

**Commonwealth of Pennsylvania  
Department of Environmental Protection**



**PROPOSED**

**STATE IMPLEMENTATION PLAN REVISION:  
MOTOR VEHICLE SUB-AREA EMISSIONS  
BUDGETS  
SCRANTON/WILKES-BARRE  
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 November 19, 2007, the U.S. EPA approved a State Implementation Plan (SIP) revision submitted by the Department on June 12, 2007 for the Scranton / Wilkes-Barre 8-hour ozone nonattainment area. This area is composed of Lackawanna, Luzerne, Monroe, and Wyoming counties. The Department’s revision included the following:

1. A request that the Scranton/Wilkes-Barre ozone nonattainment area be redesignated as attainment for the 8-hour ozone 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.

The maintenance plan portion of the SIP revision also established motor vehicle emissions budgets (MVEBs), for purposes of transportation conformity, for the entire four county area. EPA’s November 19, 2007 SIP revision approval determined these budgets to be adequate.

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 Scranton / Wilkes-Barre area contains one MPO with conformity responsibility over two of the four counties (Lackawanna and Luzerne), while two RPOs and PennDOT share responsibility for Monroe and Wyoming counties. Table 1 lists the MPO or RPO name and the counties included in that agency’s responsibility.

**Table 1**  
**Scranton / Wilkes-Barre Area MPO/RPO County Coverage**

MPO/RPO	County
Lackawanna – Luzerne Transportation Study MPO	Lackawanna, Luzerne
Northeastern Pennsylvania Alliance RPO	Monroe
Northern Tier Regional Planning and Development Commission RPO	Wyoming

The Department's June 12, 2007 SIP revision established MVEBs for the four counties as a whole. 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 three sub-area budgets for the Scranton / Wilkes-Barre area corresponding to the MPO/RPO structure of the area. The total of the three sub-area budgets is the same as the EPA-approved MVEB for the four counties as a whole.

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).<sup>1</sup> For the Scranton / Wilkes-Barre area, PennDOT performs the emissions modeling and analysis required for transportation conformity determinations for the RPO's, 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, U.S. 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 revised MVEBs, unless cancelled, will be held on Wednesday, April 2, 2008 if a member of the public requests such a hearing. Notice of the hearing will be published in the *Pennsylvania Bulletin* at least 30 days prior to the date of the hearing.

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

## 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, once EPA approves this SIP revision for purposes of conformity, will establish transportation conformity sub-area MVEBs for the Scranton / Wilkes-Barre Area.

**Table 2-1**  
**Lackawanna – Luzerne Transportation Study MPO**  
**(Lackawanna & Luzerne Counties)**  
**Motor Vehicle Emission Budgets in Tons/Summer Day (tons per day)**

		2009		2018	
		VOC	NOx	VOC	NOx
PREDICTED	tpd	16.63	33.83	9.84	15.35
MARGIN	tpd	1.36	0.76	1.96	1.34
<b>BUDGET</b>	<b>tpd</b>	<b>17.99</b>	<b>34.58</b>	<b>11.80</b>	<b>16.70</b>

**Table 2-2**  
**Northeastern Pennsylvania Alliance RPO**  
**(Monroe County)**  
**Motor Vehicle Emission Budgets in Tons/Summer Day (tons per day)**

		2009		2018	
		VOC	NOx	VOC	NOx
PREDICTED	tpd	5.73	11.60	3.99	5.66
MARGIN	tpd	0.46	0.57	0.65	0.70
<b>BUDGET</b>	<b>tpd</b>	<b>6.19</b>	<b>12.16</b>	<b>4.64</b>	<b>6.36</b>

**Table 2-3**  
**Northern Tier Regional Planning and Development Commission RPO**  
**(Lebanon County)**  
**Motor Vehicle Emission Budgets in Kilograms/Summer Day**

		2009		2018	
		VOC	NOx	VOC	NOx
PREDICTED	tpd	0.97	1.50	0.51	0.64
MARGIN	tpd	0.03	0.04	0.03	0.04
<b>BUDGET</b>	<b>tpd</b>	<b>0.99</b>	<b>1.54</b>	<b>0.54</b>	<b>0.68</b>

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