

ALERT! *January 2008*

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



CONFORMITY

Ozone Transport Commission Calls for Reduced Power Plant Emissions

The Ozone Transport Commission (OTC) announced the preliminary results of a study indicating that health benefits associated with reduced power plant emissions beyond levels currently required by the U.S. Environmental Protection Agency (EPA), would significantly outweigh the costs of implementing the emission reduction measures.

Recent analysis conducted by the OTC and the Northeast States for Coordinated Air Use Management (NESCAUM) show that cutting sulfur dioxide (SO₂) and nitrogen oxide (NO_x) emissions from power plants by approximately 20 percent beyond current EPA requirements would result in health benefits valued between \$6.7 and \$7.8 billion, annually in the eastern United States by 2018. Modeling analysis released by the OTC in May, 2007 indicated that these levels of emission reductions could be achieved by 2018 for \$2.6 billion in incremental total production costs nationally.

Based on the information contained in this study, the OTC is calling for EPA to require deeper emissions reductions from power generators above and beyond those provided in the Clean Air Interstate Rule.

Previous regulatory emission reduction programs in the eastern US and OTC region ("NO_x SIP Rule", 1998) have been credited with effectively reducing ground-level ozone pollution in the eastern states in a relatively short time frame. Additionally, some OTC member states are requiring advanced controls on power plants by as soon as 2010, further demonstrating that better levels of control are achievable in the near future.

The OTC was established under the Clean Air Act Amendments of 1990 to address the transport of ground-level ozone and its precursors, NO_x and VOCs, into and throughout the region. The OTC is comprised of twelve northeastern and mid-Atlantic states (CT, DE, ME, MD, MA, NH, NJ, NY, PA, RI, VT & VA) and the District of Columbia.

For more information on the Ozone Transport Commission's findings please visit:
www.nj.gov/dep/newsrel/2007/07_1114otc.htm



**SAVE
THE
DATE**

**Monday,
January 14th, 2008
Philadelphia Diesel
Difference
Working Group
10:00 am**

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

**Monday,
January 14th, 2008
Public Comment Opens
DVRPC Air Quality
Conformity Reaffirmation**

This document can be viewed at
www.dvrpc.org

Please send comments to "TIP-Plan Comments" via mail (address listed on reverse), email or fax to:

TIP-plan-comments@dvrpc.org
Fax: 215-592-9125



TRANSPORTATION – AIR QUALITY

EPA Rejects California's Request for Waiver to Set Greenhouse Gas Emission Standards from Automobiles

On December 19, 2007, the U.S. EPA denied California's request for a Clean Air Act waiver that would have allowed California to set their own standards for carbon dioxide (CO₂) emissions from automobiles.

The emissions standards proposed by California in 2004, would have required automakers to reduce greenhouse gas emissions by 30 percent by 2016. This would have translated to approximately 43 miles per gallon (mpg) for new cars and light trucks and 27 mpg for new heavy duty trucks and SUVs. Reductions would have started with model year 2009 vehicles.

Fifteen other states, including New Jersey, Maryland and Pennsylvania were prepared to adopt the California standards. Had the waiver been granted by EPA, sixteen states would have adopted the stricter standards, covering nearly half of the new cars sold in the United States each year.

The EPA cited the new fuel economy standard, in the recently passed energy bill signed by President Bush in December, as one factor in the agency's decision. The energy bill calls for a 35 mpg fleet-wide standard for cars and trucks by 2020. The agency also claims a need for a national program for greenhouse gas emissions reductions to avoid a "confusing patchwork of state rules" as a supporting reason for denying California's request for a waiver.

California, environmental groups and several of the states planning to adopt the California standards have announced that they would sue the EPA in federal court to have this decision overturned. These groups state that the new fuel economy standards contained in the energy bill will increase gas mileage but will not directly reduce greenhouse gas emissions from automobiles.

More information on the ruling can be found at: www.epa.gov/newsroom/index.htm

Chester County Schools Receive Grant for Biodiesel for School Buses

The Energy Cooperative of Pennsylvania, Krapf Bus Company, the Chester County Intermediate Unit and the School Districts of Coatesville, Downingtown, Kennett Square and West Chester have received a \$300,000 Alternative Fuels Incentive Grant from Pennsylvania to purchase B20 (a 20 percent biodiesel blend) biodiesel for the Krapf buses serving the districts and intermediate unit. The grant will cover the incremental costs of purchasing 2.3 million gallons of B20.

Pennsylvania promotes the use of biodiesel as part of the state's energy policy and cites energy independence and environmental benefits as reasons it supports the use of biodiesel. This grant will help displace 460,000 gallons of imported diesel fuel with biodiesel from Pennsylvania producers. The fuel will also result in lower emissions of particulate matter, volatile organic compounds and greenhouse gases than from traditional diesel fuel.

ALERT! is a DVRPC publication.



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