, 2023, five days before the survey start date. The TCEQ sent an invitation bulletin containing the survey website (www.tceqsurvey2023.com)¹ on November 20, 2023. Additionally, over the duration of the survey period, the TCEQ sent three bulletins to remind stations to complete their surveys. ERG also sent three reminder emails to stations with email addresses listed in the Texas Department of Public Safety's records. The deadline to participate was December 21, 2023.

ERG provided an email and telephone hotline to survey respondents to administer requests for paper surveys and answer other questions. ERG offered hotline support in English and Spanish. ERG also accepted surveys by mail and fax, though no requests were made for surveys through these methods.

As of November 16, 2023, the Texas Information Management System (TIMS) database identified 4,675 active vehicle emissions inspection stations (excluding fleet and government stations) in the four active program areas. Table ES-2 shows the distribution of the 4,675 vehicle emissions inspection stations in the TIMS database by program area and station type.²

¹ This link is no longer active.

² Station type for frequency table (ES-2) and response rate calculations (ES-4) in the TIMS database provided to ERG in November 2023 (TEST_REPAIR_FL).

ERG received 995 total survey responses during the survey period, of which 978 were in-scope (i.e., public stations that indicated they offer motor vehicle emissions inspections); 17 respondents stated that they did not offer vehicle emissions inspections. Table ES-3 shows the distribution of these 995 surveys by program area and station type.³

Table ES-2. Number of Texas Emissions Inspection Stations in the TIMS Database by Program Area and Station Type (November 2023)

Program Area	Test-Only	Test-and-Repair	Total Stations
HGB/DFW	1,468	2,533	4,001
El Paso	73	169	242
ARR	125	307	432
Total	1,666	3,009	4,675

Table ES-3. Survey Responses by Program Area and Station Type

Program Area	Test-Only	Test-and-Repair	All Responses	In-Scope* Responses
HGB/DFW	269	571	840	825
El Paso	15	45	60	58
ARR	29	66	95	95
Total	313	682	995	978

* In-scope responses are public stations that offer motor vehicle emissions inspections.

ERG included all surveys received—either online or via email—in the response rate calculation, but only in-scope responses are included in the analysis and tabulations. Table ES-4 shows the response rate by program area and station type, and Figure ES-1 shows the historical response rate by program area. The overall response rate was 21%, compared to 17% in the 2022 TCEQ inspection and maintenance (I/M) fee analysis.

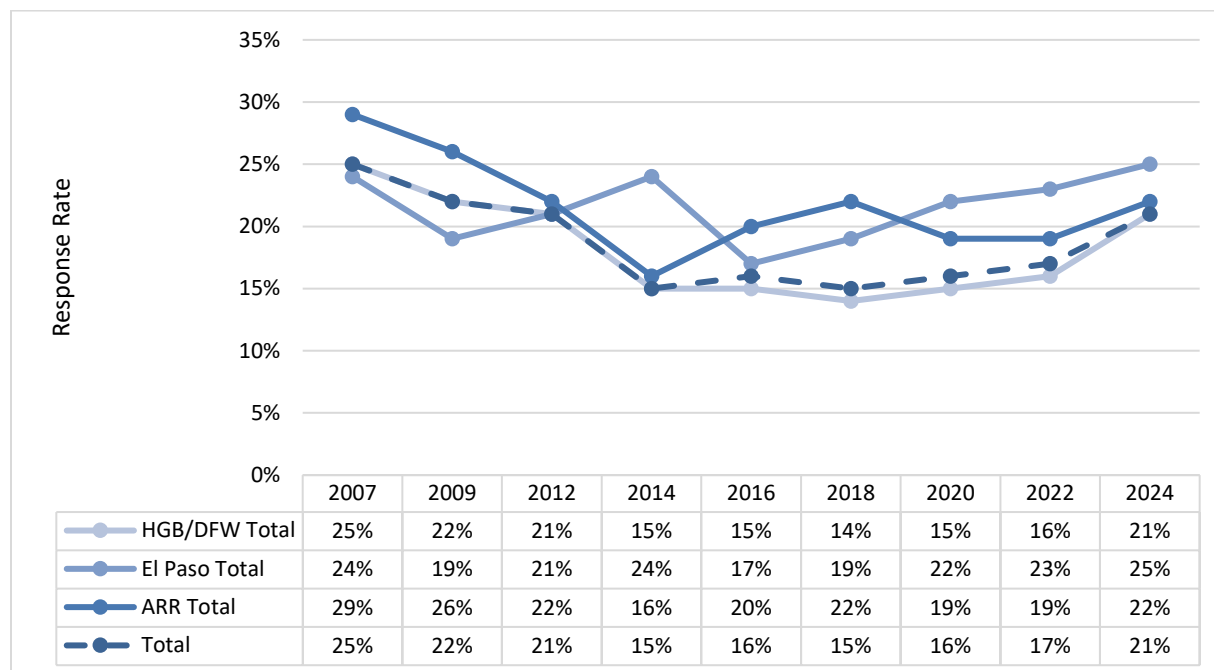
Table ES-4. Survey Response Rate by Program Area and Station Type

Program Area	Test-Only	Test-and-Repair	Total*
HGB/DFW	22%	21%	21%
El Paso	22%	26%	25%
ARR	22%	22%	22%
Total	22%	21%	21%

* Response rates were calculated as: (surveys received) ÷ (total active stations).

³ Station type for in-scope facilities was determined by responses to question 9, which asked respondents whether or not they perform repairs that result from failed emissions inspections. Stations reporting that they do not perform repairs resulting from failed emissions inspections were classified as test-only facilities, while stations reporting that they do perform these types of repairs were classified as T&R facilities. For out-of-scope responses, station type was inferred from the TIMS database.

Figure ES-1. Historical Response Rates by Area



C. FINDINGS

As shown in Figure ES-2 and Figure ES-3, in the HGB/DFW program areas, 17% of test-only stations and 22% of test-and-repair (T&R) stations reported the emissions inspection fee covered their costs. In the El Paso program area, 27% of test-only stations and 14% of T&R stations reported the fee covers their costs, while 10% of test-only and 5% of T&R stations in ARR said the same. Compared to 2022, these percentages suggest a moderate increase in the adequacy of the fee in El Paso, although the percentages are still very low. The data for stations in the HGB/DFW and ARR program areas represent decreases in the adequacy of the fee at similarly low percentages.

Figure ES-2. Respondents Reporting Test Fees Cover Their Costs: Test-Only

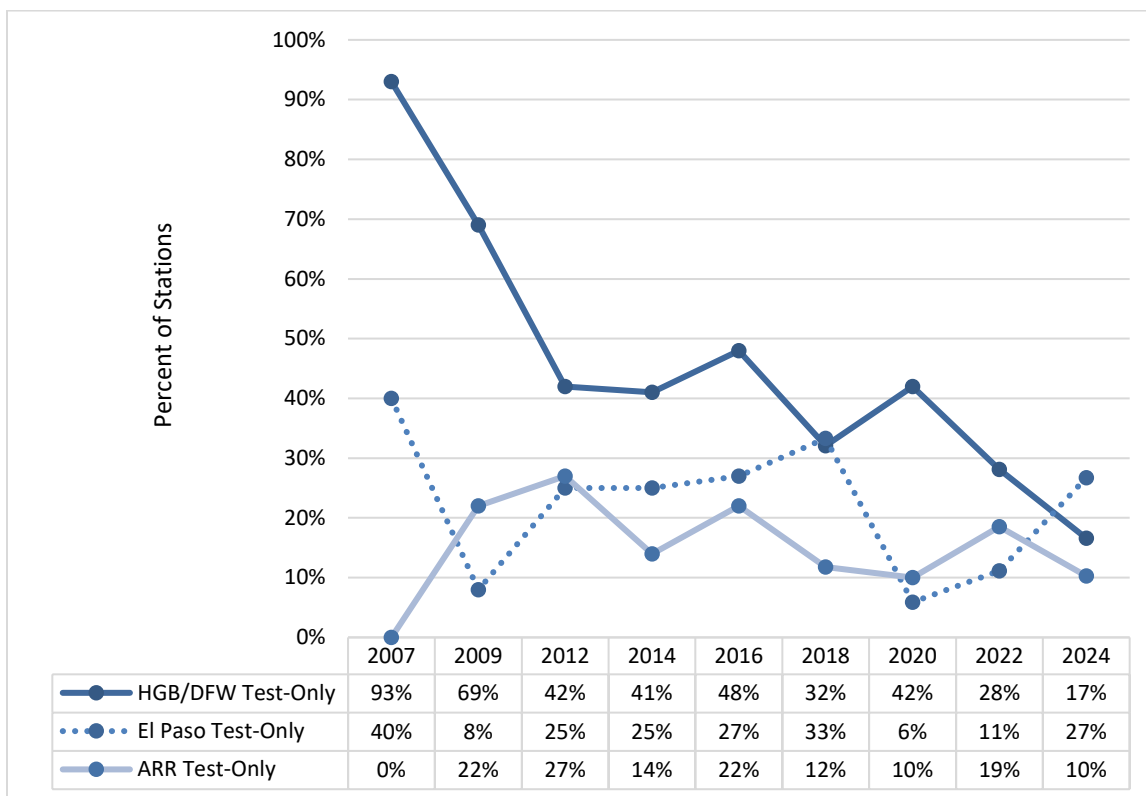


Figure ES-3. Respondents Reporting Test Fees Cover Their Costs: Test-and-Repair

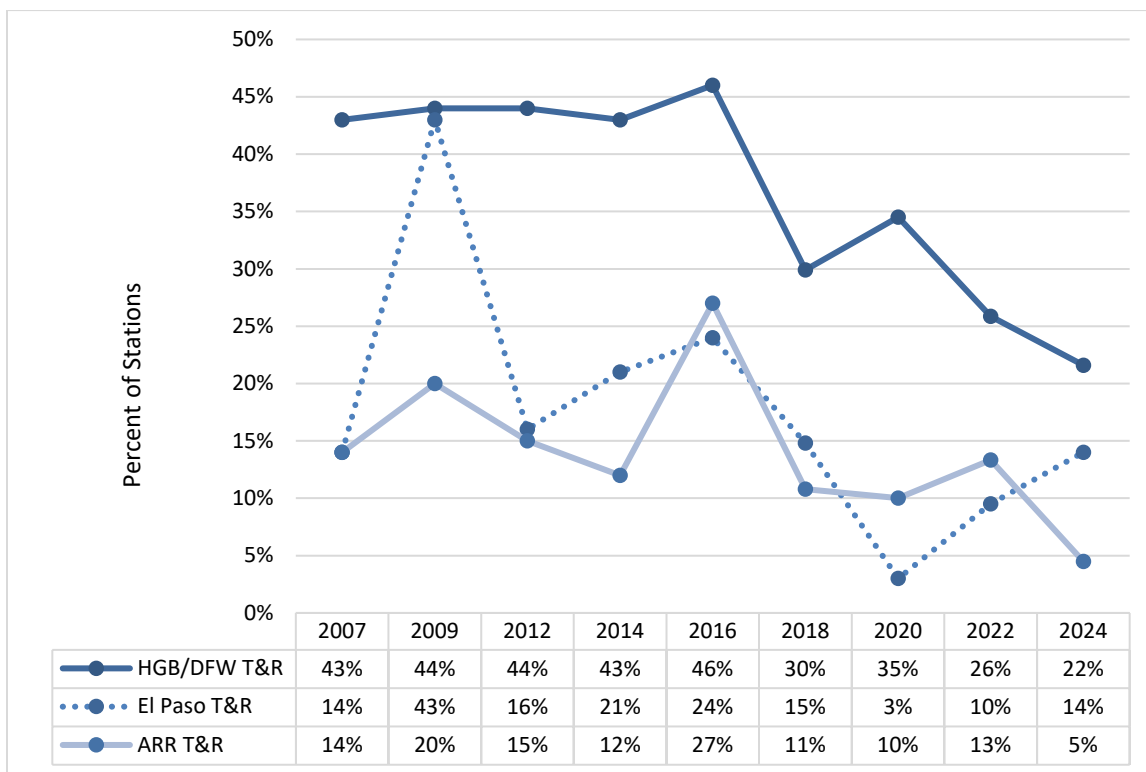


Figure ES-4, Figure ES-5, and Figure ES-6 summarize station counts for HGB/DFW, El Paso, and ARR, respectively, based on data from the TCEQ Vehicle Identification Database (VID) for 2007, 2009, 2012, 2014, 2016, 2018, 2020, 2022, and 2024. From 2022 to 2024, the number of stations overall decreased by 574 (-12.5%) in HGB/DFW and 17 (-3.8%) in ARR but increased by 12 (5.2%) in El Paso. While the number of test-only and T&R stations both decreased in the HGB/DFW and ARR program areas between 2022 and 2024, in El Paso, the number of test-only stations decreased and T&R stations increased during this period.

Decreases in station counts could be an indicator that investors view the fee as inadequate. Other market factors, such as the impacts of the COVID-19 pandemic, or increased enforcement efforts to curtail emissions inspection fraud, could have played a role in recent station decreases as well.

Figure ES-4. Number of Inspection Stations in HGB/DFW Program Areas, 2007 to 2024

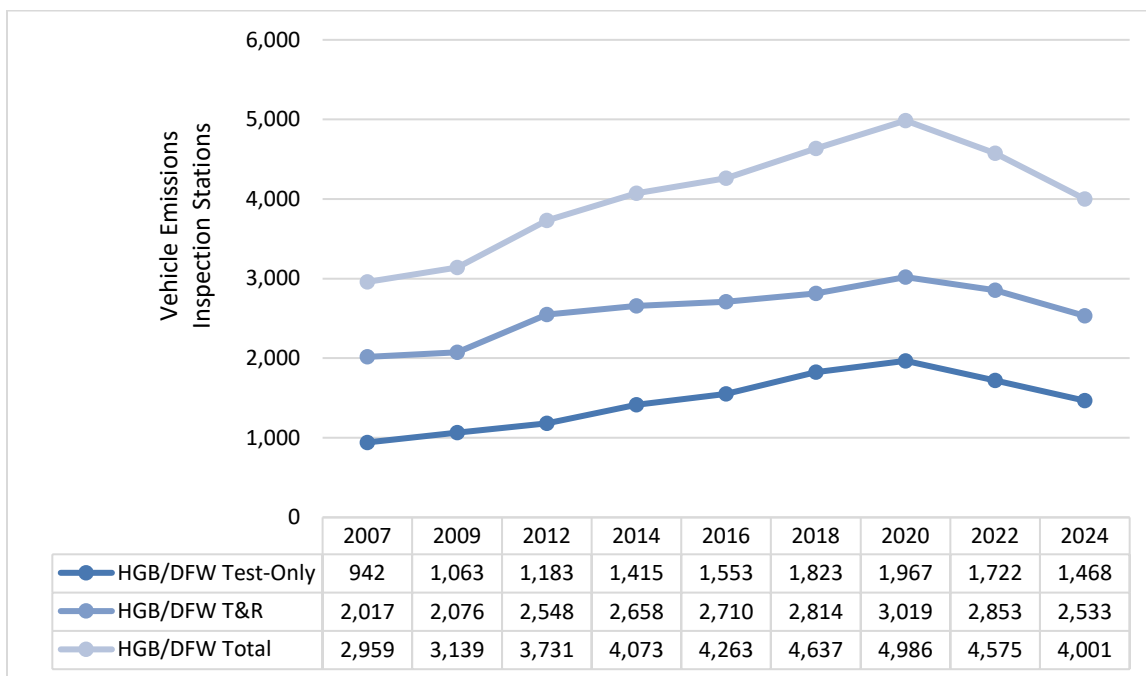


Figure ES-5. Number of Inspection Stations in El Paso Program Area, 2007 to 2024

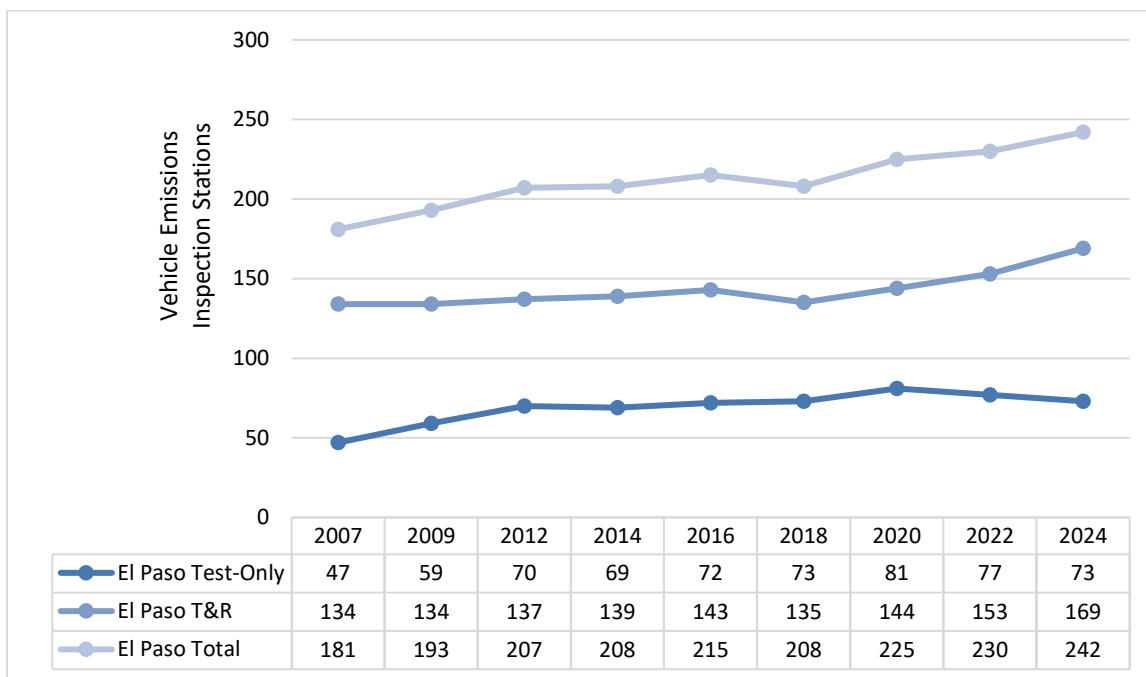
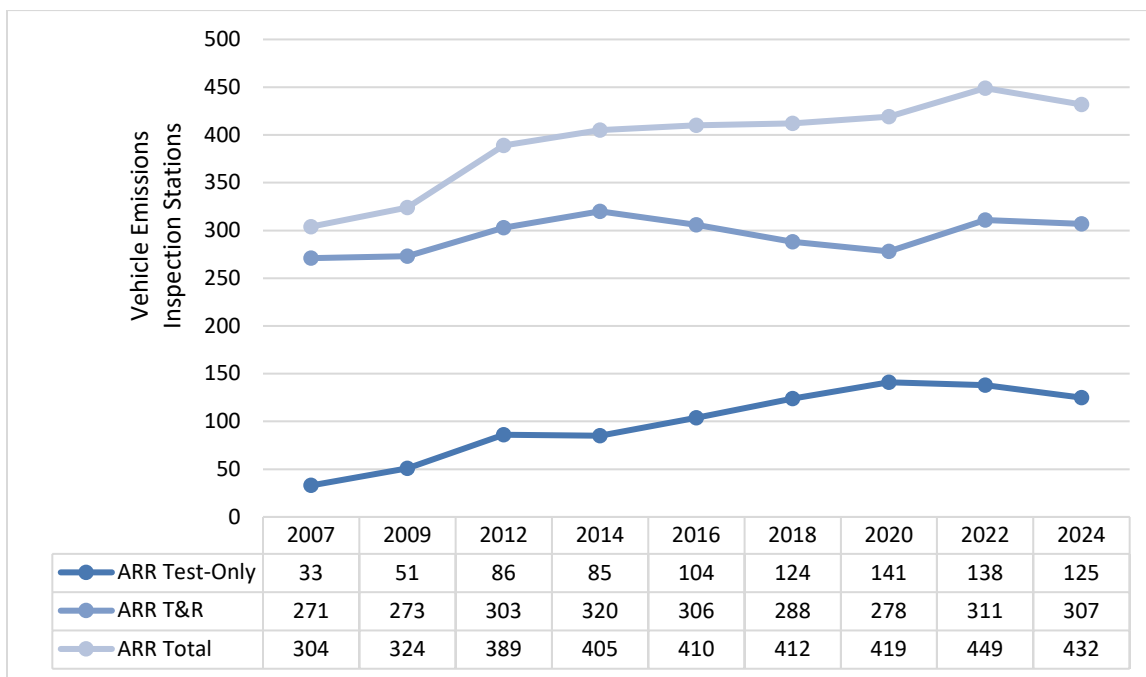


Figure ES-6. Number of Inspection Stations in ARR Program Area, 2007 to 2024



In the break-even cost model summarized in Table ES-5, 83% of stations in HGB/DFW are shown to have sufficient throughput to generate emissions inspection revenues that meet or exceed variable and fixed costs (excluding building costs). In El Paso, 56% of stations have sufficient throughput to generate emissions inspection revenues that meet or exceed variable and fixed costs (excluding building costs). Only 2% of stations in ARR meet this same threshold. Some stations did not acquire building space in order to offer testing, so the analyses are done (1) with only equipment costs included, (2) with equipment costs and the cost for a single bay dedicated to inspections included, and (3) with equipment and building costs included.

Table ES-5. Stations At/Above Break-Even Number of Inspections

	HGB/DFW	El Paso	ARR
Monthly break-even number of tests including equipment costs	45	120	1,113
Monthly break-even number of tests including equipment and single bay costs	79	194	2,122
Monthly break-even number of tests including equipment and building costs	116	273	3,215
Percent of stations above break-even number including equipment costs	83%	56%	2%
Percent of stations above break-even number including equipment and single bay costs	68%	40%	0%
Percent of stations above break-even number including equipment and building costs	53%	30%	0%

The summary of the percent of stations breaking even since 2012, shown below in Table ES-6, compares 2024 percentages to past years' percentages. All program areas saw an increase in the number of tests needed to break even. In the HGB/DFW program areas, the break-even number of tests increased from 34 in 2022 to 45 in 2024, while the El Paso program area's break-even number increased from 71 to 120. The ARR program area realized a dramatic increase in the break-even number of tests, from 78 in 2022 to 1,113 in 2024.

These increases in the break-even number of tests are largely driven by the increase in labor costs for emissions inspectors. The median hourly wage, as recorded in the survey results, increased 12% in the HGB/DFW program areas (from \$15.00 in 2022 to \$16.75 in 2024), 21% in the El Paso program area (from \$12.00 to \$14.50), and 18% in the ARR program area (from \$17.00 to \$20.00). In addition, the total estimated time spent per test used in the cost models (calculated as the time to perform the emissions inspection plus the extra time spent with the customer) was standardized across program areas in 2024 to 25 minutes. This resulted in an increase of 7.5 minutes for the ARR program area (17.5 minutes in 2022 to 25 minutes in 2024), and increases of 1.5 minutes and 4 minutes in the HGB/DFW and El Paso program areas, respectively. With the increases in test time and labor costs, the per-test profit margin in ARR is \$0.38 in 2024 compared to \$6.80 per test in 2022. The per-test profit margin in the HGB/DFW program areas decreased from \$11.09 in 2022 to \$9.66 in 2024, and in El Paso this margin decreased from \$6.18 to \$4.18.

Table ES-6. Summary of Break-Even Number of Inspections from 2012 to 2024 in All Program Areas, Excluding Building Costs

	HGB/DFW	El Paso	ARR
Break-even tests (2012)	27	70	80
Break-even tests (2014)	26	73	76
Break-even tests (2016)	26	70	79
Break-even tests (2018)	26	70	82
Break-even tests (2020)	28	80	99
Break-even tests (2022)	34	71	78
Break-even tests (2024)	45	120	1,113
Percent of stations breaking even (2012)	86%	80%	74%
Percent of stations breaking even (2014)	87%	81%	73%
Percent of stations breaking even (2016)	87%	80%	74%
Percent of stations breaking even (2018)	89%	84%	77%
Percent of stations breaking even (2020)	89%	78%	69%
Percent of stations breaking even (2022)	86%	73%	71%
Percent of stations breaking even (2024)	83%	56%	2%

The model station analysis reveals similar findings. This analysis created area-specific small-, medium-, and large-throughput stations representative of stations in the 25th, 50th (median), and 75th percentiles, respectively, based on emissions inspection throughput for all stations in each program area (i.e., not just those that completed the survey). Table ES-7 shows the monthly costs and net revenues at model stations of different sizes and under different scenarios. Multiple station types have revenues that do not exceed total costs when accounting for both equipment and building costs. These cases occur in small model stations in all program areas, medium-sized stations in the El Paso and ARR program areas, and large stations in the ARR program area. These same model station types also do not have revenues sufficient to cover the costs of their equipment and the rent for a single bay. Only three model station types across the active program areas have revenues that exceed costs when accounting for both equipment and building costs and when accounting for equipment and rent for a single bay. In the equipment-only costs scenario, none of the station types in ARR and only the small model station in El Paso have sufficient revenue to cover costs.

Table ES-7. Monthly Costs and Net Revenues at Model Stations

	HGB/DFW	El Paso	ARR
Equipment-only costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$970	\$942	\$1,183
Small station net revenue	\$158	(\$252)	(\$401)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$1,527	\$1,527	\$2,072
Medium station net revenue	\$767	\$83	(\$370)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$2,596	\$2,823	\$4,095
Large station net revenue	\$1,937	\$822	(\$300)
Equipment + single bay costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$1,302	\$1,249	\$1,570
Small station net revenue	(\$173)	(\$559)	(\$788)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$1,859	\$1,835	\$2,460
Medium station net revenue	\$435	(\$225)	(\$758)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$2,928	\$3,130	\$4,483
Large station net revenue	\$1,605	\$515	(\$688)
Equipment + building costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$1,661	\$1,582	\$1,990
Small station net revenue	(\$533)	(\$892)	(\$1,208)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$2,218	\$2,167	\$2,879
Medium station net revenue	\$76	(\$557)	(\$1,177)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$3,287	\$3,463	\$4,902
Large station net revenue	\$1,245	\$182	(\$1,107)

Note: Net revenue may not equal gross revenue minus total costs due to rounding.

D. FEE RECOMMENDATION

On January 1, 2020, all vehicles with model years of 1995 and older became exempt from the vehicle emissions inspection requirements in Texas, and OBD became the only type of emissions inspection performed across AirCheckTexas program areas. Currently, the El Paso and ARR program areas offer OBD vehicle emissions inspections for a maximum of \$11.50, while the HGB and DFW program areas offer OBD inspections for a maximum of \$18.50. A maximum emissions inspection fee of \$18.50 was also set in Bexar County, although that program does not begin until November 2026.

Starting on January 1, 2025, noncommercial vehicles will no longer require a safety inspection. Instead, customers will pay a \$7.00 inspection program replacement fee at vehicle registration without the need to undergo a safety inspection. The \$7.00 will go directly to the state to support the Texas mobility fund, clean air fund, and general revenue for the state. Some components of the safety inspection will be visually inspected under the emissions test going

forward. These items include the exhaust gas recirculation system; the evaporative emissions control system; the positive crankcase ventilation system; the thermostatic air cleaner; the air injection system; and the catalytic converter for selected model years.

The 2024 survey included a new question asking stations to estimate how long it will take to visually inspect these items. The median response across all program areas was 10 minutes. In determining a fee recommendation, ERG performed an analysis using the same models as summarized in Section ES.C above, but accounting for the additional 10 minutes necessary to perform the OBD test along with the visual inspection of the additional six items.

Emissions tests for vehicles in Bexar County will be required starting in November 2026. ERG developed a model for Bexar County similar to active program areas, using a combination of statewide survey response medians and non-survey data to extrapolate what costs and throughput figures might have been if there was an active program in Bexar County.

To help inform the fee recommendation, ERG also reviewed all OBD vehicle emissions inspection programs and associated fees across the country. Table ES-8 shows the average, 25th percentile, 50th percentile (median), and 75th percentile costs for OBD inspection fees for 22 program areas across 18 of the states that require emissions inspections.⁴ The table includes per-inspection fees charged to the customer in all 22 program areas, cost-of-living-adjusted inspection fees, cost-of-living-adjusted inspection fees for program areas with fees that are either fixed or capped by the state government, and cost-of-living-adjusted inspection fees for programs in states where the fee is capped by the state government. For the cost-of-living-adjusted inspection fees in program areas that are capped, the interquartile range of \$25.56 to \$26.21 and median value of \$25.68 per OBD inspection provide useful context for a fee recommendation. Program-specific data are provided in Chapter VIII.

Table ES-8. Summary Statistics of State Vehicle Emissions Inspection Fees

State Inspection Fee	25th percentile	50th percentile (median)	75th percentile	Average	Count of Program Areas
All fees, not cost-of-living-adjusted	\$17.25	\$20.00	\$26.50	\$23.38	22
All fees, cost-of-living-adjusted	\$17.20	\$20.35	\$25.62	\$22.75	22
Non-market-driven fees, cost-of-living-adjusted	\$16.24	\$18.76	\$23.69	\$19.76	18
State-capped fees, cost-of-living-adjusted	\$25.56	\$25.68	\$26.21	\$25.95	3

Note: *Non-market-driven fees* include fees that are either set or capped by the state government. A set fee is established by the state government at a fixed price point with no variation. A capped fee means that the government sets an upper limit on what stations can charge.

To get station owners' perspectives on a reasonable OBD inspection fee, ERG asked survey respondents for their opinion on the fee amount they think their customers would be willing to pay and, separately, the fee that would allow revenue from emissions inspections to cover their costs. Table ES-9 and Table ES-10 summarize the responses to these questions. Across all program areas, the median reported value was \$28.00 for what inspection stations thought

⁴ For some states that require emissions inspections, ERG could not identify the portion of the vehicle inspection fee that customers pay that is specific to the emissions test. Other states do not charge customers directly, and thus are not included in the summary statistics in Table ES-8.

customers would be willing to pay and \$30.00 for a fee that would allow revenue to cover the costs of performing OBD emissions inspections.

Table ES-9. What Are Customers Willing to Pay?

Program Area	25th percentile	50th percentile (median)	75th percentile	Average	Count of Stations
HGB/DFW	\$25.00	\$30.00	\$39.50	\$31.23	764
El Paso	\$15.00	\$20.00	\$25.00	\$21.20	54
ARR	\$20.00	\$25.00	\$30.00	\$27.28	89
All Areas	\$22.50	\$28.00	\$35.50	\$30.25	907

Table ES-10. What Revenue Covers Costs?

Program Area	25th percentile	50th percentile (median)	75th percentile	Average	Count of Stations
HGB/DFW	\$25.00	\$30.00	\$40.00	\$33.16	748
El Paso	\$20.00	\$25.00	\$28.00	\$27.77	53
ARR	\$20.00	\$25.00	\$30.00	\$29.52	89
All Areas	\$22.00	\$30.00	\$39.99	\$32.48	890

ERG also determined which break-even rates correspond with a healthy growth rate in the number of stations in the inspections industry. Using data from analyses in 2012, 2014, 2016, 2018, 2020, 2022, and 2024, ERG assessed the correlation between stations that break even and the net number of emissions inspection stations entering the market (ERG, 2012, 2014, 2016, 2018, 2020, 2022). A fee that is too high could lead to many stations entering the market and cause a major decrease in average station throughput. A fee that is too low could lead to many stations losing money and leaving the market. The relationship between the number of stations breaking even (without considering building costs) and the growth rate in stations in all four program areas over this period did not fit a logical trend, however, possibly due to the COVID-19 pandemic causing asynchronous impacts compared to modeled revenues, as well as stricter enforcement of inspection fraud resulting in a loss of stations unrelated to recent break-even analyses. For this reason, ERG reran this analysis removing the 2022 and 2024 break-even results to assess the correlation between break-even rates and station growth rates. Based on the models it ran between 2012 and 2020, ERG found that when the number of stations breaking even (without considering building costs) ranged from about 85%-89%, there was small but not extensive growth in the number of stations in the inspections industry across program areas. Table ES-11 shows the fee ranges that achieve these break-even rates. Results for Bexar County are also presented using a model similar to the active program areas and based on a combination of survey medians across all active program areas, as well as non-survey data on wages, building rent, and anticipated emissions tests for the future program area.

Table ES-11. Fee Recommendation Analysis

Variable	HGB/DFW	El Paso	ARR	Bexar
Fee for about 85% of stations to break even based on equipment costs only	\$23.00	\$27.00	\$24.50	\$19.50
Fee for about 89% of stations to break even based on equipment costs only	\$26.50	\$32.00	\$27.00	\$22.00
Fee for about 85% of stations to break even based on equipment and single bay costs	\$31.50	\$37.00	\$32.50	\$27.00
Fee for about 89% of stations to break even based on equipment and single bay costs	\$37.50	\$45.50	\$38.00	\$32.00

Based on these analyses and given that the emissions test is uniform across program areas, ERG recommends a statewide fee ranging between \$24.50 and \$28.50 per OBD emissions inspection. This fee range encompasses the median cost-of-living-adjusted emissions inspection test fee for other states where the fee is capped by state governments (\$25.68) and the median willingness-to-pay estimate from the survey across all active program areas (\$28.00). The recommended fee range also includes parts of the 85%-89% break-even rate ranges for all active program areas when considering only equipment costs. It would also include the fee at which 85% of Bexar County stations break even when factoring in the cost of equipment and a single bay.

I. INTRODUCTION

A. BACKGROUND

This analysis evaluates the adequacy of the AirCheckTexas motor vehicle emissions inspection fee (i.e., whether revenue covers costs) in the active and forthcoming program areas:

- **Houston–Galveston–Brazoria (HGB):** Brazoria, Fort Bend, Galveston, Harris, and Montgomery counties.
- **Dallas–Fort Worth (DFW):** Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant counties.
- **El Paso:** El Paso County.
- **Austin–Round Rock (ARR):** Travis and Williamson counties.
- **Bexar:** Bexar County. (Program to begin November 2026).

Historically, the state of Texas issued inspection stickers to vehicles that successfully passed inspection. However, in accordance with House Bill (HB) 2305, passed by the 83rd Texas Legislature in 2013, the state stopped issuing inspection stickers on March 1, 2015, and implemented a new system, known as the “Two Steps, One Sticker” program, to issue a single registration sticker for vehicles that pass emissions inspection and are permitted to renew registration. As part of this change, inspection stations no longer collect the state’s portion of the fee for remittance to the Texas Department of Public Safety, but there is no change to the net emissions inspection fees they keep. The state’s portion (i.e., the emissions inspection administration fee) is now paid to the state at registration renewal.

Inspection stations in the active program areas must offer both safety-only inspections and safety and emissions inspections; however, this study evaluates only the emissions inspection portion of the fee and the incremental costs associated with performing emissions inspections. Currently, under 30 TAC §114.53 and §114.87, the motor vehicle emissions inspection fee charged by inspection stations is capped at \$18.50 per OBD inspection in both the HGB and DFW program areas, \$11.50 in the El Paso program area, \$11.50 in the ARR program area, and \$18.50 in the Bexar County program area (fee established in November 2023). Table I-1 shows the total inspection-related fees charged to customers, broken down into the safety inspection cost (\$7.00) and the emissions inspection costs.

Table I-1. Safety and Emissions Inspection Test Fees

Program Area	Safety Inspection Test Fee	Emissions Inspection Test Fee (Maximum)	Total Inspection Fee (Paid by Customer to Inspection Station) (Maximum)	Emissions Inspection Administration Fee (Paid by Customer to State at Registration Renewal)
HGB/DFW	\$7.00	\$18.50	\$25.50	\$2.50
El Paso	\$7.00	\$11.50	\$18.50	\$2.50
ARR	\$7.00	\$11.50	\$18.50	\$2.50
Bexar County	\$0.00*	\$18.50	\$18.50	\$2.50

* Bexar County program area begins November 2026, after the end of safety inspections.

In 2001, the 77th Texas Legislature required the TCEQ to review the fee established for the motor vehicle emissions inspection program at least biennially. Texas Health and Safety Code §382.202(f)(1) codifies this review process.

On January 1, 2020, all vehicles with model years of 1995 and older became exempt from the vehicle emissions inspection requirements in Texas, and OBD became the only type of emissions inspection performed across AirCheckTexas program areas. Therefore, this study only assesses the OBD inspection fees. Table I-2, below, summarizes when the I/M program started for each of the four program areas. As indicated in the table, OBD inspections in the HGB and DFW program areas began on either May 1, 2002 (Collin, Dallas, Denton, Harris, and Tarrant counties) or May 1, 2003 (Brazoria, Ellis, Fort Bend, Galveston, Johnson, Kaufman, Montgomery, Parker, and Rockwall counties). Acceleration simulation mode (ASM) inspections were also conducted in these program areas but are now phased out.

Vehicle emissions inspections began in the El Paso program area on January 1, 2007, using two-speed idle (TSI) and OBD inspection technologies. OBD inspections are performed on vehicles with a model year of 1996 and newer. Inspection stations are no longer required to offer TSI inspections.

Vehicle emissions inspections began in the ARR program area on September 1, 2005, using TSI and OBD inspection technologies. OBD inspections are performed on vehicles with a model year of 1996 and newer. As in the El Paso program area, inspection stations are no longer required to offer TSI inspections in ARR.

Table I-2. Program Start Dates by Program Area

Program Area	I/M Program Start Date
HGB	May 1, 2002, and May 1, 2003 (varies by county)
DFW	May 1, 2002, and May 1, 2003 (varies by county)
El Paso	January 1, 2007
ARR	September 1, 2005

The TCEQ performs a vehicle emissions inspection program test fee analysis every two years. The analysis was carried out by Eastern Research Group, Inc. (ERG) in 2005, 2007, 2012, 2014, 2016, 2018, 2020, and 2022 (ERG, 2005, 2007, 2012, 2014, 2016, 2018, 2020) and by E.H. Pechan & Associates, Inc. in 2009 (Pechan, 2009). For consistency, this year's survey was very similar to past surveys, and the structure of the cost models was also similar to that of previous models.

B. REPORT ORGANIZATION

Chapter II of this report summarizes the analytical methods used in this project. It introduces the business models used to evaluate the revenue and cost streams for stations that are AirCheckTexas I/M program participants. It also explains the sample survey design and implementation.

Chapter III (HGB/DFW), Chapter IV (El Paso), and Chapter V (ARR) present the survey findings by program area. The HGB and DFW program areas are analyzed together because they have the

same emissions inspection fee cap and have similar cost and revenue structures. Within each program area, findings are broken down by test-only and test-and-repair (T&R) stations.

Chapter VI presents the cost model analyses for three program area groupings (HGB/DFW, El Paso, and ARR), as well as an analysis for Bexar County that uses a combination of statewide survey response medians and non-survey data to extrapolate costs and throughput figures as if it were an active program area. This section includes “model station” analyses of representative small, medium, and large stations based on testing throughput, as well as “break-even” analyses to calculate the number of emissions inspections a station must perform per month for revenue to equal costs. While these cost models aggregate data from test-only and T&R stations to better represent the whole industry, the report includes further discussion about how the business models for these station types differ.

Chapter VII summarizes comments from the survey respondents. Chapter VIII presents the conclusions and findings from this study, including a statewide fee recommendation and recommendations for future survey efforts. Appendix A provides the survey instruments.

C. REPORT TERMINOLOGY

The analyses presented in chapters III, IV, V, and VI of this report use the statistical terminology “median,” “average,” “percentile,” and “quartile” with the following definitions:

- A median is the number separating the higher half of a sample from the lower half. The median of a list of numbers can be found by arranging all the observations from the lowest to the highest value and picking the middle one (or the average of the two middle values).
- The average is the sum of the observations divided by the number of observations. In the cost model’s analyses, the median is typically preferred to the average because the average is often heavily influenced by a few extreme values or outliers.
- The 25th percentile (also known as the 1st quartile) is the value below which 25% of the observations fall (i.e., 25% of values are below this value).
- The 50th percentile (also known as the median or 2nd quartile) is the value below which 50% of the observations fall.
- The 75th percentile (also known as the 3rd quartile) is the value below which 75% of the observations fall (i.e., 25% of values are above this value).
- The interquartile range is the 25th percentile value to 75th percentile value. In short, it is the range of the middle half (50%) of the data where 25% of data are higher than the upper end of the range and 25% of the data are lower than the lower end of the range.
- In the survey results sections, T&R stations are defined as those that self-reported performing “repair services only” or “repair services and non-repair services” in addition to emissions inspections.
- In the survey results sections, test-only stations are defined as those that self-reported performing emissions inspections but do not perform repairs that result from failed emissions inspections. They may offer other types of repair or non-repair services.

- In describing the universe of stations and in throughput analysis, the characterization of stations as T&R or test-only (station type) is based on the Texas Information Management System (TIMS) database provided by TCEQ.
- When describing the break-even analysis results, the percent of stations breaking even is defined as the percent of stations with enough emissions inspection throughput to cover costs based on a typical station's costs in a given program area.

In some cases, the average in a table may be greater than the median because of one or more very large values significantly affecting the average. For this analysis, the cost models use median values to prevent those large values from affecting the results.

II. ANALYSIS METHODS SUMMARY

Beginning in November 2023, ERG conducted a five-week survey of motor vehicle emissions inspection stations in four AirCheckTexas program areas (HGB, DFW, El Paso, and ARR). As in previous years, the primary goal of the survey was to collect data for use in analytical cost models that assess the adequacy of the vehicle emissions inspection fee in these areas. The data collection was implemented as a web-based survey fielded to all active inspection stations in the four program areas. The survey development, sample design, data collection methods, and response rates are detailed below.

A. SURVEY DEVELOPMENT

To allow for time-trend comparisons, ERG developed a draft questionnaire designed to elicit data largely analogous to those from previous survey years. The most noteworthy revision to the survey was the addition of questions asking about station revenue derived from safety inspections and the amount of time it takes to visually inspect some items that will be added to the emissions inspection when safety inspections end on December 31, 2024. Minor revisions to the 2024 survey included slight wording modifications to improve clarity.

As in previous years, the survey asked a few questions specifically aimed at categorizing stations by the type of services offered. More specifically, respondents whose stations perform emissions inspections and who reported that they do not perform repairs resulting from failed emissions inspections were considered to be test-only stations. These stations do not have an additional revenue stream from repairing vehicles that fail emissions inspections. In contrast, T&R stations were defined as those that did report performing repairs resulting from emissions inspections. This distinction is used throughout the survey results sections to make comparisons between station types.

The survey instrument was coded as a web-based survey using Qualtrics survey software, as well as a paper survey⁵ for stations requesting one. The online instrument's design relied on conditional branching, or skip logic, to alter respondents' pathways based on their program area or answers to particular questions. This method allowed stations from all four program areas to access the same survey interface and made the online experience straightforward and seamless. Data validation checks (such as range limits and number-only fields) were also coded into the online survey, where applicable, to help ensure that responses were formatted appropriately. The survey was translated and offered in both English and Spanish.

⁵ Three versions of the paper survey were designed (one covering the HGB and DFW program areas, one covering El Paso, and one covering ARR) to accommodate differences between program areas regarding start dates for the current emissions inspection program and fee amounts charged for those tests. These versions of the survey were also translated into Spanish.

B. TARGET SURVEY POPULATION

The target population for this survey was active vehicle emissions inspection stations in the four AirCheckTexas program areas. The TCEQ provided ERG with information for 4,675 active public stations,⁶ and all of them were invited to participate in the survey.

C. DATA COLLECTION METHODS

Like the 2022 survey, the 2024 initiative was online, with paper surveys delivered to respondents by request only. Communications about the survey were sent directly to the vehicle emissions inspection stations via the TCEQ as analyzer notification bulletins. These bulletins are transmitted to the station analyzer (i.e., testing equipment) during regular electronic communications with the TCEQ Vehicle Identification Database (VID); they can be displayed onscreen, printed, and given to the station manager. The timing of a notification's arrival at any specific inspection station depended on when the TCEQ transmitted its bulletin and whether the analyzer had a successful communication with the VID.

The TCEQ provided advance notice of the survey's launch with a pre-notification bulletin to inform station personnel of the upcoming survey and explain its importance. This bulletin was sent on November 15, 2023, five days before the survey launch. A formal invitation containing the survey's URL (www.tceqsurvey2023.com)⁷ was also sent via a TCEQ analyzer bulletin on November 20, 2023. The TCEQ sent three reminder bulletins over the survey period, requesting that stations complete the survey online or contact ERG's telephone or email hotline to obtain a paper survey.

ERG also sent email reminders throughout the survey period to stations that had not yet submitted responses. Survey responses were requested by December 21, 2023.

Before implementation, ERG established an email address and toll-free hotline to field technical questions, concerns, and requests for paper surveys from survey respondents. While the survey was active, ERG fielded 2 calls and 20 emails. Among these hotline inquiries, four requested PDF versions of the survey (delivered to the respondent via email) and five expressed difficulties accessing the survey (typically a result of typing the survey URL into a search engine). ERG also accepted surveys by mail and fax, although no requests were made for surveys through these methods.

Online survey responses, captured directly in a database, eliminate the need for additional coding and data entry. ERG staff manually entered data from the one completed paper survey (returned via email) into the online survey. The database of responses was later exported as a comma-separated values (.csv) file for import and analysis in Microsoft Excel and Stata.

⁶ These 4,675 stations do not include facilities that service government vehicles or facilities that service their own fleets. Examples of the former include the U.S. Postal Service; examples of the latter include Verizon, Federal Express, and UPS. These facilities test emissions as part of their cost of business (i.e., to maintain their fleet of vehicles), and the operators do not offer these services to the public.

⁷ This link is no longer active.

D. RESPONSE RATE

The first completed surveys were received on November 20, 2023, and the final response was recorded on December 21, 2023. During this period, 995 responses were received, only one of which was submitted as a paper survey. Of the 995 responses, 17 were deemed ineligible (i.e., out of scope) for not offering motor vehicle emissions inspections.⁸ The remaining 978 responses were in-scope (i.e., public stations that offer vehicle emissions inspections). The survey was completed in Spanish by 22 respondents across all four program areas.

Table II-1 shows the breakdown of the 4,675 vehicle emissions inspection stations (excluding fleet and government stations) identified in the TIMS database by program area and station type.⁹ Table II-2 shows the breakdown of the 995 survey responses by program area and station type.¹⁰ Only one survey response was accepted per station.

Table II-1. Texas Emissions Inspection Stations in the TIMS Database by Program Area/Station Type (November 2023)

Program Area	Test-Only	Test-and-Repair	Total
HGB/DFW	1,468	2,533	4,001
El Paso	73	169	242
ARR	125	307	432
Total	1,666	3,009	4,675

Table II-2. Survey Responses by Program Area and Station Type

Program Area	Test-Only	Test-and-Repair	All Responses	In-Scope* Responses
HGB/DFW	269	571	840	825
El Paso	15	45	60	58
ARR	29	66	95	95
Total	313	682	995	978

* In-scope responses include public stations that offer vehicle emissions inspections.

The overall response rate of 21% represents an increase compared to recent TCEQ I/M fee survey studies. This response rate assumes that all stations in the VID are currently operating and received the analyzer notification bulletins regarding the survey. Table II-3 shows the response rate by program area and station type (see footnote 9). All surveys received, either online or via email, are included in the response rate calculation, but only in-scope responses are included in the analysis and tabulations.

⁸ As determined by a “No” response to the first survey question. These respondents were screened out of the survey.

⁹ Station type for response rate is determined by the station’s categorization in the TIMS database provided to ERG in November 2023 (TEST_REPAIR_FL).

¹⁰ Station type for in-scope facilities was determined by responses to question 9, which asked respondents whether or not they perform repairs that result from failed emissions inspections. Stations reporting that they do not perform repairs resulting from failed emissions inspections were classified as test-only facilities, while stations reporting that they do perform these types of repairs were classified as T&R facilities. For out-of-scope responses, station type was inferred from the TIMS database.

Table II-3. Survey Response Rate by Area/Station Type

Program Area	Test-Only	Test-and-Repair	Total
HGB/DFW	22%	21%	21%
El Paso	22%	26%	25%
ARR	22%	22%	22%
Total	22%	21%	21%

Note: Response rates were calculated as: (surveys received) ÷ (total active stations).

ERG did not follow up with individual stations to discuss any inconsistent or unreasonable responses. Nine outliers were removed from the data set, including two values that were determined to be phone numbers rather than estimates of phone line costs, two extremely high values for per-test compensation of inspectors, one high value of a loan term, two high values for fees that customers would be willing to pay, and one high value for a fee that would cover the costs of conducting inspections. Other high and low values were left in the data set because the median, which is used in the cost model, is not directly influenced by outliers.

ERG also cleaned data to change blank or “missing” survey fields to zero when accurate due to survey skip logic. Some zeros were changed to missing values when interpreted to be nonresponses, such as estimates of square footage and the average cost of emissions repairs.

Other data changes were minor. For example, six nonzero wage values below \$7.25 were recoded to \$7.25 for consistency with Texas’ minimum wage. Three wage values (all equal to \$0.10) and six per-test values less than one were recoded to missing. These were assumed to be item nonresponse and values of labor hour rates, respectively. Station square footage estimates below the minimum square footage of an inspection bay were also excluded from the analysis. One unit was inferred for maintenance costs based on best professional judgement using other stations’ reported cost per unit. Missing units for equipment costs were not inferred due to lack of information to rely on for inference. Additional recoding was also needed on inconsistent responses regarding decommissioned equipment.

Except as described above and in footnote 9, data in the following sections are displayed as submitted by the respondent. Sometimes, very high or very low data points heavily influence the “average” (i.e., mean) value shown in the tables. Therefore, the median values are likely most representative of a typical station. As mentioned above, one or two extreme values in a data set have no direct impact on the median, although removing them may slightly affect the median depending on the spread of the data.

III. HGB/DFW SURVEY RESULTS

This chapter describes the survey responses for test-only and T&R stations in the HGB/DFW program areas (the survey instrument itself can be found in Appendix A). Any survey fields that were left blank are reported as “missing.” Due to rounding, the percentages in some tables do not total exactly 100%. Results are not provided for some basic questions that are not relevant to the analysis of the emissions inspection fee.

A. GENERAL STATION INFORMATION

Table III-1 summarizes the typical hours of operation of stations in the HGB/DFW program areas, the number of hours these stations spend open per day, and the number of stations closed on each day of the week. This information is not directly input into the cost model, but it does provide some insight into labor usage between station types, as test-only stations are required to pay inspectors for their entire shifts regardless of whether they are conducting inspections, and they may not be able to deploy the labor elsewhere. Overall, test-only and T&R stations have similar operating hours, although a higher percentage of T&R stations are closed on the weekends.

Table III-1. Hours of Operation—HGB/DFW

Day	Median Open Time	Median Close Time	Median Hours Open	Number Open	Number Closed
Test-Only					
Monday	8:00 a.m.	6:00 p.m.	9.5	261	4
Tuesday	8:00 a.m.	6:00 p.m.	9.5	261	4
Wednesday	8:00 a.m.	6:00 p.m.	9.5	260	5
Thursday	8:00 a.m.	6:00 p.m.	9.5	261	4
Friday	8:00 a.m.	6:00 p.m.	9.5	260	5
Saturday	8:00 a.m.	5:00 p.m.	8.5	230	35
Sunday	8:00 a.m.	5:00 p.m.	7	49	216
Test-and-Repair					
Monday	8:00 a.m.	6:00 p.m.	10	555	5
Tuesday	8:00 a.m.	6:00 p.m.	10	557	3
Wednesday	8:00 a.m.	6:00 p.m.	10	555	5
Thursday	8:00 a.m.	6:00 p.m.	10	557	3
Friday	8:00 a.m.	6:00 p.m.	10	558	2
Saturday	8:00 a.m.	5:00 p.m.	8.5	407	153
Sunday	9:00 a.m.	5:00 p.m.	8	61	499

Table III-2 and Table III-3 summarize the number of emissions inspection bays at each station and the uses for those bays. Table III-2 shows how many bays are used exclusively for emissions testing, while Table III-3 counts the bays used for emissions testing and other work. The majority of stations in the HGB/DFW program areas have one bay used exclusively for emissions testing.

Table III-2. Number of Bays Used Exclusively for Testing—HGB/DFW

Number of Bays	Number of Responses	Percent of Total Responses
Test Only		
0	56	21.1%
1	169	63.8%
2	29	10.9%
3	8	3.0%
4	2	0.8%
5+	1	0.4%
Total	265	100.0%
Test-and-Repair		
0	114	20.4%
1	398	71.1%
2	44	7.9%
3	3	0.5%
4	0	0.0%
5+	1	0.2%
Total	560	100.0%

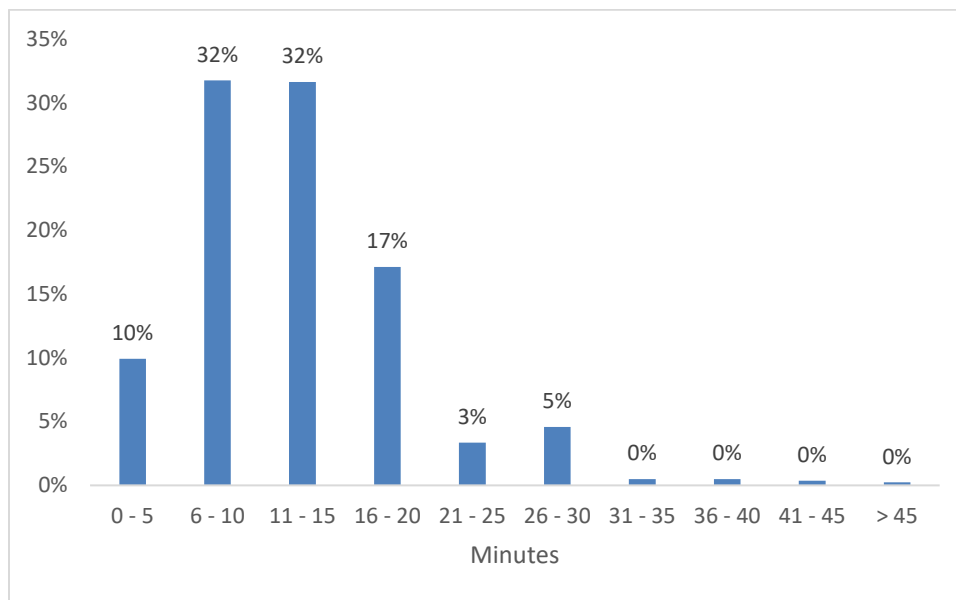
Table III-3. Number of Bays Used for Testing and Other Uses—HGB/DFW

Number of Bays	Number of Responses	Percent of Total Responses
Test-Only		
0	136	51.3%
1	79	29.8%
2	29	10.9%
3	13	4.9%
4	2	0.8%
5+	6	2.3%
Total	265	100.0%
Test-and-Repair		
0	266	47.5%
1	163	29.1%
2	40	7.1%
3	26	4.6%
4	14	2.5%
5	10	1.8%
6	8	1.4%
7	10	1.8%
8	8	1.4%
9	3	0.5%
10+	12	2.1%
Total	560	100.0%

B. THE EMISSIONS INSPECTION PROCESS

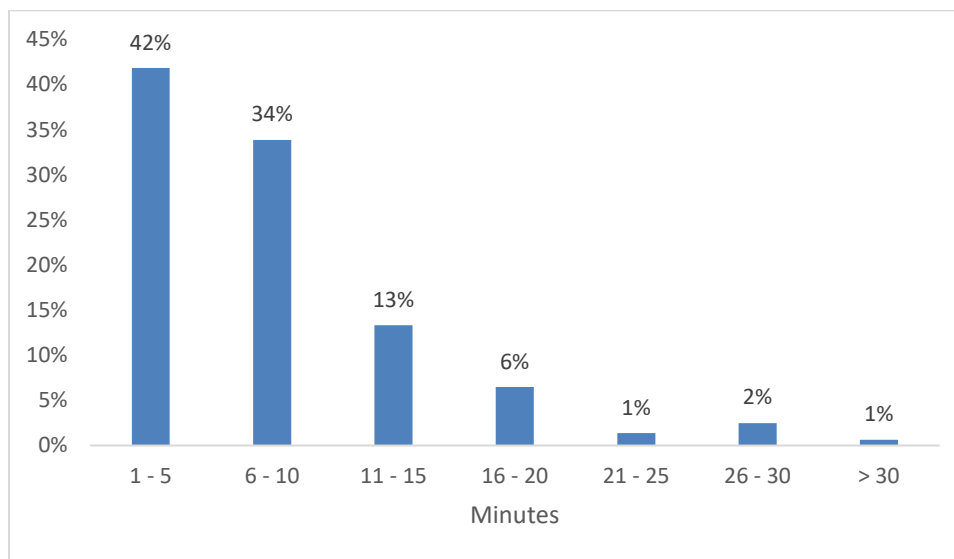
Figure III-1 shows the distribution of survey responses regarding the average time (in minutes) to conduct emissions testing for OBD tests. The median length of an OBD test in the HGB/DFW program areas is 15 minutes. Most respondents (81%) indicated that OBD tests take somewhere between 6 and 20 minutes.

Figure III-1. Average Time in Minutes to Conduct OBD Emissions Tests—HGB/DFW



Respondents were also asked how much additional time, on average, is spent with each emissions inspection customer to explain either the emissions inspection process or reasons for failure and recommended repairs. The median additional time spent with inspection customers is 10 minutes in the HGB/DFW program areas. Figure III-2 shows the distribution of survey responses for this question. More than three-quarters of respondents spend, on average, between 1 and 10 additional minutes with emissions inspection customers; 3% of respondents spend more than 25 extra minutes with these customers.

Figure III-2. Average Additional Time in Minutes Spent with Emissions Inspection Customers—HGB/DFW



C. REPAIR SERVICE REVENUE

Stations offering repair services in addition to emissions testing provided information about the revenue from repairing vehicles that failed emissions inspections. Since the relevant questions applied only to T&R stations, the results shown below in Table III-4, Table III-5, and Table III-6 represent only T&R stations. Table III-4 shows that the majority of stations reported between 1% and 20% of their repair revenue was generated from repairs following failed emissions inspections.

Table III-4. Percent of Repair Revenues Resulting from Failed Emissions Inspections—HGB/DFW

Percent of Repair Revenues from Failed Inspections	Number of Responses	Percent of Total Responses
1–20%	484	86.4%
21–40%	60	10.7%
41–60%	11	2.0%
61–80%	3	0.5%
81–100%	0	0.0%
Missing	2	0.4%
Total	560	100.0%

Table III-5 shows a median of four repair jobs per month from failed emissions inspections. Figure III-3 is a histogram showing the distribution of repair jobs from failed inspections. The majority of stations report up to 10 repair jobs per month resulting from failed emissions inspections.

Table III-5. Typical Number of Repair Jobs per Month Resulting from Failed Emissions Tests—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
2	4	10	13	533

Figure III-3. Distribution of Typical Number of Repair Jobs per Month Resulting from Failed Emissions Tests—HGB/DFW

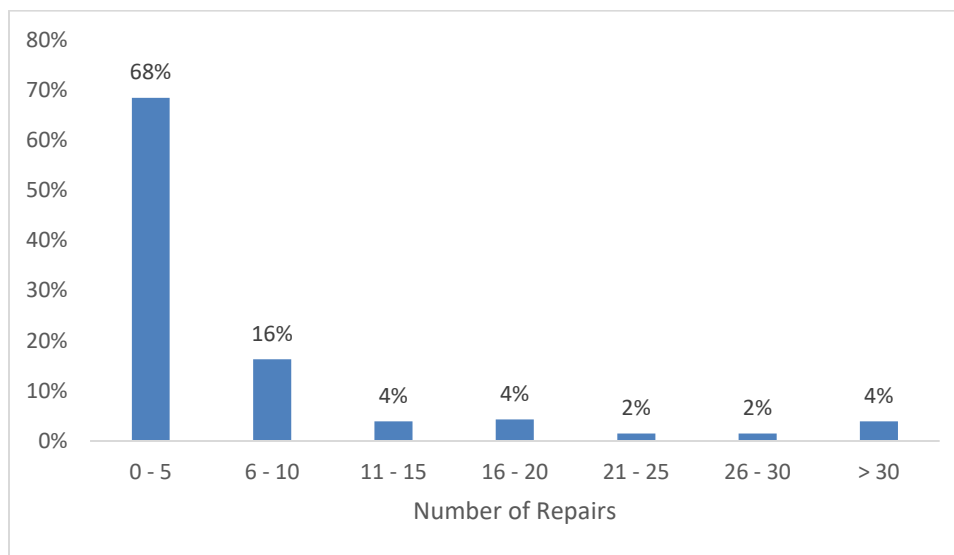
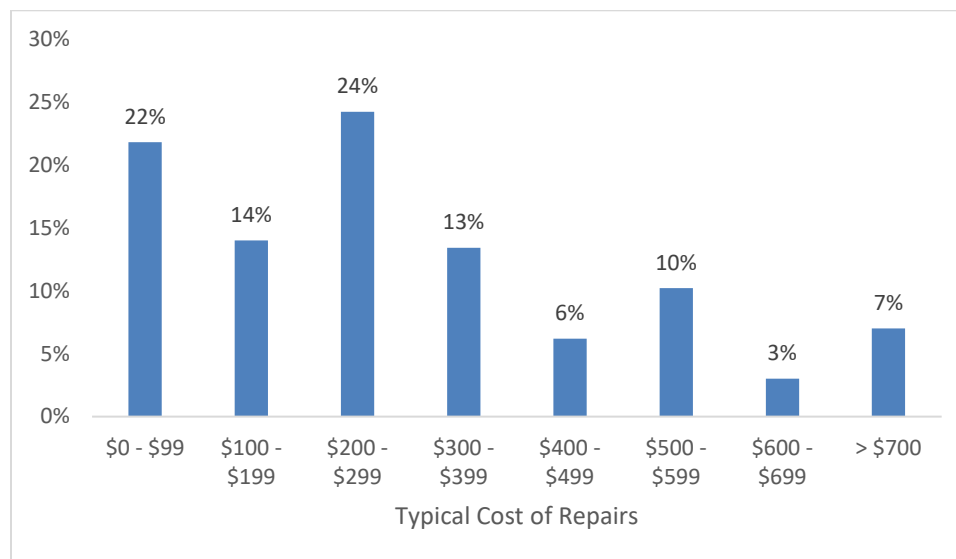


Table III-6 shows that the average cost of a repair following a failed emissions inspection was \$293 with a median of \$220. Figure III-4 illustrates the distribution of responses regarding the average cost of repairs following a failed inspection. This information only provides gross revenue generated from repairs from failed inspections; it does not provide any insight into the additional profit from these repairs. Additionally, it does not feed directly into the cost model, but rather informs supplemental discussion about additional revenue from repairs.

Table III-6. Typical Repair Costs for an Emissions Test Failure—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$100	\$220	\$400	\$293	499

**Figure III-4. Distribution of Typical Repair Costs for an Emissions Test Failure—
 HGB/DFW**



D. EMISSIONS INSPECTORS

Table III-7 summarizes the total number of vehicle emissions inspectors employed per station, by station type, for HGB/DFW. Most stations in these program areas employ one, two, or three inspectors. While most test-only stations in HGB/DFW employ three or fewer inspectors, five stations reported employing more than 10 inspectors. T&R stations report a wider range of inspectors employed, with 28 T&R stations employing 10 or more inspectors. Stations in HGB/DFW employ a median of two inspectors.

**Table III-7. Number of Emissions Inspectors Currently Employed by Stations—
 HGB/DFW**

Number of Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
1	75	28.3%
2	92	34.7%
3	47	17.7%
4	23	8.7%
5+	28	10.6%
Total	265	100.0%
Test-and-Repair		
1	162	28.9%
2	175	31.3%
3	89	15.9%
4	55	9.8%
5+	79	14.1%
Total	560	100.0%

Table III-8 provides the number of full-time emissions inspectors per station, while Table III-9 shows the number of part-time inspectors per station. “Full-time inspectors” are full-time employees qualified to perform inspections. They may spend all, some, or just a little of their work time doing inspections. “Part-time inspectors” are part-time employees qualified to perform inspections, who likewise may spend only some of their working time doing inspections. Table III-8 shows that 55.1% of test-only and 60.4% of T&R stations had more than one inspector working full-time. Table III-9 shows that 10.6% of test-only and 5.2% of T&R stations had more than one part-time inspector.

Table III-8. Number of Full-Time Emissions Inspectors—HGB/DFW

Number of Full-Time Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
0	4	1.5%
1	115	43.4%
2	83	31.3%
3	31	11.7%
4	15	5.7%
5+	17	6.4%
Total	265	100.0%
Test-and-Repair		
0	6	1.1%
1	216	38.6%
2	155	27.7%
3	75	13.4%
4	41	7.3%
5+	67	12.0%
Total	560	100.0%

Table III-9. Number of Part-Time Emissions Inspectors—HGB/DFW

Number of Part-Time Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
0	181	68.3%
1	56	21.1%
2	16	6.0%
3	8	3.0%
4	2	0.8%
5+	2	0.8%
Total	265	100.0%
Test-and-Repair		
0	445	79.5%
1	86	15.4%
2	22	3.9%
3	4	0.7%
4	1	0.2%
5+	2	0.4%
Total	560	100.0%

To explore the extent to which stations focus on activities other than emissions inspections, stations were asked to estimate the percentage of time inspectors spend performing emissions inspections. Table III-10 shows that at test-only stations, full-time inspectors spend a median of 50% of their time and part-time inspectors spend a median of 33% of their time conducting emissions inspections. At T&R stations, full-time inspectors spend a median of 23% of their time and part-time inspectors spend a median of 20% of their time conducting emissions inspections.

Table III-10. Percentage of Time Spent Conducting Emissions Inspections, Full-Time and Part-Time Inspectors—HGB/DFW

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Full-Time					
Test-Only	28%	50%	80%	53%	245
Test-and-Repair	10%	23%	43%	30%	526
Part-Time					
Test-Only	11%	33%	88%	47%	76
Test-and-Repair	5%	20%	39%	27%	102

Table III-11 summarizes average hourly wages (unloaded¹¹) paid to emissions inspectors, as well as per-test commissions paid, by station type. Overall, the median reported hourly wage for emissions inspectors at test-only stations (\$15.00) was \$2.00 less than that at T&R stations (\$17.00). The median wage for emissions inspectors at test-only stations is similar to the \$14.78 and \$14.60 hourly wages shown for the HGB and DFW areas, respectively, for skill level 1¹² auto service technicians and mechanics, as reported by the Foreign Labor Certification Data Center (FLC, 2024). The median wage for emissions inspectors at T&R stations is between the skill level 1 and skill level 2 wages (\$19.50 and \$19.32 for HGB and DFW, respectively) reported by the FLC. The cost model uses hourly wage information directly; it does not include per-test payments since most inspectors are paid hourly or by salary (as opposed to commission).

Table III-11. Current Wages Paid to Emissions Inspectors, Hourly (\$/hr) and Per-Test—HGB/DFW

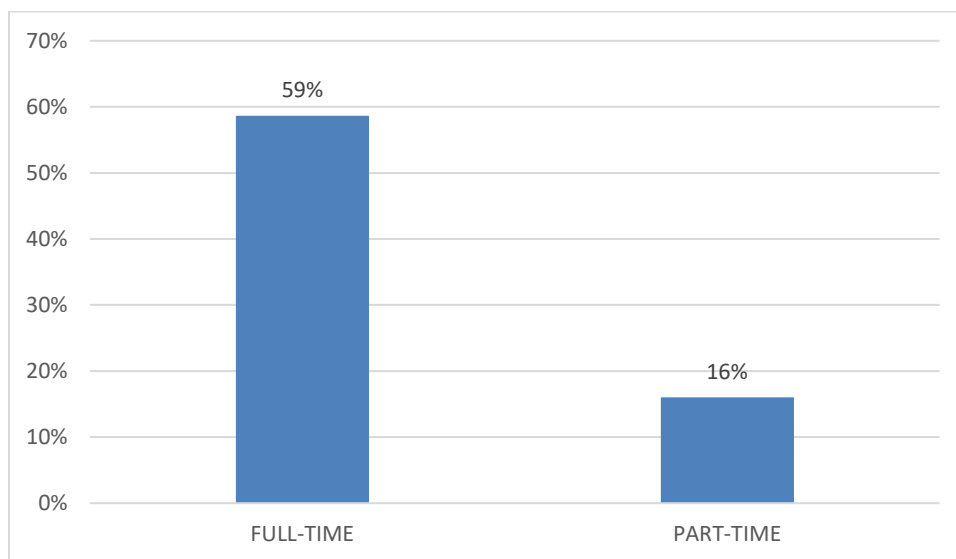
Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Hourly/Salary					
Test-only	\$14.50	\$15.00	\$18.00	\$25.37	198
Test-and-repair	\$15.00	\$17.00	\$20.00	\$32.14	423
Per-Test					
Test-only	\$2.00	\$8.25	\$17.00	\$9.60	64
Test-and-repair	\$3.00	\$10.00	\$15.00	\$10.43	137

¹¹ Unloaded wages are wages without accounting for benefits the employee might receive.

¹² Skill level 1 refers to entry level employees. Skill level 2 refers to qualified employees performing moderately complex tasks.

The survey also asked how many full- and part-time emissions inspectors received benefits (e.g., “health care, paid leave, etc.”). Determining the number of inspectors who receive benefits allows the cost model to adjust the Bureau of Labor Statistics (BLS) fringe benefit rate to control for those inspectors who do receive benefits and those who do not. As shown in Figure III-5, 59% of full-time emissions inspectors and 16% of part-time inspectors in HGB/DFW receive benefits.

Figure III-5. Percent of Emissions Inspectors Receiving Benefits—HGB/DFW



Respondents were asked if they incurred costs to train employees to conduct emissions inspections. If so, they were asked to provide dollar figures for different types of costs related to training, such as inspector training application fees, food and lodging costs, and wages paid for both on-the-job training and time spent on training courses. Table III-12 shows that test-only and T&R stations in HGB/DFW were similarly likely to incur training costs (between 34.0% and 35.5%).

Table III-12. Does Your Station Incur Training Costs?—HGB/DFW

Incur Training Costs?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	90	34.0%
No	150	56.6%
Not sure	24	9.1%
Missing	1	0.4%
Total	265	100.0%
Test-and-Repair		
Yes	199	35.5%
No	298	53.2%
Not sure	61	10.9%
Missing	2	0.4%
Total	560	100.0%

E. EMISSIONS TESTING EQUIPMENT, BUILDING, AND OTHER COSTS

Table III-13 shows cost data for certified emissions testing analyzers. Emissions testing equipment data are presented on a per-unit basis rather than a per-station basis because stations may have more than one certified emissions testing analyzer. Because of the per-unit basis, totals may be larger than the number of stations that responded to the survey.

Respondents were asked to report information for analyzers owned by the station and analyzers rented by the station. In HGB/DFW, respondents reported paying a median value of \$8,500 for analyzers they purchased. A new certified OBD analyzer typically ranges in price from \$6,895 to \$8,195 (pre-tax), which coincides well with the reported survey values. The median price reported for rented equipment is \$245 per month. This rental price is comparable to the published rental prices for OBD analyzers, which are between \$195 and \$218.90 before taxes.

Table III-13. Cost of Certified Emissions Testing Analyzers by Ownership Status—HGB/DFW

Ownership Status	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Owned	\$7,000	\$8,500	\$12,000	\$12,492	278
Rented	\$232	\$245	\$260	\$277.10	594

As shown in Table III-14, 14.6% of equipment was purchased with cash (i.e., paid in full versus a bank loan or lease). More than half of respondents reported renting their certified emissions analyzers. For the cost model, it is assumed that stations are renting emissions inspection equipment, so the cost models use the median rent price reported by stations across all program areas (\$245).

Table III-14. Financing Mechanisms for Purchasing Emissions Testing Analyzers—HGB/DFW

Finance Type	Number of Responses	Percent of Total Responses
Paid cash	151	14.6%
Lease-to-purchase	29	2.8%
Bank loan	49	4.8%
Rented	664	64.4%
<i>Not disclosed</i>	138	13.4%
Total*	1,031	100.0%

* Total refers to the number of emissions testing analyzers. Of the 825 respondents in the HGB/DFW program areas, 15.8% (131 stations) reported more than one certified analyzer.

For stations that financed the purchase of analyzers, Table III-15 shows that the median lease-to-purchase or bank loan term is five years. Figure III-6 more clearly illustrates the distribution of loan terms for the HGB/DFW program areas. Most leased analyzers have a loan term under six years.

Table III-15. Lease-to-Purchase or Bank Loan Term (Years)—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
3.0	5.0	5.0	6.3	52

Figure III-6. Distribution of the Lease-to-Purchase or Bank Loan Term (Years)—HGB/DFW

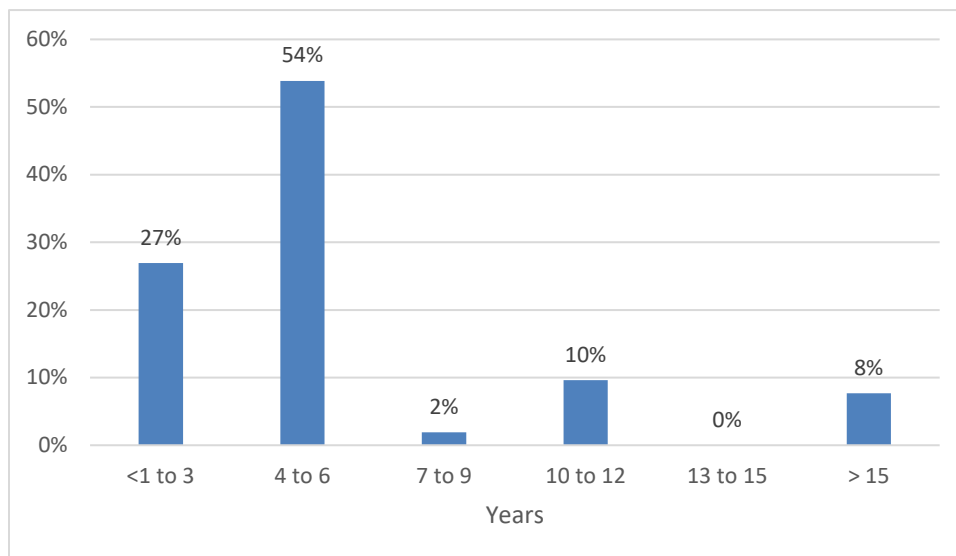
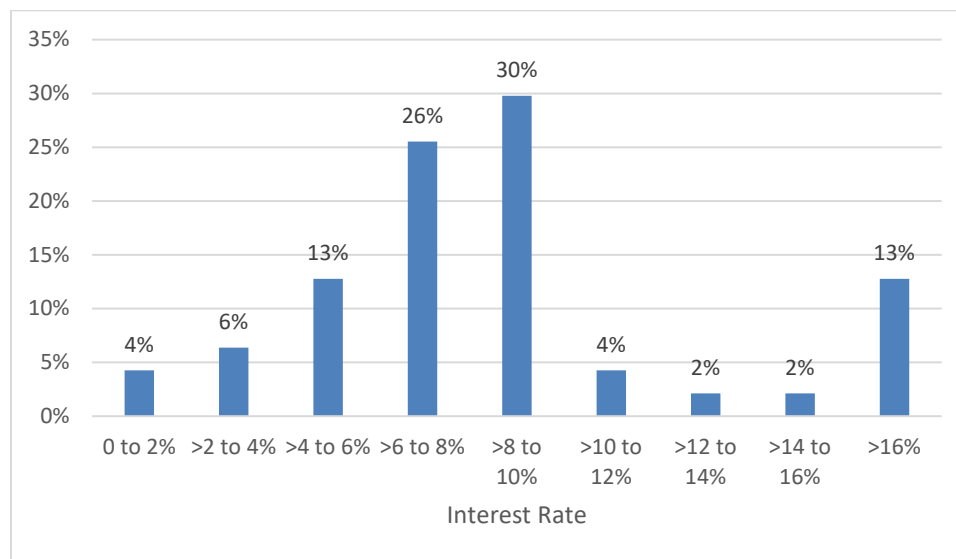


Table III-16 summarizes the survey responses regarding lease-to-purchase or bank loan interest rates. The average and median lease-to-purchase or loan rates in HGB/DFW are similar at 9.4% and 8.25%, respectively. Figure III-7 presents the distributions of interest rates as reported by respondents.

Table III-16. Interest Rates for Lease-to-Purchase or Bank Loan—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
6.2%	8.25%	10%	9.4%	47

Figure III-7. Distribution of the Interest Rates for Lease-to-Purchase or Bank Loan—HGB/DFW



More test-only stations (15.5%) than T&R stations (11.4%) in HGB/DFW report having maintenance plans. Table III-17 shows that T&R stations report paying a lower median annual maintenance cost than test-only stations (\$1,680 and \$1,827, respectively). Likewise, the average T&R station pays less for a maintenance package (\$2,577) than test-only stations (\$3,084).

Table III-17. Annual Maintenance Package Costs—HGB/DFW

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Test-Only	\$1,500	\$1,827	\$3,377	\$3,084	33
Test-and-Repair	\$945	\$1,680	\$2,400	\$2,577	53

Many stations also incur maintenance costs not covered by a service contract or maintenance package agreement. As shown in Table III-18, these additional costs were very low compared to the maintenance packages shown in Table III-17 for test-only and T&R stations; T&R stations had an extra maintenance cost of \$8, while the median test-only station had an extra maintenance cost of \$200.

Table III-18. Extra Annual Maintenance Costs Not Covered by Maintenance Plans—HGB/DFW

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Test-Only	\$0	\$200	\$1,500	\$906	223
Test-and-Repair	\$0	\$8	\$700	\$597	460

Table III-19 summarizes the results on whether stations have ever gotten rid of emissions testing equipment they no longer needed. Similar numbers of test-only and T&R stations (19.6% and 18.9%, respectively) reported getting rid of equipment.

Table III-19. Stations That Got Rid of Emissions Testing Equipment—HGB/DFW

Ever Got Rid of Equipment?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	52	19.6%
No	184	69.4%
Not sure	21	7.9%
<i>Missing</i>	8	3.0%
Total	265	100.0%
Test-and-Repair		
Yes	106	18.9%
No	378	67.5%
Not sure	65	11.6%
<i>Missing</i>	11	2.0%
Total	560	100.0%

Table III-20 shows how stations got rid of their emissions testing equipment. A total of 146 stations provided details on how they got rid of 158 emissions analyzers. Survey data show that stations that got rid of OBD analyzers owned them for about nine years on average before getting rid of them (see Table III-21). Table III-22 and Table III-23 show costs and revenues from getting rid of emissions testing equipment. The majority of equipment was decommissioned for free, but the median price for those who paid to get rid of equipment was \$225. Only two stations reported selling their equipment, with the average revenue received from these sales equaling \$700.

Table III-20. How Stations Got Rid of Emissions Testing Equipment—HGB/DFW

Free, Paid, or Sold?	Number of Responses	Percent of Total Responses
I sold this	2	1.1%
I paid to get rid of this	34	19.2%
I got rid of this for free	111	62.7%
I traded this in	11	6.2%
<i>Not disclosed</i>	19	10.7%
Total Analyzers	177	100.0%

Table III-21. Years Owned Before Station Got Rid of Equipment—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
5	8	11	9.3	174

Table III-22. Cost to Get Rid of Equipment—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$100	\$225	\$1,600	\$2,194	34

Table III-23. Revenue from Getting Rid of Equipment—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$400	\$700	\$1,000	\$700	2

In the HGB/DFW program areas, the majority of both test-only (78.1%) and T&R (83.0%) stations reported that they never added or acquired building space (i.e., bay space) to perform vehicle emissions testing. The analytical model is designed to provide results both with and without emissions testing related building costs to assess the financial health of stations that either have only equipment costs or those that have both testing-related building space costs and equipment costs. Table III-24 provides an overview of the number of stations that purchased or rented/leased their building space. Among all stations in HGB/DFW, less than half of stations (39.3%) own the building space used for vehicle emissions testing while 58.4% rent or lease their space, with more T&R stations owning than renting compared to test-only stations (42.5% and 32.5%, respectively).

Table III-24. Building Space Rented or Purchased?—HGB/DFW

Purchase or Rent?	Number of Responses	Percent of Total Responses
Test-Only		
Purchase	86	32.5%
Rent/lease	172	64.9%
Missing	7	2.6%
Total	265	100.0%
Test-and-Repair		
Purchase	238	42.5%
Rent/lease	310	55.4%
Missing	12	2.1%
Total	560	100.0%

Less than one-fifth of stations offer reduced-fee and/or free emissions inspections (other than performing obligatory free retests after a vehicle failed inspection at their station). As Table III-25 shows, 18.9% of test-only stations and 16.6% of T&R stations provided free emissions inspections. Common reasons for providing free tests included providing free inspections for general customer satisfaction, for customers just outside the 15-day retest window, and for employees or customers that cannot afford an inspection.

Table III-25. Free Emissions Tests (Except Free Retests)—HGB/DFW

Free Tests Ever Given?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	50	18.9%
No	215	81.1%
Total	265	100.0%
Test-and-Repair		
Yes	93	16.6%
No	467	83.4%
Total	560	100.0%

Table III-26 shows, across station types, similar rates of charging a reduced fee (less than \$18.50), excluding free retests for previously failed vehicles. The percent of stations that occasionally offer reduced-fee emissions inspections is about 10% for both test-only and T&R stations. While most stations do not offer tests at reduced fees, as Table III-27 shows, the median reduced fee charged was \$15.00.

Table III-26. Reduced-Fee Emissions Tests (Less than \$18.50)—HGB/DFW

Charged Less than \$18.50?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	27	10.2%
No	238	89.8%
Total	265	100.0%
Test-and-Repair		
Yes	54	9.6%
No	506	90.4%
Total	560	100.0%

Table III-27. Typical Reduced Fees Charged (Less than \$18.50)—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$13.00	\$15.00	\$15.50	\$13.97	67

Respondents were also asked whether the fee for emissions inspections covers the associated costs. As shown in Table III-28, the majority of respondents answered “no”: 82.6% of test-only stations responded that the fee did not cover the costs, along with 77.5% of T&R stations. Though the cost model does not include this information, it is important to the overall discussion of whether fees cover costs. Chapter VII provides an overview of stations’ explanations for why the fee does not cover costs.

Table III-28. Does Fee Cover Emissions Testing Costs?—HGB/DFW

Fee Covers Testing Costs?	Number of Responses	Percent of Total Responses
Test-Only		
No	219	82.6%
Yes	44	16.6%
<i>Missing</i>	2	0.8%
Total	265	100.0%
Test-and-Repair		
No	434	77.5%
Yes	121	21.6%
<i>Missing</i>	5	0.9%
Total	560	100.0%

ERG compared responses to these questions on free and reduced-fee emissions tests and the adequacy of the fee to cover test-related expenses. In the HGB/DFW program areas, 13.9% of stations that indicate the \$18.50 emissions test fee covers their costs say they offer free tests. This percent is somewhat lower than the 18.2% of respondents that say the fee does not cover their emissions-test-related costs, but who still offer free tests. In contrast, approximately 10% of stations report offering tests for reduced fees regardless of whether the \$18.50 emissions test fee covers or does not cover their emissions-test-related costs.

F. SAFETY INSPECTION REVENUE

For the first time in the history of this survey, respondents were asked to estimate the percentage of the station’s total annual revenue derived from the \$7.00 safety inspection fee, a program that will end on December 31, 2024. As shown in Table III-29, test-only stations in the HGB/DFW program areas report deriving a greater percentage of total annual revenue from safety inspection fees than T&R stations. Nearly a quarter of test-only stations report 25% or more of their annual revenue is from safety inspections, compared to 6.8% of T&R stations. Nearly a third of T&R stations report that safety inspection fees comprise less than 0.5% of total annual revenue.

Table III-29. Percent of Annual Revenue from Safety Inspection Fees—HGB/DFW

Percent of Annual Revenue from Safety Inspection Fees	Number of Responses	Percent of Total Responses
Test-Only		
Less than 0.5%	36	13.6%
0.5–0.99%	12	4.5%
1.0–2.99%	25	9.4%
3.0–4.99%	17	6.4%
5.0–9.99%	28	10.6%
10.0–14.99%	34	12.8%
15.0–24.99%	29	10.9%
25.0% or greater	65	24.5%
<i>Missing</i>	19	7.2%
Total	265	100.0%
Test-and-Repair		
Less than 0.5%	178	31.8%
0.5–0.99%	74	13.2%
1.0–2.99%	78	13.9%
3.0–4.99%	50	8.9%
5.0–9.99%	52	9.3%
10.0–14.99%	37	6.6%
15.0–24.99%	32	5.7%
25.0% or greater	38	6.8%
<i>Missing</i>	21	3.8%
Total	560	100.0%

Stations were also asked to estimate the amount of time it takes to visually inspect six items that will be incorporated into the emissions inspection when safety inspections end: the exhaust gas recirculation system, evaporative emissions control system, positive crankcase ventilation system, thermostatic air cleaner, air injection system, and catalytic converter for selected model years. Table III-30 shows the average number of minutes it will take to visually inspect these items is 14.3, while the median is 10 minutes.

Table III-30. Minutes to Visually Inspect Six Items Moving from Safety Inspection to Emissions Inspection—HGB/DFW

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
10	10	15	14.3	521

IV. EL PASO SURVEY RESULTS

This chapter describes the survey responses for test-only and T&R stations in the El Paso program area (the survey instrument itself can be found in Appendix A). Any survey fields that were left blank are reported as “missing.” Due to rounding, the percentages in some tables do not total exactly 100%. Results are not provided for some basic questions that are not highly relevant to the analysis of the emissions inspection fee.

As noted in Chapter II, only 15 test-only stations in El Paso responded to the survey, compared to 43 T&R stations that responded, so caution should be taken in assessing these data due to the extremely small sample size.

A. GENERAL STATION INFORMATION

Table IV-1 summarizes the typical hours of operation of stations in El Paso, the number of hours these stations are open per day, and the number of stations closed on each day of the week. This information is not directly input into the cost model, but it does provide some insight into labor usage between station types, as test-only stations are required to pay inspectors for their entire shifts regardless of whether they are conducting inspections. Overall, test-only and T&R stations have generally similar operating hours.

Table IV-1. Hours of Operation—El Paso

Day	Median Open Time	Median Close Time	Median Hours Open	Number Open	Number Closed
Test-Only					
Monday	9:00 a.m.	5:15 p.m.	8.5	15	0
Tuesday	9:00 a.m.	5:15 p.m.	8.5	15	0
Wednesday	9:00 a.m.	5:15 p.m.	8.5	15	0
Thursday	9:00 a.m.	5:15 p.m.	8.5	15	0
Friday	9:00 a.m.	5:15 p.m.	8.5	15	0
Saturday	9:00 a.m.	3:00 p.m.	6	15	0
Sunday	8:30 a.m.	5:00 p.m.	8.5	1	14
Test-and-Repair					
Monday	8:00 a.m.	6:00 p.m.	9.5	43	0
Tuesday	8:00 a.m.	6:00 p.m.	9.5	43	0
Wednesday	8:00 a.m.	6:00 p.m.	9.5	43	0
Thursday	8:00 a.m.	6:00 p.m.	9.5	43	0
Friday	8:00 a.m.	6:00 p.m.	9.25	43	0
Saturday	8:15 a.m.	4:45 p.m.	8.25	38	5
Sunday	9:00 a.m.	5:00 p.m.	9	3	40

Table IV-2 and Table IV-3 summarize the number of emissions inspection bays at each station and the uses for those bays. Table IV-2 shows how many bays in the station are used exclusively for emissions testing, while Table IV-3 counts the bays used for emissions testing and other work. The majority of test-only and T&R stations each have one bay used exclusively for testing.

Table IV-2. Number of Bays Used Exclusively for Testing—El Paso

Number of Bays	Number of Responses	Percent of Total Responses
Test-Only		
0	4	26.7%
1	10	66.7%
5+	1	6.7%
Total	15	100.0%
Test-and-Repair		
0	8	18.6%
1	32	74.4%
2	3	7.0%
Total	43	100.0%

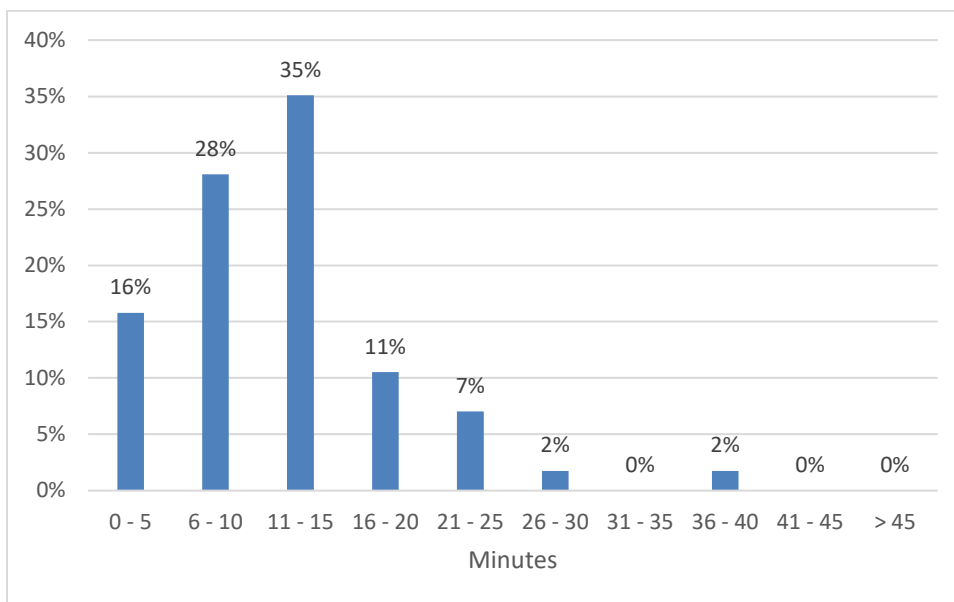
Table IV-3. Number of Bays Used for Testing and Other Uses—El Paso

Number of Bays	Number of Responses	Percent of Total Responses
Test-Only		
0	6	40.0%
1	7	46.7%
2	2	13.3%
Total	15	100.0%
Test-and-Repair		
0	22	51.2%
1	15	34.9%
2	3	7.0%
3	1	2.3%
5+	2	4.7%
Total	43	100.0%

B. THE EMISSIONS INSPECTION PROCESS

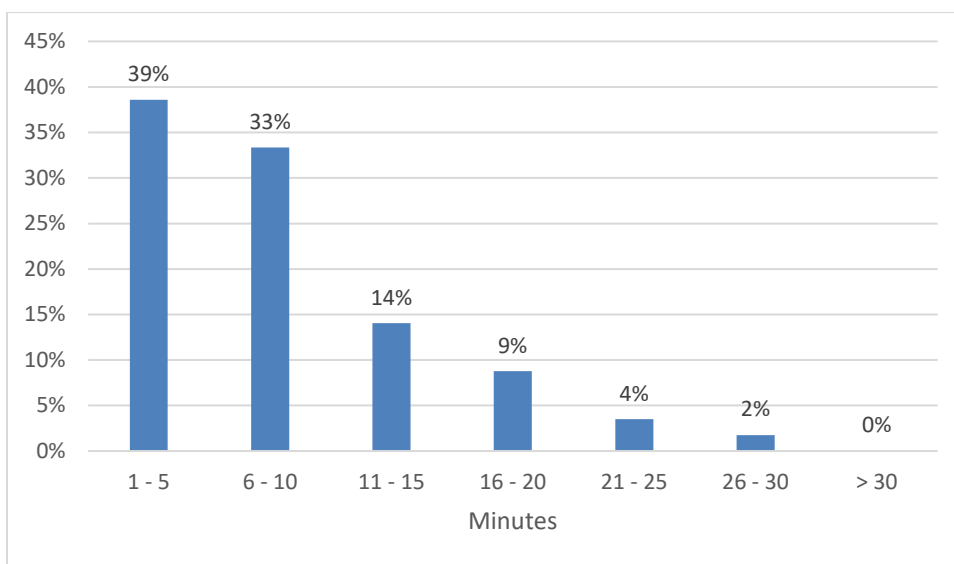
Figure IV-1 shows the distribution of survey responses regarding the average time (in minutes) for OBD tests. Only one station reported a testing time greater than 30 minutes. In El Paso, the median length of an OBD test is 12 minutes.

Figure IV-1. Average Time in Minutes to Conduct OBD Emissions Tests—El Paso



Respondents were asked how much additional time, on average, emissions inspectors spend with each emissions inspection customer to explain either the inspection process or reasons for failure and recommended repairs. Figure IV-2 shows the distribution of survey responses for this question. The median length of additional time spent with inspection customers in El Paso is 10 minutes. Nearly three-quarters of stations reported spending 10 or fewer additional minutes per customer.

Figure IV-2. Average Additional Time in Minutes Spent with Emissions Inspection Customers—El Paso



C. REPAIR SERVICE REVENUE

Stations offering repair services in addition to emissions inspections provided information about the revenue stream generated from repairs to vehicles that failed emissions inspections. Since the relevant questions were applicable only to T&R stations, the results shown below represent only T&R stations.

As Table IV-4 shows, 62.8% of T&R stations reported that between 1% and 20% of their repair revenue came from failed emissions repairs. Only one station reported that between 81% and 100% of its repair revenue came directly from failed emissions inspections.

Table IV-4. Percent of Repair Revenues Resulting from Failed Emissions Inspections—El Paso

Percent of Repair Revenues from Failed Inspections	Number of Responses	Percent of Total Responses
1–20%	27	62.8%
21–40%	9	20.9%
41–60%	3	7.0%
61–80%	3	7.0%
81–100%	1	2.3%
Total	43	100.0%

Table IV-5 shows that the average number of repair jobs per month that are generated from failed emissions inspections is 17.7, while the median is five repair jobs per month. The interquartile range is 21, with the middle half of the stations averaging between three and 24 repair jobs per month from failed emissions tests. Figure IV-3 shows the distribution of the responses in a histogram. The average cost of such a repair was \$379, with a median value of \$150 (Table IV-6). Figure IV-4 shows the distribution of the average cost of repairs from failed inspections. This information only gives insight into the gross revenue generated from repairs from failed inspections; it does not provide any insight into the additional profit from these repairs. Additionally, it does not feed directly into the cost model, but rather informs supplemental discussion about additional revenue from repairs.

Table IV-5. Typical Number of Repair Jobs per Month Resulting from Failed Emissions Tests—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
3	5	24	17.7	42

Figure IV-3. Distribution of Typical Number of Repair Jobs per Month Resulting from Failed Emissions Tests—El Paso

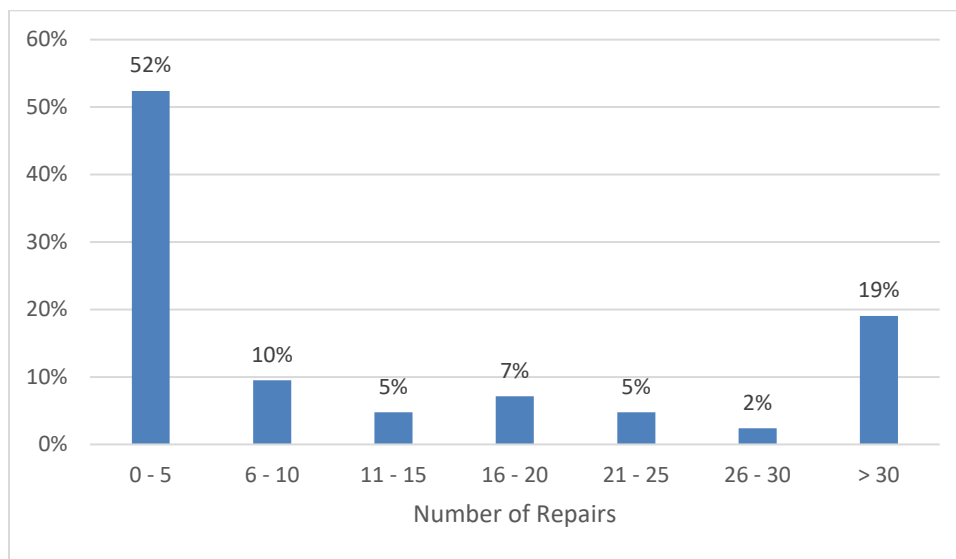
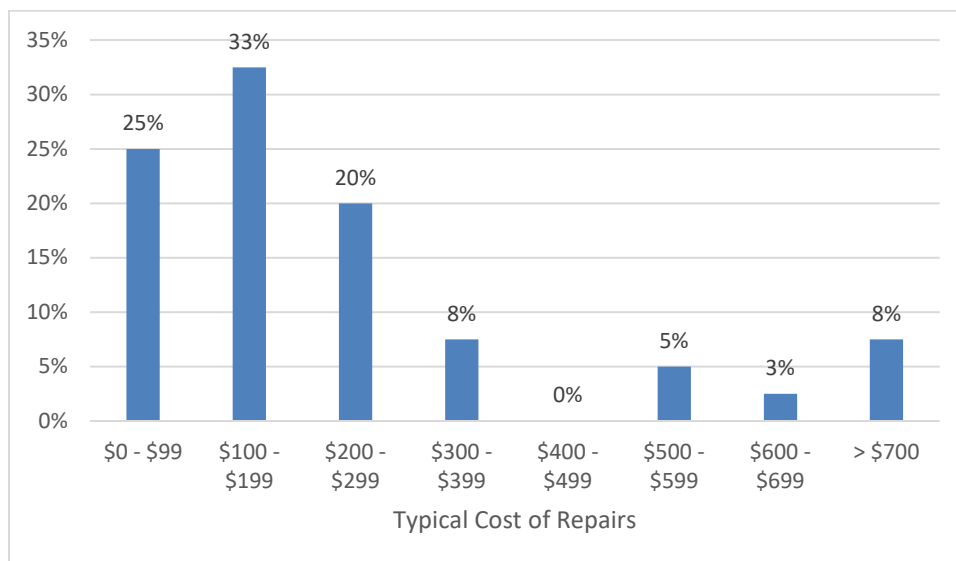


Table IV-6. Typical Repair Costs for an Emissions Test Failure—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$90.00	\$150.00	\$250.00	\$379.00	40

Figure IV-4. Distribution of Typical Repair Costs for an Emissions Test Failure—El Paso



D. EMISSIONS INSPECTORS

Table IV-7 summarizes the total number of vehicle emissions inspectors employed per station, by station type, in El Paso. Most respondents reported employing one, two, or three inspectors at their stations. The highest number of inspectors a test-only station reported employing was 10, while the highest number a T&R station reported was eight. Stations in El Paso employ a median of two inspectors.

**Table IV-7. Number of Emissions Inspectors
 Currently Employed by Stations—El Paso**

Number of Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
1	2	13.3%
2	6	40.0%
3	5	33.3%
4	1	6.7%
5+	1	6.7%
Total	15	100.0%
Test-and-Repair		
1	11	25.6%
2	18	41.9%
3	4	9.3%
4	4	9.3%
5+	6	14.0%
Total	43	100.0%

Table IV-8 and Table IV-9 provide numbers of emissions inspectors per station, broken down into full-time and part-time inspectors. “Full-time inspectors” are full-time employees qualified to perform inspections. They may spend all, some, or just a little of their work time doing inspections. “Part-time inspectors” are part-time employees qualified to do inspections, who likewise may spend only some working time doing inspections. These tables show that El Paso-area stations tend to hire more full-time than part-time emissions inspectors. Over half of test-only stations (60.0%) and a vast majority of T&R stations (79.1%) reported zero part-time inspectors.

Table IV-8. Number of Full-Time Emissions Inspectors—El Paso

Number of Full-Time Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
0	1	6.7%
1	5	33.3%
2	4	26.7%
3	4	26.7%
5+	1	6.7%
Total	15	100.0%
Test-and-Repair		
1	17	39.5%
2	15	34.9%
3	3	7.0%
4	3	7.0%
5+	5	11.6%
Total	43	100.0%

Table IV-9. Number of Part-Time Emissions Inspectors—El Paso

Number of Part-Time Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
0	9	60.0%
1	4	26.7%
2	2	13.3%
Total	15	100.0%
Test-and-Repair		
0	34	79.1%
1	5	11.6%
2	4	9.3%
Total	43	100.0%

To explore the extent to which stations focus on activities other than emissions inspections, stations were asked to estimate the percentage of time inspectors spend performing emissions inspections. Table IV-10 shows that at test-only stations, full-time inspectors spend a median of 40% of their time and part-time inspectors spend a median of 10% of their time conducting emissions inspections. At T&R stations, full-time inspectors spend a median of 35% of their time and part-time inspectors spend a median of 56% of their time conducting emissions inspections.

Table IV-10. Percentage of Time Spent Conducting Emissions Inspections, Full-Time and Part-Time Inspectors—El Paso

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Full-Time					
Test-Only	20%	40%	50%	44%	13
Test-and-Repair	19%	35%	61%	41%	39
Part-Time					
Test-Only	8%	10%	16%	25%	5
Test-and-Repair	10%	56%	65%	46%	8

Table IV-11 summarizes average hourly wages (unloaded¹³) paid to emissions inspectors, as well as per-test commissions paid, by station type in the El Paso program area. Median hourly wages at test-only stations (\$13.00) are \$2.00 less than at T&R stations (\$15.00). The median wage of emissions inspectors at test-only stations is between the average hourly wages for skill level 1 and skill level 2 auto service technicians and mechanics (\$11.59 and \$15.57, respectively) reported by the FLC Data Center (FLC, 2024). The median wage at T&R stations is close to the skill level 2 wage reported by the FLC. The cost model uses hourly wage information directly; it does not include per-test payments since most inspectors are paid hourly or by salary (as opposed to commission).

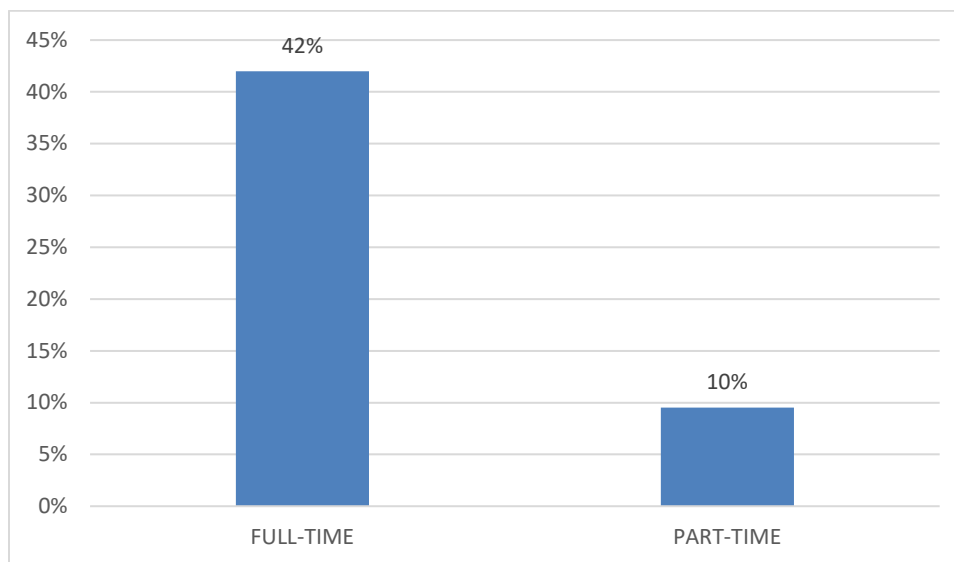
Table IV-11. Current Wages Paid to Emissions Inspectors, Hourly (\$/hr) and Per-Test—El Paso

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Hourly/Salary					
Test-only	\$11.50	\$13.00	\$14.50	\$12.58	13
Test-and-repair	\$12.00	\$15.00	\$15.50	\$28.38	36
Per-Test					
Test-only	\$1.00	\$3.50	\$10.00	\$4.83	6
Test-and-repair	\$4.00	\$7.50	\$18.00	\$9.58	6

The survey also asked how many full- and part-time emissions inspectors received benefits (e.g., “health care, paid leave, etc.”). Determining the number of inspectors who receive benefits allows the cost model to adjust the BLS fringe benefit rate to control for those inspectors who do receive benefits and those who do not. As Figure IV-5 shows, 42% of full-time emissions inspectors and only 10% of part-time inspectors in El Paso receive benefits.

¹³ Unloaded wages are wages without accounting for benefits the employee might receive.

Figure IV-5. Percent of Emissions Inspectors Receiving Benefits—El Paso



Respondents were asked if they incurred costs to train employees to conduct emissions inspections. If so, they were asked to provide dollar figures for different types of costs related to training, such as inspector training application fees, food and lodging costs, and wages paid for both on-the-job training and time spent on training courses. Table IV-12 shows that fewer than half of test-only stations in El Paso incurred training costs (46.7%) and fewer than half of T&R stations in El Paso incurred training costs in 2023 (39.5%).

Table IV-12. Does Your Station Incur Training Costs?—El Paso

Incur Training Costs?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	7	46.7%
No	7	46.7%
Not sure	1	6.7%
Total	15	100.0%
Test-and-Repair		
Yes	17	39.5%
No	19	44.2%
Not sure	7	16.3%
Total	43	100.0%

E. EMISSIONS TESTING EQUIPMENT, BUILDING, AND OTHER COSTS

Table IV-13 shows cost data for certified emissions testing analyzers. Emissions testing equipment data are presented on a per-unit basis rather than a per-station basis because stations may have more than one certified emissions testing analyzer. Because of the per-unit basis, totals may be larger than the number of stations that responded to the survey.

The results show a median purchase price of emissions inspection equipment of \$7,000 is within the price range for a single new certified OBD analyzer, which typically ranges from

\$6,895 to \$8,195 (TCEQ, 2024). The median price reported for rented equipment is \$250. The rental price is greater than the published rental prices for OBD analyzers, which are between \$195 and \$218.90 before taxes.

Table IV-13. Cost of Certified Emissions Testing Analyzers by Ownership Status—El Paso

Ownership Status	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Owned	\$3,500	\$7,000	\$13,000	\$8,502	25
Rented	\$230	\$250	\$250	\$277	24

As shown in Table IV-14, a quarter of units were purchased with cash (25.0%) (i.e., paid in full versus a bank loan or lease). For the cost model, it is assumed that stations are renting emissions inspection equipment, so the cost models use the median rent price reported by stations across all program areas (\$245).

Table IV-14. Financing Mechanisms for Purchasing Emissions Testing Analyzers—El Paso

Finance Type	Number of Responses	Percent of Total Responses
Paid cash	17	25.0%
Lease-to-purchase	3	4.4%
Bank loan	3	4.4%
Rented	34	50.0%
<i>Not disclosed</i>	11	16.2%
Total*	68	100.0%

* Total refers to the number of emissions testing analyzers. Of the 58 respondents in the El Paso program area, 3.4% (2 stations) reported more than one certified analyzer.

For stations that financed the purchase of analyzers, Table IV-15 shows the median lease-to-purchase or bank loan term is three years. Figure IV-6 shows the distribution of these loan terms for test-only and T&R stations combined. Three stations reported loan terms between one and three years, and two reported terms between four and six years.

Table IV-15. Lease-to-Purchase or Bank Loan Term (Years)—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
2	3	3	2.6	5

Figure IV-6. Distribution of Lease-to-Purchase or Bank Loan Term (Years)—El Paso

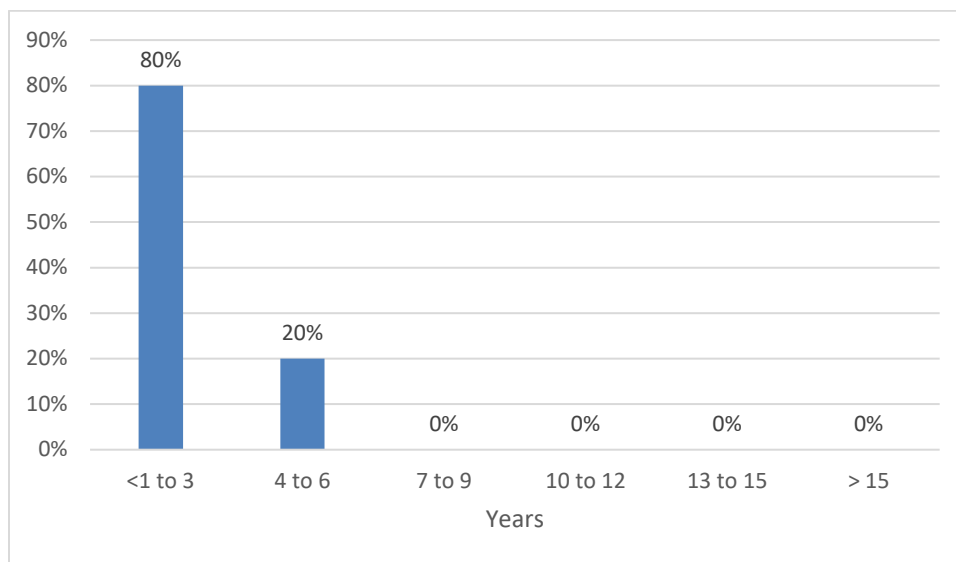
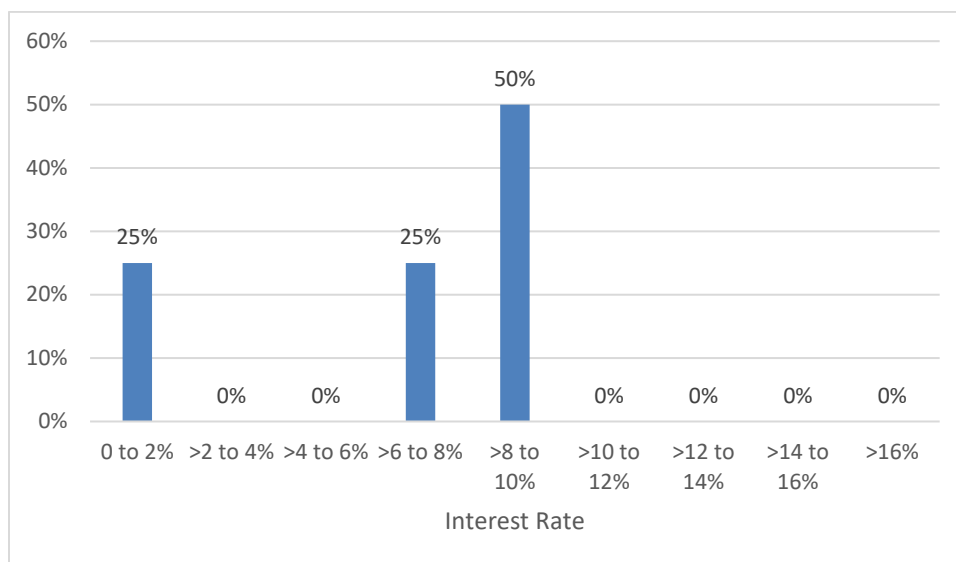


Table IV-16 shows reported lease-to-purchase or bank loan interest rates for these stations. The average reported value for interest rates on financed analyzers was 6.7%, and the median was 8.5%. Figure IV-7 shows the distribution of these loan terms for current equipment.

Table IV-16. Interest Rates for Lease-to-Purchase or Bank Loan—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
3.5%	8.5%	10.0%	6.7%	4

Figure IV-7. Distribution of the Interest Rates for Lease-to-Purchase or Bank Loan—El Paso



Upon purchasing an emissions inspection analyzer, a station can usually opt into an annual maintenance package. Of the 15 test-only respondents, none reported having a maintenance package for their emissions inspection analyzer. Of the 43 T&R survey respondents, three (7%) confirmed they have annual maintenance packages. Table IV-17 shows the breakdown of annual maintenance package costs for T&R stations. T&R stations had a median annual maintenance package cost of \$2,100, which is similar to the average cost of \$2,067.

Table IV-17. Annual Maintenance Package Costs—El Paso

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Test-only	NA	NA	NA	NA	0
Test-and-repair	\$100	\$2,100	\$4,000	\$2,067	3

Some stations also incur maintenance costs not covered by a service contract or maintenance package agreement. Table IV-18 shows the median reported value of these costs was \$500 annually for both test-only stations and for T&R stations.

Table IV-18. Extra Maintenance Costs Not Covered by Maintenance Plans—El Paso

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Test-only	\$0	\$500	\$600	\$1,517	15
Test-and-repair	\$0	\$500	\$1,500	\$1,032	38

Stations were also asked whether they have ever gotten rid of emissions testing equipment they no longer needed. As shown in Table IV-19 below, the vast majority of respondents had not sold, paid to get rid of, or gotten rid of old equipment for free. As shown in Table IV-20, not all stations reported how they got rid of the equipment (i.e., for free, paid, or sold). In total, 11 stations got rid of emissions testing equipment, but only nine stations provided information on how they got rid of the equipment, with three of those stations getting rid of two analyzers each. Due to the small number of responses to these questions, these results are not likely to be particularly representative of the whole industry.

Table IV-19. Stations That Got Rid of Emissions Testing Equipment—El Paso

Ever Got Rid of Equipment?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	3	20.0%
No	12	80.0%
Not sure	0	0.0%
Total	15	100.0%
Test-and-Repair		
Yes	8	18.6%
No	31	72.1%
Not sure	3	7.0%
Missing	1	2.3%
Total	43	100.0%

Table IV-20. How Stations Got Rid of Emissions Testing Equipment—El Paso

Free, Paid, or Sold?	Number of Responses	Percent of Total Responses
I sold this	1	7.1%
I paid to get rid of this	3	21.4%
I got rid of this for free	8	57.1%
I traded this in	0	0.0%
<i>Not disclosed</i>	2	14.3%
Total Analyzers	14	100.0%

More information about the equipment that stations got rid of (e.g., years owned, costs or profits from getting rid of the equipment) is summarized in Table IV-21, Table IV-22, and Table IV-23. The equipment that respondents got rid of in El Paso was owned for an average of 7.3 years. Three stations reported paying to get rid of decommissioned equipment, and one station reported selling their decommissioned equipment.

Table IV-21. Years Owned Before Station Got Rid of Equipment—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
5.0	6.5	10.0	7.3	14

Table IV-22. Cost to Get Rid of Equipment—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$450.00	\$6,500.00	\$20,000.00	\$8,983.30	3

Table IV-23. Revenue from Getting Rid of Equipment—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$2,000	\$2,000	\$2,000	\$2,000	1

In El Paso, 66.7% of test-only stations and 74.4% of T&R stations reported that they never added or acquired building space (i.e., bay space) to perform vehicle emissions testing. One T&R station was unsure. The analytical model is designed to provide results both with and without emissions-testing-related building costs to assess the financial health of stations that either have only equipment costs or those that have both testing-related building space costs and equipment costs. Table IV-24 provides an overview of the number of stations that purchased or rented/leased their building space. The data show that the vast majority (80.0%) of test-only stations rent/lease the building space used for vehicle emissions testing, while about half (48.8%) of T&R stations own the building space used for emissions testing.

Table IV-24. Building Space Rented or Purchased?—El Paso

Purchase or Rent?	Number of Responses	Percent of Total Responses
Test-Only		
Purchase	3	20.0%
Rent/lease	12	80.0%
Total	15	100.0%
Test-and-Repair		
Purchase	21	48.8%
Rent/lease	21	48.8%
Missing	1	2.3%
Total	43	100.0%

Overall, few stations in El Paso reported offering free emissions inspections (other than performing free retests of vehicles that failed initial inspection at their station). Only 20.0% of test-only stations and 23.3% of the T&R stations offer free emissions tests (see Table IV-25). These stations offer free tests for a variety of reasons, such as customers just outside the 15-day retest window or customers who failed at another station. As shown in Table IV-26 and Table IV-27, none of the stations surveyed in El Paso offer emissions inspections for a reduced fee (under \$11.50).

Table IV-25. Free Emissions Tests (Except Free Retests)—El Paso

Free Tests Ever Given?	Number of Responses	Percent of Total Responses
Test-Only		
No	12	80.0%
Yes	3	20.0%
Total	15	100.0%
Test-and-Repair		
No	33	76.7%
Yes	10	23.3%
Total	43	100.0%

Table IV-26. Reduced-Fee Emissions Tests (Less than \$11.50)—El Paso

Charged Less than \$11.50?	Number of Responses	Percent of Total Responses
Test-Only		
No	15	100.0%
Yes	0	0.0%
Total	15	100.0%
Test-and-Repair		
No	43	100.0%
Yes	0	0.0%
Total	43	100.0%

Table IV-27. Typical Reduced Fees Charged (Less than \$11.50)—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
NA	NA	NA	NA	0

Respondents were also asked whether the fee for emissions inspections covers the associated costs. As shown in Table IV-28, the majority of respondents—73.3% of test-only stations and 83.7% of T&R stations—answered, “no, the fee does not cover costs.” Though the cost model does not include this information, it is important to the overall discussion of whether fees cover costs. Chapter VII provides an overview of stations’ explanations for why the fee does not cover costs.

Table IV-28. Does Fee Cover Emissions Testing Costs?—El Paso

Fee Covers Testing Costs?	Number of Responses	Percent of Total Responses
Test-Only		
No	11	73.3%
Yes	4	26.7%
Total	15	100.0%
Test-and-Repair		
No	36	83.7%
Yes	6	14.0%
<i>Missing</i>	1	2.3%
Total	43	100.0%

ERG compared responses to these questions on free and reduced-fee emissions tests and the adequacy of the fee to cover test-related expenses. In the El Paso program area, 10.0% of stations that indicate the \$11.50 emissions test fee covers their costs say they offer free tests. This percent is lower than the 25.5% of respondents that say the fee does not cover their emissions-test-related costs, but still offer free tests. No stations in El Paso said that they offer tests for a reduced price.

F. SAFETY INSPECTION REVENUE

Respondents were asked to estimate the percentage of the station’s total annual revenue derived from the \$7.00 safety inspection fee, a program that will end on December 31, 2024. As shown in Table IV-29, test-only stations in the El Paso program area report deriving a smaller percentage of total annual revenue from safety inspection fees than T&R stations. A total of 26.7% of test-only stations report 25% or more of their annual revenue is from safety inspections, compared to 30.2% of T&R stations.

Table IV-29. Percent of Annual Revenue from Safety Inspection Fees—El Paso

Percent of Annual Revenue from Safety Inspection Fees	Number of Responses	Percent of Total Responses
Test-Only		
Less than 0.5%	1	6.7%
0.5–0.99%	1	6.7%
1.0–2.99%	2	13.3%
3.0–4.99%	1	6.7%
5.0–9.99%	2	13.3%
10.0–14.99%	4	26.7%
15.0–24.99%	0	0.0%
25.0% or greater	4	26.7%
Total	15	100.0%
Test-and-Repair		
Less than 0.5%	6	14.0%
0.5–0.99%	5	11.6%
1.0–2.99%	5	11.6%
3.0–4.99%	1	2.3%
5.0–9.99%	5	11.6%
10.0–14.99%	4	9.3%
15.0–24.99%	3	7.0%
25.0% or greater	13	30.2%
<i>Missing</i>	1	2.3%
Total	43	100.0%

Stations were also asked to estimate the amount of time it takes to visually inspect six items that will be incorporated into the emissions inspection when safety inspections end: the exhaust gas recirculation system, evaporative emissions control system, positive crankcase ventilation system, thermostatic air cleaner, air injection system, and catalytic converter for selected model years. Table IV-30 shows that the average number of minutes it will take to visually inspect these items is 11.7, while the median is 10 minutes.

Table IV-30. Minutes to Visually Inspect Six Items Moving from Safety Inspection to Emissions Inspection—El Paso

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
5	10	15	11.7	43

V. ARR SURVEY RESULTS

This chapter describes the survey responses for test-only and T&R stations in the ARR program area (the survey instrument itself can be found in Appendix A of this report). Any survey fields that were left blank are reported as “missing.” Due to rounding, the percentages in some tables do not total exactly 100%. Results are not provided for some basic questions that are not highly relevant to the analysis of the emissions inspection fee.

As noted in Chapter II, only 29 test-only stations in ARR submitted surveys, compared to 66 T&R stations. Caution should be taken in assessing the data from test-only stations due to this small sample size.

A. GENERAL STATION INFORMATION

Table V-1 summarizes the typical hours of operation for stations in ARR, the number of hours these stations are open per day, and the number of stations closed on each day of the week. This information is not directly input into the cost model, but it does provide some insight into labor usage between station types, as test-only stations are required to pay inspectors for their entire shifts regardless of whether they are conducting inspections. Overall, test-only and T&R stations have similar operating hours, although a higher percentage of T&R stations are closed on Saturdays. Although two test-only stations reported being open on Sunday, neither of them reported their Sunday hours.

Table V-1. Hours of Operation—ARR

Day	Median Open Time	Median Close Time	Median Hours Open	Number Open	Number Closed
Test-Only					
Monday	8:30 a.m.	5:00 p.m.	8.25	29	0
Tuesday	8:30 a.m.	5:00 p.m.	8.25	29	0
Wednesday	8:30 a.m.	5:00 p.m.	8.25	29	0
Thursday	8:30 a.m.	5:00 p.m.	8.25	29	0
Friday	8:30 a.m.	5:00 p.m.	8.25	29	0
Saturday	9:00 a.m.	4:00 p.m.	7	22	7
Sunday	–	–	–	2	27
Test-and-Repair					
Monday	8:00 a.m.	5:30 p.m.	9	66	0
Tuesday	8:00 a.m.	5:30 p.m.	9.25	64	2
Wednesday	8:00 a.m.	5:30 p.m.	9	66	0
Thursday	8:00 a.m.	5:30 p.m.	9	66	0
Friday	8:00 a.m.	5:30 p.m.	9	66	0
Saturday	8:00 a.m.	4:00 p.m.	8	40	26
Sunday	9:00 a.m.	4:00 p.m.	6	3	63

Table V-2 and Table V-3 summarize the number of emissions inspection bays at each station and the uses for those bays. Table V-2 shows how many bays in the station are used exclusively for emissions testing, while Table V-3 shows the bays used for emissions testing in addition to other uses. For test-only stations, 37.9% say they have no bays used exclusively for testing, while 69.7% of T&R stations have at least one bay used exclusively for testing.

Table V-2. Number of Bays Used Exclusively for Testing—ARR

Number of Bays	Number of Responses	Percent of Total Responses
Test-Only		
0	11	37.9%
1	17	58.6%
2	1	3.4%
Total	29	100.0%
Test-and-Repair		
0	20	30.3%
1	41	62.1%
2	4	6.1%
3	1	1.5%
Total	66	100.0%

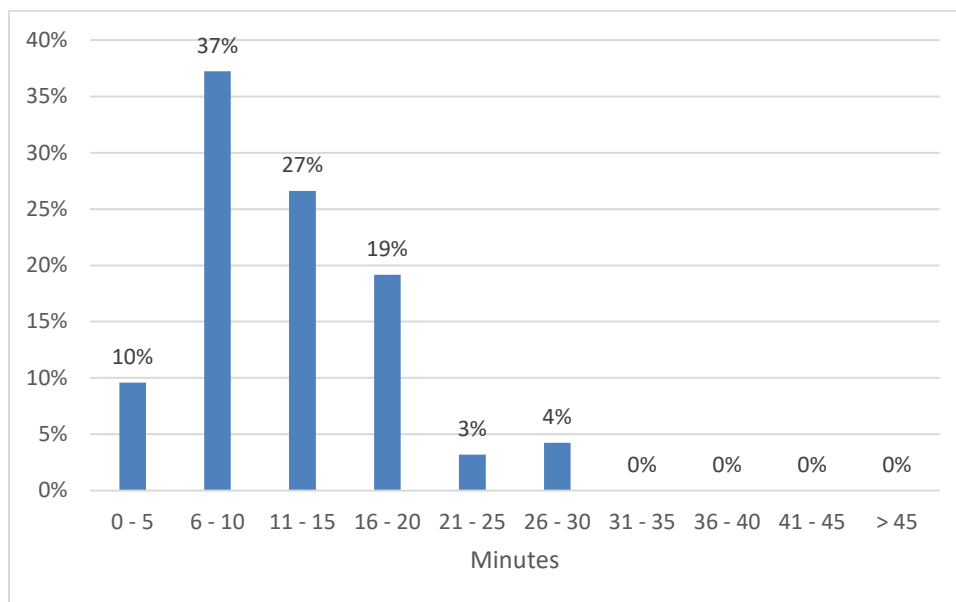
Table V-3. Number of Bays Used for Testing and Other Uses—ARR

Number of Bays	Number of Responses	Percent of Total Responses
Test-Only		
0	13	44.8%
1	11	37.9%
2	3	10.3%
3	2	6.9%
Total	29	100.0%
Test-and-Repair		
0	22	33.3%
1	28	42.4%
2	7	10.6%
4	1	1.5%
5+	8	12.1%
Total	66	100.0%

B. THE EMISSIONS INSPECTION PROCESS

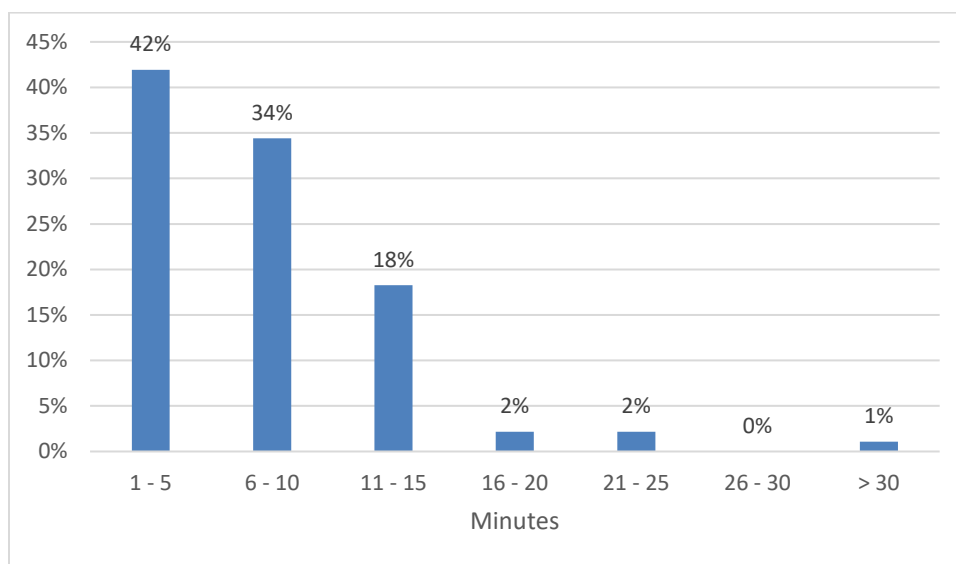
Figure V-1 shows the distribution of survey responses regarding the average time (in minutes) for OBD tests. No stations reported OBD testing times greater than 30 minutes. The median length was 13.5 minutes.

Figure V-1. Average Time in Minutes to Conduct OBD Emissions Tests—ARR



Respondents were also asked how much additional time, on average, is spent with each emissions inspection customer to explain either the emissions inspection process or reasons for failure and recommended repairs. The median length of additional time spent with inspection customers in ARR was 10 minutes. Figure V-2 shows the distribution of responses for the average time (in minutes) that emissions inspectors spend with emissions inspection customers.

Figure V-2. Average Additional Time in Minutes Spent with Emissions Inspection Customers—ARR



C. REPAIR SERVICE REVENUE

Stations offering repair services in addition to emissions testing provided information about the revenue stream generated from repairs to vehicles that failed emissions inspections. Since the relevant questions were applicable only to T&R stations, the results shown below represent only T&R stations.

As Table V-4 shows, 83.3% of T&R stations reported that between 1% and 20% of their repair revenue resulted from work following failed emissions inspections. Only two stations reported that 41% or more of their repair revenue resulted from work following failed emissions inspections.

Table V-4. Percent of Repair Revenues Resulting from Failed Emissions Inspections—ARR

Percent of Repair Revenues from Failed Inspections	Number of Responses	Percent of Total Responses
1–20%	55	83.3%
21–40%	9	13.6%
41–60%	1	1.5%
61–80%	0	0.0%
81–100%	1	1.5%
Total	66	100.0%

Table V-5 shows that the average number of repair jobs per month from failed emissions inspections is 10.7, while the median value is four. The interquartile range is eight. Figure V-3 shows the distribution of the responses in a histogram. The average and median typical cost of such a repair is \$296 and \$250, respectively (see Table V-6), and Figure V-4 shows the distribution of these repair costs in a histogram. This information only gives insight into the gross revenue generated by repairs from failed inspections; it does not provide any insight to the additional profit from these repairs. Additionally, it does not feed directly into the cost model, but rather informs supplemental discussion about additional revenue from repairs.

Table V-5. Typical Number of Repair Jobs per Month Resulting from Failed Emissions Tests—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
2	4	10	10.7	63

Figure V-3. Distribution of Typical Number of Repair Jobs per Month Resulting from Failed Emissions Tests—ARR

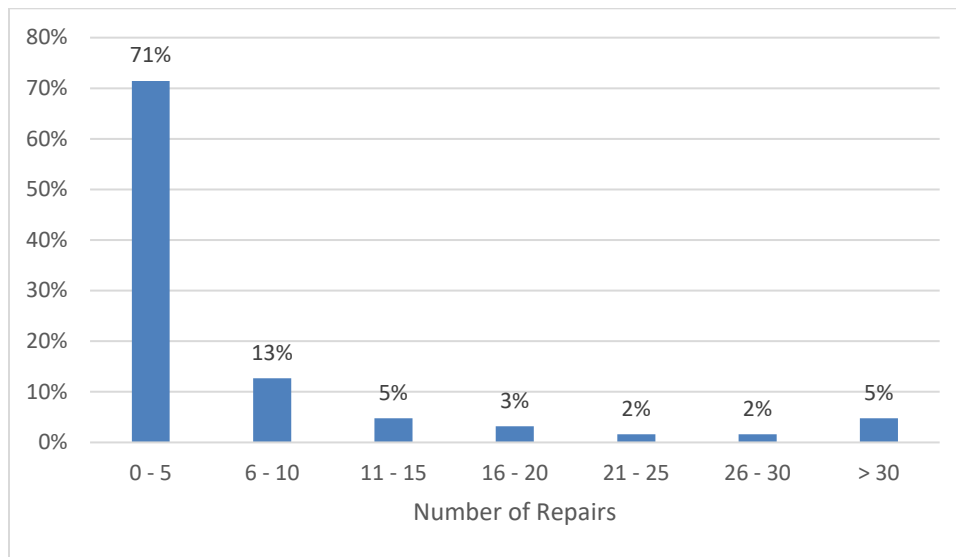
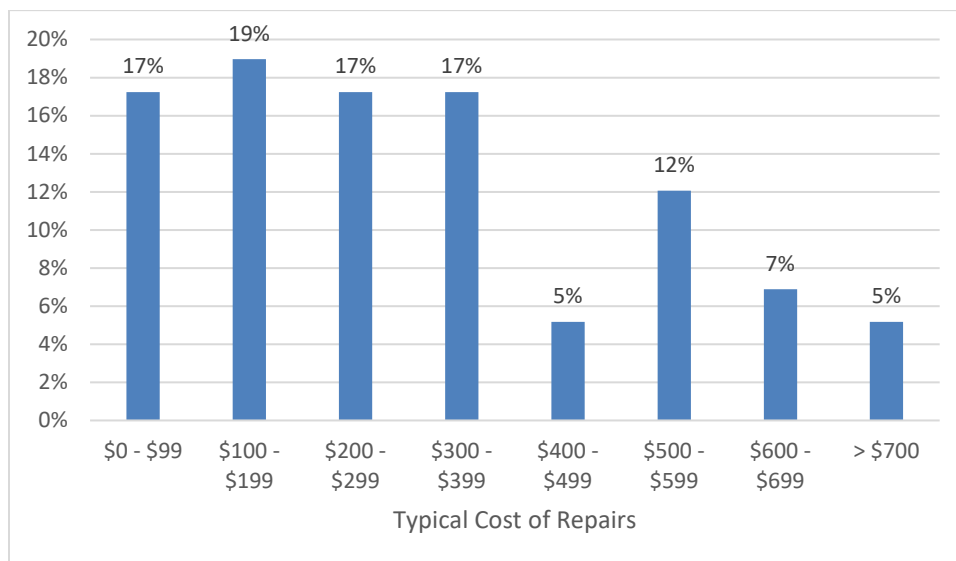


Table V-6. Typical Repair Cost for an Emissions Test Failure—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$100	\$250	\$450	\$296	58

Figure V-4. Distribution of Typical Repair Costs for an Emissions Test Failure—ARR



D. EMISSIONS INSPECTORS

Table V-7 summarizes the total number of vehicle emissions inspectors employed per station, by station type, for ARR. Most respondents reported employing one to four inspectors at their stations. The highest number of inspectors a test-only station reported employing was nine, while the highest number a T&R station reported was 27. Stations in ARR employ a median of two inspectors.

Table V-7. Number of Emissions Inspectors Currently Employed by the Station—ARR

Number of Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
1	6	20.7%
2	10	34.5%
3	7	24.1%
4	2	6.9%
5+	4	13.8%
Total	29	100.0%
Test-and-Repair		
1	17	25.8%
2	18	27.3%
3	12	18.2%
4	3	4.5%
5+	16	24.2%
Total	66	100.0%

Table V-8 and Table V-9 provide numbers of emissions inspectors per station, broken down into full-time and part-time inspectors. “Full-time inspectors” are full-time employees qualified to perform inspections. They may spend all, some, or just a little of their work time doing inspections. “Part-time inspectors” are part-time employees qualified to do inspections, who likewise may spend only some working time doing inspections. These tables show that ARR program area stations tend to employ more full-time than part-time emissions inspectors. This is especially true for T&R stations: only 21.2% reported having any part-time employees. Only one station in the ARR program area reported employing more than two part-time inspectors.

Table V-8. Number of Full-Time Emissions Inspectors—ARR

Number of Full-Time Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
0	2	6.9%
1	10	34.5%
2	8	27.6%
3	5	17.2%
4	2	6.9%
5+	2	6.9%
Total	29	100.0%
Test-and-Repair		
0	2	3.0%
1	22	33.3%
2	16	24.2%
3	9	13.6%
4	2	3.0%
5+	15	22.7%
Total	66	100.0%

Table V-9. Number of Part-Time Emissions Inspectors—ARR

Number of Part-Time Inspectors Employed by Station	Number of Responses	Percent of Total Responses
Test-Only		
0	20	69.0%
1	3	10.3%
2	5	17.2%
3	1	3.4%
Total	29	100.0%
Test-and-Repair		
0	52	78.8%
1	11	16.7%
2	3	4.5%
Total	66	100.0%

To explore the extent to which stations focus on activities other than emissions inspections, stations were asked to estimate the percentage of time inspectors spend performing emissions inspections. Table V-10 shows that at test-only stations, full-time inspectors spend a median of 50% of their time and part-time inspectors spend a median of 80% of their time conducting emissions inspections. At T&R stations, full-time inspectors spend a median of 20% of their time and part-time inspectors spend a median of 23% of their time conducting emissions inspections.

Table V-10. Percentage of Time Spent Conducting Emissions Inspections, Full-Time and Part-Time Inspectors—ARR

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Full-Time					
Test-Only	40%	50%	100%	60%	26
Test-and-Repair	5%	20%	40%	31%	59
Part-Time					
Test-Only	10%	80%	100%	58%	7
Test-and-Repair	5%	23%	52%	28%	14

Table V-11 summarizes average hourly wages (unloaded¹⁴) paid to emissions inspectors, as well as per-test commissions paid, by station type in the ARR program area. Median hourly wages are slightly higher at T&R stations (\$20.00) than test-only stations (\$19.25). The median wage figures are higher than the \$14.80 average hourly wage reported for skill level 1 auto service technicians and mechanics as reported by the FLC Data Center but are very similar to the \$20.10 average hourly wage for skill level 2 auto service technicians (FLC, 2024). The cost model uses hourly wage information directly; it does not include per-test payments, since most inspectors are paid hourly or by salary (as opposed to commission).

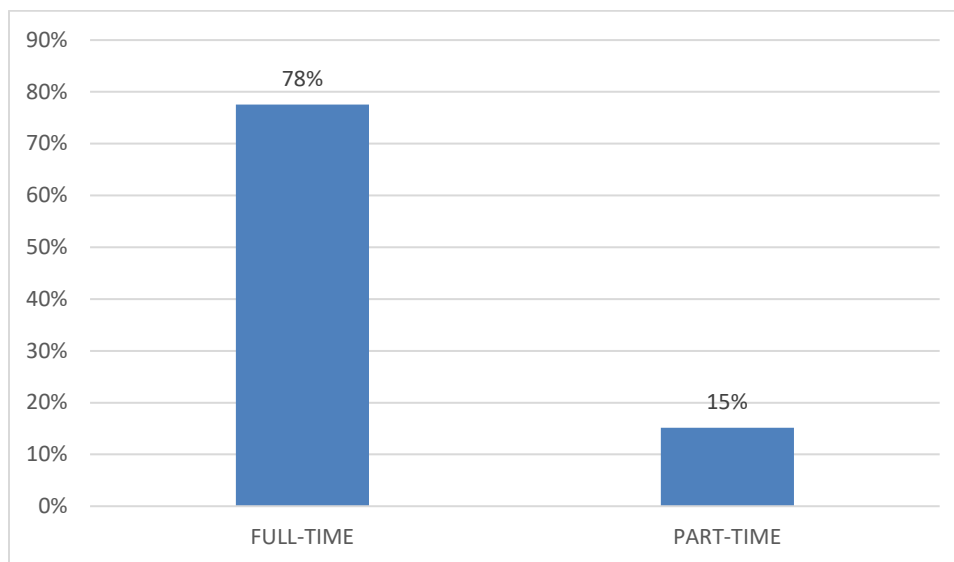
Table V-11. Current Wages Paid to Emissions Inspectors, Hourly (\$/hr) and Per-Test—ARR

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Hourly/Salary					
Test-only	\$15.50	\$19.25	\$20.00	\$19.52	24
Test-and-repair	\$18.00	\$20.00	\$25.00	\$29.86	47
Per-Test					
Test-only	\$4.13	\$6.00	\$7.50	\$5.81	4
Test-and-repair	\$5.00	\$10.00	\$15.00	\$12.60	19

The survey also asked how many full- and part-time emissions inspectors received benefits (e.g., “health care, paid leave, etc.”). Determining the number of inspectors who receive benefits allows the cost model to adjust the BLS fringe benefit rate to control for those inspectors who do receive benefits and those who do not. As shown in Figure V-5, 78% of full-time emissions inspectors and 15% of part-time inspectors in the ARR program area receive benefits.

¹⁴ Unloaded wages are wages without accounting for benefits the employee might receive.

Figure V-5. Percent of Emissions Inspectors Receiving Benefits—ARR



Respondents were asked if they incurred costs to train employees to conduct emissions inspections. If so, they were asked to provide dollar figures for different types of costs related to training, such as inspector training application fees, food and lodging costs, and wages paid for both on-the-job training and time spent on training courses. Table V-12 shows that T&R stations in ARR were similarly likely to incur training costs (42.4%) compared to test-only stations (41.4%).

Table V-12. Does Your Station Incur Training Costs?—ARR

Incur Training Costs?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	12	41.4%
No	15	51.7%
Not sure	2	6.9%
Total	29	100.0%
Test-and-Repair		
Yes	28	42.4%
No	30	45.5%
Not sure	8	12.1%
Total	66	100.0%

E. EMISSIONS TESTING EQUIPMENT, BUILDING, AND OTHER COSTS

Table V-13 shows cost data for certified emissions testing analyzers. Emissions testing equipment data are presented on a per-unit basis rather than a per-station basis because stations may have more than one certified emissions testing analyzer. Because of the per-unit basis, totals may be larger than the number of stations that responded to the survey.

The results show a median purchase price of emissions inspection equipment of \$9,000. This value is higher than the price for a single new certified OBD analyzer, which typically ranges from \$6,895 to \$8,195 (TCEQ, 2024). The median price reported for rented equipment is \$250 per month. The rental price is comparable to the published rental prices for OBD analyzers, which are between \$195 and \$218.90 before taxes.

Table V-13. Cost of Certified Emissions Testing Analyzers by Ownership Status—ARR

Ownership Status	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Owned	\$7,500	\$9,000	\$17,000	\$13,235	38
Rented	\$237	\$250	\$300	\$307	54

As shown in Table V-14, 29.6% of current equipment purchases were paid for with cash (i.e., paid in full versus a bank loan or lease), 0.9% were financed with lease-to-purchase agreements, and 3.5% required bank loans. For the cost model, it is assumed that stations are renting emissions inspection equipment, so the cost models use the median rent price reported by stations across all program areas (\$245).

Table V-14. Financing Mechanisms for Purchasing Emissions Testing Analyzers—ARR

Finance Type	Number of Responses	Percent of Total Responses
Paid cash	34	29.6%
Lease-to-purchase	1	0.9%
Bank loan	4	3.5%
Rented	59	51.3%
<i>Not disclosed</i>	17	14.8%
Total*	115	100.0%

* Total refers to the number of emissions testing analyzers. Of the 95 respondents in the ARR program area, 15.8% (15 stations) reported more than one certified analyzer.

Table V-15 shows the typical lease-to-purchase or bank loan terms for current equipment used by stations responding to the survey. The median term is five years; the average is 5.5 years. The interquartile range for these data is one year. Figure V-6 more clearly illustrates this distribution of loan terms for the ARR program area.

Table V-15. Lease-to-Purchase or Bank Loan Term (Years)—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
5.0	5.0	6.0	5.5	4

Figure V-6. Distribution of Lease-to-Purchase or Bank Loan Term (Years)—ARR

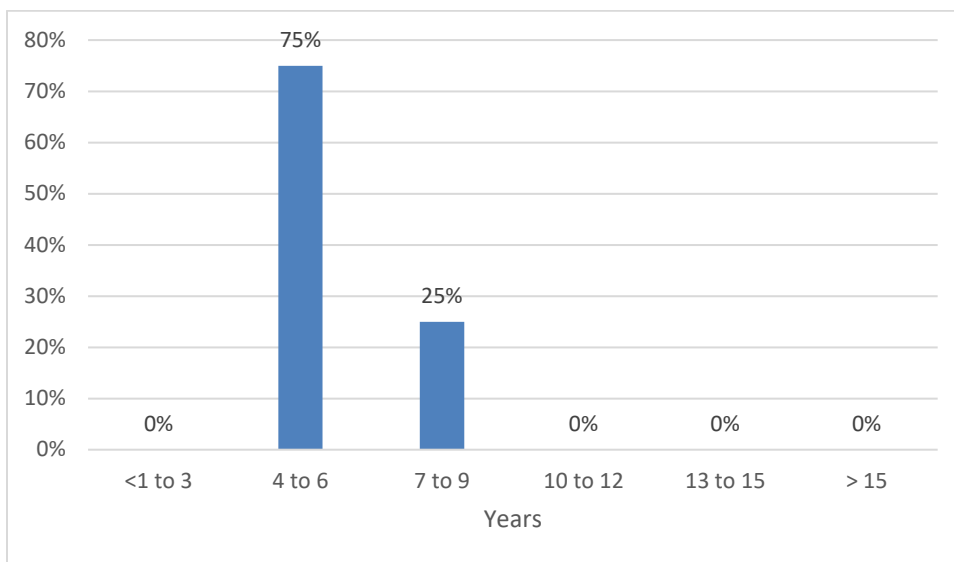
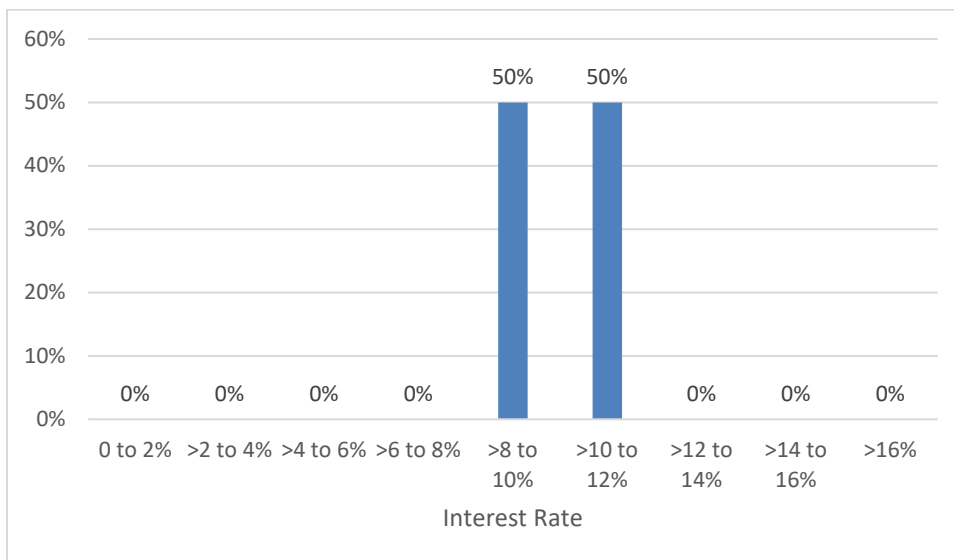


Table V-16 shows the reported lease-to-purchase or bank loan interest rates for four stations. The average and median reported values for interest rates on financed analyzers were both 11.0%. The interquartile range (middle half of the data) is 10.0% to 12.0%. Figure V-7 shows the distribution of these loan interest rates.

Table V-16. Interest Rates for Lease-to-Purchase or Bank Loan—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
10.0%	11.0%	12.0%	11.0%	4

Figure V-7. Distribution of Interest Rates for Lease-to-Purchase or Bank Loan—ARR



Upon purchasing an emissions inspection analyzer, a station can usually opt into an annual maintenance package. Table V-17 shows that only two test-only stations reported having an annual maintenance package cost in 2023. The median for these two stations was \$2,082; this cost was similar to the median amount reported by T&R stations (\$1,800) for maintenance packages for their emissions inspection equipment.

Table V-17. Annual Maintenance Package Costs—ARR

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Test-only	\$1,764	\$2,082	\$2,400	\$2,082	2
Test-and-repair	\$960	\$1,800	\$2,500	\$1,939	11

Some stations also incur additional maintenance costs not covered by a service contract or maintenance agreement. These costs are shown in Table V-18. The median reported value of these additional annual costs was \$300 for test-only stations and \$225 for T&R stations.

Table V-18. Extra Annual Maintenance Costs Not Covered by Maintenance Plans—ARR

Station Type	25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
Test-only	\$0	\$300	\$780	\$1,107	25
Test-and-repair	\$0	\$225	\$1,000	\$988	56

Stations were also asked whether they had ever gotten rid of emissions testing equipment they no longer needed. As shown in Table V-19, 31.0% of test-only respondents and 18.2% of T&R stations in ARR reported having ever gotten rid of old equipment. Among stations that provided data on decommissioned analyzers, over half decommissioned their equipment for free, as shown in Table V-20. In total, 21 stations got rid of emissions testing equipment, but only 14 stations provided information on how they got rid of the equipment, with two stations providing details on multiple analyzers. Due to the small number of responses to the questions on equipment stations got rid of, these results are not likely to be representative of the whole industry.

Table V-19. Stations That Got Rid of Emissions Testing Equipment—ARR

Ever Got Rid of Equipment?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	9	31.0%
No	18	62.1%
Not sure	2	6.9%
Total	29	100.0%
Test-and-Repair		
Yes	12	18.2%
No	45	68.2%
Not sure	7	10.6%
Missing	2	3.0%
Total	66	100.0%

Table V-20. How Stations Got Rid of Emissions Testing Equipment—ARR

Free, Paid, or Sold?	Number of Responses	Percent of Total Responses
I sold this	0	0.0%
I paid to get rid of this	2	8.7%
I got rid of this for free	13	56.5%
I traded this in	0	0.0%
<i>Not disclosed</i>	8	34.8%
Total Analyzers	23	100.0%

More information about the equipment that stations got rid of (e.g., years owned, costs or profits from getting rid of the equipment) is summarized in Table V-21, Table V-22, and Table V-23. The 23 decommissioned analyzers on which respondents in the ARR program area provided data were owned for an average of 7.2 years. One station reported paying \$80 to get rid of an analyzer. No stations reported selling a decommissioned analyzer.

Table V-21. Years Owned Before Stations Got Rid of Equipment—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
7.0	6.0	10.0	7.2	23

Table V-22. Cost to Get Rid of Equipment—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$80	\$80	\$80	\$80	1

Table V-23. Revenue from Getting Rid of Equipment—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
NA	NA	NA	NA	0

In ARR, about 73% of stations overall (51.7% of test-only stations and 81.8% of T&R stations) did not add or acquire building space (i.e., bay space) to perform vehicle emissions inspections. The analytical model is designed to provide results both with and without emissions testing related building costs to assess the financial health of stations that either have only equipment costs or those that have both testing-related building space costs and equipment costs. Table V-24 provides an overview of whether stations purchased or rented/leased their building space. The data show that more test-only stations (69.0%) rent or lease their space than T&R stations (59.1%).

Table V-24. Building Space Rented or Purchased?—ARR

Purchase or Rent?	Number of Responses	Percent of Total Responses
Test-Only		
Purchase	9	31.0%
Rent/lease	20	69.0%
Total	29	100.0%
Test-and-Repair		
Purchase	26	39.4%
Rent/lease	39	59.1%
<i>Missing</i>	1	1.5%
Total	66	100.0%

Table V-25 shows that 17.2% of test-only stations reported providing free emissions inspections (other than free retests on vehicles that previously failed inspection), and Table V-26 shows that 3.4% of test-only stations (only one station) reported having offered emissions inspections at reduced fees (under \$11.50). In comparison, 19.7% of T&R stations reported having provided free tests (other than free retests after an initial failure), and 1.5% (only one station) reported offering emissions inspections at reduced fees (under \$11.50).

Stations reported several reasons for offering free emissions inspections, including for general customer satisfaction, for customers just outside the 15-day retest window, for customers who could not afford inspections, and to friends, family, employees, and military personnel.

Table V-25. Free Emissions Tests (Except Free Retests)—ARR

Free Tests Ever Given?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	5	17.2%
No	24	82.8%
Total	29	100.0%
Test-and-Repair		
Yes	13	19.7%
No	53	80.3%
Total	66	100.0%

Table V-26. Reduced-Fee Emissions Tests (Less than \$11.50)—ARR

Charged Less than \$11.50?	Number of Responses	Percent of Total Responses
Test-Only		
Yes	1	3.4%
No	28	96.6%
Total	29	100.0%
Test-and-Repair		
Yes	1	1.5%
No	65	98.5%
Total	66	100.0%

Table V-27 breaks down instances when stations offered emissions inspections at a reduced fee, under \$11.50. Two stations in this program area reported charging a reduced fee of \$7.00. While important to ask about, this information does not feed into the cost model.

Table V-27. Typical Reduced Fees Charged (Less than \$11.50)—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
\$7.00	\$7.00	\$7.00	\$7.00	2

Respondents were also asked whether the fee for emissions inspections covers the associated costs. As illustrated in Table V-28, the majority of the respondents (89.7% of test-only and 92.4% of T&R stations) answered, “no, the fee does not cover costs.” Though the cost model does not include this information, it is important to the overall discussion of whether fees cover costs. Chapter VII provides an overview of stations’ explanations for why the fee does not cover costs.

Table V-28. Does Fee Cover Emissions Testing Costs?—ARR

Fee Covers Testing Costs?	Number of Responses	Percent of Total Responses
Test-Only		
No	26	89.7%
Yes	3	10.3%
Total	29	100.0%
Test-and-Repair		
No	61	92.4%
Yes	3	4.5%
<i>Missing</i>	2	3.0%
Total	66	100.0%

ERG compared responses to these questions on free and reduced-fee emissions tests and the adequacy of the fee to cover test-related expenses. In the ARR program area, 16.7% of stations that indicate the \$11.50 emissions test fee covers their costs say they offer free tests. This percent is lower than the 19.5% of respondents that say the fee does not cover their emissions-test-related costs, but still offer free tests. In contrast, 16.7% of stations that indicate the \$11.50 emissions test fee covers their costs say they offer tests for reduced fees, while only 1.1% of respondents that indicate the fee does not cover their emissions-test-related costs say they offer tests for reduced fees.

F. SAFETY INSPECTION REVENUE

Respondents were asked to estimate the percentage of the station’s total annual revenue derived from the \$7.00 safety inspection fee, a program that will end on December 31, 2024. As shown in Table V-29, test-only stations in the ARR program area report deriving a greater percentage of total annual revenue from safety inspection fees than T&R stations. Over half of test-only stations report 25 percent or more of their annual revenue is from safety inspections, compared to 12.1% of test-and-repair stations. About 41% of test-and-repair stations report that safety inspection fees comprise less than 0.5% of total annual revenue.

Table V-29. Percent of Annual Revenue from Safety Inspection Fees—ARR

Percent of Annual Revenue from Safety Inspection Fees	Number of Responses	Percent of Total Responses
Test-Only		
Less than 0.5%	2	6.9%
0.5–0.99%	0	0.0%
1.0–2.99%	1	3.4%
3.0–4.99%	2	6.9%
5.0–9.99%	5	17.2%
10.0–14.99%	1	3.4%
15.0–24.99%	3	10.3%
25.0% or greater	15	51.7%
Total	29	100.0%
Test-and-Repair		
Less than 0.5%	27	40.9%
0.5–0.99%	7	10.6%
1.0–2.99%	9	13.6%
3.0–4.99%	4	6.1%
5.0–9.99%	3	4.5%
10.0–14.99%	3	4.5%
15.0–24.99%	3	4.5%
25.0% or greater	8	12.1%
<i>Missing</i>	2	3.0%
Total	66	100.0%

Stations were also asked to estimate the amount of time it takes to visually inspect six items that will be incorporated into the emissions inspection when safety inspections end: the exhaust gas recirculation system, evaporative emissions control system, positive crankcase ventilation system, thermostatic air cleaner, air injection system, and catalytic converter for selected model years. Table V-30 shows that the average number of minutes it will take to visually inspect these items is 15, while the median is 10 minutes.

Table V-30. Minutes to Visually Inspect Six Items Moving from Safety Inspection to Emissions Inspection—ARR

25th Percentile	50th Percentile (Median)	75th Percentile	Average	Number of Responses
8	10	20	15	62

VI. COST MODEL ANALYSES

This chapter presents the results of the “model station” and “break-even” cost analyses performed for the HGB, DFW, El Paso, and ARR program areas (with HGB and DFW combined in the analyses). This chapter also models hypothetical costs for inspection stations in Bexar County.

The chapter first summarizes the results of the break-even and model station analyses, then presents the applicable costs and revenues that feed into the cost models, and then provides these cost models in more detail in program-area-specific sections.

The break-even analyses show the number of inspections at which the net revenue from emissions inspections (calculated as the average number of emissions inspections performed multiplied by the average net emissions inspection fee) equals the sum of the total incremental costs (fixed and variable) attributed to emissions inspections. These analyses provide the break-even number of emissions inspections under a variety of conditions: for stations that incur equipment costs only, for stations that incur equipment and single bay costs, and for stations that incur both equipment and building costs. The goal of the different modeling approaches is to assess how many tests a station would need to perform to cover additional types of costs that may be more relevant to specific types of stations. As an example, since a significant portion of test-only stations’ revenue comes from emissions tests, the model that includes equipment and building costs may be more reflective of that business model than a T&R station business model.

Table VI-1 summarizes the results of the break-even analyses. Including building costs, the percent of stations that break even according to the model is 53% in the HGB/DFW program areas and 30% in El Paso. No stations in the ARR program area achieve the break-even threshold of tests when accounting for building costs. With building costs excluded, 83% of stations break even in the HGB/DFW program areas according to the model; the El Paso program area is much lower, at 56%, while only 2% of stations in ARR meet this break-even threshold.

The model station analyses include representative small, medium, and large stations based on actual emissions inspection throughput from January 1 to December 31, 2023, for the 4,675 stations in the TIMS database. The small station represents a station with emissions inspection throughput in the 25th percentile (1st quartile), the medium station represents a station with emissions inspection throughput in the 50th percentile (median), and the large station represents a station with emissions inspection throughput in the 75th percentile (3rd quartile). The throughput data from all the stations in the program area—not just those that answered the survey—is used to determine the throughput for each representative station in the 25th, 50th, and 75th percentile.

Table VI-2 shows the monthly costs and net revenues at model stations of different sizes and under different scenarios. Multiple station types have revenues that do not exceed total costs when accounting for both equipment and building costs. These cases occur in small model stations in all program areas, medium-sized stations in the El Paso and ARR program areas, and large stations in the ARR program area. These same model station types also do not have revenues sufficient to cover the costs of their equipment and the rent for a single bay. Only three model station types across the active program areas have revenues that exceed costs

when accounting for both equipment and building costs and when accounting for equipment and rent for a single bay. None of the station types in ARR and only the small model station in El Paso have sufficient revenue to cover costs in the equipment-only costs scenario. These models do not make a distinction between test-only and T&R stations (as the incremental emissions inspection costs are the same)—these station types are aggregated in the analyses. This section does, however, provide supplementary quantitative and qualitative analysis discussing how the generally higher throughput at test-only stations affects the cost models. This section also provides a qualitative analysis of how the additional income from emissions-inspection-generated repairs affects the model.

For context, Table VI-3 shows that between 11.8% and 26.3% of stations in each program area reported adding or acquiring building space in order to perform vehicle emissions inspections.

Table VI-1. Stations At/Above Break-Even Number of Inspections

	HGB/DFW	El Paso	ARR
Monthly break-even number of tests including equipment costs	45	120	1,113
Monthly break-even number of tests including equipment and single bay costs	79	194	2,122
Monthly break-even number of tests including equipment and building costs	116	273	3,215
Percent of stations above break-even number including equipment costs	83%	56%	2%
Percent of stations above break-even number including equipment and single bay costs	68%	40%	0%
Percent of stations above break-even number including equipment and building costs	53%	30%	0%

Table VI-2. Total Monthly Costs and Net Revenues at Model Stations

	HGB/DFW	El Paso	ARR
Equipment-only costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$970	\$942	\$1,183
Small station net revenue	\$158	(\$252)	(\$401)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$1,527	\$1,527	\$2,072
Medium station net revenue	\$767	\$83	(\$370)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$2,596	\$2,823	\$4,095
Large station net revenue	\$1,937	\$822	(\$300)
Equipment + single bay costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$1,302	\$1,249	\$1,570
Small station net revenue	(\$173)	(\$559)	(\$788)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$1,859	\$1,835	\$2,460
Medium station net revenue	\$435	(\$225)	(\$758)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$2,928	\$3,130	\$4,483
Large station net revenue	\$1,605	\$515	(\$688)
Equipment + building costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$1,661	\$1,582	\$1,990
Small station net revenue	(\$533)	(\$892)	(\$1,208)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$2,218	\$2,167	\$2,879
Medium station net revenue	\$76	(\$557)	(\$1,177)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$3,287	\$3,463	\$4,902
Large station net revenue	\$1,245	\$182	(\$1,107)

Note: Net revenue may not equal gross revenue minus total costs due to rounding.

Table VI-3. Stations that Added or Acquired Building Space by Geographic Area

Types of Costs Ever Incurred	HGB/DFW	El Paso	ARR
Building costs	11.8%	26.3%	20.7%

A. COSTS AND REVENUES THAT FEED INTO THE MODELS

The model station and break-even cost analyses were compiled from a combination of non-survey data (i.e., compiled from government sources, information the TCEQ provided, and previous AirCheckTexas fee studies) and median values calculated from survey data provided by respondents from the given program areas. Table VI-4 presents the values for the non-survey data used in both types of analyses, and Table VI-5 presents the median values for the survey data used in the cost models. As noted above, these are the median values for test-only and T&R stations combined. All inputs used in the cost model analyses are provided in Table VI-4 and Table VI-5.

Table VI-4. Non-Survey Data Used in Cost Model Analyses

Variable	Source	Value
Electricity: monthly cost (\$)	ERG, 2007	\$54.33 (the TCEQ reconfirmed value in May 2018; inflated using the Federal Reserve Economic Data database's Consumer Price Index for All Urban Consumers: Electricity in U.S. City Average (BLS, 2024a).
Communication with VID: number of transactions per inspection	TCEQ	2 transactions per inspection
Communication with VID: cost per call (\$)	TCEQ	\$0.165 per call
Fringe benefits: percent of total compensation	BLS, 2024b	25.40% of total compensation in 2023
Bay size	TxDPS, 2017	288 square feet (the minimum size of a bay; used to apportion the cost of the building to vehicle emissions testing)

Table VI-5. Survey Data Used in Cost Model Analyses

Variable	HGB/DFW	El Paso	ARR
Building space—monthly rent for bay space	\$691.00	\$640.00	\$807.00
Testing equipment—median rental price	\$245.00	\$245.00	\$245.00
Dedicated phone line and/or internet—median annual cost	\$960.00	\$1,200.00	\$743.40
Printer paper and ink/toner—median annual cost	\$540.00	\$740.00	\$540.00
Extra equipment maintenance—median annual cost	\$80.00	\$500.00	\$250.00
Inspector wage—median hourly salary	\$16.75	\$14.50	\$20.00
Percent of employees receiving benefits	54.24%	37.50%	71.75%
Labor—median minutes per OBD test	15	15	15
Labor—other time with customer (minutes per test)	10	10	10
Retest rate for OBD test (percent)	5.0%	4.2%	6.2%

ERG cross-checked the survey data in Table VI-5 with publicly available information. According to the FLC Data Center (FLC, 2024), the average hourly wage for a skill level 2 auto service technician and mechanic is \$19.50 in Houston, \$19.32 in Dallas, \$15.57 in El Paso, and \$20.10 in ARR. These wage estimates are similar to the median inspector wages reported by survey respondents in El Paso and ARR (shown in Table VI-5). For HGB/DFW, the median inspector wage reported by survey respondents is between the skill level 1 (\$14.78 and \$14.60 for HGB and DFW, respectively) and skill level 2 auto service technician and mechanic wages reported by the FLC.

The survey-reported costs of the certified analyzers and their maintenance agreements are reasonably consistent with publicly available information. The cost to rent an OBD analyzer ranges from \$195 to \$218.90 per month before taxes. As shown in Table VI-5, the survey median values for stations purchasing certified OBD analyzers across all program areas is reasonably close to the listed price of the analyzers after taxes (TCEQ, 2024).

Table VI-6 presents the net emissions inspection fee by program area. Offering emissions inspections is incremental to offering safety inspections; therefore, the net revenue calculation only considers the net fee charged to the customer by the inspection station, excluding the

safety inspection fee and costs associated with the safety inspection. The net fee thus excludes the safety portion of the fee and inspection-related fees paid directly to the state at the time of vehicle registration.

Table VI-6. Net Fees for an Emissions Inspection

HGB/DFW	El Paso	ARR
\$18.50	\$11.50	\$11.50

B. HGB/DFW COST MODELS

Table VI-7 presents the revenues and costs associated with a station in HGB/DFW based on survey and non-survey data. These results feed into the Table VI-8 model station analysis and Table VI-9 break-even analysis.

Table VI-8 presents the HGB/DFW program area model station analysis for all stations. It presents the total costs and total revenue for model stations—hypothetical stations based on a certain throughput—that have a monthly emissions inspection volume of 61 (small-throughput station), 124 (medium-throughput station), and 245 (large-throughput station). These emissions inspection throughputs correspond to the 25th percentile, 50th percentile, and 75th percentile of monthly emissions inspections per station in the HGB/DFW program areas. As the table shows, the monthly revenues for medium and large stations exceed monthly costs by \$76 and \$1,245, respectively. As in 2022, small model stations in the HGB/DFW program areas do not have revenues that exceed costs. Per the cost model, HGB/DFW small model stations lose \$533 per month.

Table VI-9 presents the HGB/DFW program area break-even model analysis for all stations. This analysis calculates the number of inspections it takes for revenue to equal costs, as well as the percent of stations open for an entire year in the program area that perform at least that number of inspections in an average month. The analysis indicates that it takes 45 inspections per month to break even and 83% of stations perform enough inspections to cover costs that include only equipment (all costs in Table VI-7 except building costs); with both equipment and building costs (all costs in Table VI-7) taken into consideration, it takes 116 inspections per month to break even and 53% of stations perform enough inspections to cover costs. With equipment costs and the costs for one bay (all costs in Table VI-7, but monthly building rent is for 288 square feet instead of 600), it takes 79 inspections per month to break even, and 68% of stations perform enough inspections to cover costs.

Table VI-7. Revenues and Costs—HGB/DFW

Revenues and Costs		Per OBD Test
Station Revenue per Test		\$18.50
Variable Costs		
	Total	Per OBD Test
Communication with VID (cost per call)	\$0.165	\$0.33
Communication with VID (calls per test)	2	
Labor (wage per hour)	\$16.75	\$6.98
Labor (minutes per test)	15	
Labor—other time with customer (minutes per test)	10	
Fringe benefits (% of total compensation)*	13.8%	\$1.12
Percent of OBD tests with free retests	4.9%	\$0.41
Total Variable Costs per Test		\$8.84
Fixed Costs		
	Total	Monthly
OBD analyzer (rental price)		\$245.00
Other equipment (annual cost)	\$540	\$45.00
Additional maintenance cost (annual cost)	\$80	\$6.67
Dedicated phone line or internet (monthly cost)	\$960	\$80.00
Building space (monthly rent for bay space)		\$691.20
Electricity (monthly cost)		\$54.33
Total Fixed Costs		\$1,122.19

* Includes paid leave, supplemental pay, insurance, retirement and savings, and legally required benefits. ERG calculates this by multiplying the percent of fringe benefits compared to compensation by the percent of employees receiving benefits (from the survey).

Table VI-8. Model Station Analysis—HGB/DFW

	Small Throughput	Medium Throughput	Large Throughput
Number of inspections per month (small, medium, large)*	61	124	245
Gross Revenue (Number of Tests × Revenue per Test)	\$1,129	\$2,294	\$4,533
Total fixed costs	\$1,122	\$1,122	\$1,122
Total variable costs	\$539	\$1,096	\$2,165
Total Cost	\$1,661	\$2,218	\$3,287
Monthly Net Revenue	(\$533)	\$76	\$1,245

Note: Net revenue may not equal gross revenue minus total costs due to rounding.

* Values represent number of emissions inspections for 25th percentile, median, and 75th percentile stations, of all stations performing inspections in the program area.

Table VI-9. Break-Even Analysis—HGB/DFW

Item	Equipment Only	Equipment and Single Bay Costs	Equipment and Building Costs
Fixed cost per month	\$430.99	\$762.77	\$1,122.19
Variable cost per inspection	\$8.84	\$8.84	\$8.84
Gross revenue per inspection	\$18.50	\$18.50	\$18.50
Break-Even Number of Inspections	45	79	116
Station At/Above Break-Even Number of Inspections	83%	68%	53%

C. EL PASO COST MODELS

Table VI-10 presents the revenues and costs associated with a station in El Paso based on survey and non-survey data. These results feed into the Table VI-11 model station analysis and the Table VI-12 break-even analysis.

Table VI-11 presents the El Paso program area model station analysis. It presents the total costs and total revenue for model stations—hypothetical stations based on a certain throughput—that have a monthly emissions inspection volume of 60 (small-throughput station), 140 (medium-throughput station), and 317 (large-throughput station). These emissions inspection throughputs correspond to the 25th percentile, 50th percentile, and 75th percentile of monthly emissions inspections per station in the El Paso program area. As the table shows, the monthly revenues for large stations exceed monthly costs by \$182. Small and medium model stations have costs that exceed revenue; costs exceed revenue by \$892 per month for small model stations and \$557 for medium stations in the El Paso program area.

Table VI-12 presents the El Paso program area break-even model analysis. This analysis calculates the number of inspections it takes for revenue to equal costs, as well as the percent of stations open for an entire year in the program area that perform at least that number of inspections in an average month. The analysis indicates that it takes 120 inspections per month to break even and 56% of stations perform enough inspections to cover costs that include equipment (all costs in Table VI-10 except building costs); with both equipment and building costs (all costs in Table VI-10 taken into consideration), it takes 273 inspections per month to break even and 30% of stations perform enough inspections to cover costs. With equipment costs and the costs for a single bay (all costs in Table VI-10, but monthly building rent is for 288 square feet instead of 600), it takes 194 inspections per month to break even, and 40% of stations perform enough inspections to cover costs.

Table VI-10. Revenues and Costs—El Paso

Revenues and Costs		Per OBD Test
Station Revenue per Test		\$11.50
Variable Costs		
	Total	Per OBD Test
Communication with VID (cost per call)	\$0.165	\$0.33
Communication with VID (calls per test)	2	
Labor (wage per hour)	\$14.50	\$6.04
Labor (minutes per OBD test)	15	
Labor—other time with customer (minutes per test)	10	
Fringe benefits (percent of total compensation)*	9.5%	\$0.64
Percent of OBD tests with free retest	4.5%	\$0.31
Total Variable Costs per Test		\$7.32
Fixed Costs		
	Total	Monthly
OBD analyzer (rental price)		\$245.00
Other equipment (annual cost)	\$740	\$61.67
Additional maintenance cost (annual cost)	\$500	\$41.67
Dedicated phone line or internet (monthly cost)		\$100.00
Building space (monthly rent for bay space)		\$640.00
Electricity (monthly cost)		\$54.33
Total Monthly Fixed Costs		\$1,142.66

* Includes paid leave, supplemental pay, insurance, retirement and savings, and legally required benefits. ERG calculates this by multiplying the percent of fringe benefits compared to compensation by the percent of employees receiving benefits (from the survey).

Table VI-11. Model Station Analysis—El Paso

	Small Throughput	Medium Throughput	Large Throughput
Number of inspections per month (small, medium, large)*	60	140	317
Gross Revenue (Number of Tests × Revenue per Test)	\$690	\$1,610	\$3,646
Total fixed costs	\$1,143	\$1,143	\$1,143
Total variable costs	\$439	\$1,025	\$2,321
Total Cost	\$1,582	\$2,167	\$3,463
Monthly Net Revenue	(\$892)	(\$557)	\$182

Note: Net revenue may not equal gross revenue minus total costs due to rounding.

* Values represent number of emissions inspections for 25th percentile, median, and 75th percentile stations, of all stations performing inspections in the program area.

Table VI-12. Break-Even Analysis—El Paso

Item	Equipment Only	Equipment and Single Bay Costs	Equipment and Building Costs
Fixed cost per month	\$502.66	\$809.86	\$1,142.66
Variable cost per inspection	\$7.32	\$7.32	\$7.32
Gross revenue per inspection	\$11.50	\$11.50	\$11.50
Break-Even Number of Inspections	120	194	273
Station At/Above Break-Even Number of Inspections	56%	40%	30%

D. ARR COST MODELS

Table VI-13 presents the revenues and costs associated with a station in ARR based on survey and non-survey data. These results feed into the Table VI-14 model station analysis and Table VI-15 break-even analysis.

Table VI-14 presents the ARR-program area model station analysis. It presents the total costs and total revenue for model stations—hypothetical stations based on a certain throughput—that have a monthly emissions inspection volume of 68 (small-throughput station), 148 (medium-throughput station), and 330 (large-throughput station). These emissions inspection throughputs correspond to the 25th percentile, 50th percentile, and 75th percentile of monthly emissions inspections per station in the ARR area. As in 2022, the cost model indicates that small and medium model stations in the ARR program area do not have revenues that exceed monthly costs. Small model stations have costs that exceed revenue by \$1,208 per month, while medium model stations have costs that exceed revenue by \$1,177 per month. Large model stations also do not have revenues that exceed monthly costs; large model stations have costs that exceed revenue by \$1,107 per month.

Table VI-15 presents the ARR-program area break-even model analysis. This analysis calculates the number of inspections it takes for revenue to equal costs, as well as the percent of stations open for an entire year in the program area that perform at least that number of inspections in an average month. The analysis indicates that it takes 1,113 inspections per month to break even and just 2% of stations perform enough inspections to cover costs that include equipment (all costs in Table VI-13 except building costs); with both equipment and building costs (all costs in Table VI-13) taken into consideration, it takes 3,215 inspections per month to break even and 0% of stations perform enough inspections to cover costs. With equipment costs and the costs for a single bay (all costs in Table VI-13, but monthly building rent is for 288 square feet instead of 600), it takes 2,122 inspections per month to break even, and 0% of stations perform enough inspections to cover costs.

Table VI-13. Revenues and Costs—ARR

Revenues and Costs		Per OBD Test
Station Revenue per Test		\$11.50
Variable Costs		
	Total	Per OBD Test
Communication with VID (cost per call)	\$0.165	\$0.33
Communication with VID (calls per test)	2	
Labor (wage per hour)	\$20.00	\$8.33
Labor (minutes per OBD test)	15	
Labor—other time with customer (minutes per test)	10	
Fringe benefits (percent of total compensation)*	18.2%	\$1.86
Percent of OBD tests with free retest	5.7%	\$0.60
Total Variable Costs per Test		\$11.12
Fixed Costs		
	Total	Monthly
OBD analyzer (rental price)		\$245.00
Other equipment (annual cost)	\$540	\$45.00
Additional maintenance cost (annual cost)	\$250	\$20.83
Dedicated phone line or internet (monthly cost)	\$743	\$61.95
Building space (monthly rent for bay space)		\$807.03
Electricity (monthly cost)		\$54.33
Total Monthly Fixed Costs		\$1,234.14

* Includes paid leave, supplemental pay, insurance, retirement and savings, and legally required benefits. ERG calculates this by multiplying the percent of fringe benefits compared to compensation by the percent of employees receiving benefits (from the survey).

Table VI-14. Model Station Analysis—ARR

	Small Throughput	Medium Throughput	Large Throughput
Number of inspections per month (small, medium, large)*	68	148	330
Gross Revenue (Number of Tests × Revenue per Test)	\$782	\$1,702	\$3,795
Total fixed costs	\$1,234	\$1,234	\$1,234
Total variable costs	\$756	\$1,645	\$3,668
Total Cost	\$1,990	\$2,879	\$4,902
Monthly Net Revenue	(\$1,208)	(\$1,177)	(\$1,107)

Note: Net revenue may not equal gross revenue minus total costs due to rounding.

* Values represent number of emissions inspections for 25th percentile, median, and 75th percentile stations, of all stations performing inspections in the program area.

Table VI-15. Break-Even Analysis—ARR

Item	Equipment Only	Equipment and Single Bay Costs	Equipment and Building Costs
Fixed cost per month	\$427.11	\$814.48	\$1,234.14
Variable cost per inspection	\$11.12	\$11.12	\$11.12
Gross revenue per inspection	\$11.50	\$11.50	\$11.50
Break-Even Number of Inspections (monthly)	1,113	2,122	3,215
Station At/Above Break-Even Number of Inspections	2%	0%	0%

E. BEXAR COUNTY COST MODELS

Due to changes in the U.S Environmental Protection Agency’s National Ambient Air Quality Standards, the Agency designated Bexar County as nonattainment for the 2015 8-hour ozone standard and classified the area as marginal nonattainment. As a result of the nonattainment area’s subsequent reclassification to moderate nonattainment, Bexar County is required to implement a motor vehicle I/M program.

TCEQ tasked ERG with modeling hypothetical Bexar County inspection program costs, as well as what fee to price the emissions test at to cover those costs. While this section does not cover the fee recommendation for Bexar County (see Section VIII.H for the statewide fee recommendation), it does present a model for future inspection stations to determine what their costs and economic feasibility might look like in the context of safety tests no longer being required.

Table VI-16 presents estimated revenues and costs that will be associated with a station in Bexar County. These results feed into the Table VI-17 model station analysis and Table VI-18 break-even analysis. For the purposes of this model, ERG used \$18.50 as the emissions test fee, which was adopted by the commission for the Bexar County program area on November 29, 2023. Most of the costs laid out in Table VI-16 are either derived from the survey and represent the median responses across all program areas or represent the same non-survey data used for the program areas. However, the sources for the wage and building rent differ. The wage presented in this table reflects the hourly wage for a skill level 1 auto service technician and mechanic in Bexar County according to FLC (2024). The building rent estimate is based on the average cost per square foot of space (\$1.22) for auto repair shops in Bexar County (Keyvon, 2024). This estimate is multiplied by an assumed inspection station of 600 square feet, which represents roughly the minimum square footage for one bay for inspections (288 square feet) plus additional space for a waiting area and a front desk.

Table VI-17 presents the Bexar County program area model station analysis. It presents the total costs and total revenue for model stations—hypothetical stations based on a certain throughput—that have a monthly emissions inspection volume of 73 (small-throughput station), 159 (medium-throughput station), and 355 (large-throughput station). These emissions inspection throughputs are based on a ratio analysis between the number of registered vehicles in Bexar County and the ARR program area as well as the total throughput for the ARR program area. As the table shows, the monthly revenues for small model stations fall short of monthly costs by \$561, while medium and large model stations exceed monthly costs by \$153 and \$1,781, respectively. Additionally, the model presented here accounts for additional time anticipated for inspection stations to perform emissions tests given the end of safety tests. It is necessary to account for this additional time because some items that were previously considered as part of the safety test will now require visual inspections as part of the emissions test. These items are the exhaust gas recirculation system; the evaporative emissions control system; the positive crankcase ventilation system; the thermostatic air cleaner; the air injection system; and the catalytic converter for selected model years.

Stations were asked to estimate the time it takes to visually inspect these items to ensure the analysis used to recommend an adequate fee once safety tests are no longer required would capture these still-required items. The median amount of time, according to stations across all program areas, is 10 minutes. This estimate of 10 minutes is added to the median time it takes to perform the current OBD emissions test.

Table VI-18 presents the Bexar County program area break-even model analysis. This analysis calculates the number of inspections it takes for revenue to equal costs, as well as the percent of stations in the program area that would perform at least that number of inspections in an average month. The analysis indicates it would take 52 inspections per month to break even, and 83% of model stations perform enough inspections to cover costs that include equipment (all costs in Table VI-16 except building costs). With both equipment and building costs (all costs in Table VI-16) taken into consideration, it would take 141 inspections per month to break even, and 51% of model stations perform enough inspections to cover costs. With equipment costs and the costs for a single bay (all costs in Table VI-16, but monthly building rent is for 288 square feet instead of 600), it would take 95 inspections per month to break even, and 67% of model stations perform enough inspections to cover costs.

Table VI-16. Revenues and Costs—Bexar County

Revenues and Costs		Per OBD Test
Station Revenue per Test		\$18.50
Variable Costs		
	Total	Per OBD Test
Communication with VID (cost per call)	\$0.165	\$0.33
Communication with VID (calls per test)	2	
Labor (wage per hour)	\$13.84	\$8.07
Labor (minutes per OBD test)	25	
Labor—other time with customer (minutes per test)	10	
Fringe benefits (percent of total compensation)*	14.0%	\$1.31
Percent of OBD tests with free retest	5.0%	\$0.48
Total Variable Costs per Test		\$10.19
Fixed Costs		
	Total	Monthly
OBD analyzer (rental price)		\$245.00
Other equipment (annual cost)	\$590	\$49.17
Additional maintenance cost (annual cost)	\$96	\$8.00
Dedicated phone line or internet (monthly cost)	\$948	\$79.00
Building space (monthly rent for bay space)		\$732.00
Electricity (monthly cost)		\$54.33
Total Monthly Fixed Costs		\$1,167.49

* Includes paid leave, supplemental pay, insurance, retirement and savings, and legally required benefits. ERG calculates this by multiplying the percent of fringe benefits compared to compensation by the percent of employees receiving benefits (from the survey).

Table VI-17. Model Station Analysis—Bexar County

	Small Throughput	Medium Throughput	Large Throughput
Number of inspections per month (small, medium, large)*	73	159	355
Gross Revenue (Number of Tests × Revenue per Test)	\$1,351	\$2,942	\$6,568
Total fixed costs	\$1,167	\$1,167	\$1,167
Total variable costs	\$744	\$1,621	\$3,619
Total Cost	\$1,912	\$2,788	\$4,786
Monthly Net Revenue	(\$561)	\$153	\$1,781

Note: Net revenue may not equal gross revenue minus total costs due to rounding.

* Values represent number of emissions inspections for 25th percentile, median, and 75th percentile stations, of all stations performing inspections in the program area.

Table VI-18. Break-Even Analysis—Bexar County

Item	Equipment Only	Equipment and Single Bay Costs	Equipment and Building Costs
Fixed cost per month	\$435.49	\$786.85	\$1,167.49
Variable cost per inspection	\$10.19	\$10.19	\$10.19
Gross revenue per inspection	\$18.50	\$18.50	\$18.50
Break-Even Number of Inspections (monthly)	52	95	141
Station At/Above Break-Even Number of Inspections	83%	67%	51%

VII. COMMENTS FROM EMISSIONS INSPECTION SURVEY RESPONDENTS

As in prior surveys, respondents were asked if they felt the emissions inspection fee covered the costs associated with offering emissions inspections at their stations. Respondents claiming an insufficient fee amount were prompted to rate their agreement with eight statements representing the most cited justifications for a fee insufficiency, as garnered from prior years' survey responses.

Table VII-1 shows these agreement ratings using a 5-point Likert scale, where 1 is “strongly agree,” 2 is “agree,” 3 is “neither agree nor disagree,” 4 is “disagree,” and 5 is “strongly disagree;” those who chose “not applicable” for any item are also included. ERG calculated the mean value of responses after converting each response to its number on the Likert scale. The table is sorted by mean value from highest agreement to lowest. As it shows, the statement with which the largest number of respondents agreed or strongly agreed was “Costs associated with testing have increased over the years and now our costs exceed the revenue from the test fee.” Similarly rated was the sentiment “All the costs simply add up to more than the fee, but I decide to offer testing because it is important to my business in other ways.”

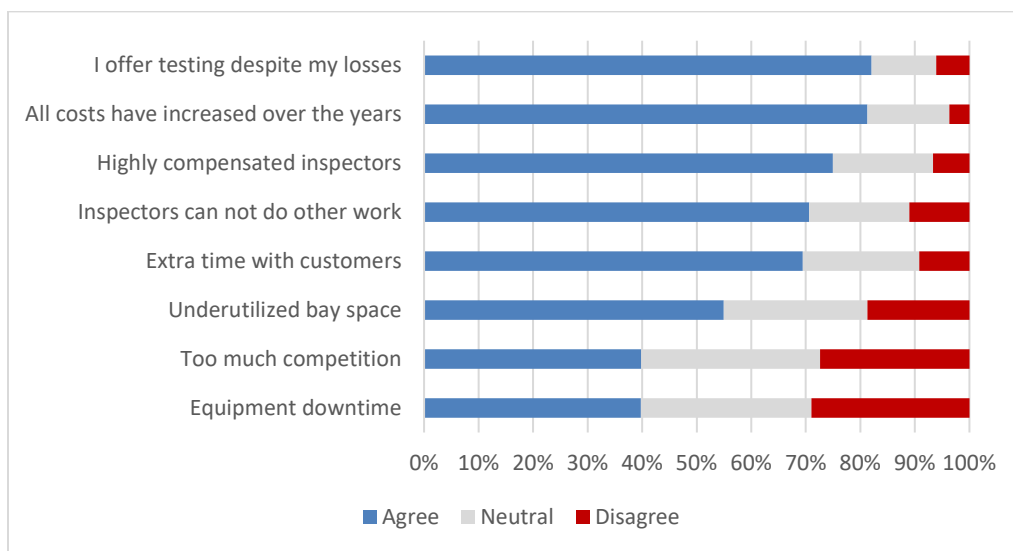
Table VII-1. Reasons the Emissions Inspection Fee Does Not Cover Costs of Testing

Reason Fee Does Not Cover Costs	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree	NA	Mean Value*
Costs associated with testing have increased over the years and now our costs exceed the revenue from the test fee.	56%	24%	15%	3%	1%	2%	1.670
All the costs simply add up to more than the fee, but I decide to offer testing because it is important to my business in other ways.	50%	30%	12%	3%	3%	2%	1.759
I must pay my inspectors a high salary/rate because their primary job function is one that demands a higher salary than emissions inspectors.	45%	26%	17%	4%	2%	5%	1.858
I must pay an emissions inspector to be on site, and it is costly because it is difficult to task them with other work when they are not performing inspections.	42%	24%	17%	7%	4%	6%	1.994
The extra time I spend with customers during emissions inspections is costly.	38%	30%	21%	6%	3%	2%	2.038
I pay for emissions inspection bay/building space, but it is underutilized for emissions testing or cannot easily be used for other purposes.	30%	20%	24%	12%	5%	9%	2.366
I do not conduct enough emissions inspections because there are too many stations performing inspections.	21%	17%	31%	18%	9%	5%	2.745
My testing equipment is frequently in need of repair, and the downtime hurts my ability to break even.	17%	21%	30%	19%	9%	4%	2.799

* Weighted average of score (1 is assigned to strongly agree, 2 is assigned to agree, 3 is assigned to neither, 4 is assigned to disagree, 5 is assigned to strongly disagree). The lower the score, the higher the level of agreement.

Figure VII-1 further illustrates the level of agreement by respondents across the various statements by comparing the percentage of those who agree or strongly agree with a statement to those who disagree or strongly disagree. While more than half of respondents agree or strongly agree with five of the eight statements, more respondents agreed than disagreed with all the listed statements. The statement with which more respondents were likely to disagree was “My testing equipment is frequently in need of repair, and the downtime hurts my ability to break even.”

Figure VII-1. Reasons Emissions Inspection Fee Does Not Cover Costs of Testing



Respondents were also invited to describe additional reasons that the emissions inspection fee does not cover their costs. A total of 188 respondents submitted supplementary answers, although the majority of them elaborated on the issues covered by the statements listed—with particular emphasis on high labor costs, rent, utilities, insurance and other business expenses, underutilized bay space, time spent with customers, and other office supply costs. Below are examples of other explanations not previously captured:

- Cost of living increased for station owners, who worry about making enough profit to cover their personal expenses (51 respondents).
- Property, payroll, and other taxes increased for station owners (20 respondents).
- Credit card merchant fees reduce the amount of money kept by station owners per test (five respondents).

Many supplementary comments about the emissions inspection fee not covering costs were forward-looking to the end of the safety inspection program on December 31, 2024. Specifically, station owners communicated that the revenue from the combined safety and emissions inspection fees is not enough to cover their costs and, therefore, the loss of the safety inspection fee portion will be particularly detrimental to their business.

This year’s survey also asked respondents who feel that the fee does not cover the cost of inspections to rate their agreement with the statement “I plan to continue performing emissions tests after the safety tests end on December 31, 2024.” Most (80.3%) agreed that they

plan to continue offering emissions tests despite the end of safety tests, while 6.4% disagreed and 13.4% were neutral. These respondents were also given the opportunity to comment on why their station may or may not continue with emissions testing after safety testing ends. A total of 350 respondents provided supplementary answers. It is important to note that the sentiment of a station's response is not necessarily indicative of whether they intend to continue with emissions testing or not. Many stations whose sentiments reflect dissatisfaction with the inspection program are among the majority who will continue emissions testing despite the end of safety testing.

Reasons why station owners will continue offering emissions testing generally fall into the following categories:

- Emissions inspections are important to the station's overall business model (i.e., station is a test-only station, emissions testing serves as an additional revenue source, or emissions testing attracts new or retains existing customers) (109 respondents).
- Stations will continue offering emissions inspections to support the requirement in their county or protect air quality (36 respondents).
- Stations have sunk costs for testing equipment, training, and/or building space that incentivize continued testing (seven respondents).
- The end of safety testing, particularly the brake test component, would allow for quicker inspections (three respondents).

Reasons why station owners may consider not continuing to offer emissions testing generally fall into the following categories:

- The emissions inspection fee is insufficient to cover the costs (103 respondents).
- The loss of revenue from safety inspections (both the fee itself and parts sales resulting from failed safety inspections) will negatively impact their business (59 respondents).
- Offering services other than emissions inspections would be more profitable (seven respondents).
- The additional inspection items previously done as part of the safety test will be costly to inspect (e.g., the need for a lift to inspect the converter, the labor required to remove parts to inspect some of the items) (seven respondents).
- There is too much competition in the industry, including allegations of unfair competition from stations passing vehicles that shouldn't pass (seven respondents).

VIII. CONCLUSIONS AND FINDINGS

Section VIII.A presents survey responses concerning whether emissions inspection fees cover station costs. Section VIII.B examines how investors (current and potential station owners) view the market based on the net flow of stations into the vehicle emissions inspection market. Section VIII.C summarizes other states' emissions inspection fees. Section VIII.D explores the adequacy of the fee from the perspective of cost models based on survey and non-survey data. Section VIII.E is an overall assessment of the adequacy of the fee. Section VIII.F presents additional considerations about number of tests required to break even based on additional repair revenue for T&R stations. Section VIII.G similarly provides additional context based on higher throughput at test-only stations. Section VIII.H summarizes recommendations on an adequate emissions inspection fee. Finally, Section VIII.I recommends possible changes to the survey for future data collection efforts.

A. ADEQUACY OF THE FEE: WHAT THE RESPONDENTS SAY

The survey included a question on whether the emissions inspection fee cap covered the costs of offering emissions inspections at respondents' stations. Figure VIII-1 and Figure VIII-2 provide the responses by program area and station type (test-only and T&R).

As shown in Figure VIII-1, among test-only stations, 17% in HGB/DFW, 27% in El Paso, and 10% in ARR reported that the fee covers their costs. When compared to the number of stations reporting that test fees cover costs in 2022, these figures represent a decrease of approximately 10 percentage points for both the HGB/DFW and ARR program areas and an increase of 16 percentage points in El Paso among stations of this type.

As shown in Figure VIII-2, among T&R stations, 22% in HGB/DFW, 14% in El Paso, and 5% in ARR reported the fee covered their costs. When compared to the number of stations reporting that test fees cover costs in 2022, these figures represent a decrease of 4 percentage points for HGB/DFW, a decrease of 8 percentage points for ARR, and an increase of 4 percentage points in El Paso among stations of this type.

Figure VIII-1. Respondents Reporting Test Fees Cover Their Costs: Test-Only

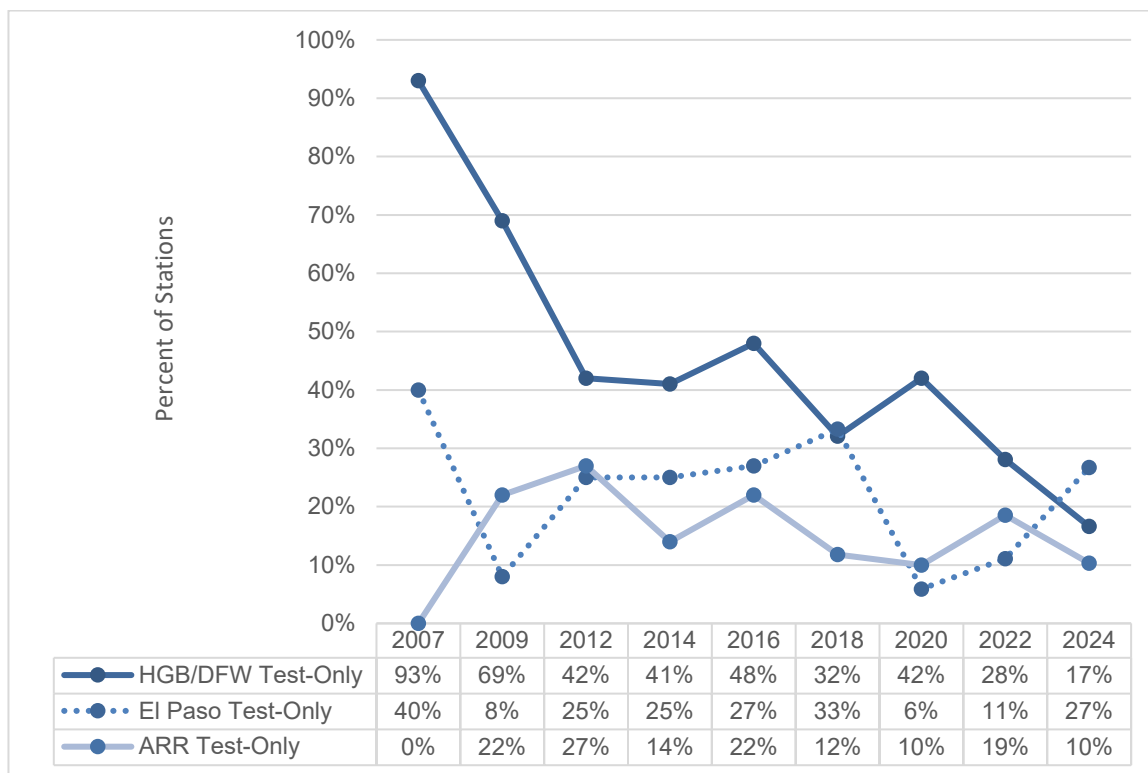
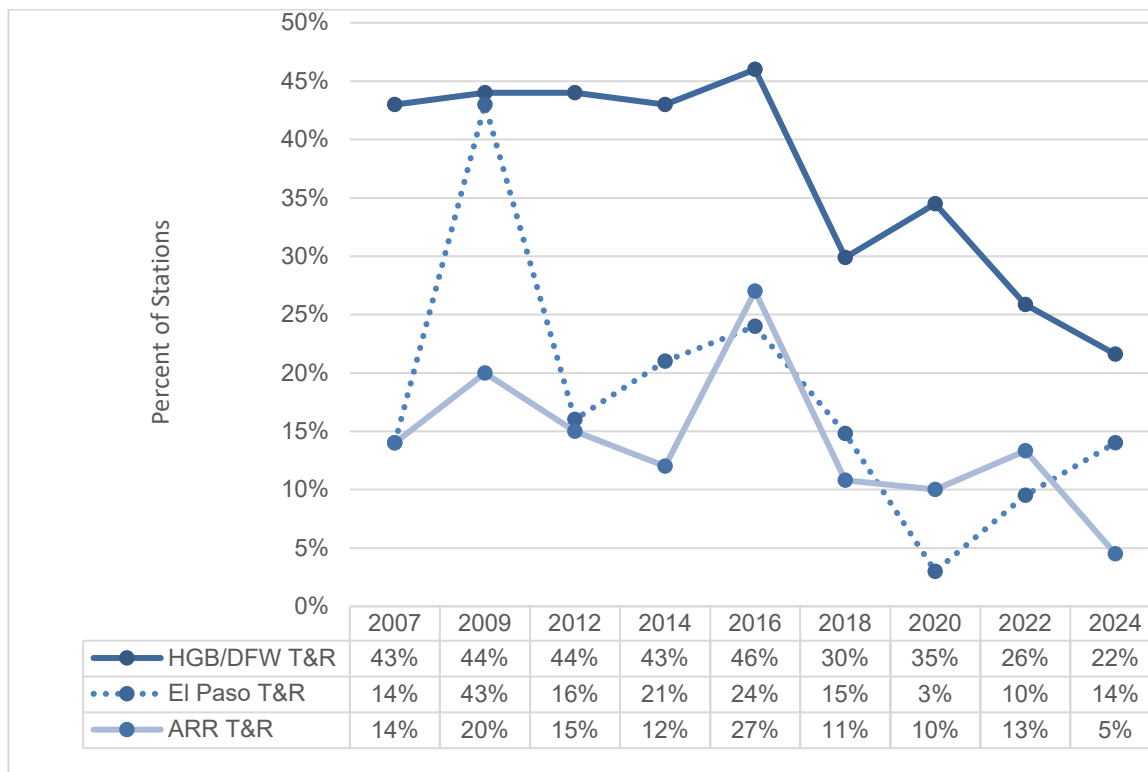


Figure VIII-2. Respondents Reporting Test Fees Cover Their Costs: Test-and-Repair



B. ADEQUACY OF THE FEE: HOW INVESTORS VIEW MARKET

The number of stations joining or leaving the I/M program is a good indicator of the expected profitability of a station in the market. Each station owner or prospective station owner makes a business decision about whether they should enter the market (in the case of a prospective owner) or whether they should remain in or leave the market (in the case of a current owner). A net decrease in the number of stations may indicate that existent stations are finding that fees are not sufficient to cover their variable costs; thus, existent station owners would tend to leave the market and prospective owners would avoid joining the market.

An increasing number of inspection stations may indicate that prospective and current owners estimate that fees cover costs; thus, the current owners would generally stay in the market and more prospective station owners would enter the market. Stations may also find further benefits from performing emissions inspections (e.g., more repair revenue and more customer volume into their shops) that offset their net losses from performing inspections. These data alone, however, do not definitively determine whether the fee is adequate: some potential investors likely have imperfect information, and some stations could be making decisions based on poor cost and revenue estimates or dated information. However, these data are certainly an important indicator and do provide good insight into how investors see the market. The counts from prior years' analyses (ERG, 2005, 2007, 2012, 2014, 2016, 2018, 2020, 2022; Pechan, 2009) and the counts made in November 2023 for this study were used to develop the following comparisons.

Figure VIII-3 summarizes the station counts for the HGB/DFW program areas from the TCEQ VID in 2007, 2009, 2012, 2014, 2016, 2018, 2020, 2022, and 2024. This figure shows a 12.5% decrease in the number of stations between the 2022 and 2024 counts. Table VIII-7 summarizes average monthly throughput per station for 2008, 2011, 2013, 2015, 2017, 2019, 2021, and 2023. The monthly throughput data for one year correspond with the station counts for the year after (i.e., 2023 throughput data match with the 2024 station count). As shown in this table, the throughput per station increased from 2021 to 2023. In 2023, the overall testing volume in the HGB/DFW program areas increased by 1% compared to 2021. With increased throughput and decreased station count, average station throughput increased by 6%. The decrease in the number of stations may indicate that the \$18.50 fee is not high enough for stations to remain in the market within the HGB/DFW program areas.

Figure VIII-3. Number of Inspection Stations in HGB/DFW Program Areas, 2007 to 2024

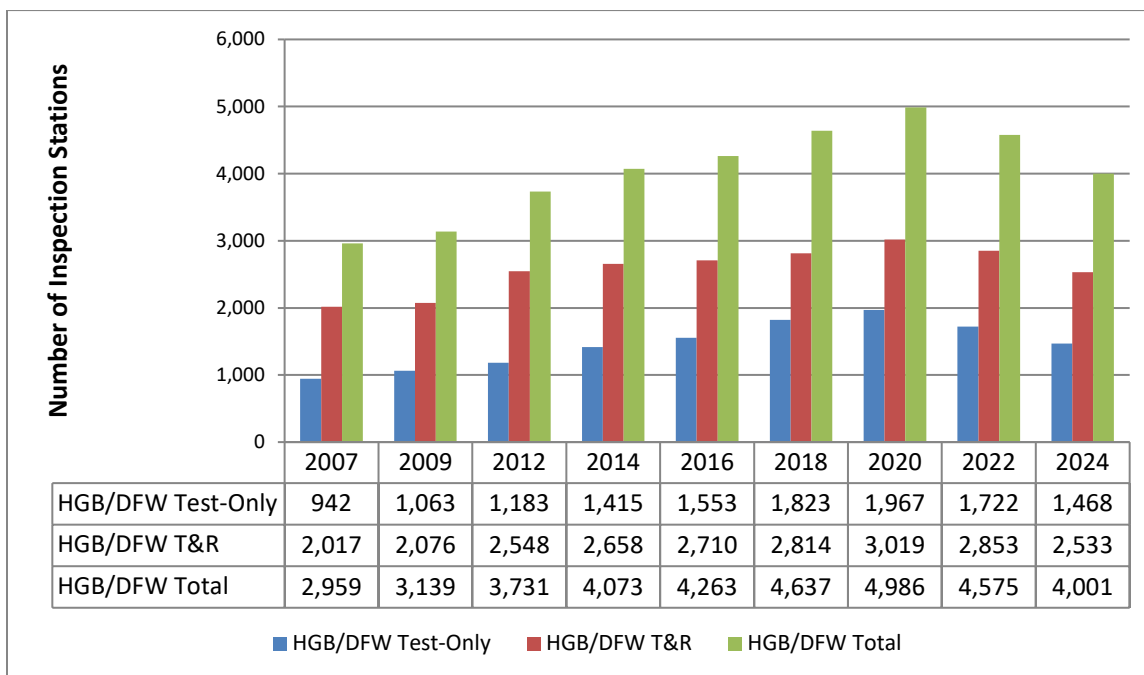


Figure VIII-4 summarizes the station counts for the El Paso program area for 2007, 2009, 2012, 2014, 2016, 2018, 2020, 2022, and 2024. This figure shows an increase of 12 stations from 2022 to 2024, slightly higher than the five-station increase from 2020 to 2022. In 2024, the overall testing volume in the El Paso program area decreased by 2% compared to 2022. Throughput per station (as seen in Table VIII-7) increased from 2022 to 2024. This was the result of a slightly greater increase in the number of stations in the market than total throughput in the program area. The total increase in stations from 2022 to 2024 indicates that more station owners chose to enter the market than to exit it. This could indicate that the fee being charged is adequate, with market entrants viewing that fee as worth incurring the costs to get started in the industry. However, while the number of stations in El Paso overall increased, the number of test-only stations decreased. It is also important to consider that the number of stations has been relatively stable between 2012 and 2024 (between 207 and 242).

Figure VIII-4. Number of Inspection Stations in El Paso Program Area, 2007 to 2024

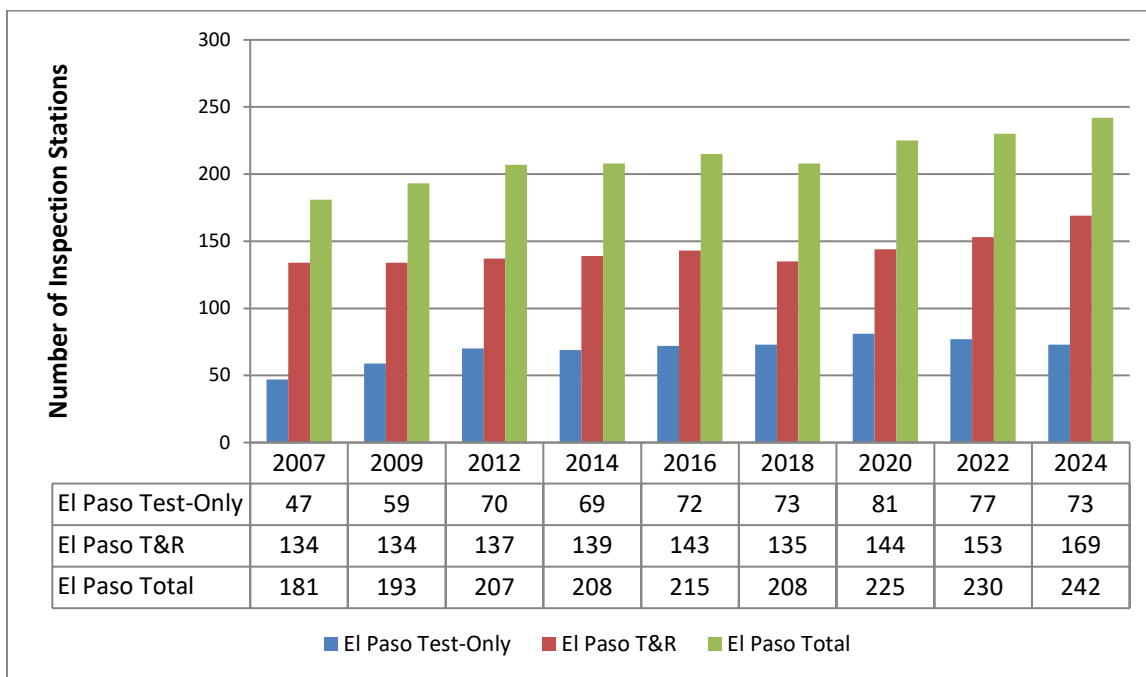
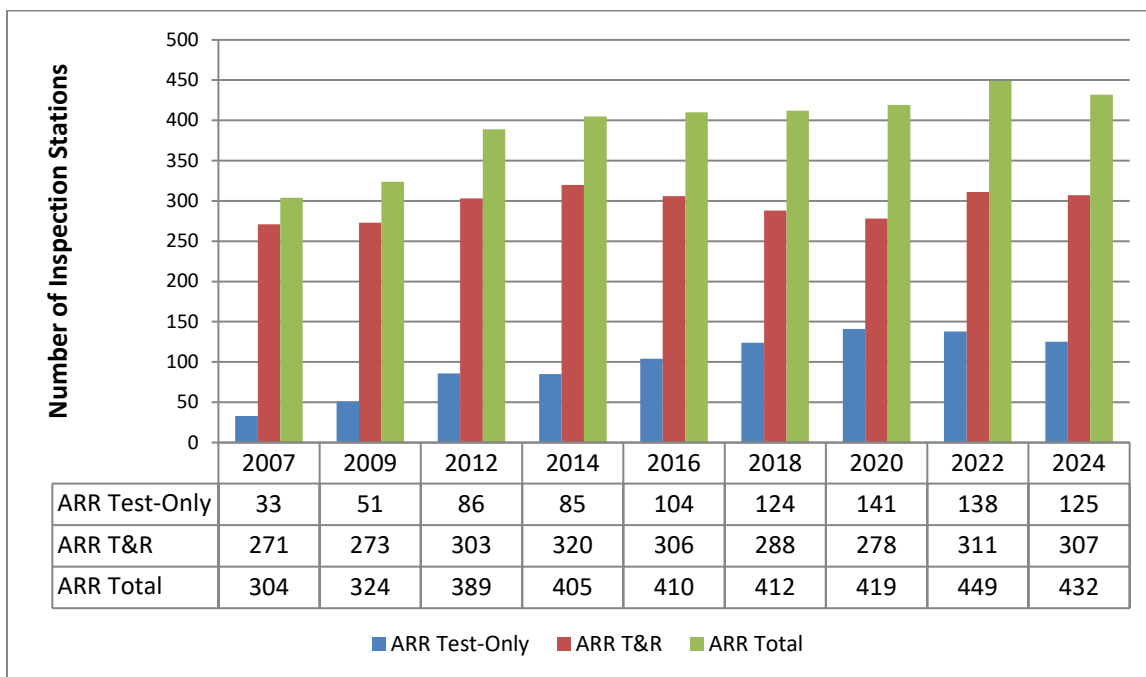


Figure VIII-5 summarizes the station counts for the ARR program area for 2007, 2009, 2012, 2014, 2016, 2018, 2020, 2022, and 2024. This figure shows an increase of 27 stations between 2014 and 2024, compared to an increase of 101 stations between 2007 and 2014. Between 2022 and 2024, the total number of stations offering emissions inspections decreased by 17, from 449 to 432. In 2024, the overall testing volume in the ARR program area increased by 1% compared to 2022. As a result, the throughput per station increased slightly from 2022 to 2024 (see Table VIII-7). The decrease in the total number of stations is an indicator that the fee is not adequate in the ARR program area.

Figure VIII-5. Number of Inspection Stations in ARR Program Area, 2007 to 2024



C. ADEQUACY OF THE FEE: COMPARISON WITH OTHER STATE PROGRAMS

ERG reviewed all OBD vehicle emissions inspection programs and associated fees charged to customers across the country. Table VIII-1 shows the average, 25th percentile, median, and 75th percentile cost for OBD inspections for 22 program areas across 18 of the states that require emissions inspections.¹⁵ A cost-of-living adjustment, which was calculated using the Bureau of Economic Analysis’s Regional Price Parities data, is included for comparison to Texas’ emissions inspection fees. The third row in this table only includes emissions inspections fees that are either set or capped by the state government, while the fourth row shows summary statistics for the three states (Georgia, Missouri, and Virginia) that cap their fees similar to the emissions inspection program in Texas.

¹⁵ For some states that require emissions inspections, ERG could not identify the portion of the vehicle inspection fee that customers pay that is specific to the emissions test. Other states do not charge customers directly, and thus are not included in the summary statistics in Table VIII-1.

Table VIII-1. Summary Statistics of State Vehicle Emissions Inspection Fees

State Inspection Fee	25th percentile	50th percentile (median)	75th percentile	Average	Count of Program Areas
All fees, not cost-of-living-adjusted	\$17.25	\$20.00	\$26.50	\$23.38	22
All fees, cost-of-living-adjusted	\$17.20	\$20.35	\$25.62	\$22.75	22
Non-market-driven fees, cost-of-living-adjusted	\$16.24	\$18.76	\$23.69	\$19.76	18
State-capped fees, cost-of-living-adjusted	\$25.56	\$25.68	\$26.21	\$25.95	3

Note: *Non-market-driven fees* include fees that are either set or capped by the state government. A set fee is established by the state government at a fixed price point with no variation. A capped fee means that the government sets an upper limit on what stations can charge. Also, states in which customers do not pay for the emissions inspection are not included when summarizing this data.

However, unlike in Texas, the emissions inspection fee in other states is not necessarily the amount that stations in those program areas receive for each test they perform. Some states collect a portion of the emissions fee from stations to cover the administrative costs of the program, and some states offer free testing but pay a contractor to run their emissions testing program. For 22 program areas in 20 states, ERG was able to determine the average amount of money that stations received for each OBD test they performed. As seen in Table VIII-2, the interquartile range for the amount received by stations, adjusted for cost of living, ranges from \$11.60 to \$23.44. When excluding program areas with market driven fees, the interquartile range of per-inspection revenue received (adjusted for cost of living) ranges from \$11.15 to \$21.53. These ranges provide some additional context for a fee recommendation.

Table VIII-2. Summary Statistics of Amount Received by Station per Inspection

Amount Received by Station	25th percentile	50th percentile (median)	75th percentile	Average	Count of Program Areas
All programs, not cost-of-living-adjusted	\$11.50	\$15.75	\$24.52	\$19.01	22
All programs, cost-of-living-adjusted	\$11.60	\$16.39	\$23.44	\$18.52	22
Programs with non-market-driven fees, cost-of-living-adjusted	\$11.15	\$14.49	\$21.53	\$15.13	18

Table VIII-3 shows the average inspection fee paid by customers and average amount received by stations, not adjusted for cost of living, for all emissions inspection program areas in the United States. The fees in the table below represent only OBD inspection fees and do not include safety inspection components. For some program areas, ERG was not able to determine the average fee per OBD inspection or the amount received by stations due to insufficient information, for example, in program areas with a market-driven fee, program areas where states pay contractors directly, and program areas where the fee is for a combined safety and emissions inspection program.

Table VIII-3. Comparison of State Vehicle Emissions Inspection Fees

State	County/Region	Average Fee Paid by Customer per OBD Inspection	Average Amount Received by Station per OBD Inspection	Method for Setting Fee*
Arizona	Phoenix	\$17.00	\$13.00	Set
Arizona	Tucson	\$12.25	\$13.00	Set
California	Statewide	\$62.45	\$62.45	Market driven
Colorado	Select counties	\$25.00	\$24.75	Set
Connecticut	Statewide	\$20.00	\$14.00	Set
Delaware	Statewide	\$0.00	Not determined	Set
Georgia	Select counties	\$25.00	\$20.98	Capped
Illinois	Select counties	\$20.00	\$2.85	Set
Indiana	Lake, Porter	\$0.00	\$23.83	Set
Louisiana	Select parishes	\$8.00	\$6.00	Set
Maine	Cumberland	\$18.50	\$16.00	Set
Maryland	Select counties	\$14.00	\$7.00	Set
Massachusetts	Statewide	Combined with safety	Combined with safety	Set
Missouri	Select counties	\$24.00	\$20.18	Capped
Nevada	Clarke, Washoe	Not Determined	Not Determined	Capped
New Hampshire	Statewide	Combined with safety	Combined with safety	Market driven
New Jersey	Statewide	\$0.00	\$20.35	Set
New Mexico	Bernalillo	\$20.00	\$15.50	Market driven
New York	New York Metropolitan Area (NYMA)	\$27.00	\$26.66	Set
New York	Statewide Outside NYMA	\$11.00	\$10.66	Set
North Carolina	Select counties	\$16.40	\$11.00	Set
Ohio	Select counties	\$18.00	\$15.16	Set
Oregon	Portland	\$25.00	Not determined	Set
Oregon	Medford	\$20.00	Not determined	Set
Pennsylvania	Select counties	\$32.50	\$30.93	Market driven
Rhode Island	Statewide	Combined with safety	Combined with safety	Set
Utah	Cache, Davis, Salt Lake	Not determined	Not determined	Market driven
Utah	Weber	\$35.00	Not determined	Set
Utah	Utah County	\$35.33	\$35.33	Market driven
Vermont	Statewide	Combined with safety	Combined with safety	Market driven
Virginia	Select counties	\$28.00	\$28.00	Capped
Wisconsin	Select counties	\$0.00	\$3.90	Set

* The methods for setting a state's emissions inspection fee are defined as follows:

Set means the fee is established by the state government at a fixed price point with no variation. *Capped* means that the government sets an upper limit on what stations can charge. *Market-driven* means that the fee is unregulated by the government.

As part of this review of other states' vehicle emissions inspection programs, ERG investigated the factors considered by other states when determining their fees. Not all states with emissions testing programs had documentation explaining how they determined their test fees, but states that did cited several factors they considered. Labor costs, both for inspectors and

program administrators, were the primary determinant for several states. Nevada, for example, adjusts its test fees based on annual surveys of labor costs for inspection stations in the state’s program areas. State environmental agencies also cited labor costs as the main reason for a recent fee increase in Oregon and for a proposed fee increase in Maine. In addition to labor costs, Nevada also considers the volume of vehicles that get tested in each of its program areas when determining its test fees each year. In states where a portion of the fee is kept by the state—such as in Arizona, North Carolina, and Rhode Island—revenue from the emissions test fee is sometimes used to fund other environmental programs or the state’s highway fund. Compliance costs, such as for auditing inspection stations, were another factor some state environmental agencies took into consideration.

Similar to Texas, a few other states have separate fees for different program areas within the same state. In Oregon, for example, the fee for Portland is higher than in Medford, a legacy of when Portland administered a more expensive test than Medford. Oregon has recently moved to close the gap in fees since both program areas now use less expensive testing. Similarly, Arizona charges a higher fee for testing in Phoenix than in Tucson, in part because the test in the Phoenix program area involved more items to inspect. New York charges a higher fee for emissions testing in the New York Metropolitan Area compared to the rest of the state. ERG could not find a source to explain this differentiation, but some potential explanations include differences in cost of living and vehicle density.

D. ADEQUACY OF THE FEE: WHAT THE COST MODEL INDICATES

As Chapter VI discusses in more detail, ERG developed both break-even and model station cost models for the HGB/DFW, El Paso, and ARR program areas.

In the break-even cost model, summarized in Table VIII-4, 83% of stations in HGB/DFW are shown to have sufficient throughput to generate emissions inspection revenues that meet or exceed variable and fixed costs (excluding building costs). In El Paso, 56% of stations (excluding building costs) have sufficient throughput to generate emissions inspection revenues that meet or exceed variable and fixed costs. Only 2% of ARR stations achieve the break-even number of emissions tests when excluding building costs. As discussed in previous sections, some stations did not incur additional building costs to be able to offer testing, so the analyses are done with and without building costs included.

Table VIII-4. Stations At/Above Break-Even Number of Inspections

	HGB/DFW	El Paso	ARR
Monthly break-even number of tests including equipment costs	45	120	1,113
Monthly break-even number of tests including equipment and single bay costs	79	194	2,122
Monthly break-even number of tests including equipment and building costs	116	273	3,215
Percent of stations above break-even number including equipment costs	83%	56%	2%
Percent of stations above break-even number including equipment and single bay costs	68%	40%	0%
Percent of stations above break-even number including equipment and building costs	53%	30%	0%

The summary of the percent of stations breaking even since 2012, shown below in Table VIII-5, compares 2024 percentages to past years' percentages. All program areas saw an increase in the number of tests needed to break even. In the HGB/DFW program areas, the break-even number of tests increased from 2022 to 2024 (34 to 45). The increase in break-even tests for stations in the HGB/DFW programs areas is driven largely by the increase in the median hourly wage of emissions inspectors (\$16.75 in 2024 compared to \$15.00 in 2022). The El Paso program area also saw an increase in the number of tests required to break even (71 to 120) and a drop in the percent of stations breaking even (73% to 56%). The increase in break-even tests in El Paso is largely because labor costs increased 21%, from \$12.00 to \$14.50. The ARR program area experienced a substantial increase in the number of break-even tests (78 to 1,113), with the percent of stations breaking even dropping from 71% to just 2%. This change is also due to increased emissions inspector wages; the median wage recorded within the ARR program area increased by 18% compared to 2022, from \$17.00 to \$20.00. In addition, the total estimated time spent per test used in the cost models (calculated as the time to perform the emissions inspection plus the extra time spent with the customer) was standardized across program areas in 2024 to 25 minutes. This resulted in an increase of 7.5 minutes for the ARR program area (17.5 minutes in 2022 to 25 minutes in 2024). The HGB/DFW and El Paso program areas had estimated increases of 1.5 and 4 minutes, respectively. With an increase in test time and labor costs, ARR stations are estimated to spend \$11.12 per test while still taking in \$11.50 in revenue, producing a per-test profit margin of just \$0.38. For comparison, in 2022, stations in ARR were modeled to spend \$6.80 per test. The per-test profit margin in the HGB/DFW program areas decreased from \$11.09 in 2022 to \$9.66 in 2024, and in El Paso this margin decreased from \$6.18 to \$4.18.

Table VIII-5. Summary of Break-Even Number of Inspections from 2012 to 2024 in All Program Areas, Excluding Building Costs

	HGB/DFW	El Paso	ARR
Break-even tests (2012)	27	70	80
Break-even tests (2014)	26	73	76
Break-even tests (2016)	26	70	79
Break-even tests (2018)	26	70	82
Break-even tests (2020)	28	80	99
Break-even tests (2022)	34	71	78
Break-even tests (2024)	45	120	1,113
Percent of stations breaking even (2012)	86%	80%	74%
Percent of stations breaking even (2014)	87%	81%	73%
Percent of stations breaking even (2016)	87%	80%	74%
Percent of stations breaking even (2018)	89%	84%	77%
Percent of stations breaking even (2020)	89%	78%	69%
Percent of stations breaking even (2022)	86%	73%	71%
Percent of stations breaking even (2024)	83%	56%	2%

The model station analysis reveals similar findings. This analysis created area-specific small-, medium-, and large-throughput stations representative of stations in the 25th, 50th (median), and 75th percentiles, respectively, based on emissions inspection throughput. Table VIII-6 shows whether small-, medium-, and large-throughput model stations in HGB/DFW, El Paso, and ARR generate enough revenue from emissions inspections to recoup costs under different scenarios. Multiple station types have revenues that do not exceed total costs when accounting

for both equipment and building costs. These cases occur in small model stations in all program areas, medium-sized stations in the El Paso and ARR program areas, and large stations in the ARR program area. These same model station types also do not have revenues sufficient to cover the costs of their equipment and the rent for a single bay. Only three model station types across the active program areas have revenues that exceed costs when accounting for both equipment and building costs and when accounting for equipment and rent for a single bay. None of the station types in ARR and only the small model station in El Paso have sufficient revenue to cover costs in the equipment-only costs scenario.

Table VIII-6. Total Monthly Costs and Net Revenues at Model Stations

	HGB/DFW	El Paso	ARR
Equipment-only costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$970	\$942	\$1,183
Small station net revenue	\$158	(\$252)	(\$401)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$1,527	\$1,527	\$2,072
Medium station net revenue	\$767	\$83	(\$370)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$2,596	\$2,823	\$4,095
Large station net revenue	\$1,937	\$822	(\$300)
Equipment + single bay costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$1,302	\$1,249	\$1,570
Small station net revenue	(\$173)	(\$559)	(\$788)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$1,859	\$1,835	\$2,460
Medium station net revenue	\$435	(\$225)	(\$758)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$2,928	\$3,130	\$4,483
Large station net revenue	\$1,605	\$515	(\$688)
Equipment + building costs			
Small station gross revenue	\$1,129	\$690	\$782
Small station total costs	\$1,661	\$1,582	\$1,990
Small station net revenue	(\$533)	(\$892)	(\$1,208)
Medium station gross revenue	\$2,294	\$1,610	\$1,702
Medium station total costs	\$2,218	\$2,167	\$2,879
Medium station net revenue	\$76	(\$557)	(\$1,177)
Large station gross revenue	\$4,533	\$3,646	\$3,795
Large station total costs	\$3,287	\$3,463	\$4,902
Large station net revenue	\$1,245	\$182	(\$1,107)

Note: Net revenue may not equal gross revenue minus total costs due to rounding.

Table VIII-7 (average testing throughput per station)¹⁶ and Table VIII-8 (total testing throughput by program area) provide some additional insight, as throughput is a major driver of generating enough revenue to break even. Until this year, the total testing throughput had increased every year since 2015 across all program areas. While the HGB/DFW and ARR program areas still recognized an increase in total throughput from 2021 to 2023, El Paso had a 2% decrease in total throughput. The average monthly throughput per station, though, has continued its upward trend in all program areas.

Table VIII-7. Average Monthly Throughput per Station from Calendar Year 2008 to 2023

Program Area	2008	2011	2013	2015*	2017	2019	2021	2023
HGB/DFW	184	165	148	137	156	153	177	188
El Paso	194	188	179	181	217	208	194	199
ARR	222	195	184	178	225	239	238	251
Average	187	169	153	143	164	162	183	195

* March 1, 2015, through February 29, 2016.

Table VIII-8. Initial Calendar Year Testing Throughput from 2015 to 2023 in All Program Areas

Program Area	2015 Annual Throughput*	2017 Annual Throughput	2019 Annual Throughput	2021 Annual Throughput	2023 Annual Throughput
HGB/DFW	7,027,333	8,666,394	9,169,664	9,535,177	9,574,938
El Paso	467,653	541,250	561,384	571,810	560,659
ARR	877,146	1,114,352	1,200,711	1,236,295	1,247,755
Total	8,372,132	10,321,996	10,931,759	11,343,282	11,383,352

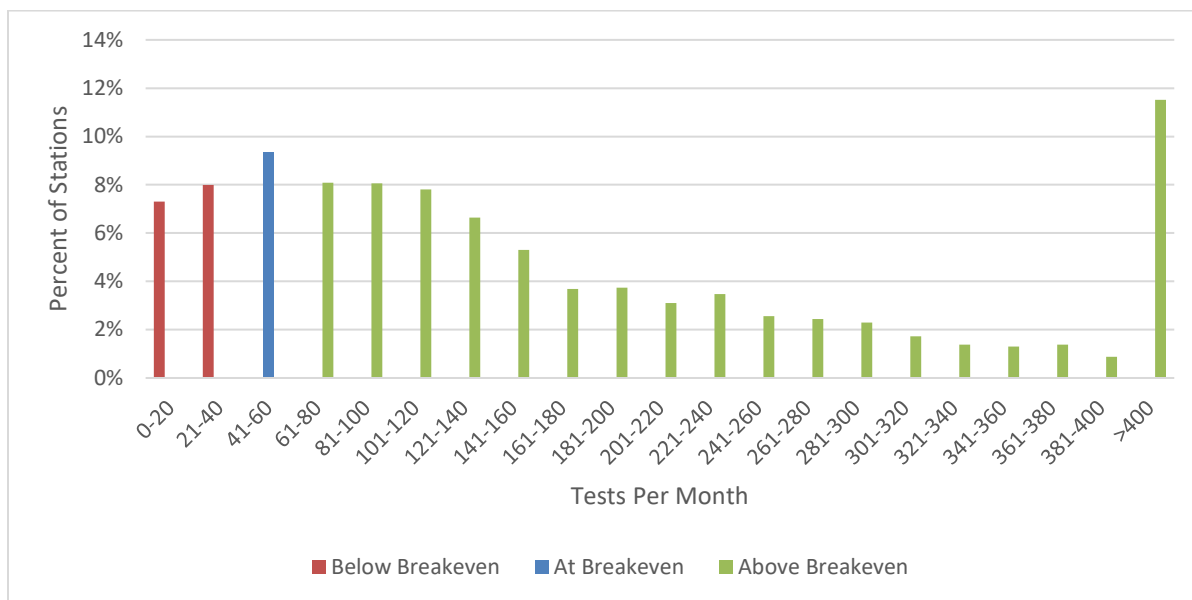
* March 1, 2015, through February 29, 2016.

Figure VIII-6 (HGB/DFW), Figure VIII-7 (El Paso), and Figure VIII-8 (ARR) show the distribution of station testing throughput for stations open the entire year. The following analysis provides context about the percent of stations that could start to break even if conditions improve or no longer break even if conditions worsen.

For HGB/DFW, the break-even analysis showed it took about 45 tests per month for a station to break even (see Table VIII-5). As shown in Figure VIII-6, about 4.5% of stations had a monthly throughput between 40 and 50 (about breaking even). About 4.0% of stations had a monthly throughput between 30 and 40 tests (below the break-even mark), which provides insight about the number of stations that could start to break even if conditions improve. About 4.8% of stations had a monthly throughput between 50 and 60 tests and risk no longer breaking even if conditions worsen.

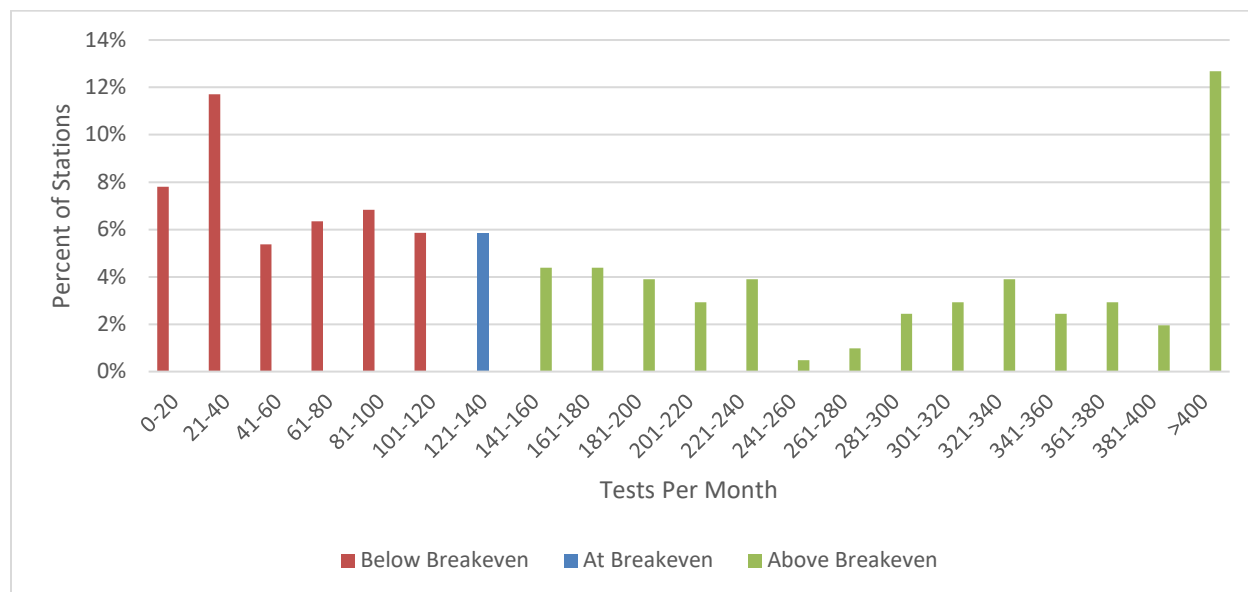
¹⁶ These throughput per month calculations were typically done using throughput from calendar years (i.e., 2008, 2011, 2013, 2015, 2017, 2019, and 2021) and the number of active stations the following March (March 2009, 2012, 2014, 2016, 2018, 2020, and 2022). However, the calculations presented for 2023 are based on throughput for the full calendar year 2023 and active stations as of November 2023.

Figure VIII-6. Monthly Testing Throughput for HGB/DFW Stations



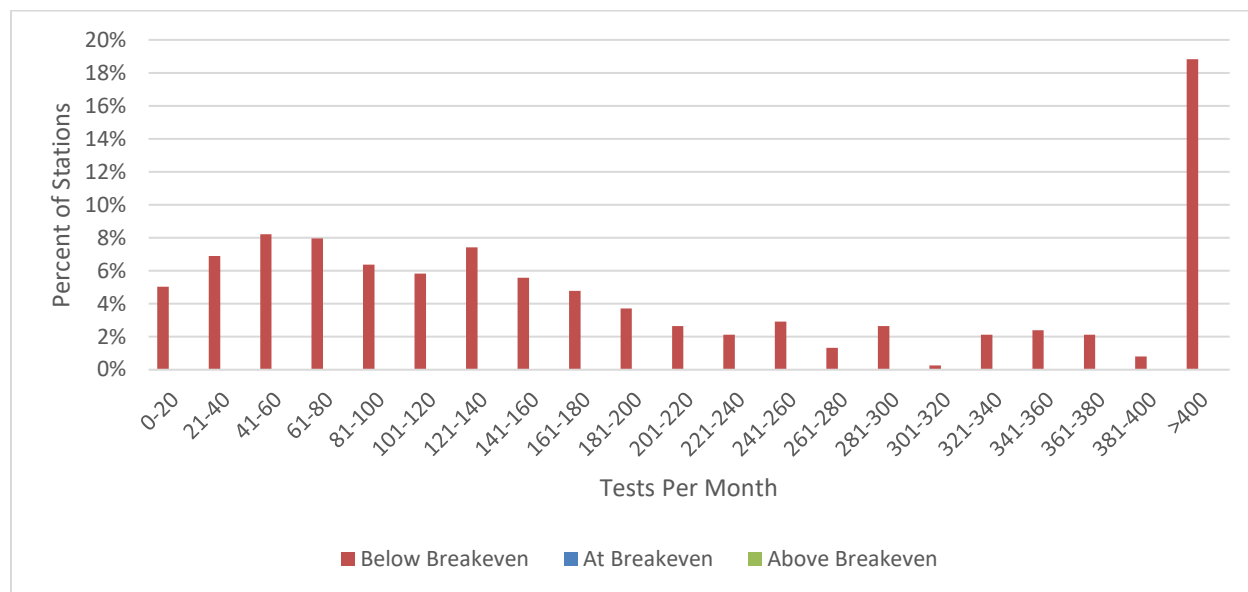
In El Paso, the break-even analysis showed, it took 120 tests per month for a station to break even (see Table VIII-5). As shown in Figure VIII-7, approximately 3.4% of stations performed 120 to 130 tests a month (barely breaking even), another 1.5% of stations performed 110 to 120 tests per month (and could break even if situations improve), and 2.4% of stations perform 130 to 140 tests per month (and are at risk to stop breaking even if conditions worsen).

Figure VIII-7. Monthly Testing Throughput for El Paso Stations



In ARR, the break-even analysis showed it took 1,113 tests per month for a station to break even (see Table VIII-5). Only 2.1% of stations performed more than 1,113 tests a month.

Figure VIII-8. Monthly Testing Throughput for ARR Stations



E. OVERALL FINDINGS ON THE ADEQUACY OF THE FEE

The cost model analyses show about 83% of stations (excluding building costs) in the HGB/DFW program areas with total revenue covering costs, which is a moderate decrease compared to 2022 (86%). The number of stations in the market decreased by 12.5% since 2022, which seems to indicate that the fee of \$18.50 is not sufficient in these program areas.

In the El Paso program area, 56% of stations (excluding building costs) are estimated to break even, while only 30% of stations break even when building costs are included. The number of stations in El Paso increased by about 5% since 2022. Given the decrease in the percentage of stations breaking even and the low percentage of stations breaking even when accounting for building costs on top of equipment costs, this suggests that stations may be having a difficult time covering their costs with revenue and the \$11.50 price should be increased.

In the ARR program area, the percentage of stations breaking even (excluding building costs) according to the cost model analyses is just 2%, a dramatic decrease from 2022. This is a strong indication that the fee needs to be increased in the ARR program area.

To gain inspection station owners’ perspective on a reasonable OBD inspection fee, ERG asked station owners what they think their customers would be willing to pay and what fee would cover the costs of offering emissions testing. Table VIII-9 and Table VIII-10 summarize the responses to these questions.

Table VIII-9. What Are Customers Willing to Pay?

Program Area	25th percentile	50th percentile (median)	75th percentile	Average	Count of Stations
HGB/DFW	\$25.00	\$30.00	\$39.50	\$31.23	764
El Paso	\$15.00	\$20.00	\$25.00	\$21.20	54
ARR	\$20.00	\$25.00	\$30.00	\$27.28	89
All Areas	\$22.50	\$28.00	\$35.50	\$30.25	907

Table VIII-10. What Revenue Covers Costs?

Program Area	25th percentile	50th percentile (median)	75th percentile	Average	Count of Stations
HGB/DFW	\$25.00	\$30.00	\$40.00	\$33.16	748
El Paso	\$20.00	\$25.00	\$28.00	\$27.77	53
ARR	\$20.00	\$25.00	\$30.00	\$29.52	89
All Areas	\$22.00	\$30.00	\$39.99	\$32.48	890

Across all program areas, survey respondents indicated that, on average, a fee of \$32.48 would allow revenue to cover costs, while customers would be willing to pay about \$30.25. The median response for both questions across all program areas was very similar: station owners thought customers would be willing to pay a median of \$28.00, while the median amount that could cover costs was \$30.00. With a \$28.00 fee (the median price stations owners believe customers would be willing to pay), between 73% and 78% of stations across all four program areas could cover both equipment and building costs. Similar percentages of stations (between 78% and 80%) across program areas would be able to cover equipment and building costs if the fee were \$30.00.

F. ADDITIONAL CONSIDERATIONS: REPAIR REVENUE FROM FAILED INSPECTIONS

As noted in the Chapter VI cost model analysis, there was no differentiation between test-only and T&R stations (because the incremental costs of emissions inspections are the same for both station types), and repair revenue generated from failed emissions inspections was excluded from the Chapter VI analysis. The survey asked T&R stations to estimate the number of repairs from failed inspections and average repair revenue generated from failed inspections over the past month. This is summarized in Table VIII-11, along with the total monthly revenue generated from failed inspections.

Table VIII-11. Monthly Revenue Generated from Failed Inspections

	HGB/DFW	El Paso	ARR
Number of repairs per month (median)	4	5	4
Repair revenue from each failed emissions inspection (median)	\$220.00	\$150.00	\$250.00
Estimated monthly repair revenue generated from failed inspections	\$880.00	\$750.00	\$1,000.00
Percent net revenue per dollar of repair work	4.9%	4.9%	4.9%
Estimated net revenue attributed to emissions inspection repairs	\$43.12	\$36.75	\$49.00
Reduction in number of tests to break even	5	9	129

The table above shows that a typical T&R station generates about \$750 to \$1,000 per month in additional gross revenue, depending on the program area, from repairs associated with failed emissions inspections. Stations will have an assortment of costs associated with repairs (labor, parts, etc.); thus, the net revenue to the station attributable to the repairs from failed emissions inspections will be some relatively small fraction, about 4.9% of the total revenue generated (IRS, 2016).¹⁷ This is the equivalent impact of reducing a station’s monthly break-even number of tests by five in the HGB/DFW program areas, nine in El Paso, and 129 in ARR. Additionally, this is an opportunity for stations to build a relationship with potential clients. Based on the comments from respondents and answers to current and past survey questions, repair revenue from failed emissions inspections plays an important part in the business decision to offer emissions inspections.

G. ADDITIONAL CONSIDERATIONS: HIGHER THROUGHPUT AT TEST-ONLY STATIONS

The cost model analyses in Chapter VI use throughput figures for all stations to generate representative small, medium, and large stations based on throughput. As discussed above in Section VIII.F, T&R stations have an additional revenue stream from repairs from failed inspections; accordingly, they could be expected to remain in business with a lower emissions inspection throughput than test-only stations, whose viability in the market is much more dependent (solely dependent, for stations that do not offer non-repair services) on revenue from emissions inspections. Table VIII-12 shows the 25th percentile, 50th percentile (median), and 75th percentile emissions inspection throughput by program area for test-only stations, T&R stations, and both aggregated. As expected, test-only stations had higher inspection throughput than T&R stations across all program areas and test types, with much larger disparities in throughput for HGB/DFW and El Paso.

¹⁷ Based on a net income of \$3,659,508,000 divided by business receipts of \$74,577,213,000 for the entire “automotive repair and maintenance” minor industry in 2012.

Table VIII-12. Initial Testing Throughput by Program Area and Station Type

Program Area	Station Type	25th Percentile ("Small")	50th Percentile (Median) ("Medium")	75th Percentile ("Large")	Break-Even Tests (No Building)	Break-Even Tests (with Building)
HGB/DFW	Test-only	71	153	304	45	116
	Test-and-repair	58	112	215	45	116
	Both types	61	124	245	45	116
El Paso	Test-only	135	262	405	120	273
	Test-and-repair	54	108	217	120	273
	Both types	60	140	317	120	273
ARR	Test-only	72	167	439	1,113	3,215
	Test-and-repair	68	139	281	1,113	3,215
	Both types	68	148	330	1,113	3,215

Table VIII-12 also shows the break-even number of emissions inspections—the number needed for revenue to equal the costs associated with emissions inspections in each program area. Before building costs are factored in, both small and medium T&R stations in El Paso do not meet the break-even test numbers for their program area. In ARR, none of the model stations—whether small, medium, or large—meet the break-even test numbers for their program area.

H. ADEQUATE FEE RECOMMENDATION

The TCEQ tasked ERG with recommending a statewide emissions test fee that is adequate to both station owners and customers throughout all I/M program areas, including the future program in Bexar County. In making this recommendation, ERG researched other state emissions testing programs to compare their fees and inspection components.

Table VIII-13 shows the average, 25th percentile, median, and 75th percentile cost for OBD inspections for 22 program areas across 18 of the states that require emissions inspections.¹⁸ A cost-of-living adjustment, which was calculated using the Bureau of Economic Analysis’s Regional Price Parities data, is included as a comparison to Texas’ emissions inspection fees. The third row in this table only includes emissions inspections fees that are either set or capped by the state government, while the fourth row shows summary statistics for the three states (Georgia, Missouri, and Virginia) that cap their fees like the emissions inspection program in Texas. It should be noted, though, that not all the visually inspected components that Texas will soon require emissions tests to cover are similarly required in these three states. Georgia’s state inspection includes a visual inspection of the catalytic converter, while Virginia’s requires an inspection of the crankcase ventilation system. Missouri’s state emissions inspection seems to just require the OBD test with no other items visually inspected.

¹⁸ For some states that require emissions inspections, ERG could not identify the portion of the vehicle inspection fee that customers pay that is specific to the emissions test. Other states do not charge customers directly, and thus are not included in the summary statistics in Table VIII-13.

Table VIII-13. Summary Statistics of State Vehicle Emissions Inspection Fees

State Inspection Fee	25th percentile	50th percentile (median)	75th percentile	Average	Count of Program Areas
All fees, not cost-of-living-adjusted	\$17.25	\$20.00	\$26.50	\$23.38	22
All fees, cost-of-living-adjusted	\$17.20	\$20.35	\$25.62	\$22.75	22
Non-market-driven fees, cost-of-living-adjusted	\$16.24	\$18.76	\$23.69	\$19.76	18
State-capped fees, cost-of-living-adjusted	\$25.56	\$25.68	\$26.21	\$25.95	3

Note: *Non-market-driven fees* include fees that are either set or capped by the state government. A set fee is established by the state government at a fixed price point with no variation. A capped fee means that the government sets an upper limit on what stations can charge.

To gain inspection station owners' perspective on a reasonable OBD inspection fee, ERG asked station owners what they think their customers would be willing to pay and what fee would cover costs of offering emissions testing. Table VIII-14 and Table VIII-15 summarize the responses to these questions.

Table VIII-14. What Are Customers Willing to Pay?

Program Area	25th percentile	50th percentile (median)	75th percentile	Average	Count of Stations
HGB/DFW	\$25.00	\$30.00	\$39.50	\$31.23	764
El Paso	\$15.00	\$20.00	\$25.00	\$21.20	54
ARR	\$20.00	\$25.00	\$30.00	\$27.28	89
All Areas	\$22.50	\$28.00	\$35.50	\$30.25	907

Table VIII-15. What Revenue Covers Costs?

Program Area	25th percentile	50th percentile (median)	75th percentile	Average	Count of Stations
HGB/DFW	\$25.00	\$30.00	\$40.00	\$33.16	748
El Paso	\$20.00	\$25.00	\$28.00	\$27.77	53
ARR	\$20.00	\$25.00	\$30.00	\$29.52	89
All Areas	\$22.00	\$30.00	\$39.99	\$32.48	890

Across all program areas, survey respondents indicated that, on average, a fee of \$32.48 would allow revenue to cover costs, while customers would be willing to pay about \$30.25. Compared to the cost analysis results in Table VIII-18, both price points could lead to break-even rates from 88% to 95% across all program areas.

The median response for both questions across all program areas was very similar: station owners thought customers would be willing to pay a median of \$28.00, while the median amount for stations could cover costs was a \$30.00 fee. Considering the results in Table VIII-18 again, between 86% and 94% of stations could break even with a median fee of \$28.00.

ERG developed models for analyzing the impacts of different OBD inspection fee prices on station break-even rates across the four active program areas, as well as for the future program

area in Bexar County. Table VIII-16 provides a summary of the key data used in the cost models, which estimate the number of inspections needed for a station to break even and the break-even rates for stations in each program area.

While most of the data presented in Table VIII-16 represent survey medians for a specific program area, some model inputs are derived differently. The OBD testing equipment rental cost (\$245) and the labor time per OBD test (25 minutes) represent medians across all program areas instead of one program area specifically. This is also true for all Bexar County data in the table below except for the building rent and wage estimates. The building rent is based on the average cost per square foot of space (\$1.22) for auto repair shops in Bexar County (Keyvon, 2024). This estimate is multiplied by an assumed inspection station square footage of 600, which represents roughly the minimum square footage for one bay for inspections (288 square feet) plus additional space for a waiting area and a front desk. The wage rate used here is based on the labor rate for a skill level 1 auto service technician and mechanic in Bexar County (FLC, 2024).

Table VIII-16. Survey Data Used in Adequate Fee Cost Model Analyses

Variable	HGB/DFW	El Paso	ARR	Bexar County
Building space—monthly rent for bay space	\$691.00	\$640.00	\$807.00	\$732.00
OBD testing equipment—monthly rental rate	\$245.00	\$245.00	\$245.00	\$245.00
Extra maintenance—median annual cost	\$80.00	\$500.00	\$250.00	\$96.00
Inspector wage—median hourly salary	\$16.75	\$14.50	\$20.00	\$13.84
Labor—median minutes per OBD test*	25	25	25	25
Labor—other time with customer (minutes per test)	10	10	10	10
Retest rate for OBD test (percent)	4.9%	4.5%	5.7%	5.0%
Percent of employees receiving benefits	54.24%	37.50%	71.75%	54.94%
Dedicated phone line and/or internet—median annual cost	\$960.00	\$1,200.00	\$743.40	\$948.00
Printer paper—median annual cost	\$540.00	\$740.00	\$540.00	\$590.00

* The labor time per OBD test here reflects both the time it currently takes to perform an OBD test and additional time it would take to perform the emissions test once the safety tests are no longer required starting on January 1, 2025. Some items will still need to be visually inspected and thus need to be accounted for in this cost model as additional time spent to perform the emissions test.

Using similar models to those presented in Chapter VI, ERG performed an incremental cost analysis to see the impacts of different fee values on the break-even rates for stations in each program area. ERG used increments of \$0.50 for this analysis, which provides the break-even rate of stations based on fixed and variable cost coverage (both excluding building costs and including the rental cost for one bay).

Table VIII-17 and Table VIII-18 provide complete results of the incremental analysis. The modeled results for Bexar County reflect the ratio analysis described in Section VI.E that is used to create a set of hypothetical stations in Bexar County.

Table VIII-17. Break-Even Rates by Program Area and Fee—Equipment-Only Costs

Fee	HGB/DFW	El Paso	ARR	Bexar County
\$10.00	0%	0%	0%	0%
\$10.50	0%	0%	0%	1%
\$11.00	0%	4%	0%	11%
\$11.50	0%	18%	0%	24%
\$12.00	0%	30%	0%	33%
\$12.50	0%	37%	0%	40%
\$13.00	6%	42%	0%	47%
\$13.50	15%	48%	0%	56%
\$14.00	25%	53%	0%	62%
\$14.50	34%	57%	0%	66%
\$15.00	41%	62%	0%	69%
\$15.50	47%	64%	0%	71%
\$16.00	54%	66%	6%	73%
\$16.50	59%	69%	19%	74%
\$17.00	63%	72%	29%	79%
\$17.50	67%	73%	38%	80%
\$18.00	69%	73%	45%	82%
\$18.50	71%	75%	52%	83%
\$19.00	74%	78%	60%	84%
\$19.50	76%	79%	65%	85%
\$20.00	78%	80%	68%	86%
\$20.50	79%	80%	70%	87%
\$21.00	80%	80%	72%	88%
\$21.50	82%	80%	74%	88%
\$22.00	83%	80%	78%	89%
\$22.50	84%	80%	80%	90%
\$23.00	85%	81%	81%	90%
\$23.50	85%	81%	83%	90%
\$24.00	86%	81%	84%	91%
\$24.50	87%	81%	85%	91%
\$25.00	87%	82%	86%	92%
\$25.50	88%	83%	87%	93%
\$26.00	88%	83%	88%	93%
\$26.50	89%	84%	88%	93%
\$27.00	89%	85%	89%	93%
\$27.50	89%	86%	90%	93%
\$28.00	90%	86%	90%	94%
\$28.50	90%	86%	90%	94%
\$29.00	90%	87%	91%	94%
\$29.50	91%	87%	91%	95%
\$30.00	91%	88%	92%	95%
\$30.50	91%	88%	93%	95%
\$31.00	92%	88%	93%	95%
\$31.50	92%	88%	93%	95%
\$32.00	92%	89%	93%	95%
\$32.50	92%	89%	93%	95%
\$33.00	92%	90%	94%	95%
\$33.50	92%	91%	94%	95%

Fee	HGB/DFW	El Paso	ARR	Bexar County
\$34.00	93%	91%	95%	95%
\$34.50	93%	91%	95%	95%
\$35.00	93%	91%	95%	95%
\$35.50	94%	92%	95%	96%
\$36.00	94%	93%	95%	96%
\$36.50	94%	93%	95%	96%
\$37.00	94%	94%	95%	96%
\$37.50	94%	94%	95%	96%
\$38.00	94%	94%	95%	96%
\$38.50	95%	95%	95%	96%
\$39.00	95%	95%	95%	96%
\$39.50	95%	95%	95%	96%
\$40.00	95%	95%	96%	96%
\$40.50	95%	95%	96%	96%
\$41.00	95%	96%	96%	97%
\$41.50	95%	96%	96%	97%
\$42.00	95%	96%	96%	97%
\$42.50	96%	96%	96%	97%
\$43.00	96%	96%	96%	97%
\$43.50	96%	96%	96%	97%
\$44.00	96%	96%	96%	98%
\$44.50	96%	96%	96%	98%
\$45.00	96%	96%	96%	98%
\$45.50	96%	96%	96%	98%

Table VIII-18. Break-Even Rates by Program Area and Fee—Equipment Plus Single Bay Costs

Fee	HGB/DFW	El Paso	ARR	Bexar County
\$10.00	0%	0%	0%	0%
\$10.50	0%	0%	0%	0%
\$11.00	0%	0%	0%	4%
\$11.50	0%	4%	0%	9%
\$12.00	0%	12%	0%	16%
\$12.50	0%	20%	0%	24%
\$13.00	1%	29%	0%	29%
\$13.50	5%	31%	0%	34%
\$14.00	10%	37%	0%	38%
\$14.50	15%	41%	0%	41%
\$15.00	21%	43%	0%	45%
\$15.50	26%	47%	0%	49%
\$16.00	32%	51%	1%	54%
\$16.50	36%	54%	6%	57%
\$17.00	39%	56%	12%	62%
\$17.50	43%	58%	19%	64%
\$18.00	47%	62%	26%	66%
\$18.50	51%	63%	30%	67%
\$19.00	54%	64%	35%	69%
\$19.50	57%	66%	38%	70%
\$20.00	60%	68%	42%	72%
\$20.50	62%	69%	46%	72%
\$21.00	64%	71%	50%	73%
\$21.50	66%	72%	54%	74%
\$22.00	68%	73%	59%	77%
\$22.50	69%	73%	62%	79%
\$23.00	71%	73%	64%	79%
\$23.50	72%	74%	66%	80%
\$24.00	73%	77%	67%	81%
\$24.50	75%	78%	69%	82%
\$25.00	76%	78%	70%	83%
\$25.50	77%	80%	71%	84%
\$26.00	78%	80%	72%	84%
\$26.50	79%	80%	73%	84%
\$27.00	80%	80%	74%	85%
\$27.50	80%	80%	76%	86%
\$28.00	81%	80%	78%	86%
\$28.50	82%	80%	79%	86%
\$29.00	82%	80%	80%	87%
\$29.50	83%	80%	81%	88%
\$30.00	83%	80%	81%	88%
\$30.50	84%	80%	82%	88%
\$31.00	84%	81%	83%	89%
\$31.50	85%	81%	84%	89%
\$32.00	85%	81%	84%	89%
\$32.50	86%	81%	85%	90%
\$33.00	86%	81%	85%	90%

Fee	HGB/DFW	El Paso	ARR	Bexar County
\$33.50	86%	81%	86%	90%
\$34.00	87%	82%	86%	90%
\$34.50	87%	83%	87%	90%
\$35.00	87%	83%	87%	91%
\$35.50	88%	83%	88%	91%
\$36.00	88%	83%	88%	91%
\$36.50	88%	84%	88%	92%
\$37.00	88%	85%	89%	92%
\$37.50	89%	85%	89%	93%
\$38.00	89%	85%	89%	93%
\$38.50	89%	86%	90%	93%
\$39.00	89%	86%	90%	93%
\$39.50	90%	86%	90%	93%
\$40.00	90%	86%	90%	93%
\$40.50	90%	87%	90%	93%
\$41.00	90%	87%	91%	93%
\$41.50	90%	87%	91%	93%
\$42.00	90%	88%	91%	93%
\$42.50	91%	88%	91%	94%
\$43.00	91%	88%	92%	94%
\$43.50	91%	88%	92%	94%
\$44.00	91%	88%	93%	94%
\$44.50	91%	88%	93%	95%
\$45.00	91%	88%	93%	95%
\$45.50	92%	89%	93%	95%

ERG also compared the break-even rates of the four active program areas to growth rates in the number of stations by program area from 2012 to 2024. A fee that is too high could lead to many stations entering the market and a major decrease in average station throughput. A fee that is too low could lead to many stations losing money and leaving the market. Break-even rates and station growth rates for each survey period are presented in Table VIII-19.

Table VIII-19. Break-Even Rates and Percent Change in Number of Stations

Year	Metric	HGB/DFW	El Paso	ARR
2012–2014	Break-even rate	79.0%	78.0%	59.0%
	% change in stations	9.2%	0.5%	4.1%
2014–2016	Break-even rate	80.0%	71.0%	63.0%
	% change in stations	4.7%	3.4%	1.2%
2016–2018	Break-even rate	91.0%	85.0%	79.0%
	% change in stations	8.7%	-3.3%	0.5%
2018–2020	Break-even rate	89.0%	84.0%	77.0%
	% change in stations	7.5%	8.2%	1.7%
2020–2022	Break-even rate	89.0%	78.0%	69.0%
	% change in stations	-8.2%	2.2%	7.2%
2022–2024	Break-even rate	86.0%	73.0%	71.0%
	% change in stations	-12.5%	5.2%	-3.8%

The relationship between the number of stations breaking even (without considering building costs) and the growth rate in stations in all four program areas over this period did not fit a

logical trend. These results are possibly due to the COVID-19 pandemic causing asynchronous impacts compared to modeled revenues, as well as stricter enforcement of inspection fraud resulting in a loss of stations unrelated to recent break-even analyses. For this reason, ERG reran this analysis removing the 2022 and 2024 break-even results to assess the correlation between break-even rates and station growth rates.

For this timeframe, there are no recorded years where station growth is greater than 5% when the break-even rate is below 77.5%. Station growth is mixed when the break-even rate is between 77.5% and 87.5%, with some program areas seeing modest growth and others seeing a decrease in the number of stations. When the break-even rate is above 87.5%, station growth is higher than 5%. ERG recommends that the target break-even rate be around 87.5%, and so a range of 85% to 89% is used in determining the fee recommendation. Table VIII-20 shows the fee ranges that achieve these break-even rates.

Table VIII-20. Fee Recommendation Analysis

Variable	HGB/DFW	El Paso	ARR	Bexar County
Fee for about 85% of stations to break even based on equipment costs only	\$23.00	\$27.00	\$24.50	\$19.50
Fee for about 89% of stations to break even based on equipment costs only	\$26.50	\$32.00	\$27.00	\$22.00
Fee for about 85% of stations to break even based on equipment and single bay costs	\$31.50	\$37.00	\$32.50	\$27.00
Fee for about 89% of stations to break even based on equipment and single bay costs	\$37.50	\$45.50	\$38.00	\$32.00

Based on results from the comparative analysis of other state emissions testing programs, survey results regarding estimated willingness to pay for inspections, station owner recommendations of fees that cover their costs, model results, and given that the emissions test is uniform across program areas, ERG recommends a single OBD emissions inspection fee for all program areas between \$24.50 and \$28.50. This fee range covers the willingness to pay median across all program areas from the survey, includes parts of the 85% to 89% break-even rate ranges for all active program areas, and includes the median cost-of-living-adjusted emissions test fee for other states where the fee is capped by state governments. Table VIII-21 shows fee ranges for each component considered for this fee recommendation, either based on interquartile ranges (for other state emissions testing programs and survey responses from station owners) or ERG’s recommended break-even rates that suggest reasonable station growth in the near future.

Table VIII-21. Fee Ranges Used to Support Statewide Fee Recommendation

Variable	Low Estimate	High Estimate
Cost-of-living-adjusted state-capped fees	\$25.56	\$26.21
Customer willingness to pay according to station owners	\$22.50	\$35.50
Fee recommendation from station owners	\$22.00	\$39.99
ARR equipment only costs	\$24.50	\$27.00
El Paso equipment only costs	\$27.00	\$32.00
HGB/DFW equipment only costs	\$23.00	\$26.50
Bexar County equipment only costs	\$19.50	\$22.00
ARR equipment + single bay costs	\$32.50	\$37.00
El Paso equipment + single bay costs	\$37.00	\$45.50
HGB/DFW equipment + single bay costs	\$31.50	\$37.50
Bexar County equipment + single bay costs	\$27.00	\$32.00

I. RECOMMENDATIONS FOR FUTURE SURVEY EFFORTS

ERG recommends that the TCEQ consider the following changes for future survey efforts.

- Provide an option for stations to respond “Don’t know” to the question asking when stations first began offering emissions tests.
- Consider revisions or additional instruction regarding total square footage estimates. Stations continue to report area estimates that are smaller than anticipated for inspection stations.
- Consider alternate question types for the percentage of time employees spend conducting inspections to eliminate the default zero from non-response with the slider bar.
- Revise inspector compensation questions to reduce confusion between hourly rates, labor hour rates, and inspection fees.
- Revise questions asking about monthly costs for certified analyzers and associated maintenance packages to reduce confusion.
- Reformat question on additional emissions-related expenses to improve response quality.
- Remove the question about decommissioned equipment.
- Provide an option for stations to respond “Don’t know” regarding building costs.

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APPENDIX A. SURVEY INSTRUMENTS

This appendix includes the program-area-specific survey instruments that were sent to stations. The online survey was a single survey using the same questions, programmed to ask the program-area-specific questions based on the responding station's location (e.g., if a station was from the El Paso or ARR program area, a value of \$11.50 would appear for questions 24 and 25). ERG programmed skip logic into the survey, so stations would not see questions that did not apply to them (e.g., if a test-only respondent replied "no" in question 9a, the online survey would ask for a response to question 9b and then automatically skip them to question 13 as outlined in the paper survey).

The surveys in this appendix have been slightly reformatted from the mailed versions to improve their accessibility.

HGB/DFW English Survey

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

2023 Vehicle Emissions Inspection Program Fee Survey

Conducted by Eastern Research Group, Inc.

The Texas Commission on Environmental Quality (TCEQ) is required by state statute to review the fee established for inspecting motor vehicle emissions every two years. The TCEQ has contracted with Eastern Research Group, Inc. (ERG) to conduct a survey to evaluate the costs associated with vehicle emissions inspections.

The purpose of this survey is to collect data regarding costs and revenues in the Texas inspection and maintenance (I/M) program. The information collected will be used to make improvements to the I/M program and establish a fee that provides a reasonable rate of return on an investment for inspection station owners and the lowest necessary cost of inspection for motorists.

You can help improve Texas air quality and support testing stations like yours by sharing your experiences with the AirCheckTexas Vehicle Emissions Inspection Program. Your participation is crucial to the success of this survey. The more surveys returned, the more information that will be available for ERG to develop an accurate assessment. Please do your part and complete and return the survey in the enclosed stamped envelope as soon as possible.

This survey is voluntary. It should take about 10 to 15 minutes to complete.

Please do not write your name on the survey. Responses will be compiled by ERG, a TCEQ contractor. Any published results of this survey will be summarized in a manner that does not allow identification of individual stations, such as a percentage or an average.

If you own or operate more than one station that offers motor vehicle emissions inspections, please answer the questions only for the station to which the survey was sent.

If you have any questions or comments about this study, we would be happy to talk with you. You can email ERG at fee-survey@erg.com or call us toll free at 1-888-983-8118.

Please return your completed survey in the postage-paid envelope provided. If the envelope has been misplaced, please mail the form to:

ERG
Attn: TCEQ Fee Survey
561 Virginia Road, Building 4 – Suite 300,
Concord, MA 01742

You can also complete the survey online at: www.tceqsurvey2023.com

Need help or have questions about completing this survey?

→ Please email ERG at fee-survey@erg.com or call 1-888-983-8118.

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SURVEY INSTRUCTIONS

If you own or operate more than one station that offers motor vehicle emissions inspections, answer the questions below only for the station to which the survey was sent. Please complete one survey for each physical location.

If you do not know the answer to a particular question, please consult with other members of your organization.

If you have any questions while completing the survey, please contact the survey helpline at fee-survey@erg.com or 1-888-983-8118.

Please use blue or black ink. Use an X inside the box or color the box fully to mark your selections.

PART I – GENERAL STATION INFORMATION

- 1** Does this station offer motor vehicle emissions inspections? Mark **ONE box only.**
 Yes - Go to **2**
 No - You have completed the survey. Please mail the questionnaire to us in the enclosed pre-paid envelope. Thank you.
- 2** In what year did this station first offer motor vehicle emissions inspection testing?
NOTE: The current emissions inspection program started in Houston-Galveston-Brazoria and Dallas-Fort Worth in 2002 or 2003 (varies by county).
- 3** In calendar year 2023, did this station have more than one station ID? If yes, only complete one survey to cover these Station IDs.
 Yes – Please list other station IDs used at this location:
 No
- 4** What are the typical operating hours for performing emissions inspections at this station? Circle AM or PM. Please indicate any days that the station is closed.

Day	Time Open		Time Closed	Circle if Closed
Monday	<input type="text"/> am / pm	to	<input type="text"/> am / pm	Closed
Tuesday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Wednesday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Thursday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Friday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Saturday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Sunday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed

- 5** What is the approximate **total** square footage of the **entire** inspection station? sq. ft.
- 6** How many emissions inspection bays do you currently have at this station? If zero, please enter 0.
 Bays used **EXCLUSIVELY** for **emissions testing ONLY**
 Bays used for **emissions testing AND OTHER USES (safety testing, repairs, etc.) (If > 0, please answer 6b)**
- 6b** For emissions inspection bays also used for other purposes, on average, what percent of their use is for emissions testing?
 percent (%) of time that emissions bays with other uses are used for emissions testing

PART II - THE EMISSIONS INSPECTION PROCESS

- 7** On average, how long does it take to perform an On-Board Diagnostics (OBD) **emissions test** (exclude safety test time)?
 minutes to perform an OBD emissions test
- 8** On average, how much additional time is spent with each inspection customer (for example, explaining the emissions inspection process, reasons for failure and/or recommended repairs)?
 additional minutes spent with emissions inspection customer

PART III – OTHER STATION SERVICES

9a Does this station perform repairs that result from failed emissions inspections? Mark **ONE box only.**

- Yes - Go to **9b**
- No - Go to **9b**, then **13**

9b Which other services does this station offer? Mark **ALL that apply.**

- | | | |
|---|--|---|
| <input type="checkbox"/> Regular maintenance (oil, transmission, AC, brakes, exhaust, etc.) | <input type="checkbox"/> Glass repair/replacement | <input type="checkbox"/> Auto parts & accessories sales or installation |
| <input type="checkbox"/> Gas service station | <input type="checkbox"/> Paint or body work | <input type="checkbox"/> Towing & emergency services |
| <input type="checkbox"/> Tire sales and service | <input type="checkbox"/> Car wash or auto detailing | <input type="checkbox"/> Food, drink, or convenience store |
| <input type="checkbox"/> Other | <input type="checkbox"/> Car sales (new or used) | |
| | <input type="checkbox"/> Auto, truck, or trailer rentals | |

If other, please describe services other than those selected above.

PART IV - REPAIR SERVICE REVENUE: [If this station does not make repairs that result from failed emissions tests, go to Question 13.]

10 What proportion of the **repair revenues** for this station result directly from failed emissions tests? Mark **ONE box only.**

- | | |
|---------------------------------|----------------------------------|
| <input type="checkbox"/> 1-20% | <input type="checkbox"/> 61-80% |
| <input type="checkbox"/> 21-40% | <input type="checkbox"/> 81-100% |
| <input type="checkbox"/> 41-60% | |

11 In any given month, what is the typical number of repair jobs from failed emissions tests?

repair jobs

12 What is a typical repair cost for an emissions test failure?

\$, .00 per repair for a failed emissions test

PART V - YOUR EMISSIONS INSPECTORS

13 How many emissions inspectors currently work at this station? Please do NOT include employees who do not conduct emissions inspections.

Full-time emissions inspectors (Inspectors working 40 hours or more per week should be considered full-time.)

Part-time emissions inspectors (If > 0, please answer 13b)

13b On average, about how many hours per week does each part-time emissions inspector work? Include both time conducting inspections and time spent on all other activities. hours/week

14 Of the total hours worked per week by full-time and part-time emissions inspectors, about what percentage of their time is spent performing emissions inspections?

% Full-time emissions inspectors (Inspectors working 40 hours or more per week should be considered full-time.)

% Part-time emissions inspectors

15 How do you typically pay your emissions inspectors? What is the current average hourly wage and/or per-test amount paid?

Hourly wage or salary → \$. per hour

Per emissions test → \$. per test

Hourly wage or salary + per emissions test (Please enter dollar amounts in the corresponding spaces above.)

16 How many emissions inspectors receive benefits (e.g., health care, paid leave, etc.)?

Full-time emissions inspectors

Part-time emissions inspectors

17 Does this station incur costs specifically for training employees to conduct emissions inspections?

- Yes – Go to **17b**
- No – Go to **18a**
- Not sure – Go to **17b**

17b For calendar year 2023, please tell us the total dollar amount this station spent on:

Certified Vehicle Emissions Inspector training application fees and renewal fees	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Food, lodging, and travel costs for employees attending inspector training courses	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Wages paid to employees for their time attending inspector training courses	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Wages paid to employees for their time on-the-job training specific to emissions testing	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Other emissions training costs (continuing education, training materials, etc.)	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00

If appropriate, please provide a brief description of your OTHER training expenses:

PART VI - EMISSIONS TESTING EQUIPMENT, BUILDING AND OTHER COSTS

18a Please tell us about the certified emissions testing analyzers that you currently **RENT** at this station. For each analyzer, enter your current total monthly rental cost.

Enter total monthly rental cost	
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input .00<="" td="" type="text"/>
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"><input .00<="" td="" type="text"/> </input>
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"><input .00<="" td="" type="text"/> </input>

18b Please tell us about the certified emissions testing analyzers that you currently **OWN** at this station. For each analyzer, enter the number of years that you have owned the analyzer and provide your best estimate of the total cost, including installation. Please also identify the option that best describes how the purchase was financed.

Number of Years Owned	Enter total cost, including installation	Select how you financed the purchase and total cost	If lease or loan...		Do you have a maintenance package for this emissions testing analyzer?	Cost of maintenance package (Select time frame)
			Lease/Loan term (years)	Interest rate (%)		
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input .00<="" td="" type="text"/> <td> <input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input></td> <td><input type="text"/></td> <td><input type="text"/> %</td> <td> <input type="checkbox"/> Yes <input type="checkbox"/> No </td> <td>\$ <input type="text"/> .00 per month / quarter / year</td>	<input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input>	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input .00<="" td="" type="text"/> <td> <input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input></td> <td><input type="text"/></td> <td><input type="text"/> %</td> <td> <input type="checkbox"/> Yes <input type="checkbox"/> No </td> <td>\$ <input type="text"/> .00 per month / quarter / year</td>	<input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input>	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input .00<="" td="" type="text"/> <td> <input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input></td> <td><input type="text"/></td> <td><input type="text"/> %</td> <td> <input type="checkbox"/> Yes <input type="checkbox"/> No </td> <td>\$ <input type="text"/> .00 per month / quarter / year</td>	<input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input>	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year

19 [If you own your analyzer(s)] In calendar year 2023, how much did you spend on repairs to your emissions testing equipment (e.g., barcode scanner, printer, internal analyzer components) that were not covered by a service contract or maintenance package? You will be asked about your costs for consumable goods such as paper, toner, and gas cap testers in the next question.

\$,

20 Other than maintenance or repairs to emissions testing equipment you entered in the previous question, please tell us about other costs this station has specific to vehicle emissions inspections.

Item	Cost	Frequency of expense (circle one)
a. Dedicated phone line or internet	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
b. Gas cap tester kits	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
c. Printer paper	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
d. Ink/toner cartridges	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
e. Other <div style="border: 1px solid black; padding: 5px; width: fit-content;">Please describe:</div>	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time

21 In the last two years, have you gotten rid of OBD analyzers that were purchased for this station? **Do not include rented analyzers.**

- Yes. - Go to **21b**
- No. - Go to **22**
- Not sure. - Go to **22**

21b Please tell us about any OBD certified emissions testing analyzers you have gotten rid of that you no longer needed at this station. For each one, please indicate the number of years the equipment was owned and how you got rid of it. If applicable, please also indicate the revenue from its sale AND/OR the cost to dispose of it.

Type	# of Years Owned	Select one	If you SOLD or TRADED IN this analyzer, please indicate	If you PAID to get rid of this analyzer, please indicate
			YOUR REVENUE OR TRADE-IN VALUE	YOUR COST
OBD	<input type="text"/>	<input type="checkbox"/> I sold this <input type="checkbox"/> I traded it in <input type="checkbox"/> I got rid of it for free <input type="checkbox"/> I paid to get rid of it	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
OBD	<input type="text"/>	<input type="checkbox"/> I sold this <input type="checkbox"/> I traded it in <input type="checkbox"/> I got rid of it for free <input type="checkbox"/> I paid to get rid of it	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00

22 Did you ever add or acquire building space (i.e., bay space) in order to perform vehicle emissions testing at this station?

- Yes.
- No.
- Not sure.

23 Did you purchase or do you rent/lease the building space for this station?

- Purchase. What was the approximate purchase price? \$, , .00
- Rent/Lease. What is the approximate monthly rent? \$, , .00

PART VII – ADDITIONAL INFORMATION

24 Other than free retests on vehicles that failed previously at this station, do you ever offer emissions tests at no charge **OR** charge less than \$18.50 for an emissions test? Mark **ALL that apply.**

- No - Go to **25**
- Yes, we sometimes offer emissions tests for **FREE**. - If selected, please answer **24b**
- Yes, we sometimes offer emissions tests for **less than \$18.50**. – If selected, please answer **24c**

24b This station offers emissions tests at no charge for: Mark **ALL that apply.**

- Friends and Family.
- Employees.
- Active or Veteran Military personnel.
- Members of our customer loyalty program.
- Customers getting retests just outside 15 days of their initial failed inspection.
- Customers who failed an emissions test at another station and had repairs performed at THIS station.
- Customers who cannot afford an inspection.
- General customer satisfaction at owner's or manager's discretion.
- Other reasons – please describe.

24c What is the lowest fee that you charge for an emissions test?

\$.

25 In your opinion, does the **\$18.50** fee cover your costs of offering emissions testing at this station?

- Yes. - Go to **26**
- No. - Go to **25b**

25b Please tell us the extent to which you agree or disagree with the following statements?

Strongly Agree
Agree
Neither Agree
nor Disagree
Disagree
Strongly Disagree
N/A

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	N/A
I do not conduct enough emissions inspections because there are too many stations performing inspections.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I pay for emissions inspection bay/building space, but it is underutilized for emissions testing or cannot easily be used for other purposes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I must pay an emissions inspector to be on site, and it is costly because it is difficult to task them with other work when they are not performing inspections.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I must pay my inspectors a high salary/rate because their primary job function is one that demands a higher salary than emissions inspectors.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My testing equipment is frequently in need of repair, and the downtime hurts my ability to break even.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The extra time I spend with customers during emissions inspections is costly.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Costs associated with testing have increased over the years and now our costs exceed the revenue from the test fee.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I plan to continue performing emissions tests after the safety tests end on December 31, 2024.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
All the costs simply add up to more than the fee, but I decide to offer testing because it is important to my business in other ways.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please describe any other reasons that the emissions inspection fee does not cover your costs.

26 We value your expertise! Thinking about the emissions inspection fee **separate from** the \$7.00 safety inspection fee, please answer the following questions. Remember, your recommendation should NOT include the \$7.00 safety portion of the inspection.

a What vehicle emissions inspection fee do you think your customers would be willing to pay? \$.

b What vehicle emissions inspection fee would allow your revenue to cover your costs? \$.

27 Regarding **safety inspections only**, approximately what percent of this station's total annual revenue is from safety inspections (the \$7 portion of the inspections fee)?

- Less than 0.5 percent
- 0.5 percent to 0.99 percent
- 1.0 percent to 2.99 percent
- 3.0 percent to 4.99 percent
- 5.0 percent to 9.99 percent
- 10.0 percent to 14.99 percent
- 15.0 percent to 24.99 percent
- 25.0 percent or greater

28 When safety inspections end on December 31, 2024, the following items will move from the safety inspection to the emissions inspection. How long will it take to visually inspect these items?

- the exhaust gas recirculation system;
- the evaporative emissions control system;
- the positive crankcase ventilation system;
- the thermostatic air cleaner;
- the air injection system; and
- the catalytic converter for selected model-years.

minutes to visually inspect these items

29 Please explain why this station may or may not continue with emissions tests after safety testing ends.

END

Thank you for completing this survey.
We are interested in your feedback! If you have suggestions for improving this survey, please note them below.

Please make a photocopy of this form for your records.
Please return the completed original questionnaire in the postage-paid envelope provided.
If the envelope has been misplaced, please mail the form to:
ERG, Attn: TCEQ Fee Survey, 561 Virginia Road, Building 4 – Suite 300, Concord, MA 01742.

HGB/DFW Spanish Survey

COMISIÓN DE CALIDAD AMBIENTAL DEL ESTADO DE TEXAS

Encuesta sobre los cargos del Programa de Inspección de Emisiones Vehiculares 2023

Realizada por Eastern Research Group, Inc.

En virtud de los estatutos estatales, la Comisión de Calidad Ambiental del Estado de Texas (TCEQ) tiene la obligación de reevaluar el cargo establecido para inspeccionar emisiones de vehículos motorizados cada dos años. La TCEQ ha contratado a Eastern Research Group, Inc. (ERG) para que realice una encuesta para evaluar los costos asociados a las inspecciones de emisiones vehiculares.

El propósito de esta encuesta es recopilar datos sobre costos y ganancias en el programa de inspección y mantenimiento (I/M) de Texas. La información recopilada se usará para mejorar el programa I/M y establecer un cargo que genere una tasa de rentabilidad razonable en una inversión para los propietarios de estaciones de inspección y el costo necesario más bajo de inspección para los conductores.

Usted puede ayudar a mejorar la calidad del aire de Texas y apoyar a estaciones de prueba como la suya compartiendo sus experiencias con el Programa de Inspección de Emisiones Vehiculares AirCheckTexas. Su participación es crucial para el éxito de esta encuesta. Cuantas más encuestas se completen, más información tendrá ERG a su disposición para desarrollar una evaluación rigurosa. Por favor llene la encuesta que le enviamos. Adjunto va un sobre con estampilla para que lo regrese lo más pronto posible.

Esta encuesta es voluntaria. Completarla solamente le tomará de 10 a 15 minutos.

No escriba su nombre en la encuesta. ERG, un contratista de TCEQ, se encargará de compilar las respuestas. Todos los resultados de esta encuesta que se publiquen se resumirán de una manera en que no se pueda identificar a estaciones particulares, como en un porcentaje o un promedio.

Si usted es propietario u opera más de una estación que ofrece inspecciones de vehículos motorizados, responda las preguntas solamente relacionadas con la estación por la que se envió la encuesta.

Si tiene alguna pregunta o comentario sobre este estudio, con gusto le atenderemos. Puede enviar un correo electrónico a ERG a fee-survey@erg.com o llamarnos sin cargo al 1-888-983-8118.

Devuelva su encuesta completada en el sobre proporcionado. No necesita poner estampilla. Si no encuentra el sobre, envíe la encuesta por correo a:

ERG
Attn: TCEQ Fee Survey
561 Virginia Road, Building 4 – Suite 300,
Concord, MA 01742

También puede completar la encuesta en línea en: www.tceqsurvey2023.com

¿Necesita ayuda o tiene alguna pregunta sobre como completar esta encuesta?

→ Envíe un correo electrónico a ERG a fee-survey@erg.com o llámenos sin cargo al 1-888-983-8118.

Esta página se deja en blanco deliberadamente

INSTRUCCIONES DE LA ENCUESTA

Si usted es propietario u opera más de una estación que ofrece inspecciones de vehículos motorizados, responda las preguntas de abajo solamente relacionadas con la estación por la que se envió la encuesta. Complete una encuesta por cada ubicación física.

Si no sabe la respuesta a una pregunta en particular, consulte a otros integrantes de su organización.

Si tiene alguna duda mientras está completando la encuesta, póngase en contacto con la línea de ayuda con encuestas a la dirección fee-survey@erg.com o por teléfono al 1-888-983-8118.

Le pedimos que use tinta azul o negra. Use una X dentro de la casilla o coloree la casilla por completo para marcar las opciones que elija.

PARTE I - INFORMACIÓN GENERAL SOBRE LA ESTACIÓN

1 ¿En esta estación se hacen inspecciones de emisiones de vehículos motorizados? **Marque con una SOLO una casilla.**

Sí - Avance a **2**

No - Ha completado la encuesta. Envíenos el cuestionario por correo en el sobre prepagado incluido. Gracias.

2 ¿En qué año se empezaron a ofrecer inspecciones de emisiones de vehículos motorizados en esta estación?

NOTA: el programa de inspección de emisiones vehiculares actual comenzó en Houston-Galveston-Brazoria y Dallas-Fort Worth en 2002 o 2003 (varía según el condado).

3 En el año calendario 2023, ¿esta estación tenía más de una identificación de estación? En caso afirmativo, complete solo una encuesta para cubrir estas identificaciones de estación.

Sí - Ingrese las otras identificaciones de estación usadas en esta ubicación:

No

4 ¿Cuál es el horario de atención normal para hacer inspecciones de emisiones en esta estación? Dibuje un círculo alrededor de a. m. o p. m. Indique en qué días la estación permanece cerrada.

Día	Hora de apertura	Hora de cierre	Encerrar en un círculo si corresponde
Lunes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Martes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Miércoles	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Jueves	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Viernes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Sábado	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Domingo	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado

5 ¿Cuál es la superficie **total** aproximada en pies cuadrados de **toda** la estación de inspección? ft²

6 ¿Cuántas plataformas de inspección de emisiones tiene actualmente en esta estación? Si no hay ninguna, ingrese 0.

plataformas usadas **EXCLUSIVAMENTE** para **SOLO para pruebas de emisiones**

plataformas usadas para **pruebas de emisiones Y OTROS USOS (pruebas de seguridad, reparaciones, etc.)**

(Si la respuesta es > 0, responda 6b)

6b Para las plataformas de inspección de emisiones que también se usan para otros fines, en promedio, ¿qué porcentaje de su uso es para pruebas de emisiones?

por ciento (%) del tiempo que las plataformas con otros usos se usan para pruebas de emisiones

PARTE II - EL PROCESO DE INSPECCIÓN DE EMISIONES

7 En promedio, ¿cuánto tiempo lleva hacer una **prueba de emisiones** con el sistema de diagnóstico a bordo (OBD) [sin incluir el tiempo usado en pruebas de seguridad]?

minutos para ejecutar una prueba de emisiones con OBD

8 En promedio, ¿cuánto tiempo adicional se pasa con cada cliente de inspección (por ejemplo, explicando el proceso de inspección de emisiones, motivos de fallas y/o reparaciones recomendadas)?

minutos adicionales que se pasan con cliente de inspección de emisiones

PARTE III – OTROS SERVICIOS DE LA ESTACIÓN

9 ¿Esta estación realiza reparaciones que resulten de inspecciones de emisiones fallidas? **Marque con una solo UNA casilla.**
 Sí – Avance a **9b**
 No – Avance a **9b**, luego a **13**

9b ¿Qué otros servicios ofrece esta estación?
Marque con una TODAS las opciones que correspondan.

- | | | |
|--|--|---|
| <input type="checkbox"/> Mantenimiento regular (aceite, transmisión, aire acondicionado, frenos, escape, etc.) | <input type="checkbox"/> Reparación/cambio de vidrios | <input type="checkbox"/> Ventas o instalación de accesorios y repuestos |
| <input type="checkbox"/> Estación de servicio de combustible | <input type="checkbox"/> Pintura o reparación de carrocería | <input type="checkbox"/> Servicios de emergencia y remolque |
| <input type="checkbox"/> Ventas y servicio de neumáticos | <input type="checkbox"/> Lavado o limpieza a fondo | <input type="checkbox"/> Comida, bebidas o tienda de conveniencia |
| <input type="checkbox"/> Otros | <input type="checkbox"/> Venta de vehículos (nuevos o usados) | |
| | <input type="checkbox"/> Alquiler de automóviles, camionetas o tráileres | |

Si elige la opción Otros, describa los servicios que no corresponden a los seleccionados arriba.

PARTE IV - INGRESOS POR SERVICIOS DE REPARACIÓN: [Si esta estación no realiza reparaciones que resulten de pruebas de emisiones fallidas, pase a la Pregunta 13.]

10 ¿Qué proporción de **los ingresos por reparaciones** de esta estación son el resultado directo de pruebas de emisiones no aprobadas? **Marque con una solo UNA casilla.**

<input type="checkbox"/> 1-20%	<input type="checkbox"/> 61-80%
<input type="checkbox"/> 21-40%	<input type="checkbox"/> 81-100%
<input type="checkbox"/> 41-60%	

11 En cualquier mes dado, ¿cuál es la cantidad típica de trabajos de reparación por pruebas de emisiones no aprobadas?
 trabajos de reparación por pruebas de emisiones no aprobadas

12 ¿Cuál es el costo de reparación típico por no aprobar una prueba de emisiones?
 \$, .00 por reparación por una prueba de emisiones no aprobada

PARTE V - SUS INSPECTORES DE EMISIONES

13 ¿Cuántos inspectores de emisiones trabajan actualmente en esta estación? **NO** incluya empleados que no realizan inspecciones de emisiones.

Inspectores de emisiones de tiempo completo (los inspectores de emisiones que trabajan 40 horas o más por semana deben considerarse de tiempo completo).

Inspectores de emisiones de medio tiempo (**si > 0, responda 13b**)

13b En promedio, ¿cuántas horas por semana trabaja cada inspector de emisiones de medio tiempo? Incluya tanto el tiempo que dedica a hacer inspecciones como el tiempo que dedica a todas las demás actividades horas/semana

14 Del total de horas trabajadas por semana por los inspectores de emisiones a tiempo completo y a tiempo parcial, ¿aproximadamente qué porcentaje de su tiempo lo dedican a realizar inspecciones de emisiones?

Inspectores de emisiones de tiempo completo (los inspectores de emisiones que trabajan 40 horas o más por semana deben considerarse de tiempo completo).

Inspectores de emisiones de medio tiempo

15 ¿Cómo suele pagar a sus inspectores de emisiones? ¿Cuál es el salario por hora promedio y/o monto que paga por prueba actualmente?

Paga o salario por hora → \$. por hora

Por prueba de emisiones → \$. por prueba

Paga o salario por hora + por prueba de emisiones (*Ingrese montos en dólares en los espacios correspondientes arriba*).

16 ¿Cuántos inspectores de emisiones reciben prestaciones (por ejemplo, seguro médico, licencia con goce de sueldo, etc.)?

Inspectores de emisiones de tiempo completo

Inspectores de emisiones de medio tiempo

17 ¿Esta estación incurre en costos específicamente por capacitar a empleados para hacer inspecciones de emisiones?

Sí – Avance a **18b**

No – Avance a **19**

No sé con certeza – Avance a **18b**

17b Para el año calendario 2023, indíquenos la cantidad total en dólares que esta estación gastó en:

Cargos por renovación y cargos por solicitud de capacitación para inspector de emisiones vehiculares certificado	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Comida, alojamiento y costos de viaje para empleados que asisten a cursos de capacitación para inspectores	\$	<input type="text"/>	.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Salario pagado a empleados por su tiempo al asistir a cursos de capacitación para inspectores	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Salario pagado a empleados por su tiempo abocado a capacitaciones prácticas específicas para pruebas de emisiones	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Otros costos de capacitación en emisiones (educación continua, materiales de capacitación, etc.)	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00

Si corresponde, ingrese una descripción breve de sus OTROS gastos por capacitación:

PARTE VI - EQUIPOS DE PRUEBAS DE EMISIONES, EDIFICIO Y OTROS COSTOS

18a Cuéntenos sobre los analizadores de emisiones certificados que ALQUILA actualmente en esta estación. Para cada analizador, ingrese el costo total de alquiler mensual.

Ingrese el costo total de alquiler mensual
\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00

18b Cuéntenos sobre los analizadores de emisiones certificados que POSEE actualmente en esta estación. Para cada analizador, ingrese desde hace cuántos años posee el analizador y su mejor estimación del costo total, incluyendo instalación. También identifique la opción que mejor describa cómo se financió la compra.

Cantidad de años de propiedad	Ingrese el costo total, incluyendo instalación	Seleccione cómo financió la compra y costo total	Si usó un arrendamiento o préstamo...		¿Tiene un paquete de mantenimiento para este analizador de emisiones?	Costo del paquete de mantenimiento (seleccione el plazo)
			Plazo de arrendamiento/prestamo (años)	Tasa de interés (%)		
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> <input type="text"/> .00 por mes / trimestre / año
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> <input type="text"/> .00 por mes / trimestre / año
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> <input type="text"/> .00 por mes / trimestre / año

19 [Si posee un analizador(es)] En el año calendario 2023, ¿cuánto gastó en reparaciones a sus equipos de prueba de emisiones (por ejemplo, escáner de código de barras, impresora, componentes internos) que no estaban cubiertas por un contrato de servicio o paquete de mantenimiento? Se le preguntará sobre sus costos por insumos como papel, tóner y probadores de tapa de tanque de combustible en la siguiente pregunta.

\$, .00

20 Aparte de mantenimiento o reparaciones a equipos de prueba de emisiones que ingresó en la pregunta anterior, coméntenos qué otros costos que esta estación tiene que correspondan específicamente a emisiones vehiculares.

Artículo	Costo	Frecuencia del gasto (encierra una en un círculo)
a. Línea telefónica exclusiva o Internet	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
b. Kits de probadores de tapa de tanque de combustible	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
c. Papel para impresora	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
d. Cartuchos de tinta/tóner	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
e. Otros <i>Ingrese una descripción:</i>	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez

21 ¿En los últimos dos años se han deshecho de los analizadores OBD que se compraron para esta estación? **No incluya analizadores alquilados.**

- Sí - Avance a **22b**
 No - Avance a **23**
 No sé con certeza – Avance a **23**

21b Cuéntenos sobre todo analizador de pruebas de emisiones certificado OBD de los que se deshizo por no necesitarlos más en esta estación. Para cada uno, indique la cantidad de años que tuvo el equipo y cómo se deshizo de este. Si corresponde, indique los ingresos por su venta Y/O costo para deshacerse del equipo.

Tipo	Cant. de años que lo tuvo	Seleccione una	Si VENDIÓ o CANJEÓ este analizador, indique	Si PAGÓ por deshacerse de este analizador, indique
			LO QUE GANÓ O VALOR DE CANJE	SU COSTO
OBD	<input type="text"/>	<input type="checkbox"/> Lo vendí	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .0	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
		<input type="checkbox"/> Lo canjeé		
		<input type="checkbox"/> Me deshice del equipo sin costo		
		<input type="checkbox"/> Pagué para deshacerme del equipo		
OBD	<input type="text"/>	<input type="checkbox"/> Lo vendí	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .0	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
		<input type="checkbox"/> Lo canjeé		
		<input type="checkbox"/> Me deshice del equipo sin costo		
		<input type="checkbox"/> Pagué para deshacerme del equipo		

22 ¿Alguna vez añadió o adquirió espacio edificable (por ejemplo, plataformas) para hacer pruebas de emisiones vehiculares en esta estación?

- Sí.
 No.
 No sé con certeza.

23 ¿Compró o alquila/arrienda el edificio para esta estación?

- Compra. ¿Cuál fue el precio aproximado de compra? \$, , .00
 Alquiler/arrendamiento. ¿Cuál es la renta mensual aproximada? \$, , .00

PARTE VII – INFORMACIÓN ADICIONAL

24 Aparte de repeticiones de pruebas no aprobadas anteriormente en esta estación, ¿alguna vez ofrece pruebas de emisiones sin cargo cobra menos de \$18.50 por una prueba de emisiones? **Marque con una TODAS las opciones que correspondan.**

No – Avance a **26**

Sí, a veces ofrecemos pruebas de emisiones **GRATIS**. - Si selecciona esta opción, responda **25b**

Sí, a veces ofrecemos pruebas de emisiones por **menos de \$18.50**. – Si selecciona esta opción, responda **25c**

24b En esta estación se ofrecen pruebas de emisiones sin cargo para: **Marque con una TODAS las opciones que correspondan.**

Amigos y familiares.

Empleados.

Personal militar activo o veteranos.

Miembros de nuestro programa de lealtad para clientes.

Clientes que vuelven a hacer la prueba pasados los 15 días de su inspección fallida inicial.

Clientes que no pasaron una prueba de emisiones en otra estación e hicieron reparaciones en ESTA estación.

Clientes que no pueden costear una inspección.

Para satisfacción del cliente en general a criterio del propietario o gerente.

Otros motivos – Ingrese una descripción.

24c ¿Cuál es el cargo más bajo que cobra por una prueba de emisiones?

\$.

25 En su opinión, ¿el cargo de \$18.50 cubre sus costos de ofrecer pruebas de emisiones en esta estación?

Sí - Avance a **27**

No - Avance a **26b**

25b Indíquenos en qué medida está de acuerdo o en desacuerdo con las siguientes afirmaciones.

Totalmente de acuerdo
De acuerdo
No estoy de acuerdo ni en desacuerdo
En desacuerdo
Totalmente en desacuerdo
N/A

No hago suficientes inspecciones de emisiones porque hay demasiadas estaciones que hacen inspecciones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pago por espacio de edificio/plataforma para inspecciones de emisiones, pero está infrautilizado para pruebas de emisiones y no se puede usar fácilmente para otros fines.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Debo pagar a un inspector de emisiones para que esté en las instalaciones, pero es costoso porque es difícil asignarle otras tareas cuando no está haciendo inspecciones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Debo pagar una tarifa/salario elevado a mis inspectores porque su función principal exige una paga más alta que la de inspectores de emisiones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mis equipos de prueba necesitan reparaciones con frecuencia y el tiempo de inactividad no me permite cubrir las pérdidas.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
El tiempo adicional que paso con clientes durante inspecciones de emisiones es costoso.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Los costos asociados a las pruebas aumentaron en los últimos años y ahora nuestros costos exceden las ganancias del cargo que se cobra por la prueba.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Planeo continuar realizando pruebas de emisiones después de que finalicen las pruebas de seguridad el 31 de diciembre de 2024.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Todos los costos simplemente son mucho más que lo que se cobra, pero elijo ofrecer pruebas porque es importante para mi negocio de otras maneras.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Describa cualquier otro motivo por el que el cargo de inspección de emisiones no cubre sus costos.

26 ¡Su experiencia es muy importante! Pensando en el cargo de inspección de emisiones aparte del cargo de inspección de seguridad de \$7.00, responda las siguientes preguntas. Recuerde que su recomendación NO debe incluir el cargo de \$7.00 por la parte de seguridad de la inspección.

a ¿Qué cargo de inspección de emisiones vehiculares cree que sus clientes estarían dispuestos a pagar? \$.

b ¿Qué cargo de inspección de emisiones vehiculares le permitiría cubrir los costos? \$.

27 Con respecto *únicamente a las inspecciones de seguridad*, ¿aproximadamente qué porcentaje de los ingresos anuales totales de esta estación provienen de inspecciones de seguridad (la porción de \$7 de la tarifa de inspección)?

- Menos del 0.5 por ciento
- Del 0.5 por ciento al 0.99 por ciento
- Del 1.0 por ciento al 2.99 por ciento
- Del 3.0 por ciento al 4.99 por ciento
- Del 5.0 por ciento al 9.99 por ciento
- Del 10.0 por ciento al 14.99 por ciento
- Del 15.0 por ciento al 24.99 por ciento
- 25.0 por ciento o más

28 Cuando finalicen las pruebas de seguridad el 31 de diciembre de 2024, los siguientes elementos se trasladarán de la inspección de seguridad a la inspección de emisiones. ¿Cuánto tiempo llevará inspeccionar visualmente estos elementos?

- el sistema de recirculación de gases de escape;
- el sistema de control de emisiones evaporativas;
- el sistema de ventilación positiva del cárter;
- el filtro de aire termostático;
- el sistema de inyección de aire; y
- el convertidor catalítico para años de modelo seleccionados.

minutos para inspeccionar visualmente estos elementos

29 Explique por qué esta estación puede o no continuar con las pruebas de emisiones una vez finalizadas las pruebas de seguridad.

FIN

Gracias por completar esta encuesta.
¡Su opinión es muy valiosa! Si tiene alguna sugerencia para mejorar esta encuesta, inclúyala abajo.

Haga una fotocopia de este formulario para poder guardarlo.
Devuelva el cuestionario original completado en el sobre con franqueo pagado que se incluye.
Si no encuentra el sobre, envíe el formulario por correo a:
ERG, Attn: TCEQ Fee Survey, 561 Virginia Road, Building 4 – Suite 300, Concord, MA 01742.

El Paso English Survey

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

2023 Vehicle Emissions Inspection Program Fee Survey

Conducted by Eastern Research Group, Inc.

The Texas Commission on Environmental Quality (TCEQ) is required by state statute to review the fee established for inspecting motor vehicle emissions every two years. The TCEQ has contracted with Eastern Research Group, Inc. (ERG) to conduct a survey to evaluate the costs associated with vehicle emissions inspections.

The purpose of this survey is to collect data regarding costs and revenues in the Texas inspection and maintenance (I/M) program. The information collected will be used to make improvements to the I/M program and establish a fee that provides a reasonable rate of return on an investment for inspection station owners and the lowest necessary cost of inspection for motorists.

You can help improve Texas air quality and support testing stations like yours by sharing your experiences with the AirCheckTexas Vehicle Emissions Inspection Program. Your participation is crucial to the success of this survey. The more surveys returned, the more information that will be available for ERG to develop an accurate assessment. Please do your part and complete and return the survey in the enclosed stamped envelope as soon as possible.

This survey is voluntary. It should take about 10 to 15 minutes to complete.

Please do not write your name on the survey. Responses will be compiled by ERG, a TCEQ contractor. Any published results of this survey will be summarized in a manner that does not allow identification of individual stations, such as a percentage or an average.

If you own or operate more than one station that offers motor vehicle emissions inspections, please answer the questions only for the station to which the survey was sent.

If you have any questions or comments about this study, we would be happy to talk with you. You can email ERG at fee-survey@erg.com or call us toll free at 1-888-983-8118.

Please return your completed survey in the postage-paid envelope provided. If the envelope has been misplaced, please mail the form to:

ERG
Attn: TCEQ Fee Survey
561 Virginia Road, Building 4 – Suite 300,
Concord, MA 01742

You can also complete the survey online at: www.tceqsurvey2023.com

Need help or have questions about completing this survey?

→ Please email ERG at fee-survey@erg.com or call 1-888-983-8118.

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SURVEY INSTRUCTIONS

If you own or operate more than one station that offers motor vehicle emissions inspections, answer the questions below only for the station to which the survey was sent. Please complete one survey for each physical location.

If you do not know the answer to a particular question, please consult with other members of your organization.

If you have any questions while completing the survey, please contact the survey helpline at fee-survey@erg.com or 1-888-983-8118.

Please use blue or black ink. Use an X inside the box or color the box fully to mark your selections.

PART I – GENERAL STATION INFORMATION

- 1** Does this station offer motor vehicle emissions inspections? Mark **ONE box only.**
 Yes - Go to **2**
 No - You have completed the survey. Please mail the questionnaire to us in the enclosed pre-paid envelope. Thank you.

- 2** In what year did this station first offer motor vehicle emissions inspection testing?
NOTE: The current emissions inspection program started in El Paso County in 2007.

- 3** In calendar year 2023, did this station have more than one station ID? If yes, only complete one survey to cover these Station IDs.
 Yes – Please list other station IDs used at this location:
 No

- 4** What are the typical operating hours for performing emissions inspections at this station? Circle AM or PM. Please indicate any days that the station is closed.

Day	Time Open		Time Closed	Circle if Closed
Monday	<input type="text"/> am / pm	to	<input type="text"/> am / pm	Closed
Tuesday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Wednesday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Thursday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Friday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Saturday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Sunday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed

- 5** What is the approximate **total** square footage of the **entire** inspection station? sq. ft.
- 6** How many emissions inspection bays do you currently have at this station? If zero, please enter 0.
 Bays used **EXCLUSIVELY** for **emissions testing ONLY**
 Bays used for **emissions testing AND OTHER USES (safety testing, repairs, etc.) (If > 0, please answer 6b)**

- 6b** For emissions inspection bays also used for other purposes, on average, what percent of their use is for emissions testing?
 percent (%) of time that emissions bays with other uses are used for emissions testing

PART II - THE EMISSIONS INSPECTION PROCESS

- 7** On average, how long does it take to perform an On-Board Diagnostics (OBD) **emissions test** (exclude safety test time)?
 minutes to perform an OBD emissions test
- 8** On average, how much additional time is spent with each inspection customer (for example, explaining the emissions inspection process, reasons for failure and/or recommended repairs)?
 additional minutes spent with emissions inspection customer

PART III – OTHER STATION SERVICES

9a Does this station perform repairs that result from failed emissions inspections? Mark **ONE box only.**

- Yes - Go to **9b**
- No - Go to **9b**, then **13**

9b Which other services does this station offer? Mark **ALL that apply.**

- | | | |
|---|--|--|
| <input type="checkbox"/> Regular maintenance
(oil, transmission, AC,
brakes, exhaust, etc.) | <input type="checkbox"/> Glass repair/replacement | <input type="checkbox"/> Auto parts & accessories sales or
installation |
| <input type="checkbox"/> Gas service station | <input type="checkbox"/> Paint or body work | <input type="checkbox"/> Towing & emergency services |
| <input type="checkbox"/> Tire sales and service | <input type="checkbox"/> Car wash or auto detailing | <input type="checkbox"/> Food, drink, or convenience store |
| <input type="checkbox"/> Other | <input type="checkbox"/> Car sales (new or used) | |
| | <input type="checkbox"/> Auto, truck, or trailer rentals | |

If other, please describe services other than those selected above.

PART IV - REPAIR SERVICE REVENUE: [If this station does not make repairs that result from failed emissions tests, go to Question 13.]

10 What proportion of the **repair revenues** for this station result directly from failed emissions tests? Mark **ONE box only.**

- | | |
|---------------------------------|----------------------------------|
| <input type="checkbox"/> 1-20% | <input type="checkbox"/> 61-80% |
| <input type="checkbox"/> 21-40% | <input type="checkbox"/> 81-100% |
| <input type="checkbox"/> 41-60% | |

11 In any given month, what is the typical number of repair jobs from failed emissions tests?

repair jobs

12 What is a typical repair cost for an emissions test failure?

\$, .00 per repair for a failed emissions test

PART V - YOUR EMISSIONS INSPECTORS

13 How many emissions inspectors currently work at this station? Please do NOT include employees who do not conduct emissions inspections.

Full-time emissions inspectors (Inspectors working 40 hours or more per week should be considered full-time.)

Part-time emissions inspectors (If > 0, please answer 13b)

13b On average, about how many hours per week does each part-time emissions inspector work? Include both time conducting inspections and time spent on all other activities. hours/week

14 Of the total hours worked per week by full-time and part-time emissions inspectors, about what percentage of their time is spent performing emissions inspections?

% Full-time emissions inspectors (Inspectors working 40 hours or more per week should be considered full-time.)

% Part-time emissions inspectors

15 How do you typically pay your emissions inspectors? What is the current average hourly wage and/or per-test amount paid?

Hourly wage or salary → \$. per hour

Per emissions test → \$. per test

Hourly wage or salary + per emissions test (Please enter dollar amounts in the corresponding spaces above.)

16 How many emissions inspectors receive benefits (e.g., health care, paid leave, etc.)?

Full-time emissions inspectors

Part-time emissions inspectors

17 Does this station incur costs specifically for training employees to conduct emissions inspections?

- Yes – Go to **17b**
- No – Go to **18a**
- Not sure – Go to **17b**

17b For calendar year 2023, please tell us the total dollar amount this station spent on:

Certified Vehicle Emissions Inspector training application fees and renewal fees	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Food, lodging, and travel costs for employees attending inspector training courses	\$	<input type="text"/>	.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Wages paid to employees for their time attending inspector training courses	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Wages paid to employees for their time on-the-job training specific to emissions testing	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Other emissions training costs (continuing education, training materials, etc.)	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00

If appropriate, please provide a brief description of your OTHER training expenses:

PART VI - EMISSIONS TESTING EQUIPMENT, BUILDING AND OTHER COSTS

18a Please tell us about the certified emissions testing analyzers that you currently **RENT** at this station. For each analyzer, enter your current total monthly rental cost.

Enter total monthly rental cost	
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input .00<="" td="" type="text"/>
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"><input .00<="" td="" type="text"/> </input>
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"><input .00<="" td="" type="text"/> </input>

18b Please tell us about the certified emissions testing analyzers that you currently **OWN** at this station. For each analyzer, enter the number of years that you have owned the analyzer and provide your best estimate of the total cost, including installation. Please also identify the option that best describes how the purchase was financed.

Number of Years Owned	Enter total cost, including installation	Select how you financed the purchase and total cost	If lease or loan...		Do you have a maintenance package for this emissions testing analyzer?	Cost of maintenance package (Select time frame)
			Lease/Loan term (years)	Interest rate (%)		
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input .00<="" td="" type="text"/> <td> <input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input></td> <td><input type="text"/></td> <td><input type="text"/> %</td> <td> <input type="checkbox"/> Yes <input type="checkbox"/> No </td> <td>\$ <input type="text"/> .00 per month / quarter / year</td>	<input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input>	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input .00<="" td="" type="text"/> <td> <input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input></td> <td><input type="text"/></td> <td><input type="text"/> %</td> <td> <input type="checkbox"/> Yes <input type="checkbox"/> No </td> <td>\$ <input type="text"/> .00 per month / quarter / year</td>	<input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input>	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input .00<="" td="" type="text"/> <td> <input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input></td> <td><input type="text"/></td> <td><input type="text"/> %</td> <td> <input type="checkbox"/> Yes <input type="checkbox"/> No </td> <td>\$ <input type="text"/> .00 per month / quarter / year</td>	<input type="checkbox"> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank </input>	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year

19 [If you own your analyzer(s)] In calendar year 2023, how much did you spend on repairs to your emissions testing equipment (e.g., barcode scanner, printer, internal analyzer components) that were not covered by a service contract or maintenance package? You will be asked about your costs for consumable goods such as paper, toner, and gas cap testers in the next question.

\$,

20 Other than maintenance or repairs to emissions testing equipment you entered in the previous question, please tell us about other costs this station has specific to vehicle emissions inspections.

Item	Cost	Frequency of expense (circle one)
a. Dedicated phone line or internet	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
b. Gas cap tester kits	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
c. Printer paper	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
d. Ink/toner cartridges	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
e. Other	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
<div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> Please describe: </div>		

21 In the last two years, have you gotten rid of OBD analyzers that were purchased for this station? **Do not include rented analyzers.**

- Yes. - Go to **21b**
- No. - Go to **22**
- Not sure. - Go to **22**

21b Please tell us about any OBD certified emissions testing analyzers you have gotten rid of that you no longer needed at this station. For each one, please indicate the number of years the equipment was owned and how you got rid of it. If applicable, please also indicate the revenue from its sale AND/OR the cost to dispose of it.

Type	# of Years Owned	Select one	If you SOLD or TRADED IN this analyzer, please indicate	If you PAID to get rid of this analyzer, please indicate
			YOUR REVENUE OR TRADE-IN VALUE	YOUR COST
OBD	<input type="text"/>	<input type="checkbox"/> I sold this <input type="checkbox"/> I traded it in <input type="checkbox"/> I got rid of it for free <input type="checkbox"/> I paid to get rid of it	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
OBD	<input type="text"/>	<input type="checkbox"/> I sold this <input type="checkbox"/> I traded it in <input type="checkbox"/> I got rid of it for free <input type="checkbox"/> I paid to get rid of it	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00

22 Did you ever add or acquire building space (i.e., bay space) in order to perform vehicle emissions testing at this station?

- Yes.
- No.
- Not sure.

23 Did you purchase or do you rent/lease the building space for this station?

- Purchase. What was the approximate purchase price? \$, , .00
- Rent/Lease. What is the approximate monthly rent? \$, , .00

PART VII – ADDITIONAL INFORMATION

24 Other than free retests on vehicles that failed previously at this station, do you ever offer emissions tests at no charge **OR** charge less than \$11.50 for an emissions test? Mark **ALL that apply.**

No - Go to **25**

Yes, we sometimes offer emissions tests for **FREE.** - If selected, please answer **24b**

Yes, we sometimes offer emissions tests for **less than \$11.50.** – If selected, please answer **24c**

24b This station offers emissions tests at no charge for: Mark **ALL that apply.**

Friends and Family.

Employees.

Active or Veteran Military personnel.

Members of our customer loyalty program.

Customers getting retests just outside 15 days of their initial failed inspection.

Customers who failed an emissions test at another station and had repairs performed at THIS station.

Customers who cannot afford an inspection.

General customer satisfaction at owner's or manager's discretion.

Other reasons – please describe.

24c What is the lowest fee that you charge for an emissions test?

\$.

25 In your opinion, does the \$11.50 fee cover your costs of offering emissions testing at this station?

Yes. - Go to **26**

No. - Go to **25b**

25b Please tell us the extent to which you agree or disagree with the following statements?

Strongly Agree
Agree
Neither Agree
nor Disagree
Disagree
Strongly Disagree
N/A

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	N/A
I do not conduct enough emissions inspections because there are too many stations performing inspections.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I pay for emissions inspection bay/building space, but it is underutilized for emissions testing or cannot easily be used for other purposes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I must pay an emissions inspector to be on site, and it is costly because it is difficult to task them with other work when they are not performing inspections.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I must pay my inspectors a high salary/rate because their primary job function is one that demands a higher salary than emissions inspectors.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My testing equipment is frequently in need of repair, and the downtime hurts my ability to break even.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The extra time I spend with customers during emissions inspections is costly.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Costs associated with testing have increased over the years and now our costs exceed the revenue from the test fee.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I plan to continue performing emissions tests after the safety tests end on December 31, 2024.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
All the costs simply add up to more than the fee, but I decide to offer testing because it is important to my business in other ways.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please describe any other reasons that the emissions inspection fee does not cover your costs.

26 We value your expertise! Thinking about the emissions inspection fee **separate from** the \$7.00 safety inspection fee, please answer the following questions. Remember, your recommendation should NOT include the \$7.00 safety portion of the inspection.

a What vehicle emissions inspection fee do you think your customers would be willing to pay? \$.

b What vehicle emissions inspection fee would allow your revenue to cover your costs? \$.

27 Regarding **safety inspections only**, approximately what percent of this station's total annual revenue is from safety inspections (the \$7 portion of the inspections fee)?

- Less than 0.5 percent
- 0.5 percent to 0.99 percent
- 1.0 percent to 2.99 percent
- 3.0 percent to 4.99 percent
- 5.0 percent to 9.99 percent
- 10.0 percent to 14.99 percent
- 15.0 percent to 24.99 percent
- 25.0 percent or greater

28 When safety inspections end on December 31, 2024, the following items will move from the safety inspection to the emissions inspection. How long will it take to visually inspect these items?

- the exhaust gas recirculation system;
- the evaporative emissions control system;
- the positive crankcase ventilation system;
- the thermostatic air cleaner;
- the air injection system; and
- the catalytic converter for selected model-years.

minutes to visually inspect these items

29 Please explain why this station may or may not continue with emissions tests after safety testing ends.

END

**Thank you for completing this survey.
We are interested in your feedback! If you have suggestions for improving this survey, please note them below.**

Please make a photocopy of this form for your records.
Please return the completed original questionnaire in the postage-paid envelope provided.
If the envelope has been misplaced, please mail the form to:
ERG, Attn: TCEQ Fee Survey, 561 Virginia Road, Building 4 – Suite 300, Concord, MA 01742.

El Paso Spanish Survey

COMISIÓN DE CALIDAD AMBIENTAL DEL ESTADO DE TEXAS

Encuesta sobre los cargos del Programa de Inspección de Emisiones Vehiculares 2023

Realizada por Eastern Research Group, Inc.

En virtud de los estatutos estatales, la Comisión de Calidad Ambiental del Estado de Texas (TCEQ) tiene la obligación de reevaluar el cargo establecido para inspeccionar emisiones de vehículos motorizados cada dos años. La TCEQ ha contratado a Eastern Research Group, Inc. (ERG) para que realice una encuesta para evaluar los costos asociados a las inspecciones de emisiones vehiculares.

El propósito de esta encuesta es recopilar datos sobre costos y ganancias en el programa de inspección y mantenimiento (I/M) de Texas. La información recopilada se usará para mejorar el programa I/M y establecer un cargo que genere una tasa de rentabilidad razonable en una inversión para los propietarios de estaciones de inspección y el costo necesario más bajo de inspección para los conductores.

Usted puede ayudar a mejorar la calidad del aire de Texas y apoyar a estaciones de prueba como la suya compartiendo sus experiencias con el Programa de Inspección de Emisiones Vehiculares AirCheckTexas. Su participación es crucial para el éxito de esta encuesta. Cuantas más encuestas se completen, más información tendrá ERG a su disposición para desarrollar una evaluación rigurosa. Por favor llene la encuesta que le enviamos. Adjunto va un sobre con estampilla para que lo regrese lo más pronto posible.

Esta encuesta es voluntaria. Completarla solamente le tomará de 10 a 15 minutos.

No escriba su nombre en la encuesta. ERG, un contratista de TCEQ, se encargará de compilar las respuestas. Todos los resultados de esta encuesta que se publiquen se resumirán de una manera en que no se pueda identificar a estaciones particulares, como en un porcentaje o un promedio.

Si usted es propietario u opera más de una estación que ofrece inspecciones de vehículos motorizados, responda las preguntas solamente relacionadas con la estación por la que se envió la encuesta.

Si tiene alguna pregunta o comentario sobre este estudio, con gusto le atenderemos. Puede enviar un correo electrónico a ERG a fee-survey@erg.com o llamarnos sin cargo al 1-888-983-8118.

Devuelva su encuesta completada en el sobre proporcionado. No necesita poner estampilla. Si no encuentra el sobre, envíe la encuesta por correo a:

ERG
Attn: TCEQ Fee Survey
561 Virginia Road, Building 4 – Suite 300,
Concord, MA 01742

También puede completar la encuesta en línea en: www.tceqsurvey2023.com

¿Necesita ayuda o tiene alguna pregunta sobre como completar esta encuesta?

→ Envíe un correo electrónico a ERG a fee-survey@erg.com o llámenos sin cargo al 1-888-983-8118.

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INSTRUCCIONES DE LA ENCUESTA

Si usted es propietario u opera más de una estación que ofrece inspecciones de vehículos motorizados, responda las preguntas de abajo solamente relacionadas con la estación por la que se envió la encuesta. Complete una encuesta por cada ubicación física.

Si no sabe la respuesta a una pregunta en particular, consulte a otros integrantes de su organización.

Si tiene alguna duda mientras está completando la encuesta, póngase en contacto con la línea de ayuda con encuestas a la dirección fee-survey@erg.com o por teléfono al 1-888-983-8118.

Le pedimos que use tinta azul o negra. Use una X dentro de la casilla o coloree la casilla por completo para marcar las opciones que elija.

PARTE I - INFORMACIÓN GENERAL SOBRE LA ESTACIÓN

1 ¿En esta estación se hacen inspecciones de emisiones de vehículos motorizados? **Marque con una SOLO una casilla.**

Sí - Avance a **2**

No - Ha completado la encuesta. Envíenos el cuestionario por correo en el sobre prepagado incluido. Gracias.

2 ¿En qué año se empezaron a ofrecer inspecciones de emisiones de vehículos motorizados en esta estación?

NOTA: el programa de inspección de emisiones vehiculares actual comenzó en Condado de El Paso en 2007.

3 En el año calendario 2023, ¿esta estación tenía más de una identificación de estación? En caso afirmativo, complete solo una encuesta para cubrir estas identificaciones de estación.

Sí - Ingrese las otras identificaciones de estación usadas en esta ubicación:

No

4 ¿Cuál es el horario de atención normal para hacer inspecciones de emisiones en esta estación? Dibuje un círculo alrededor de a. m. o p. m. Indique en qué días la estación permanece cerrada.

Día	Hora de apertura	Hora de cierre	Encerrar en un círculo si corresponde
Lunes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Martes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Miércoles	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Jueves	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Viernes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Sábado	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Domingo	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado

5 ¿Cuál es la superficie **total** aproximada en pies cuadrados de **toda** la estación de inspección? ft²

6 ¿Cuántas plataformas de inspección de emisiones tiene actualmente en esta estación? Si no hay ninguna, ingrese 0.

plataformas usadas **EXCLUSIVAMENTE** para **SOLO para pruebas de emisiones**

plataformas usadas para **pruebas de emisiones Y OTROS USOS (pruebas de seguridad, reparaciones, etc.)**

(Si la respuesta es > 0, responda 6b)

6b Para las plataformas de inspección de emisiones que también se usan para otros fines, en promedio, ¿qué porcentaje de su uso es para pruebas de emisiones?

por ciento (%) del tiempo que las plataformas con otros usos se usan para pruebas de emisiones

PARTE II - EL PROCESO DE INSPECCIÓN DE EMISIONES

7 En promedio, ¿cuánto tiempo lleva hacer una **prueba de emisiones** con el sistema de diagnóstico a bordo (OBD) [sin incluir el tiempo usado en pruebas de seguridad]?

minutos para ejecutar una prueba de emisiones con OBD

8 En promedio, ¿cuánto tiempo adicional se pasa con cada cliente de inspección (por ejemplo, explicando el proceso de inspección de emisiones, motivos de fallas y/o reparaciones recomendadas)?

minutos adicionales que se pasan con cliente de inspección de emisiones

PARTE III – OTROS SERVICIOS DE LA ESTACIÓN

9 ¿Esta estación realiza reparaciones que resulten de inspecciones de emisiones fallidas? **Marque con una solo UNA casilla.**
 Sí – Avance a **9b**
 No – Avance a **9b**, luego a **13**

9b ¿Qué otros servicios ofrece esta estación?
Marque con una TODAS las opciones que correspondan.

- | | | |
|--|--|---|
| <input type="checkbox"/> Mantenimiento regular (aceite, transmisión, aire acondicionado, frenos, escape, etc.) | <input type="checkbox"/> Reparación/cambio de vidrios | <input type="checkbox"/> Ventas o instalación de accesorios y repuestos |
| <input type="checkbox"/> Estación de servicio de combustible | <input type="checkbox"/> Pintura o reparación de carrocería | <input type="checkbox"/> Servicios de emergencia y remolque |
| <input type="checkbox"/> Ventas y servicio de neumáticos | <input type="checkbox"/> Lavado o limpieza a fondo | <input type="checkbox"/> Comida, bebidas o tienda de conveniencia |
| <input type="checkbox"/> Otros | <input type="checkbox"/> Venta de vehículos (nuevos o usados) | |
| | <input type="checkbox"/> Alquiler de automóviles, camionetas o tráileres | |

Si elige la opción Otros, describa los servicios que no corresponden a los seleccionados arriba.

PARTE IV - INGRESOS POR SERVICIOS DE REPARACIÓN: [Si esta estación no realiza reparaciones que resulten de pruebas de emisiones fallidas, pase a la Pregunta 13.]

10 ¿Qué proporción de **los ingresos por reparaciones** de esta estación son el resultado directo de pruebas de emisiones no aprobadas? **Marque con una solo UNA casilla.**

<input type="checkbox"/> 1-20%	<input type="checkbox"/> 61-80%
<input type="checkbox"/> 21-40%	<input type="checkbox"/> 81-100%
<input type="checkbox"/> 41-60%	

11 En cualquier mes dado, ¿cuál es la cantidad típica de trabajos de reparación por pruebas de emisiones no aprobadas?
 trabajos de reparación por pruebas de emisiones no aprobadas

12 ¿Cuál es el costo de reparación típico por no aprobar una prueba de emisiones?
 \$, .00 por reparación por una prueba de emisiones no aprobada

PARTE V - SUS INSPECTORES DE EMISIONES

13 ¿Cuántos inspectores de emisiones trabajan actualmente en esta estación? **NO** incluya empleados que no realizan inspecciones de emisiones.

Inspectores de emisiones de tiempo completo (los inspectores de emisiones que trabajan 40 horas o más por semana deben considerarse de tiempo completo).

Inspectores de emisiones de medio tiempo (**si > 0, responda 13b**)

13b En promedio, ¿cuántas horas por semana trabaja cada inspector de emisiones de medio tiempo? Incluya tanto el tiempo que dedica a hacer inspecciones como el tiempo que dedica a todas las demás actividades horas/semana

14 Del total de horas trabajadas por semana por los inspectores de emisiones a tiempo completo y a tiempo parcial, ¿aproximadamente qué porcentaje de su tiempo lo dedican a realizar inspecciones de emisiones?

Inspectores de emisiones de tiempo completo (los inspectores de emisiones que trabajan 40 horas o más por semana deben considerarse de tiempo completo).

Inspectores de emisiones de medio tiempo

15 ¿Cómo suele pagar a sus inspectores de emisiones? ¿Cuál es el salario por hora promedio y/o monto que paga por prueba actualmente?

Paga o salario por hora → \$. por hora

Por prueba de emisiones → \$. por prueba

Paga o salario por hora + por prueba de emisiones (*Ingrese montos en dólares en los espacios correspondientes arriba*).

16 ¿Cuántos inspectores de emisiones reciben prestaciones (por ejemplo, seguro médico, licencia con goce de sueldo, etc.)?

Inspectores de emisiones de tiempo completo

Inspectores de emisiones de medio tiempo

17 ¿Esta estación incurre en costos específicamente por capacitar a empleados para hacer inspecciones de emisiones?

Sí – Avance a **18b**

No – Avance a **19**

No sé con certeza – Avance a **18b**

17b Para el año calendario 2023, indíquenos la cantidad total en dólares que esta estación gastó en:

Cargos por renovación y cargos por solicitud de capacitación para inspector de emisiones vehiculares certificado	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Comida, alojamiento y costos de viaje para empleados que asisten a cursos de capacitación para inspectores	\$	<input type="text"/>	.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Salario pagado a empleados por su tiempo al asistir a cursos de capacitación para inspectores	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Salario pagado a empleados por su tiempo abocado a capacitaciones prácticas específicas para pruebas de emisiones	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Otros costos de capacitación en emisiones (educación continua, materiales de capacitación, etc.)	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00

Si corresponde, ingrese una descripción breve de sus OTROS gastos por capacitación:

PARTE VI - EQUIPOS DE PRUEBAS DE EMISIONES, EDIFICIO Y OTROS COSTOS

18a Cuéntenos sobre los analizadores de emisiones certificados que ALQUILA actualmente en esta estación. Para cada analizador, ingrese el costo total de alquiler mensual.

Ingrese el costo total de alquiler mensual	
\$	<input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
\$	<input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
\$	<input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00

18b Cuéntenos sobre los analizadores de emisiones certificados que POSEE actualmente en esta estación. Para cada analizador, ingrese desde hace cuántos años posee el analizador y su mejor estimación del costo total, incluyendo instalación. También identifique la opción que mejor describa cómo se financió la compra.

Cantidad de años de propiedad	Ingrese el costo total, incluyendo instalación	Seleccione cómo financió la compra y costo total	Si usó un arrendamiento o préstamo...		¿Tiene un paquete de mantenimiento para este analizador de emisiones?	Costo del paquete de mantenimiento (seleccione el plazo)
			Plazo de arrendamiento/prestamo (años)	Tasa de interés (%)		
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> .00 por mes / trimestre / año
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> .00 por mes / trimestre / año
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> .00 por mes / trimestre / año

19 [Si posee un analizador(es)] En el año calendario 2023, ¿cuánto gastó en reparaciones a sus equipos de prueba de emisiones (por ejemplo, escáner de código de barras, impresora, componentes internos) que no estaban cubiertas por un contrato de servicio o paquete de mantenimiento? Se le preguntará sobre sus costos por insumos como papel, tóner y probadores de tapa de tanque de combustible en la siguiente pregunta.

\$, .00

20 Aparte de mantenimiento o reparaciones a equipos de prueba de emisiones que ingresó en la pregunta anterior, coméntenos qué otros costos que esta estación tiene que correspondan específicamente a emisiones vehiculares.

Artículo	Costo	Frecuencia del gasto (encierra una en un círculo)
a. Línea telefónica exclusiva o Internet	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
b. Kits de probadores de tapa de tanque de combustible	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
c. Papel para impresora	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
d. Cartuchos de tinta/tóner	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
e. Otros	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
<div style="border: 1px solid black; padding: 5px; min-height: 50px;"> Ingrese una descripción: </div>		

21 ¿En los últimos dos años se han deshecho de los analizadores OBD que se compraron para esta estación? **No incluya analizadores alquilados.**

- Sí - Avance a **22b**
 No - Avance a **23**
 No sé con certeza – Avance a **23**

21b Cuéntenos sobre todo analizador de pruebas de emisiones certificado OBD de los que se deshizo por no necesitarlos más en esta estación. Para cada uno, indique la cantidad de años que tuvo el equipo y cómo se deshizo de este. Si corresponde, indique los ingresos por su venta Y/O costo para deshacerse del equipo.

Tipo	Cant. de años que lo tuvo	Seleccione una	Si VENDIÓ o CANJEÓ este analizador, indique	Si PAGÓ por deshacerse de este analizador, indique
			LO QUE GANÓ O VALOR DE CANJE	SU COSTO
OBD	<input type="text"/>	<input type="checkbox"/> Lo vendí	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .0	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
		<input type="checkbox"/> Lo canjeé		
		<input type="checkbox"/> Me deshice del equipo sin costo		
		<input type="checkbox"/> Pagué para deshacerme del equipo		
OBD	<input type="text"/>	<input type="checkbox"/> Lo vendí	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .0	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
		<input type="checkbox"/> Lo canjeé		
		<input type="checkbox"/> Me deshice del equipo sin costo		
		<input type="checkbox"/> Pagué para deshacerme del equipo		

22 ¿Alguna vez añadió o adquirió espacio edificable (por ejemplo, plataformas) para hacer pruebas de emisiones vehiculares en esta estación?

- Sí.
 No.
 No sé con certeza.

23 ¿Compró o alquila/arrienda el edificio para esta estación?

- Compra. ¿Cuál fue el precio aproximado de compra? \$, , .00
 Alquiler/arrendamiento. ¿Cuál es la renta mensual aproximada? \$, , .00

PARTE VII – INFORMACIÓN ADICIONAL

24 Aparte de repeticiones de pruebas no aprobadas anteriormente en esta estación, ¿alguna vez ofrece pruebas de emisiones sin cargo cobra menos de \$11.50 por una prueba de emisiones? **Marque con una TODAS las opciones que correspondan.**

No – Avance a **26**

Sí, a veces ofrecemos pruebas de emisiones **GRATIS**. - Si selecciona esta opción, responda **25b**

Sí, a veces ofrecemos pruebas de emisiones por **menos de \$11.50**. – Si selecciona esta opción, responda **25c**

24b En esta estación se ofrecen pruebas de emisiones sin cargo para: **Marque con una TODAS las opciones que correspondan.**

Amigos y familiares.

Empleados.

Personal militar activo o veteranos.

Miembros de nuestro programa de lealtad para clientes.

Clientes que vuelven a hacer la prueba pasados los 15 días de su inspección fallida inicial.

Clientes que no pasaron una prueba de emisiones en otra estación e hicieron reparaciones en ESTA estación.

Clientes que no pueden costear una inspección.

Para satisfacción del cliente en general a criterio del propietario o gerente.

Otros motivos – Ingrese una descripción.

24c ¿Cuál es el cargo más bajo que cobra por una prueba de emisiones?

\$.

25 En su opinión, ¿el cargo de \$11.50 cubre sus costos de ofrecer pruebas de emisiones en esta estación?

Sí - Avance a **27**

No - Avance a **26b**

25b Indíquenos en qué medida está de acuerdo o en desacuerdo con las siguientes afirmaciones.

Totalmente de acuerdo
De acuerdo
No estoy de acuerdo
ni en desacuerdo
En desacuerdo
Totalmente en desacuerdo
N/A

No hago suficientes inspecciones de emisiones porque hay demasiadas estaciones que hacen inspecciones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pago por espacio de edificio/plataforma para inspecciones de emisiones, pero está infrutilizado para pruebas de emisiones y no se puede usar fácilmente para otros fines.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Debo pagar a un inspector de emisiones para que esté en las instalaciones, pero es costoso porque es difícil asignarle otras tareas cuando no está haciendo inspecciones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Debo pagar una tarifa/salario elevado a mis inspectores porque su función principal exige una paga más alta que la de inspectores de emisiones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mis equipos de prueba necesitan reparaciones con frecuencia y el tiempo de inactividad no me permite cubrir las pérdidas.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
El tiempo adicional que paso con clientes durante inspecciones de emisiones es costoso.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Los costos asociados a las pruebas aumentaron en los últimos años y ahora nuestros costos exceden las ganancias del cargo que se cobra por la prueba.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Planeo continuar realizando pruebas de emisiones después de que finalicen las pruebas de seguridad el 31 de diciembre de 2024.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Todos los costos simplemente son mucho más que lo que se cobra, pero elijo ofrecer pruebas porque es importante para mi negocio de otras maneras.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Describa cualquier otro motivo por el que el cargo de inspección de emisiones no cubre sus costos.

26 ¡Su experiencia es muy importante! Pensando en el cargo de inspección de emisiones aparte del cargo de inspección de seguridad de \$7.00, responda las siguientes preguntas. Recuerde que su recomendación NO debe incluir el cargo de \$7.00 por la parte de seguridad de la inspección.

a ¿Qué cargo de inspección de emisiones vehiculares cree que sus clientes estarían dispuestos a pagar? \$.

b ¿Qué cargo de inspección de emisiones vehiculares le permitiría cubrir los costos? \$.

27 Con respecto *únicamente a las inspecciones de seguridad*, ¿aproximadamente qué porcentaje de los ingresos anuales totales de esta estación provienen de inspecciones de seguridad (la porción de \$7 de la tarifa de inspección)?

- Menos del 0.5 por ciento
- Del 0.5 por ciento al 0.99 por ciento
- Del 1.0 por ciento al 2.99 por ciento
- Del 3.0 por ciento al 4.99 por ciento
- Del 5.0 por ciento al 9.99 por ciento
- Del 10.0 por ciento al 14.99 por ciento
- Del 15.0 por ciento al 24.99 por ciento
- 25.0 por ciento o más

28 Cuando finalicen las pruebas de seguridad el 31 de diciembre de 2024, los siguientes elementos se trasladarán de la inspección de seguridad a la inspección de emisiones. ¿Cuánto tiempo llevará inspeccionar visualmente estos elementos?

- el sistema de recirculación de gases de escape;
- el sistema de control de emisiones evaporativas;
- el sistema de ventilación positiva del cárter;
- el filtro de aire termostático;
- el sistema de inyección de aire; y
- el convertidor catalítico para años de modelo seleccionados.

minutos para inspeccionar visualmente estos elementos

29 Explique por qué esta estación puede o no continuar con las pruebas de emisiones una vez finalizadas las pruebas de seguridad.

FIN

Gracias por completar esta encuesta.
¡Su opinión es muy valiosa! Si tiene alguna sugerencia para mejorar esta encuesta, inclúyala abajo.

Haga una fotocopia de este formulario para poder guardarlo.
Devuelva el cuestionario original completado en el sobre con franqueo pagado que se incluye.
Si no encuentra el sobre, envíe el formulario por correo a:
ERG, Attn: TCEQ Fee Survey, 561 Virginia Road, Building 4 – Suite 300, Concord, MA 01742.

ARR English Survey

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

2023 Vehicle Emissions Inspection Program Fee Survey

Conducted by Eastern Research Group, Inc.

The Texas Commission on Environmental Quality (TCEQ) is required by state statute to review the fee established for inspecting motor vehicle emissions every two years. The TCEQ has contracted with Eastern Research Group, Inc. (ERG) to conduct a survey to evaluate the costs associated with vehicle emissions inspections.

The purpose of this survey is to collect data regarding costs and revenues in the Texas inspection and maintenance (I/M) program. The information collected will be used to make improvements to the I/M program and establish a fee that provides a reasonable rate of return on an investment for inspection station owners and the lowest necessary cost of inspection for motorists.

You can help improve Texas air quality and support testing stations like yours by sharing your experiences with the AirCheckTexas Vehicle Emissions Inspection Program. Your participation is crucial to the success of this survey. The more surveys returned, the more information that will be available for ERG to develop an accurate assessment. Please do your part and complete and return the survey in the enclosed stamped envelope as soon as possible.

This survey is voluntary. It should take about 10 to 15 minutes to complete.

Please do not write your name on the survey. Responses will be compiled by ERG, a TCEQ contractor. Any published results of this survey will be summarized in a manner that does not allow identification of individual stations, such as a percentage or an average.

If you own or operate more than one station that offers motor vehicle emissions inspections, please answer the questions only for the station to which the survey was sent.

If you have any questions or comments about this study, we would be happy to talk with you. You can email ERG at fee-survey@erg.com or call us toll free at 1-888-983-8118.

Please return your completed survey in the postage-paid envelope provided. If the envelope has been misplaced, please mail the form to:

ERG
Attn: TCEQ Fee Survey
561 Virginia Road, Building 4 – Suite 300,
Concord, MA 01742

You can also complete the survey online at: www.tceqsurvey2023.com

Need help or have questions about completing this survey?

→ Please email ERG at fee-survey@erg.com or call 1-888-983-8118.

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SURVEY INSTRUCTIONS

If you own or operate more than one station that offers motor vehicle emissions inspections, answer the questions below only for the station to which the survey was sent. Please complete one survey for each physical location.

If you do not know the answer to a particular question, please consult with other members of your organization.

If you have any questions while completing the survey, please contact the survey helpline at fee-survey@erg.com or 1-888-983-8118.

Please use blue or black ink. Use an X inside the box or color the box fully to mark your selections.

PART I – GENERAL STATION INFORMATION

- 1** Does this station offer motor vehicle emissions inspections? Mark **ONE box only.**
 Yes - Go to **2**
 No - You have completed the survey. Please mail the questionnaire to us in the enclosed pre-paid envelope. Thank you.

- 2** In what year did this station first offer motor vehicle emissions inspection testing?
NOTE: The current emissions inspection program started in Austin-Round Rock in 2005.

- 3** In calendar year 2023, did this station have more than one station ID? If yes, only complete one survey to cover these Station IDs.
 Yes – Please list other station IDs used at this location:
 No

- 4** What are the typical operating hours for performing emissions inspections at this station? Circle AM or PM. Please indicate any days that the station is closed.

Day	Time Open		Time Closed	Circle if Closed
Monday	<input type="text"/> am / pm	to	<input type="text"/> am / pm	Closed
Tuesday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Wednesday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Thursday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Friday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Saturday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed
Sunday	<input type="text"/> am / pm		<input type="text"/> am / pm	Closed

- 5** What is the approximate **total** square footage of the **entire** inspection station? sq. ft.
- 6** How many emissions inspection bays do you currently have at this station? If zero, please enter 0.
 Bays used **EXCLUSIVELY** for **emissions testing ONLY**
 Bays used for **emissions testing AND OTHER USES (safety testing, repairs, etc.) (If > 0, please answer 6b)**

- 6b** For emissions inspection bays also used for other purposes, on average, what percent of their use is for emissions testing?
 percent (%) of time that emissions bays with other uses are used for emissions testing

PART II - THE EMISSIONS INSPECTION PROCESS

- 7** On average, how long does it take to perform an On-Board Diagnostics (OBD) **emissions test** (exclude safety test time)?
 minutes to perform an OBD emissions test
- 8** On average, how much additional time is spent with each inspection customer (for example, explaining the emissions inspection process, reasons for failure and/or recommended repairs)?
 additional minutes spent with emissions inspection customer

PART III – OTHER STATION SERVICES

9a Does this station perform repairs that result from failed emissions inspections? Mark **ONE box only.**

- Yes - Go to **9b**
- No - Go to **9b**, then **13**

9b Which other services does this station offer? Mark **ALL that apply.**

- | | | |
|---|--|--|
| <input type="checkbox"/> Regular maintenance
(oil, transmission, AC,
brakes, exhaust, etc.) | <input type="checkbox"/> Glass repair/replacement | <input type="checkbox"/> Auto parts & accessories sales or
installation |
| <input type="checkbox"/> Gas service station | <input type="checkbox"/> Paint or body work | <input type="checkbox"/> Towing & emergency services |
| <input type="checkbox"/> Tire sales and service | <input type="checkbox"/> Car wash or auto detailing | <input type="checkbox"/> Food, drink, or convenience store |
| <input type="checkbox"/> Other | <input type="checkbox"/> Car sales (new or used) | |
| | <input type="checkbox"/> Auto, truck, or trailer rentals | |

If other, please describe services other than those selected above.

PART IV - REPAIR SERVICE REVENUE: [If this station does not make repairs that result from failed emissions tests, go to Question 13.]

10 What proportion of the **repair revenues** for this station result directly from failed emissions tests? Mark **ONE box only.**

- | | |
|---------------------------------|----------------------------------|
| <input type="checkbox"/> 1-20% | <input type="checkbox"/> 61-80% |
| <input type="checkbox"/> 21-40% | <input type="checkbox"/> 81-100% |
| <input type="checkbox"/> 41-60% | |

11 In any given month, what is the typical number of repair jobs from failed emissions tests?

repair jobs

12 What is a typical repair cost for an emissions test failure?

\$, .00 per repair for a failed emissions test

PART V - YOUR EMISSIONS INSPECTORS

13 How many emissions inspectors currently work at this station? Please do NOT include employees who do not conduct emissions inspections.

Full-time emissions inspectors (Inspectors working 40 hours or more per week should be considered full-time.)

Part-time emissions inspectors (If > 0, please answer 13b)

13b On average, about how many hours per week does each part-time emissions inspector work? Include both time conducting inspections and time spent on all other activities. hours/week

14 Of the total hours worked per week by full-time and part-time emissions inspectors, about what percentage of their time is spent performing emissions inspections?

% Full-time emissions inspectors (Inspectors working 40 hours or more per week should be considered full-time.)

% Part-time emissions inspectors

15 How do you typically pay your emissions inspectors? What is the current average hourly wage and/or per-test amount paid?

Hourly wage or salary → \$. per hour

Per emissions test → \$. per test

Hourly wage or salary + per emissions test (Please enter dollar amounts in the corresponding spaces above.)

16 How many emissions inspectors receive benefits (e.g., health care, paid leave, etc.)?

Full-time emissions inspectors

Part-time emissions inspectors

17 Does this station incur costs specifically for training employees to conduct emissions inspections?

- Yes – Go to **17b**
- No – Go to **18a**
- Not sure – Go to **17b**

17b For calendar year 2023, please tell us the total dollar amount this station spent on:

Certified Vehicle Emissions Inspector training application fees and renewal fees	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Food, lodging, and travel costs for employees attending inspector training courses	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Wages paid to employees for their time attending inspector training courses	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Wages paid to employees for their time on-the-job training specific to emissions testing	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Other emissions training costs (continuing education, training materials, etc.)	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00

If appropriate, please provide a brief description of your OTHER training expenses:

PART VI - EMISSIONS TESTING EQUIPMENT, BUILDING AND OTHER COSTS

18a Please tell us about the certified emissions testing analyzers that you currently RENT at this station. For each analyzer, enter your current total monthly rental cost.

Enter total monthly rental cost	
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> .00
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> .00
\$	<input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> .00

18b Please tell us about the certified emissions testing analyzers that you currently OWN at this station. For each analyzer, enter the number of years that you have owned the analyzer and provide your best estimate of the total cost, including installation. Please also identify the option that best describes how the purchase was financed.

Number of Years Owned	Enter total cost, including installation	Select how you financed the purchase and total cost	If lease or loan...		Do you have a maintenance package for this emissions testing analyzer?	Cost of maintenance package (Select time frame)
			Lease/Loan term (years)	Interest rate (%)		
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year
<input type="text"/> years	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Paid cash <input type="checkbox"/> Lease-to-purchase <input type="checkbox"/> Loan from bank	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Yes <input type="checkbox"/> No	\$ <input type="text"/> .00 per month / quarter / year

19 [If you own your analyzer(s)] In calendar year 2023, how much did you spend on repairs to your emissions testing equipment (e.g., barcode scanner, printer, internal analyzer components) that were not covered by a service contract or maintenance package? You will be asked about your costs for consumable goods such as paper, toner, and gas cap testers in the next question.

\$, .00

20 Other than maintenance or repairs to emissions testing equipment you entered in the previous question, please tell us about other costs this station has specific to vehicle emissions inspections.

Item	Cost	Frequency of expense (circle one)
a. Dedicated phone line or internet	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
b. Gas cap tester kits	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
c. Printer paper	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
d. Ink/toner cartridges	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
e. Other	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Monthly / Annually / One-time
<div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> Please describe: </div>		

21 In the last two years, have you gotten rid of OBD analyzers that were purchased for this station? **Do not include rented analyzers.**

- Yes. - Go to **21b**
- No. - Go to **22**
- Not sure. - Go to **22**

21b Please tell us about any OBD certified emissions testing analyzers you have gotten rid of that you no longer needed at this station. For each one, please indicate the number of years the equipment was owned and how you got rid of it. If applicable, please also indicate the revenue from its sale AND/OR the cost to dispose of it.

Type	# of Years Owned	Select one	If you SOLD or TRADED IN this analyzer, please indicate	If you PAID to get rid of this analyzer, please indicate
			YOUR REVENUE OR TRADE-IN VALUE	YOUR COST
OBD	<input type="text"/>	<input type="checkbox"/> I sold this <input type="checkbox"/> I traded it in <input type="checkbox"/> I got rid of it for free <input type="checkbox"/> I paid to get rid of it	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
OBD	<input type="text"/>	<input type="checkbox"/> I sold this <input type="checkbox"/> I traded it in <input type="checkbox"/> I got rid of it for free <input type="checkbox"/> I paid to get rid of it	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00

22 Did you ever add or acquire building space (i.e., bay space) in order to perform vehicle emissions testing at this station?

- Yes.
- No.
- Not sure.

23 Did you purchase or do you rent/lease the building space for this station?

- Purchase. What was the approximate purchase price? \$, , .00
- Rent/Lease. What is the approximate monthly rent? \$, , .00

PART VII – ADDITIONAL INFORMATION

24 Other than free retests on vehicles that failed previously at this station, do you ever offer emissions tests at no charge OR charge less than \$11.50 for an emissions test? Mark **ALL that apply.**

No - Go to **25**

Yes, we sometimes offer emissions tests for **FREE.** - If selected, please answer **24b**

Yes, we sometimes offer emissions tests for **less than \$11.50.** – If selected, please answer **24c**

24b This station offers emissions tests at no charge for: Mark **ALL that apply.**

Friends and Family.

Employees.

Active or Veteran Military personnel.

Members of our customer loyalty program.

Customers getting retests just outside 15 days of their initial failed inspection.

Customers who failed an emissions test at another station and had repairs performed at THIS station.

Customers who cannot afford an inspection.

General customer satisfaction at owner's or manager's discretion.

Other reasons – please describe.

24c What is the lowest fee that you charge for an emissions test?

\$.

25 In your opinion, does the \$11.50 fee cover your costs of offering emissions testing at this station?

Yes. - Go to **26**

No. - Go to **25b**

25b Please tell us the extent to which you agree or disagree with the following statements?

Strongly Agree
Agree
Neither Agree nor Disagree
Disagree
Strongly Disagree
N/A

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	N/A
I do not conduct enough emissions inspections because there are too many stations performing inspections.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I pay for emissions inspection bay/building space, but it is underutilized for emissions testing or cannot easily be used for other purposes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I must pay an emissions inspector to be on site, and it is costly because it is difficult to task them with other work when they are not performing inspections.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I must pay my inspectors a high salary/rate because their primary job function is one that demands a higher salary than emissions inspectors.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My testing equipment is frequently in need of repair, and the downtime hurts my ability to break even.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The extra time I spend with customers during emissions inspections is costly.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Costs associated with testing have increased over the years and now our costs exceed the revenue from the test fee.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I plan to continue performing emissions tests after the safety tests end on December 31, 2024.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
All the costs simply add up to more than the fee, but I decide to offer testing because it is important to my business in other ways.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please describe any other reasons that the emissions inspection fee does not cover your costs.

26 We value your expertise! Thinking about the emissions inspection fee **separate from** the \$7.00 safety inspection fee, please answer the following questions. Remember, your recommendation should NOT include the \$7.00 safety portion of the inspection.

a What vehicle emissions inspection fee do you think your customers would be willing to pay? \$.

b What vehicle emissions inspection fee would allow your revenue to cover your costs? \$.

27 Regarding **safety inspections only**, approximately what percent of this station's total annual revenue is from safety inspections (the \$7 portion of the inspections fee)?

- Less than 0.5 percent
- 0.5 percent to 0.99 percent
- 1.0 percent to 2.99 percent
- 3.0 percent to 4.99 percent
- 5.0 percent to 9.99 percent
- 10.0 percent to 14.99 percent
- 15.0 percent to 24.99 percent
- 25.0 percent or greater

28 When safety inspections end on December 31, 2024, the following items will move from the safety inspection to the emissions inspection. How long will it take to visually inspect these items?

- the exhaust gas recirculation system;
- the evaporative emissions control system;
- the positive crankcase ventilation system;
- the thermostatic air cleaner;
- the air injection system; and
- the catalytic converter for selected model-years.

minutes to visually inspect these items

29 Please explain why this station may or may not continue with emissions tests after safety testing ends.

END

Thank you for completing this survey.
We are interested in your feedback! If you have suggestions for improving this survey, please note them below.

Please make a photocopy of this form for your records.
Please return the completed original questionnaire in the postage-paid envelope provided.
If the envelope has been misplaced, please mail the form to:
ERG, Attn: TCEQ Fee Survey, 561 Virginia Road, Building 4 – Suite 300, Concord, MA 01742.

ARR Spanish Survey

COMISIÓN DE CALIDAD AMBIENTAL DEL ESTADO DE TEXAS

Encuesta sobre los cargos del Programa de Inspección de Emisiones Vehiculares 2023

Realizada por Eastern Research Group, Inc.

En virtud de los estatutos estatales, la Comisión de Calidad Ambiental del Estado de Texas (TCEQ) tiene la obligación de reevaluar el cargo establecido para inspeccionar emisiones de vehículos motorizados cada dos años. La TCEQ ha contratado a Eastern Research Group, Inc. (ERG) para que realice una encuesta para evaluar los costos asociados a las inspecciones de emisiones vehiculares.

El propósito de esta encuesta es recopilar datos sobre costos y ganancias en el programa de inspección y mantenimiento (I/M) de Texas. La información recopilada se usará para mejorar el programa I/M y establecer un cargo que genere una tasa de rentabilidad razonable en una inversión para los propietarios de estaciones de inspección y el costo necesario más bajo de inspección para los conductores.

Usted puede ayudar a mejorar la calidad del aire de Texas y apoyar a estaciones de prueba como la suya compartiendo sus experiencias con el Programa de Inspección de Emisiones Vehiculares AirCheckTexas. Su participación es crucial para el éxito de esta encuesta. Cuantas más encuestas se completen, más información tendrá ERG a su disposición para desarrollar una evaluación rigurosa. Por favor llene la encuesta que le enviamos. Adjunto va un sobre con estampilla para que lo regrese lo más pronto posible.

Esta encuesta es voluntaria. Completarla solamente le tomará de 10 a 15 minutos.

No escriba su nombre en la encuesta. ERG, un contratista de TCEQ, se encargará de compilar las respuestas. Todos los resultados de esta encuesta que se publiquen se resumirán de una manera en que no se pueda identificar a estaciones particulares, como en un porcentaje o un promedio.

Si usted es propietario u opera más de una estación que ofrece inspecciones de vehículos motorizados, responda las preguntas solamente relacionadas con la estación por la que se envió la encuesta.

Si tiene alguna pregunta o comentario sobre este estudio, con gusto le atenderemos. Puede enviar un correo electrónico a ERG a fee-survey@erg.com o llamarnos sin cargo al 1-888-983-8118.

Devuelva su encuesta completada en el sobre proporcionado. No necesita poner estampilla. Si no encuentra el sobre, envíe la encuesta por correo a:

ERG
Attn: TCEQ Fee Survey
561 Virginia Road, Building 4 – Suite 300,
Concord, MA 01742

También puede completar la encuesta en línea en: www.tceqsurvey2023.com

¿Necesita ayuda o tiene alguna pregunta sobre como completar esta encuesta?

→ Envíe un correo electrónico a ERG a fee-survey@erg.com o llámenos sin cargo al 1-888-983-8118.

Esta página se deja en blanco deliberadamente

INSTRUCCIONES DE LA ENCUESTA

Si usted es propietario u opera más de una estación que ofrece inspecciones de vehículos motorizados, responda las preguntas de abajo solamente relacionadas con la estación por la que se envió la encuesta. Complete una encuesta por cada ubicación física.

Si no sabe la respuesta a una pregunta en particular, consulte a otros integrantes de su organización.

Si tiene alguna duda mientras está completando la encuesta, póngase en contacto con la línea de ayuda con encuestas a la dirección fee-survey@erg.com o por teléfono al 1-888-983-8118.

Le pedimos que use tinta azul o negra. Use una X dentro de la casilla o coloree la casilla por completo para marcar las opciones que elija.

PARTE I - INFORMACIÓN GENERAL SOBRE LA ESTACIÓN

1 ¿En esta estación se hacen inspecciones de emisiones de vehículos motorizados? **Marque con una SOLO una casilla.**

Sí - Avance a **2**

No - Ha completado la encuesta. Envíenos el cuestionario por correo en el sobre prepagado incluido. Gracias.

2 ¿En qué año se empezaron a ofrecer inspecciones de emisiones de vehículos motorizados en esta estación?

NOTA: el programa de inspección de emisiones vehiculares actual comenzó en Austin-Round Rock en 2005.

3 En el año calendario 2023, ¿esta estación tenía más de una identificación de estación? En caso afirmativo, complete solo una encuesta para cubrir estas identificaciones de estación.

Sí - Ingrese las otras identificaciones de estación usadas en esta ubicación:

No

4 ¿Cuál es el horario de atención normal para hacer inspecciones de emisiones en esta estación? Dibuje un círculo alrededor de a. m. o p. m. Indique en qué días la estación permanece cerrada.

Día	Hora de apertura	Hora de cierre	Encerrar en un círculo si corresponde
Lunes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Martes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Miércoles	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Jueves	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Viernes	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Sábado	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado
Domingo	<input type="text"/> a. m. / p. m.	<input type="text"/> a. m. / p. m.	Cerrado

5 ¿Cuál es la superficie **total** aproximada en pies cuadrados de **toda** la estación de inspección? ft²

6 ¿Cuántas plataformas de inspección de emisiones tiene actualmente en esta estación? Si no hay ninguna, ingrese 0.

plataformas usadas **EXCLUSIVAMENTE** para **SOLO para pruebas de emisiones**

plataformas usadas para **pruebas de emisiones Y OTROS USOS (pruebas de seguridad, reparaciones, etc.)**

(Si la respuesta es > 0, responda 6b)

6b Para las plataformas de inspección de emisiones que también se usan para otros fines, en promedio, ¿qué porcentaje de su uso es para pruebas de emisiones?

por ciento (%) del tiempo que las plataformas con otros usos se usan para pruebas de emisiones

PARTE II - EL PROCESO DE INSPECCIÓN DE EMISIONES

7 En promedio, ¿cuánto tiempo lleva hacer una **prueba de emisiones** con el sistema de diagnóstico a bordo (OBD) [sin incluir el tiempo usado en pruebas de seguridad]?

minutos para ejecutar una prueba de emisiones con OBD

8 En promedio, ¿cuánto tiempo adicional se pasa con cada cliente de inspección (por ejemplo, explicando el proceso de inspección de emisiones, motivos de fallas y/o reparaciones recomendadas)?

minutos adicionales que se pasan con cliente de inspección de emisiones

PARTE III – OTROS SERVICIOS DE LA ESTACIÓN

9 ¿Esta estación realiza reparaciones que resulten de inspecciones de emisiones fallidas? **Marque con una solo UNA casilla.**
 Sí – Avance a **9b**
 No – Avance a **9b**, luego a **13**

9b ¿Qué otros servicios ofrece esta estación?
Marque con una TODAS las opciones que correspondan.

- | | | |
|--|--|---|
| <input type="checkbox"/> Mantenimiento regular (aceite, transmisión, aire acondicionado, frenos, escape, etc.) | <input type="checkbox"/> Reparación/cambio de vidrios | <input type="checkbox"/> Ventas o instalación de accesorios y repuestos |
| <input type="checkbox"/> Estación de servicio de combustible | <input type="checkbox"/> Pintura o reparación de carrocería | <input type="checkbox"/> Servicios de emergencia y remolque |
| <input type="checkbox"/> Ventas y servicio de neumáticos | <input type="checkbox"/> Lavado o limpieza a fondo | <input type="checkbox"/> Comida, bebidas o tienda de conveniencia |
| <input type="checkbox"/> Otros | <input type="checkbox"/> Venta de vehículos (nuevos o usados) | |
| | <input type="checkbox"/> Alquiler de automóviles, camionetas o tráileres | |

Si elige la opción Otros, describa los servicios que no corresponden a los seleccionados arriba.

PARTE IV - INGRESOS POR SERVICIOS DE REPARACIÓN: [Si esta estación no realiza reparaciones que resulten de pruebas de emisiones fallidas, pase a la Pregunta 13.]

10 ¿Qué proporción de **los ingresos por reparaciones** de esta estación son el resultado directo de pruebas de emisiones no aprobadas? **Marque con una solo UNA casilla.**

<input type="checkbox"/> 1-20%	<input type="checkbox"/> 61-80%
<input type="checkbox"/> 21-40%	<input type="checkbox"/> 81-100%
<input type="checkbox"/> 41-60%	

11 En cualquier mes dado, ¿cuál es la cantidad típica de trabajos de reparación por pruebas de emisiones no aprobadas?
 trabajos de reparación por pruebas de emisiones no aprobadas

12 ¿Cuál es el costo de reparación típico por no aprobar una prueba de emisiones?
 \$, .00 por reparación por una prueba de emisiones no aprobada

PARTE V - SUS INSPECTORES DE EMISIONES

13 ¿Cuántos inspectores de emisiones trabajan actualmente en esta estación? NO incluya empleados que no realizan inspecciones de emisiones.

Inspectores de emisiones de tiempo completo (los inspectores de emisiones que trabajan 40 horas o más por semana deben considerarse de tiempo completo).

Inspectores de emisiones de medio tiempo (si > 0, responda 13b) _____

13b En promedio, ¿cuántas horas por semana trabaja cada inspector de emisiones de medio tiempo? Incluya tanto el tiempo que dedica a hacer inspecciones como el tiempo que dedica a todas las demás actividades horas/semana

14 Del total de horas trabajadas por semana por los inspectores de emisiones a tiempo completo y a tiempo parcial, ¿aproximadamente qué porcentaje de su tiempo lo dedican a realizar inspecciones de emisiones?

Inspectores de emisiones de tiempo completo (los inspectores de emisiones que trabajan 40 horas o más por semana deben considerarse de tiempo completo).

Inspectores de emisiones de medio tiempo

15 ¿Cómo suele pagar a sus inspectores de emisiones? ¿Cuál es el salario por hora promedio y/o monto que paga por prueba actualmente?

Paga o salario por hora _____ \$. por hora

Por prueba de emisiones _____ \$. por prueba

Paga o salario por hora + por prueba de emisiones (Ingrese montos en dólares en los espacios correspondientes arriba).

16 ¿Cuántos inspectores de emisiones reciben prestaciones (por ejemplo, seguro médico, licencia con goce de sueldo, etc.)?

Inspectores de emisiones de tiempo completo

Inspectores de emisiones de medio tiempo

17 ¿Esta estación incurre en costos específicamente por capacitar a empleados para hacer inspecciones de emisiones?

Sí – Avance a **18b**

No – Avance a **19**

No sé con certeza – Avance a **18b**

17b Para el año calendario 2023, indíquenos la cantidad total en dólares que esta estación gastó en:

Cargos por renovación y cargos por solicitud de capacitación para inspector de emisiones vehiculares certificado	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Comida, alojamiento y costos de viaje para empleados que asisten a cursos de capacitación para inspectores	\$	<input type="text"/>	.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Salario pagado a empleados por su tiempo al asistir a cursos de capacitación para inspectores	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Salario pagado a empleados por su tiempo abocado a capacitaciones prácticas específicas para pruebas de emisiones	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00
Otros costos de capacitación en emisiones (educación continua, materiales de capacitación, etc.)	\$	<input type="text"/>	,	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	.00

Si corresponde, ingrese una descripción breve de sus OTROS gastos por capacitación:

PARTE VI - EQUIPOS DE PRUEBAS DE EMISIONES, EDIFICIO Y OTROS COSTOS

18a Cuéntenos sobre los analizadores de emisiones certificados que ALQUILA actualmente en esta estación. Para cada analizador, ingrese el costo total de alquiler mensual.

Ingrese el costo total de alquiler mensual
\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00

18b Cuéntenos sobre los analizadores de emisiones certificados que POSEE actualmente en esta estación. Para cada analizador, ingrese desde hace cuántos años posee el analizador y su mejor estimación del costo total, incluyendo instalación. También identifique la opción que mejor describa cómo se financió la compra.

Cantidad de años de propiedad	Ingrese el costo total, incluyendo instalación	Seleccione cómo financió la compra y costo total	Si usó un arrendamiento o préstamo...		¿Tiene un paquete de mantenimiento para este analizador de emisiones?	Costo del paquete de mantenimiento (seleccione el plazo)
			Plazo de arrendamiento/préstamo (años)	Tasa de interés (%)		
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> <input type="text"/> .00 por mes / trimestre / año
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> <input type="text"/> .00 por mes / trimestre / año
<input type="text"/> años	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	<input type="checkbox"/> Pago en efectivo <input type="checkbox"/> Arrendamiento con opción de compra <input type="checkbox"/> Préstamo bancario	<input type="text"/>	<input type="text"/> %	<input type="checkbox"/> Sí <input type="checkbox"/> No	\$ <input type="text"/> <input type="text"/> .00 por mes / trimestre / año

19 [Si posee un analizador(es)] En el año calendario 2023, ¿cuánto gastó en reparaciones a sus equipos de prueba de emisiones (por ejemplo, escáner de código de barras, impresora, componentes internos) que no estaban cubiertas por un contrato de servicio o paquete de mantenimiento? Se le preguntará sobre sus costos por insumos como papel, tóner y probadores de tapa de tanque de combustible en la siguiente pregunta.
 \$, .00

20 Aparte de mantenimiento o reparaciones a equipos de prueba de emisiones que ingresó en la pregunta anterior, coméntenos qué otros costos que esta estación tiene que correspondan específicamente a emisiones vehiculares.

Artículo	Costo	Frecuencia del gasto (encierra una en un círculo)
a. Línea telefónica exclusiva o Internet	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
b. Kits de probadores de tapa de tanque de combustible	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
c. Papel para impresora	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
d. Cartuchos de tinta/tóner	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez
e. Otros <i>Ingrese una descripción:</i>	\$ <input type="text"/> <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00	Al mes/al año/única vez

21 ¿En los últimos dos años se han deshecho de los analizadores OBD que se compraron para esta estación? **No incluya analizadores alquilados.**

- Sí - Avance a **22b**
 No - Avance a **23**
 No sé con certeza – Avance a **23**

21b Cuéntenos sobre todo analizador de pruebas de emisiones certificado OBD de los que se deshizo por no necesitarlos más en esta estación. Para cada uno, indique la cantidad de años que tuvo el equipo y cómo se deshizo de este. Si corresponde, indique los ingresos por su venta Y/O costo para deshacerse del equipo.

Tipo	Cant. de años que lo tuvo	Seleccione una	Si VENDIÓ o CANJEÓ este analizador, indique	Si PAGÓ por deshacerse de este analizador, indique
			LO QUE GANÓ O VALOR DE CANJE	SU COSTO
OBD	<input type="text"/>	<input type="checkbox"/> Lo vendí <input type="checkbox"/> Lo canjeé <input type="checkbox"/> Me deshice del equipo sin costo <input type="checkbox"/> Pagué para deshacerme del equipo	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .0 0	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00
OBD	<input type="text"/>	<input type="checkbox"/> Lo vendí <input type="checkbox"/> Lo canjeé <input type="checkbox"/> Me deshice del equipo sin costo <input type="checkbox"/> Pagué para deshacerme del equipo	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .0 0	\$ <input type="text"/> <input type="text"/> , <input type="text"/> <input type="text"/> <input type="text"/> .00

22 ¿Alguna vez añadió o adquirió espacio edificable (por ejemplo, plataformas) para hacer pruebas de emisiones vehiculares en esta estación?

- Sí.
 No.
 No sé con certeza.

23 ¿Compró o alquila/arrienda el edificio para esta estación?

- Compra. ¿Cuál fue el precio aproximado de compra? \$, , .00
 Alquiler/arrendamiento. ¿Cuál es la renta mensual aproximada? \$, , .00

PARTE VII – INFORMACIÓN ADICIONAL

24 Aparte de repeticiones de pruebas no aprobadas anteriormente en esta estación, ¿alguna vez ofrece pruebas de emisiones sin cargo cobra menos de \$11.50 por una prueba de emisiones? **Marque con una TODAS las opciones que correspondan.**

No – Avance a **26**

Sí, a veces ofrecemos pruebas de emisiones **GRATIS**. - Si selecciona esta opción, responda **25b**

Sí, a veces ofrecemos pruebas de emisiones por **menos de \$11.50**. – Si selecciona esta opción, responda **25c**

24b En esta estación se ofrecen pruebas de emisiones sin cargo para: **Marque con una TODAS las opciones que correspondan.**

Amigos y familiares.

Empleados.

Personal militar activo o veteranos.

Miembros de nuestro programa de lealtad para clientes.

Clientes que vuelven a hacer la prueba pasados los 15 días de su inspección fallida inicial.

Clientes que no pasaron una prueba de emisiones en otra estación e hicieron reparaciones en ESTA estación.

Clientes que no pueden costear una inspección.

Para satisfacción del cliente en general a criterio del propietario o gerente.

Otros motivos – Ingrese una descripción.

24c ¿Cuál es el cargo más bajo que cobra por una prueba de emisiones?

\$.

25 En su opinión, ¿el cargo de \$11.50 cubre sus costos de ofrecer pruebas de emisiones en esta estación?

Sí - Avance a **27**

No - Avance a **26b**

25b Indíquenos en qué medida está de acuerdo o en desacuerdo con las siguientes afirmaciones.

Totalmente de acuerdo
De acuerdo
No estoy de acuerdo ni en desacuerdo
En desacuerdo
Totalmente en desacuerdo
N/A

No hago suficientes inspecciones de emisiones porque hay demasiadas estaciones que hacen inspecciones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pago por espacio de edificio/plataforma para inspecciones de emisiones, pero está infrautilizado para pruebas de emisiones y no se puede usar fácilmente para otros fines.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Debo pagar a un inspector de emisiones para que esté en las instalaciones, pero es costoso porque es difícil asignarle otras tareas cuando no está haciendo inspecciones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Debo pagar una tarifa/salario elevado a mis inspectores porque su función principal exige una paga más alta que la de inspectores de emisiones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mis equipos de prueba necesitan reparaciones con frecuencia y el tiempo de inactividad no me permite cubrir las pérdidas.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
El tiempo adicional que paso con clientes durante inspecciones de emisiones es costoso.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Los costos asociados a las pruebas aumentaron en los últimos años y ahora nuestros costos exceden las ganancias del cargo que se cobra por la prueba.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Planeo continuar realizando pruebas de emisiones después de que finalicen las pruebas de seguridad el 31 de diciembre de 2024.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Todos los costos simplemente son mucho más que lo que se cobra, pero elijo ofrecer pruebas porque es importante para mi negocio de otras maneras.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Describa cualquier otro motivo por el que el cargo de inspección de emisiones no cubre sus costos.

26 ¡Su experiencia es muy importante! Pensando en el cargo de inspección de emisiones aparte del cargo de inspección de seguridad de \$7.00, responda las siguientes preguntas. Recuerde que su recomendación NO debe incluir el cargo de \$7.00 por la parte de seguridad de la inspección.

a ¿Qué cargo de inspección de emisiones vehiculares cree que sus clientes estarían dispuestos a pagar? \$.

b ¿Qué cargo de inspección de emisiones vehiculares le permitiría cubrir los costos? \$.

27 Con respecto *únicamente a las inspecciones de seguridad*, ¿aproximadamente qué porcentaje de los ingresos anuales totales de esta estación provienen de inspecciones de seguridad (la porción de \$7 de la tarifa de inspección)?

- Menos del 0.5 por ciento
- Del 0.5 por ciento al 0.99 por ciento
- Del 1.0 por ciento al 2.99 por ciento
- Del 3.0 por ciento al 4.99 por ciento
- Del 5.0 por ciento al 9.99 por ciento
- Del 10.0 por ciento al 14.99 por ciento
- Del 15.0 por ciento al 24.99 por ciento
- 25.0 por ciento o más

28 Cuando finalicen las pruebas de seguridad el 31 de diciembre de 2024, los siguientes elementos se trasladarán de la inspección de seguridad a la inspección de emisiones. ¿Cuánto tiempo llevará inspeccionar visualmente estos elementos?

- el sistema de recirculación de gases de escape;
- el sistema de control de emisiones evaporativas;
- el sistema de ventilación positiva del cárter;
- el filtro de aire termostático;
- el sistema de inyección de aire; y
- el convertidor catalítico para años de modelo seleccionados.

minutos para inspeccionar visualmente estos elementos

29 Explique por qué esta estación puede o no continuar con las pruebas de emisiones una vez finalizadas las pruebas de seguridad.

FIN

Gracias por completar esta encuesta.
¡Su opinión es muy valiosa! Si tiene alguna sugerencia para mejorar esta encuesta, inclúyala abajo.

Haga una fotocopia de este formulario para poder guardarlo.
Devuelva el cuestionario original completado en el sobre con franqueo pagado que se incluye.
Si no encuentra el sobre, envíe el formulario por correo a:
ERG, Attn: TCEQ Fee Survey, 561 Virginia Road, Building 4 – Suite 300, Concord, MA 01742.