
ANNUAL SMOG CHECK REPORTS

DEPARTMENT OF CONSUMER AFFAIRS

BAR

Bureau of Automotive Repair

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ENGINEERING AND RESEARCH BRANCH
BAR ADVISORY GROUP MEETING
JULY 15, 2021

ANNUAL REPORTING REQUIREMENTS

- Smog Check Performance Report (SCPR) as required by California Health and Safety Code Section 44024.5(b)
 - Historically presented analyses of Roadside Inspection Program failure rates
 - The 2021 SCPR also included an assessment of Remote Sensing Device (RSD) data
 - Independent review of 2020 SCPR by Saint Malo Solutions
 - SCPRs can be viewed at <https://www.bar.ca.gov/Resources>
- United States Environmental Protection Agency (US EPA) Report Inspection and Maintenance (I/M) Rule Section 51.366)
 - Analyses of Smog Check failure rates, number of retests, vehicles not certified after initial failure, etc.
 - California Air Resources Board (CARB) submits to US EPA by July 31, 2021

A NOTE ABOUT THE 2021 SCPR

- Historically, BAR has almost exclusively relied on data from its Roadside Inspection Program to evaluate Smog Check performance for the annual SCPR.
- Because of the COVID-19 pandemic, Roadside inspections were suspended in March of 2020.
- The analyses for this year's report were supplemented with RSD data collected in the Los Angeles area from November 2020 to March 2021.
- While the RSD data provided supportive information for this year's report, RSD is not a replacement for the Roadside Inspection Program as RSD data are not directly correlated with the inspections conducted in the Smog Check Program.

2021 SCPR FINDINGS

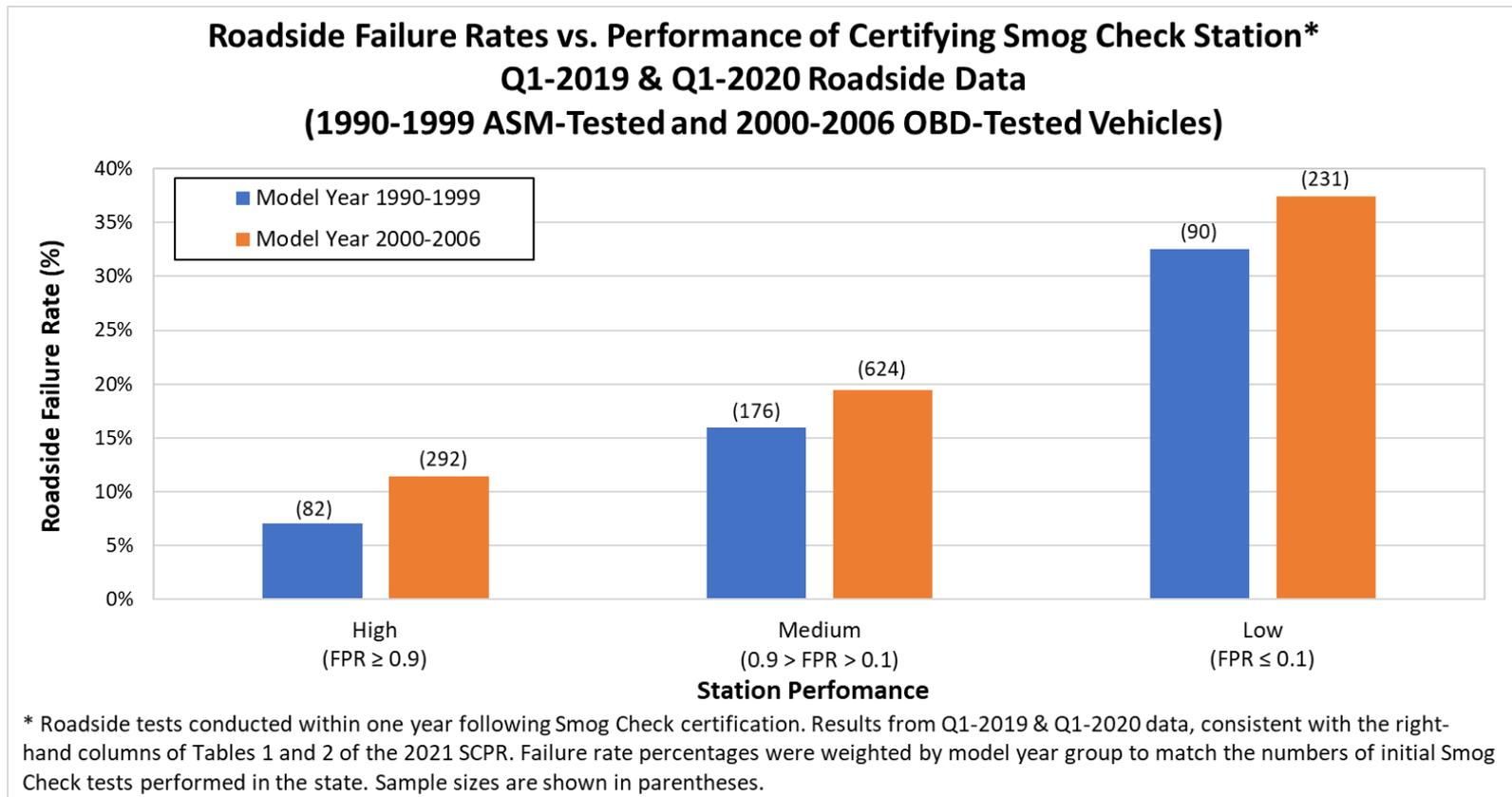
- Analysis of Q1 2019-2020 Roadside data, November 2020 to March 2021 RSD data, Smog Check inspection data, and related information leads BAR to conclude:
 - Model year (MY) 2000-2006 OIS-tested vehicles failed at an average rate of 21% in the Q1 2019-2020 Roadside sample, which is the same failure rate found in the Q1 2018-2019 Roadside sample.
 - MY 1990-1999 tailpipe-tested vehicles failed for emissions at an average rate of 18% in the Q1 2019-2020 Roadside sample compared to 17% in the Q1 2018-2019 Roadside sample.

2021 SCPR FINDINGS (CONTINUED)

- BAR enforcement activities over the last five years are reflected in the Los Angeles RSD data:
 - Nitric oxide (NO) emission rates of vehicles that were certified at stations whose licenses had been revoked are over two-times the NO emission rates of stations with licenses in good standing.
- If all Smog Check stations operated similarly to “high-performing” stations, BAR and CARB staff estimate Smog Check could have reduced reactive organic gasses (ROG) + Oxides of Nitrogen (NOx) emissions by an additional 20 to 40 tons per day.

STATION PERFORMANCE REMAINS IMPORTANT

- Station performance, as measured with the “Follow-up Pass Rate,” (FPR) continues to be a very strong indicator of in-use vehicle emissions performance.

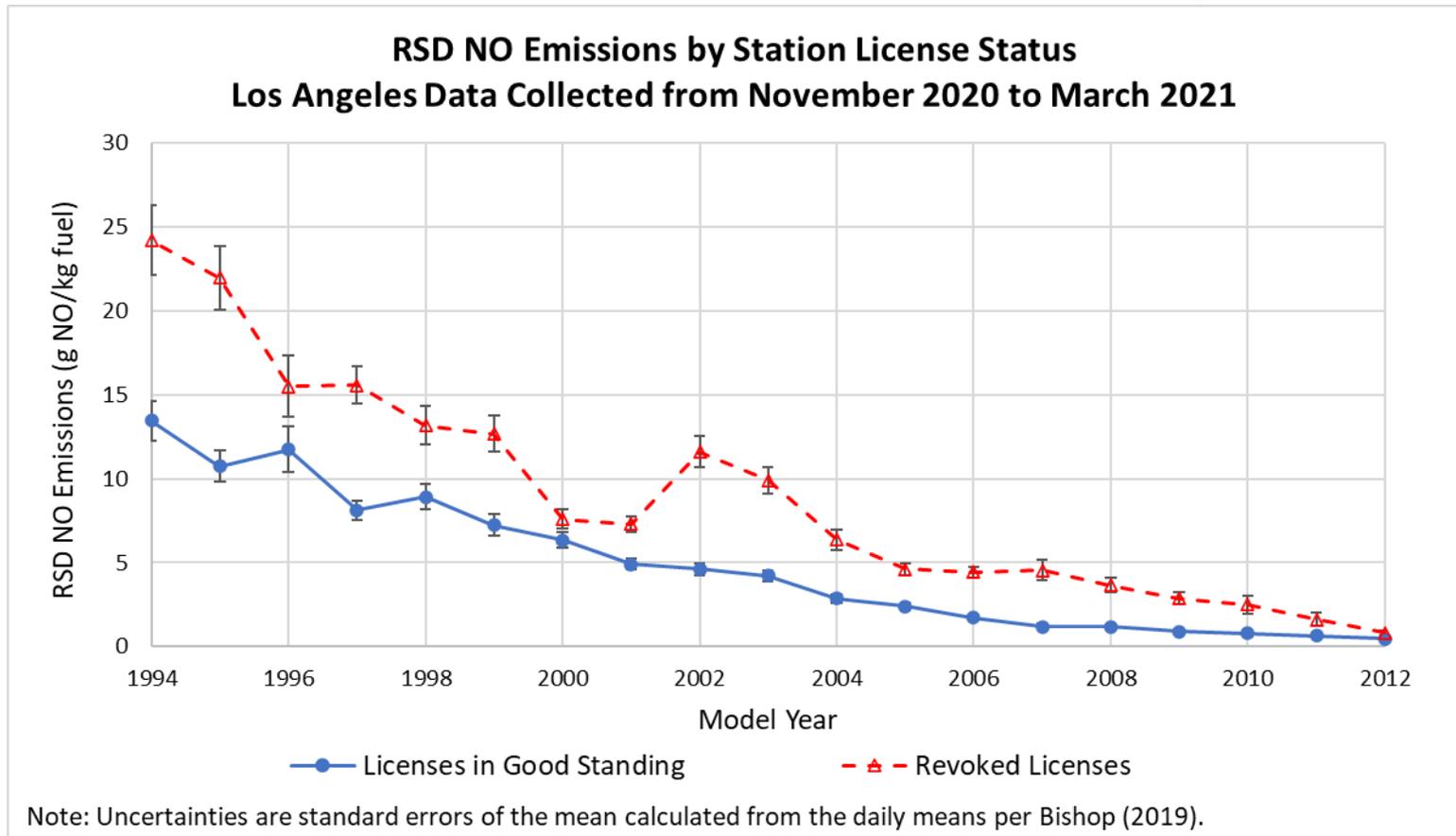


BAR ENFORCEMENT ACTIVITIES

- From 2016 to 2020, BAR filed 1,083 “data-only” cases with the Attorney General’s Office, resulting in 912 license revocations and 192 suspensions or probations.
- During 2020, 3,600 vehicles had their certificates blocked because of potential fraud and were sent to the Referee network for inspection; less than half of those had received a Smog Check certificate as of May 2021.
- In February 2020, BAR announced administrative disciplinary action taken against nine Smog Check stations charged with “clean gassing.” As of May 2021, none of these stations or technicians involved in clean gassing are permitted to perform tailpipe Smog Check inspections.
- Moving forward, BAR will continue to vigorously pursue and prosecute fraud in the Smog Check Program.

ENFORCEMENT ACTIONS ARE OBSERVED IN EMISSIONS OF THE IN-USE VEHICLE FLEET

- Nitric Oxide (NO) emissions of vehicles certified at stations whose licenses had been revoked are over two-times the NO emission rates of stations with licenses in good standing.

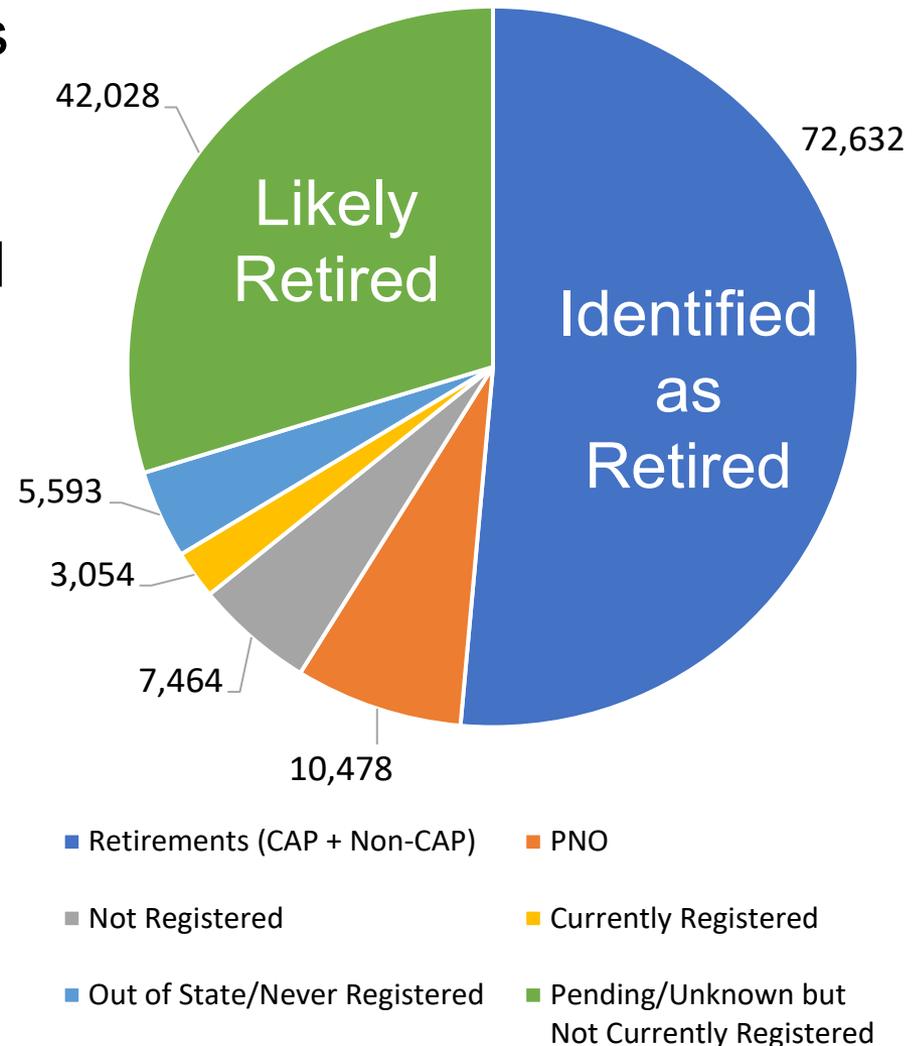


US EPA REPORT

- This report is a compilation of statistics on the Smog Check Program required to be submitted to US EPA every year.
- Every other year the report also includes a summary of changes in program design, procedures, regulations, etc. This year's report included information in three sections:
 - Changes to improve the effectiveness of the program,
 - Fraud detection and prevention efforts, and
 - The impact that the COVID-19 pandemic had on Smog Check operations during calendar year 2020.
- Much of the above information has already been shared with the BAG and is therefore not repeated.
- At the request of US EPA, this year's report also included an assessment of failing vehicles without a final Smog Check certification.

FAILING VEHICLES WITHOUT A FINAL SMOG CHECK CERTIFICATION FOR CALENDAR YEAR 2018

- Of the 11.5 million initial tests in CY2018 there were 1.1 million failures.
- 141,250 of those failures had not received a final cert after two-plus years.
- Evaluation of Department of Motor Vehicle (DMV) and Smog Check data revealed most were retired, on Planned Non-Operation (PNO) status, or operating on expired tags; very few were currently registered.



QUESTIONS AND COMMENTS

Submit questions and/or comments to:

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