

ALERT! *January 2007*

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



CONFORMITY

Changes to Pennsylvania Clean Vehicles Program Finalized

The PA Clean Vehicles Program final form rule, adopting the model year 2008 as the compliance date for new emission standards, for new passenger cars and light duty trucks in Pennsylvania, became effective with the rule's publication in the *Pennsylvania Bulletin* on December 9, 2006.

The federal Clean Air Act allows states to adopt either federal emission standards or more stringent standards in effect in California to help meet National Ambient Air Quality Standards (NAAQS). Pennsylvania, along with nine other states (CT, ME, MA, NJ, NY, RI, OR, VT, and WA), has adopted the California emissions standards, known as the California Low Emissions Vehicle II program (Cal LEV II).

PA DEP estimates that by adopting the Cal LEV II standards in the PA Clean Vehicles Program, the state will benefit from reductions in Volatile Organic Compound (VOC) emissions by as much as 12 percent and Nitrogen Oxide (NOx) emissions by 9 percent over the federal standard, in 2025 when full vehicle fleet turnover is expected. VOCs and NOx are components necessary for the formation of ground level ozone pollution or smog. NOx has also been identified as a contributing pollutant to the formation of fine particle pollution.

Pennsylvania will submit the Clean Vehicles Program final rule to EPA as a revision to the State Implementation Plan for Transportation Conformity.

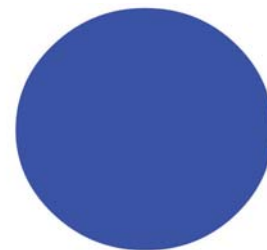
The final rule for the Pennsylvania Clean Vehicles Program can be viewed at: <http://www.pabulletin.com/secure/data/vol36/36-49/2406.html>

TRANSPORTATION – AIR QUALITY

EPA Issues New Methods for Estimating Fuel Economy of New Vehicles

The EPA is issuing new methods to determine the miles per gallon (MPG) estimates that appear on new vehicle window stickers. The new standards will take effect for model year 2008 vehicles.

Currently the EPA relies on laboratory tests to determine city and highway fuel economy estimates. Testing methodology has not been revised since 1984. The new methods bring MPG estimates closer to driver's actual fuel consumption by including



**Monday,
January 8th, 2007
Philadelphia Diesel
Difference Working Group
Meeting
10:00 am**

DVRPC Conference Center
ACP Building, 8th Floor
6th and Race Streets
Philadelphia, PA

**Thursday,
January 11th, 2007
Greater Philadelphia
Clean Cities Working Group
10:00 am**

DVRPC Conference Center
ACP Building, 8th Floor
6th and Race Streets
Philadelphia, PA



factors such as speed, aggressive acceleration, air conditioning use and driving in cold temperatures.

In addition to new methodology for estimating fuel economy, EPA will be requiring fuel economy labeling of medium duty vehicles, including large sport-utility vehicles and vans. Manufacturers will be required to place these MPG estimates on medium duty vehicles starting with the 2011 model year.

For more information about fuel economy visit: <http://www.epa.gov/fueleconomy>

Retail Distribution of Ultra Low Sulfur Diesel Exceeds Federal Mandate

EPA surveys of retail distributors of highway diesel fuel show that approximately 85 percent of highway diesel fuel meets the Ultra Low Sulfur Diesel (ULSD) standards. This level of participation exceeds the mandated 80 percent required by law by October 2006. One hundred percent of highway diesel fuel must be ULSD by 2010.

According to the EPA, the combination of new diesel engine emission control requirements starting with model year 2007 engines and ULSD fuel is expected to deliver billions of dollars in environmental and health benefits by preventing nearly 20,000 premature deaths and tens of thousands of cases of respiratory ailments.

Other News

Delaware Valley Region Benefits from Alternative Fuel Incentive Grants

Governor Rendell announced the award of more than \$3 million in Alternative Fuel Incentive Grants (AFIG) on December 7, 2006. AFIG Grants provide state funds to stimulate the production, distribution and use of biofuels (mostly biodiesel and ethanol) made in Pennsylvania by providing funds for fuel production, installation of storage tanks needed for biofuel distribution and by covering the added costs for fleets to purchase high percentage biofuel blends.

Of the \$3 million in AFIG grants announced in December, almost \$985,000 has been awarded to organizations in the DVRPC region for activities ranging from refining grease from restaurants to purchasing B20 diesel fuel (20% biodiesel, 80% diesel fuel) for fleets.

The following is a list of organizations in the DVRPC region who have received AFIG Grants:

Philadelphia Fry-O-Diesel - \$250,000 to construct a 3-million-gallon refinery to convert low cost trap grease from restaurants to biodiesel fuel.

Bucks County Transport - \$25,000 for the purchase of 100,000 gallons of B20.

City of Philadelphia Fleet Management - \$351,217 for the purchase of 1 million gallons of B20, storage tanks and site preparation.

Greater Philadelphia Clean Cities - \$75,000 to match a \$283,380 federal grant to support ethanol fueling infrastructure for twelve E85 stations (E85 corridor project).

For more information on AFIG Grants visit: <http://www.dep.state.pa.us>. Keyword: *Alternative Fuels*



<p>ALERT! is a DVRPC publication.</p>	 <p>Delaware Valley Regional Planning Commission DVRPC, 8th Floor 190 N. Independence Mall West Philadelphia, PA 19106-1520 Phone 215.592.1800 Fax 215.592.9125 www.dvrpc.org</p>
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