

ALERT! November 2007

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



TRANSPORTATION – AIR QUALITY

Pennsylvania Seeks Public Comment on Proposed Idling Reduction Regulation

The Pennsylvania Environmental Quality Board (EQB) has approved a new regulation for public comment that would limit the amount of time that a commercial motor vehicle can idle its engine. The regulation was developed by the Department of Environmental Protection, acting on a petition from the Clean Air Board of Central Pennsylvania.

The proposed regulation is primarily aimed at reducing polluting emissions from long haul truckers that run their diesel engines to provide power to the truck's cab during the federally mandated rest period. The regulation would limit the amount of time that commercial diesel vehicles could idle their engine to no more than five minutes in a 60-minute period. Passenger and school buses would be limited to 15 minutes of idling in a 60-minute period to allow for heating and cooling for passengers.

Pennsylvania has an extensive interstate highway system that supports a heavy volume of diesel truck traffic. The state has approximately 260 truck stops, 47 public rest areas and more than 13,000 truck parking spaces – helping to meet the demand for safe and convenient places for truckers to stop during the required rest period.

Michael Baker Jr. Inc., the state's highway emissions consultant, estimates the total statewide idling related to truck travel rest, to be more than 21 million annual hours. Since an idling truck uses about 1 gallon of diesel fuel per hour of idling, the use of alternative power sources to heat, cool and run on-board amenities could save over 20 million gallons of diesel fuel each year in Pennsylvania alone. At the current average price of \$3.19 per gallon of diesel fuel, truckers are spending nearly \$67 million each year to idle their vehicles.

In addition to the economic benefits, DEP estimates that when this regulation is fully implemented in 2010, it will help to reduce annual NO_x emissions by 1,610 tons, VOC emissions by 45 tons and PM_{2.5} emissions by about 30 tons. In order to help truckers reduce idling, Pennsylvania has already provided over \$2 million in grants to support alternative power sources for trucks.

The regulation does include several exemptions including allowing trucks with sleeper cabs to idle when the outside temperature is above 75 degrees or below 40 degrees when there is no alternative power source available (this exemption expires in 2010).



**Monday,
November 19th, 2007
Philadelphia Diesel
Difference
Working Group
10:00 am**

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

**Friday,
November 30th, 2007
Air Quality Partnership
Board Meeting
10:00 am**

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

Other exemptions include:

- Active loading or unloading of passengers or property;
- Operating work related mechanical operations other than propulsion; and
- Maintenance, repairs and inspections.

The EQB will be accepting public comment on the proposed regulation for 60 days following the notice in the PA Bulletin and will hold three public meetings on the proposal. Once the EQB adopts a proposed regulation, it must be approved by the Independent Regulatory Review Commission and the state attorney general before enactment.

Pennsylvania joins fourteen other states, including New Jersey, Delaware, Maryland and New York with anti-idling measures.

More information on the PA Idling Reduction Regulation is available online at: www.depweb.state.pa.us Keyword: Diesel Idling



CLIMATE CHANGE

New Jersey Governor Corzine Joins Nine Northeastern Governors and European Leaders to Announce Commitment to Reduce Greenhouse Gas Emissions

On October 29, 2007 New Jersey Governor Corzine took part in the announcement of the International Carbon Action Partnership in Lisbon to highlight New Jersey's commitment to mandatory cap and trade programs to reduce greenhouse gas emissions. Governor Corzine was joined by the nine other governors from Mid-Atlantic and Northeastern states that make up the Regional Greenhouse Gas Initiative (RGGI). The RGGI is a ten state cooperative (DE, MD, NJ, NY, CT, MA, RI, NH, VT and ME) effort to implement a regional mandatory cap-and-trade program in the Northeast and Mid-Atlantic region addressing CO₂ emissions from power plants.

The RGGI is the first mandatory market-based program to reduce carbon emissions in the U.S. The program will cap regional power plant CO₂ emissions at current levels from 2009 through 2014 and reduce emissions 10% by 2019. On August 15, 2006, a set of model regulations establishing the cap-and-trade program was released. Each participating RGGI state will now proceed to adopt these regulations, either by rulemaking or legislation.

New Jersey has already adopted carbon emission reduction legislation that goes beyond the RGGI recommendations. Governor Corzine signed the Global Warming Response Act in July 2007. The Act charges the NJ Department of Environmental Protection to work with the Board of Public Utilities, Department of Transportation and Department of Community Affairs to reduce greenhouse gas (GHG) emissions in the state to 1990 levels by 2020. This represents a 20% reduction in GHG emissions. The legislation further calls for an 80% reduction of greenhouse gas emissions below 2006 levels by 2050. New Jersey is the third state in the nation to adopt a GHG emission reduction goals law.

ALERT! is a DVRPC publication.



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