

**Commonwealth of Pennsylvania
Department of Environmental Protection**



FINAL

**STATE IMPLEMENTATION PLAN REVISION: MOTOR
VEHICLE SUB-AREA EMISSIONS BUDGETS**

**YORK-ADAMS EIGHT-HOUR OZONE
MAINTENANCE AREA**

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INTRODUCTION AND OVERVIEW

Section 176 of the federal Clean Air Act (CAA) provides a mechanism by which federally funded or approved highway and transit plans, programs, and projects are determined not to produce new air quality violations, worsen existing violations, or delay timely attainment of national air quality standards. Regulations of the U.S. Environmental Protection Agency (EPA), issued to implement transportation conformity, provide that motor vehicle emission “budgets” establish caps of these emissions that cannot be exceeded by the predicted transportation system emissions in the future (40 CFR Part 93). Transportation agencies in Pennsylvania are responsible for making timely transportation conformity determinations.

On January 14, 2008, EPA approved a State Implementation Plan (SIP) revision submitted by the Department of Environmental Protection (the Department) on June 14, 2007, for the York-Adams Eight-Hour Ozone Maintenance Area (York and Adams Counties). The maintenance plan portion of the approved SIP revision establishes motor vehicle emission budgets (MVEBs) for purposes of transportation conformity for the entire area. The Department’s revision included the following:

1. A request that the York-Adams ozone nonattainment area be redesignated as attainment for the 8-hour ozone national ambient air quality standard (NAAQS),
2. A 2002 base year inventory for the area, and
3. A maintenance plan for the area that provides for continued attainment of the 8-hour ozone NAAQS for at least 10 years after redesignation.

Metropolitan Planning Organizations (MPOs) and the Pennsylvania Department of Transportation (PennDOT), in conjunction with state Rural Planning Organizations (RPOs), share transportation conformity determination responsibility across the Commonwealth. The York-Adams Area contains one MPO and one RPO. Table 1 lists the MPO or RPO name and the counties included in that agency’s responsibility.

Table 1
York-Adams Area MPO/RPO County Coverage

MPO/RPO	County
Adams County Transportation Planning Organization (RPO)	Adams
York County Planning Commission (MPO)	York

The Department’s June 14, 2007 SIP revision established motor vehicle emission budgets (MVEBs) for the entire York-Adams Area. Given the multi-jurisdictional nature of the area, PennDOT has requested separate budgets to allow the planning organizations to move their transportation conformity determinations through the approval processes separately. This SIP revision will establish two sub-area budgets for the York-Adams Area corresponding to the MPO/RPO structure of the area. The total of the two sub-area budgets is the same as the MVEB that was submitted to EPA for the entire area.

Section 93.124(d) of the transportation conformity regulations (40 CFR § 93.124(d)) allow a SIP to establish motor vehicle budgets for each MPO if a nonattainment area includes more than one MPO. Furthermore, recognizing the complexity of areas with multi-MPO jurisdictions, the U.S. Department of Transportation Federal Highways Administration (FHWA) allows States to develop separate sub-area transportation conformity budgets for each MPO or some other subset of the area (such as by county).¹ For the York-Adams Area, PennDOT performs the emissions modeling and analysis required for transportation conformity determinations for the RPOs, and works closely with MPOs to prepare conformity determinations. All transportation conformity processes in the Commonwealth are coordinated through a robust interagency consultation process, of which the Department, PennDOT, EPA, FHWA and the MPO are members.

When a SIP establishes separate transportation conformity budgets for individual MPOs and RPOs, all of the MPOs and RPOs in that nonattainment or maintenance area must be in conformity in order for any MPO or RPO within that State's portion of the nonattainment or maintenance area to make a conformity determination. In other words, if conformity lapses for one MPO or RPO with a separate sub-area budget, the other MPOs and RPOs within that State's portion of the nonattainment or maintenance area will not lapse immediately, but they will be unable to make new conformity determinations until the first MPO once again determines conformity. Separating budgets in this SIP revision will allow conformity to be determined separately. Increases in emissions in one sub-area cannot be offset by decreases in emissions in another sub-area.

Requirements for a public comment process are set forth in Section 110(a)(2) of the CAA and 40 CFR Section 51.102(d). A public hearing on the proposed revision to separate MVEBs for the York-Adams Area into sub-area budgets was scheduled for Wednesday, April 23, 2008. Notice of the hearing was published in the *Pennsylvania Bulletin* March 22, 2008. No request for a public hearing was received so the hearing was cancelled.

MOTOR VEHICLE SUB-AREA EMISSIONS BUDGETS

Once approved by EPA, this SIP revision will establish sub-area budgets for highway emissions in order to ensure that transportation emissions do not impede clean air goals in the next decade and beyond. The information in Table 2-1 and Table 2-2 will replace the MVEBs in Table 2-3 on page 16 of the June 2007 SIP revision, establishing sub-area budgets for the York-Adams Area.

¹ U.S. DOT, Federal Highways Administration, "Transportation Conformity in Complex Areas" <http://www.fhwa.dot.gov/environment/conformity/complex/group2.htm>

**Table 2-1
Adams County Motor Vehicle Emission Budgets in Tons/Summer Day (tpd)**

	2009		2018	
	VOC (tpd)	NOx (tpd)	VOC (tpd)	NOx (tpd)
Predicted	3.54	4.50	1.93	2.11
Safety Margin	0.30	0.37	0.41	0.43
Total Budget	3.84	4.87	2.34	2.54

**Table 2-2
York County Motor Vehicle Emission Budgets in Tons/Summer Day (tpd)**

	2009		2018	
	VOC (tpd)	NOx (tpd)	VOC (tpd)	NOx (tpd)
Predicted	11.52	17.30	6.02	6.87
Safety Margin	0.57	0.66	0.70	0.63
Total Budget	12.09	17.96	6.72	7.50

Note: Tons per day are informational only. Differences occur due to rounding.