

A!ert

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



Air Quality Regulations

US EPA Announces that Automakers Beat Greenhouse Gas Emissions Standards for Third Straight Year

The U.S. Environmental Protection Agency (EPA) announced in December 2015, that manufacturers have surpassed the more stringent 2014 standards for greenhouse gas (GHG) emissions, while model year (MY) 2014 fuel economy remains steady at the highest level ever recorded.

The findings were included in two reports released by the agency: the annual report on fuel economy trends and a report on the auto industry's progress toward meeting greenhouse gas (GHG) emissions standards for cars and light trucks. The "Greenhouse Gas Manufacturer Performance Report" concludes that for model year 2014, manufacturers are over complying with the GHG standards by 13 grams of CO₂ per mile, or about 1.4 miles per gallon (mpg). The agency's annual "Light-Duty Automotive Technology, Carbon Dioxide Emissions and Fuel Economy Trends: 1975 through 2015" report shows that fleet-wide model year 2014 fuel economy remained steady at the highest recorded level, 24.3 mpg, with truck fuel economy reaching a record high of 20.4 mpg label average.

In the last 10 years, fuel economy has increased significantly, improving 5 mpg or 26 percent overall. "For the third year in a row, manufacturers have exceeded the GHG emissions standards by a wide margin," said EPA's director of the Office of Air Quality and Transportation, Christopher Grundler. "It's clear that our standards are working, spurring technology and innovation, and we are on track to achieve significant greenhouse gas reductions."

EPA estimates that, through 2014, the GHG emissions standards have resulted in reducing cumulative emissions by roughly 60 million metric tons of CO₂ – roughly the amount of GHGs emitted from electricity use from over 8 million homes in one year. These standards will ultimately save American families who purchase a new MY 2025 vehicle more than \$8,000 in lifetime fuel costs. The program in total will save Americans \$1.7 trillion in fuel costs, will reduce U.S. fuel use by 12 billion barrels of oil, and reduce greenhouse gas emissions by 6 billion metric tons.

In 2012, EPA and the Department of Transportation began implementing standards projected to double new vehicle fuel economy by 2025 and cut new vehicle GHG emissions in half. Because of this program, consumers have many more choices when shopping for vehicles with higher fuel economy and lower CO₂ emissions compared to just five years ago. The Fuel Economy Trends report tracks average fuel economy of new cars and SUVs sold in the United States.



Save the Date

**Tuesday,
February 23, 2016**

**DVRPC 2016 Competitive
CMAQ Program
for Pennsylvania
Mandatory Meeting for
Applicants
4:00PM**

*Location of Meeting:
DVRPC – Main Conference
Room
8th Floor
6th and Race Streets
Philadelphia, PA*

**Thursday,
April 21, 2016**

**DVRPC 2016 Competitive
CMAQ Program
for Pennsylvania
Application Period Closes**

For More Information Visit:
www.dvrpc.org/CMAQ

While overall GHG emissions continued downward due to improvements in air conditioning and other advancements, this year's report finds that truck fuel economy experienced a 0.6 mpg increase from last year and the second largest increase in 30 years. However, on a fleet-wide basis, this higher truck fuel economy was offset by a 5 percent increase in truck market share. In addition, the report finds that the market is adopting fuel efficient technologies, such as turbocharging and advanced transmissions, at a faster pace than EPA projected when the standards were finalized. EPA's Manufacturer Performance Report assesses the automobile industry's progress toward meeting GHG emissions standards for cars and light trucks in the 2014 model year – the third year of this 14-year program. For MY 2014, manufacturers are over-complying with the GHG standards, which means consumers continue to buy vehicles with lower GHG emissions than required by the EPA standards.

For more information on Fuel Economy Trends, please visit: <http://epa.gov/otaq/fetrends.htm>



Air Quality Information

Toxic Release Inventory Shows Six Percent Decrease in Toxic Releases into the Environment between 2013 and 2014

According to the U.S. Environmental Protection Agency's (EPA) annual Toxics Release Inventory (TRI) report, 84 percent of the 25 billion pounds of toxic chemical waste managed at the nation's industrial facilities was not released into the environment in 2014, due to the use of preferred waste management practices like recycling, and energy recovery and treatment. The remaining 16 percent was released to the air, water, or placed in some type of land disposal. Most of these releases are subject to a variety of regulatory requirements designed to limit human and environmental harm.

The 2014 TRI data show a 6 percent decrease in total disposal or other releases to the environment from 2013 to 2014. Notably, air releases from industrial facilities decreased by 4 percent during this period, mainly due to decreases from chemical manufacturing facilities and electric utilities. Air releases have decreased 55 percent since 2003.

"2016 marks the 30th anniversary of the Toxics Release Inventory, a program that has given people unprecedented access to information about what toxic chemicals are being used and released in their neighborhoods, and what companies are doing to prevent pollution," said Ann Dunkin, EPA's Chief Information Officer. "TRI data continue to be an essential part of informed decision-making by citizens, communities, industries, and local governments." TRI data are submitted annually to EPA, states, and tribes by facilities in industry sectors such as manufacturing, metal mining, electric utilities, and commercial hazardous waste. Under the Emergency Planning and Community Right-to-Know Act (EPCRA), facilities must report their toxic chemical releases for the prior year to EPA by July 1 of each year. The Pollution Prevention Act of 1990 also requires facilities to submit information on pollution prevention and other waste management activities related to TRI chemicals.

This year, the TRI report is available on its own dedicated website, giving users easier access to key information, including analyses and interactive maps showing data at a state, county, city, and zip code level. Other new features of this year's analysis include integrated demographic information, profiles of federal facilities and the automotive manufacturing sector, and a discussion forum where users can share feedback about the report.

To access the 2014 TRI National Analysis, including local data and analyses, please visit: www.epa.gov/trinationalanalysis.



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