

ALERT! *January 2010*

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



Conformity

US EPA Releases New Mobile Source Emissions Model

In late December, 2009, the Environmental Protection Agency (EPA) released the latest version of the Motor Vehicle Emissions Simulator known as MOVES 2010.

The Clean Air Act requires that states or metropolitan planning organizations (MPOs) must use the latest EPA - approved mobile source emissions model when estimating on-road emissions for state implementation plan emissions budgets or transportation conformity determinations. MOVES 2010 will be the official emissions model once the EPA publishes the notice of approval in the *Federal Register*.

MOVES 2010 replaces EPA's MOBILE 6.2, which was released in 2004. MOVES exhibits many improvements over the MOBILE model, such as increased accuracy in emission inventory results and an ability to estimate emissions on a wider scale of projects. The MOBILE model could not accurately produce emissions results for individual projects but the MOVES model will be able to provide emissions results at that level of detail.

Once the EPA publishes the notice to approve MOVES 2010 in the *Federal Register*, DVRPC will have two years to use the model to demonstrate transportation conformity. During those two years, DVRPC will be working with the model to become familiar with data input and hardware requirements and coordinating with the state Departments of Environmental Protection to insure that the emissions results from MOVES 2010 are consistent with state implementation plan emissions budgets which were developed using MOBILE 6.2. This grace period will also allow users time to address any issues with the model's operations and outputs.

For more information on the MOVES 2010 and Clean Air Act requirements please visit: www.epa.gov/otaq/models/moves/index.htm.



**Monday,
January 11th, 2010
Philadelphia Diesel
Difference
Working Group
10:00 am**

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

**Tuesday,
January 26th, 2010
Sustainable Skylines
Roundtable
10:00 am**

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



Air Quality Regulations

US EPA Publishes Findings that Greenhouse Gases Threaten Public Health and Welfare

On December 15, 2009 the EPA published two findings in the *Federal Register* that facilitate regulation of greenhouse gas emissions (GHG) from new motor vehicle engines. The findings are distinct but both are necessary for the EPA to proceed to regulate GHG tailpipe emissions under the Clean Air Act.

The first finding is termed an "Endangerment Finding". The Endangerment Finding states that current and projected concentrations of six key GHGs (carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)) threaten the public health and welfare of current and future generations.

The second finding is termed a "Cause or Contribute Finding". The Cause finding states that the combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to GHG pollution, which threatens public health and welfare.

These findings themselves do not impose any requirements but the actions are a prerequisite to finalizing the proposed GHG emissions standards for light-duty vehicles which were jointly proposed by EPA and the Department of Transportation in September 2009. These standards are part of a national policy that will reduce GHG emissions and improve fuel economy for all new cars and trucks sold in the United States beginning with model year 2012.

This action arises from the 2007 Supreme Court decision in *Massachusetts v. EPA*, where the Supreme Court decided that GHGs are air pollutants that are covered by the Clean Air Act. The Court held that EPA must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health and welfare.

The EPA received over 380,000 comments on the draft findings during the 60-day public comment period that ended in June 2009. EPA incorporated public comments in the final findings and has published the comments and technical support for the decision on their website.

For more information on the findings and proposed greenhouse gas emissions standard for light duty vehicles please visit:
www.epa.gov/otaq/climate/regulations.htm.

ALERT! is a DVRPC publication.



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