



General Assembly of the Commonwealth of Pennsylvania

Joint State Government Commission

Room 108 Finance Building, 613 North Street

Harrisburg, PA 17120

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*Motor Vehicle Emissions Testing: Pennsylvania's Program
The Advisory Committee Report*

Report Summary

Senate Resolution 168 of 2017 (Printer's No. 1260) (SR168) was adopted October 24, 2017, directing the Joint State Government Commission appoint an advisory committee and to conduct "a thorough and comprehensive analysis of issues relating to the potential impact to the Commonwealth of removing each participating county of the third, fourth and fifth class, individually and collectively, from the [motor vehicle] emissions testing program;" and the impact on environmental credits and related financial aspects of the program. The report is due one year from the adoption of the resolution, or October 24, 2018.

The Commission appointed an advisory committee which included representatives of the Department of Transportation, the Department of Environmental Protection and others who possess knowledge of the vehicle emission inspection program and the federally-mandated State Implementation Plan (SIP) that implements the Federal Clean Air Act (CAA) in Pennsylvania. These persons included representatives of consumers, environmental advocates and inspection stations. The Advisory Committee met in Harrisburg on January 18, 2018. The overwhelming consensus of the advisory committee was that revisions to the SIP suggested by SR168 that would remove certain counties from the vehicle emissions testing program are not authorized under the CAA. The driving factor in this conclusion is the fact that Congress included Pennsylvania in the Northeast Ozone Transport Region (OTR) under the CAA, and the CAA imposes expanded geographical coverage for vehicle inspection and maintenance programs in OTR states. Additionally, a majority of the advisory committee was also of the opinion that removing any counties from the SIP was inadvisable for adverse public health and environmental reasons.

SR168 further directed that the final report for this study "include recommendations to make up for the loss of environmental credits associated with the approved SIP, the cost in actual dollars, historically and projected, to each of the respective departments, and any other potential financial aspects to the Commonwealth." Because the Advisory Committee has determined that no counties should be removed, there is no environmental or other financial impact to be considered. Given that there are 20 counties in the group under consideration in this report, and that the resolution discussed removing these counties both individually and collectively, an attempt to calculate the potential impact of the thousands possible combinations of those counties was unrealistic.

The remainder of this report includes research performed by Commission staff to detail how the federal law dictates much of Pennsylvania's action in the area of motor vehicle emissions, the history of Pennsylvania's State Implementation Plan (SIP), and the workings of Pennsylvania's enhanced emissions inspection and maintenance program (I/M Program). Additional attention is paid to data and information relating to the specific participating counties in third, fourth and fifth class counties that may be helpful to those evaluating the performance of the I/M Program in those counties.

In conducting research for this report, Commission staff consulted advisory committee members and the Ozone Transport Commission (OTC) to discuss the Commonwealth's I/M Program obligations under the CAA.

The full report is available on our website, <http://jsg.legis.state.pa.us/>