

ALERT! July 2007

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



CONFORMITY

The U.S. Environmental Protection Agency Proposes to Revise the National Ambient Air Quality Standard for Ozone

On June 20, 2007, the U.S. Environmental Protection Agency (EPA) proposed to strengthen the National Ambient Air Quality Standard (NAAQS) for ground-level ozone. The proposed revision reflects new scientific evidence about ozone and its effects on public health and welfare. The evidence indicates that adverse public health effects occur at exposures below the current eight-hour ozone standard, particularly for people with respiratory illness. Evidence also indicates that repeated exposure to low levels of ground-level ozone damages vegetation, trees and crops. Public health is protected by the primary ozone standard and public welfare (vegetation and crops) are protected by the secondary ozone standard. Under the current NAAQS the primary and secondary standards are both set at 84 parts per billion (ppb) of ozone.

The EPA proposed to lower the primary ozone standard to the 70 – 75 ppb range, although the agency is requesting comments on alternative standards ranging from 60-80 ppb. The EPA is proposing two options for the revised secondary standard. The first option is to continue the current practice of setting the secondary standard equal to the primary standard. The second option is to establish a new form of standard specifically designed to protect sensitive plants from damage caused by repeated ozone exposure over the growing season.

The EPA will be opening a ninety day public comment period following the publication of the proposal in the Federal Register. The Agency will be holding a public meeting on the proposal in Philadelphia on August 30, 2007. EPA will issue the final revised standards by March 12, 2008.

Table 1 includes information regarding the estimated timeline for implementing the revised ozone standards.

Table 1 Estimated Timeline for Revised Ozone Standards	
Date	Action
By March 2008	Final standards issued
By June 2010	EPA makes final non-attainment area determinations
2013	State Implementation Plans due
2013 - 2030	States required to meet new standards (based on severity of problem)



**SAVE
THE
DATE**

**Monday,
July 16th, 2007
Philadelphia Diesel
Difference
Working Group
10:00 am**

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

**Thursday,
August 30th, 2007
Public Meeting
Proposal for Revision
of Federal Ground Level
Ozone Standard**

Philadelphia, PA
Time and Location
to be Announced

For more information regarding the proposed revision of the NAAQS for ozone, please visit: <http://epa.gov/groundlevelozone/fs20070620.html>.

Comments on the proposed rule should be identified by Docket ID No. EPA-HQ-OAR-2005 -0172 and can be submitted by one of the following methods:

- o Federal eRulemaking Portal (<http://www.regulations.gov>);
- o e-mail (a-and-r-docket@epa.gov);
- o Mail (EPA Docket Center, Environmental Protection Agency, Mail code 6102T, 1200 Pennsylvania Avenue, NW, Washington, DC 20460); or
- o Hand delivery (EPA Docket Center, Environmental Protection Agency, Room 3334, 1301 Constitution Avenue, NW, Washington, DC).



TRANSPORTATION – AIR QUALITY

Bordentown Truck Stop Goes Electric; Saves Fuel and Improves Air Quality

DVRPC and New Jersey State officials held a press conference on June 26, 2007, at the Petro Travel Center #382, to announce the installation of 93 truck electrification / idling reduction bays at the truck stop. The travel center is located just off of I-295 in Bordentown Township, Burlington County, and is the third truck stop in New Jersey to have idle reductions systems installed. The other two stops with electrification technology are located in Paulsboro Township, Gloucester County and Columbia, an unincorporated area in Warren County. According to New Jersey Department of Transportation Commissioner Kris Kolluri, the state will be seeking a vendor for a fourth electrification project at a Turnpike rest stop in northern New Jersey, in the near future.

The idle reduction units at Bordentown were provided by IdleAire, a Tennessee based company. The units provide heating, ventilation and air conditioning as well as electricity for on-board amenities, such as refrigerators and laptop computers that would otherwise require the trucks to continuously run their diesel engines to operate. Trucks are connected to the units through a console mounted on the cab's passenger window. By giving truckers an option to avoid idling their engines during the federally mandated, daily rest period, the units can reduce harmful diesel emissions, save diesel fuel and save the truck drivers money, since using the IdleAire units cost less than idling the truck's engine to power on-board amenities.

The Bordentown Truck Stop Electrification Project cost approximately \$900,000, of which \$600,000 was provided by federal Congestion Mitigation and Air Quality (CMAQ) program funds in the New Jersey Transportation Improvement Program. The balance of the project cost was provided by IdleAire. According to state officials, the 93 idle reduction units in Bordentown are expected to reduce particulate pollution by 20 tons per week while saving over 815,000 gallons of diesel fuel per year.

ALERT! is a DVRPC publication.



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