

**Region 3 Plan Summary
Pittsburgh-Beaver Valley, Pennsylvania Ozone Area**

Title: Maintenance Plan for the Pittsburgh- Beaver Valley, Pennsylvania Ozone Area

Federal Register Dates: May 30, 2001, 66 FR 29270 (proposed rule), October 19, 2001, 66 FR 53094 (final rule); August 5, 2003, 68 FR 46141(proposed rule), 68 FR 46099 (final rule); July 1, 2004, 69 FR 39892 (proposed rule); December 10, 2004, 69 FR 71212 (final rule).

EPA Effective Date: November 19, 2001, as revised on October 6, 2003 and January 10, 2005.

State Submittal Dates: May 21, 2001; revisions submitted April 11, 2003 and April 22, 2004.

Affected Areas: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington and Westmoreland Counties

Summary of the Plan: The Pittsburgh area had recorded three years of complete quality-assured, ambient air quality monitoring data for the 1998 to 2000 ozone seasons, thereby demonstrating that the area has attained the 1-hour ozone NAAQS. On May 21, 2001, Pennsylvania formally requested EPA to redesignate the Pittsburgh area on April 9, 2001 as attainment for the 1-hour ozone NAAQS, and at the same time, submitted a 10-year ozone maintenance plan.

Emissions Inventory: The PADEP included a 1999 emissions inventory as the attainment inventory. The maintenance plan provides emissions estimates from 1990 to 2011 for VOCs and NOx. The emissions in the Pittsburgh area are projected to decrease from the 1999 levels. The results of the analysis shows that the Pittsburgh area is expected to maintain the air quality standard for at least 10 years into the future after redesignation. Table 1. provides the emission summary for VOCs and Table 2. NOx for the Pittsburgh area.

**Table 1. VOC emissions summary 1990 to 2011, Pittsburgh-Beaver Valley Area
tons per day**

Major Source Category	1990 base	1999 attainment	2007 projected	2011 projected
Point sources	96	34	36	38
Stationary Area Sources	128	130	136	142
Highway Vehicles*	150	104	60	46
Nonroad Engines/Vehicles	28	64	42	37
Total*	402	332	274	263

* Revised through the use of the MOBILE6 emissions model

Table 2. NOx emissions summary 1990 to 2011, Pittsburgh-Beaver Valley Area tons per day

Major Source Category	1990 base	1999 attainment	2007 projected	2011 projected
Point sources	555	282	199	199
Stationary Area Sources	18	10	10	10
Highway Vehicles*	144	183	110	77
Nonroad Engines/Vehicles	54	75	67	60
Total*	771	550	386	346

* Revised through the use of the MOBILE6 emissions model

Motor Vehicle Emissions Budgets: By approving of the maintenance plan for the Pittsburgh area, EPA has also approved the Motor Vehicle Emission Budgets (MVEB) contained in that plan adequate for maintenance of the ozone NAAQS. Upon the effective date of the final approval of the maintenance plan for the Pittsburgh area, the MVEB's for both VOC and NOx contained in the plan shall be the applicable budgets that must be used for purposes of demonstrating transportation conformity. These budgets shall replace the VOC budget of the 15% plan and the so-called "NOx Build/No Build Test" currently being used to demonstrate transportation conformity in the Pittsburgh area.

Summary of Motor Vehicle Emissions Budgets (as revised by the MOBILE6 emissions model, effective January 10, 2005)

Year	VOCs tons/day	NOx tons/day
1999	109.65	171.05
2004	74.03	140.63
2007	60.42	110.37
2011	45.68	77.09

Control Measures: The improvement in air quality must be due to permanent and enforceable reductions in emissions resulting from the SIP, Federal Measures, and other state adopted measures. The improvement in air quality in the Pittsburgh area is due to emissions reductions from reductions in point, stationary, area, and highway controls. Point source reductions are due to implementation of RACT and further NOx controls, National Emission Standards for Hazardous Air Pollutants (NESHAPS) which reduce VOCs, Prevention of Significant

Deterioration (PSD), NSR, and Section 145(NO_x SIP Call) for utility and industrial boilers. Stationary area sources controls were implemented for the following categories: Automobile refinish coatings, consumer products, architectural and industrial maintenance coatings, wood furniture coatings, aircraft surface coating, marine surface coating, metal furniture coating, municipal solid waste landfills, treatment storage and disposal facilities, and Stage II vapor recovery. Several programs were implemented to reduce highway vehicle emissions, such as the Federal Motor Vehicle Control Program (FMVCP), a summertime gasoline 7.8 psi volatility limit, I/M, National Low Emission Vehicle (NLEV) program, EPA's heavy-duty diesel engine standards (beginning 2004), and EPA's Tier 2/low sulfur gasoline program. Nonroad source programs include: EPA rules for large and small compression-ignition engines, small spark-ignition engines, and recreation spark-ignition marine engines.

Contingency Measures: A revision to the Pittsburgh area maintenance plan, with an EPA effective date of October 6, 2003, identifies additional measures the Commonwealth would take in the event of exceedances of the one-hour ozone NAAQS. These additional measures include incorporating transportation control measures into the SIP if such measures offer a quantifiable ozone reduction benefit; increasing rule effectiveness of Stage II controls at gasoline stations; the convening of a stakeholder group to recommend additional measures; and proposing additional control measures to attain and maintain the ozone NAAQS in the area. The revised plan also includes a detailed schedule for identification and adoption of additional measures if warranted by ozone exceedances or violations.

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