

ALERT!

April 2005

ALERT is a monthly update on transportation and air quality planning activities in the Delaware Valley.



CONFORMITY

EPA Adopts Final Clean Air Interstate Rule (CAIR)

Acting Environmental Protection Agency (EPA) Administrator Stephen Johnson recently signed the final Clean Air Interstate Rule (CAIR), which is designed to dramatically reduce air pollution that moves across state boundaries in 28 eastern states.

The CAIR is meant to permanently cap emissions of sulfur dioxide (SO₂) and nitrogen oxides (NO_x) in the eastern United States. When fully implemented, CAIR should reduce SO₂ emissions in 28 eastern states and the District of Columbia by over 70 percent and NO_x emissions by over 60 percent from 2003 levels.

EPA said the CAIR would result in more than \$100 billion in health and visibility benefits per year by 2015 and would substantially reduce premature mortality in the eastern United States.

The CAIR will mandate the largest reduction in air pollution since the reductions set by the Acid Rain Program under the Clean Air Act Amendments of 1990. Under the CAIR, states will achieve the required emissions reductions by using one of two options for compliance:

- 1) Require power plants to participate in an EPA administered interstate cap and trade system that caps emissions in two stages, or
- 2) Meet an individual state air emission limits through measures of the state's choosing.

For information go to: <http://www.epa.gov/cair/>

EPA Announces First-Ever Rule to Reduce Mercury Emissions From Power Plants

EPA recently signed the Clean Air Mercury Rule, which is meant to significantly reduce mercury emissions from coal-fired power plants across the country. When fully implemented the recently issued Clean Air Interstate Rule and the new Clean Air Mercury Rule are expected to reduce electric utility mercury emissions by nearly 70 percent from 1999 levels.



24th Clean Air Council 5K Run For Clean Air on Saturday April 16th.

For information on location and registration please log on to

<http://www.cleanair.org/5kRun/5kRun.html>

or call the Clean Air Council at 215.567.4004

**EarthFest 2005
Friday, April 22nd**

Temple University
Ambler Campus
9:30 a.m. – 4 p.m.

The Clean Air Mercury Rule is primarily aimed at electric utilities, the largest remaining source of human-generated mercury emissions. Mercury is a persistent, toxic pollutant that accumulates in the food chain. People are exposed to mercury primarily by eating certain species of fish. Although an important part of a healthy diet, pregnant women, women of childbearing age, nursing mothers and young children should avoid certain types of fish that are high in mercury.

The rule limits mercury emissions from new and existing coal-fired power plants, and creates a market-based cap-and-trade program that will permanently cap utility mercury emissions in two phases: the first phase cap is 38 tons beginning in 2010, with a final cap set at 15 tons beginning in 2018.

The cap-and-trade system also creates incentives for continued development and testing of promising mercury control technologies that are efficient and effective, and that could later be used in other parts of the world. In addition, by making mercury emissions a tradable commodity, the system provides a strong motivation for some utilities to make early emission reductions and for continuous improvements in control technologies. For more information about the mercury rule, go to: <http://www.epa.gov/mercuryrule>. For more information about mercury in fish, go to: <http://www.epa.gov/waterscience/fishadvice/advice.html>.



OTHER NEWS

Clean School Bus Funds to be available from EPA

Congress has allocated \$7.5 million in funding for the 2005 fiscal year to Clean School Bus USA for a cost-shared grant program to school districts to reduce pollution from their diesel bus fleets. The Environmental Protection Agency (EPA) intends to issue a solicitation to allocate those funds this Spring.

Interested districts should begin to gather information now on the make and age of engines and number of students riding the buses, and contact potential fuel and equipment vendors to learn more about what would be appropriate for the fleet. Only school districts will be able to apply for this federal funding.

In Pennsylvania, the majority of school buses are actually operated by private contractors. These companies can work with their school district on retrofit strategies. For example, West Chester School District in Chester County has received EPA funds for retrofitting buses actually owned and operated by Krapf Bus. EPA will post its application on the Grants/Funding section of the Clean School Bus USA website at <http://www.epa.gov/cleanschoolbus>.

For more information on diesel retrofit in general, technologies, and fleets in Pennsylvania reducing diesel pollution, go to DEP keyword diesel emissions.

ALERT contains news items related to air quality and transportation.

To submit articles, please contact:
Emi Faloughi at
efaloughi@dvrpc.org



Delaware Valley Regional Planning Commission

The Bourse Building, 8th Floor
111 South Independence Mall East
Philadelphia, PA 19106-2582

Phone 215.592.1800 Fax 215.592.9125 www.dvrpc.org