

# ALERT! *March 2008*

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



## **CONFORMITY**

### **New Jersey and Pennsylvania Departments of Environmental Protection Submit Recommendations for New 24 – Hour PM<sub>2.5</sub> Non-attainment Areas**

In December 2007, both the New Jersey and Pennsylvania Departments of Environmental Protection (DEP) submitted their recommendations for the boundaries of the new 24-Hour PM<sub>2.5</sub> non-attainment areas to the US EPA. EPA lowered the 24-Hour PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS) from 65µg / m<sup>3</sup> to 35µg/m<sup>3</sup>, averaged over a 24-hour period, in December of 2006. This revision of the NAAQS necessitated a review of the attainment status of counties in the two states to determine which counties did not meet the air quality standard. The Annual PM<sub>2.5</sub> standard was not changed.

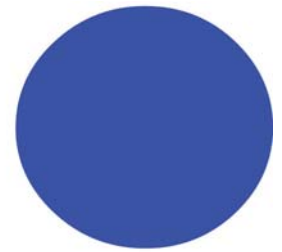
New Jersey DEP determined that Burlington, Camden, Gloucester and Mercer Counties should be designated as not attaining the NAAQS for the 24-Hour PM<sub>2.5</sub> standard. NJ DEP recommended that the non-attainment area boundaries remain the same as the boundaries for the existing Annual PM<sub>2.5</sub> non-attainment areas. For the Annual PM<sub>2.5</sub> non-attainment areas, Burlington, Camden, and Gloucester Counties are in the Philadelphia – Wilmington Annual PM<sub>2.5</sub> Non-attainment Area and Mercer County is in the New York-Northern New Jersey-Long-Island, NY-NJ-CT Annual PM<sub>2.5</sub> Non-attainment Area.

Pennsylvania DEP determined that Bucks, Chester, Delaware, Montgomery and Philadelphia Counties should be designated as not attaining the new PM<sub>2.5</sub> standard. PA DEP also recommended that boundaries of this new non-attainment area be the same as for the current Annual PM<sub>2.5</sub> non-attainment area.

DVRPC submitted comments to both state DEPs regarding the non-attainment area designations. DVRPC requested that New Jersey DEP recommend that Mercer County be included in Philadelphia – Wilmington 24-Hour PM<sub>2.5</sub> Non-attainment Area with the other three DVRPC New Jersey Counties. This revised grouping would simplify future transportation conformity demonstrations while states are developing 24-Hour PM<sub>2.5</sub> State Implementation Plan budgets.

The new 24-Hour PM<sub>2.5</sub> standard is expected to become effective in April 2009.

For more information on the state designations please visit:  
[www.epa.gov/pmdesignations](http://www.epa.gov/pmdesignations)



**Monday,  
March 17<sup>th</sup>, 2008  
Philadelphia Diesel  
Difference  
Working Group  
10:00 am**

DVRPC Conference Center  
8<sup>th</sup> Floor  
6<sup>th</sup> and Race Streets  
Philadelphia, PA

**Public Survey Period for  
DVRPC  
Long Range Plan**

**Extended to:  
March 31<sup>st</sup>, 2008**

Please take the survey at  
[www.dvrpc.org/connections](http://www.dvrpc.org/connections)



## TRANSPORTATION – AIR QUALITY

### **NJ Department of Environmental Protection Launches Campaign to Reduce Idling Emissions from Construction Vehicles**

On February 29, 2008, New Jersey Department of Environmental Protection (DEP) Commissioner Lisa Jackson announced a statewide campaign focused on reducing harmful diesel emissions from construction vehicles. Commissioner Jackson cited the high correlation between exposure to diesel emissions and respiratory disease and the fact the nearly one third of New Jersey's diesel emissions come from the construction industry, as factors behind the campaign.

Beginning in March, DEP will reach out to construction trade organizations and interest groups to educate them about the benefits of reducing diesel emissions from idling. Benefits include saving money in fuel costs as well as maintenance costs from reduced idling. The outreach and education campaign will continue for six months and will then be followed by an enforcement sweep to ensure compliance with idling regulations. New Jersey law prohibits most vehicles from idling for more than three minutes.

This campaign complements DEP's efforts to reduce emissions from the trucking industry. In 2006, DEP partnered with the NJ Motor Truck Association to distribute \$750,000 in US EPA grant money to purchase and install auxiliary power units, bunk heaters and tailpipe retrofits to reduce idling and diesel emissions from heavy duty trucks.

For more information about DEP's diesel program please visit: [www.stopthesoot.org](http://www.stopthesoot.org)



### **Researchers Estimate Global Health Effects of Ship Emissions**

A recent study by researchers from the University of Delaware and Rochester Institute of Technology estimates that fine particulate matter (PM<sub>2.5</sub>) emissions are responsible for approximately 60,000 cardiopulmonary and lung cancer deaths annually worldwide. The study, published in the December 15, 2007 issue of *Environmental Science and Technology*, examined global ship inventories, atmospheric models, health impact formulas along with global population estimates to develop the mortality estimates.

Ocean going ships, which use high-sulfur fuels, are estimated to contribute 15 percent of global nitrogen oxide and 5-8 percent of global sulfur oxide emissions to the atmosphere each year. Both nitrogen and sulfur oxides contribute to PM<sub>2.5</sub> formation.

The researchers warn that based on current international regulations, and given an expected growth in shipping activities, annual mortalities caused by ship-to-air emissions could increase by 40 percent by 2012.

For more information about the study please visit: <http://pubs.acs.org/journals/esthag>

ALERT! is a DVRPC publication.



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