

ALERT! *July 2010*

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



Conformity

US EPA Publishes Adequacy Finding of New Jersey PM_{2.5} SIP Budgets in Federal Register

The US Environmental Protection Agency (EPA) has found that the motor vehicle emissions budgets included in New Jersey's PM_{2.5} State Implementation Plan (SIP) are adequate for use in demonstrating transportation conformity to the SIP.

On April 1, 2009, the New Jersey Department of Environmental Protection (DEP) submitted attainment demonstration plans for the New Jersey portions of the New York-Northern New Jersey-Long Island and Philadelphia-Wilmington PM_{2.5} Non-attainment areas. The purpose of these attainment plans was to demonstrate that New Jersey is making progress towards attaining the 1997 PM_{2.5} air quality standard. These plans contained motor vehicle emissions budgets (detailed in Table 1. below) that the metropolitan planning organizations (MPOs) in the state can use to demonstrate transportation conformity. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attaining of the National Ambient Air Quality Standards.

On June 14, 2010, EPA published a notice in the federal register announcing the adequacy of these budgets for conformity purposes. The budgets became effective on June 29, 2010, in time to be included in the current DVRPC conformity demonstration.

The adequacy finding is not a final approval of the attainment SIP but does assist the state's MPOs in conducting conformity demonstrations. For example, states with adequate SIP budgets are not required to coordinate conformity demonstrations with other states in the non-attainment areas.

The adequate budgets contained in the attainment SIPs are also available to be used to demonstrate conformity for the 2006 PM_{2.5} air quality standard. This provision of the EPA's conformity guidance will allow DVRPC to utilize these budgets to demonstrate conformity of the new 24-Hour PM_{2.5} air quality standard in New Jersey.




**SAVE
THE
DATE**

**Monday,
June 21st, 2010
Philadelphia Diesel
Difference
Working Group
10:00 am**

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

**Thursday,
August 19th, 2010
Sustainable Skylines
Green Purchasing Workshop
10:00 am**

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

Pennsylvania submitted their PM_{2.5} Attainment SIP in May 2010 and, it is currently being reviewed by the EPA. Once budgets contained in Pennsylvania's or Delaware's attainment SIP are found adequate, DVRPC and WILMAPCO will no longer be required to demonstrate transportation conformity for the PM_{2.5} standard concurrently.

Table 1. – 2009 Attainment PM_{2.5} Motor Vehicle Emissions Budgets for DVRPC Region of New Jersey (tons per year)

Non-attainment Area	PM _{2.5}	NO _x
New York-Northern New Jersey-Long Island (Mercer County only)	105	5,323
Philadelphia-Wilmington (Burlington, Camden and Gloucester Counties)	341	17,319

For more information on the status of state SIP submissions please visit: www.usepa.gov/airquality/urbanair/sipstatus/reports/idx_en.html



Air Quality Regulations

Senator Murkowski's Disapproval Resolution Fails in the Senate

On June 10, 2010 the US Senate voted on a resolution, proposed by Republican Senator Lisa Murkowski (R-AL), to disapprove the US Environmental Protection Agency's (EPA) endangerment finding for greenhouse gases. The EPA's endangerment finding states that climate change caused by greenhouse gases endanger human health and the environment. The finding allows the EPA to regulate greenhouse gases under the authority of the Clean Air Act.

Senator Murkowski's resolution failed by a vote of 47-53, with six Democrats voting for the resolution. Democratic supporters of the disapproval resolution included Senator John D. Rockefeller IV (D-WV) who also has proposed a resolution to delay EPA's rulemaking process on greenhouse gas emissions for two years so Congress would have time to address the climate change issue.

Supporters of the disapproval resolution, and similar resolutions in Congress, cite the proposed EPA rules to curb greenhouse gas emissions as too costly for the recovering economy. Some supporters claim that the EPA's endangerment finding allows EPA to assume Congressional power.

EPA rules to curtail greenhouse gas emissions from large, new or expanding stationary sources are scheduled to take effect by January 2011 with increased fuel efficiency standards on automobiles and light trucks scheduled to take place by July 2011.

While EPA's endangerment finding survived this challenge, new EPA regulations of greenhouse gases face a number of pending challenges from representatives of industrialized, and coal and oil producing states.

ALERT! is a DVRPC publication.	 <p>Delaware Valley Regional Planning Commission DVRPC, 8th Floor 190 N. Independence Mall West Philadelphia, PA 19106-1520 Phone 215.592.1800 Fax 215.592.9125 www.dvrpc.org</p>
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