



## SOUTHWESTERN PENNSYLVANIA COMMISSION

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219-3451

412-391-5590 phone • 412-391-9160 fax • www.spcregion.org

May 10, 2019

**Officers:**

Washington County  
Larry Maggi  
*Chairman*

Allegheny County  
Rich Fitzgerald  
*Vice-Chairman*

Beaver County  
Tony Amadio  
*Secretary-Treasurer*

The Honorable Kim Ward  
Senate Box 203039  
Harrisburg, PA 17120-3039

The Honorable John Sabatina  
Senate Box 203005  
Harrisburg, PA 17120-3005

**Executive Committee:**

Allegheny County  
Rich Fitzgerald

Armstrong County  
Pat Fabian

Beaver County  
Tony Amadio

Butler County  
Leslie A. Osche

City of Pittsburgh  
William Peduto

Fayette County  
Vincent A. Vicites

Greene County  
Dave Coder

Indiana County  
Rodney D. Ruddock

Lawrence County  
Steve Craig

Washington County  
Larry Maggi

Westmoreland County  
Gina Cerilli

At-Large  
Charles W. Anderson  
Ricky V. Burgess  
Lynn Heckman

Governor's Office  
Jessica Walls-Lavelle

PA Dept. of Community &  
Economic Development  
Johnna A. Pro

PA Dept. of Transportation  
James D. Ritzman

Executive Director  
James R. Hassinger

Dear Chair Ward, Chair Sabatina, and Members of the Committee,

SPC is the region's federally and state-designated Metropolitan Planning Organization (MPO), and as such, SPC is responsible for developing, coordinating, and implementing short and long-range transportation strategies, plans and programs in collaboration with local and regional stakeholders, the general public, and other interested parties. The plans and programs articulate the region's transportation investment priorities based on available funding, the region's needs, and air quality considerations.

During plan and program development, SPC must demonstrate that the proposed changes to the transportation system will not worsen the region's air quality, or contribute to violations of the national standards for ozone and particulate emissions. In addition, the Pennsylvania Department of Environmental Protection has developed plans (SIPs – State Implementation Plans) that commit to certain actions, policies to ensure attainment and ongoing maintenance of the emissions standards. SPC's assessment of the change in emissions due to implementation of the region's transportation plans and programs must conform to commitments in the applicable SIPs.

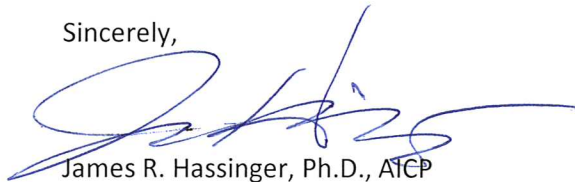
The vehicle emissions inspection program is a commitment of Pennsylvania's SIP and, therefore, is reflected in SPC's modeling to account for its contribution toward achieving emission reduction targets. Modeling is done for EPA-designated nonattainment and maintenance areas for ozone and particulates. Historically, the four counties in the region where the I/M program is operational (Allegheny, Beaver, Washington, and Westmoreland) have been part of nonattainment areas for both pollutants.

Ozone and particulate emissions from gasoline fueled vehicles are much lower than when the I/M Program was initiated. Vehicle technology and changes in fuels have contributed to that reduction in emissions. Recently, emissions monitoring data from DEP is showing that the four local counties subject to the I/M program are attaining the national air quality standards. In fact, under the latest standard for particulate matter (2012), only Allegheny County is designated as nonattainment. All of the local counties are designated by EPA as attainment areas under the latest ozone air quality standard (2015). To ensure against "backsliding", the modeling must demonstrate conformity to both the old and new standards.

SPC will continue to model whatever commitments the state makes to EPA to ensure ongoing attainment of the air quality standards. However, like the current phase-out of "summer gasoline" in the region, it may be time to review the costs and benefits of the I/M program. There may be more efficient, more effective ways to achieve the goals of the I/M program. Looking forward, fewer and fewer vehicles will be subject to the I/M requirements due to a continued shift away from gasoline as a vehicle fuel and towards electric, hybrids, and other alternative vehicle fuels.

Thank you for the opportunity to provide written testimony at this public hearing.

Sincerely,

A handwritten signature in blue ink, appearing to read "James R. Hassinger". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

James R. Hassinger, Ph.D., AICP  
Executive Director