State of North Carolina

Final

State Implementation Plan Revision

~~Supplement~~Revision

Inspection and Maintenance (~~I/M~~I&M) Program

Environmental Quality

Department of Environmental Quality ~~and Natural Resources~~

Division of Air Quality

~~October 11, 2013~~November 17, 2017

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State ~~Of~~ of North Carolina

Implementation Plan for Inspection and ~~/~~Maintenance Program

INTRODUCTION

The State of North Carolina implemented a Motor Vehicle Inspection and ~~/~~Maintenance (~~I/M~~I&M) program under Environmental Protection Agency (EPA) regulations in Code of Federal Regulations (CFR) 40 CFR Part 51. ~~-~~The implementation of this program continues to be an integral part of North Carolina's plan to attain and maintain compliance with the National Ambient Air Quality Standards (NAAQS) for ozone (O_3) and carbon monoxide (CO).

The Division of Motor Vehicles (DMV), License and Theft Bureau, has operational responsibility for the ~~I/M~~I&M program, and has created rules for implementing and monitoring the program under the North Carolina Administrative Code (NCAC) Title 19A 03D .0500. ~~-~~The Division of Air Quality (DAQ) provides technical support to DMV's administration of North Carolina's ~~I/M~~I&M program. ~~-~~In addition, the DAQ develops specifications for the program and certifies the emissions testing equipment used in the program.

The North Carolina ~~I/M~~I&M program began in 1982 in Mecklenburg County~~.~~, ~~From~~ from 1986 through 1991, the program expanded to include eight additional counties, based on a "tail-pipe" emissions test. In 1999, the North Carolina General Assembly passed legislation to require an On-Board Diagnostic II (OBD) ~~I/M~~I&M program in not only the counties required to have an ~~I/M~~I&M program under 40 CFR 51.350(a), but also in other counties in the State that may need the additional emission reductions to achieve the 1997 8-hour ozone standard. ~~-~~Starting in October 2002, the original nine counties converted from tail-pipe testing to the new OBD emissions testing for all model year (MY) 1996 and newer light duty gasoline vehicles and continued tail-pipe testing of MY 1995 and older vehicles. ~~-~~The program began to expand from nine counties starting July 1, 2003, to a total of 48 counties on January 1, 2006. ~~-~~At the time of full implementation of the OBD program, inspection stations were performing the OBD emissions test on MY 1996 and newer vehicles, and tailpipe testing for MY 1995 and older vehicles were discontinued.

In 2002, North Carolina inspection stations performed over 2.5 million vehicle emission inspections. ~~-~~As the new ~~I/M~~I&M counties were added, the number of inspections was expected to rise to a high of about 3.5 million inspections but then dip to a lower figure when all tail pipe testing ended on Dec 31, 2005. The actual number of OBD inspections has varied from 4.2 to 5.0 million since 2006, due to higher than expected fleet turnover and population growth.

On November 1, 2008, the State ended the use of paper stickers and began the process of aligning vehicle inspection expiration and registration renewal dates by using electronic inspection authorizations. ~~-~~By aligning the two dates the State ~~hopes~~ intended to improve the vehicle compliance rate ~~because~~ since vehicles will be required to have a passing OBD inspection no more than 90 days prior to the vehicle registration expiration date ~~in order~~ to renew their registration.

In 2012, Session Law 2012-199 enacted by the North Carolina General Assembly required the Department of Environment and Natural Resources to submit for approval the emissions inspection program changes provided in Section 1 of this act to the EPA as an amendment to the North Carolina State Implementation Plan under the federal Clean Air Act to incorporate an exemption from an emission inspection for the three newest model year vehicles with less than 70,000 miles on ~~its~~ the odometer. ~~-~~In

addition, Session Law 2011-95 enacted by the North Carolina General Assembly exempts plug-in electric vehicles from the emissions inspection requirement.

The 2017 session of the North Carolina General Assembly enacted Senate Bill 131 (An Act to Provide Further Regulatory Relief to the Citizens of North Carolina). Section 3.5.(a) of the Act amended *North Carolina General Statute (NCGS) §143-215.107A(c)* to remove 26 of 48 counties (Brunswick, Burke, Caldwell, Carteret, Catawba, Chatham, Cleveland, Craven, Edgecombe, Granville, Harnett, Haywood, Henderson, Lenoir, Moore, Nash, Orange, Pitt, Robeson, Rutherford, Stanley, Stokes, Surry, Wayne, Wilkes, and Wilson)- from the emissions inspection requirements of North Carolina's I&M program. For the 22 counties remaining in the emissions inspection program, the Act also amended NCGS *§143-215.107A* by changing the MY vehicle coverage to within 20 years of the current year.

A. APPLICABILITY (40 CFR §51.350)

1. In North Carolina, Table 1 below lists the counties required to have an ~~I/M~~I&M program as described in *40 CFR 51.350(a)*, due to being designated nonattainment for CO or moderate for O_3. Although only part of Granville County was designated Moderate nonattainment for the 1-hour O_3 standard, the whole county was subject to the ~~I/M~~I&M program. Similarly, with Iredell County, where only a portion of the county was designated as moderate for the 8-hour O_3 standard, the whole county is subject to the ~~I/M~~I&M program.

~~**Table 1. Counties Required to Have I/M Program**~~

~~County~~	~~Nonattainment Pollutant~~	~~Status~~	~~Program~~	~~2010 Census Population~~
~~Cabarrus~~	~~8-hour O_3~~	~~Moderate-Nonattainment~~	~~Basic OBD~~	~~178,011~~
~~Davidson~~	~~1-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~162,878~~
	~~$PM_{2.5}$~~	~~Subpart 4~~		
~~Durham~~	~~CO~~	~~Maintenance~~	~~Basic OBD~~	~~267,587~~
	~~1-hour O_3~~			
	~~8-hour O_3~~			
~~Forsyth~~	~~CO~~	~~Maintenance~~	~~Basic OBD~~	~~350,670~~
	~~1-hour O_3~~			
~~Gaston~~	~~1-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~206,086~~
	~~8-hour O_3~~	~~Moderate-Nonattainment~~		
~~Granville~~	~~1-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~59,916~~
	~~8-hour O_3~~	~~Maintenance~~		
~~Guilford~~	~~1-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~488,406~~
	~~$PM_{2.5}$~~	~~Subpart 4~~		
~~Iredell~~	~~8-hour O_3~~	~~Moderate-Nonattainment~~	~~Basic OBD~~	~~159,437~~
~~Lincoln~~	~~8-hour O_3~~	~~Moderate-Nonattainment~~	~~Basic OBD~~	~~78,265~~
~~Mecklenburg~~	~~CO~~	~~Maintenance~~	~~Basic OBD~~	~~919,628~~
	~~1-hour O_3~~			
	~~8-hour O_3~~	~~Moderate-Nonattainment~~		
~~Rowan~~	~~8-hour O_3~~	~~Moderate-Nonattainment~~	~~Basic OBD~~	~~138,428~~
~~Union~~	~~8-hour O_3~~	~~Moderate-Nonattainment~~	~~Basic OBD~~	~~201,292~~
~~Wake~~	~~CO~~	~~Maintenance~~	~~Basic OBD~~	~~900,993~~
	~~1-hour O_3~~			
	~~8-hour O_3~~			

Table 1. Counties Subject to I&M Program Based on Previous Nonattainment Designations

County	Ozone NAAQS	Current Status	Total No. Vehicle Inspections in 2016	Total I&M Vehicles (Model Years 1996-2014) as a Percentage of All Registered Vehicles
Cabarrus[1]	1997 8-hour	Maintenance	113,120	77
	2008 8-hour	Marginal-Nonattainment		
Davidson[2]	1979 1-hour	Maintenance	102,134	77
Durham[3]	1979 1-hour	Maintenance	150,261	79
	1997 8-hour			
Forsyth[3]	1979 1-hour	Maintenance	216,368	79
Gaston[1]	1979 1-hour	Maintenance	125,263	77
	1997 8-hour			
	2008 8-hour	Marginal-Nonattainment		
~~Granville[4]~~	~~1979 1-hour~~	~~Maintenance~~	~~31,305~~	~~76~~
	~~1997 8-hour~~			
Guilford[2]	1979 1-hour	Maintenance	302,263	78
Iredell[1,5]	1997 8-hour	Maintenance	103,270	74
	2008 8-hour	Marginal-Nonattainment		
Lincoln[1]	1997 8-hour	Maintenance	49,571	75
	2008 8-hour	Marginal-Nonattainment		
Mecklenburg[3]	1979 1-hour	Maintenance	563,145	74
	1997 8-hour			
	2008 8-hour	Marginal-Nonattainment		
Rowan[1]	1997 8-hour	Maintenance	80,453	77
	2008 8-hour	Marginal-Nonattainment		

County	Ozone NAAQS	Current Status	Total No. Vehicle Inspections in 2016	Total I&M Vehicles (Model Years 1996-2014) as a Percentage of All Registered Vehicles
Union[1]	1997 8-hour	Maintenance	121,584	76
	2008 8-hour	Marginal-Nonattainment		
Wake[3]	1979 1-hour	Maintenance	621,495	76
	1997 8-hour			

[1] Although only part of this county was designated marginal nonattainment for the 2008 8-hour ozone NAAQS, the whole county is subject to the I&M program.
[2] County is also subject to a maintenance plan for particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers ($PM_{2.5}$).
[3] County is also subject to a limited maintenance plan for CO.
[4] Although only part of this county was designated moderate nonattainment for the 1979 1-hour ozone NAAQS, the whole county is subject to the I&M program.
[5] Although only part of this county was designated moderate nonattainment for the 1997 8-hour ozone NAAQS, the whole county is subject to the I&M program.

2. In 1999, the North Carolina General Assembly passed legislation to require an OBD ~~I/M~~I&M program in not only the counties required to have an ~~I/M~~I&M program under *40 CFR 51.350(a)*, but also in other counties in the State that may need the additional emission reductions to achieve the 1997 8-hour ozone standard. The *North Carolina General Statue (NCGS) §143-215.107A(c), "Motor vehicle emissions testing and maintenance program,"* Appendix 1, specifies the counties that are required to have OBD ~~I/M~~I&M. The State regulations *NCAC Title 15A, Subchapter 2D, Section .1000, "Motor Vehicle Emission Control Standard,"* Appendix 2, references the General Statue. Table 2 below lists the additional counties that are required to have an ~~I/M~~I&M program per *NCGS §143-215.107A, "Motor vehicle emissions testing and maintenance program,"* Appendix 1.

~~**Table 2. Additional Counties Required by 1999 Clean Air Bill to Have OBD I/M Program**~~

~~County~~	~~Nonattainment Pollutant~~	~~Status~~	~~Program~~	~~2010 Census Population~~
~~Alamance~~	~~-~~	~~-~~	~~Basic OBD~~	~~151,131~~
~~Brunswick~~	~~-~~	~~-~~	~~Basic OBD~~	~~107,431~~
~~Buncombe~~	~~-~~	~~-~~	~~Basic OBD~~	~~238,318~~
~~Burke~~	~~-~~	~~-~~	~~Basic OBD~~	~~90,912~~
~~Caldwell~~	~~-~~	~~-~~	~~Basic OBD~~	~~80,029~~
~~Carteret~~	~~-~~	~~-~~	~~Basic OBD~~	~~66,469~~
~~Catawba~~	~~$PM_{2.5}$~~	~~Subpart 4~~	~~Basic OBD~~	~~154,358~~
~~Chatham~~	~~8-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~63,505~~
~~Cleveland~~	~~-~~	~~-~~	~~Basic OBD~~	~~98,078~~

~~County~~	~~Nonattainment Pollutant~~	~~Status~~	~~Program~~	~~2010 Census Population~~
~~Craven~~	~~-~~	~~-~~	~~Basic OBD~~	~~103,505~~
~~Cumberland~~	~~-~~	~~-~~	~~Basic OBD~~	~~319,431~~
~~Edgecombe~~	~~8-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~56,552~~
~~Franklin~~	~~8-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~60,619~~
~~Harnett~~	~~-~~	~~-~~	~~Basic OBD~~	~~114,678~~
~~Haywood~~	~~8-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~59,036~~
~~Henderson~~	~~-~~	~~-~~	~~Basic OBD~~	~~106,740~~
~~Johnston~~	~~8-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~168,878~~
~~Lee~~	~~-~~	~~-~~	~~Basic OBD~~	~~57,866~~
~~Lenoir~~	~~-~~	~~-~~	~~Basic OBD~~	~~59,495~~
~~Moore~~	~~-~~	~~-~~	~~Basic OBD~~	~~88,247~~
~~Nash~~	~~8-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~95,840~~
~~New Hanover~~	~~-~~	~~-~~	~~Basic OBD~~	~~202,667~~
~~Onslow~~	~~-~~	~~-~~	~~Basic OBD~~	~~177,772~~
~~Orange*~~	~~8-hour O_3~~	~~Maintenance~~	~~Basic OBD~~	~~133,801~~
~~Pitt~~	~~-~~	~~-~~	~~Basic OBD~~	~~168,148~~
~~Randolph~~	~~-~~	~~-~~	~~Basic OBD~~	~~141,752~~
~~Robeson~~	~~-~~	~~-~~	~~Basic OBD~~	~~134,168~~
~~Rockingham~~	~~-~~	~~-~~	~~Basic OBD~~	~~93,643~~
~~Rutherford~~	~~-~~	~~-~~	~~Basic OBD~~	~~67,810~~
~~Stanly~~	~~-~~	~~-~~	~~Basic OBD~~	~~60,585~~
~~Stokes~~	~~-~~	~~-~~	~~Basic OBD~~	~~47,401~~
~~Surry~~	~~-~~	~~-~~	~~Basic OBD~~	~~73,673~~
~~Wayne~~	~~-~~	~~-~~	~~Basic OBD~~	~~122,623~~
~~Wilkes~~	~~-~~	~~-~~	~~Basic OBD~~	~~69,340~~
~~Wilson~~	~~-~~	~~-~~	~~Basic OBD~~	~~81,234~~

~~*Orange County was one of the original nine counties subject to I/M prior to the 1999 Clean Air Bill. It was part of the Raleigh/Durham MSA.~~

Table 2. Additional Counties Subject to I&M Program Based on 1999 Clean Air Bill

County	Ozone NAAQS	Current Status	Total No. Vehicle Inspections in 2016	Total I&M Vehicles (Model Years 1996-2014) as a Percentage of All Registered Vehicles
Alamance	-	-	93,955	77
Buncombe	-	-	149,656	76
Cumberland	-	-	154,727	74

County	Ozone NAAQS	Current Status	Total No. Vehicle Inspections in 2016	Total I&M Vehicles (Model Years 1996-2014) as a Percentage of All Registered Vehicles
Franklin	-	-	35,797	78
Johnston	-	-	111,944	79
Lee	-	-	38,085	78
New Hanover	-	-	123,810	76
Onslow	-	-	81,749	75
Randolph	-	-	86,645	76
Rockingham	-	-	54,913	75

3. The Environmental Management Commission (EMC) has the authority to adopt "a program for testing emissions from motor vehicles and to adopt motor vehicle emission standards", *NCGS §143-215.107. (a)(6), "Air quality standards and classification*s," Appendix 1.

   The EMC has adopted a basic ~~I/M~~I&M program, *NCAC, Title 15A, Subchapter 2D, Section .1000, "Motor Vehicle Emissions Control Standard,"* Appendix 2.

   The ~~I/M~~I&M program is implemented by the Commissioner of the DMV through the use of licensed safety/emission inspection stations, *NCGS Article 3 – Motor Vehicle Act of 1937 §20-128.2 (a),"Motor vehicle emission standards,"* Appendix 2.

4. *40 CFR 51.372(a) (3)* requires ZIP codes be included in the State Implementation Plan (SIP) if program is not county-wide. The North Carolina program is county wide, so a list of program area ZIP codes is not required.

B. ENHANCED ~~I/M~~I&M PERFORMANCE STANDARD (40 CFR §51.351)

Not applicable to North Carolina.

C. BASIC ~~I/M~~I&M PERFORMANCE STANDARD (40 CFR §51.352)

1. ~~Basic I/M Performance Standards for 1-hour O_3 and CO standards~~
   ~~Eight of the counties listed in Table 1 are in areas originally designated as non-attainment under the CO and/or 1-hour O_3 standards, prior to effective date of the 1997 8-hour O_3 standard. Therefore, for these counties, the performance of the revised North Carolina I/M~~

~~program (referred to as the "target" program) must meet or exceed the basic I/M performance standard outlined in 40 CFR §51.352 (c). Specifically, the exemption of the three newest model year vehicles with less than 70,000 miles under the target program must obtain the same or lower emissions of CO, volatile organic compounds (VOC), and oxides of nitrogen (NO_x) than the performance standard. For each of these counties, mobile source emissions of CO, VOC, and NO_x were modeled using the latest approved EPA emissions model (MOVES2010b), first with the applicable performance standard I/M parameters and then with the target program I/M parameters. All other MOVES input data (i.e. vehicle miles traveled, vehicle speeds, vehicle type and age distributions, etc.) were held constant between the modeling runs. CO emissions rates in grams per mile (g/m) were calculated from the modeling results, with county-level data aggregated by non-attainment area. The comparative results are shown in Tables 3 and 4. The results are aggregated by non-attainment area. In all cases, the target I/M program produces lower emissions, expressed as emission factors with the units of grams per mile.~~

~~The CO emissions were modeled for a winter (January) weekday for the years indicated. For each non-attainment area, the year chosen to model was based on the availability of MOVES input for the area within one year (plus or minus) of the anticipated implementation of the target I/M program (2014). The VOC and NO_x emissions were modeled for a summer (July) weekday for the years indicated. For each non-attainment area, the year chosen to model was based on the availability of MOVES input for the area within one year (plus or minus) of the anticipated implementation of the target I/M program (2014). The best available VMT and speed data (based on travel demand modeling) was used, along with the latest available (2012) vehicle registration data. All MOVES input and output databases and modeling run specification files are provided on electronic media.~~

~~Table 3 NO_x & VOC Emission Factors for 1-hour O_3 standard (grams/mile)~~

		~~Metrolina~~	~~Triad~~	~~Triangle~~
~~NOx~~	~~Performance Standard~~	~~1.222~~	~~1.149~~	~~1.035~~
	~~Program Target~~	~~1.177~~	~~1.106~~	~~0.994~~
~~VOC~~	~~Performance Standard~~	~~0.573~~	~~0.631~~	~~0.509~~
	~~Program Target~~	~~0.555~~	~~0.611~~	~~0.490~~

~~Table 4 CO Emission Factors for CO standard (grams/mile)~~

		~~Metrolina~~	~~Triad~~	~~Triangle~~
~~CO~~	~~Performance Standard~~	~~17.048~~	~~20.356~~	~~16.690~~
	~~Program Target~~	~~15.895~~	~~19.053~~	~~15.558~~

~~*The Metrolina area consists of Gaston and Mecklenburg Counties.*~~
~~*The Triad area consists of Davidson, Forsyth and Guilford Counties.*~~
~~*The Triangle area consists of Durham, Wake and Granville Counties.*~~

~~2. Basic I/M Performance Standards for the 1997 8-hour O_3 standard~~

~~Five counties in the Charlotte-Gastonia-Rock Hill, NC-SC area (Cabarrus, Lincoln, Rowan, Union and Iredell Counties) were required to implement the I/M program due to designation under the 1997 8-hour O_3 standard. For these counties, the performance of the target I/M program must meet or exceed the basic I/M performance standard outlined in 40 CFR §51.352 (e). Mobile source emissions of VOC and NO_x were modeled using the latest approved EPA emissions model (MOVES2010b), first with the applicable performance standard I/M parameters and then with the target program I/M parameters. All other MOVES input data (i.e. vehicle miles traveled, vehicle speeds, vehicle type and age distributions, etc.) were held constant between the modeling runs. VOC and NO_x emissions rates in grams per mile (g/m) were calculated from the modeling results, with county-level data aggregated by non-attainment area. Table 5 lists the comparative results. Here the target I/M program also produces lower emissions, expressed as emission factors with the units of grams per mile.~~

~~The VOC and NO_x emissions were modeled for a summer (July) weekday for the years indicated. For each non-attainment area, the year chosen to model was based on the availability of MOVES input for the area within one year (plus or minus) of the anticipated implementation of the target I/M program (2014). The best available VMT and speed data (based on travel demand modeling) was used, along with the latest available (2012) vehicle registration data. All MOVES input and output databases and modeling run specification files are provided on electronic media.~~

~~Table 5 NO_x & VOC Emission Factors for 8-hour O_3 standard (grams/mile)~~

		~~Metrolina~~	~~Triangle~~
~~NOx~~	~~Performance Standard~~	~~1.506~~	~~1.449~~
	~~Program Target~~	~~1.445~~	~~1.389~~
~~VOC~~	~~Performance Standard~~	~~0.782~~	~~0.649~~
	~~Program Target~~	~~0.758~~	~~0.625~~

~~*The Metrolina area consists of Gaston and Mecklenburg Counties.*~~
~~*The Triangle area consists of Durham, Wake and Granville Counties.*~~

~~3. The I/M program meets the emission reduction targets in the attainment year and each milestone year prior to the attainment year, as applicable. The State of North Carolina commits to meeting the performance standard.~~

~~4. The MOVES input and output files for runs used in determining compliance with the performance standards are included on CD.~~

Performance standard modeling is not required since the I&M program area in question has been redesignated to attainment for the pollutants that originally triggered the I&M requirement and the I&M program is being continued as part of the area's maintenance plan.

D. NETWORK TYPE AND PROGRAM EVALUATION (40 CFR §51.353)

1. North Carolina's basic ~~I/M~~I&M program is comprised of a decentralized network of test-and-repair facilities. -No counties are currently required to be part of an enhanced ~~I/M~~I&M program. The program consists of approximately 4,~~653~~ 332 stations.

   The State continues to determine program effectiveness, although basic ~~I/M~~I&M programs are not required to include an ongoing evaluation to quantify the emission reduction benefits of the program or to determine if the program is meeting the requirements of the Clean Air Act.

E. ADEQUATE TOOLS AND RESOURCES (40 CFR §51.354)

1. The ~~I/M~~I&M program is funded by receipts collected from the sale of electronic authorizations used during the ~~I/M~~I&M inspection. A portion of these monies are accredited to the DAQ and DMV, as directed in *NCGS Article 3A – Safety and Emissions Inspection Program §20-183.7(c),* "Fees for performing an inspection and issuing an electronic inspection authorization to a vehicle; use of civil penalties," Appendix 1.

Inspection fee	
Station Fee	$23.75
Authorization Fee	$6.25
	$30.00

The authorization fee is distributed as follows:

Highway Fund	$~~0.55~~5.30
~~Inspection Program Account~~	~~3.00~~
~~Telecommunications Account~~	~~1.75~~
Volunteer Rescue/EMS Fund	0.18
Rescue Squad Workers' Relief Fund	0.12
Division of Air Quality	0.65
	$6.25

The DAQ portion of the fee is credited to the DAQ ~~I/M~~I&M Air Pollution Control Account. This ~~is a~~ nonreverting fund was established for developing and implementing air pollution control programs for mobile sources, *NCGS §143-215.3A (b1), "Water and Air Quality Account; use of application and permit fees; Title V Account; I & M Air Pollution Control Account; reports,"* Appendix 1. Session Law 2017-57, removed the restriction to use the nonreverting funds for only mobile sources programs and allows them to be applied to administering the air quality program.

~~The DMV I/M budget is a nonreverting account within the North Carolina Department of Transportation's (NCDOT) Inspection Program Account. Revenue in the Inspection Program Account may be used only to fund the vehicle I/M program. However, in the 2012-2013 fiscal year budget, the NC Legislature directed the NC DMV to use $24,000,000 of funds out of the Emission non-reverting accounts to replace the DMV State Titling and Registration System (STARS) and the State Automated Driver License System (SADLS) programs.~~ In the 2013 Legislative Session, Senate Bill 402 / S.L. 2013-360 eliminated two accounts that were allocated and used to support DMV's administration of the North Carolina I&M program. The first of the two accounts, the Inspection Program Account, was dissolved on June 30, 2013, and all funds remaining in the account that were not earmarked, transitioned to the Highway Fund. The second of the accounts, the Telecommunications Account, was abolished on June 30, 2014, and all remaining balances not assigned to a project moved to the Highway Fund. With the closing of the I&M program accounts, the program ceased being receipt funded and began receiving appropriated funding from the Highway Fund.

2. Appendix 5 includes DAQ and DMV ~~I/M~~I&M budgets for Fiscal Years 2013-2014 (Note: State fiscal year runs from July 1 through June 30).

The DAQ ~~I/M~~I&M Air Pollution Control Account funds ~~17.55~~12.55 full time employees (FTE) within DAQ. ~~Six~~ Three of the FTEs are within the Mobile Sources Compliance Branch that support the ~~I/M~~I&M program. These ~~six~~ three positions consist of ~~one full time engineer, two~~ one program consultant, one specialist~~s~~, ~~two technicians~~, and one supervisor. These ~~six~~ three positions perform the day to day DAQ ~~I/M~~I&M program duties which include but are not limited to data analysis, program effectiveness determination, consumer outreach, and software/analyzer certification and specification development. Additionally, there are ~~11.55~~ 9.55 FTEs within DAQ that support mobile sources related tasks for the Division.

The License & Theft Bureau of the DMV is tasked with oversight and enforcement of the ~~I/M~~I&M program for North Carolina. The DMV has ~~187~~ 190 "sworn" law enforcement agents and managers that issue vehicle waivers, exemptions, and perform covert, remote, and overt audits on the inspection stations. They are also the enforcement arm of the agency and

are responsible for investigating all clean scan cases and handling all criminal charges. Waivers and exemptions are issued by the law enforcement agents within the ~~eight~~ seven districts throughout North Carolina. The DMV employs two hearing officers who deliberate over and render decisions in civil hearings. Additionally, the DMV employs a ~~28~~ 25 civilian staff Call Center with operators and managers whose primary duties are personnel management and to assist citizens and stations with complaints, inquiries on emission inspection requirements and the purchase of electronic authorizations. The DMV has ~~11~~ 9 civilian administrative staff assigned to one of the ~~eight~~ seven field offices who assist the law enforcement agents in processing paperwork between the district and headquarters and adding new technicians in the inspection system. The DMV also employs personnel to handle the registration denial system.

F. TEST FREQUENCY AND CONVENIENCE (40 CFR §51.355)

1. The current test frequency of North Carolina's basic ~~I/M~~I&M inspection is annual. Upon obtaining EPA approval of the ~~I/M~~I&M SIP and ~~I/M~~I&M rule changes, North Carolina will exempt vehicles in the three newest model years with less than 70,000 miles on its odometer, as described in *NCAC Title 15A, Section 2D.1002, "Applicability", NCAC Title 15A, Section 2D.1005, "On-Board Diagnostic Standards,"* Appendix 2 and *NCGS §20-183.2. "Description of vehicles subject to safety or emissions inspection; definitions,"* Appendix 1. In addition, an emissions component tamper and safety inspection is performed statewide on all vehicles no more than 35 years old, measured from the date of manufacture, *NCGS Article 3A – Safety and Emissions Inspection Program §20-183.3, "Scope of safety inspection and emissions inspection,"* Appendix 1.

2. Subject vehicles are required to have an OBD inspection no more than 90 days prior to the vehicle registration expiration date, *NCGS Article 3 – §20-183.4C, "When a vehicle must be inspected; ten-day trip permit,"* Appendix 1.

   All North Carolina law-enforcement officers have the power to enforce the provisions of *NCGS Article 3 – Motor Vehicle Act of 1937 §20-183, "Duties and powers of law-enforcement officers; warning by local officers before stopping another vehicle on highway; warning tickets,"* Appendix 1.

3. The NCAC 19A 03D Section .0523 *"Operation of Safety or Exhaust Emissions Inspection Stations"*, Appendix 2 requires stations to operate at least eight hours per day five days per week, except holidays. Stations are required to have at least one inspector mechanic on duty a minimum of eight hours during normal working hours. Stations may operate other than an 8:00 AM to 5:00 PM Monday through Friday schedule. At least one inspector mechanic at a station must be licensed. The DMV is responsible for licensing of the inspector mechanics as outlined in Section R.

G. VEHICLE COVERAGE (40 CFR §51.356)

1. An ~~I/M~~I&M inspection is required for all 1996 and newer model year gasoline-powered light-duty vehicles registered in ~~I/M~~I&M subject areas, *NCAC Title 15A, Subchapter 2D, Section .1005, "On-Board Diagnostic Standards~~,~~",* Appendix 2 and *NCGS §20-183.2, "Description of vehicles subject to a safety or emissions inspection; definitions."* and *§143-215.107A,*

"Motor vehicle emissions testing and maintenance program~~,~~*."* Appendix 1. A table showing the number of vehicles by county and model year for 2012 is contained in Appendix 6. These figures reflect the number of registered vehicles believed to be operated in the ~~I/M~~I&M area.

2. The following highway vehicles are exempt from the ~~I/M~~I&M requirement: the three newest model year vehicles with less than 70,000 on its odometer, all 1995-and older model vehicles, diesel vehicles, heavy-duty vehicles, alternative fueled vehicles, and motorcycles. These vehicles are subject to the annual safety inspection, which includes an emissions control device tampering inspection. Vehicles registered as "Kit cars" are exempt from the OBD portion of the inspection.

3. The DMV may collect fleet information directly from the owners or from the vehicle registration records concerning the number of vehicles operated in an ~~I/M~~I&M county but registered in a non-~~I/M~~I&M county and vice versa. Enforcement will continue to be registration denial.

4. Fleet vehicles are subject to the program if registered in or primarily operated in a designated ~~I/M~~I&M county. Fleet owners are allowed to self-inspect their vehicles, *NCGS Article 3A Safety and Emissions Inspection Program §20.183-4A, "License required to perform emission inspection; qualifications for license,"* Appendix 1.

5. Federal fleet vehicles are required to meet the same requirements as other fleets. EPA's ~~I/M~~I&M rules require that federal employees working at a federal facility within an ~~I/M~~I&M county must comply with the ~~I/M~~I&M program even if they live outside the ~~I/M~~I&M county. There are federal-facilities located in ~~I/M~~I&M subject areas in North Carolina.

   Clean Air Act (CAA) provisions Section 118 (c) and (d) stipulates that vehicles operated on federal installations located within an I&M program area be tested, regardless of whether the vehicles are registered in the State or local I&M area. This requirement applies to all employee-owned or leased vehicles (including vehicles owned, leased or operated by civilian and military personnel on federal installations) as well as agency owned or operated vehicles, except tactical military vehicles, operated on the installation. When EPA published the I&M rule in 1992, the Agency interpreted CAA section 118(c) and (d) as a partial waiver of the Federal government's sovereign immunity, thereby allowing States to regulate Federal facilities in their I&M programs. This SIP requirement was included in both administrative code (15 NCAC 02D .1002 (a)(3)) and general statutes (NCGS 20-183.2 (b)(5)(e)) for the I&M program.

   EPA received comments for the I&M SIP submitted to EPA for approval dated October 11, 2013, from the US Department of Defense (DOD) expressing concern regarding the language in 15A NCAC 02D.1002(a)(3) applying the I&M program to federal facilities. The DOD comments expressed that EPA's regulation was premised on the assumption that the CAA section 118 includes a waiver of immunity that permits states to impose discriminatory I&M requirements on federal fleet and federal employee vehicles. The US Department of Justice also expressed opinion that CAA 118 (c) and (d) does not waive sovereign immunity for the federal government and thus states are without authority to enforce the CAA 118 (c) and (d) requirements for federal facilities and that EPA did not have the authority for including CCA 118 (c) and (d) requirements as SIP requirements.

   EPA rulemaking was published as a Direct Final Rule, effective June 9, 2017, to correct the enforcement of I&M requirements on federal employee and contractors with vehicles

registered in non-I&M counties working at federal facilities that was previously promulgated in the SIP. This rulemaking removed the provision of the State's otherwise federally-enforceable regulations that could result in infringement upon the sovereign immunity of federal facilities, but did not remove the requirement in EPA regulations. Both DAQ and DMV will request the legislature remove this provision from the state statutes in the next legislative session. Once the requirement is removed from statute, DAQ will proceed to remove the requirement from administrative code. NC has not required vehicles registered in a non-I&M county to obtain an I&M inspection. The Director of DAQ sent letters in 2013 to all the military installations in NC stating that they did not have to meet the requirements of 15 NCAC 02D .1002 as part of the vehicle registration process because the county where the installation was located was not designated nonattainment for O_3 or CO.

H. TEST PROCEDURES AND STANDARDS (40 CFR §51.357)

1. The EMC has the authority to establish test procedures and standards under *NCGS §143-215.107 (6), "Air quality standards and classifications,"* Appendix 1.

   The EMC has adopted test standards under *NCAC Title 15A, Subchapter 2D, Section .1000, "Motor Vehicle Emission Control Standard,"* Appendix 2.

   The EMC has also adopted test procedures developed by the DAQ and outlined in, *"North Carolina Analyzer System Specification,"* Appendix 9, using EPA's OBD Test procedures on an OBD type analyzer. The OBD test procedures and standards were implemented July 1, 2002.

2. Vehicles must pass the safety inspection, tampering inspection, and OBD test to receive a safety/emissions authorization. All vehicles failing any part of an initial test must pass a retest. If the initial failure was an emissions-related item (check engine light commanded on, emissions control device tampering or exhaust system), the OBD test must be repeated and passed. If the vehicle owner takes the vehicle to a station other than the original location of the initial test failure, the vehicle must be tested for and pass all the test components.

3. Inspection rejection standards are clearly established in both the DAQ *"North Carolina Analyzer System Specification,"* Appendix 9 and the NCAC 19A 03D .0530, *"Disapproval"*, Appendix 2.

I. TEST EQUIPMENT (40 CFR §51.358)

1. Test equipment specifications are contained in the DAQ *"North Carolina Analyzer System Specification,"* Appendix 9. The North Carolina Administrative Code contains details regarding the equipment required to carry out inspections, NCAC 19 03D .0519, *"Stations,"* Appendix 2.

2. All test equipment is fully computerized and all processes are automated to the highest degree possible. The DMV law enforcement agents have the authority to clear lock-outs. Manufacturer's service representatives are able to clear specific lockouts. The date and cause of any occurrence of a lockout as well as the date and the authority personnel who cleared the lockout are recorded in a data record.

Data entry functions associated with the test are streamlined through the use of look-up tables. To reduce data entry errors, vehicle identification information requires redundant entry if manually entered. However, under normal circumstances, vehicle information entry is by bar code scanners. Emissions test results are recorded automatically by the analyzer.

3. The test process is completely controlled by the analyzer. The process begins with data entry of the vehicle registration, license plate and vehicle identification number (VIN) information. Verification of vehicle identification data is confirmed through re-entry of this information during the inspection. The test procedure sequence and pass/fail determinations are made automatically by the analyzer. Data is recorded to both a removable device (floppy/USB storage key) and a hard drive. Test data is sent via modem to the State during each inspection, and stored on the analyzer hard drive for a minimum of 60 days. Once transmitted to the State, it is maintained by the Vehicle Information Database (VID) contractor as a permanent data set. Prior to being loaded to the program database all information is edit checked for errors.

J. QUALITY CONTROL (40 CFR §51.359)

1. Quality control procedures and record keeping requirements have been established in the *"DMV License and Theft Bureau Policy and Procedures Manual"*, Appendix 2 and in Appendix 8. These measures will ensure the State of North Carolina meets its commitment to provide motorists with consistent and accurate test results. The inspection site personnel must continue to ensure that all equipment is properly maintained and has updated vendor software.

2. The DAQ *"North Carolina Analyzer System Specification"*, Appendix 9, includes the minimum durability and functional requirements to ensure accurate processing and recording of test results. All enhancements and/or changes to this document are reviewed and approved prior to its release.

K. WAIVERS AND COMPLIANCE VIA DIAGNOSTIC INSPECTION (40 CFR §51.360)

1. A waiver rate of 5% (waiver rate expressed as a percentage of initially failed OBD tested vehicles) is assumed in the demonstration that the ~~I/M~~I&M program meets the basic performance standard. The State of North Carolina commits to a waiver rate in practice that is equal to or lower than 5%. If the waiver rate reported in the annual report to EPA is higher, the State will take corrective action to lower the waiver rate. Corrective strategies considered may include: increased education for issuing personnel, raising minimum expenditure limits, and/or potentially exempting vehicles that are 10 or 15 years of age. These contingency plans, if implemented, may require revisions to state statute. In the case of exempting vehicles, a SIP revision with an accompanying performance demonstration will also be required. If the waiver rate cannot be lowered to levels committed to in the SIP, or if the State chooses not to implement measures to do so, the State will revise the ~~I/M~~I&M

emission reduction projections in the SIP and will implement other program changes needed to ensure the performance standard is met.

2. The State of North Carolina commits to issuing waivers only when the requirements of *40 CFR §51.360* are met. *§51.360* requires a minimum of $200 for 1981 and newer vehicles be spent ~~in order~~ to qualify for a waiver. Repairs must be performed by a recognized repair technician to apply toward the waiver limit. Waivers are issued by DMV as outlined in the "*DMV License and Theft Bureau Policy and Procedures Manual,"* Appendix 2, and authorized by *NCGS § 20-183.5A.* *"When a vehicle that fails a safety inspection because of missing emissions control devices may obtain a waiver,"* Appendix 1.

3. EPA regulations allow a time extension to obtain needed repairs on a vehicle in the case of economic hardship when waiver requirements have not been met. The DMV, at this time, has not chosen to offer time extensions.

   EPA regulations also allow exemptions for tampering-related repairs if it can be verified that the part in question, or one similar to it, is no longer available for sale. The DMV has chosen to offer tamper-related exemptions; DMV will verify that the part in question, or one similar to it, is no longer available for sale prior to issuing the exception.

4. The emissions receipt (certificate) for a failed vehicle inspection alerts the motorist of emission failure information, warranty coverage, and waiver availability in the DAQ's *"North Carolina Analyzer System Specification,"* Appendix 9.

L. MOTORIST COMPLIANCE ENFORCEMENT (40 CFR §51.361)

1. The legal authority for the implementation of the ~~I/M~~I&M program is included in *§143-215.107. "Air quality standards and classifications,"* Appendix 1. The regulations governing specific operation of this aspect of the program are contained in the regulations in *15A NCAC 02D .1005, "On-Board Diagnostic Standards,"* Appendix 1.

2. The legal authority for enforcement of the ~~I/M~~I&M program is included in, *NCGS §20-183.8. "Infractions and criminal offenses for violations of inspection requirements,"* Appendix 1. A penalty schedule for violations of these regulations is included in *NCGS Article 3A – Safety and Emissions Inspection Program §20-183.8A, "Civil penalties against motorists for emissions violations; waiver,"* Appendix 1.

3. A registration-denial based program is used for enforcement. As of April 12, 2010, vehicles will be denied registration renewal if a required emissions inspection is not found in the VID for that vehicle. Vehicle owners are allowed 90 days prior to the registration expiration date to get an inspection for their vehicle.

   The DMV developed the *"DMV License and Theft Bureau Policy and Procedures Manual,"* Appendix 2 to be followed by personnel involved in enforcing and overseeing the program. This manual details the procedures followed by the DMV and other State personnel involved in the ~~I/M~~I&M program document handling and processing and by the supervisory personnel who oversee staff involved in program enforcement, document handling and processing. The procedures manual also provides a schedule of disciplinary actions used against personnel

who deviate from prescribed procedures. Additional DMV Enforcement Procedures information is found in Appendix 10.

4. All non-gasoline powered vehicles, motorcycles, heavy-duty, plug-in electric, and the three newest model year vehicles with less than 70,000 miles on the odometer are exempt from the ~~I/M~~I&M program.

5. There are no provisions for off-hours testing for fleet vehicles since fleets may be self-inspected. Fleets may be officially inspected outside of the normal ~~I/M~~I&M program test facilities, but are subject to the same test requirements using the same quality control standards as non-fleet vehicles.

6. The State of North Carolina ~~commits~~ committed to the level of motorist enforcement necessary to ensure a minimum compliance rate of 96% among subject vehicles by 2014. The compliance rate is defined as the number of valid passing inspections out of the number of subject vehicles to the emissions inspection. ~~This compliance rate reflects the compliance rate used in the demonstration of the performance standard as described in Section A of this document~~. If it is determined that the ~~I/M~~I&M program is not meeting the compliance rate committed to here, the DAQ will review the compliance methodology and revise when necessary. The DAQ and DMV believe that the compliance rate of 96% is a conservative estimate based on the full implementation of the electronic authorization program in 2009.

M. MOTORIST COMPLIANCE ENFORCEMENT PROGRAM OVERSIGHT (40 CFR §51.362)

1. The *"DMV License and Theft Bureau Policy and Procedures Manual,"* Appendix 2, details the procedures followed by the DMV in enforcing the motorist compliance portion of the ~~I/M~~I&M program, handling and processing program documents, ~~and~~ by the supervisory personnel who oversee staff involved in program enforcement, document handling, and processing. The State Personnel Manual describes disciplinary actions to be used against personnel who deviate from prescribed procedures. Additional Enforcement Oversight Procedures information is found in Appendix 11.

N. QUALITY ASSURANCE (40 CFR §51.363)

1. The DMV has a process in place to report and track all enforcement and field activities across the state. Since the ~~switch~~ change in program vendors on December 1, 2012 from Verizon Business to SysTech International (now called Opus Inspection), the new real time data collection capabilities ~~will~~ exceed the capabilities previously provided by Verizon Business. The new system not only assigns, tracks and provides live monitoring of an inspection, but enhances customer service through advance option capabilities. The big difference in the new system is the separation of the investigative entry and tracking system (records management) from the auditing system. The DMV now utilizes its record management system for entering, tracking and storing all investigations. This has improved workflow ~~efficiencies~~ efficiency~~in~~ ~~workflow~~ by having a system of records that enhance quality assurance in internal and external interactions and provides better workflow and communication among all entities of the Division.

3. The DMV schedules a minimum of one overt audit per station per year, and one covert audit per station per year and as many remote observations as required to validate complaints or concerns of wrong doing. The DMV and DAQ requested approval from the EPA to reduce the number of covert audits from two to one per year, while the DMV implemented a targeted enforcement program. Details of this effort is outlined in the *"DMV License and Theft Bureau Policy and Procedures Manual,"* Appendix 2 and Quality Assurance Procedures, Appendix 12.

   The DMV has further changed its self-inspection stations auditing procedures to direct its efforts and resources on self-inspection stations that inspect vehicles that are issued permanent plates by the Division. Along with the one overt audit the DMV now requires all self-inspection stations who conduct inspections on permanently plated vehicles to self-report each year to the Division for a member of the Division to review all vehicles registered to the business for compliance with State Inspection requirements.

3. The License and Theft Bureau completes two internal inspections (called staff inspections) of field offices and headquarters' units annually and is audited by an external group, the Commission on Accreditation for Law Enforcement Agencies (CALEA), triennially to ensure compliance with set standards and proven management procedures. During these internal audits the assessors review and inspect all district office, field office, and headquarter unit files, (to include inspection station files, audit records and waiver and exemption records) and adherence to procedures to verify business is being conducted in accordance with North Carolina General Statutes and Bureau Policy and Procedures. ~~At the conclusion of~~ After the inspections, a report is submitted to the Director of the License and Theft Bureau for review. If deficiencies or violations are identified, the Supervisor over the Office of Professional Standards will be notified to render corrective, and if required, disciplinary action.

O. ENFORCMENT AGAINST CONTRACTORS, STATIONS AND INSPECTORS (40 CFR §51.364)

1. The DMV is responsible for enforcement against inspection stations and inspector mechanics. The enforcement actions that the DMV must follow for violations found at inspection stations or by inspection mechanics are outlined in the following statutes in Appendix 1:
   - *NCGS §20-183.8, "Infractions and criminal offenses for violations of inspection requirements"*
   - *NCGS §20-183.8A, "Civil penalties against motorists for emissions violations; waiver"*
   - *NCGS §20-183.8B, "Civil penalties against license holders and suspension or revocation of license for emissions violations"*
   - *NCGS §20-183.8C "Acts that are Type I, II, or III emissions violations"*
   - *NCGS §20-183.8D, "Suspension or revocation of license."*
   - *NCGS §20-183.8F, "Requirements for giving license holders notice of violations and for taking summary action."*

   The NCGS allow for the immediate suspension or revocation of a license when a violation is found at an inspection station or by an inspection mechanics.

2. The administrative and judicial procedures and responsibilities relevant to the enforcement process are outlined in, *NCGS §20-183.8G, "Administrative and judicial review,"* Appendix 1.

P. DATA COLLECTION (40 CFR §51.365)

1. The DAQ's *"North Carolina Analyzer System Specification,"* Appendix 9, contains the equipment specifications that must be met by all ~~I/M~~I&M testing equipment approved for use in the State of North Carolina. ~~-~~This specification also provides data collection requirements and record storage formatting for the analyzers. ~~-~~The information contained within each vehicle test record is such that it is possible to tie specific test results to a specific vehicle, test site, analyzer, and inspection mechanics.

2. The State of North Carolina hereby commits to gather, summarize and report the results of quality control checks performed on testing equipment, sorted according to station number, analyzer number, date, and the start time of the quality control check.

Q. DATA ANALYSIS AND REPORTING (40 CFR §51.366)

1. Annually, the State of North Carolina will generate a report summary based upon program data collected from January through December of the previous year. ~~-~~This report will provide statistics for the testing program, the quality control program, the quality assurance program, and the enforcement program. ~~-~~At a minimum, the State commits to address ~~all of~~all the data elements listed in *40 CFR §51.366.*

2. The State of North Carolina shall report biennially on all changes made in the program design, funding, personnel levels, procedures, regulations, and legal authority, and shall supply a detailed discussion of the impact of such changes upon the program. ~~-~~This report will also detail and discuss any weaknesses or problems discovered in the program over the previous two-year period, as well as the steps that were taken to address those problems, the result of those corrective actions, and any future efforts planned.

R. INSPECTOR TRAINING AND LICENSING OR CERTIFICATION (40 CFR §51.367)

1. Inspection mechanics are required to successfully complete an eight-hour course approved by the DMV that teaches students about the causes and effects of the air pollution problem, the purpose of the emissions inspection program, the vehicle emission standards established by the EPA, the emission control devices on vehicles, how to conduct an emissions inspection using equipment to analyze data provided by the OBD equipment approved by the EMC, and any other topic required by *40 C.F.R. §51.367* to be included in the course. ~~-~~This course is offered at local community colleges across the ~~state~~State. ~~-~~Successful course completion requires a passing score on a written test and a hands-on test in which the student is required to conduct an emissions inspection of a motor vehicle.

2. By law, *NCGS §20-183.4A, "License required to perform emissions inspection; qualifications for license,"* Appendix 1, both stations and inspection mechanics are required

to apply for a license with the DMV. Stations are also required to have equipment to analyze data provided by the OBD equipment approved by the EMC.

S. PUBLIC INFORMATION AND COSUMER PROTECTION (40 CFR §51.368)

1. The DAQ and DMV have a Memorandum of Understanding to jointly address public outreach for the OBD ~~I/M~~I&M program throughout the life of the program. Both agencies have developed public service announcements that inform the public about the ~~I/M~~I&M program. When the OBD program first started in North Carolina, many of the public service announcements focused on informing the public about the new program and when it would become effective in the various areas across the State. Additionally, ~~Car Care Clinics~~car care clinics were held across the State, which provided face-to-face time with the public and the inspection facilities to discuss the importance of the ~~I/M~~I&M program. Open-Net Forums were broadcasted on public television four or five times a year, in both English and Spanish, which provided the public the opportunity to call into the show and have their questions answered about the ~~I/M~~I&M program. Finally, the DAQ has established a separate web page (http://daq.state.nc.us/motor/inspect/htdocs/en/) providing information on the ~~I/M~~I&M program.

   Now that the program has been fully implemented, the public service announcements have focused on the importance of vehicle maintenance.

   In addition to the OBD specific outreach, the DAQ has an Air Awareness program that provides general public education and outreach across the State about air quality issues. This program has two state-wide coordinators and helps fund local coordinators in several areas across the State to educate the public about how their actions impact the air quality and types of things the public may do to minimize their emissions. Since highway mobile sources are the largest source of emissions contributed by the general public, part of the Air Awareness program focuses on educating the public about the OBD ~~I/M~~I&M program, what the check engine light means, and why it is important to keep their vehicles maintained.

   Additionally, the DAQ voluntarily provides ~~Air Quality Forecasts~~air quality forecasts across the State. Currently, the DAQ forecasts for ozone and fine particulate matter in the following areas: Asheville (both valley and ridge tops), Hickory, Charlotte/Gastonia, Greensboro/Winston-Salem/High Point, Raleigh/Durham/Chapel Hill, Fayetteville and Rocky Mount (no PM forecast due to no continuous monitor in the area). The forecasts are available through the DAQ website, a toll-free hotline, the EPA Air Now website, the newspapers and the broadcast media. In addition to the ~~Air Quality Forecasts~~air quality forecasts, real-time ambient air quality data can be viewed on the DAQ website or the public may call a hotline that provides the current ~~Air Quality Index~~air quality index for nine areas in the State.

2. The DMV has made provisions for individuals wishing to challenge their results from an ~~I/M~~I&M station. When a vehicle fails an emissions test, the test report automatically includes information concerning causes for emissions failure, vehicle warranty, and waiver availability as outlined in the DAQ's *"North Carolina Analyzer System Specification,"* Appendix 9.

T. IMPROVING REPAIR EFFECTIVENESS (40 CFR §51.369)

1. North Carolina's basic ~~I/M~~I&M program is not required to track repair effectiveness of individual repair facilities~~.~~, however the DAQ has developed a course curriculum (basic and advanced) for the diagnosis and repair of motor vehicles that have OBD systems and has provided training sessions for community college instructors to offer this specialized training.

U. COMPLIANCE WITH RECALL NOTICES (40 CFR §51.370)

1. Although not required for basic ~~I/M~~I&M program, the North Carolina emissions analyzers will display emissions related Technical Service Bulletins (TSB) or recall information, if available from the VID, during the emission inspection process.

V. ON ROAD TESTING (40 CFR §51.371)

1. On-road testing is not required of North Carolina's basic ~~I/M~~I&M program.

Appendix 1

Statutory Authority

Contents:

NCGS §20-128.2. (a), "Motor vehicle emissions standards."

NCGS §20-183~~,~~. "Duties and powers of law-enforcement officers; warning by local officers before stopping another vehicle oh highway; warning tickets."

NCGS §20-183.2. "Description of vehicles subject to safety or emissions inspection; definitions."

NCGS §20-183.3.~~,~~ "Scope of safety inspection and emissions inspection."

NCGS §20-183.4A~~,~~. "License required to perform emissions inspection; qualifications for license."

NCGS §20-183.4C~~,~~. "When a vehicle must be inspected; 10-day trip permit."

NCGS §20-183.5A~~,~~. "When a vehicle that fails a safety inspection because of missing emissions control devices may obtain a waiver."

NCGS §20-183.6A~~,~~. "Administration of program; duties of license holders."

NCGS §20-183.7~~,~~. "Fees for performing an inspection and issuing an electronic inspection authorization to a vehicle; use of civil penalties."

NCGS §20-183.8~~,~~. "Infractions and criminal offenses for violations of inspection requirements."

NCGS §20-183.8A~~,~~. "Civil penalties against motorists for emissions violations; waiver."

NCGS §20-183.8B~~,~~. "Civil penalties against license holders and suspension or revocation of license for emissions violations."

NCGS §20-183.8C~~,~~. "Acts that are Type I, II, or III emissions violations."

NCGS §20-183.8D~~,~~. "Suspension or revocation of license."

NCGS §20-183.8F~~,~~. "Requirements for giving license holders notice of violations and for taking summary action."

NCGS §20-183.8G~~,~~. "Administrative and judicial review."

NCGS §143-215.3A~~,~~. "Water and Air Quality Account; use of application and permit fees; Title V Account; I & M Air Pollution Control Account; reports."

NCGS §143-215.107 (a)(6~~),~~). "Air quality standards and classifications."

NCGS §143-215.107A~~,~~. "Motor vehicle emissions testing and maintenance program."

NCGS §143-215.111~~,~~. "General powers of Commission, auxiliary powers."

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Links to all North Carolina General Statutes can be found on the following web page:

- http://www.ncleg.net/gascripts/statutes/Statutes.asp

Appendix 2

~~I/M~~I&M Rules and Regulations

Contents:

15A NCAC 2D .1000, "Motor vehicle Emission Control Standard"

19A NCAC 3D .500, "General Information Regarding Safety Inspection of Motor Vehicles"

Links to the North Carolina Administrative Code can be found on the following web page:

- ~~http://reports.oah.state.nc.us/ncac.asp~~ http://reports.oah.state.nc.us/ncac.asp?folderName=\Title%2015A%20-%20Environmental%20Quality

"DMV License and Theft Bureau Policy and Procedures Manual" *can be provided upon request from NC DMV*

"Memorandum of Understanding" *The included MOU was signed in 2010 by both agencies. DAQ and DMV plan to discuss future changes to the MOU or the need for an MOU once a new Commissioner has been appointed.*

OBDII Failure brochure

The Sample OBDII Failure Brochure can be found in the NCAS Specification section 5.11 on the following web page.

- ~~http://www.ncair.org/motor/inspect/analyzer_vendor.shtml~~ http://deq.nc.gov/about/divisions/air-quality/motor-vehicles-air-quality/inspection-maintenance-program/analyzer-vendor-information

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OFFICE OF THE SECRETARY

NCDENR

North Carolina Department of Environment and Natural Resources
Division of Air Quality

Beverly Eaves Perdue
Governor

B. Keith Overcash, P.E.
Director

Dee Freeman
Secretary

September 8, 2010

TO: Hannah Jernigan

FROM: Brian Phillips BEP

SUBJECT: MOU between the Divisions of Air Quality and Motor Vehicles

On May 19, 2010, a new Memorandum of Understanding (MOU) became effective between the Division of Air Quality (DAQ) and the Division of Motor Vehicles (DMV). Recently both agencies have agreed that some audit details outlined in that MOU are more appropriate for inclusion in agency policy and procedures, therefore a new Memorandum of Understanding was needed between the Division of Air Quality and the Division of Motor Vehicles. The DAQ and the DMV worked together to develop the attached MOU and believe it accurately represents the roles and responsibilities of both Divisions. Please have Secretary Conti sign both original copies of the MOU and return one of the originals to the DAQ. If you have any questions, please call Brian Phillips at 919-733-1480.

SEP 2010
COMMISSIONER'S OFFICE

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Memorandum of Understanding
Between
The Department of Environment and Natural Resources
Division of Air Quality
And
The Department of Transportation
Division of Motor Vehicles

Purpose: The purpose of this "Memorandum of Understanding" is to establish policies, responsibilities and procedures for the administration of the North Carolina motor vehicle Inspection/Maintenance (I/M) program in areas specified by the Environmental Management Commission (EMC) as requiring emissions inspections as a means of reducing air pollution.

Authorities: North Carolina General Statues 20-39, 20-128.2, 20-183.3, 20-183.7, 143-215.3, 143-215.107A; North Carolina Administrative Code Title 15, Chapter 2.

Agreements: The Secretary of the Department of Environment and Natural Resources; the Director of the Division of Air Quality (DAQ); the Secretary of the Department of Transportation; and the Commissioner of the Division of Motor Vehicles (DMV) hereby understand and agree as follows:

1. The Inspection/Maintenance program will be jointly administered by DAQ and DMV, as stated in the responsibilities listed below.

2. The Environmental Management Commission shall promulgate a strategy and regulations regarding the program coverage, emissions standards, and emissions measurement method. The Commissioner of the Division of Motor Vehicles shall promulgate regulations regarding licensing of inspection stations and program enforcement. The DAQ and the DMV will coordinate the establishment of new or amended regulations.

3. The DMV will be responsible for the following portions of the program:

    a. Licensing inspection stations and mechanics;
    b. Conducting overt audits at each emissions station once per quarter;
    c. Conducting one technician audit at each emission station once per year;
    d. Conducting one covert audit at each emissions station per year with additional remote audits;

e. Enforcing penalties for improper inspection procedures at stations, including incorrect equipment maintenance, falsifying records, and failure to properly inspect;
f. Issuing waivers and exemptions to eligible vehicle owners;
g. Providing a challenge mechanism which will test the vehicles of persons wishing to contest the results of an inspection under Section 207(b) of the Clean Air Act;
h. Maintaining strict accountability for electronic authorization transactions;
i. Providing the DAQ with results of all station audits and violation activities;

4. The DAQ will be responsible for the following portions of the program:

   a. Monitoring the ambient carbon monoxide and ozone in the program areas;
   b. Establishing the vehicle emissions standards for adoption by the EMC;
   c. Analyzing test results;
   d. Determining program effectiveness;
   e. Reporting to the DMV the results of problematic data analyses at least on a quarterly basis;
   f. Reporting to the U.S. EPA on program progress, after delivering the report to the authorized DMV official and receiving their timely comments and concurrence;
   g. Scheduling I/M program audits.

5. The DAQ and the DMV will jointly be responsible for the following portions of the program:
   a. Establishing the specifications for OBD II analyzers used to communicate with a vehicle's OBD II system at inspection stations, conducting software certification, and troubleshooting field problems;
   b. Establishing the policies for the inspection or exemption of special case vehicles;
   c. Informing the public of emission inspection requirements;
   d. Conducting at least quarterly interagency meetings to discuss program issues;
   e. If any future software changes affect the OBD II analyzers and state owned safety only analyzers, then the DAQ will certify and perform troubleshooting on the state owned safety only analyzers for a period of three months after the new software is in the field.

The agencies will cooperatively develop written procedures for each of the above responsibilities. Each agency will notify the other in writing when changes in procedure(s) are necessary.

Dee A. Freeman 9.7.10

Dee Freeman, Secretary
Department of Environment and Natural Resources

Date

Eugene A. Conti, Jr. 9/17/10

Eugene A. Conti, Jr., Secretary
Department of Transportation

Date

Appendix 3

Zip Code Listing Covering All ~~I/M~~I&M Counties

Contents:

Not Applicable to North Carolina

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Appendix 4

MOVES Performance Standard Evaluation Tables

Contents:

~~Table 3: Counties Subject to CO I/M Performance Standard based on 51.352(c)~~

~~Table 4: Counties Subject to 1-hour Ozone I/M Performance Standard based on 51.352(c)~~

~~Table 5: Counties Subject to 8-hour Ozone I/M Performance Standard based on 51.352(c)~~

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~~**Counties Subject to CO I/M Performance Standard based on 51.352(c)**~~

~~**Non-attainment Area**~~	~~**Year**~~	~~**Counties**~~	~~**Vehicle Miles Traveled (VMT)**~~	~~**Pollutant**~~	~~**Basic I/M Performance Standard (g/m)**~~	~~**NC Target I/M Program (g/m)**~~	~~**Percent Reduction (%)**~~
~~**Charlotte-Gastonia Area**~~	~~2013~~	~~**Gaston Mecklenburg**~~	~~37,492,468~~	~~CO~~	~~17.048~~	~~15.895~~	~~7.001~~
~~**Greensboro - Winston-Salem - High Point Area**~~	~~2015~~	~~**Davidson Forsyth Guilford**~~	~~25,860,478~~	~~CO~~	~~20.356~~	~~19.053~~	~~6.613~~
~~**Raleigh - Durham - Chapel Hill Area**~~	~~2014~~	~~**Durham Granville Wake**~~	~~35,888,298~~	~~CO~~	~~16.690~~	~~15.558~~	~~7.019~~

Performance standard modeling is not required since the I&M program area in question has been redesignated to attainment for the pollutants that originally triggered the I&M requirement and the I&M program is being continued as part of the area's maintenance plan.

~~**Counties Subject to 1-hour Ozone I/M Performance Standard based on 51.352(c)**~~

~~**Non-attainment Area**~~	~~**Year**~~	~~**Counties**~~	~~**Vehicle Miles Traveled (VMT)**~~	~~**Pollutant**~~	~~**Basic I/M Performance Standard (g/m)**~~	~~**NC Target I/M Program (g/m)**~~	~~**Percent Reduction (%)**~~
~~**Charlotte-Gastonia Area**~~	~~2013~~	~~**Gaston, Mecklenburg**~~	~~47,362,280~~	~~VOC~~	~~0.573~~	~~0.555~~	~~3.076~~
			~~47,362,280~~	~~NO_x~~	~~1.222~~	~~1.177~~	~~3.711~~
~~**Greensboro - Winston-Salem - High Point Area**~~	~~2015~~	~~**Davidson Forsyth Guilford**~~	~~32,668,149~~	~~VOC~~	~~0.631~~	~~0.611~~	~~3.257~~
			~~32,668,149~~	~~NO_x~~	~~1.149~~	~~1.106~~	~~3.772~~
~~**Raleigh - Durham - Chapel Hill Area**~~	~~2014~~	~~**Durham Granville Wake**~~	~~45,335,753~~	~~VOC~~	~~0.509~~	~~0.490~~	~~3.675~~
			~~45,335,753~~	~~NO_x~~	~~1.035~~	~~0.994~~	~~4.040~~

~~**Counties Subject to 8-hour Ozone I/M Performance Standard based on 51.352(e)**~~

~~**Non-attainment Area**~~	~~**Year**~~	~~**Counties**~~	~~**Vehicle Miles Traveled (VMT)**~~	~~**Pollutant**~~	~~**Basic I/M Performance Standard (g/m)**~~	~~**NC Target I/M Program (g/m)**~~	~~**Percent Reduction (%)**~~
~~**Charlotte-Gastonia Area**~~	~~2013~~	~~**Cabarrus Lincoln Iredell Rowan Union**~~	~~29,323,838~~	~~VOC~~	~~0.782~~	~~0.758~~	~~3.11~~
			~~29,323,838~~	~~NO_x~~	~~1.506~~	~~1.445~~	~~4.13~~
~~**Raleigh - Durham - Chapel Hill Area**~~	~~2014~~	~~**Chatham Franklin Johnston Orange**~~	~~18,226,295~~	~~VOC~~	~~0.649~~	~~0.625~~	~~3.72~~
			~~18,226,295~~	~~NO_x~~	~~1.449~~	~~1.389~~	~~4.23~~

Appendix 5

~~I/M~~I&M Budget: Fiscal Years ~~2012-2013~~2016-2017

Contents:

DAQ Tools and Resources

DAQ Budget Plan

DMV Tools and Resources

~~DMV Budget Plan~~

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DAQ Tools and Resources

The Division of Air Quality dedicates ~~six~~ three positions to the ~~I/M~~I&M Program:

- An Environmental Program Supervisor, primary duties are to supervise the Mobile Sources Compliance Branch.

- A lead Environmental ~~Engineer~~Program Consultant, primary purpose of this position is to oversee the ~~Inspection/Maintenance (I/M~~I&M~~)~~ Program and act as a liaison with DMV.

- A staff level Environmental Senior Specialist, primary purpose of this position is to perform staff-level technical services in support of the state's ~~inspection/maintenance (I/M~~I&M~~)~~ program~~ and coordinate and any DAQ program audits~~.

- ~~Two regional Environmental Senior Technicians (auditors), who will assist in any necessary program audits and with major analyzer software validations.~~

- ~~One Environmental Specialist, who will assist in any necessary program audits and with major analyzer software validations.~~

These are all existing funded positions, funded through a dedicated, non-reverting account.

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~~BD701-3A~~
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~~2338 DAQ I & M AIR POLLUTION CONTROL~~

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ACCOUNT DESCRIPTION	BUDGETED CERTIFIED	BUDGETED AUTHORIZED	ACTUAL CURRENT MONTH	ACTUAL YEAR TO DATE	UNEXPENDED/UNREALIZED CERTIFIED	UNEXPENDED/UNREALIZED AUTHORIZED	ENCUMBRANCES	RATE
REVENUES ESTIMATED AND ACTUAL								
REVENUES ESTIMATED AND ACTUAL								
435400025 EMISSION INSPECTION	.00	2,520.00	.00	.00	.00	2,520.00		.00
REVENUES	.00	2,520.00	.00	.00	.00	2,520.00	.00	.00
INCREASE/(DECREASE) IN FUND BALANCE	.00	2,520.00	.00	.00	.00	2,520.00-	.00	.00

~~CASH ANALYSIS~~

~~BEGINNING BALANCE~~	~~1,902,963.40~~
~~+ CASH RECEIPTS~~	~~.00~~
~~- CASH DISBURSEMENTS~~	~~.00~~
~~+ ASSETS~~	~~.00~~
~~+ LIABILITY~~	~~.00~~
~~+ EQUITY~~	~~.00~~
~~= ENDING BALANCE~~	~~1,902,963.40~~

~~ADDITIONAL ASSETS~~

~~TOTAL AVAILABILITY~~	~~1,902,963.40~~

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1788 - DAQ - I & MAIR POLLUTION OPERATING

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ACCOUNT	DESCRIPTION	*********BUDGETED********** CERTIFIED	AUTHORIZED	ACTUAL********** CURRENT-MONTH	YEAR-TO-DATE	*****UNEXPENDED/ UNREALIZED***** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES BUDGET AND ACTUAL									
531212	SPA REG SALARIES REG	879,749.00	932,506.00	60.00	512,907.96	366,841.04	419,598.04	.00	.73
531422	HOLIDAY PAY RECEIP	.00	138.00	.00	.00	.00	138.00	.00	.00
531462	EPA&SPA-LONGVTY PAY-	8,725.00	8,725.00	.00	6,001.95	2,723.05	2,723.05	.00	.92
531512	SOCIAL SEC CONTRIB R	68,028.00	62,191.00	.00	37,567.57	30,460.43	24,623.43	.00	.81
531522	REC RETIRE CONTRIB R	64,611.00	114,977.00	.00	73,230.49	8,619.49	41,746.51	.00	.85
531562	MED INS CONTRIB RECP	47,487.00	105,743.00	6,684.58	58,660.34	11,173.34	47,082.66	.00	.74
531576	FLEXIBLE SPENDING SA	.00	2,500.00	.00	1,267.36	1,267.36	1,232.64	.00	.68
531628	ST DISABILITY PMT RE	.00	834.00	.00	1,249.64	1,249.64	415.64	.00	2.00
531XXX	PERSONAL SERVICES	1,068,600.00	1,227,614.00	6,744.58	690,885.31	377,714.69	53;6,728.69	.00	.75
532110	LEGAL SERVICES	1,376.00	1,176.00	.00	.00	1,376.00	1,176.00	.00	.00
532110016	SHERIFF FEES	.00	200.00	.00	30.00	30.00	170.00	.00	.20
532133	EMPLYEE/EMPLYMENT PH	279.00	279.00	.00	136.90	142.10	142.10	.00	.65
532143	LAN SUPPORT SERVICES	.00	1,000.00	.00	1,662.38	1,662.38	137.62	.00	1.23
532160	ENGINEERING SERVICES	58,000.00	89,544.00	.00	2,471.63	55,528.37	87,072.37	87,071.83	1.33
532170	ADMIN SERVICES	4,000.00	4,000.00	.00	.00	4,000.00	4,000.00	.00	.00
532185	WASTE REM/RECY SER A	.00	548.00	.00	346.15	346.15	201.85	.00	-.84
532199029	MISC RESEARCH SERVIC	16,414.00	16,414.00	.00	.00	16,414.00	16,414.00	.00	.00
532210	ENRG SER ELECTRICAL	88,000.00	88,000.00	224.81	51,112.67	36,887.33	36,887.33	.00	.77
532220	ENRG SER NAT.GAS/PR	500.00	500.00	.00	213.43	286.57	. 286.57	.00	.57
532230	ENRG SER WATER & SE	500.00	500.00	.00	445.61	54.39	54.39	.00	1.19
532310003	REP BLDG-ELECT SYSTE	.00	3,271.00	.00	2,546.14	2,546.14	724.86	.00	1.04
532331	REPAIRS MOTOR VEHICL	.00	6,891.00	.00	6,903.89	6,903.89	12.89	.00	1.34
532337	REPAIRS PC/PRINTER	5,000.00	5,000.00	.00	120.00	4,880.00	,880.00	.00	.03
532430	MAINT AGREEMENT EQUI	66,000.00	66,000.00	.00	2,003.94	63,996.06	63,996.06	.00	.04
532441	MAINT AGRMT OTHER SO	.00	1,000.00	.00	375.00	375.00	625.00	.00	.50
532512	RENT/LEASE BLDINGS/O	500,000.00	489,047.00	17,404.10	154,785.38	345,214.62	334,261.62	.00	.42
532513	RENT/LEASE OTH FACIL	11,000.00	11,000.00	.00	1,180.00	9,820.00	9,820.00	.00	.14
532521	RENT/LEASE MOTOR VEH	237,000.00	237,000.00	.00	119,857.17	117,142.83	117,142.83	.00	.67
532535	RENT/LEASE SERVER EQ	.00	11,205.00	.00	9,648.63	9,648.63	1,556.37	.00	1.15
532712	TRANS AIR OUT STATE,	20,000.00	20,000.00	.00	1,500.60	18,499.40	18,499.40	.00	.10
532714	TRANSP GRND - IN STA	20,000.00	20,000.00	31.20	12,343.94	7,656.06	7,656.06	.00	-.82
532715	TRANS GRND OUT STA,I	4,012.00	4,012.00	.00	413.91	3,598.09	3,598.09	.00	.14
532717	TRANSP OTHER - IN ST	100.00	100.00	.00	69.45	30.55	30.55	.00	.93
532718	TRANS OTH OUTSTATE,	150.00	150.00	.00	.00	150.00	150.00	.00	.00
532721	LODGING - IN STATE	14,500.00	14,500.00	.00	2,168.87	12,331.13	12,331.13	.00	.20
532722	LODGING OUT STATE, I	14,000.00	14,000.00	.00	2,166.41	11,833.59	11,833.59	.00	.21
532724	MEALS - IN STATE	7,400.00	7,400.00	.00	1,819.00	5,581.00	5,581.00	.00	.33
532725	MEALS OUT OF STATE,I	6,500.00	6,500.00	.00	1,305.80	5,194.20	5,194.20	.00	.27
532727	MISC - IN STATE	600.00	600.00	6.00	381.00	219.00	219.00	.00	.85
532728	MISC - OUT STATE, IN	887.00	887.00	.00	42.00	845.00	845.00	.00	.06

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EXPENDITURES-BUDGET AND ACTUAL									
532811	TELEPHONE SERVICE	160,000.00	160,000.00	133.74	70,494.97	89,505.03	89,505.03	.00	.59
532812	TELECOMMUN DATA CHRG	.00	30,000.00	.00	28,137.77	28,137.77-	1,862.23	.00	1.25
532814	CELLULAR PHONE SERVI	40,000.00	30,000.00	.00	12,513.32	27,486.68	17,486.68	.00	.56
532815	EMAIL AND CALENDARIN	25,000.00	25,000.00	.00	15,193.24	9,806.76	9,806.76	.00	.81
532819	TELEPHONE WIRING SVC	.00	2,350.00	.00	2,349.26	2,349.26-	.74	.00	1.33
532821	COMPUTER/DATA PROCES	7,000.00	25,000.00	.00	20,267.78	13,267.78-	4,732.22	.00	1.08
532822	MANAGED LAN SVC CHAR	.00	45,000.00	.00	30,214.21	30,214.21-	14,785.79	.00	.90
532840	POSTAGE, FREIGHT & D	1,417.00	5,117.00	235.97	4,802.29	3,385.29-	314.71	.00	1.25
532840001	POST,FR&DEL MAILING	1,000.00	1,000.00	.00	.00	1,000.00	1,000.00	.00	.00
532840002	POST,FR&DEL FREIGHT	6,000.00	6,000.00	309.98	3,313.49	2,686.51	2,686.51	.00	.74
532840003	POST,FR&DEL POSTAL M	1,000.00	1,000.00	.00	550.00	450.00	450.00	.00	.73
532850	PRINT,BIND,DUPLICATE	6,000.00	6,000.00	.00	1,661.74	4,338.26	4,338.26	.00	.37
532860	ADVERTISING	1,500.00	1,500.00	.00	.00	1,500.00	1,500.00	.00	.00
532860010	ADVERTIS UNIQUE/MKT	.00	447.00	.00	446.60	446.60-	.40	.00	1.33
532911	PROPERTY INSURANCE	22,174.00	22,174.00	.00	577.85	21,596.15	21,596.15	.00	.03
532912	MOTOR VEHICLE INSURA	2,826.00	12,543.00	.00	13,803.00	10,977.00-	1,260.00-	.00	1.47
532930	REGISTRATION FEES	10,000.00	10,000.00	30.00	750.00	9,250.00	9,250.00	.00	.10
532942	OTHER EMP EDUCATIONA	1,000.00	1,000.00	.00	.00	1,000.00	1,000.00	.00	.00
532XXX	PURCHASED SERVICES	1,361,135.00	1,505,655.00	18,375.80	581,125.42	780,009.58	924,529.58	87,071.83	.59
533110	GENERAL OFFICE SUPPL	15,700.00	15,700.00	.00	3,056.04	12,643.96	12,643.96	.00	.26
533120	DATA PROCESSING SUPP	16,000.00	16,000.00	.00	900.86	15,099.14	15,099.14	.00	.08
533150	SECURITY & SAFETY SU	1,520.00	1,520.00	14.51	234.93	1,285.07	1,285.07	.00	.21
533240	CARPENTRY & HARDWARE	1,250.00	1,250.00	.00	.00	1,250.00	1,250.00	.00	.00
533310	GASOLINE	2,600.00	2,600.00	.00	458.44	2,141.56	2,141.56	.00	.24
533320	DIESEL FUEL	1,000.00	4,500.00	559.11	3,708.84	2,708.84-	791.16	.00	1.10
533350	MOTOR VER REPLCEMNT	1,000.00	1,000.00	.00	152.02	847.98	-847.98	.00	.20
533410	FOOD SUPPLIES	500.00	500.00	.00	.00	500.00	500.00	.00	.00
533710	SCIENTIFIC SUPPLIES	56,899.00	45,546.00	.00	.00	56,899.00	45,546.00	.00	.00
533720	EDUCATIONAL SUPPLIES	2,000.00	2,000.00	.00	.00	2,000.00	2,000.00	.00	.00
533900003	OTHMAT&SUPP COMM SUP	.00	1,000.00	.00	58.00	58.00-	942.00	.00	.08
533900004	OTHMAT&SUPP INCENTV&	10,250.00	10,250.00	.00	1,556.68	8,693.32	8,693.32	.00	.20
533XXX	SUPPLIES	108,719.00	101,866.00	573.62	10,125.81	98,593.19	91,740.19	.00	.13
534511	FURN OFFICE	267,000.00	205,661.00	260.00	563.54	266,436.46	205,097.46	.00	.00
534523	EQUIP SCIENTIFIC/MED	121,000.00	121,000.00	.00	.00	121,000.00	121,000.00	.00	.00
534534	PC/PRINTER EQUIPMENT	50,000.00	48,091.00	.00	1,789.48	48,210.52	46,301.52	.00	.05
534539	OTHER EQUIPMENT	.00	1,000.00	.00	877.90	877.90-	-122.10	.00	1.17
534630	LBRRY&LRNING RESRCE	.00	114.00	.00	113.37	113.37-	.63	.00	1.33
534713	PC SOFTWARE	1,515.00	1,515.00	.00	.00	1,515.00	1,515.00	.00	.00

ACCOUNT	DESCRIPTION	*********BUDGETED********** CERTIFIED	AUTHORIZED	ACTUAL********** CURRENT MONTH	YEAR TO DATE	***** UNEXPENDED/ CERTIFIED	UNREALIZED **** AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
534XXX	PROPERTY, PLANT & EQ	439,515.00	377,381.00	260.00	3,344.29	436,170.71	374,036.71	.00	.01
535120	LICENSES & PERMIT CO	1,000.00	1,000.00	.00	.00	1,000.00	1,000.00	.00	.00
535830	MEMBERSHIP DUES&SUBS	5,500.00	5,500.00	.00	2,106.00	3,394.00	3,394.00	.00	.51
535840	SERVICE & OTHER AWAR	5,125.00	5,125.00	.00	.00	5,125.00	5,125.00	.00	.00
535XXX	OTHER EXPENSES & ADJ	11,625.00	11,625.00	.00	2,106.00	9,519.00	9,519.00	.00	.24
536E30	DAQ EMISSIONS REDUCT	108,638.00	43,105.00	.00	.00	108,638.00	43,105.00	.00	.00
536430	DAQ EMISSIONS REDUCT	93,772.00	93,772.00	.00	.00	93,772.00	9p,772.00	.00	.00
536989	OTHER CONTRACTS/GRAN	20,725.00	30,725.00	.00	10,169.68	20,555.32	20,555.32	13,897.06	1.04
536XXX	AID-& PUBLIC ASSISTA	233,135.00	167,602.00	.00	10,169.68	222,965.32	157,432.32	13,897.06	.19
5381PL	I TFR TO 2728 CAPITA	10,000.00	.00	.00	.00	10,000.00	.00	.00	***
538129	I TFR TO REG FIELD 0	278,740.00	278,740.00	90,000.00	180,000.00	98,740.00	98,740.00	.00	.86
538XXX	INTRAGOVERNMENTAL TR	288,740.00	278,740.00	90,000.00	180,000.00	108,740.00	98,740.00	.00	.86
	TOTAL NON-SALARY ITE	2,442,869.00	2,442,869.00	109,209.42	786,871.20	1,655,997.80	1,655,997.80	100,968.89	.48
	EXPENDITURES	3,511,469.00	3,670,483.00	115,954.00	1,477,756.51	2,033,712.49	2,192,726.49	100,968.89	.57
REVENUES-ESTIMATED AND ACTUAL									
435400	INSPECTION/EXAM FEES	75,945.00	75,945.00	.00	.00	75,945.00	75,945.00		.00
435400025	EMISSION INSPECTION	2,685,524.00	2,847,058.00	.00	2,126,010.33	559,513.67	721,047.67		1.00
437117	REBATES	.00	.00	.00	5.70	5.70-	5.70-		***
437994	RETURNED CHECK FEE	.00	.00	.00	25.00	25.00-	25.00-		***
	REVENUES	2,761,469.00	2,923,003.00	.00	2,126,041.03	635,427.97	796,961.97	.00	.97
	INCREASE/(DECREASE) IN FUND BALANCE	750,000.00-	747,480.00-	115,954.00-	648,284.52	1,398,284.52-	1,395,764.52-	.00	1.16-

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160 DEPT OF ENVIRONMENTAL QUALITY
24300 DEQ-SPECIAL
2338 DAQ -I & M AIR POLLUTION CONTROL

STATE OF NORTH CAROLINA GENERAL LEDGER SYSTEM
CERTIFIED MONTHLY BUDGET REPORT-ORG-MASK
FOR THE PERIOD ENDING MAY 31, 2017

DETAIL REPORT

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RUN DATE: 05/23/2017
ATBD701

ACCOUNT	DESCRIPTION	******** B U D G E T E D ********		********** A C T U A L **********		***** UNEXPENDED / UNREALIZED ****			
		CERTIFIED	AUTHORIZED	CURRENT-MONTH	YEAR-TO-DATE	CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
REVENUES-ESTIMATED AND ACTUAL									
REVENUES-ESTIMATED AND ACTUAL									
	INCREASE/(DECREASE)								
CASH ANALYSIS									
	BEGINNING BALANCE				1,632,166.61				
	+ CASH RECEIPTS				.00				
	- CASH DISBURSEMENTS				.00				
	+ ASSETS				.00				
	+ LIABILITY				.00				
	+ EQUITY				.00				
	= ENDING BALANCE				1,632,166.61				
ADDITIONAL ASSETS									
	TOTAL AVAILABILITY				1,632,166.61				

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160 DEPT OF ENVIRONMENTAL QUALITY
24300 DEQ-SPECIAL
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IM01 DAQ -I & M POLLUTION SECTION

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PAGE: 1
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ACCOUNT	DESCRIPTION	******** B U D G E T E D ******** CERTIFIED	AUTHORIZED	********** A C T U A L ********** CURRENT-MONTH	YEAR-TO-DATE	***** UNEXPENDED / UNREALIZED **** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
531112	EPA-REG SALARIES-REC	.00	.00	.00	10,980.06	10,980.06-	10,980.06-	.00	***
531212	SPA-REG SALARIES-REC	.00	26,214.00-	.00	29,561.71	29,561.71-	55,775.71-	.00	1.23-
531462	EPA&SPA-LONGVTY PAY-	.00	.00	.00	1,647.00	1,647.00-	1,647.00-	.00	***
531472	BONUS-INCENTIVE PAY-	.00	.00	.00	467.10	467.10-	467.10-	.00	***
531512	SOCIAL SEC CONTRIB-R	.00	2,005.00-	.00	3,246.53	3,246.53-	5,251.53-	.00	1.77-
531522	REG RETIRE CONTRIB-R	.00	3,987.00-	.00	6,871.59	6,871.59-	10,858.59-	.00	1.88-
531562	MED INS CONTRIB-RECP	.00	3,496.00-	215.77	2,115.04	2,115.04-	5,611.04-	.00	.66-
531576	FLEXIBLE SPENDING SA	.00	.00	.00	8.21	8.21-	8.21-	.00	***
531XXX	PERSONAL SERVICES	.00	35,702.00-	215.77	54,897.24	54,897.24-	90,599.24-	.00	1.68-
	EXPENDITURES	.00	35,702.00-	215.77	54,897.24	54,897.24-	90,599.24-	.00	1.68-
REVENUES-ESTIMATED AND ACTUAL									
435400025	EMISSION INSPECTION	.00	35,702.00-	.00	857,085.98	857,085.98-	892,787.98-		26.19-
	REVENUES	.00	35,702.00-	.00	857,085.98	857,085.98-	892,787.98-	.00	26.19-
	INCREASE/(DECREASE) IN FUND BALANCE	.00	.00	215.77-	802,188.74	802,188.74-	802,188.74-	.00	***

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24300 DEQ-SPECIAL
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IM01 DAQ -I & M POLLUTION SECTION

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DETAIL REPORT

C-U-GL-BD701-CERT-DET-ACCT
RUN DATE: 05/23/2017
ATBD701

ACCOUNT	DESCRIPTION	******** B U D G E T E D ******** CERTIFIED	AUTHORIZED	********** A C T U A L ********** CURRENT-MONTH	YEAR-TO-DATE	***** UNEXPENDED / UNREALIZED **** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
REVENUES-ESTIMATED AND ACTUAL									
CASH ANALYSIS									
	BEGINNING BALANCE				.00				
	+ CASH RECEIPTS				857,085.98				
	- CASH DISBURSEMENTS				54,897.24				
	+ ASSETS				.00				
	+ LIABILITY				.00				
	+ EQUITY				.00				
	= ENDING BALANCE				802,188.74				
ADDITIONAL ASSETS									
	TOTAL AVAILABILITY				802,188.74				

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24300 DEQ-SPECIAL
2338 DAQ -I & M AIR POLLUTION CONTROL
1788 DAQ -I & M AIR POLLUTION OPERATING

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ACCOUNT	DESCRIPTION	******** B U D G E T E D ******** CERTIFIED	AUTHORIZED	********** A C T U A L ********** CURRENT-MONTH	YEAR-TO-DATE	***** UNEXPENDED / UNREALIZED **** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
531212	SPA-REG SALARIES-REC	790,417.00	697,109.00	.00	480,683.04	309,733.96	216,425.96	.00	.75
531422	HOLIDAY PAY - RECEIP	.00	82.00-	.00	107.36	107.36-	189.36-	.00	1.43-
531462	EPA&SPA-LONGVTY PAY-	9,938.00	9,938.00	.00	5,659.40	4,278.60	4,278.60	.00	.62
531472	BONUS-INCENTIVE PAY-	9,261.00	9,261.00	.00	8,793.85	467.15	467.15	.00	1.04
531512	SOCIAL SEC CONTRIB-R	60,740.00	50,639.00	.00	36,566.69	24,173.31	14,072.31	.00	.79
531522	REG RETIRE CONTRIB-R	122,738.00	101,596.00	.00	79,004.38	43,733.62	22,591.62	.00	.85
531562	MED INS CONTRIB-RECP	82,865.00	68,436.00	4,962.65	56,540.87	26,324.13	11,895.13	.00	.90
531576	FLEXIBLE SPENDING SA	.00	.00	.00	713.77	713.77-	713.77-	.00	***
531631	WRKER COMP-MED PAYME	.00	.00	.00	466.65	466.65-	466.65-	.00	***
531XXX	PERSONAL SERVICES	1,075,959.00	936,897.00	4,962.65	668,536.01	407,422.99	268,360.99	.00	.78
532110	LEGAL SERVICES	1,500.00	1,500.00	.00	.00	1,500.00	1,500.00	.00	.00
532110016	SHERIFF FEES	200.00	200.00	.00	.00	200.00	200.00	.00	.00
532133	EMPLYEE/EMPLYMENT PH	4,050.00	4,050.00	.00	660.00	3,390.00	3,390.00	.00	.18
532140004	DIT TRANSITION	25,829.00	25,829.00	1,978.82	7,741.28	18,087.72	18,087.72	.00	.33
532143	LAN SUPPORT SERVICES	500.00	500.00	.00	.00	500.00	500.00	.00	.00
532145	SERVER SUPPORT SVC	1,200.00	1,200.00	.00	1,019.07	180.93	180.93	11,325.83-	9.37-
532160	ENGINEERING SERVICES	29,500.00	29,500.00	.00	14,113.05	15,386.95	15,386.95	42,508.63	2.09
532170	ADMIN SERVICES	350.00	350.00	.00	3,646.85	3,296.85-	3,296.85-	.00	11.37
532170002	ADMIN SVC-TEMP AGENC	5,000.00	5,000.00	2,119.14	7,424.65	2,424.65-	2,424.65-	3,325.76	2.35
532181900	WRKSHOP/CONF EXP-FOO	500.00	500.00	.00	.00	500.00	500.00	.00	.00
532183	LABORATORY SER AGREE	4,500.00	4,500.00	.00	.00	4,500.00	4,500.00	15,680.00	3.80
532185	WASTE REM/RECY SER A	200.00	200.00	.00	206.77	6.77-	6.77-	.00	1.13
532188	LAWNS & GROUNDS SER	250.00	250.00	.00	.00	250.00	250.00	.00	.00
532199029	MISC-RESEARCH SERVIC	1,750.00	1,750.00	.00	.00	1,750.00	1,750.00	.00	.00
532210	ENRG SER -ELECTRICAL	8,000.00	8,000.00	3,987.39	70,089.03	62,089.03-	62,089.03-	1,828.72	9.81
532220	ENRG SER -NAT.GAS/PR	5,113.00	5,113.00	.00	593.98	4,519.02	4,519.02	.00	.13
532230	ENRG SER -WATER & SE	150.00	150.00	.00	1,646.00	1,496.00-	1,496.00-	188.82	13.34
532310	REPAIRS-BUILDINGS	350.00	350.00	.00	1,694.34	1,344.34-	1,344.34-	.00	5.28
532331	REPAIRS-MOTOR VEHICL	8,000.00	8,000.00	.00	820.69	7,179.31	7,179.31	.00	.11
532331001	REPAIRS-VEHICLE/CAR	200.00	200.00	.00	182.00	18.00	18.00	.00	.99
532333	REPAIRS-OTHER EQUIPM	3,500.00	3,500.00	.00	6,596.12	3,096.12-	3,096.12-	775.00	2.30
532337	REPAIRS-PC/PRINTER	1,800.00	1,800.00	.00	.00	1,800.00	1,800.00	.00	.00
532390	REPAIRS-OTHER	.00	.00	.00	4,000.00	4,000.00-	4,000.00-	.00	***
532430	MAINT AGREEMENT-EQUI	18,000.00	18,000.00	4,640.45	8,248.17	9,751.83	9,751.83	4,554.80	.78
532441	MAINT AGRMT-OTHER SO	5,000.00	5,000.00	.00	.00	5,000.00	5,000.00	.00	.00
532512	RENT/LEASE-BLDINGS/O	229,521.00	229,521.00	.00	213,729.18	15,791.82	15,791.82	.00	1.02
532513	RENT/LEASE-OTH FACIL	1,200.00	1,200.00	.00	.00	1,200.00	1,200.00	.00	.00
532521	RENT/LEASE-MOTOR VEH	157,800.00	157,800.00	13,499.22	137,405.95	20,394.05	20,394.05	.00	.95
532590	RENT/LEASE OTHER PRO	.00	.00	5.50	7,245.99	7,245.99-	7,245.99-	7,205.19	***
532712	TRANS AIR-OUT STATE,	5,000.00	5,000.00	1,124.80	2,097.40	2,902.60	2,902.60	.00	.46

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EXPENDITURES-BUDGET AND ACTUAL									
532714	TRANSP-GRND - IN STA	17,500.00	17,500.00	2,179.23	17,187.73	312.27	312.27	.00	1.07
532715	TRANS GRND-OUT STA,I	2,500.00	2,500.00	.00	252.70	2,247.30	2,247.30	.00	.11
532717	TRANSP OTHER - IN ST	2,500.00	2,500.00	.00	549.67	1,950.33	1,950.33	.00	.24
532718	TRANS OTH-OUTSTATE,	2,500.00	2,500.00	.00	.00	2,500.00	2,500.00	.00	.00
532721	LODGING - IN STATE	8,000.00	8,000.00	.00	6,073.56	1,926.44	1,926.44	.00	.83
532722	LODGING-OUT STATE, I	5,000.00	5,000.00	.00	3,170.19	1,829.81	1,829.81	.00	.69
532724	MEALS - IN STATE	4,000.00	4,000.00	127.20	4,612.20	612.20-	612.20-	.00	1.26
532725	MEALS-OUT OF STATE,I	1,500.00	1,500.00	.00	844.90	655.10	655.10	.00	.61
532727	MISC - IN STATE	500.00	500.00	89.82	614.50	114.50-	114.50-	.00	1.34
532728	MISC - OUT STATE, IN	200.00	200.00	.00	210.50	10.50-	10.50-	.00	1.15
532799	TRAVEL ADVANCES	300.00	300.00	.00	.00	300.00	300.00	.00	.00
532811	TELEPHONE SERVICE	100.00	100.00	.00	16,938.86	16,838.86-	16,838.86-	3,213.54	219.85
532812	TELECOMMUN DATA CHRG	48,500.00	48,500.00	.00	27,155.51	21,344.49	21,344.49	16,843.15-	.23
532814	CELLULAR PHONE SERVI	35,000.00	35,000.00	.00	13,495.18	21,504.82	21,504.82	.00	.42
532815	EMAIL AND CALENDARIN	5,500.00	5,500.00	.00	3,144.60	2,355.40	2,355.40	.00	.62
532821	COMPUTER/DATA PROCES	300.00	300.00	.00	45.66	254.34	254.34	.00	.17
532822	MANAGED LAN SVC CHAR	38,000.00	38,000.00	.00	24,183.52	13,816.48	13,816.48	12,227.89-	.34
532823	AUTHENTIC & AUTHORIZ	38,000.00	38,000.00	.00	15,864.13	22,135.87	22,135.87	4,981.71-	.31
532824	MANAGED SERVER SVCS	127,686.00	127,686.00	.00	97,901.62	29,784.38	29,784.38	49,709.32	1.26
532840	POSTAGE, FREIGHT & D	13,000.00	13,000.00	371.04	10,459.20	2,540.80	2,540.80	4,437.11	1.25
532840001	POST,FR&DEL-MAILING	100.00	100.00	.00	.00	100.00	100.00	.00	.00
532840002	POST,FR&DEL-FREIGHT	2,000.00	2,000.00	.00	2,987.61	987.61-	987.61-	.00	1.63
532840003	POST,FR&DEL-POSTAL M	1,800.00	1,800.00	.00	1,200.00	600.00	600.00	.00	.73
532850	PRINT,BIND,DUPLICATE	1,998.00	1,998.00	.00	1,062.00	936.00	936.00	.00	.58
532860	ADVERTISING	1,600.00	1,600.00	.00	.00	1,600.00	1,600.00	.00	.00
532860001	ADVERTIS-EVENTS SPON	20.00	20.00	.00	.00	20.00	20.00	.00	.00
532911	PROPERTY-INSURANCE	2,000.00	2,000.00	10,520.00	11,114.00	9,114.00-	9,114.00-	.00	6.06
532912	MOTOR VEHICLE INSURA	20,000.00	20,000.00	1,330.00	17,465.00	2,535.00	2,535.00	.00	.95
532913	LIABILITY INSURANCE	996.00	996.00	.00	1,040.12	44.12-	44.12-	.00	1.14
532930	REGISTRATION FEES	5.00	5.00	600.00	756.00	751.00-	751.00-	.00	164.95
532942	OTHER EMP EDUCATIONA	1,500.00	1,500.00	.00	.00	1,500.00	1,500.00	.00	.00
532XXX	PURCHASED SERVICES	901,568.00	901,568.00	42,572.61	767,489.48	134,078.52	134,078.52	88,048.31	1.04
533110	GENERAL OFFICE SUPPL	4,745.00	4,745.00	297.04	1,570.27	3,174.73	3,174.73	223.74	.41
533120	DATA PROCESSING SUPP	205.00	205.00	90.00	90.00	115.00	115.00	19,648.50	105.04
533150	SECURITY & SAFETY SU	8,700.00	8,700.00	90.66	318.77	8,381.23	8,381.23	.00	.04
533210	JANITORIAL SUPPLIES	.00	.00	.00	11.82	11.82-	11.82-	.00	***
533240	CARPENTRY & HARDWARE	2,950.00	2,950.00	497.14	1,737.05	1,212.95	1,212.95	636.58	.88
533310	GASOLINE	1,677.00	1,677.00	621.71	3,723.99	2,046.99-	2,046.99-	.00	2.42
533320	DIESEL FUEL	4,250.00	4,250.00	.00	.00	4,250.00	4,250.00	.00	.00
533350	MOTOR VEH REPLCEMNT	19,000.00	19,000.00	.00	22,743.79	3,743.79-	3,743.79-	22,603.01	2.60

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DETAIL REPORT

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ACCOUNT	DESCRIPTION	******** B U D G E T E D ******** CERTIFIED	AUTHORIZED	********** A C T U A L ********** CURRENT-MONTH	YEAR-TO-DATE	***** UNEXPENDED / UNREALIZED **** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
EXPENDITURES-BUDGET AND ACTUAL									
533710	SCIENTIFIC SUPPLIES	.00	.00	1,570.97	61,331.83	61,331.83-	61,331.83-	48,820.36	***
533720	EDUCATIONAL SUPPLIES	.00	.00	.00	344.19	344.19-	344.19-	.00	***
533900004	OTHMAT&SUPP-INCENTV&	.00	.00	.00	1,283.19	1,283.19-	1,283.19-	.00	***
533XXX	SUPPLIES	41,527.00	41,527.00	3,167.52	93,154.90	51,627.90-	51,627.90-	91,932.19	4.86
534523	EQUIP-SCIENTIFIC/MED	.00	.00	.00	98,235.43	98,235.43-	98,235.43-	.00	***
534534	PC/PRINTER EQUIPMENT	.00	.00	.00	391.73	391.73-	391.73-	.00	***
534539	OTHER EQUIPMENT	.00	.00	.00	256.03	256.03-	256.03-	129.68	***
534XXX	PROPERTY, PLANT & EQ	.00	.00	.00	98,883.19	98,883.19-	98,883.19-	129.68	***
535830	MEMBERSHIP DUES&SUBS	.00	.00	.00	1,500.00	1,500.00-	1,500.00-	.00	***
535890	OTHER ADMIN EXPENSE	.00	.00	.00	6.62	6.62-	6.62-	.00	***
535960	ELECTRONIC PAYMT PRO	.00	.00	.67	.67	.67-	.67-	.00	***
535XXX	OTHER EXPENSES & ADJ	.00	.00	.67	1,507.29	1,507.29-	1,507.29-	.00	***
538129	I TFR TO REG FIELD O	.00	188,491.00	.00	186,499.88	186,499.88-	1,991.12	.00	1.08
538144	I TFR TO REG OFC-TIT	.00	.00	.00	93,936.55	93,936.55-	93,936.55-	.00	***
538XXX	INTRAGOVERNMENTAL TR	.00	188,491.00	.00	280,436.43	280,436.43-	91,945.43-	.00	1.62
	TOTAL NON-SALARY ITE	943,095.00	1,131,586.00	45,740.80	1,241,471.29	298,376.29-	109,885.29-	180,110.18	1.37
	EXPENDITURES	2,019,054.00	2,068,483.00	50,703.45	1,910,007.30	109,046.70	158,475.70	180,110.18	1.10
REVENUES-ESTIMATED AND ACTUAL									
435400025	EMISSION INSPECTION	2,019,054.00	2,068,483.00	378,462.50	2,151,522.45	132,468.45-	83,039.45-		1.13
437127	PROCUREMENT CARD REB	.00	.00	.00	783.04	783.04-	783.04-		***
	REVENUES	2,019,054.00	2,068,483.00	378,462.50	2,152,305.49	133,251.49-	83,822.49-	.00	1.14
	INCREASE/(DECREASE) IN FUND BALANCE	.00	.00	327,759.05	242,298.19	242,298.19-	242,298.19-	.00	***

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ACCOUNT	DESCRIPTION	******** B U D G E T E D ******** CERTIFIED	AUTHORIZED	********** A C T U A L ********** CURRENT-MONTH	YEAR-TO-DATE	***** UNEXPENDED / UNREALIZED **** CERTIFIED	AUTHORIZED	ENCUMBRANCES	RATE
REVENUES-ESTIMATED AND ACTUAL									
CASH ANALYSIS									
	BEGINNING BALANCE				.00				
	+ CASH RECEIPTS				2,152,305.49				
	- CASH DISBURSEMENTS				1,910,007.30				
	+ ASSETS				.00				
	+ LIABILITY				.00				
	+ EQUITY				.00				
	= ENDING BALANCE				242,298.19				
ADDITIONAL ASSETS									
	TOTAL AVAILABILITY				242,298.19				

DMV Tools and Resources

The Division of Motor Vehicles License and Theft Bureau dedicates ~~228~~ 226 positions to the ~~I/M~~I&M program.

- 190~~87~~ sworn law enforcement agents and managers, duties are program management, issuing waivers, exemptions, covert audits, remote audits, and enforcement of violations.
- 2~~8~~5 civilian Call Center operators and managers, primary duties are personnel management and to assist citizens and stations with complaints, inquiries on the emission inspection requirements and the purchase of electronic authorizations.
- 2 civilian Hearing Officers who deliberate over and render decision in civil hearings.
- ~~11~~ 9 civilian Administrative staff assigned to one of the ~~eight~~ seven field offices who assist the law enforcement agents in processing paperwork between the district and headquarters and adding new technicians in the inspection system.

These are all existing funded positions~~, funded through a dedicated, non-reverting account~~. One of the most significant changes within the program occurred in 2013 with the passing of Senate Bill 402 / S.L. 2013-360. Senate Bill 402 eliminated two (2) accounts that were allocated and used to support the North Carolina I&M program. The first of the two (2) accounts, Inspection Program Account, was dissolved on June 30, 2013 and all funds remaining in the account that were not earmarked, transitioned to the Highway Fund. The second of the accounts, Telecommunications Account, will be abolished on June 30, 2014. On June 30th, all remaining balances not assigned to a project will move to the Highway Fund. With the closing of the I&M program accounts, the program ceased being receipt funded and began receiving funding from the Highway Fund."

~~Budget-Actual: YTD~~ ~~Current data (04/03/2013)~~
~~Fund~~ ~~1500/HF01 Highway Fund~~
~~Funds Center~~ ~~1500/150054 DMV Exh Emiss Insp~~

~~Commitment Item~~		~~CurrBudget~~	~~Commits.~~	~~Actuals~~	~~Comm/Act~~	~~Avl.Budget~~	~~Budget 13/14~~	~~Budget 14/15~~	~~Budget 15/16~~
~~*** 1500/01~~	~~Revenue~~	~~(23,862,339.00)~~	~~0.00~~	~~(6,521,354.40)~~	~~(6,251,354.40)~~	~~(29,035,623.00)~~	~~(23,862,339.00)~~	~~(23,862,339.00)~~	~~(23,862,339.00)~~
~~** 1500/44302000~~	~~Sale of Sal Mtr & Sup~~	~~0.00~~	~~0.00~~	~~(257.00)~~	~~(257.00)~~		~~0.00~~	~~0.00~~	~~0.00~~
~~** 1500/45400024~~	~~Auto Ems Insp Fee~~	~~(9,829,006.00)~~	~~0.00~~	~~(1,678,799.40)~~	~~(1,678,799.40)~~	~~(15,002,290.00)~~	~~(9,829,006.00)~~	~~(9,829,006.00)~~	~~(9,829,006.00)~~
~~** 1500/47900030~~	~~Tele Serv - DMV~~	~~(14,033,333.00)~~	~~0.00~~	~~(4,842,298.00)~~	~~(4,842,298.00)~~	~~(14,033,333.00)~~	~~(14,033,333.00)~~	~~(14,033,333.00)~~	~~(14,033,333.00)~~
~~*** 1500/02~~	~~Total Requirements~~	~~27,024,640.00~~	~~4,184,268.32~~	~~13,771,953.93~~	~~17,956,222.25~~	~~9,068,417.75~~	~~27,024,640.00~~	~~27,024,640.00~~	~~27,024,640.00~~
~~** 1500/02-01~~	~~PERSONNEL~~	~~11,200,929.00~~	~~2,512,663.41~~	~~5,666,205.97~~	~~8,178,869.38~~	~~3,022,059.62~~	~~11,200,929.00~~	~~11,200,929.00~~	~~11,200,929.00~~
~~* 1500/02-01-01~~	~~SALARIES~~	~~5,818,618.00~~	~~0.00~~	~~3,853,627.14~~	~~3,853,627.14~~	~~1,964,990.86~~	~~5,818,618.00~~	~~5,818,618.00~~	~~5,818,618.00~~
~~1500/51211000~~	~~Salaries & Wages~~	~~1,237,207.00~~	~~0.00~~	~~722,938.41~~	~~722,938.41~~	~~514,268.59~~	~~1,237,207.00~~	~~1,237,207.00~~	~~1,237,207.00~~
~~1500/51211016~~	~~Pay Add Per Ann Rate~~	~~109,123.00~~	~~0.00~~	~~105,138.00~~	~~105,138.00~~	~~3,985.00~~	~~109,123.00~~	~~109,123.00~~	~~109,123.00~~
~~1500/51411000~~	~~Sal & Wages Overtime~~	~~9,000.00~~	~~0.00~~	~~9,130.72~~	~~9,130.72~~	~~(130.72)~~	~~9,000.00~~	~~9,000.00~~	~~9,000.00~~
~~1500/51411002~~	~~Pay Add Overtime~~	~~300.00~~	~~0.00~~	~~260.05~~	~~260.05~~	~~39.95~~	~~300.00~~	~~300.00~~	~~300.00~~
~~1500/51431000~~	~~Sal & Wages Prem Pay~~	~~300.00~~	~~0.00~~	~~210.30~~	~~210.30~~	~~89.70~~	~~300.00~~	~~300.00~~	~~300.00~~
~~1500/51431001~~	~~Pay Add Prem Pay~~	~~10.00~~	~~0.00~~	~~6.08~~	~~6.08~~	~~3.92~~	~~10.00~~	~~10.00~~	~~10.00~~
~~1500/51461000~~	~~S/W Long Pay StateFd~~	~~140,776.00~~	~~0.00~~	~~35,401.91~~	~~35,401.91~~	~~105,374.09~~	~~140,776.00~~	~~140,776.00~~	~~140,776.00~~
~~1500/51461001~~	~~Pay Add Long Pay~~	~~2,684.00~~	~~0.00~~	~~980.87~~	~~980.87~~	~~1,703.13~~	~~2,684.00~~	~~2,684.00~~	~~2,684.00~~
~~1500/51621000~~	~~Emp Severance Pay~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
~~1500/51625001~~	~~Short Term Disab~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
~~1500/51231000~~	~~LEO Salaries & Wages~~	~~4,319,218.00~~	~~0.00~~	~~2,979,560.80~~	~~2,979,560.80~~	~~1,339,657.20~~	~~4,319,218.00~~	~~4,319,218.00~~	~~4,319,218.00~~
~~* 1500/02-01-02~~	~~EXP RELATED TO PAYRO~~	~~2,166,444.00~~	~~0.00~~	~~1,388,591.43~~	~~1,388,591.43~~	~~777,852.57~~	~~2,166,444.00~~	~~2,166,444.00~~	~~2,166,444.00~~
~~1500/51511000~~	~~Soc Sec Contribution~~	~~450,929.00~~	~~0.00~~	~~301,689.25~~	~~301,689.25~~	~~149,239.75~~	~~450,929.00~~	~~450,929.00~~	~~450,929.00~~
~~1500/51521000~~	~~Retire Contribution~~	~~185,216.00~~	~~0.00~~	~~104,323.35~~	~~104,323.35~~	~~80,892.65~~	~~185,216.00~~	~~185,216.00~~	~~185,216.00~~
~~1500/51531000~~	~~Law Enf Of Ret Cont~~	~~870,307.00~~	~~0.00~~	~~578,539.60~~	~~578,539.60~~	~~291,767.40~~	~~870,307.00~~	~~870,307.00~~	~~870,307.00~~
~~1500/51561000~~	~~Med Ins Contribution~~	~~657,653.00~~	~~0.00~~	~~401,610.76~~	~~401,610.76~~	~~256,042.24~~	~~657,653.00~~	~~657,653.00~~	~~657,653.00~~
~~1500/51576000~~	~~Dependent Care~~	~~2,339.00~~	~~0.00~~	~~2,428.47~~	~~2,428.47~~	~~(89.47)~~	~~2,339.00~~	~~2,339.00~~	~~2,339.00~~
~~* 1500/02-01-03~~	~~CONTRACTUAL SERVICES~~	~~3,215,867.00~~	~~2,512,663.41~~	~~423,987.40~~	~~2,936,650.81~~	~~(279,216.19)~~	~~3,215,867.00~~	~~3,215,867.00~~	~~3,215,867.00~~
~~1500/52110000~~	~~Legal Services~~	~~124,367.00~~	~~0.00~~	~~139,438.55~~	~~139,438.55~~	~~(15,071.55)~~	~~124,367.00~~	~~124,367.00~~	~~124,367.00~~
~~1500/52140000~~	~~Oth Inf Tech Serv~~	~~364,000.00~~	~~93,501.99~~	~~195,382.66~~	~~288,884.65~~	~~75,115.35~~	~~364,000.00~~	~~364,000.00~~	~~364,000.00~~
~~1500/52140008~~	~~Mainframe Sup Serv~~	~~76,000.00~~	~~0.00~~	~~75,400.01~~	~~75,400.01~~	~~599.99~~	~~76,000.00~~	~~76,000.00~~	~~76,000.00~~
~~1500/52160000~~	~~Contr Per Ser Pd Ots~~	~~41,200.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~41,200.00~~	~~41,200.00~~	~~41,200.00~~	~~41,200.00~~
~~1500/52173000~~	~~Janitorial Services~~	~~10,500.00~~	~~2,424.42~~	~~8,353.63~~	~~10,778.05~~	~~(278.05)~~	~~10,500.00~~	~~10,500.00~~	~~10,500.00~~
~~1500/52173000RE~~	~~Janitorial Serv RE~~	~~0.00~~	~~0.00~~	~~(200.95)~~	~~(200.95)~~	~~200.95~~	~~0.00~~	~~0.00~~	~~0.00~~
~~1500/52174000~~	~~Waste Disposal~~	~~200.00~~	~~0.00~~	~~120.00~~	~~120.00~~	~~80.00~~	~~200.00~~	~~200.00~~	~~200.00~~
~~1500/52199012~~	~~Professional Fees~~	~~2,599,600.00~~	~~2,416,737.00~~	~~5,493.50~~	~~2,422,230.50~~	~~177,369.50~~	~~2,599,600.00~~	~~2,599,600.00~~	~~2,599,600.00~~
~~** 1500/02-02~~	~~OPERATING~~	~~15,823,711.00~~	~~1,671,604.01~~	~~8,105,747.06~~	~~9,777,352.87~~	~~6,046,358.13~~	~~15,823,711.00~~	~~15,823,711.00~~	~~15,823,711.00~~
~~* 1500/02-02-01~~	~~OP SERV & OTHER EXP~~	~~11,549,849.00~~	~~545,578.85~~	~~5,841,718.08~~	~~6,387,296.93~~	~~5,162,552.07~~	~~11,549,849.00~~	~~11,549,849.00~~	~~11,549,849.00~~
~~1500/52210000~~	~~Energy Services-Elec~~	~~5,930.00~~	~~0.00~~	~~3,450.82~~	~~3,450.82~~	~~2,479.18~~	~~5,930.00~~	~~5,930.00~~	~~5,930.00~~
~~1500/52230000~~	~~Energy Ser-Wat Sew~~	~~1,070.00~~	~~0.00~~	~~399.22~~	~~399.22~~	~~670.78~~	~~1,070.00~~	~~1,070.00~~	~~1,070.00~~
~~1500/52310000~~	~~Repairs to Buildings~~	~~36,834.00~~	~~0.00~~	~~229.50~~	~~229.50~~	~~36,604.50~~	~~36,834.00~~	~~36,834.00~~	~~36,834.00~~
~~1500/52331002~~	~~Int Vehicle Rep Pts~~	~~12,166.00~~	~~0.00~~	~~690.23~~	~~690.23~~	~~11,475.77~~	~~12,166.00~~	~~12,166.00~~	~~12,166.00~~
~~1500/52331003~~	~~Ext Vehicle Rep Pts~~	~~1,500.00~~	~~0.00~~	~~422.10~~	~~422.10~~	~~1,077.90~~	~~1,500.00~~	~~1,500.00~~	~~1,500.00~~
~~1500/52333002~~	~~Rep/Ser to Eq Other~~	~~38,000.00~~	~~0.00~~	~~9,781.49~~	~~9,781.49~~	~~28,218.51~~	~~38,000.00~~	~~38,000.00~~	~~38,000.00~~

~~Budget-Actual: YTD~~
~~Fund~~
~~Funds Center~~

~~Current data (04/03/2013)~~
~~1500/HF01 Highway Fund~~
~~1500/150054 DMV Exh Emiss Insp~~

Commitment Item		CurrBudget	Commits.	Actuals	Comm/Act	Avl.Budget	Budget 13/14	Budget 14/15	Budget 15/16
1500/52333004	Rep/Ser Voice Comm	255.00	0.00	255.00	255.00	0.00	255.00	255.00	255.00
1500/52333010	Rep Pers Comp/Prin	1,222.00	0.00	1,221.75	1,221.75	0.25	1,222.00	1,222.00	1,222.00
1500/52441006	Maint Ag Serv Soft	1,228,915.00	515,497.26	713,417.14	1,228,914.40	0.60	1,228,915.00	1,228,915.00	1,228,915.00
1500/52511001	Rental of Land Only	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500/52590005	Rent of Equipment	3,000.00	0.00	0.00	0.00	3,000.00	3,000.00	3,000.00	3,000.00
1500/52811000	Telephone Service	43,540.00	0.00	28,835.79	28,835.79	14,704.21	43,540.00	43,540.00	43,540.00
1500/52812000	Telecom Data Charge	9,817,629.00	0.00	4,842,298.00	4,842,298.00	4,975,331.00	9,817,629.00	9,817,629.00	9,817,629.00
1500/52814001	St Own Wireless Phon	141,896.00	0.00	109,917.55	109,917.55	31,978.45	141,896.00	141,896.00	141,896.00
1500/52817000	Internet Serv Prov	3,000.00	0.00	1,710.00	1,710.00	1,290.00	3,000.00	3,000.00	3,000.00
1500/52821000	Comp Data Proc Serv	7.00	0.00	6.75	6.75	0.25	7.00	7.00	7.00
1500/52840001	Post,Fr&D-MailSer	2,764.00	0.00	57.40	57.40	2,706.60	2,764.00	2,764.00	2,764.00
1500/52840003	Post,Fr&Del-Meter	4,800.00	0.00	0.00	0.00	4,800.00	4,800.00	4,800.00	4,800.00
1500/52850000	Print, Bind, Dupl	9,772.00	0.00	0.00	0.00	9,772.00	9,772.00	9,772.00	9,772.00
1500/52860001	Advertising	50,000.00	0.00	18,677.97	18,677.97	31,322.03	50,000.00	50,000.00	50,000.00
1500/52919001	Ins/Bond Prems	2,856.00	0.00	1,474.25	1,474.25	1,381.75	2,856.00	2,856.00	2,856.00
1500/52942000	Educational Exp	10,300.00	0.00	5,363.25	5,363.25	4,936.75	10,300.00	10,300.00	10,300.00
1500/52950000	Emp Moving Exp	800.00	0.00	0.00	0.00	800.00	800.00	800.00	800.00
1500/52512001	Rent Building/Office	130,028.00	30,081.59	99,945.99	130,027.58	0.42	130,028.00	130,028.00	130,028.00
1500/52930000	Conference Reg Fees	263.00	0.00	262.50	262.50	0.50	263.00	263.00	263.00
*** 1500/02-02-02**	**TRAVEL**	**989,447.00**	**0.00**	**435,306.69**	**435,306.69**	**554,140.31**	**989,447.00**	**989,447.00**	**989,447.00**
1500/52714000	Tran Gr Emp In State	61,818.00	0.00	523.02	523.02	61,294.98	61,818.00	61,818.00	61,818.00
1500/52715000	Tran Gr Emp Out St	4,490.00	0.00	0.00	0.00	4,490.00	4,490.00	4,490.00	4,490.00
1500/52717002	Trans Other In State	1,780.00	0.00	482.13	482.13	1,297.87	1,780.00	1,780.00	1,780.00
1500/52721000	Lodging - In State	39,548.00	0.00	1,575.65	1,575.65	37,972.35	39,548.00	39,548.00	39,548.00
1500/52722000	Lodg OutState In US	6,160.00	0.00	0.00	0.00	6,160.00	6,160.00	6,160.00	6,160.00
1500/52724000	Meals - In State	46,303.00	0.00	11,881.95	11,881.95	34,421.05	46,303.00	46,303.00	46,303.00
1500/52725000	Meals - Out State	4,448.00	0.00	8.00	8.00	4,440.00	4,448.00	4,448.00	4,448.00
1500/52714001	Perm Motor Fleet Trn	724,900.00	0.00	483,400.55	483,400.55	241,499.45	724,900.00	724,900.00	724,900.00
1500/52714002	Temp Motor Fleet Trn	0.00	0.00	(814.77)	(814.77)	814.77	0.00	0.00	0.00
1500/52714004	Motor Fleet Pen Mil	100,000.00	0.00	(61,749.84)	(61,749.84)	161,749.84	100,000.00	100,000.00	100,000.00
*** 1500/02-02-03**	**SUPPLIES & MATERIALS**	**163,727.00**	**5,718.22**	**59,980.20**	**65,698.42**	**98,028.58**	**163,727.00**	**163,727.00**	**163,727.00**
1500/53110000	Office Supplies	50,000.00	0.00	20,750.94	20,750.94	22,249.06	50,000.00	50,000.00	50,000.00
1500/53130000	Photo Supplies	1,420.00	0.00	0.00	0.00	1,420.00	1,420.00	1,420.00	1,420.00
1500/53150004	Med & Safety Sup	1,328.00	0.00	298.99	298.99	1,029.01	1,328.00	1,328.00	1,328.00
1500/53310002	Motor Fuel (Other)	21,347.00	0.00	10,608.87	10,608.87	10,738.13	21,347.00	21,347.00	21,347.00
1500/53340000	Tires & Tubes	54.00	0.00	53.58	53.58	0.42	54.00	54.00	54.00
1500/53510000	Clothing & Uniforms	48,799.00	5,718.22	27,152.53	32,870.75	15,928.25	48,799.00	48,799.00	48,799.00
1500/53800200	Lic Plates & Sticker	28,779.00	0.00	33.00	33.00	28,746.00	28,779.00	28,779.00	28,779.00
1500/53900006	Shop Sup & Sm Tools	12,000.00	0.00	1,082.29	1,082.29	10,917.71	12,000.00	12,000.00	12,000.00
*** 1500/02-02-05**	**FURNITURE AND EQUIP**	**2,509,459.00**	**970,307.84**	**1,424,763.18**	**2,395,071.02**	**114,387.98**	**2,509,459.00**	**2,509,459.00**	**2,509,459.00**
1500/54511000	Office Furniture	39,512.00	0.00	0.00	0.00	39,512.00	39,512.00	39,512.00	39,512.00

~~Budget Actual: YTD~~
~~Fund~~
~~Funds Center~~

~~Current data (04/03/2013)~~
~~1500/HF01 Highway Fund~~
~~1500/150054 DMV Exh Emiss Insp~~

~~Commitment Item~~		~~CurrBudget~~	~~Commits.~~	~~Actuals~~	~~Comm/Act~~	~~Avl.Budget~~	~~Budget 13/14~~	~~Budget 14/15~~	~~Budget 15/16~~
~~1500/54521000~~	~~Office Equipment~~	~~15,000.00~~	~~0.00~~	~~2,750.38~~	~~2,750.38~~	~~12,249.62~~	~~15,000.00~~	~~15,000.00~~	~~15,000.00~~
~~1500/54528000~~	~~Voice Comm Eq~~	~~173,640.00~~	~~0.00~~	~~173,639.25~~	~~173,639.25~~	~~0.75~~	~~173,640.00~~	~~173,640.00~~	~~173,640.00~~
~~1500/54528001~~	~~Voice Com Eq-No FM~~	~~1,000.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~1,000.00~~	~~1,000.00~~	~~1,000.00~~	~~1,000.00~~
~~1500/54529001~~	~~Weapons - Eq~~	~~5,477.00~~	~~3,615.40~~	~~5,477.00~~	~~9,092.40~~	~~(3,615.40)~~	~~5,477.00~~	~~5,477.00~~	~~5,477.00~~
~~1500/54534000~~	~~Pers Com Print Pur~~	~~41,916.00~~	~~978.15~~	~~3,777.67~~	~~4,755.82~~	~~37,160.18~~	~~41,916.00~~	~~41,916.00~~	~~41,916.00~~
~~1500/54535000~~	~~Server Purchases~~	~~423,880.00~~	~~0.00~~	~~423,880.00~~	~~423,880.00~~	~~0.00~~	~~423,880.00~~	~~423,880.00~~	~~423,880.00~~
~~1500/54539003~~	~~Misc Equipment~~	~~13,688.00~~	~~0.00~~	~~13,687.65~~	~~13,687.65~~	~~0.35~~	~~13,688.00~~	~~13,688.00~~	~~13,688.00~~
~~1500/54539005~~	~~LEO Auto Accessories~~	~~17,427.00~~	~~0.00~~	~~1,111.92~~	~~1,111.92~~	~~16,315.08~~	~~17,427.00~~	~~17,427.00~~	~~17,427.00~~
~~1500/54549001~~	~~Motor Veh Oper~~	~~5,500.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~5,500.00~~	~~5,500.00~~	~~5,500.00~~	~~5,500.00~~
~~1500/54710000~~	~~Oth Comp Software~~	~~6,265.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~6,265.00~~	~~6,265.00~~	~~6,265.00~~	~~6,265.00~~
~~1500/54710004~~	~~Server Soft Pur~~	~~1,766,154.00~~	~~965,714.29~~	~~800,439.31~~	~~1,766,153.60~~	~~0.40~~	~~1,766,154.00~~	~~1,766,154.00~~	~~1,766,154.00~~
~~* 1500/02-02-06~~	~~OTHER EXP & ADJUST~~	~~611,229.00~~	~~150,000.00~~	~~343,979.81~~	~~493,979.81~~	~~117,249.19~~	~~611,229.00~~	~~611,229.00~~	~~611,229.00~~
~~1500/55232000~~	~~LEO Separation Allow~~	~~341,986.00~~	~~0.00~~	~~309,115.58~~	~~309,115.58~~	~~32,870.42~~	~~341,986.00~~	~~341,986.00~~	~~341,986.00~~
~~1500/55830000~~	~~Member Dues&Subsc~~	~~25.00~~	~~0.00~~	~~25.00~~	~~25.00~~	~~0.00~~	~~25.00~~	~~25.00~~	~~25.00~~
~~1500/55900004~~	~~Spec Investigation~~	~~70,000.00~~	~~0.00~~	~~7,520.74~~	~~7,520.74~~	~~62,479.26~~	~~70,000.00~~	~~70,000.00~~	~~70,000.00~~
~~1500/55900005~~	~~Saf Insp Invest~~	~~45,950.00~~	~~0.00~~	~~24,637.81~~	~~24,637.81~~	~~21,312.19~~	~~45,950.00~~	~~45,950.00~~	~~45,950.00~~
~~1500/55960000~~	~~Elect Pymnt Proc Fee~~	~~152,668.00~~	~~150,000.00~~	~~2,667.83~~	~~152,667.83~~	~~0.17~~	~~152,668.00~~	~~152,668.00~~	~~152,668.00~~
~~1500/55660001~~	~~Serv Chg Sale of Sur~~	~~600.00~~	~~0.00~~	~~12.85~~	~~12.85~~	~~587.15~~	~~600.00~~	~~600.00~~	~~600.00~~
~~Total~~		~~0.00~~	~~4,184,268.32~~	~~7,250,599.53~~	~~11,434,867.85~~	~~(8,272,566.85)~~	~~0.00~~	~~0.00~~	

Appendix 6

Number of vehicles Included in the ~~I/M~~I&M Program

Contents:

The number of vehicles by county and model year is maintained by DMV

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Number of Vehicles by County and Model Year

County	Model Year	LDGV	LDGT1	LDGT2	Total
Alamance	1996	2,791	864	37	3,692
Alamance	1997	3,321	1,076	56	4,453
Alamance	1998	3,836	1,106	40	4,982
Alamance	1999	4,612	1,150	58	5,820
Alamance	2000	5,345	1,135	68	6,548
Alamance	2001	4,840	1,206	55	6,101
Alamance	2002	5,390	1,117	49	6,556
Alamance	2003	5,238	1,023	10	6,271
Alamance	2004	5,431	1,130	68	6,629
Alamance	2005	5,742	914	72	6,728
Alamance	2006	5,384	821	66	6,271
Alamance	2007	5,338	785	78	6,201
Alamance	2008	4,682	603	67	5,352
Alamance	2009	3,026	305	37	3,368
Alamance	2010	3,665	311	27	4,003
Alamance	2011	3,675	350	49	4,074
Alamance	2012	3,963	308	36	4,307
Alamance	2013	748			748
Brunswick	1996	1,290	591	14	1,895
Brunswick	1997	1,796	800	42	2,638
Brunswick	1998	2,170	792	34	2,996
Brunswick	1999	2,800	921	45	3,766
Brunswick	2000	3,181	969	56	4,206
Brunswick	2001	3,191	960	49	4,200
Brunswick	2002	3,768	891	34	4,693
Brunswick	2003	4,083	1,037	58	5,178
Brunswick	2004	4,564	1,107	71	5,742
Brunswick	2005	4,887	992	80	5,959
Brunswick	2006	4,773	935	76	5,784
Brunswick	2007	4,979	793	73	5,845
Brunswick	2008	4,462	656	42	5,160
Brunswick	2009	3,100	316	36	3,452
Brunswick	2010	3,658	386	36	4,080
Brunswick	2011	3,779	447	25	4,251
Brunswick	2012	3,983	388	30	4,401
Brunswick	2013	868			868
Buncombe	1996	3,777	1,260	48	5,085

Buncombe	1997	4,997	1,612	58	6,667
Buncombe	1998	5,820	1,682	43	7,545
Buncombe	1999	7,080	1,743	84	8,907
County	**Model Year**	**LDGV**	**LDGT1**	**LDGT2**	**Total**
Buncombe	2000	7,737	1,969	81	9,787
Buncombe	2001	7,652	1,680	83	9,415
Buncombe	2002	8,632	1,607	67	10,306
Buncombe	2003	8,748	1,675	98	10,521
Buncombe	2004	9,100	1,760	109	10,969
Buncombe	2005	9,516	1,463	85	11,064
Buncombe	2006	9,240	1,414	90	10,744
Buncombe	2007	9,135	1,140	81	10,356
Buncombe	2008	7,604	845	88	8,537
Buncombe	2009	5,331	379	55	5,765
Buncombe	2010	5,808	509	48	6,365
Buncombe	2011	6,017	671	35	6,723
Buncombe	2012	7,108	564	61	7,733
Buncombe	2013	2,046			2,046
Burke	1996	1,561	746	17	2,324
Burke	1997	2,039	812	24	2,875
Burke	1998	2,307	912	23	3,242
Burke	1999	2,767	944	39	3,750
Burke	2000	3,101	901	38	4,040
Burke	2001	2,859	822	37	3,718
Burke	2002	2,844	752	39	3,635
Burke	2003	2,896	789	56	3,741
Burke	2004	2,976	792	54	3,822
Burke	2005	3,144	573	49	3,766
Burke	2006	2,836	565	49	3,450
Burke	2007	2,802	465	49	3,316
Burke	2008	2,217	357	36	2,610
Burke	2009	1,490	176	14	1,680
Burke	2010	1,650	213	14	1,877
Burke	2011	1,713	255	18	1,986
Burke	2012	1,799	214	16	2,029
Burke	2013	333			333
Cabarrus	1996	2,552	868	32	3,452
Cabarrus	1997	3,275	1,071	54	4,400
Cabarrus	1998	3,768	1,140	32	4,940

County	Model Year	LDGV	LDGT1	LDGT2	Total
Cabarrus	1999	4,696	1,207	50	5,953
Cabarrus	2000	5,814	1,379	78	7,271
Cabarrus	2001	5,505	1,400	72	6,977
Cabarrus	2002	6,299	1,274	80	7,653
Cabarrus	2003	6,623	1,277	82	7,982
Cabarrus	2004	6,989	1,401	92	8,482
Cabarrus	2005	7,214	1,148	84	8,446
Cabarrus	2006	7,269	1,119	105	8,493
Cabarrus	2007	7,507	1,017	140	8,664
Cabarrus	2008	6,642	764	111	7,517
Cabarrus	2009	4,273	353	47	4,673
Cabarrus	2010	4,935	458	50	5,443
Cabarrus	2011	5,506	466	68	6,040
Cabarrus	2012	5,865	409	63	6,337
Cabarrus	2013	1,189			1,189
Cabarrus	2014	5			5
Caldwell	1996	1,620	742	16	2,378
Caldwell	1997	1,888	862	27	2,777
Caldwell	1998	2,272	896	16	3,184
Caldwell	1999	2,713	981	33	3,727
Caldwell	2000	3,074	921	24	4,019
Caldwell	2001	2,685	796	25	3,506
Caldwell	2002	2,812	740	26	3,578
Caldwell	2003	2,763	713	36	3,512
Caldwell	2004	2,717	777	35	3,529
Caldwell	2005	2,782	590	48	3,420
Caldwell	2006	2,672	507	40	3,219
Caldwell	2007	2,513	497	31	3,041
Caldwell	2008	2,092	320	24	2,436
Caldwell	2009	1,280	138	16	1,434
Caldwell	2010	1,449	153	12	1,614
Caldwell	2011	1,507	203	15	1,725
Caldwell	2012	1,484	185	14	1,683
Caldwell	2013	284			284
Caldwell	2014	6			6
Carteret	1996	904	500	15	1,419
Carteret	1997	1,303	633	25	1,961
Carteret	1998	1,501	637	24	2,162
Carteret	1999	1,953	690	35	2,678
Carteret	2000	2,190	732	35	2,957

~~**Carteret**~~	~~2001~~	~~2,189~~	~~743~~	~~37~~	~~2,969~~
~~**Carteret**~~	~~2002~~	~~2,443~~	~~727~~	~~22~~	~~3,192~~
~~**Carteret**~~	~~2003~~	~~2,774~~	~~767~~	~~63~~	~~3,604~~
~~**Carteret**~~	~~2004~~	~~2,804~~	~~843~~	~~86~~	~~3,733~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Carteret	2005	3,011	753	72	3,836
Carteret	2006	2,701	637	73	3,411
Carteret	2007	2,804	626	82	3,512
Carteret	2008	2,400	413	70	2,883
Carteret	2009	1,495	253	29	1,777
Carteret	2010	1,976	283	27	2,286
Carteret	2011	1,951	386	59	2,396
Carteret	2012	2,157	308	51	2,516
Carteret	2013	460			460
Carteret	2014	1			1
Catawba	1996	2,698	947	48	3,693
Catawba	1997	3,524	1,235	48	4,807
Catawba	1998	4,065	1,262	47	5,374
Catawba	1999	4,985	1,331	77	6,393
Catawba	2000	5,809	1,360	77	7,246
Catawba	2001	5,346	1,376	79	6,801
Catawba	2002	5,795	1,308	65	7,168
Catawba	2003	5,755	1,310	82	7,147
Catawba	2004	5,930	1,288	127	7,345
Catawba	2005	6,049	1,050	94	7,193
Catawba	2006	5,839	1,002	106	6,947
Catawba	2007	5,970	871	119	6,960
Catawba	2008	5,080	619	116	5,815
Catawba	2009	3,147	277	42	3,466
Catawba	2010	3,673	351	49	4,073
Catawba	2011	4,079	417	62	4,558
Catawba	2012	4,098	335	66	4,499
Catawba	2013	1,270			1,270
Chatham	1996	1,144	395	12	1,551
Chatham	1997	1,314	539	18	1,871
Chatham	1998	1,612	593	12	2,217
Chatham	1999	1,918	561	29	2,508
Chatham	2000	2,174	650	30	2,854
Chatham	2001	2,007	581	14	2,602
Chatham	2002	2,361	553	17	2,931
Chatham	2003	2,388	554	29	2,971
Chatham	2004	2,678	528	24	3,230
Chatham	2005	2,822	458	26	3,306
Chatham	2006	2,599	449	32	3,080
Chatham	2007	2,740	381	33	3,154

~~**Chatham**~~	~~2008~~	~~2,389~~	~~320~~	~~24~~	~~2,733~~
~~**Chatham**~~	~~2009~~	~~1,655~~	~~151~~	~~9~~	~~1,815~~
~~**Chatham**~~	~~2010~~	~~1,911~~	~~205~~	~~16~~	~~2,132~~
~~**Chatham**~~	~~2011~~	~~1,842~~	~~212~~	~~20~~	~~2,074~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Chatham	2012	2,103	131	10	2,244
Chatham	2013	418			418
Chatham	2014	8			8
Cleveland	1996	1,670	765	12	2,447
Cleveland	1997	2,102	1,027	22	3,151
Cleveland	1998	2,423	1,038	26	3,487
Cleveland	1999	2,973	1,043	37	4,053
Cleveland	2000	3,372	1,065	42	4,479
Cleveland	2001	3,032	1,025	37	4,094
Cleveland	2002	3,238	855	22	4,115
Cleveland	2003	3,363	910	42	4,315
Cleveland	2004	3,356	867	47	4,270
Cleveland	2005	3,406	805	55	4,266
Cleveland	2006	3,252	742	44	4,038
Cleveland	2007	3,271	624	37	3,932
Cleveland	2008	2,769	465	34	3,268
Cleveland	2009	1,735	225	14	1,974
Cleveland	2010	1,768	234	18	2,020
Cleveland	2011	1,887	252	19	2,158
Cleveland	2012	1,862	183	19	2,064
Cleveland	2013	446			446
Cleveland	2014	4			4
Craven	1996	1,113	473	26	1,612
Craven	1997	1,571	652	44	2,267
Craven	1998	1,733	607	30	2,370
Craven	1999	2,196	638	51	2,885
Craven	2000	2,823	796	48	3,667
Craven	2001	2,735	731	53	3,519
Craven	2002	3,213	801	68	4,082
Craven	2003	3,471	819	68	4,358
Craven	2004	3,835	932	106	4,873
Craven	2005	4,139	790	106	5,035
Craven	2006	3,924	740	104	4,768
Craven	2007	4,198	779	109	5,086
Craven	2008	3,632	642	108	4,382
Craven	2009	2,466	333	40	2,839
Craven	2010	2,968	386	53	3,407
Craven	2011	3,033	446	78	3,557
Craven	2012	3,182	360	99	3,641
Craven	2013	700			700

~~**Craven**~~	~~2014~~	~~1~~			~~1~~
~~**Cumberland**~~	~~1996~~	~~3,423~~	~~1,177~~	~~23~~	~~4,623~~
~~**Cumberland**~~	~~1997~~	~~4,391~~	~~1,385~~	~~50~~	~~5,826~~
~~**Cumberland**~~	~~1998~~	~~5,142~~	~~1,575~~	~~35~~	~~6,752~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Cumberland	1999	6,522	1,677	52	8,251
Cumberland	2000	7,941	1,850	77	9,868
Cumberland	2001	7,742	1,765	73	9,580
Cumberland	2002	9,016	1,780	46	10,842
Cumberland	2003	9,658	2,055	90	11,803
Cumberland	2004	10,757	2,313	107	13,177
Cumberland	2005	11,377	2,018	123	13,518
Cumberland	2006	11,968	2,309	166	14,443
Cumberland	2007	13,028	2,291	124	15,443
Cumberland	2008	12,231	2,111	129	14,471
Cumberland	2009	8,161	1,107	66	9,334
Cumberland	2010	10,104	1,453	68	11,625
Cumberland	2011	10,632	1,731	126	12,489
Cumberland	2012	13,350	1,582	67	14,999
Cumberland	2013	3,697			3,697
Davidson	1996	2,997	1,130	49	4,176
Davidson	1997	3,746	1,384	83	5,213
Davidson	1998	4,421	1,488	59	5,968
Davidson	1999	5,206	1,497	85	6,788
Davidson	2000	5,939	1,656	82	7,677
Davidson	2001	5,538	1,577	102	7,217
Davidson	2002	5,856	1,375	86	7,317
Davidson	2003	5,848	1,410	86	7,344
Davidson	2004	5,951	1,443	137	7,531
Davidson	2005	6,343	1,146	105	7,594
Davidson	2006	5,779	1,032	110	6,921
Davidson	2007	5,845	889	110	6,844
Davidson	2008	5,029	650	92	5,771
Davidson	2009	3,003	281	46	3,330
Davidson	2010	3,467	323	40	3,830
Davidson	2011	3,522	328	38	3,888
Davidson	2012	3,653	306	57	4,016
Davidson	2013	871			871
Davidson	2014	10			10
Durham	1996	3,756	721	19	4,496
Durham	1997	5,054	1,121	22	6,197
Durham	1998	5,916	1,097	28	7,041
Durham	1999	7,218	1,086	36	8,340
Durham	2000	8,695	1,272	42	10,009
Durham	2001	8,363	1,158	48	9,569

~~**Durham**~~	~~2002~~	~~9,307~~	~~1,132~~	~~26~~	~~10,465~~
~~**Durham**~~	~~2003~~	~~9,706~~	~~1,232~~	~~52~~	~~10,990~~
~~**Durham**~~	~~2004~~	~~9,786~~	~~1,161~~	~~73~~	~~11,020~~
~~**Durham**~~	~~2005~~	~~10,166~~	~~947~~	~~72~~	~~11,185~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Durham	2006	9,877	1,042	72	10,991
Durham	2007	10,555	958	75	11,588
Durham	2008	8,854	756	58	9,668
Durham	2009	6,528	325	32	6,885
Durham	2010	7,154	382	31	7,567
Durham	2011	6,774	437	44	7,255
Durham	2012	7,981	320	44	8,345
Durham	2013	207			207
Edgecombe	1996	985	277	11	1,273
Edgecombe	1997	1,156	415	23	1,594
Edgecombe	1998	1,347	396	21	1,764
Edgecombe	1999	1,525	383	33	1,941
Edgecombe	2000	1,755	460	33	2,248
Edgecombe	2001	1,561	396	35	1,992
Edgecombe	2002	1,618	371	18	2,007
Edgecombe	2003	1,715	332	26	2,073
Edgecombe	2004	1,761	383	38	2,182
Edgecombe	2005	1,748	331	55	2,134
Edgecombe	2006	1,597	300	59	1,956
Edgecombe	2007	1,531	311	57	1,899
Edgecombe	2008	1,249	205	44	1,498
Edgecombe	2009	841	106	7	954
Edgecombe	2010	987	124	5	1,116
Edgecombe	2011	898	134	8	1,040
Edgecombe	2012	905	98	19	1,022
Edgecombe	2013	207			207
Forsyth	1996	5,435	1,365	71	6,871
Forsyth	1997	7,054	1,753	102	8,909
Forsyth	1998	8,449	1,862	99	10,410
Forsyth	1999	10,183	2,013	136	12,332
Forsyth	2000	11,786	2,049	121	13,956
Forsyth	2001	11,401	1,965	134	13,500
Forsyth	2002	12,733	2,000	127	14,860
Forsyth	2003	13,136	2,090	188	15,414
Forsyth	2004	13,605	2,006	209	15,820
Forsyth	2005	14,002	1,601	234	15,837
Forsyth	2006	13,652	1,574	247	15,473
Forsyth	2007	13,741	1,421	224	15,386
Forsyth	2008	12,194	1,125	223	13,542
Forsyth	2009	7,631	473	76	8,180

~~**Forsyth**~~	~~2010~~	~~8,610~~	~~618~~	~~90~~	~~9,318~~
~~**Forsyth**~~	~~2011~~	~~8,733~~	~~618~~	~~76~~	~~9,427~~
~~**Forsyth**~~	~~2012~~	~~9,314~~	~~509~~	~~93~~	~~9,916~~
~~**Forsyth**~~	~~2013~~	~~2,145~~			~~2,145~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Franklin	1996	947	464	11	1,422
Franklin	1997	1,198	564	32	1,794
Franklin	1998	1,366	544	28	1,938
Franklin	1999	1,701	596	27	2,324
Franklin	2000	1,829	636	33	2,498
Franklin	2001	1,765	611	33	2,409
Franklin	2002	1,962	612	30	2,604
Franklin	2003	1,955	614	34	2,603
Franklin	2004	2,101	629	33	2,763
Franklin	2005	2,131	520	35	2,686
Franklin	2006	2,063	554	35	2,652
Franklin	2007	2,075	463	34	2,572
Franklin	2008	1,642	336	36	2,014
Franklin	2009	1,072	134	14	1,220
Franklin	2010	1,256	210	16	1,482
Franklin	2011	1,223	186	17	1,426
Franklin	2012	1,283	174	18	1,475
Franklin	2013	262			262
Franklin	2014	4			4
Gaston	1996	3,098	1,211	20	4,329
Gaston	1997	4,043	1,534	47	5,624
Gaston	1998	4,647	1,606	51	6,304
Gaston	1999	5,708	1,607	67	7,382
Gaston	2000	6,255	1,704	63	8,022
Gaston	2001	6,163	1,641	67	7,871
Gaston	2002	6,386	1,518	54	7,958
Gaston	2003	6,972	1,689	86	8,747
Gaston	2004	7,023	1,612	92	8,727
Gaston	2005	7,495	1,370	96	8,961
Gaston	2006	7,330	1,297	87	8,714
Gaston	2007	7,532	1,146	109	8,787
Gaston	2008	6,331	819	89	7,239
Gaston	2009	4,147	351	36	4,534
Gaston	2010	4,764	478	38	5,280
Gaston	2011	5,314	619	59	5,992
Gaston	2012	5,261	470	90	5,821
Gaston	2013	1,105			1,105
Gaston	2014	7			7
Granville	1996	941	431	19	1,391
Granville	1997	1,148	546	12	1,706

~~**Granville**~~	~~1998~~	~~1,273~~	~~527~~	~~20~~	~~1,820~~
~~**Granville**~~	~~1999~~	~~1,604~~	~~503~~	~~11~~	~~2,118~~
~~**Granville**~~	~~2000~~	~~1,660~~	~~564~~	~~21~~	~~2,245~~
~~**Granville**~~	~~2001~~	~~1,702~~	~~525~~	~~22~~	~~2,249~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Granville	2002	1,794	546	19	2,359
Granville	2003	1,831	576	15	2,422
Granville	2004	1,936	560	22	2,518
Granville	2005	2,004	442	17	2,463
Granville	2006	1,880	436	27	2,343
Granville	2007	1,981	373	20	2,374
Granville	2008	1,672	294	13	1,979
Granville	2009	1,133	117	7	1,257
Granville	2010	1,384	191	9	1,584
Granville	2011	1,270	197	11	1,478
Granville	2012	1,390	173	8	1,571
Granville	2013	249			249
Guilford	1996	7,512	1,647	81	9,240
Guilford	1997	9,551	2,043	123	11,717
Guilford	1998	11,582	2,140	132	13,854
Guilford	1999	14,240	2,259	193	16,692
Guilford	2000	16,188	2,446	198	18,832
Guilford	2001	15,596	2,276	179	18,051
Guilford	2002	17,339	2,280	176	19,795
Guilford	2003	18,075	2,275	264	20,614
Guilford	2004	18,880	2,325	327	21,532
Guilford	2005	19,751	1,948	350	22,049
Guilford	2006	18,377	1,911	385	20,673
Guilford	2007	19,126	1,921	441	21,488
Guilford	2008	16,517	1,298	303	18,118
Guilford	2009	10,859	694	138	11,691
Guilford	2010	12,451	820	168	13,439
Guilford	2011	12,956	928	251	14,135
Guilford	2012	16,578	850	171	17,599
Guilford	2013	5,255			5,255
Guilford	2014	1			1
Harnett	1996	1,416	699	31	2,146
Harnett	1997	1,797	888	35	2,720
Harnett	1998	2,257	894	25	3,176
Harnett	1999	2,700	1,019	49	3,768
Harnett	2000	3,172	1,031	42	4,245
Harnett	2001	3,044	1,026	42	4,112
Harnett	2002	3,304	995	36	4,335
Harnett	2003	3,529	1,022	40	4,591
Harnett	2004	3,644	1,226	68	4,938

~~**Harnett**~~	~~2005~~	~~3,929~~	~~969~~	~~56~~	~~4,954~~
~~**Harnett**~~	~~2006~~	~~3,751~~	~~1,027~~	~~75~~	~~4,853~~
~~**Harnett**~~	~~2007~~	~~3,974~~	~~920~~	~~60~~	~~4,954~~
~~**Harnett**~~	~~2008~~	~~3,463~~	~~726~~	~~48~~	~~4,237~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Harnett	2009	2,288	371	16	2,675
Harnett	2010	2,816	557	24	3,397
Harnett	2011	2,879	611	32	3,522
Harnett	2012	3,287	536	51	3,874
Harnett	2013	740			740
Harnett	2014	1			1
Haywood	1996	887	469	6	1,362
Haywood	1997	1,115	594	17	1,726
Haywood	1998	1,306	627	16	1,949
Haywood	1999	1,570	688	23	2,281
Haywood	2000	1,642	700	27	2,369
Haywood	2001	1,655	663	16	2,334
Haywood	2002	1,762	596	29	2,387
Haywood	2003	1,983	588	33	2,604
Haywood	2004	2,005	677	38	2,720
Haywood	2005	2,243	565	34	2,842
Haywood	2006	2,164	550	30	2,744
Haywood	2007	2,203	464	25	2,692
Haywood	2008	1,882	367	17	2,266
Haywood	2009	1,256	141	10	1,407
Haywood	2010	1,358	238	12	1,608
Haywood	2011	1,525	297	16	1,838
Haywood	2012	1,606	233	27	1,866
Haywood	2013	356			356
Haywood	2014	6			6
Henderson	1996	1,580	639	21	2,240
Henderson	1997	2,080	886	31	2,997
Henderson	1998	2,409	801	24	3,234
Henderson	1999	2,993	947	39	3,979
Henderson	2000	3,416	950	39	4,405
Henderson	2001	3,431	897	44	4,372
Henderson	2002	3,858	873	24	4,755
Henderson	2003	3,896	849	46	4,791
Henderson	2004	4,152	964	59	5,175
Henderson	2005	4,395	847	41	5,283
Henderson	2006	4,187	835	51	5,073
Henderson	2007	4,227	636	48	4,911
Henderson	2008	3,400	488	46	3,934
Henderson	2009	2,583	247	14	2,844
Henderson	2010	2,760	221	14	2,995

~~**Henderson**~~	~~2011~~	~~2,812~~	~~322~~	~~20~~	~~3,154~~
~~**Henderson**~~	~~2012~~	~~2,797~~	~~245~~	~~30~~	~~3,072~~
~~**Henderson**~~	~~2013~~	~~675~~			~~675~~
~~**Iredell**~~	~~1996~~	~~2,430~~	~~883~~	~~40~~	~~3,353~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Iredell	1997	3,099	1,210	42	4,351
Iredell	1998	3,620	1,146	51	4,817
Iredell	1999	4,590	1,311	57	5,958
Iredell	2000	5,341	1,489	91	6,921
Iredell	2001	5,212	1,314	76	6,602
Iredell	2002	5,496	1,260	69	6,825
Iredell	2003	5,782	1,247	96	7,125
Iredell	2004	6,147	1,466	88	7,701
Iredell	2005	6,583	1,133	98	7,814
Iredell	2006	6,512	1,103	119	7,734
Iredell	2007	6,607	1,048	127	7,782
Iredell	2008	5,822	792	103	6,717
Iredell	2009	3,799	299	32	4,130
Iredell	2010	4,471	422	35	4,928
Iredell	2011	5,084	431	46	5,561
Iredell	2012	7,247	527	79	7,853
Iredell	2013	2,556			2,556
Johnston	1996	2,367	1,075	43	3,485
Johnston	1997	3,092	1,490	75	4,657
Johnston	1998	3,500	1,489	51	5,040
Johnston	1999	4,488	1,648	68	6,204
Johnston	2000	5,133	1,679	67	6,879
Johnston	2001	5,153	1,703	86	6,942
Johnston	2002	5,777	1,754	61	7,592
Johnston	2003	6,151	1,745	83	7,979
Johnston	2004	6,333	1,930	111	8,374
Johnston	2005	6,790	1,670	91	8,551
Johnston	2006	6,340	1,648	104	8,092
Johnston	2007	6,881	1,492	96	8,469
Johnston	2008	5,560	1,065	82	6,707
Johnston	2009	3,650	501	25	4,176
Johnston	2010	4,320	643	31	4,994
Johnston	2011	4,155	697	65	4,917
Johnston	2012	4,494	562	60	5,116
Johnston	2013	1,021			1,021
Lee	1996	949	360	7	1,316
Lee	1997	1,170	459	22	1,651
Lee	1998	1,403	436	14	1,853
Lee	1999	1,684	505	18	2,207
Lee	2000	1,983	571	26	2,580

~~**Lee**~~	~~2001~~	~~1,821~~	~~467~~	~~28~~	~~2,316~~
~~**Lee**~~	~~2002~~	~~1,927~~	~~513~~	~~31~~	~~2,471~~
~~**Lee**~~	~~2003~~	~~1,992~~	~~481~~	~~24~~	~~2,497~~
~~**Lee**~~	~~2004~~	~~2,015~~	~~581~~	~~34~~	~~2,630~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Lee	2005	2,105	447	41	2,593
Lee	2006	1,889	479	35	2,403
Lee	2007	2,081	399	29	2,509
Lee	2008	1,629	297	28	1,954
Lee	2009	1,174	138	14	1,326
Lee	2010	1,307	188	12	1,507
Lee	2011	1,400	241	28	1,669
Lee	2012	1,461	171	33	1,665
Lee	2013	289			289
Lee	2014	2			2
Lenoir	1996	975	372	15	1,362
Lenoir	1997	1,270	549	28	1,847
Lenoir	1998	1,330	505	19	1,854
Lenoir	1999	1,676	481	34	2,191
Lenoir	2000	2,000	568	29	2,597
Lenoir	2001	1,752	535	26	2,313
Lenoir	2002	1,946	506	37	2,489
Lenoir	2003	2,005	515	34	2,554
Lenoir	2004	2,050	572	30	2,652
Lenoir	2005	2,151	424	35	2,610
Lenoir	2006	1,958	449	49	2,456
Lenoir	2007	1,934	360	34	2,328
Lenoir	2008	1,549	268	28	1,845
Lenoir	2009	1,016	125	14	1,155
Lenoir	2010	1,318	185	8	1,511
Lenoir	2011	1,216	184	16	1,416
Lenoir	2012	1,195	169	18	1,382
Lenoir	2013	349			349
Lincoln	1996	1,246	558	22	1,826
Lincoln	1997	1,548	739	23	2,310
Lincoln	1998	1,812	714	34	2,560
Lincoln	1999	2,160	726	41	2,927
Lincoln	2000	2,431	877	45	3,353
Lincoln	2001	2,435	826	29	3,290
Lincoln	2002	2,705	737	28	3,470
Lincoln	2003	2,649	754	43	3,446
Lincoln	2004	2,895	819	57	3,771
Lincoln	2005	3,062	697	62	3,821
Lincoln	2006	2,806	684	55	3,545
Lincoln	2007	2,868	588	61	3,517

~~**Lincoln**~~	~~2008~~	~~2,641~~	~~435~~	~~51~~	~~3,127~~
~~**Lincoln**~~	~~2009~~	~~1,626~~	~~191~~	~~22~~	~~1,839~~
~~**Lincoln**~~	~~2010~~	~~1,947~~	~~245~~	~~13~~	~~2,205~~
~~**Lincoln**~~	~~2011~~	~~2,116~~	~~252~~	~~28~~	~~2,396~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Lincoln	2012	2,025	212	28	2,265
Lincoln	2013	497			497
Mecklenburg	1996	10,301	1,901	69	12,271
Mecklenburg	1997	14,005	2,498	115	16,618
Mecklenburg	1998	17,226	2,752	118	20,096
Mecklenburg	1999	21,711	3,065	170	24,946
Mecklenburg	2000	26,435	3,431	217	30,083
Mecklenburg	2001	26,824	3,555	219	30,598
Mecklenburg	2002	30,559	3,486	183	34,228
Mecklenburg	2003	33,258	3,511	274	37,043
Mecklenburg	2004	35,754	3,784	346	39,884
Mecklenburg	2005	37,780	3,342	370	41,492
Mecklenburg	2006	38,884	3,651	479	43,014
Mecklenburg	2007	41,321	3,556	620	45,497
Mecklenburg	2008	36,570	2,589	606	39,765
Mecklenburg	2009	24,163	1,088	232	25,483
Mecklenburg	2010	28,460	1,525	366	30,351
Mecklenburg	2011	32,504	1,768	381	34,653
Mecklenburg	2012	44,947	1,831	504	47,282
Mecklenburg	2013	12,588			12,588
Mecklenburg	2014	1			1
Moore	1996	1,328	555	12	1,895
Moore	1997	1,652	652	29	2,333
Moore	1998	1,994	683	28	2,705
Moore	1999	2,371	675	30	3,076
Moore	2000	2,639	773	36	3,448
Moore	2001	2,784	727	48	3,559
Moore	2002	3,170	746	32	3,948
Moore	2003	3,421	744	54	4,219
Moore	2004	3,537	862	40	4,439
Moore	2005	3,870	681	43	4,594
Moore	2006	3,575	725	65	4,365
Moore	2007	3,925	633	50	4,608
Moore	2008	3,429	480	31	3,940
Moore	2009	2,386	280	19	2,685
Moore	2010	2,878	284	24	3,186
Moore	2011	2,917	357	30	3,304
Moore	2012	2,891	269	24	3,184
Moore	2013	731			731
Moore	2014	3			3

~~**Nash**~~	~~1996~~	~~1,567~~	~~614~~	~~29~~	~~2,210~~
~~**Nash**~~	~~1997~~	~~1,986~~	~~752~~	~~34~~	~~2,772~~
~~**Nash**~~	~~1998~~	~~2,213~~	~~736~~	~~37~~	~~2,986~~
~~**Nash**~~	~~1999~~	~~2,729~~	~~793~~	~~40~~	~~3,562~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Nash	2000	3,195	881	44	4,120
Nash	2001	2,877	799	46	3,722
Nash	2002	3,167	792	41	4,000
Nash	2003	3,333	769	50	4,152
Nash	2004	3,554	866	57	4,477
Nash	2005	3,597	716	60	4,373
Nash	2006	3,433	734	79	4,246
Nash	2007	3,561	668	62	4,291
Nash	2008	3,082	573	63	3,718
Nash	2009	2,066	241	28	2,335
Nash	2010	2,391	285	39	2,715
Nash	2011	2,294	315	33	2,642
Nash	2012	2,399	277	26	2,702
Nash	2013	674			674
New Hanover	1996	2,326	619	22	2,967
New Hanover	1997	3,304	829	28	4,161
New Hanover	1998	3,868	908	39	4,815
New Hanover	1999	5,041	1,035	54	6,130
New Hanover	2000	5,851	1,238	58	7,147
New Hanover	2001	6,117	1,196	51	7,364
New Hanover	2002	6,988	1,177	55	8,220
New Hanover	2003	7,671	1,213	82	8,966
New Hanover	2004	8,392	1,392	96	9,880
New Hanover	2005	8,499	1,293	118	9,910
New Hanover	2006	8,528	1,337	107	9,972
New Hanover	2007	8,668	1,176	87	9,931
New Hanover	2008	7,635	920	69	8,624
New Hanover	2009	4,876	408	72	5,356
New Hanover	2010	5,551	564	60	6,175
New Hanover	2011	5,936	692	47	6,675
New Hanover	2012	9,088	857	61	10,006
New Hanover	2013	3,138			3,138
Onslow	1996	1,479	670	31	2,180
Onslow	1997	2,041	901	61	3,003
Onslow	1998	2,430	944	53	3,427
Onslow	1999	2,979	996	60	4,035
Onslow	2000	3,821	1,149	87	5,057
Onslow	2001	3,805	1,107	68	4,980
Onslow	2002	4,503	1,256	112	5,871
Onslow	2003	5,072	1,346	146	6,564

~~**Onslow**~~	~~2004~~	~~5,553~~	~~1,517~~	~~186~~	~~7,256~~
~~**Onslow**~~	~~2005~~	~~6,132~~	~~1,394~~	~~170~~	~~7,696~~
~~**Onslow**~~	~~2006~~	~~6,480~~	~~1,388~~	~~219~~	~~8,087~~
~~**Onslow**~~	~~2007~~	~~6,470~~	~~1,416~~	~~230~~	~~8,116~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Onslow	2008	6,574	1,221	233	8,028
Onslow	2009	4,461	711	117	5,289
Onslow	2010	5,353	829	145	6,327
Onslow	2011	5,618	1,039	224	6,881
Onslow	2012	7,160	1,000	230	8,390
Onslow	2013	1,498			1,498
Orange	1996	1,729	474	16	2,219
Orange	1997	2,310	576	19	2,905
Orange	1998	2,764	576	39	3,379
Orange	1999	3,390	639	29	4,058
Orange	2000	3,855	812	22	4,689
Orange	2001	4,073	659	34	4,766
Orange	2002	4,443	665	17	5,125
Orange	2003	4,746	691	21	5,458
Orange	2004	4,941	712	44	5,697
Orange	2005	4,938	516	40	5,494
Orange	2006	4,834	510	36	5,380
Orange	2007	5,107	451	36	5,594
Orange	2008	4,451	386	48	4,885
Orange	2009	3,239	171	13	3,423
Orange	2010	3,757	231	24	4,012
Orange	2011	3,368	252	29	3,649
Orange	2012	3,978	163	23	4,164
Orange	2013	786			786
Orange	2014	7			7
Pitt	1996	1,974	578	22	2,574
Pitt	1997	2,624	882	44	3,550
Pitt	1998	3,121	856	27	4,004
Pitt	1999	3,864	940	53	4,857
Pitt	2000	4,656	1,066	43	5,765
Pitt	2001	4,429	982	50	5,461
Pitt	2002	4,879	1,019	50	5,948
Pitt	2003	5,122	1,028	80	6,230
Pitt	2004	5,561	1,207	102	6,870
Pitt	2005	5,840	1,005	98	6,943
Pitt	2006	5,432	1,024	95	6,551
Pitt	2007	5,728	1,011	126	6,865
Pitt	2008	4,866	692	96	5,654
Pitt	2009	3,360	315	36	3,711
Pitt	2010	4,177	418	76	4,671

~~**Pitt**~~	~~2011~~	~~4,230~~	~~504~~	~~53~~	~~4,787~~
~~**Pitt**~~	~~2012~~	~~4,885~~	~~404~~	~~69~~	~~5,358~~
~~**Pitt**~~	~~2013~~	~~1,163~~			~~1,163~~
~~**Randolph**~~	~~1996~~	~~2,699~~	~~1,155~~	~~39~~	~~3,893~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Randolph	1997	3,420	1,469	65	4,954
Randolph	1998	3,821	1,482	63	5,366
Randolph	1999	4,435	1,391	85	5,911
Randolph	2000	4,987	1,514	74	6,575
Randolph	2001	4,439	1,434	81	5,954
Randolph	2002	4,779	1,241	77	6,097
Randolph	2003	4,811	1,309	93	6,213
Randolph	2004	4,967	1,327	119	6,413
Randolph	2005	5,471	1,072	77	6,620
Randolph	2006	4,819	940	86	5,845
Randolph	2007	4,911	840	92	5,843
Randolph	2008	4,038	610	91	4,739
Randolph	2009	2,535	308	32	2,875
Randolph	2010	2,874	349	35	3,258
Randolph	2011	2,890	371	57	3,318
Randolph	2012	3,089	349	58	3,496
Randolph	2013	649			649
Randolph	2014	4			4
Robeson	1996	1,813	946	11	2,770
Robeson	1997	2,184	1,082	18	3,284
Robeson	1998	2,515	1,118	18	3,651
Robeson	1999	3,145	1,165	26	4,336
Robeson	2000	3,771	1,401	22	5,194
Robeson	2001	3,274	1,149	18	4,441
Robeson	2002	3,585	1,131	28	4,744
Robeson	2003	3,768	1,113	32	4,913
Robeson	2004	3,951	1,103	44	5,098
Robeson	2005	4,027	952	35	5,014
Robeson	2006	4,049	904	33	4,986
Robeson	2007	3,944	868	32	4,844
Robeson	2008	3,157	635	29	3,821
Robeson	2009	2,008	342	15	2,365
Robeson	2010	2,390	363	16	2,769
Robeson	2011	2,304	455	22	2,781
Robeson	2012	2,304	299	18	2,621
Robeson	2013	497			497
Rockingham	1996	1,801	768	33	2,602
Rockingham	1997	2,249	917	34	3,200
Rockingham	1998	2,509	900	39	3,448
Rockingham	1999	2,925	975	49	3,949

~~Rockingham~~	~~2000~~	~~3,386~~	~~1,055~~	~~50~~	~~4,491~~
~~Rockingham~~	~~2001~~	~~2,915~~	~~913~~	~~47~~	~~3,875~~
~~Rockingham~~	~~2002~~	~~3,109~~	~~805~~	~~47~~	~~3,961~~
~~Rockingham~~	~~2003~~	~~3,151~~	~~867~~	~~48~~	~~4,066~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Rockingham	2004	3,196	845	64	4,105
Rockingham	2005	3,471	661	66	4,198
Rockingham	2006	2,955	564	68	3,587
Rockingham	2007	2,946	506	78	3,530
Rockingham	2008	2,625	403	58	3,086
Rockingham	2009	1,694	182	17	1,893
Rockingham	2010	1,782	223	20	2,025
Rockingham	2011	1,929	198	21	2,148
Rockingham	2012	1,803	204	13	2,020
Rockingham	2013	346			346
Rowan	1996	2,384	903	30	3,317
Rowan	1997	3,119	1,085	38	4,242
Rowan	1998	3,373	1,152	40	4,565
Rowan	1999	4,251	1,156	68	5,475
Rowan	2000	4,666	1,273	60	5,999
Rowan	2001	4,420	1,269	51	5,740
Rowan	2002	4,620	1,137	53	5,810
Rowan	2003	4,663	1,119	57	5,839
Rowan	2004	4,961	1,171	120	6,252
Rowan	2005	5,090	996	101	6,187
Rowan	2006	4,764	871	113	5,748
Rowan	2007	4,669	736	131	5,536
Rowan	2008	4,178	571	79	4,828
Rowan	2009	2,769	266	59	3,094
Rowan	2010	2,888	323	63	3,274
Rowan	2011	2,953	302	87	3,342
Rowan	2012	3,066	246	83	3,395
Rowan	2013	801			801
Rutherford	1996	1,129	576	11	1,716
Rutherford	1997	1,425	644	16	2,085
Rutherford	1998	1,597	754	20	2,371
Rutherford	1999	1,947	713	21	2,681
Rutherford	2000	2,205	776	28	3,009
Rutherford	2001	1,969	748	19	2,736
Rutherford	2002	2,069	636	27	2,732
Rutherford	2003	2,141	631	33	2,805
Rutherford	2004	2,163	678	35	2,876
Rutherford	2005	2,222	488	43	2,753
Rutherford	2006	2,154	461	28	2,643
Rutherford	2007	2,011	376	29	2,416

~~**Rutherford**~~	~~2008~~	~~1,690~~	~~298~~	~~21~~	~~2,009~~
~~**Rutherford**~~	~~2009~~	~~1,046~~	~~109~~	~~2~~	~~1,157~~
~~**Rutherford**~~	~~2010~~	~~1,148~~	~~143~~	~~8~~	~~1,299~~
~~**Rutherford**~~	~~2011~~	~~1,089~~	~~162~~	~~11~~	~~1,262~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Rutherford	2012	1,144	143	4	1,291
Rutherford	2013	205			205
Stanly	1996	1,191	533	16	1,740
Stanly	1997	1,415	660	45	2,120
Stanly	1998	1,623	644	24	2,291
Stanly	1999	1,823	638	48	2,509
Stanly	2000	2,101	702	55	2,858
Stanly	2001	1,908	602	54	2,564
Stanly	2002	2,106	586	46	2,738
Stanly	2003	2,008	556	59	2,623
Stanly	2004	2,024	559	77	2,660
Stanly	2005	2,125	524	62	2,711
Stanly	2006	1,954	457	66	2,477
Stanly	2007	2,075	371	53	2,499
Stanly	2008	1,786	252	39	2,077
Stanly	2009	1,114	107	11	1,232
Stanly	2010	1,067	133	25	1,225
Stanly	2011	1,162	127	24	1,313
Stanly	2012	1,272	121	31	1,424
Stanly	2013	240			240
Stokes	1996	913	457	22	1,392
Stokes	1997	1,123	567	39	1,729
Stokes	1998	1,224	561	31	1,816
Stokes	1999	1,492	581	44	2,117
Stokes	2000	1,730	600	42	2,372
Stokes	2001	1,520	514	34	2,068
Stokes	2002	1,550	483	26	2,059
Stokes	2003	1,611	541	49	2,201
Stokes	2004	1,588	567	56	2,211
Stokes	2005	1,715	364	50	2,129
Stokes	2006	1,662	354	43	2,059
Stokes	2007	1,563	281	50	1,894
Stokes	2008	1,291	219	24	1,534
Stokes	2009	864	81	16	961
Stokes	2010	966	74	7	1,047
Stokes	2011	878	106	14	998
Stokes	2012	940	103	14	1,057
Stokes	2013	192			192
Stokes	2014	6			6
Surry	1996	1,346	635	17	1,998

~~**Surry**~~	~~1997~~	~~1,700~~	~~833~~	~~40~~	~~2,573~~
~~**Surry**~~	~~1998~~	~~1,947~~	~~763~~	~~34~~	~~2,744~~
~~**Surry**~~	~~1999~~	~~2,311~~	~~830~~	~~62~~	~~3,203~~
~~**Surry**~~	~~2000~~	~~2,714~~	~~899~~	~~60~~	~~3,673~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Surry	2001	2,406	775	66	3,247
Surry	2002	2,408	694	63	3,165
Surry	2003	2,569	667	71	3,307
Surry	2004	2,570	747	90	3,407
Surry	2005	2,841	613	100	3,554
Surry	2006	2,506	470	126	3,102
Surry	2007	2,552	394	65	3,011
Surry	2008	1,991	328	72	2,391
Surry	2009	1,330	145	19	1,494
Surry	2010	1,496	144	21	1,661
Surry	2011	1,424	193	13	1,630
Surry	2012	1,494	149	26	1,669
Surry	2013	516			516
Union	1996	2,338	912	31	3,281
Union	1997	3,192	1,149	41	4,382
Union	1998	3,736	1,313	37	5,086
Union	1999	4,836	1,407	70	6,313
Union	2000	5,686	1,593	77	7,356
Union	2001	5,877	1,623	66	7,566
Union	2002	6,542	1,522	60	8,124
Union	2003	7,316	1,569	71	8,956
Union	2004	7,785	1,690	111	9,586
Union	2005	8,020	1,403	95	9,518
Union	2006	8,428	1,432	137	9,997
Union	2007	9,026	1,320	122	10,468
Union	2008	8,086	927	131	9,144
Union	2009	5,278	407	53	5,738
Union	2010	5,862	561	66	6,489
Union	2011	7,168	594	73	7,835
Union	2012	7,291	511	89	7,891
Union	2013	1,818			1,818
Wake	1996	10,278	2,229	64	12,571
Wake	1997	14,213	3,246	137	17,596
Wake	1998	18,277	3,485	114	21,876
Wake	1999	22,717	3,631	243	26,591
Wake	2000	28,159	4,467	280	32,906
Wake	2001	29,027	4,476	250	33,753
Wake	2002	33,288	4,765	210	38,263
Wake	2003	37,202	4,943	481	42,626
Wake	2004	40,520	5,605	420	46,545

~~**Wake**~~	~~2005~~	~~42,247~~	~~4,718~~	~~355~~	~~47,320~~
~~**Wake**~~	~~2006~~	~~42,773~~	~~4,779~~	~~639~~	~~48,191~~
~~**Wake**~~	~~2007~~	~~45,790~~	~~4,641~~	~~1,024~~	~~51,455~~
~~**Wake**~~	~~2008~~	~~39,446~~	~~3,857~~	~~635~~	~~43,938~~

~~County~~	~~Model Year~~	~~LDGV~~	~~LDGT1~~	~~LDGT2~~	~~Total~~
~~Wake~~	~~2009~~	~~26,593~~	~~1,882~~	~~218~~	~~28,693~~
~~Wake~~	~~2010~~	~~30,762~~	~~2,606~~	~~252~~	~~33,620~~
~~Wake~~	~~2011~~	~~32,268~~	~~2,826~~	~~363~~	~~35,457~~
~~Wake~~	~~2012~~	~~46,141~~	~~2,392~~	~~372~~	~~48,905~~
~~Wake~~	~~2013~~	~~12,393~~			~~12,393~~
~~Wayne~~	~~1996~~	~~1,659~~	~~721~~	~~27~~	~~2,407~~
~~Wayne~~	~~1997~~	~~2,044~~	~~917~~	~~46~~	~~3,007~~
~~Wayne~~	~~1998~~	~~2,488~~	~~899~~	~~41~~	~~3,428~~
~~Wayne~~	~~1999~~	~~3,062~~	~~906~~	~~39~~	~~4,007~~
~~Wayne~~	~~2000~~	~~3,769~~	~~1,113~~	~~55~~	~~4,937~~
~~Wayne~~	~~2001~~	~~3,530~~	~~1,057~~	~~55~~	~~4,642~~
~~Wayne~~	~~2002~~	~~3,950~~	~~1,038~~	~~39~~	~~5,027~~
~~Wayne~~	~~2003~~	~~3,903~~	~~1,028~~	~~43~~	~~4,974~~
~~Wayne~~	~~2004~~	~~4,024~~	~~1,134~~	~~78~~	~~5,236~~
~~Wayne~~	~~2005~~	~~4,345~~	~~917~~	~~49~~	~~5,311~~
~~Wayne~~	~~2006~~	~~4,212~~	~~857~~	~~60~~	~~5,129~~
~~Wayne~~	~~2007~~	~~4,360~~	~~875~~	~~58~~	~~5,293~~
~~Wayne~~	~~2008~~	~~3,664~~	~~659~~	~~46~~	~~4,369~~
~~Wayne~~	~~2009~~	~~2,441~~	~~311~~	~~19~~	~~2,771~~
~~Wayne~~	~~2010~~	~~3,047~~	~~415~~	~~23~~	~~3,485~~
~~Wayne~~	~~2011~~	~~2,972~~	~~490~~	~~25~~	~~3,487~~
~~Wayne~~	~~2012~~	~~3,388~~	~~507~~	~~44~~	~~3,939~~
~~Wayne~~	~~2013~~	~~837~~			~~837~~
~~Wayne~~	~~2014~~	~~1~~			~~1~~
~~Wilkes~~	~~1996~~	~~1,377~~	~~644~~	~~33~~	~~2,054~~
~~Wilkes~~	~~1997~~	~~1,651~~	~~710~~	~~55~~	~~2,416~~
~~Wilkes~~	~~1998~~	~~1,921~~	~~748~~	~~33~~	~~2,702~~
~~Wilkes~~	~~1999~~	~~2,154~~	~~752~~	~~66~~	~~2,972~~
~~Wilkes~~	~~2000~~	~~2,453~~	~~795~~	~~68~~	~~3,316~~
~~Wilkes~~	~~2001~~	~~2,314~~	~~653~~	~~58~~	~~3,025~~
~~Wilkes~~	~~2002~~	~~2,263~~	~~628~~	~~56~~	~~2,947~~
~~Wilkes~~	~~2003~~	~~2,289~~	~~621~~	~~58~~	~~2,968~~
~~Wilkes~~	~~2004~~	~~2,193~~	~~610~~	~~70~~	~~2,873~~
~~Wilkes~~	~~2005~~	~~2,419~~	~~511~~	~~55~~	~~2,985~~
~~Wilkes~~	~~2006~~	~~2,200~~	~~414~~	~~49~~	~~2,663~~
~~Wilkes~~	~~2007~~	~~2,180~~	~~366~~	~~39~~	~~2,585~~
~~Wilkes~~	~~2008~~	~~1,834~~	~~271~~	~~33~~	~~2,138~~
~~Wilkes~~	~~2009~~	~~1,152~~	~~118~~	~~12~~	~~1,282~~
~~Wilkes~~	~~2010~~	~~1,477~~	~~186~~	~~22~~	~~1,685~~
~~Wilkes~~	~~2011~~	~~1,478~~	~~216~~	~~18~~	~~1,712~~

~~**Wilkes**~~	~~2012~~	~~1,461~~	~~180~~	~~27~~	~~1,668~~
~~**Wilkes**~~	~~2013~~	~~344~~			~~344~~
~~**Wilkes**~~	~~2014~~	~~3~~			~~3~~
~~**Wilson**~~	~~1996~~	~~1,266~~	~~443~~	~~31~~	~~1,740~~

County	Model Year	LDGV	LDGT1	LDGT2	Total
Wilson	1997	1,583	565	32	2,180
Wilson	1998	1,822	553	22	2,397
Wilson	1999	2,206	614	32	2,852
Wilson	2000	2,672	610	52	3,334
Wilson	2001	2,373	586	49	3,008
Wilson	2002	2,598	556	37	3,191
Wilson	2003	2,705	600	43	3,348
Wilson	2004	2,768	679	72	3,519
Wilson	2005	2,792	537	74	3,403
Wilson	2006	2,704	564	65	3,333
Wilson	2007	2,901	559	74	3,534
Wilson	2008	2,390	485	68	2,943
Wilson	2009	1,575	227	33	1,835
Wilson	2010	1,961	257	31	2,249
Wilson	2011	2,044	285	30	2,359
Wilson	2012	2,079	230	42	2,351
Wilson	2013	451			451
				Total	4,974,353

County	Model Year	LDGV	LDGT1	LDGT2	Total
ALAMANCE	1996	1,516	674	30	2,220
ALAMANCE	1997	1,864	865	39	2,768
ALAMANCE	1998	2,392	967	23	3,382
ALAMANCE	1999	3,041	976	49	4,066
ALAMANCE	2000	3,573	1,053	62	4,688
ALAMANCE	2001	3,460	1,044	45	4,549
ALAMANCE	2002	4,176	1,048	45	5,269
ALAMANCE	2003	4,518	951	63	5,532
ALAMANCE	2004	4,791	1,107	68	5,966
ALAMANCE	2005	5,257	929	55	6,241
ALAMANCE	2006	5,042	840	64	5,946
ALAMANCE	2007	5,322	776	52	6,150
ALAMANCE	2008	4,660	644	68	5,372
ALAMANCE	2009	3,171	338	36	3,545
ALAMANCE	2010	3,822	374	33	4,229
ALAMANCE	2011	4,044	447	46	4,537
ALAMANCE	2012	4,601	385	36	5,022
ALAMANCE	2013	5,134	434	67	5,635
ALAMANCE	2014	4,841	548	121	5,510
ALAMANCE	2015	4,947	558	90	5,595
ALAMANCE	2016	4,307	533	71	4,911
BUNCOMBE	1996	1,982	1,009	36	3,027
BUNCOMBE	1997	2,889	1,252	44	4,185
BUNCOMBE	1998	3,497	1,322	46	4,865
BUNCOMBE	1999	4,398	1,444	66	5,908
BUNCOMBE	2000	5,278	1,593	72	6,943
BUNCOMBE	2001	5,394	1,457	87	6,938
BUNCOMBE	2002	6,397	1,445	86	7,928
BUNCOMBE	2003	7,053	1,493	93	8,639
BUNCOMBE	2004	7,790	1,647	147	9,584
BUNCOMBE	2005	8,390	1,411	100	9,901
BUNCOMBE	2006	8,466	1,403	106	9,975
BUNCOMBE	2007	8,636	1,148	84	9,868
BUNCOMBE	2008	7,531	854	92	8,477
BUNCOMBE	2009	5,419	424	35	5,878
BUNCOMBE	2010	6,399	530	38	6,967
BUNCOMBE	2011	6,839	734	56	7,629
BUNCOMBE	2012	7,143	643	63	7,849
BUNCOMBE	2013	8,203	699	89	8,991
BUNCOMBE	2014	7,780	681	129	8,590
BUNCOMBE	2015	8,657	766	176	9,599
BUNCOMBE	2016	8,996	1,078	176	10,250
CABARRUS	1996	1,273	662	19	1,954

County	Model Year	LDGV	LDGT1	LDGT2	Total
CABARRUS	1997	1,786	829	32	2,647
CABARRUS	1998	2,158	882	28	3,068
CABARRUS	1999	2,896	941	41	3,878
CABARRUS	2000	3,694	1,156	64	4,914
CABARRUS	2001	3,839	1,141	51	5,031
CABARRUS	2002	4,382	1,081	65	5,528
CABARRUS	2003	5,064	1,127	72	6,263
CABARRUS	2004	5,660	1,273	89	7,022
CABARRUS	2005	6,253	1,060	57	7,370
CABARRUS	2006	6,397	1,075	82	7,554
CABARRUS	2007	7,001	1,018	104	8,123
CABARRUS	2008	6,424	767	86	7,277
CABARRUS	2009	4,253	379	33	4,665
CABARRUS	2010	5,241	494	44	5,779
CABARRUS	2011	5,770	501	48	6,319
CABARRUS	2012	6,597	452	62	7,111
CABARRUS	2013	7,756	568	67	8,391
CABARRUS	2014	7,229	793	187	8,209
CABARRUS	2015	7,897	825	145	8,867
CABARRUS	2016	6,926	826	133	7,885
CUMBERLAND	1996	1,614	818	17	2,449
CUMBERLAND	1997	2,121	1,013	30	3,164
CUMBERLAND	1998	2,647	1,176	33	3,856
CUMBERLAND	1999	3,522	1,232	40	4,794
CUMBERLAND	2000	4,467	1,463	43	5,973
CUMBERLAND	2001	4,504	1,398	61	5,963
CUMBERLAND	2002	5,662	1,349	49	7,060
CUMBERLAND	2003	6,389	1,576	79	8,044
CUMBERLAND	2004	7,510	1,799	78	9,387
CUMBERLAND	2005	7,986	1,537	93	9,616
CUMBERLAND	2006	8,410	1,719	130	10,259
CUMBERLAND	2007	9,369	1,688	99	11,156
CUMBERLAND	2008	8,698	1,524	106	10,328
CUMBERLAND	2009	5,959	820	45	6,824
CUMBERLAND	2010	7,634	957	36	8,627
CUMBERLAND	2011	8,379	1,220	50	9,649
CUMBERLAND	2012	10,198	1,131	59	11,388
CUMBERLAND	2013	11,880	1,494	61	13,435
CUMBERLAND	2014	11,608	1,993	129	13,730
CUMBERLAND	2015	12,929	2,227	128	15,284
CUMBERLAND	2016	13,521	2,143	139	15,803
DAVIDSON	1996	1,593	898	46	2,537
DAVIDSON	1997	2,281	1,148	52	3,481
DAVIDSON	1998	2,714	1,258	52	4,024
DAVIDSON	1999	3,424	1,302	64	4,790

County	Model Year	LDGV	LDGT1	LDGT2	Total
DAVIDSON	2000	4,047	1,438	85	5,570
DAVIDSON	2001	3,986	1,365	86	5,437
DAVIDSON	2002	4,688	1,270	78	6,036
DAVIDSON	2003	4,838	1,317	98	6,253
DAVIDSON	2004	5,388	1,370	132	6,890
DAVIDSON	2005	5,802	1,138	104	7,044
DAVIDSON	2006	5,533	1,017	120	6,670
DAVIDSON	2007	5,656	929	116	6,701
DAVIDSON	2008	4,938	707	109	5,754
DAVIDSON	2009	3,087	331	46	3,464
DAVIDSON	2010	3,745	397	62	4,204
DAVIDSON	2011	3,988	421	71	4,480
DAVIDSON	2012	4,537	438	83	5,058
DAVIDSON	2013	4,983	384	100	5,467
DAVIDSON	2014	4,588	551	126	5,265
DAVIDSON	2015	4,762	561	124	5,447
DAVIDSON	2016	4,250	539	125	4,914
DURHAM	1996	1,788	529	13	2,330
DURHAM	1997	2,606	826	18	3,450
DURHAM	1998	3,217	855	20	4,092
DURHAM	1999	4,164	873	25	5,062
DURHAM	2000	5,366	1,072	23	6,461
DURHAM	2001	5,407	989	31	6,427
DURHAM	2002	6,473	1,003	25	7,501
DURHAM	2003	7,447	1,091	40	8,578
DURHAM	2004	8,033	1,097	56	9,186
DURHAM	2005	8,693	905	63	9,661
DURHAM	2006	8,802	956	68	9,826
DURHAM	2007	9,871	920	67	10,858
DURHAM	2008	8,576	725	61	9,362
DURHAM	2009	6,483	332	32	6,847
DURHAM	2010	7,840	401	25	8,266
DURHAM	2011	7,740	472	45	8,257
DURHAM	2012	9,440	439	40	9,919
DURHAM	2013	10,571	518	43	11,132
DURHAM	2014	9,284	604	70	9,958
DURHAM	2015	10,192	662	91	10,945
DURHAM	2016	9,113	714	81	9,908
FORSYTH	1996	2,788	1,067	47	3,902
FORSYTH	1997	3,932	1,423	77	5,432
FORSYTH	1998	4,956	1,542	59	6,557
FORSYTH	1999	6,221	1,628	95	7,944
FORSYTH	2000	7,682	1,736	101	9,519
FORSYTH	2001	7,784	1,707	97	9,588
FORSYTH	2002	9,191	1,722	103	11,016

County	Model Year	LDGV	LDGT1	LDGT2	Total
FORSYTH	2003	10,360	1,788	128	12,276
FORSYTH	2004	11,140	1,850	193	13,183
FORSYTH	2005	12,003	1,517	188	13,708
FORSYTH	2006	12,090	1,517	219	13,826
FORSYTH	2007	12,761	1,411	176	14,348
FORSYTH	2008	11,528	1,096	204	12,828
FORSYTH	2009	7,700	504	85	8,289
FORSYTH	2010	9,338	635	80	10,053
FORSYTH	2011	9,934	741	106	10,781
FORSYTH	2012	11,031	647	108	11,786
FORSYTH	2013	12,195	709	189	13,093
FORSYTH	2014	11,012	860	314	12,186
FORSYTH	2015	11,894	893	339	13,126
FORSYTH	2016	11,061	945	301	12,307
FRANKLIN	1996	481	342	13	836
FRANKLIN	1997	670	430	27	1,127
FRANKLIN	1998	827	475	22	1,324
FRANKLIN	1999	1,090	493	25	1,608
FRANKLIN	2000	1,280	560	24	1,864
FRANKLIN	2001	1,275	552	32	1,859
FRANKLIN	2002	1,496	585	41	2,122
FRANKLIN	2003	1,682	584	30	2,296
FRANKLIN	2004	1,881	659	38	2,578
FRANKLIN	2005	2,018	540	32	2,590
FRANKLIN	2006	1,961	545	35	2,541
FRANKLIN	2007	2,100	448	29	2,577
FRANKLIN	2008	1,744	343	39	2,126
FRANKLIN	2009	1,150	174	14	1,338
FRANKLIN	2010	1,432	234	16	1,682
FRANKLIN	2011	1,520	255	21	1,796
FRANKLIN	2012	1,688	210	16	1,914
FRANKLIN	2013	1,925	297	19	2,241
FRANKLIN	2014	1,746	311	38	2,095
FRANKLIN	2015	1,839	330	42	2,211
FRANKLIN	2016	1,561	321	53	1,935
GASTON	1996	1,579	895	18	2,492
GASTON	1997	2,179	1,188	41	3,408
GASTON	1998	2,698	1,290	33	4,021
GASTON	1999	3,512	1,317	51	4,880
GASTON	2000	4,088	1,449	55	5,592
GASTON	2001	4,185	1,403	48	5,636
GASTON	2002	4,704	1,322	43	6,069
GASTON	2003	5,508	1,486	72	7,066
GASTON	2004	5,669	1,544	98	7,311
GASTON	2005	6,372	1,309	88	7,769

County	Model Year	LDGV	LDGT1	LDGT2	Total
GASTON	2006	6,407	1,267	83	7,757
GASTON	2007	6,706	1,139	79	7,924
GASTON	2008	5,731	865	84	6,680
GASTON	2009	3,995	428	29	4,452
GASTON	2010	4,689	515	51	5,255
GASTON	2011	5,444	675	59	6,178
GASTON	2012	6,272	575	70	6,917
GASTON	2013	7,089	694	82	7,865
GASTON	2014	6,351	845	141	7,337
GASTON	2015	7,295	791	140	8,226
GASTON	2016	6,264	904	135	7,303
GUILFORD	1996	3,687	1,280	44	5,011
GUILFORD	1997	5,177	1,602	81	6,860
GUILFORD	1998	6,605	1,623	86	8,314
GUILFORD	1999	8,452	1,750	117	10,319
GUILFORD	2000	9,980	2,014	113	12,107
GUILFORD	2001	10,237	1,919	119	12,275
GUILFORD	2002	12,258	1,957	122	14,337
GUILFORD	2003	13,566	2,066	175	15,807
GUILFORD	2004	15,135	2,158	216	17,509
GUILFORD	2005	16,452	1,842	263	18,557
GUILFORD	2006	16,188	1,970	232	18,390
GUILFORD	2007	17,463	1,791	280	19,534
GUILFORD	2008	15,694	1,281	240	17,215
GUILFORD	2009	10,657	656	116	11,429
GUILFORD	2010	13,006	845	107	13,958
GUILFORD	2011	13,915	967	196	15,078
GUILFORD	2012	15,682	882	154	16,718
GUILFORD	2013	17,592	922	218	18,732
GUILFORD	2014	15,204	1,144	368	16,716
GUILFORD	2015	16,840	1,296	442	18,578
GUILFORD	2016	17,641	1,658	401	19,700
IREDELL	1996	1,377	690	23	2,090
IREDELL	1997	1,889	955	38	2,882
IREDELL	1998	2,227	937	38	3,202
IREDELL	1999	3,039	1,060	50	4,149
IREDELL	2000	3,440	1,216	77	4,733
IREDELL	2001	3,651	1,120	63	4,834
IREDELL	2002	4,203	1,116	57	5,376
IREDELL	2003	4,612	1,141	78	5,831
IREDELL	2004	5,147	1,370	82	6,599
IREDELL	2005	5,600	1,036	94	6,730
IREDELL	2006	5,625	1,059	112	6,796
IREDELL	2007	6,091	981	129	7,201
IREDELL	2008	5,400	842	115	6,357

County	Model Year	LDGV	LDGT1	LDGT2	Total
IREDELL	2009	3,651	334	29	4,014
IREDELL	2010	4,601	459	31	5,091
IREDELL	2011	5,094	506	58	5,658
IREDELL	2012	5,700	418	78	6,196
IREDELL	2013	6,733	543	93	7,369
IREDELL	2014	6,240	684	313	7,237
IREDELL	2015	7,136	740	232	8,108
IREDELL	2016	6,731	988	116	7,835
JOHNSTON	1996	1,226	814	33	2,073
JOHNSTON	1997	1,731	1,196	46	2,973
JOHNSTON	1998	2,056	1,229	50	3,335
JOHNSTON	1999	2,826	1,292	58	4,176
JOHNSTON	2000	3,474	1,452	53	4,979
JOHNSTON	2001	3,601	1,498	76	5,175
JOHNSTON	2002	4,405	1,486	63	5,954
JOHNSTON	2003	5,045	1,638	87	6,770
JOHNSTON	2004	5,473	1,879	87	7,439
JOHNSTON	2005	6,176	1,564	90	7,830
JOHNSTON	2006	5,974	1,515	89	7,578
JOHNSTON	2007	6,543	1,446	88	8,077
JOHNSTON	2008	5,614	1,106	60	6,780
JOHNSTON	2009	3,650	543	32	4,225
JOHNSTON	2010	4,597	691	32	5,320
JOHNSTON	2011	4,811	828	49	5,688
JOHNSTON	2012	5,690	703	49	6,442
JOHNSTON	2013	6,610	855	84	7,549
JOHNSTON	2014	6,027	1,094	133	7,254
JOHNSTON	2015	6,424	1,147	140	7,711
JOHNSTON	2016	5,131	1,023	105	6,259
LEE	1996	479	293	4	776
LEE	1997	680	370	13	1,063
LEE	1998	813	356	7	1,176
LEE	1999	1,034	432	11	1,477
LEE	2000	1,270	489	17	1,776
LEE	2001	1,292	423	29	1,744
LEE	2002	1,489	470	23	1,982
LEE	2003	1,657	449	18	2,124
LEE	2004	1,796	537	32	2,365
LEE	2005	1,955	442	35	2,432
LEE	2006	1,863	453	26	2,342
LEE	2007	1,914	370	20	2,304
LEE	2008	1,533	268	20	1,821
LEE	2009	1,124	159	12	1,295
LEE	2010	1,347	207	12	1,566
LEE	2011	1,462	232	25	1,719

County	Model Year	LDGV	LDGT1	LDGT2	Total
LEE	2012	1,699	196	24	1,919
LEE	2013	1,753	246	33	2,032
LEE	2014	1,634	297	31	1,962
LEE	2015	1,762	287	50	2,099
LEE	2016	1,433	275	40	1,748
LINCOLN	1996	639	435	18	1,092
LINCOLN	1997	946	559	28	1,533
LINCOLN	1998	1,089	619	20	1,728
LINCOLN	1999	1,429	627	36	2,092
LINCOLN	2000	1,653	771	50	2,474
LINCOLN	2001	1,748	759	35	2,542
LINCOLN	2002	2,029	650	34	2,713
LINCOLN	2003	2,154	709	48	2,911
LINCOLN	2004	2,417	771	70	3,258
LINCOLN	2005	2,650	669	71	3,390
LINCOLN	2006	2,572	631	68	3,271
LINCOLN	2007	2,686	550	55	3,291
LINCOLN	2008	2,454	447	65	2,966
LINCOLN	2009	1,630	228	29	1,887
LINCOLN	2010	2,016	266	19	2,301
LINCOLN	2011	2,289	290	26	2,605
LINCOLN	2012	2,473	238	30	2,741
LINCOLN	2013	2,866	326	52	3,244
LINCOLN	2014	2,602	412	77	3,091
LINCOLN	2015	2,785	440	59	3,284
LINCOLN	2016	2,301	418	68	2,787
MECKLENBURG	1996	4,401	1,333	38	5,772
MECKLENBURG	1997	6,635	1,767	67	8,469
MECKLENBURG	1998	8,489	2,063	71	10,623
MECKLENBURG	1999	11,412	2,327	93	13,832
MECKLENBURG	2000	14,767	2,729	147	17,643
MECKLENBURG	2001	15,697	2,761	122	18,580
MECKLENBURG	2002	19,172	2,876	128	22,176
MECKLENBURG	2003	22,507	2,977	163	25,647
MECKLENBURG	2004	25,856	3,330	218	29,404
MECKLENBURG	2005	28,561	3,035	254	31,850
MECKLENBURG	2006	30,988	3,306	299	34,593
MECKLENBURG	2007	34,834	3,294	371	38,499
MECKLENBURG	2008	32,193	2,575	410	35,178
MECKLENBURG	2009	22,351	1,083	189	23,623
MECKLENBURG	2010	27,736	1,479	251	29,466
MECKLENBURG	2011	31,273	1,766	253	33,292
MECKLENBURG	2012	36,237	1,777	396	38,410
MECKLENBURG	2013	43,149	2,203	540	45,892
MECKLENBURG	2014	38,883	2,705	795	42,383

County	Model Year	LDGV	LDGT1	LDGT2	Total
MECKLENBURG	2015	45,515	2,984	751	49,250
MECKLENBURG	2016	59,662	4,088	843	64,593
NEW HANOVER	1996	1,131	447	18	1,596
NEW HANOVER	1997	1,754	635	16	2,405
NEW HANOVER	1998	2,115	650	33	2,798
NEW HANOVER	1999	2,851	740	34	3,625
NEW HANOVER	2000	3,488	915	44	4,447
NEW HANOVER	2001	3,753	873	45	4,671
NEW HANOVER	2002	4,506	954	43	5,503
NEW HANOVER	2003	5,373	990	84	6,447
NEW HANOVER	2004	6,257	1,204	101	7,562
NEW HANOVER	2005	6,674	1,094	106	7,874
NEW HANOVER	2006	6,950	1,141	91	8,182
NEW HANOVER	2007	7,571	1,036	82	8,689
NEW HANOVER	2008	6,944	843	64	7,851
NEW HANOVER	2009	4,630	427	48	5,105
NEW HANOVER	2010	5,458	582	49	6,089
NEW HANOVER	2011	6,158	710	64	6,932
NEW HANOVER	2012	6,861	688	58	7,607
NEW HANOVER	2013	7,894	754	67	8,715
NEW HANOVER	2014	7,653	939	96	8,688
NEW HANOVER	2015	8,712	1,055	138	9,905
NEW HANOVER	2016	9,520	1,410	111	11,041
ONSLOW	1996	750	520	22	1,292
ONSLOW	1997	1,069	686	40	1,795
ONSLOW	1998	1,397	667	51	2,115
ONSLOW	1999	1,729	737	53	2,519
ONSLOW	2000	2,214	898	55	3,167
ONSLOW	2001	2,398	876	58	3,332
ONSLOW	2002	3,039	1,014	80	4,133
ONSLOW	2003	3,525	1,113	89	4,727
ONSLOW	2004	3,977	1,215	125	5,317
ONSLOW	2005	4,534	1,094	152	5,780
ONSLOW	2006	4,618	1,084	165	5,867
ONSLOW	2007	4,707	1,064	170	5,941
ONSLOW	2008	4,547	881	146	5,574
ONSLOW	2009	3,273	541	77	3,891
ONSLOW	2010	4,112	669	109	4,890
ONSLOW	2011	4,340	780	160	5,280
ONSLOW	2012	5,436	742	132	6,310
ONSLOW	2013	6,818	901	177	7,896
ONSLOW	2014	6,894	1,168	215	8,277
ONSLOW	2015	7,957	1,322	253	9,532
ONSLOW	2016	6,619	1,160	135	7,914
RANDOLPH	1996	1,512	924	30	2,466

County	Model Year	LDGV	LDGT1	LDGT2	Total
RANDOLPH	1997	2,051	1,215	45	3,311
RANDOLPH	1998	2,382	1,224	46	3,652
RANDOLPH	1999	2,962	1,248	63	4,273
RANDOLPH	2000	3,572	1,350	66	4,988
RANDOLPH	2001	3,403	1,273	66	4,742
RANDOLPH	2002	3,861	1,219	75	5,155
RANDOLPH	2003	4,170	1,271	85	5,526
RANDOLPH	2004	4,516	1,295	109	5,920
RANDOLPH	2005	5,106	1,037	79	6,222
RANDOLPH	2006	4,782	991	85	5,858
RANDOLPH	2007	4,917	878	104	5,899
RANDOLPH	2008	4,190	690	97	4,977
RANDOLPH	2009	2,637	353	38	3,028
RANDOLPH	2010	3,207	430	40	3,677
RANDOLPH	2011	3,470	499	65	4,034
RANDOLPH	2012	3,934	490	62	4,486
RANDOLPH	2013	4,217	433	65	4,715
RANDOLPH	2014	3,713	518	72	4,303
RANDOLPH	2015	3,940	475	88	4,503
RANDOLPH	2016	3,266	499	97	3,862
ROCKINGHAM	1996	1,037	649	25	1,711
ROCKINGHAM	1997	1,352	751	35	2,138
ROCKINGHAM	1998	1,641	807	20	2,468
ROCKINGHAM	1999	1,999	872	45	2,916
ROCKINGHAM	2000	2,433	949	44	3,426
ROCKINGHAM	2001	2,183	842	44	3,069
ROCKINGHAM	2002	2,435	766	40	3,241
ROCKINGHAM	2003	2,663	817	63	3,543
ROCKINGHAM	2004	2,817	823	61	3,701
ROCKINGHAM	2005	3,130	665	73	3,868
ROCKINGHAM	2006	2,875	587	60	3,522
ROCKINGHAM	2007	3,009	524	68	3,601
ROCKINGHAM	2008	2,580	402	54	3,036
ROCKINGHAM	2009	1,689	197	28	1,914
ROCKINGHAM	2010	1,923	237	14	2,174
ROCKINGHAM	2011	2,162	248	26	2,436
ROCKINGHAM	2012	2,393	278	18	2,689
ROCKINGHAM	2013	2,580	229	55	2,864
ROCKINGHAM	2014	2,384	288	53	2,725
ROCKINGHAM	2015	2,484	316	66	2,866
ROCKINGHAM	2016	1,891	326	69	2,286
ROWAN	1996	1,280	735	21	2,036
ROWAN	1997	1,842	895	30	2,767
ROWAN	1998	2,068	939	26	3,033
ROWAN	1999	2,746	1,017	56	3,819

County	Model Year	LDGV	LDGT1	LDGT2	Total
ROWAN	2000	3,146	1,120	51	4,317
ROWAN	2001	3,084	1,142	48	4,274
ROWAN	2002	3,713	1,052	53	4,818
ROWAN	2003	3,979	1,072	60	5,111
ROWAN	2004	4,273	1,180	100	5,553
ROWAN	2005	4,617	997	93	5,707
ROWAN	2006	4,492	852	89	5,433
ROWAN	2007	4,613	749	110	5,472
ROWAN	2008	4,141	616	95	4,852
ROWAN	2009	2,747	312	61	3,120
ROWAN	2010	3,129	355	57	3,541
ROWAN	2011	3,389	383	68	3,840
ROWAN	2012	3,829	361	76	4,266
ROWAN	2013	4,140	343	75	4,558
ROWAN	2014	3,716	430	103	4,249
ROWAN	2015	4,057	435	105	4,597
ROWAN	2016	3,231	447	83	3,761
UNION	1996	1,207	656	26	1,889
UNION	1997	1,656	906	36	2,598
UNION	1998	2,062	999	22	3,083
UNION	1999	2,866	1,160	61	4,087
UNION	2000	3,566	1,304	58	4,928
UNION	2001	3,757	1,361	54	5,172
UNION	2002	4,444	1,233	50	5,727
UNION	2003	5,384	1,386	75	6,845
UNION	2004	5,968	1,518	90	7,576
UNION	2005	6,371	1,345	77	7,793
UNION	2006	7,006	1,397	110	8,513
UNION	2007	7,797	1,277	84	9,158
UNION	2008	7,155	952	98	8,205
UNION	2009	4,871	487	45	5,403
UNION	2010	5,858	578	55	6,491
UNION	2011	7,116	717	59	7,892
UNION	2012	7,670	655	59	8,384
UNION	2013	9,384	823	99	10,306
UNION	2014	8,362	1,077	177	9,616
UNION	2015	9,423	1,151	179	10,753
UNION	2016	8,445	1,155	147	9,747
WAKE	1996	4,559	1,535	47	6,141
WAKE	1997	6,958	2,296	69	9,323
WAKE	1998	9,260	2,509	74	11,843
WAKE	1999	12,206	2,724	115	15,045
WAKE	2000	15,621	3,356	130	19,107
WAKE	2001	17,172	3,394	159	20,725
WAKE	2002	20,934	3,710	157	24,801

County	Model Year	LDGV	LDGT1	LDGT2	Total
WAKE	2003	25,273	3,931	261	29,465
WAKE	2004	29,175	4,554	318	34,047
WAKE	2005	32,268	3,933	233	36,434
WAKE	2006	34,191	4,040	448	38,679
WAKE	2007	38,676	3,992	811	43,479
WAKE	2008	35,048	3,491	529	39,068
WAKE	2009	25,154	1,690	133	26,977
WAKE	2010	30,774	2,379	147	33,300
WAKE	2011	33,578	2,816	287	36,681
WAKE	2012	39,226	2,494	313	42,033
WAKE	2013	44,783	3,252	469	48,504
WAKE	2014	40,624	3,981	701	45,306
WAKE	2015	45,247	4,349	714	50,310
WAKE	2016	51,992	5,116	751	57,859
				Total	3,812,432

Appendix 7

Quality Control Procedures

Contents:

Quality Control Procedures

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Quality Control Procedures

DMV License & Theft Bureau Inspectors conduct periodic quality control audits. These audits are performed by physically visiting the stations and conducting an inspection of all required equipment to perform inspections as required by state law and administrative code.

Appendix 2 contains the current North Carolina Administrative Code governing vehicle Safety/OBD Inspections. All quality control and maintenance procedures to be followed by the inspection mechanics are contained in this manual.

NOTE: ~~The current Administrative Code has not been updated to reflect the changes moving from emissions tailpipe inspections to a 100% OBD II inspection procedure nor does it reflect the implementation of electronic authorizations in 2008. The DMV License and Theft Bureau is working on revising the Code to conform to current policies and procedures.~~ The current manual has not been updated to reflect the changes moving from emissions tailpipe inspections to a 100% OBD II inspection procedure nor does it reflect the implementation of eSticker in 2008.

Appendix 8

Record Keeping and Document Security

Contents:

Record Keeping and Document Security

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Record Keeping and Document Security

Licensed inspection stations must procure electronic authorizations from the North Carolina Department of Transportation, Division of Motor Vehicles (~~NC~~ DMV) (via web page, phone call or through the inspection analyzer) and no other sources. Since North Carolina has moved to an electronic authorization type system, inspection stations are no longer accountable for inspection certificates in their possession. The accounting for all electronic authorizations is handled by the inspection analyzer and the vehicle information database.

With electronic authorizations, inspection stations are unable to furnish, give, loan, transfer, reissue, or sell any inspection certificates to any other licensed station or inspector mechanic.

All inspection supplies, copies of receipts, and statements pertaining to the issuance of electronic authorizations, and forms issued by the ~~NC~~ DMV pursuant to carrying out the inspection program are considered the property of the ~~NC~~ DMV. Upon any suspension or revocation of any station license, or if the station ceases to do business, all items must be surrendered to ~~NC~~ DMV if requested and inventoried by an Agent.

Each licensed station is required to maintain a copy of the receipt and statement report as issued to the operator of a vehicle upon completion of the inspection. The copy of the receipt must be maintained for at least eighteen (18) months following the inspection. The inspection records must be available for inspection by any Law Enforcement Officer, upon demand, during normal business hours.

North Carolina currently uses a registration denial enforcement method for ~~insuring~~ ensuring motorist compliance with the inspection requirement. Vehicles may be inspected ~~up to~~within 90 days prior to the expiration of the vehicle's registration expiration date. If the vehicle is not inspected, the vehicle's registration will expire and be blocked from renewal or initial registration until the vehicle is inspected.

The quality of the enforcement program's information database is assured through the use of bar-coded data entry at the test or redundant manual entry of the VIN and additional qualifiers such as linking the license plate number to the entered vehicle identification number. The ~~NC~~ DMV registration card displays a bar-coded VIN for the associated registered vehicle. By having the bar-coded VIN on each registration, stations will be able to scan the VIN from the registration card, verify the entry matches the public VIN, which increases the accuracy of the data ~~entry~~ entered into ~~NC~~ DMV's computer system to allow~~s~~ tracking of vehicles which receive exemptions or waivers and registration changes which might occur. Stations performing inspections maintain copies of their records for a minimum of eighteen (18) months. These records are subsequently checked during audits.

Appendix 9

Equipment Specifications

Contents:

The North Carolina Analyzer Specifications can be found on the following web page.

- ~~http://ncair.org/motor/inspect/analyzer_vendor.shtml~~ http://deq.nc.gov/about/divisions/air-quality/motor-vehicles-air-quality/inspection-maintenance-program/analyzer-vendor-information

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Appendix 10

Enforcement Procedures

Contents:

DMV Enforcement Procedures

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DMV Enforcement Procedures

The North Carolina Division of Motor Vehicles in 2008 implemented a program known as eSticker. This eSticker program moved the inspection program away from paper inspection stickers to embrace electronic inspection authorizations. These electronic inspection authorizations or eStickers are assigned to a vehicle's identification number for passing inspections.

Strategies for motorist compliance primarily revolve around registration denial by utilizing the eSticker concept while continuing to identify and cite vehicle owners during roadside pullovers. Roadside pullovers are conducted by all law enforcement officers with proper jurisdiction. Roadside pullovers consist of stopping all traffic on a random street or highway and checking the registration expiration. Because of eSticker, the authenticity of the vehicle's inspection can be easily verified by reviewing the registration.

A penalty schedule is used in the case of violations by inspection mechanics and inspection stations. The penalty schedule has been approved and signed into law. It has been incorporated into this document for reference. (http://www.ncleg.net/gascripts/statutes/statutelookup.pl?statute=20-183.8B). Penalties which include revocation require mandatory retraining for offenders.

The license of any inspection station or mechanic in violation of any of the articles or provisions of either the regulations or laws governing the inspection of motor vehicles is subject to suspension, cancellation or revocation. Individuals who violate the laws of this State which govern inspections are subject to criminal prosecution. Every licensee is provided an opportunity for a "show cause" or administrative hearing prior to the suspension/revocation of his license. Any licensee whose license has been suspended or revoked may, within ten (10) days from the date of the suspension or revocation, request a hearing in writing before the Commissioner or his designated Agent. In such cases, the hearing must be conducted within thirty (30) days of the receipt of the written request for such hearing.

Prior to the reinstatement of any license suspended or revoked by Order of the Commissioner, it is necessary for the applicant to demonstrate, to the satisfaction of the Commissioner or his appointed Agent, that his employees have ample knowledge of the inspection procedures and requirements described in the rules and regulations, and that the location is mechanically equipped to carry out proper inspections. It is also necessary for the applicant, for reinstatement, to attend a training session for both the Safety Inspection and OBD Inspections. Proof of satisfactory completion must be presented to a representative of the Division of Motor Vehicles on a form approved by the Commissioner.

In the case of either an administrative hearing or criminal trial, the Law Enforcement Officer is present to testify unless, through notification, the Officer's presence is not necessary. The Officer provides and presents the necessary information and facts relevant to the case.

DMV License and Theft Bureau Agents have the authority to immediately temporarily suspend licenses of stations and inspection mechanics upon finding major violations.

In the case of inspection mechanic incompetence, the inspection mechanic is required to be retrained and must successfully complete the required courses and tests. For cases involving factors other than those of incompetence, the inspection mechanic is suspended for a time frame correlating with severity of the

violation, with suspensions increasing with the severity and frequency of the violation. Offenses involving gross neglect, deliberate circumvention, or multiple offenses ultimately lead to permanent license revocation.

Civil penalties and violations associated with the Inspection and Maintenance Program can be found in Appendix 1:

- NCGS §20-183.7, "Fees for performing an inspection and issuing an electronic inspection authorization to a vehicle; use of civil penalties."
- NCGS §20-183.8, "Infractions and criminal offenses for violations of inspection requirements."
- NCGS §20-183.8A, "Civil penalties against motorists for emissions violations; waiver."
- NCGS §20-183.8B, "Civil penalties against license holders and suspension or revocation of license for emissions violations."
- NCGS §20-183.8C, "Acts that are Type I, II, or III emissions violations."
- NCGS §20-183.8D, "Suspension or revocation of license."
- NCGS §20-183.8F, "Requirements for giving license holders notice of violations and for taking summary action."
- NCGS §20-183.8G, "Administrative and judicial review."

Appendix 11

Enforcement Oversight Procedures

Contents:

DMV Information

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Enforcement Oversight Procedures

The legal authority contained in North Carolina General Statute Chapter 20, Article 3A, Part ~~1~~2, is the basis of the oversight and enforcement element of the vehicle inspection and maintenance program. The regulations and procedures by which the vehicle inspection and maintenance program is administered come from N.C.G.S. 20-2(b), in which the Commissioner of Motor Vehicles is given the authority to promulgate the regulations and provisions reasonably necessary to implement Chapter 20 of the North Carolina General Statutes. N.C.G.S. 20-183.8B sets criteria for imposing fines and penalties as approved by the General Assembly and ratified as law. The Division of Motor Vehicles is fully committed to following EPA regulations covering vehicle inspection and maintenance programs.

The North Carolina Division of Motor Vehicles utilizes a "two-pronged" approach to implementing the motorist compliance aspect of the plan. This approach is accomplished by using both registration denial and civil penalty assessments as outlined in N.C.G.S. 20-183.8A

The Division of Motor Vehicles currently provides covert vehicles and performs either a covert or remote audit per station annually. There are approximately ~~sixteen~~ fifteen (~~16~~15) fleet covert vehicles available for use. These vehicles are set to fail OBD inspections one hundred percent (100%) of the time.

~~For self-inspection stations, the DMV has updated its self-inspection stations auditing procedures to direct its efforts and resources on self-inspection stations that inspect vehicles that are issued permanent plates by the Division. Along with the one overt audit the DMV now requires all self-inspection stations who conduct inspection on permanently plated vehicles to self-report each year to the Division for a member of the Division to review all vehicles registered to the business for compliance with State Inspection requirements~~The License & Theft Bureau has historically found there are seldom violations relating to self-inspection stations. Since self-inspection stations rely heavily on their vehicles in the performance of their business, most self-inspect stations assure mechanical concerns are quickly resolved. As a result, the Bureau ceased annual emission standards and tamper audits but continues to perform an overt performance audit on each self-inspect station. The Bureau reserves the right however, to conduct a more thorough audit if warranted.

The Division of Motor Vehicles collects all vehicle inspection information and matches the data to the host system for DMV registration records. This automation allows for successful registration denial enforcement and during calendar year 2012 posted a ~~ninety-eight point~~ninety-eight-point nine percent (98.9%) compliance rate for registered vehicles receiving its required inspection. This automation assists DMV with preparing the required EPA reports and ensuring the intent of the program is being met at the highest level.

Appendix 12

Quality Assurance Procedures

Contents:

DMV Quality Assurance Procedures

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DMV Quality Assurance Procedures

~~Procedures to be used by program administrators will follow procedures which have been established for conducting remote, covert and overt audits. All audits include sufficient record keeping requirements to support and convict stations and individuals during criminal trails and/or administrative hearings. DMV License and Theft Bureau Inspectors must be certified or certifiable as State Law Enforcement Officers, which includes approximately six hundred twenty (620) hours of law enforcement training, basic investigations, evidence gathering, and court proceedings. DMV License and Theft Bureau Inspectors receive additional instruction covering the use of inspection machines utilized in the North Carolina program, program rules and regulations, basics of pollution control, quality assurance practices, and covert audit procedures.~~

~~Overt audits are conducted a minimum of once per station per year. Audits include a check of keeping practices, waiver issuance review, mechanic licensure, licenses properly posted, inspection area, and ensuring all equipment is in good working order and has the current state approved software installed. While performing audits, DMV License and Theft Bureau personnel will complete a performance audit report which is generated from the inspection~~

~~The DMV License and Theft Bureau will conduct a number of remote/covert audits each year at a minimum of one annually per currently licensed inspection station, plus additional audits aimed at suspected problem stations. Covert vehicles are set to fail the bulb check (KOEO) test one hundred percent (100%) of the time. Currently Licensed Inspection stations are audited at least once per year with a vehicle set to fail the OBD portion of the inspection test or receive a remote observation audit. The Division of Motor Vehicles Registration Section will provide random license plates and fictitious registrations to assure anonymity of the covert vehicles. Covert vehicles will reflect the full range of technology and manufactured types. The covert vehicle fleet will be comprised of differing types of vehicle makes and model years, foreign and domestic.~~

~~DMV License and Theft Bureau Inspectors will receive in-service training each year and themselves shall be audited at least once per year. This training will consist of, but not be limited to, the use of inspection machines, program rules and regulations, basics of air pollution control, engine repair arid performance, motor vehicle emissions control systems, investigations, fraud detection, quality control, and covert audit procedures.~~

~~Regulations require inspection mechanics to attend and pass the necessary vehicle inspection courses offered by an approved North Carolina Community College or Technical Institute and taught by an approved instructor. The Division of Motor Vehicles tracks licenses expiration electronically within the (VID) vehicle information database. An outline of the current vehicle inspection training course is currently accessible on the NC Community Colleges web page http://www.nccommunitycolleges.edu/Business_and_Industry/ConEd/Automotive/AUT3129%20Course%20Materials-2.htm and complies with the elements in 40 CFR Section 51.367. Community College instructors licensed through the Division of Motor Vehicles must be recertified once every two (2) years through written exam achieving a minimum score of eighty percent (80%) correct responses. Instructional classes are monitored by License and Theft Bureau Inspectors through class visits.~~

~~The Division of Motor Vehicles License and Theft Bureau has assessed the availability of training and found that Community Colleges and Technical Institutes within North Carolina provide adequate training~~

~~in the diagnosis and repair of emissions malfunctions and general training on the various subsystems related to emissions control and complete thorough vehicle inspections.~~

License & Theft Bureau Inspectors must be certified as State Law Enforcement Officers, which includes approximately six hundred twenty (620) hours of law enforcement training, basic investigations, evidence gathering, and court proceedings. License & Theft Bureau Inspectors also receive specialized training during initial employment and as required due to program changes. This training consists of, but not limited to, the use inspection machines, program rules and regulations, basics of air pollution control, engine repair and performance, motor vehicle emissions control systems, program related investigations and fraud detection, quality control, and covert audit procedures.

Overt audits are conducted as needed. However, all stations receive at least one overt audit a year. Audits include a check of record keeping practices, mechanic licensure, proper display of licenses, inspection area conditions, and assurance all equipment is in good working order. While performing overt audits, DMV License & Theft Bureau personnel complete a performance audit report, which is generated from the inspection analyzer, requiring examination of the bar code scanner, data link connector, printer, etc., for proper function.

The License & Theft Bureau will conduct a number of remote and covert audits each year. Licensed emission inspection stations are audited at least once per year with a covert vehicle. Covert vehicles are set to fail the bulb check (KOEO) test one hundred percent (100%) of the time. Additional remote/covert audits are performed and permissible at inspection stations suspected of illicit activities. The Division of Motor Vehicles Registration Section will provide random license plates and fictitious registrations to assure anonymity of the covert vehicles.

Regulations require Inspection Mechanics to attend and pass the necessary vehicle inspection courses offered by an approved North Carolina Community College or Technical Institute and taught by an approved instructor. An outline of the current vehicle inspection training course is accessible on the NC Community College web site http://www.nccommunitycolleges.edu/workforce-continuing-education/training-credentials/instructor-resources/auto-safety-and-obd-emissions-aut3129 and complies with the elements in 40 CFR Section 51.367. The Division of Motor Vehicles tracks license expirations electronically within the vehicle inspection database. Community College Instructors licensed through the Division of Motor Vehicles must be recertified once every two (2) years through written exam, achieving a minimum score of ninety percent (90%) correct responses. The Division of Motor Vehicles License & Theft Bureau has assessed the availability of training courses and found that Community Colleges and Technical Institutes within North Carolina provide adequate training through use of Bureau produced instruction materials to identify emission reduction components, proper connection and operation.

Appendix 13

List of Abbreviations

Contents:

List of Abbreviations

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List of Abbreviations

CFR	Code of Federal Regulations
CO	carbon monoxide
DENR	Department of Environment and Natural Resources
DAQ	Division of Air Quality
DMV	Division of Motor Vehicles
EGR	exhaust gas recirculation
EPA	Environmental Protection Agency
EMC	Environmental Management Commission
EMF	Emissions Maintenance Fund
EMS	Emergency Medical Service
HDV	heavy duty vehicle
~~I/M~~I&M	inspection and maintenance
LDV	light duty vehicle
MSA	metropolitan statistical area
MOVES	Motor Vehicle Emissions Simulator
NAAQS	National Ambient Air Quality Standards
NC	North Carolina
NCAC	North Carolina Administrative Code
NCDOT	North Carolina Department of Transportation
NCGS	North Carolina General Statute
NO_x	oxides of nitrogen
O_3	ozone
OBD	On-Board Diagnostic II System
PCV	positive crankcase ventilation
SADLS	State Automated Driver License System
SIP	state implementation plan
STARS	State Titling and Registration System
TSB	technical service bulletin
VID	vehicle information database
VIN	vehicle identification number
VOC	volatile organic compounds

Appendix 14

Public Hearing Notice report, Comments Received and Responses

Contents:

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