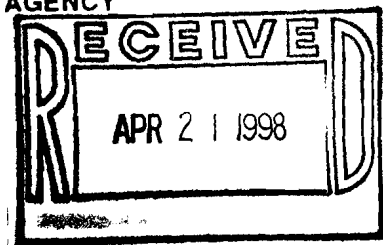




UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 2
290 BROADWAY
NEW YORK, NY 10007-1866



Ms. Ann Zeloof
Office of Legal Affairs
New Jersey Department of
Environmental Protection
CN 402
Trenton, New Jersey 08625

RE: DEP Docket Number 09-98-02/657

Dear Ms. Zeloof:

The Environmental Protection Agency (EPA) has reviewed New Jersey's proposed inspection and maintenance (I/M) state implementation plan (SIP) revision that is intended to convert the current program's testing frequency from annual to biennial during the time that the centralized test lanes are being retrofitted to accommodate the new test equipment needed for the enhanced I/M program.

We find the proposed revision acceptable since it restricts the conversion of the current I/M program's testing frequency until after the award of the construction contract by the New Jersey Department of Transportation and requires the concurrent implementation of the gas cap test. The gas cap test will provide the replacement volatile organic compound air emission reduction credits for those that will be lost by this conversion.

EPA's consideration of the proposed SIP revision is solely based upon the State's representation that it is necessary to accelerate the construction and implementation of the enhanced I/M program.

If there are questions, please contact Ron Borsellino, Chief of the Air Programs Branch, at 212-637-4249.

Sincerely,

/s/ William J. Muszynski

William J. Muszynski, P.E.
Deputy Regional Administrator

cc: Robert C. Shinn, Jr.
Commissioner, NJDEP

John J. Haley, Jr.
Commissioner, NJDOT

James A. DiEleuterio, Jr.
State Treasurer

Dennis J. Merida
Division Administrator, FHWA

Letitia Thompson
Acting Regional Administrator, FTA

Judy Jengo
Deputy Commissioner, NJDEP

John Elston, Administrator
Office of Air Quality Management, NJDEP



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection

Robert C. Shinn, Jr.
Commissioner

June 5, 1998

William Muszynski
Deputy Regional Administrator
United States Environmental Protection Agency
Region II
290 Broadway - 26th Floor
New York, New York 10007-7866

Dear Deputy Regional Administrator Muszynski:

Enclosed for your review and approval, please find the revision to New Jersey's inspection and maintenance (I/M) State Implementation Plan (SIP). The purpose of this SIP revision is to: 1) clarify the inspection frequency during the transition period between the State's basic I/M program and full implementation of its enhanced I/M program; 2) quantify the emission reduction losses anticipated from this test frequency modification; and, 3) provide an equivalency demonstration showing the State plan to offset these losses in emission reduction benefit.

The United States Environmental Protection Agency's (USEPA) approval of this SIP revision is needed prior to the Federal Highway Administration (FHWA) approval to allow the State to open the bids submitted in response to its Request for Proposal (RFP) for an enhanced I/M project contractor. Since the USEPA has already taken action against the State by disapproving its 15 percent rate of progress (ROP) plans due to delays in the implementation of its enhanced I/M program¹, any further delays in the implementation of the State's enhanced I/M program need to be avoided. Therefore, consistent with 40 C.F.R. Part 51, App. V, ¶2.3.1(a), the State initially requested that the USEPA propose the approval of this proposed SIP revision by parallel processing.

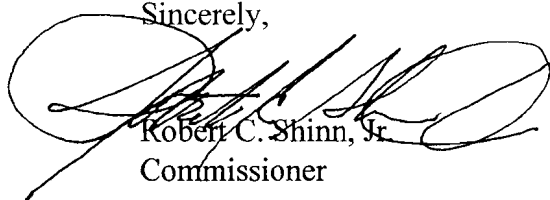
¹ Letter dated December 12, 1997 to Commissioner Robert C. Shinn, Jr., New Jersey Department of Environmental Protection (NJDEP) and Commissioner John J. Haley, Jr., New Jersey Department of Transportation (NJDOT), from Deputy Regional Administrator William J. Muszynski, P.E., USEPA, Region II. A similar, but less detailed letter, was sent on the same day to New Jersey Governor Christine Todd Whitman from Regional Administrator Muszynski.

In response to the State's request for parallel processing, the USEPA, on May 13, 1998, published its proposed approval of New Jersey's SIP revision in the Federal Register.² In this proposed rulemaking, the USEPA states that so long as no substantial changes are made to the State's I/M SIP other than those areas specified in their proposed revision, the USEPA will publish its final rulemaking on New Jersey's SIP revision. This final rulemaking action by the USEPA will occur only after formal submission of New Jersey's SIP revision.

The enclosed documentation included an appendix which outlines the State's efforts to involve the public in the SIP process. The State held its hearing on the proposed SIP revision on Tuesday, March 31st, 1998 and extended the close of comment period until Friday, April 17th, 1998. The State responded to all relevant comments from the public and affected parties and determined to move ahead with the formal submittal of this SIP revision to the USEPA. There are no significant changes between this submittal and the State's proposed SIP revision.

I would like to express my gratitude to you and your staff for your guidance and assistance in the preparation of this SIP revision and for your willingness to begin the approval process for this SIP revision through parallel processing. If you have any questions concerning the enclosed documentation, please feel free to contact me or John Elston, Administrator of my Office of Air Quality Management, at (609)292-6710.

Sincerely,



Robert C. Shinn, Jr.
Commissioner

Enclosure

c: Governor Christine Todd Whitman
John Valeri, Assistant Council, Governor's Office
Commissioner John J. Haley, Jr. NJDOT
C. Richard Kamin, NJDMV
Stan Rosenblum, NJDOT
Ronald Borsellino, USEPA Region II, Air Programs Branch

² 63 Fed. Reg. 26562, (May 13 1998).

bc: Administrator John Elston, NJDEP
Bureau Chief Chris Salmi, NJDEP
Bureau Chief David M. West, NJDEP
Kate Watson, NJDEP
Erin Indelicato, NJDEP
Christine Schell, NJDEP
Tom Wright, NJDMV



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Office of Air Quality Management
Bureau of Air Quality Planning
P.O. Box 418
Trenton, NJ 08625-0418
Phone (609) 292-6722
Fax (609) 633-6198

Robert C. Shinn, Jr.
Commissioner

FAX TRANSMITTAL
COVER SHEET

DATE: 6/5/98

TO: William Muszynski

FAX NUMBER: 212 637-5024 PHONE NUMBER: _____

FROM: John Elston

TOTAL NUMBER OF PAGES FAXED: 3
(INCLUDES COVER SHEET)

COMMENTS: I am resending this cover letter for the
Revisions to New Jersey's I/M SIP. Please discard previous
faxed version. This original revision will be mailed to you,
via UPS Express mail service

ID:

JUN 05'98 15:00

TRANSMIT CONFIRMATION REPORT

NO.	:	003	
RECEIVER	:		2126375024
TRANSMITTER	:		
DATE	:	JUN 05'98	15:00
DURATION	:	02'44	
MODE	:	FINE	
PAGES	:	03	
RESULT	:	OK	

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Inspection and Maintenance (I/M) Program for the
State of New Jersey**

June 5, 1998

Preface

This document revises the State's inspection and maintenance (I/M) State Implementation Plan (SIP). Specifically, the purpose of this SIP revision is to clarify the inspection frequency during the transition period between the basic program and the full implementation of the enhanced inspection program.

Acknowledgments

The New Jersey Department of Environmental Protection (NJDEP) acknowledges the efforts and assistance of the many agencies and individuals whose contributions were instrumental in the preparation of this enhanced I/M SIP revision. In particular, the NJDEP wishes to acknowledge the many individuals within the New Jersey Department of Transportation (NJDOT), the New Jersey Division of Motor Vehicles (NJDMV), the United States Environmental Protection Agency (USEPA) Region II, and the staff within the NJDEP for their assistance and guidance.

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Acronyms and Abbreviations:

CO	Carbon monoxide
FIP	Federal Implementation Plan
gpm	grams per mile
HC	Hydrocarbons
I/M	Inspection and Maintenance
MY	Model Year
NHSDA	National Highway System Designation Act
NJDEP	New Jersey Department of Environmental Protection
NJDMV	New Jersey Division of Motor Vehicles
NO _x	Oxides of Nitrogen
RFP	Request for Proposal
ROP	Rate of Progress
SIP	State Implementation Plan
tpd	tons per day
USEPA	United States Environmental Protection Agency
VOCs	Volatile Organic Compounds

Executive Summary

The purpose of this document is to revise the State's inspection and maintenance (I/M) State Implementation Plan (SIP) to clarify the frequency of vehicle inspections during the transition period between the existing basic I/M program and full implementation of the enhanced I/M program. The existing basic program requires vehicles to be inspected every year, or annually. The enhanced program, when fully implemented, will require vehicles to be inspected every two years, or biennially. During the transition between the two programs, the State will require vehicles to be inspected biennially, rather than annually, to accommodate the decreased availability of centralized inspection lanes while they are being retrofitted for enhanced testing. As the enhanced program is phased in, New Jersey motorists will have the option to obtain an enhanced test at those facilities which are retrofitted and capable of performing such a test. However, once the enhanced I/M program is fully implemented (that is, once sufficient inspection lanes capable of enhanced testing are available), enhanced testing will be mandatory for all applicable vehicles.

The modification of the test frequency of the basic I/M program during this transition is estimated to result in an increase in volatile organic compound (VOC) and carbon monoxide (CO) emissions. Pursuant to the General Savings Clause (Section 193) of the Clean Air Act (42 U.S.C. 7515), "No control requirement...in effect before ...[November 15,] 1990...may be modified ...unless the modification insures equivalent or greater emission reductions...." As such, to offset any increase in VOC emissions, the State will add to the basic I/M program a test to check the functional operation of a vehicle's fuel cap. Malfunctioning fuel caps result in emissions of VOCs from evaporation from the vehicle's evaporative emission control system. The State plans to offset any minimal increase in CO emissions by using the emission reductions gained from vehicle fleet turnover not already taken credit for in the State's plans. As of 1994, all air quality monitors in New Jersey and adjacent areas demonstrate compliance with the carbon monoxide health standard.

I. Introduction:

A. Background

The inspection and maintenance (I/M) program is an integral part of New Jersey's, and many other states's, plans to meet and maintain compliance with ambient air quality health standards. The importance of an I/M program is due primarily to the fact that today's motor vehicles depend heavily on properly functioning emission control systems to maintain low emission levels. Any major malfunction in these emission controls can cause substantial increases in emissions from the vehicle. Since many of these malfunctions would not impede driveability, the vehicle's owner could continue to operate the vehicle without knowing it was generating excess emissions. Therefore, the main purpose of an I/M program is to ensure that in-use motor vehicles are properly maintained.

In New Jersey, there are approximately 5.17 million registered vehicles which travel an estimated 62 billion miles on New Jersey's roadways each year. Realizing the importance of motor vehicles' contribution to New Jersey's ambient air quality, New Jersey initiated operation of a vehicle emission inspection in 1974. This basic I/M program, which was the first of its kind in the nation, requires that all non-exempt gasoline-fueled motor vehicles be inspected annually using an idle exhaust emission test. As vehicle emission control technology improved, additional design elements were made to the State's basic program, such as inspections for the presence of a catalytic converter and the possible use of leaded gasoline. Leaded gasoline reduces the effectiveness of the vehicle's catalytic converter. Even given these program additions, the advent of computer controlled vehicle operating systems has revealed that the basic I/M program detects only the most egregious polluters.

Congress recognized this fact in 1990 and required states with certain levels of unhealthy air quality, like New Jersey, to enhance their inspection programs. These in-use enhanced programs were designed to detect vehicles operating outside of the acceptable levels under more realistic driving conditions. In addition, these programs inspect vehicles to detect any excess emission of oxides of nitrogen (NO_x), a pollutant which was not inspected for as part of any state's basic inspection program. NO_x , along with volatile organic compounds (VOC), are precursors to the formation of ozone.

B. Purpose

The Clean Air Act required the USEPA to promulgate national standards for the implementation of enhanced I/M programs. New Jersey submitted its plan to meet these standards in June of 1995 and subsequently augmented its plan in March of 1996. The USEPA granted conditional interim approval of the State's enhanced I/M plan in May of 1997. The purpose of this SIP revision is to clarify the testing frequency during the transition between the basic I/M program and the full implementation of the enhanced I/M program.

During the transition, existing inspection stations will be retrofitted to allow for enhanced testing. This will require the staggered closings of centralized inspection lanes, rendering them unavailable for vehicle inspections. In the past, when staff shortages limited the availability of

inspection lanes, the motoring public became very dissatisfied with the State's inspection program. Specifically, during the short time period in the State's inspection history when centralized lanes could only operate at 70 percent capacity, waiting times reached three (3) hours or more during peak inspection periods. Public outcry over this inconvenience was such that additional personnel were hired to insure a minimum of 95 percent operating capacity¹. Since the enhanced I/M program is a cornerstone of the State's air quality plans to attain the ozone health standard and maintain compliance with the carbon monoxide (CO) health standard, public acceptance of the program is critical.

The State's basic I/M program design is outlined in its basic I/M State Implementation Plan and its subsequent revisions. The State submitted a SIP on June 29, 1995², and a subsequent revision to that SIP on March 27, 1996³, which together outlined the State's design for its enhanced I/M program. These SIP revisions are discussed in greater detail in Section II. Although these SIP revisions clearly defined the testing frequency of both New Jersey's basic and enhanced I/M programs, they do not definitively specify the testing frequency during the transition period between these two programs. The State has determined that during this transition period it will begin operating its basic I/M program on a biennial, rather than annual, test frequency.

Modifying the basic I/M program test frequency to biennial during the transition period will decrease the number of vehicles requiring inspection by 35 percent annually⁴. If a vehicle enters an inspection lane which has been retrofitted, the vehicle owner will be given the option of receiving the enhanced tests, if applicable, or the basic I/M test. If the owner chooses the enhanced test option, and fails this inspection, the basic test, which will continue to be the State's official inspection test procedure, will be administered to determine inspection compliance. However, regardless of which test is administered during the transition period, a two year inspection sticker will be given to any vehicle which successfully passes inspection. In addition to clarifying the basic I/M program's test frequency during the transition period, this SIP revision also quantifies the emission reduction losses anticipated from this modification and provides an equivalency demonstration showing the State plan to offset these losses in emission reduction benefit.

C. The USEPA Action

¹ Letter dated February 6, 1998 from Gary D. Mariano, Acting Director, Consumer Services, New Jersey Division of Motor Vehicles to Rudy Kapichak, Mobile Source Team Leader, USEPA, Region II explaining New Jersey's need to move from an annual to a biennial basic inspection program during the transition period.

² Attached to a letter dated June 29, 1995 from the NJDEP Commissioner Shinn to the Regional Administrator, USEPA, Region II.

³ Attached to a letter dated March 27, 1996 from the NJDEP Commissioner Shinn to the Regional Administrator, USEPA, Region II.

⁴ See footnote 1 above.

On May 13, 1998, the USEPA proposed⁵ to approve this SIP revision through parallel processing. Under this procedure, a state may submit the proposed revision to the USEPA prior to adoption, thereby providing an opportunity for the state to consider the USEPA's comments prior to state submittal of the adopted plan for final USEPA action. If the state's proposed SIP revision is substantially changed, the USEPA may need to propose another rulemaking to address the substantially changed SIP revision. If there are no substantial changes, as in this action by the State of New Jersey, the USEPA may publish a final rulemaking approving the SIP revision in the Federal Register upon submittal of the adopted SIP revision by the state.⁶

II. Previous SIP Revisions

A. Basic I/M SIP

In 1974, New Jersey, under commitments made in its basic I/M SIP, began mandatory enforcement of its basic I/M program. The State's basic I/M SIP consists of an annual inspection program whereby all gasoline-fueled motor vehicles, unless specifically exempt through law or regulation, are subject to an idle exhaust emission test. Although several subsequent revisions have been made to this basic I/M SIP, the core of the program has remained unchanged. Major changes in the State's basic I/M program over time include: 1) the addition of a visual inspection for the presence of a catalytic converter, 2) the addition of an inlet restrictor test to determine whether a vehicle's fuel inlet was sufficiently narrow to preclude use of a leaded gasoline nozzle, thereby preventing the use of leaded fuel, and 3) modification of the program network design to allow for private inspection facilities. This third major change expanded the inspection facility network to include non-state operated inspection facilities which could do both inspections and repairs. Although these private facility were originally only allowed to perform reinspections, their responsibilities were soon augmented to included initial inspection as well. Today, approximately 32 percent of the vehicle fleet subject to mandatory inspection receives their inspection stickers from a private inspection facility.

B. Enhanced I/M SIP - June 29, 1995

On June 29, 1995, New Jersey submitted a SIP to the USEPA which described its enhanced I/M program design. This SIP described an inspection program whereby all 1981 and newer gasoline fueled motor vehicles, unless specifically exempt through law or regulation, would be subject to a steady-state dynamometer-based exhaust emission test known as the ASM5015. In addition, these same vehicles would receive pressure and purge tests designed to detect any malfunctions within the vehicle's evaporative emission control system. All pre-1981 vehicles would continue to be subject to the idle exhaust emission test, as they are under the State's basic I/M program. New Jersey's enhanced I/M SIP also accounted for a hybrid (i.e., centralized, test-only and decentralized, test-and-repair) inspection network, similar to the one established for New Jersey's basic I/M program. This SIP stated that, in accordance with the NJDEP rules at N.J.A.C. 7:27-15.5(b), once the enhanced I/M program was fully implemented, all subject motor vehicles would be inspected at least once every two years (i.e., biennially).

⁵ 63 Fed. Reg. 26562 (May 13, 1998)

⁶ 40 C.F.R. Part 51, Appendix V, ¶2.3.

C. Enhanced I/M SIP Revision - March 27, 1996

On March 27, 1996, New Jersey submitted a revision to its June 29, 1995 enhanced I/M SIP, modifying its enhanced I/M program design to take advantage of the additional flexibility afforded states by Congress in designing their enhanced I/M programs. Specifically, the National Highway System Designation Act of 1995, P.L. 104-59 [S.440], (NHSDA) prohibited the USEPA from automatically discounting decentralized program formats by 50 percent, as had previously been prescribed in the USEPA's final rule on I/M program requirements⁷. Rather, the NHSDA allowed states to claim any reasonable amount of credit for their decentralized programs that they deemed appropriate, so long as 18 months from the approval of their enhanced I/M SIP the State could show full implementation enhanced I/M program data substantiating their credit claim. Consistent therewith, as part of its March 27, 1996 enhanced I/M SIP revision, New Jersey claimed 80 percent credit for the decentralized portion of its enhanced I/M program.

Also as part of this March 27, 1996 revision to the State's enhanced I/M SIP, the test frequency of the State's current inspection process was slightly modified in connection with an enhanced demonstration phase. During this demonstration phase, vehicles which successfully passed a voluntary enhanced emission test would receive an inspection sticker valid for two years. Thus, the March 27, 1996 SIP revision allowed for biennial enhanced inspections prior to full mandatory implementation of the enhanced I/M program. However, all pre-1981 vehicles and other vehicles which did not take and pass the enhanced I/M test, would continue to be inspected annually using the basic I/M test.

On May 14, 1997, the USEPA granted conditional interim approval to New Jersey's enhanced I/M SIP⁸. This conditional interim SIP approval, which became effective on June 13, 1997, addressed both the State's original June 29, 1995 enhanced I/M SIP submittal and its subsequent March 27, 1996 SIP revision. New Jersey subsequently satisfied the conditions of this approval by rectifying the two major deficiencies in its enhanced I/M SIP identified by the USEPA (New Jersey cured the first major enhanced I/M SIP deficiency by providing final and complete test equipment specifications, test procedures and emission standards to the USEPA by January 31, 1997⁹; and cured the second major enhanced I/M SIP deficiency by providing enhanced I/M performance standard modeling to the USEPA by February 1, 1998¹⁰). Although New Jersey must still cure eight (8) de minimis deficiencies identified by the USEPA by

⁷ 40 C.F.R. §51.353, 57 Fed. Reg. 52990 (November 5, 1992).

⁸ 40 C.F.R. §52, 62 Fed. Reg. 26401 (May 14, 1997).

⁹ These documents were submitted as an attachment to a letter dated January 31, 1997 from Commissioner Robert C. Shinn, Jr., New Jersey Department of Environmental Protection, to Jeanne M. Fox, Regional Administrator, USEPA, Region II.

¹⁰ This modeling and its supporting documentation were submitted as an attachment to a letter dated January 30, 1998 from Commissioner Robert C. Shinn, Jr., New Jersey Department of Environmental Protection to William J. Muszynski, P.E., Deputy Regional Administrator, USEPA, Region II.

December 13, 1998, the satisfaction of these de minimis deficiencies does not affect the USEPA's interim approval¹¹.

III. SIP Clarification

A. Need for SIP Clarification

As stated previously, New Jersey's basic I/M program test frequency is annual. However, in its final rule governing the requirements for inspection and maintenance (I/M) program implementation, the USEPA allowed for states to implement their enhanced I/M programs on schedules other than annual, so long as the states could continue to meet required emission reduction targets¹². As such, New Jersey determined that the test frequency of its enhanced I/M program would be biennial (that is, all subject vehicles would be inspected a minimum of once every two years). By only requiring vehicle owners to have their vehicles inspected once every two years, New Jersey created a more convenient, cost-effective enhanced inspection program design for motorists. In addition, as demonstrated by the State's recent performance standard modeling submittal to the USEPA, the State's biennial enhanced I/M program design is capable of achieving equivalent, or lower, emission levels than the USEPA annual "model" enhanced I/M program¹³.

Although the State's enhanced I/M SIP and its revision articulate what the inspection test frequency will be once the enhanced I/M program is fully implemented, neither SIP clearly specified the test frequency for the transition period from basic to enhanced inspection programs. The State's June 29, 1995 enhanced I/M SIP discussed the need for a transition period¹⁴. Specifically, the SIP, in discussing the retrofitting of pre-existing centralized inspection facilities for enhanced testing, makes the assumption that centralized facilities will need to be closed during the retrofitting process, on a staggered basis, to insure motorist safety and to expedite retrofit completion. These closings will result in a shortage of centralized inspection facilities available to conduct annual basic inspections. The State will have to compensate for this shortage to maintain an official inspection program during the retrofit process.

The State has determined that reducing the demand for inspections during this transition period by modifying the basic I/M program's test frequency from annual to biennial is the most effective, and least disruptive, way to address this anticipated shortage in centralized testing facilities. Biennial inspection will allow the State to avoid lengthy waiting times during the

¹¹ 61 Fed. Reg. 56172 (October 31, 1996).

¹² 40 C.F.R. §51.355(a), 57 Fed. Reg. 52991.

¹³ The State's performance standard modeling and supporting documentation was attached to a letter dated January 30, 1998 from Robert C. Shinn, Jr., Commissioner, NJDEP to William Muszynski, Deputy Regional Administrator, USEPA, Region II.

¹⁴ State of New Jersey State Implementation Plan (SIP) for the Control of Mobile Source Ozone Air Pollution, June 29, 1995, Section 5--Test Frequency and Convenience (Section 51.355), page 32.

transition/retrofit process and insure the safety of the public and vehicle inspectors during construction. This testing frequency modification will result in 65 percent of the State fleet eligible for inspection being required to have an annual basic inspection during this period. The reduction in the demand for inspections should allow the State to shut down centralized facilities for retrofitting without impeding the on-going requirements of the basic inspection program.

In addition to allowing for a smoother, expedited retrofit process to the enhanced I/M program, modifying the basic I/M program's test frequency to biennial will make the inspection process uniform. That is, all vehicles will be inspected on a biennial basis, rather than some vehicles being inspected biennially while others continue to receive annual inspections. This uniformity will ease NJDMV's transition to the biennial enhanced I/M program, once it is mandatory. The State believes that this uniformity will also increase public acceptance for the new enhanced I/M program by fostering familiarity with a biennial inspection frequency and acquainting the public to the new testing procedures on a voluntary basis.

B. State Authority to Modify Test Frequency

The Director of the NJDMV, pursuant to N.J.S.A. 39:8-2b(1), has the authority to establish, by rulemaking, inspection test frequency. This section of Title 39 goes on to statutorily establish a biennial test frequency, without distinguishing between the basic and enhanced inspection programs, and further allows the Director of NJDMV to modify this testing schedule to evenly distribute the volume of inspections. As such, the NJDMV established in rulemaking at N.J.A.C. 13:20-43.7 test frequency requirements providing that motor vehicles be inspected biennially unless otherwise provided for by law or regulation. A copy of N.J.A.C. 13:20-43.7 is provided in Appendix III. The State has determined that its decision to modify the test frequency of its basic I/M program from annual to biennial for the transition period is allowed under NJDMV statute and regulations and requires no further NJDMV rulemaking. Likewise, the NJDEP does not have to modify its regulations governing I/M programs to allow for biennial basic inspections. The NJDEP regulations at N.J.A.C. 7:27-15.5 call for vehicles to be inspected at least every two years (i.e., biennial inspection is the minimum requirement).

C. Schedule for Implementation of Test Frequency Modification

The transition period will begin on the start date of the contract for the implementation of the enhanced I/M program and will end when the enhanced I/M program becomes mandatory. At the onset of this transition period, the vehicles subject to inspection will change. Currently, all eligible vehicles are subject to inspection annually. During the transition period, and subsequently during the enhanced I/M program, vehicles will be inspected on a biennial basis. The methodology used to transition from annual to biennial vehicle inspections will be based on the model year of the vehicle.

Specifically, the initial inspection for vehicles currently registered in New Jersey will be as follows: 1) during even years, even model year vehicles will be required to be inspected, and 2) during odd years, odd model year vehicles will be required to be inspected. For example, in 1998, even model year vehicles (i.e., 1992, 1994, etc.) will be subject to inspection during their prescribed month, and in 1999, odd model year vehicles (i.e., 1991, 1993, etc.) will be subject to inspection during their prescribed month. For pre-owned vehicles which are being registered

upon change of ownership, and vehicles being registered in New Jersey for the first time, an initial vehicle inspection will be required within 14 days of registering with the State, with biennial inspections from the initial inspection month taking place thereafter. The public will be made aware of this methodology for selecting vehicles for inspection during the transition period through media releases, registration mail inserts and handouts and bulletins at NJDMV inspection stations and agencies. It is believed that this methodology will result in no emissions bias during each biennial period. If an emissions bias were identified, the State of New Jersey is committed to rectifying this situation in consultation with the USEPA.

IV. Equivalency Demonstration

A. Quantifying Emission Increases from Test Frequency Modification

Modifying the State's basic I/M program's test frequency from annual to biennial may result in an increase in VOC and CO emissions because only 65 percent of the vehicle fleet, rather than the entire fleet, would be inspected, and subsequently repaired, if necessary, annually for that period of time. The State's basic I/M program does not inspect vehicle for excess NO_x emissions, as will be done under the enhanced I/M program. Therefore, although NO_x emission could increase due to the basic I/M program test frequency modification, the State cannot quantify this increase and is not required, under the Clean Air Act General Saving Clause, to offset any increase in NO_x emissions due to the program modifications. To quantify the VOC and CO emission reduction benefit losses, the NJDEP conducted modeling using the MOBILE5a-H mobile source emission factor model. The State's analysis quantifying these losses is described in detail in Appendix I. The input and output files and the spreadsheet including calculations are contained in Appendix II.

For modeling purposes, the State assumed that the transition period would end on January 1, 2000. In reality, the State anticipates that this transition period will end well before January 2000. However, the worst case scenario was chosen to demonstrate to the USEPA that the State could offset the emission increases even should delays expand the transition period well beyond the timeframe anticipated by the State.

This modeling analysis shows that modifying the basic I/M test frequency from annual to biennial during the transition period will increase VOC emission by 0.026 grams per mile (gpm) and CO emissions by 0.365 gpm. Therefore, in order to make this modification, the State needs to demonstrate that it can make up these losses in emission reduction benefit through other means.

B. Need to Compensate for the Loss in Emission Reduction Benefit

Pursuant to 42 U.S.C. §7515, any control requirement in effect prior to the enactment of the Clean Air Act Amendments of 1990, and in an area which is in nonattainment for any air pollutant, cannot be modified unless the modification insures equivalent or greater emission reductions of such air pollutants. New Jersey is in nonattainment for ozone and portions of the State are still designated as nonattainment for carbon monoxide, although the region including the relevant portions of New Jersey, New York and Connecticut has demonstrated compliance

with the NAAQS for carbon monoxide since 1994. In addition, New Jersey's basic I/M program has been in effect since 1974. Therefore, modifications to the State's basic I/M program which in anyway reduce the effectiveness of the program must offset the loss due to the modification. As discussed in Subsection A, the State's determination to modify the test frequency of its basic I/M program from annual to biennial will cause an increase in both VOC and CO emissions. The remainder of Section IV discusses the State's demonstration of equivalency for offsetting the losses in VOC and CO emission reduction benefits.

C. VOC Equivalency Demonstration

To compensate for the loss in VOC emission reduction benefit from modifying the basic I/M program's test frequency, New Jersey plans to: 1) begin administering fuel cap pressure tests as part of its basic I/M program in its centralized inspection facilities, and 2) begin fuel cap/evaporative emission control system visual inspections, hereafter referred to as visual inspections, as part of its basic I/M program in its decentralized inspection facilities. In accordance with N.J.A.C. 15.5(f)6, all vehicles originally equipped with a sealed fuel filler cap are required to have a functional fuel cap pressure test. However, in an attempt to alleviate any unnecessary additional financial burden on the private inspection community which will be purchasing the equipment necessary for the enhanced tests, the decentralized facilities will be allowed to perform visual inspections only for the duration of the transition period. This does not mean that the State is prohibiting decentralized inspection facilities from purchasing approved fuel cap pressure testing equipment and performing the test during this transition period. However, the State believes that most decentralized facilities will wait and purchase the entire enhanced inspection equipment package, which includes equipment for performing fuel cap pressure tests. Therefore, for modeling purposes, the State has assumed that none of the decentralized inspection facilities will perform a full fuel cap pressure test during the transition period.

Once the enhanced I/M program is fully implemented, all 1981 and newer model year vehicle, regardless of where they are inspected, will begin receiving a full evaporative pressure test. The evaporative pressure test, in addition to pressure testing the fuel cap, will evaluate the vehicle's entire evaporative system for leaks. Likewise, all pre-1981 vehicles which were originally equipped with a sealed gas cap, regardless of where they are inspected, will be required to receive the fuel cap pressure test as part of the enhanced I/M program.

Centralized Inspection Facilities:

In the State's centralized facilities, a fuel cap pressure test will be given to all vehicles which were originally equipped with a sealed fuel filler cap. The NJDEP has determined that most pre-1970 model year vehicles were not equipped with sealed fuel filler caps, while most 1970 and newer model year vehicles were equipped with sealed fuel filler caps. For modeling purposes, it was assumed that all 1970 and newer vehicles would receive the fuel cap pressure test as part of the basic inspection. This testing will begin on or about July 1, 1998, in advance of the start date of the enhanced I/M contract, when the switch to biennial basic inspection occurs.

The fuel cap pressure test involves attaching the fuel cap to a flow test device, pressurizing the testing device and then determining the fuel cap leak rate. Due to the nature of the fuel cap pressure test, a visual inspection of the fuel cap (to determine the presence or absence of the fuel cap) is automatically performed and credit for this visual inspection is included in the modeling to determine the benefits of fuel cap testing in the centralized inspection facilities.

Implementation of the fuel cap pressure test in the centralized lanes as part of the State's basic I/M program will result in a 0.033 gpm reduction in VOC emissions. The State's analysis to quantify the emission reduction benefits from implementing the fuel cap pressure test in the centralized inspection facilities is described in detail in Appendix I. The input and output files and the spreadsheet used to compute off-model calculations are contained in Appendix II. This VOC emission reduction more than offsets the 0.026 gpm VOC loss in emission reduction benefits that will be experienced by modifying the basic I/M test frequency to biennial. As such, the State has demonstrated that implementation of fuel cap pressure testing in the centralized lanes as part of the basic I/M program will result in more than enough VOC emission reductions to offset the emission increase resulting from the modification to its basic I/M program test frequency. See Table I in Section V for a summary of the VOC equivalency demonstration.

Decentralized Inspection Facilities:

The State's decentralized inspection facilities will begin performing visual inspections on all vehicles which were originally equipped with a sealed fuel filler cap as part of the basic I/M program. As with the fuel cap pressure test, for modeling purposes, it was assumed that all 1970 and newer vehicles would be subject to this inspection.

The visual inspection which will be performed in the decentralized inspection facilities will require more than just determining whether or not the fuel cap is present. The visual inspection of the gas cap will consist of the following: 1) an examination to determine if the fuel cap properly fits in place and, 2) an examination of the fuel cap for obvious signs of wear or leakage. Fuel caps with cracked, split or missing gaskets, vent holes drilled out or any obvious cracks or holes in the cap which might permit gasoline vapors to escape will be rejected. In addition to this fuel cap visual inspection, a separate visual inspection of the vehicle's evaporative emission control system will take place during the transition period in all decentralized inspection facilities. The visual inspection of evaporative emission control system will consist of an examination to determine if an evaporative canister is present and all vapor lines are intact and connected. Any vehicle with a missing canister, disconnected or improperly connected vapor lines or vapor lines which have cracks or splits which may leak will be rejected.

Implementation of a visual inspections in the decentralized facilities as part of the State's basic I/M program gives the State no measurable "modeled" reduction in VOC emissions. The State's analysis to quantify the emission reduction benefits from implementing fuel cap inspections in the decentralized inspection facilities is described in detail in Appendix I. The input and output files and the spreadsheet used to compute off-model calculations are contained in Appendix II.

Since the VOC emission reductions expected from implementation of the centralized fuel cap pressure test more than offsets the loss in VOC emissions reduction benefits that will be experienced by modifying the basic I/M test frequency to biennial, the State has fulfilled its requirements to demonstrate VOC equivalency. See Table I in Section V for a summary of the VOC equivalency demonstration. However, the State believes that, although no measurable emission reductions would be demonstrated through modeling, these decentralized visual inspections will result in some actual emission reductions, if only from replacing missing fuel caps. Therefore, the State will implement these visual inspections in the decentralized lanes as part of its basic I/M program no later than the start date of the States's enhanced I/M contract.

D. Possible Use of Excess VOC Emission Reductions

On December 12, 1997, the USEPA took action against New Jersey by disapproving its 15 percent rate of progress (ROP) plans due to the realization that the benefits claimed for the State's enhanced I/M program would not be obtained¹⁵. This disapproval started both a sanction process (2:1 offsets for new or modified stationary sources followed by federal highway approval and funding restrictions) and a Federal Implementation Plan (FIP) process for New Jersey. In order to stop the sanctions process and FIP actions, New Jersey needs to: 1) submit revised 15 percent ROP plans which include adopted State regulations that provide for the necessary emission reductions; and, 2) notify the USEPA that the State has begun implementation of its enhanced I/M program. In addition, the USEPA would need to officially approve these plans in a Federal Register notice.

For New Jersey to submit revised plans which provide for the necessary emission reductions, it has to account for the 45 tons per day (tpd) of VOC emission reductions that were originally claimed as reductions which would be realized from the implementation of the State's enhanced I/M program. The State may choose to use the excess in VOC emission reductions from the implementation of the fuel cap pressure test, 0.007 gpm, towards this 45 tpd shortfall to remedy the State's disapproved 15 percent rate of progress (ROP) plans. See Table I in Section V for a summary of the VOC equivalency demonstration and the excess VOC emission benefits expected to be obtained through the administration of a fuel cap pressure test as part of the basic I/M program.

E. CO Equivalency Demonstration

New Jersey plans to offset the loss in CO emission reduction benefit from modifying the basic I/M program test frequency by using the emission reduction benefits gained from vehicle

¹⁵ Letter dated December 12, 1997 to Commissioner Robert C. Shinn, Jr., NJDEP and Commissioner John J. Haley, Jr., New Jersey Department of Transportation, from Deputy Regional Administrator William J. Muszynski, P.E., USEPA, Region II. A similar, but less detailed letter, was sent on the same day to New Jersey Governor Christine Todd Whitman from Regional Administrator Muszynski.

fleet turnover which have not already been claimed by the State in its carbon monoxide SIP¹⁶. Vehicle fleet turnover is the phenomena whereby newer vehicles with more advanced emission controls ultimately replace older, less advanced vehicles within State vehicle population.

The NJDEP quantified the carbon monoxide benefits gained through vehicle fleet turnover from January 1, 1996 through January 1, 1998 at 0.745 gpm. The State's analysis to quantify the emission reduction benefits gained from vehicle fleet turnover since January 1, 1996 is described in detail in Appendix I. The input and output files and the spreadsheet used to compute off-model calculations are contained in Appendix II. The CO emission reduction benefits obtained from fleet turnover exceed the loss in CO emission reduction benefits incurred from modifying the State's basic I/M program test frequency to biennial and remain below the budget levels previously established by the State. See Table I in Section V for a summary of the CO equivalency demonstration.

V. Public Participation

On March 31, 1998, New Jersey held a public hearing on this proposed SIP revision. Notice of the hearing was published in several newspapers throughout the State on or about February 27, 1998. The comment period for this proposed SIP revision was originally scheduled to end on April 3, 1998, but was extended to April 17, 1998. Notice of this extension was provided in six (6) newspapers throughout the State. A complete description of the public participation process, a summary of the comments received and New Jersey's response to those comments is contained in Appendix VI.

VI. Conclusion

As demonstrated in Section IV and summarized in Table I below, the State is capable of offsetting the loss in emission reduction benefits incurred from modifying its basic I/M program's test frequency from annual to biennial. Therefore, upon the start date of the State's enhanced I/M contract, at least several weeks after the onset of mandatory fuel cap pressure testing and/or visual inspections, New Jersey's basic I/M program will become a biennial program. This biennial basic inspection program will remain in effect until the mandatory biennial enhanced I/M program is fully implemented.

¹⁶ The New Jersey State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Carbon Monoxide National Ambient Air Quality Standard, November 17, 1994. The State, on July 10, 1997, proposed a revision to this SIP (The New Jersey Proposed State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Carbon Monoxide National Ambient Air Quality Standard--Attainment Demonstration and Maintenance Plan for the New Jersey Portion of the New York-Northern New Jersey-Long Island Carbon Monoxide Nonattainment Area). A hearing on this proposal took place on August 11, 1997 and the comment period closed on August 20, 1997. The State has taken no further action on this proposal.

TABLE I: Summary of Emission Equivalency Demonstration

	<u>VOC (gpm)</u>	<u>CO (gpm)</u>
Loss due to Modification	0.026	0.365
Gain due to Fuel Cap Inspections[†]	0.033	N/A
Excess due to 1996 through 1998 vehicle fleet turnover	N/A	0.743
<i>Excess Benefits</i>	0.007	0.377

[†] This is a combination of the gain in emission reductions due to both centralized fuel cap pressure tests/fuel cap visual inspections and decentralized visual inspections.

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Enhanced Inspection and Maintenance (I/M)
Program for the State of New Jersey**

**Appendix I: Modeling Descriptions and
Off-Model Calculations**

June 5, 1998

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Acronyms and Abbreviations:

BIM	Basic Inspection and Maintenance Program
CO	Carbon Monoxide
EIM	Enhanced Inspection and Maintenance Program
EF	Emission Factor
gpm	grams per mile
NJDEP	New Jersey Department of Environmental Protection
USEPA	United States Environmental Protection Agency
VOC	Volatile Organic Compounds

I. Introduction

The purpose of this appendix is to demonstrate how the State quantified: 1) the anticipated losses in volatile organic compound (VOC) and carbon monoxide (CO) emission reduction benefits from modifying the State's basic I/M (BIM) test frequency from annual to biennial, 2) the VOC emission reduction benefits anticipated from implementing fuel cap pressure testing in the centralized inspection facilities as part of the BIM, 3) the VOC emission reduction benefits anticipated from implementing visual inspections of the fuel cap and evaporative emission control system in the decentralized inspection facilities as part of the BIM, and 4) the carbon monoxide emission reduction benefits from vehicle fleet turnover since January 1996. In addition, this document clearly shows how the State determined that it could more than offset the anticipated emission reduction losses from modifying its BIM test frequency.

II. Losses in Emission Reduction Benefits Due to BIM Test Frequency Modification

A. Modeling Runs

The State analyzed the impact of modifying the BIM test frequency from annual to biennial on the program's ability to reduce VOC and carbon monoxide emission separately. Eight (8) modeling scenarios were needed to determine the loss in VOC emission reduction benefits, and four (4) modeling scenarios were needed to determine the loss in carbon monoxide emission reduction benefits. Table I shows the major modeling parameters for each scenario.

TABLE I: Modeling Scenarios to Determine Modification Impact

	VOC			CO		
	<u>Test Frequency</u>	<u>Network Type</u>	<u>Evaluation Year</u>	<u>Test Frequency</u>	<u>Network Type</u>	<u>Evaluation Year</u>
Run 1	annual	centralized	July 1999	annual	centralized	Jan. 2000
Run 2	biennial	centralized	July 1999	biennial	centralized	Jan. 2000
Run 3	annual	decentralized	July 1999	annual	decentralized	Jan. 2000
Run 4	biennial	decentralized	July 1999	biennial	decentralized	Jan. 2000
Run 5	annual	centralized	July 2000	---	---	---
Run 6	biennial	centralized	July 2000	---	---	---
Run 7	annual	decentralized	July 2000	---	---	---
Run 8	biennial	decentralized	July 2000	---	---	---

B. Calculations

Step 1: Adjust the VOC Emission Factors (EFs) to determine January 2000 VOC emission factors¹

- Equation 1 is used to determine January 2000 VOC emission factors

Equation 1:

$$EF_{jan00} = \frac{(EF_{july99} + EF_{july00})}{2}$$

Where:

EF_{jan00} = Adjusted VOC Emission Factor for January 2000;

EF_{july99} = VOC Emission Factor for July 1999, and;

EF_{july00} = VOC Emission Factor for July 2000.

- This equation results in four adjusted VOC EFs (annual centralized, annual decentralized, biennial centralized and biennial decentralized). Table II give the resultant adjusted VOC EFs for January 2000. This Table also provides the modeled carbon monoxide Emission Factor for January 2000 (which required no further adjustments).

TABLE II: January 2000 VOC and CO Emission Factors in grams per mile (gpm)

<u>EF Description</u>	<u>Adjusted VOC EF</u>	<u>CO EF</u>
Annual Centralized	1.840	20.487
Annual Decentralized	1.930	22.111
Biennial Centralized	1.871	20.922
Biennial Decentralized	1.946	22.328

¹ The wintertime fuel parameters assumed by the model in a January run produce inaccurate summer VOC emission factors. Therefore, to determine accurate summer VOC emission factors for January 1, 2000, the NJDEP modeled for July 1, 1999 and July 1, 2000 and then took the average of those emission factors as the VOC emission factor for January 1, 2000.

Step 2: Determine composite emission factors for the basic I/M program

- A composite Emission Factor represents the vehicle emissions from the entire BIM network design (both the centralized and decentralized portions of the program). As such, the composite Emission Factor accounts for New Jersey's 68/32 BIM hybrid network (that is, 68 percent of the vehicles receive their inspection stickers from centralized inspection facilities, while the remaining 32 percent receive their inspection stickers from decentralized inspection facilities)².
- Equation 2 was used to determine the composite emission factors for the BIM program.
- Use of Equation 2 results in two composite emission factors each for VOC and carbon monoxide (January 2000 annual and January 2000 biennial).

Equation 2:

$$\text{Composite EF} = (\text{EF}_d * 0.32) + (\text{EF}_c * 0.68)$$

Where:

EF_d = Decentralized Emission Factor, and;

EF_c = Centralized Emission Factor.

Note: For both VOC and carbon monoxide, the values for EF_d and EF_c are found in Table II.

- Table III gives the resultant composite emission factors for each scenario.

TABLE III: January 2000 Composite Emission Factors in gpm

<u>EFs Description</u>	<u>VOC Composite EF</u>	<u>CO Composite EF</u>
Annual Program	1.869	21.007
Biennial Program	1.895	21.372

² This hybrid network split was derived by the NJDMV from the inspection reports it receives from both the centralized and decentralized inspection centers in New Jersey.

Step 3: Determine Emission Benefit Loss

- Equation 3 is used to determine the loss in benefit from modifying its basic I/M test frequency from annual to biennial.

Equation 3:

$$Loss = bEF_{jan00} - aEF_{jan00}$$

Where:

Loss = the loss in benefit as of January 2000;

bEF_{jan00} = Biennial Composite Emission Factor for January 2000, and;

aEF_{jan00} = Annual Composite Emission Factor for January 2000.

- This equation is used twice; once to determine the VOC loss (using the composite VOC EFs from Table III) and a second time to determine the loss for carbon monoxide (using the composite carbon monoxide EFs from Table III). Table IV gives the resultant VOC and carbon monoxide losses due to a modification from annual to biennial basic inspections during the interim between the State's basic and enhanced I/M programs.

TABLE IV: Losses Due to the Modifying the Basic I/M Program Test Frequency

	<u>VOC (gpm)</u>	<u>CO (gpm)</u>
Emission Benefit Loss	0.026	0.365

III. Emission Benefits Gained from Centralized Fuel Cap Pressure Testing

A. Modeling Runs

Implementation of the fuel cap pressure test as part of the State's basic I/M program will be implemented occur in the centralized lanes. Due to the nature of the fuel cap pressure test, a fuel cap visual inspection (to determine the presence or absence of a fuel cap) is automatically included. The combination of these inspections in the centralized lanes will hereafter be referred to as the "fuel cap pressure test." Repairs made due to failure of a fuel cap pressure test will result only in VOC emission reductions; these repairs will not impact any increase in carbon monoxide emissions resulting from the BIM test frequency modification. To determine the benefits of administering fuel cap pressure tests in the centralized lanes, six (6) modeling scenarios were generated. Table V shows the major modeling parameters for each scenario.

TABLE V: Modeling Scenarios to Determine Benefit of Centralized Fuel Cap Pressure Test

	<u>Test Frequency</u>	<u>Network Type</u>	<u>Evaporative Pressure Test</u> [†]	<u>Fuel Cap Visual Inspection</u>	<u>Evaluation Year</u>
Run 1	Biennial	Centralized	yes	yes	July 1999
Run 2	Biennial	Centralized	no	no	July 1999
Run 3	Biennial	Centralized	yes	yes	July 2000
Run 4	Biennial	Centralized	no	no	July 2000
Run 5	Biennial	Decentralized	no	no	July 1999
Run 6	Biennial	Decentralized	no	no	July 2000

[†] The fuel cap pressure test cannot be modeled separately; it can only be modeled as part of the entire evaporative pressure test.

- Please note that Runs 2, 4, 5 and 6 in Table V are the same as Runs 2, 6, 4, and 8 in Table I (Section I), respectively. The only new runs generated are the ones which account for the administering of evaporative pressure tests/fuel cap visual inspections in the centralized lanes (Runs 1 and 3 above).

B. Calculations

Step 1: Adjust the VOC EFs to determine January 2000 VOC emission factors

- Equation 1 (Section I) is used to determine the January 2000 VOC EFs.
- Table VI lists the resultant adjusted VOC EFs for January 2000.

TABLE VI: January 2000 VOC Emission Factors in gpm

<u>EF Description</u>	<u>Adjusted VOC EFs</u>
Centralized EF including “evaporative tests”[†]	1.751
Centralized EF excluding “evaporative tests”	1.871
Decentralized EF	1.946

[†] “evaporative tests” refer to the full evaporative pressure test and fuel cap visual inspection in the centralized facilities only.

Step 2: Determine composite VOC emission factors.

- Composite emission factors are determined using Equation 2 (Section I).
- The January 2000 decentralized EFs is used twice in determining the overall program EFs with and without centralized “evaporative benefits.”
- This step will result in two (2) composite EFs (a January 2000 Emission Factor including the centralized “evaporative benefits” and a January 2000 Emission Factor excluding those benefits).
- Table VII below gives the resultant composite VOC emission factors for each scenario.

TABLE VII: January 2000 Composite VOC Emission Factors in gpm

<u>EFs Description</u>	<u>VOC EFs</u>
EF including centralized “evaporative tests”[†]	1.813
EF excluding centralized “evaporative tests”	1.895

[†] “evaporative tests” refer to the full evaporative pressure test and fuel cap visual inspection in the centralized facilities only.

Step 4: Determine the composite VOC Emission Factor which accounts for fuel cap pressure testing only in the centralized lanes

- The USEPA has stated that the fuel cap pressure test accounts for 40 percent of the full pressure test benefit³. Therefore, Equation 4 is used to determine the VOC Emission Factor from administering only the fuel cap pressure test, rather than the entire evaporative pressure test, in the centralized facilities as part of the basic I/M program.

³ 40 C.F.R. 52, 62 Fed. Reg. 26402 (May 14, 1997).

Equation 4:

$$EF_{fc} = EF_{noe} - [(EF_{noe} - EF_e) * 0.40]$$

Where:

EF_{fc} = the VOC Emission Factor accounting for administering only the fuel cap pressure test and the fuel cap visual inspections in the centralized facilities, rather than the entire evaporative pressure test, as part of the BIM ;

EF_e = Biennial Composite Emission Factor w/ full evaporative benefits, and;

EF_{noe} = Biennial Composite Emission Factor w/out full evaporative benefits.

NOTE: The values for EF_e and EF_{noe} are found in Table VII.

- This equation results in a VOC Emission Factor of 1.862 gpm. This Emission Factor represents a BIM program in which the centralized inspection facilities are performing a fuel cap pressure test/visual fuel cap inspection and the decentralized inspection facilities are not performing either of these inspections.

Step 5: Determine Fuel Cap Benefit in Centralized Facilities

- Equation 5 is used to determine the overall emission benefits from implementing the fuel cap pressure test in the centralized lanes only as part of the BIM.

Equation 5:

$$Benefit = EF_{noe} - EF_{fc}$$

Where:

EF_{noe} = Biennial Composite VOC Emission Factor w/out full evaporative benefits, and;

EF_{fc} = Biennial Composite VOC Emission Factor accounting for administering only the fuel cap pressure test and the fuel cap visual inspections in the centralized facilities, rather than the entire evaporative pressure test, as part of the BIM.

- A 0.033 gpm VOC benefit is expected from fuel cap pressure testing in the centralized facilities as part of the basic I/M program.

IV. Emission Benefits Gained from Decentralized Visual Inspections

A. Modeling Runs

Implementation of visual inspections of the vehicle's fuel cap and evaporative emission control system, hereafter referred to as the "visual inspections", as part of the State's basic I/M program will occur in the decentralized lanes. The purpose of these visual inspections is not only to determine the presence or absence of a fuel cap, but also to determine the visual integrity of the fuel cap and the evaporative emission control system. However, no pressurization of the fuel cap will occur in the decentralized facilities as part of the basic I/M program. Repairs due to failure of these visual inspections will result in VOC emission reductions only ; these repairs will not impact the increased carbon monoxide emissions due to modifying the BIM test frequency to biennial. To determine the benefits of administering visual inspections in the decentralized lanes, six (6) modeling scenarios were generated. Table VIII shows the major modeling parameters for each scenario.

TABLE VIII: Modeling Scenarios to Determine Benefit of Decentralized Visual Inspections

	<u>Test Frequency</u>	<u>Network Type</u>	<u>Fuel Cap Pressure Test</u>	<u>Fuel Cap Visual Inspection</u>	<u>Evaluation Year</u>
Run 1	Biennial	Decentralized	no	yes	July 1999
Run 2	Biennial	Decentralized	no	no	July 1999
Run 3	Biennial	Decentralized	no	yes	July 2000
Run 4	Biennial	Decentralized	no	no	July 2000
Run 5	Biennial	Centralized	no	no	July 1999
Run 6	Biennial	Centralized	no	no	July 2000

- Please note that Runs 2, 4, 5 and 6 in Table VIII are the same as Runs 4, 8 2 and 6 in Table I (Section I), respectively. The only new runs generated are the ones which account for visual inspections in the decentralized lanes (Runs 1 and 3 above).

B. Calculations

Step 1: Adjust the VOC EFs to determine January 2000 VOC emission factors

- Equation 1 (Section I) is used to determine adjusted VOC EFs for January 2000.
- Table IX lists the adjusted VOC EFs for January 2000.

TABLE IX: January 2000 Adjusted VOC Emission Factors in gpm

<u>EF Description</u>	<u>Adjusted Composite VOC EFs</u>
Decentralized EF including visual inspections[†]	1.946
Decentralized EF excluding visual inspections	1.946
Centralized EF	1.871

[†] “visual inspections” refer to the fuel cap and evaporative emission control system visual inspections in the decentralized facilities only.

Step 2: Determine composite emission factors

- Composite emission factors are determined using Equation 2 (Section I).
- The January 2000 centralized Emission Factor is used twice in determining the overall program EFs with and without decentralized visual inspections.
- This step will result in two composite EFs (a January 2000 Emission Factor including the benefits of visual inspections in the decentralized facilities, and a January 2000 Emission Factor excluding those benefits).
- Table X gives the resultant composite VOC emission factors for each scenario.

TABLE X: January 2000 Composite VOC Emission Factors in gpm

<u>EFs Description</u>	<u>VOC EFs</u>
EF including decentralized “visual inspections”[†]	1.895
EF excluding decentralized “visual inspections”	1.895

[†] “visual inspections” refer to the fuel cap and evaporative emission control system visual inspections in the decentralized facilities only.

Step 3: Determine Visual Benefit in Decentralized Facilities

- Equation 6 is used to determine the benefit from visual inspections in the decentralized facilities as part of the basic I/M program.

Equation 6:

$$Benefit = EF_{vfc} - EF_{novfc}$$

Where:

EF_{vfc} = Biennial Composite Emission Factor w/ visual benefits, and;

EF_{novfc} = Biennial Composite Emission Factor w/out visual benefits.

Note: Values for EF_{vfc} and EF_{novfc} are found in Table X.

- No modeled emission benefit is expected from performing visual inspections in the decentralized facilities as part of the basic I/M program.

V. Carbon Monoxide Emission Reduction Benefit from Fleet Turnover

A. Modeling Runs

-To determine the carbon monoxide emission benefits attributable to vehicle fleet turnover since January 1996, four (4) modeling scenarios were considered. Table XI shows the major modeling parameters for each scenario.

TABLE XI: Modeling Scenarios to Determine Carbon Monoxide Benefit from Fleet Turnover

<u>Modeling Run</u>	<u>Test Frequency</u>	<u>Network Type</u>	<u>Evaluation Date</u>
Run 1	Annual	Centralized	January 1996
Run 2	Annual	Decentralized	January 1996
Run 3	Annual	Centralized	January 1998
Run 4	Annual	Decentralized	January 1998

B. Calculations

Step 1: Determine composite carbon monoxide emission factors

- Composite carbon monoxide Emission Factors are determined using Equation 2 (Section I).

- This step will result in two composite carbon monoxide Emission Factors (one for January 1996 and one for January 1998).

- Table XII gives the resultant composite carbon monoxide Emission Factors for each scenario.

TABLE XII: January 2000 Composite Carbon Monoxide Emission Factors in gpm

<u>EFs Description</u>	<u>CO EFs</u>
January 1996 EF	22.298
January 1998 EF	21.555

Step 2: Determine carbon monoxide Emission Benefit from Fleet Turnover

- Equation 7 is used to determine the carbon monoxide benefit from vehicle fleet turnover between January 1996 and January 1998.

Equation 7:

$$Benefit = EF_{jan96} - EF_{jan98}$$

Where:

Benefit = the benefit of carbon monoxide vehicle fleet turnover between 1/96 and 1/98;

EF_{jan96} = Annual Composite carbon monoxide Emission Factor for January 1996, and;

EF_{jan98} = Annual Composite carbon monoxide Emission Factor for January 1998.

Note: Values for EF_{jan96} and EF_{jan98} are found in Table XII.

- The State has obtained 0.734 gpm of carbon monoxide emission reductions from vehicle fleet turnover since January 1996.

VI. Results and Conclusion

Table XIII below is a summary which includes: 1) losses expected from modifying New Jersey's BIM test frequency to biennial, 2) the anticipated VOC emission reductions expected from administering fuel cap pressure tests/fuel cap visual inspections in the centralized facilities and from administering fuel cap/evaporative emission control system visual inspections in the decentralized facilities, all as a part of the BIM, and 3) the excess carbon monoxide emission reductions that have been achieved through vehicle fleet turnover since 1996. This Table demonstrated that the gains in emission reductions far outweigh the losses due to the test frequency modification. Thus, the State has demonstrated emission equivalency, and should be allowed to modify its BIM test frequency to biennial during the transitional period between the existing BIM program and full implementation of the EIM program.

TABLE XIII: Summary of Emission Equivalency Demonstration

	<u>VOC (gpm)</u>	<u>CO (gpm)</u>
Loss due to Modification	0.026	0.365
Gain due to Fuel Cap Inspections[†]	0.033	N/A
Excess due to 1996 through 1998 vehicle fleet turnover	N/A	0.743
<i>Excess Benefits</i>	0.007	0.377

[†] This is a combination of the gain in emission reductions due to both centralized fuel cap pressure tests/fuel cap visual inspections and decentralized visual inspections.

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Enhanced Inspection and Maintenance (I/M)
Program for the State of New Jersey**

**Appendix II: Mobile 5a-H Input and Output Files and
Calculation Spreadsheets**

June 5, 1998

This Appendix contains three attachments:

- A MOBILE5a-H Input Files
- B MOBILE5a-H Output Files
- C Calculation Spreadsheets

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
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Program for the State of New Jersey**

**Appendix II: MOBILE 5a-H Input and Output Files and
Calculation Spreadsheets**

Attachment A: MOBILE5a-H Input Files

June 5, 1998

```

1          PROMPT -
MOBILE5.0 Run - New Jersey Centralized Current Program - Annual
1          TAMFLG -
1          SPDFLG -
1          VMFLAG -
3          MYMRFG -
1          NEWFLG -
2          IMFLAG -
1          ALHFLG -
2          ATPFLG -
2          RLFLAG -
2          LOCFLG -
1          TEMFLG -
3          OUTFMT -
4          PRTFLG -
2          IDLFLG -
3          NMHFLG -
2          HCFLAG -

```

```
0.0600.0980.0940.0910.0900.0830.0780.0740.0670.058
0.0490.0420.0330.0240.0180.0130.0080.0060.0040.003
0.0020.0020.0030.0010.003
0.0550.0990.0980.0920.0970.0730.0620.0330.0270.029
0.0310.0470.0440.0370.0280.0170.0230.0230.0190.013
0.0100.0090.0080.0060.018
0.0380.0720.0710.0590.0640.0700.0670.0560.0460.039
0.0290.0690.0600.0510.0390.0250.0230.0250.0180.014
0.0100.0110.0100.0070.025
0.0360.0620.0630.0560.0580.0630.0620.0490.0420.035
0.0310.0650.0560.0500.0390.0320.0290.0330.0240.018
0.0160.0160.0110.0110.042
0.0600.0980.0940.0910.0900.0830.0780.0740.0670.058
0.0490.0420.0330.0240.0180.0130.0080.0060.0040.003
0.0020.0020.0030.0010.003
0.0550.0990.0980.0920.0970.0730.0620.0330.0270.029
0.0310.0470.0440.0370.0280.0170.0230.0230.0190.013
0.0100.0090.0080.0060.018
0.0570.1070.1030.0750.0800.0970.0890.0520.0460.035
0.0420.0470.0340.0280.0120.0140.0170.0190.0120.009
0.0060.0050.0050.0020.007
0.1440.1680.1350.1090.0880.0700.0560.0450.0360.029
0.0230.0970.0000.0000.0000.0000.0000.0000.0000.000
0.0000.0000.0000.0000.000
```

```

74 20 68 20 00 00 096 1 1 2222 1111 220. 1.20 999. Basic I/M
85 75 20 2221 11 096. 12211111 ATP

```

89 1 85 70

..... C 71. 95. 9.0 9.0 89 1 1 2 LAP record

1	98	19.6	75.0	20.6	27.3	20.6	7
1	99	19.6	75.0	20.6	27.3	20.6	7
1	00	19.6	75.0	20.6	27.3	20.6	7

[illegible]

```

1          PROMPT -
MOBILE5.0 Run - New Jersey Decentralized Current Program - Annual
1          TAMFLG -
1          SPDFLG -
1          VMFLAG -
3          MYMRFG -
1          NEWFLG -
2          IMFLAG -
1          ALHFLG -
2          ATPFLG -
2          RLFLAG -
2          LOCFLG -
1          TEMFLG -

```



```

85 75 20 2221 22 096. 12211111 ATP
89 1 85 70
..... C 71. 95. 9.0 9.0 89 1 1 2 LAP record
1 98 19.6 75.0 20.6 27.3 20.6 7
1 99 19.6 75.0 20.6 27.3 20.6 7
1 00 19.6 75.0 20.6 27.3 20.6 7
0000000000000000000000000000000000000000000000000000000000000000
1 PROMPT -
MOBILE5.0 Run - New Jersey Centralized Current Program - Biennial - Gas Cap
1 TAMFLG -
1 SPDFLG -
1 VMFLAG -
3 MYMRFG -
1 NEWFLG -
2 IMFLAG -
1 ALHFLG -
5 ATPFLG -
2 RLFLAG -
2 LOCFLG -
1 TEMFLG -
3 OUTFMT -
4 PRTFLG -
2 IDLFLG -
3 NMHFLG -
2 HCFLAG -
0.0600.0980.0940.0910.0900.0830.0780.0740.0670.058
0.0490.0420.0330.0240.0180.0130.0080.0060.0040.003
0.0020.0020.0030.0010.003
0.0550.0990.0980.0920.0970.0730.0620.0330.0270.029
0.0310.0470.0440.0370.0280.0170.0230.0230.0190.013
0.0100.0090.0080.0060.018
0.0380.0720.0710.0590.0640.0700.0670.0560.0460.039
0.0290.0690.0600.0510.0390.0250.0230.0250.0180.014
0.0100.0110.0100.0070.025
0.0360.0620.0630.0560.0580.0630.0620.0490.0420.035
0.0310.0650.0560.0500.0390.0320.0290.0330.0240.018
0.0160.0160.0110.0110.042
0.0600.0980.0940.0910.0900.0830.0780.0740.0670.058
0.0490.0420.0330.0240.0180.0130.0080.0060.0040.003
0.0020.0020.0030.0010.003
0.0550.0990.0980.0920.0970.0730.0620.0330.0270.029
0.0310.0470.0440.0370.0280.0170.0230.0230.0190.013
0.0100.0090.0080.0060.018
0.0570.1070.1030.0750.0800.0970.0890.0520.0460.035
0.0420.0470.0340.0280.0120.0140.0170.0190.0120.009
0.0060.0050.0050.0020.007
0.1440.1680.1350.1090.0880.0700.0560.0450.0360.029
0.0230.0970.0000.0000.0000.0000.0000.0000.0000.000
0.0000.0000.0000.0000.000
74 20 68 20 00 00 096 1 2 2222 1111 220. 1.20 999. Basic I/M
85 75 20 2221 12 096. 12211112 ATP
98 70 20 2221 12 096. Pressure Check
89 1 85 70
..... C 71. 95. 9.0 9.0 89 1 1 2 LAP record
1 98 19.6 75.0 20.6 27.3 20.6 7
1 99 19.6 75.0 20.6 27.3 20.6 7
1 00 19.6 75.0 20.6 27.3 20.6 7
0000000000000000000000000000000000000000000000000000000000000000
1 PROMPT -
MOBILE5.0 Run - New Jersey Decentralized Current Program - Biennial - Gas Cap
1 TAMFLG -
1 SPDFLG -
1 VMFLAG -
3 MYMRFG -
1 NEWFLG -

```

```

2      IMFLAG -
1      ALHFLG -
2      ATPFLG -
2      RLFLAG -
2      LOCFLG -
1      TEMFLG -
3      OUTFMT -
4      PRTFLG -
2      IDLFLG -
3      NMHFLG -
2      HCFLAG -
0.0600.0980.0940.0910.0900.0830.0780.0740.0670.058
0.0490.0420.0330.0240.0180.0130.0080.0060.0040.003
0.0020.0020.0030.0010.003
0.0550.0990.0980.0920.0970.0730.0620.0330.0270.029
0.0310.0470.0440.0370.0280.0170.0230.0230.0190.013
0.0100.0090.0080.0060.018
0.0380.0720.0710.0590.0640.0700.0670.0560.0460.039
0.0290.0690.0600.0510.0390.0250.0230.0250.0180.014
0.0100.0110.0100.0070.025
0.0360.0620.0630.0560.0580.0630.0620.0490.0420.035
0.0310.0650.0560.0500.0390.0320.0290.0330.0240.018
0.0160.0160.0110.0110.042
0.0600.0980.0940.0910.0900.0830.0780.0740.0670.058
0.0490.0420.0330.0240.0180.0130.0080.0060.0040.003
0.0020.0020.0030.0010.003
0.0550.0990.0980.0920.0970.0730.0620.0330.0270.029
0.0310.0470.0440.0370.0280.0170.0230.0230.0190.013
0.0100.0090.0080.0060.018
0.0570.1070.1030.0750.0800.0970.0890.0520.0460.035
0.0420.0470.0340.0280.0120.0140.0170.0190.0120.009
0.0060.0050.0050.0020.007
0.1440.1680.1350.1090.0880.0700.0560.0450.0360.029
0.0230.0970.0000.0000.0000.0000.0000.0000.0000.000
0.0000.0000.0000.0000.000
74 20 68 20 00 00 096 2 2 2222 1111 220. 1.20 999. Basic I/M
85 75 20 2221 22 096. 12211112      ATP
89 1 85 70
..... C 71. 95. 9.0 9.0 89 1 1 2      LAP record
1 98 19.6 75.0 20.6 27.3 20.6 7
1 99 19.6 75.0 20.6 27.3 20.6 7
1 00 19.6 75.0 20.6 27.3 20.6 7

```

Mobile 5a-H Winter Runs for determining CO emission reductions

```

1      PROMPT -
MOBILE5.0 Run - New Jersey Centralized Current Program - Annual
1      TAMFLG -
1      SPDFLG -
1      VMFLAG -
3      MYMRFG -
1      NEWFLG -
2      IMFLAG -
1      ALHFLG -
2      ATPFLG -
2      RLFLAG -
2      LOCFLG -
1      TEMFLG -
3      OUTFMT -
4      PRTFLG -
2      IDLFLG -

```

[illegible]


```
1 98 19.6 38.0 16.2 20.0 16.2 1  
1 99 19.6 38.0 16.2 20.0 16.2 1  
1 00 19.6 38.0 16.2 20.0 16.2 1  
0000000000000000000000000000000000000000000000000000000
```

1 PROMPT -
MOBILE5.0 Run - New Jersey Decentralized Current Program - Biennial

1	TAMFLG	-
1	SPDFLG	-
1	VMFLAG	-
3	MYMRFG	-
1	NEWFLG	-
2	IMFLAG	-
1	ALHFLG	-
2	ATPFLG	-
2	RLFLAG	-
2	LOCFLG	-
1	TEMFLG	-
3	OUTFMT	-
4	PRTFLG	-
2	IDLFLG	-
3	NMHFLG	-
2	HCFLAG	-

```
0.0600.0980.0940.0910.0900.0830.0780.0740.0670.058
0.0490.0420.0330.0240.0180.0130.0080.0060.0040.003
0.0020.0020.0030.0010.003
0.0550.0990.0980.0920.0970.0730.0620.0330.0270.029
0.0310.0470.0440.0370.0280.0170.0230.0230.0190.013
0.0100.0090.0080.0060.018
0.0380.0720.0710.0590.0640.0700.0670.0560.0460.039
0.0290.0690.0600.0510.0390.0250.0230.0250.0180.014
0.0100.0110.0100.0070.025
0.0360.0620.0630.0560.0580.0630.0620.0490.0420.035
0.0310.0650.0560.0500.0390.0320.0290.0330.0240.018
0.0160.0160.0110.0110.042
0.0600.0980.0940.0910.0900.0830.0780.0740.0670.058
0.0490.0420.0330.0240.0180.0130.0080.0060.0040.003
0.0020.0020.0030.0010.003
0.0550.0990.0980.0920.0970.0730.0620.0330.0270.029
0.0310.0470.0440.0370.0280.0170.0230.0230.0190.013
0.0100.0090.0080.0060.018
0.0570.1070.1030.0750.0800.0970.0890.0520.0460.035
0.0420.0470.0340.0280.0120.0140.0170.0190.0120.009
0.0060.0050.0050.0020.007
0.1440.1680.1350.1090.0880.0700.0560.0450.0360.029
0.0230.0970.0000.0000.0000.0000.0000.0000.0000.000
0.0000.0000.0000.0000.000
```

```

74 20 68 20 00 00 096 2 2 2222 1111 220. 1.20 999. Basic I/M
85 75 20 2221 22 096. 12211111 ATP

```

..... C 38. 38. 9.0 9.0 89 1 1 2 LAP record

1	98	19.6	38.0	16.2	20.0	16.2	1
1	99	19.6	38.0	16.2	20.0	16.2	1
1	00	19.6	38.0	16.2	20.0	16.2	1

**The State of New Jersey
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**Appendix II: MOBILE5a-H Input and Output Files and
Calculation Spreadsheets**

Attachment B: MOBILE5a-H Output Files

June 5, 1998

Mobile 5a-H Summer Run Outputs - VOC emission reductions

1MOBILE5.0 Run - New Jersey Centralized Current Program - Annual
 MOB5a_H I/M Program Options (Nov-95)

0
 -M 49 Warning:
 + 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.999 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 0I/M program selected:

0 Start year (January 1): 1974
 Pre-1981 MYR stringency rate: 20%
 First model year covered: 1968
 Last model year covered: 2020
 Waiver rate (pre-1981): 0.%
 Waiver rate (1981 and newer): 0.%
 Compliance Rate: 96.%
 Inspection type: Test Only
 Inspection frequency: Annual
 Vehicle types covered:
 LDGV - Yes
 LDGT1 - Yes
 LDGT2 - Yes
 HDGV - Yes
 1981 & later MYR test type: Idle
 Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0Functional Check Program Description:

0Check Start	Model Yrs	Vehicle Classes Covered	Inspection	Comp
(Jan1)	Covered	LDGV LDGT1 LDGT2 HDGV	Type Freq	Rate
ATP 1985	1975-2020	Yes Yes Yes No	Test Only Annual	96.0%
0Air pump system disablements:	No	Catalyst removals:		Yes
Fuel inlet restrictor disablements:	Yes	Tailpipe lead deposit test:		No
EGR disablement:	No	Evaporative system disablements:		No
PCV system disablements:	No	Missing gas caps:		No

0Stage II program selected:

0 Start year (January 1): 1989

Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.%
 Percent Efficiency for HDGV: 0.%

0..... Minimum Temp: 71. (F) Maximum Temp: 95. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989

0VOC HC emission factors include evaporative HC emission factors.

0

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1998 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VTM Mix:	0.622	0.184	0.081		0.034	0.001	0.001	0.070	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.74	2.00	2.92	2.29	5.09	0.61	0.96	2.20	5.59	2.055
Exhaust HC:	0.92	1.15	1.79	1.35	2.27	0.61	0.96	2.20	1.85	1.177
Evaporat HC:	0.23	0.31	0.41	0.34	1.57				3.30	0.308
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.48	0.42	0.60	0.47	0.79					0.453
Rsting L HC:	0.07	0.07	0.07	0.07	0.09				0.45	0.067
Exhaust CO:	11.73	14.21	19.90	15.95	37.06	1.55	1.86	11.20	21.88	13.712
Exhaust NOX:	1.30	1.48	2.14	1.68	4.68	1.31	1.65	10.13	0.76	2.132

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VTM Mix:	0.618	0.186	0.082		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.69	1.92	2.82	2.19	4.75	0.57	0.89	2.18	5.59	1.984
Exhaust HC:	0.91	1.11	1.74	1.30	2.10	0.57	0.89	2.18	1.84	1.152
Evaporat HC:	0.22	0.29	0.38	0.32	1.45				3.30	0.290
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.46	0.40	0.58	0.46	0.74					0.430
Rsting L HC:	0.06	0.06	0.07	0.07	0.08				0.45	0.061
Exhaust CO:	11.71	13.91	19.66	15.67	32.68	1.50	1.79	11.12	21.88	13.475
Exhaust NOX:	1.27	1.44	2.13	1.65	4.56	1.23	1.54	9.50	0.76	2.066

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.615	0.187	0.082		0.034	0.001	0.001	0.073	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.41	1.63	2.41	1.87	4.01	0.54	0.82	2.16	5.21	1.696
Exhaust HC:	0.81	0.99	1.56	1.16	1.87	0.54	0.82	2.16	1.80	1.046
Evaporat HC:	0.18	0.24	0.31	0.26	1.18				2.96	0.237
Refuel L HC:	0.04	0.05	0.05	0.05	0.35					0.047
Runing L HC:	0.33	0.30	0.44	0.34	0.52					0.311
Rsting L HC:	0.06	0.06	0.06	0.06	0.08				0.45	0.056
Exhaust CO:	11.70	13.75	19.53	15.51	28.85	1.46	1.72	11.07	21.88	13.297
Exhaust NOX:	1.24	1.41	2.11	1.62	4.44	1.17	1.44	8.93	0.76	2.007

1MOBILE5.0 Run - New Jersey Decentralized Current Program - Annual
MOB5a_H I/M Program Options (Nov-95)

0
-M 49 Warning:
+ 1.00 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 0.998 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 0.998 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 0.999 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 1.00 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 0.998 MYR sum not = 1. (will normalize)

0I/M program selected:

0 Start year (January 1): 1974
Pre-1981 MYR stringency rate: 20%
First model year covered: 1968
Last model year covered: 2020
Waiver rate (pre-1981): 0.%
Waiver rate (1981 and newer): 0.%
Compliance Rate: 96.%
Inspection type: Computerized Test and Repair
Inspection frequency: Annual
Vehicle types covered: LDGV - Yes
LDGT1 - Yes

LDGT2 - Yes
 HDGV Yes
 1981 & later MYR test type: Idle
 Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0Functional Check Program Description:
 0Check Start Model Yrs Vehicle Classes Covered Inspection Comp
 (Jan1) Covered LDGV LDGT1 LDGT2 HDGV Type Freq Rate

ATP 1985 1975-2020 Yes Yes Yes No Test & Repair Annual 96.0%
 0Air pump system disablements: No Catalyst removals: Yes
 Fuel inlet restrictor disablements: Yes Tailpipe lead deposit test: No
 EGR disablement: No Evaporative system disablements: No
 PCV system disablements: No Missing gas caps: No
 0Stage II program selected:

0 Start year (January 1): 1989
 Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.%
 Percent Efficiency for HDGV: 0.%

0..... Minimum Temp: 71. (F) Maximum Temp: 95. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989
 0VOC HC emission factors include evaporative HC emission factors.

0Emission factors are as of July 1st of the indicated calendar year.
 0User supplied veh registration distributions.
 0Cal. Year: 1998 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.622	0.184	0.081		0.034	0.001	0.001	0.070	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.83	2.14	3.13	2.45	5.24	0.61	0.96	2.20	5.59	2.154
Exhaust HC:	1.01	1.29	2.00	1.51	2.41	0.61	0.96	2.20	1.85	1.277
Evaporat HC:	0.23	0.31	0.41	0.34	1.57				3.30	0.308
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.48	0.42	0.60	0.47	0.79					0.453
Rsting L HC:	0.07	0.07	0.07	0.07	0.09				0.45	0.067
Exhaust CO:	12.78	15.96	23.02	18.12	40.13	1.55	1.86	11.20	21.88	15.045
Exhaust NOX:	1.30	1.48	2.13	1.68	4.68	1.31	1.65	10.13	0.76	2.130

0Emission factors are as of July 1st of the indicated calendar year.
 0User supplied veh registration distributions.
 0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.

0 Veh. Type:	Reformulated Gas: Yes			ASTM Class: C		LDDV	LDDT	HDDV	MC	All Veh
	LDGV	LDGT1	LDGT2	LDGT	HDGV					
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.618	0.186	0.082		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.77	2.05	3.02	2.35	4.88	0.57	0.89	2.18	5.59	2.080
Exhaust HC:	0.99	1.24	1.94	1.46	2.23	0.57	0.89	2.18	1.84	1.249
Evaporat HC:	0.22	0.29	0.38	0.32	1.45				3.30	0.290
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.46	0.40	0.58	0.46	0.74					0.430
Rsting L HC:	0.06	0.06	0.07	0.07	0.08				0.45	0.061
Exhaust CO:	12.73	15.53	22.57	17.68	35.37	1.50	1.79	11.12	21.88	14.741
Exhaust NOX:	1.26	1.44	2.12	1.65	4.56	1.23	1.54	9.50	0.76	2.063

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000

I/M Program: Yes

Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low

Anti-tam. Program: Yes

Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.

0 Veh. Type:	Reformulated Gas: Yes			ASTM Class: C		LDDV	LDDT	HDDV	MC	All Veh
	LDGV	LDGT1	LDGT2	LDGT	HDGV					
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.615	0.187	0.082		0.034	0.001	0.001	0.073	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.48	1.74	2.59	2.00	4.12	0.54	0.82	2.16	5.21	1.780
Exhaust HC:	0.88	1.10	1.73	1.29	1.99	0.54	0.82	2.16	1.80	1.129
Evaporat HC:	0.18	0.24	0.31	0.26	1.18				2.96	0.237
Refuel L HC:	0.04	0.05	0.05	0.05	0.35					0.047
Runing L HC:	0.33	0.30	0.44	0.34	0.52					0.311
Rsting L HC:	0.06	0.06	0.06	0.06	0.08				0.45	0.056
Exhaust CO:	12.70	15.25	22.25	17.38	31.21	1.46	1.72	11.07	21.88	14.502
Exhaust NOX:	1.23	1.41	2.10	1.62	4.44	1.17	1.44	8.93	0.76	2.004

1MOBILE5.0 Run - New Jersey Centralized Current Program - Biennial

MOB5a_H I/M Program Options (Nov-95)

0

-M 49 Warning:

+ 1.00 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.999 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 0I/M program selected:

0 Start year (January 1): 1974
 Pre-1981 MYR stringency rate: 20%
 First model year covered: 1968
 Last model year covered: 2020
 Waiver rate (pre-1981): 0.%
 Waiver rate (1981 and newer): 0.%
 Compliance Rate: 96.%
 Inspection type: Test Only
 Inspection frequency: Biennial
 Vehicle types covered: LDGV - Yes
 LDGT1 - Yes
 LDGT2 - Yes
 HDGV - Yes
 1981 & later MYR test type: Idle
 Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0Functional Check Program Description:

Check	Start	Model Yrs	Vehicle	Classes	Covered	Inspection	Comp
	(Jan1)	Covered	LDGV	LDGT1	LDGT2	HDGV	Rate
ATP	1985	1975-2020	Yes	Yes	Yes	No	96.0%
Air pump system disablements:			No			Catalyst removals:	Yes
Fuel inlet restrictor disablements:			Yes			Tailpipe lead deposit test:	No
EGR disablement:			No			Evaporative system disablements:	No
PCV system disablements:			No			Missing gas caps:	No

0Stage II program selected:

0 Start year (January 1): 1989
 Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.%
 Percent Efficiency for HDGV: 0.%

0..... Minimum Temp: 71. (F) Maximum Temp: 95. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989

0VOC HC emission factors include evaporative HC emission factors.

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1998 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+										

Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.622	0.184	0.081		0.034	0.001	0.001	0.070	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.77	2.06	3.02	2.36	5.24	0.61	0.96	2.20	5.59	2.092
Exhaust HC:	0.95	1.21	1.89	1.42	2.41	0.61	0.96	2.20	1.85	1.214
Evaporat HC:	0.23	0.31	0.41	0.34	1.57				3.30	0.308
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.48	0.42	0.60	0.47	0.79					0.453
Rsting L HC:	0.07	0.07	0.07	0.07	0.09				0.45	0.067
Exhaust CO:	11.98	14.79	20.85	16.64	39.11	1.55	1.86	11.20	21.88	14.124
Exhaust NOX:	1.30	1.48	2.14	1.68	4.68	1.31	1.65	10.13	0.76	2.132

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+										
Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.618	0.186	0.082		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.71	1.97	2.90	2.25	4.88	0.57	0.89	2.18	5.59	2.017
Exhaust HC:	0.93	1.16	1.82	1.36	2.23	0.57	0.89	2.18	1.84	1.186
Evaporat HC:	0.22	0.29	0.38	0.32	1.45				3.30	0.290
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.46	0.40	0.58	0.46	0.74					0.430
Rsting L HC:	0.06	0.06	0.07	0.07	0.08				0.45	0.061
Exhaust CO:	11.95	14.42	20.49	16.27	34.47	1.50	1.79	11.12	21.88	13.849
Exhaust NOX:	1.27	1.44	2.13	1.65	4.56	1.23	1.54	9.50	0.76	2.065

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+										
Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.615	0.187	0.082		0.034	0.001	0.001	0.073	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.43	1.67	2.48	1.92	4.12	0.54	0.82	2.16	5.21	1.724
Exhaust HC:	0.83	1.03	1.62	1.21	1.99	0.54	0.82	2.16	1.80	1.074
Evaporat HC:	0.18	0.24	0.31	0.26	1.18				2.96	0.237
Refuel L HC:	0.04	0.05	0.05	0.05	0.35					0.047
Runing L HC:	0.33	0.30	0.44	0.34	0.52					0.311
Rsting L HC:	0.06	0.06	0.06	0.06	0.08				0.45	0.056

Exhaust CO:	11.93	14.18	20.25	16.03	30.43	1.46	1.72	11.07	21.88	13.634
Exhaust NOX:	1.23	1.41	2.11	1.62	4.44	1.17	1.44	8.93	0.76	2.007

1MOBILE5.0 Run - New Jersey Decentralized Current Program - Biennial

MOB5a_H I/M Program Options (Nov-95)

0
-M 49 Warning:
+ 1.00 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 0.998 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 0.998 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 0.999 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 1.00 MYR sum not = 1. (will normalize)
-M 49 Warning:
+ 0.998 MYR sum not = 1. (will normalize)
0I/M program selected:

0 Start year (January 1): 1974
Pre-1981 MYR stringency rate: 20%
First model year covered: 1968
Last model year covered: 2020
Waiver rate (pre-1981): 0.%
Waiver rate (1981 and newer): 0.%
Compliance Rate: 96.%
Inspection type: Computerized Test and Repair
Inspection frequency: Biennial
Vehicle types covered: LDGV - Yes
LDGT1 - Yes
LDGT2 - Yes
HDGV - Yes

1981 & later MYR test type: Idle
Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0Functional Check Program Description:

0Check Start	Model Yrs	Vehicle Classes	Covered	Inspection	Comp			
(Jan1)	Covered	LDGV	LDGT1	LDGT2	HDGV	Type	Freq	Rate
ATP 1985	1975-2020	Yes	Yes	Yes	No	Test & Repair	Biennial	96.0%
0Air pump system disablements:	No	Catalyst removals:	Yes					
Fuel inlet restrictor disablements:	Yes	Tailpipe lead deposit test:	No					
EGR disablement:	No	Evaporative system disablements:	No					
PCV system disablements:	No	Missing gas caps:	No					

0Stage II program selected:

0 Start year (January 1): 1989
 Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.%
 Percent Efficiency for HDGV: 0.%

0..... Minimum Temp: 71. (F) Maximum Temp: 95. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989

0VOC HC emission factors include evaporative HC emission factors.

0

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1998 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.622	0.184	0.081		0.034	0.001	0.001	0.070	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.84	2.17	3.18	2.48	5.31	0.61	0.96	2.20	5.59	2.173
Exhaust HC:	1.02	1.32	2.05	1.54	2.48	0.61	0.96	2.20	1.85	1.296
Evaporat HC:	0.23	0.31	0.41	0.34	1.57				3.30	0.308
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.48	0.42	0.60	0.47	0.79					0.453
Rsting L HC:	0.07	0.07	0.07	0.07	0.09				0.45	0.067
Exhaust CO:	12.91	16.25	23.49	18.46	41.16	1.55	1.86	11.20	21.88	15.251
Exhaust NOX:	1.30	1.48	2.13	1.68	4.68	1.31	1.65	10.13	0.76	2.130

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.618	0.186	0.082		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.78	2.08	3.06	2.38	4.95	0.57	0.89	2.18	5.59	2.097
Exhaust HC:	1.01	1.27	1.98	1.49	2.30	0.57	0.89	2.18	1.84	1.266
Evaporat HC:	0.22	0.29	0.38	0.32	1.45				3.30	0.290
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.46	0.40	0.58	0.46	0.74					0.430
Rsting L HC:	0.06	0.06	0.07	0.07	0.08				0.45	0.061
Exhaust CO:	12.85	15.79	22.99	17.98	36.27	1.50	1.79	11.12	21.88	14.928
Exhaust NOX:	1.26	1.44	2.12	1.64	4.56	1.23	1.54	9.50	0.76	2.063

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDTV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.615	0.187	0.082		0.034	0.001	0.001	0.073	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.49	1.76	2.62	2.03	4.18	0.54	0.82	2.16	5.21	1.794
Exhaust HC:	0.89	1.12	1.77	1.31	2.05	0.54	0.82	2.16	1.80	1.143
Evaporat HC:	0.18	0.24	0.31	0.26	1.18				2.96	0.237
Refuel L HC:	0.04	0.05	0.05	0.05	0.35					0.047
Runing L HC:	0.33	0.30	0.44	0.34	0.52					0.311
Rsting L HC:	0.06	0.06	0.06	0.06	0.08				0.45	0.056
Exhaust CO:	12.82	15.47	22.61	17.64	32.00	1.46	1.72	11.07	21.88	14.671
Exhaust NOX:	1.23	1.41	2.10	1.62	4.44	1.17	1.44	8.93	0.76	2.004

1MOBILE5.0 Run - New Jersey Centralized Current Program - Biennial - Gas Cap

MOB5a_H I/M Program Options (Nov-95)

0
 -M 49 Warning:
 + 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.999 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)

0I/M program selected:

0 Start year (January 1): 1974
 Pre-1981 MYR stringency rate: 20%
 First model year covered: 1968
 Last model year covered: 2020
 Waiver rate (pre-1981): 0.%
 Waiver rate (1981 and newer): 0.%
 Compliance Rate: 96.%
 Inspection type: Test Only
 Inspection frequency: Biennial
 Vehicle types covered: LDGV - Yes

LDGT1 - Yes
LDGT2 - Yes
HDGV - Yes

1981 & later MYR test type:

Idle

Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0Functional Check Program Description:

Check Start	Model Yrs	Vehicle Classes Covered	Inspection Type	Comp Rate
(Jan1)	Covered	LDGV LDGT1 LDGT2 HDGV	Freq	
Press 1998	1970-2020	Yes Yes Yes No	Test Only Biennial	96.0%
ATP 1985	1975-2020	Yes Yes Yes No	Test Only Biennial	96.0%
0Air pump system disablements: No Catalyst removals: Yes				
Fuel inlet restrictor disablements: Yes Tailpipe lead deposit test: No				
EGR disablement: No Evaporative system disablements: No				
PCV system disablements: No Missing gas caps: Yes				

0Stage II program selected:

0 Start year (January 1): 1989
Phase-in period (yrs.): 1
Percent Efficiency for LDGV & LDGT: 85.%
Percent Efficiency for HDGV: 0.%

0..... Minimum Temp: 71. (F) Maximum Temp: 95. (F)
Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989

0VOC HC emission factors include evaporative HC emission factors.

0

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1998 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.622	0.184	0.081		0.034	0.001	0.001	0.070	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.63	1.89	2.80	2.17	5.24	0.61	0.96	2.20	5.59	1.957
Exhaust HC:	0.95	1.21	1.89	1.42	2.41	0.61	0.96	2.20	1.85	1.214
Evaporat HC:	0.18	0.25	0.35	0.28	1.57				3.30	0.262
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.39	0.31	0.45	0.35	0.79					0.363
Rsting L HC:	0.07	0.07	0.07	0.07	0.09				0.45	0.067
Exhaust CO:	11.98	14.79	20.85	16.64	39.11	1.55	1.86	11.20	21.88	14.124
Exhaust NOX:	1.30	1.48	2.14	1.68	4.68	1.31	1.65	10.13	0.76	2.132

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.618	0.186	0.082		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.57	1.80	2.68	2.07	4.88	0.57	0.89	2.18	5.59	1.883
Exhaust HC:	0.93	1.16	1.82	1.36	2.23	0.57	0.89	2.18	1.84	1.186
Evaporat HC:	0.17	0.23	0.31	0.25	1.45				3.30	0.244
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.37	0.29	0.43	0.33	0.74					0.342
Rsting L HC:	0.06	0.06	0.07	0.07	0.08				0.45	0.061
Exhaust CO:	11.95	14.42	20.49	16.27	34.47	1.50	1.79	11.12	21.88	13.849
Exhaust NOX:	1.27	1.44	2.13	1.65	4.56	1.23	1.54	9.50	0.76	2.065

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.615	0.187	0.082		0.034	0.001	0.001	0.073	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.32	1.54	2.30	1.77	4.12	0.54	0.82	2.16	5.21	1.619
Exhaust HC:	0.83	1.03	1.62	1.21	1.99	0.54	0.82	2.16	1.80	1.074
Evaporat HC:	0.14	0.18	0.25	0.20	1.18				2.96	0.195
Refuel L HC:	0.04	0.05	0.05	0.05	0.35					0.047
Runing L HC:	0.26	0.22	0.33	0.26	0.52					0.247
Rsting L HC:	0.06	0.06	0.06	0.06	0.08				0.45	0.056
Exhaust CO:	11.93	14.18	20.25	16.03	30.43	1.46	1.72	11.07	21.88	13.634
Exhaust NOX:	1.23	1.41	2.11	1.62	4.44	1.17	1.44	8.93	0.76	2.007

1MOBILE5.0 Run - New Jersey Decentralized Current Program - Biennial - Gas Cap
 MOB5a_H I/M Program Options (Nov-95)

0
 -M 49 Warning:
 + 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M 49 Warning:

+ 0.999 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 0 I/M program selected:

0 Start year (January 1): 1974
 Pre-1981 MYR stringency rate: 20%
 First model year covered: 1968
 Last model year covered: 2020
 Waiver rate (pre-1981): 0.%
 Waiver rate (1981 and newer): 0.%
 Compliance Rate: 96.%
 Inspection type: Computerized Test and Repair
 Inspection frequency: Biennial
 Vehicle types covered: LDGV - Yes
 LDGT1 - Yes
 LDGT2 - Yes
 HDGV - Yes
 1981 & later MYR test type: Idle
 Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0 Functional Check Program Description:

Check Start	Model Yrs	Vehicle Classes Covered	Inspection Type	Comp Rate
(Jan1)	Covered	LDGV LDGT1 LDGT2 HDGV	Type Freq	
ATP 1985	1975-2020	Yes Yes Yes No	Test & Repair Biennial	96.0%
0 Air pump system disablements:	No	Catalyst removals:		Yes
Fuel inlet restrictor disablements:	Yes	Tailpipe lead deposit test:		No
EGR disablement:	No	Evaporative system disablements:		No
PCV system disablements:	No	Missing gas caps:		Yes

0 Stage II program selected:

0 Start year (January 1): 1989
 Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.%
 Percent Efficiency for HDGV: 0.%

0 Minimum Temp: 71. (F) Maximum Temp: 95. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989

0 VOC HC emission factors include evaporative HC emission factors.

0 Emission factors are as of July 1st of the indicated calendar year.

0 User supplied veh registration distributions.

0 Cal. Year: 1998 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VTM Mix:	0.622	0.184	0.081		0.034	0.001	0.001	0.070	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.84	2.17	3.18	2.48	5.31	0.61	0.96	2.20	5.59	2.173
Exhaust HC:	1.02	1.32	2.05	1.54	2.48	0.61	0.96	2.20	1.85	1.296
Evaporat HC:	0.23	0.31	0.41	0.34	1.57				3.30	0.308
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.48	0.42	0.60	0.47	0.79					0.453
Rsting L HC:	0.07	0.07	0.07	0.07	0.09				0.45	0.067
Exhaust CO:	12.91	16.25	23.49	18.46	41.16	1.55	1.86	11.20	21.88	15.251
Exhaust NOX:	1.30	1.48	2.13	1.68	4.68	1.31	1.65	10.13	0.76	2.130

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VTM Mix:	0.618	0.186	0.082		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.78	2.08	3.06	2.38	4.95	0.57	0.89	2.18	5.59	2.097
Exhaust HC:	1.01	1.27	1.98	1.49	2.30	0.57	0.89	2.18	1.84	1.266
Evaporat HC:	0.22	0.29	0.38	0.32	1.45				3.30	0.290
Refuel L HC:	0.04	0.05	0.05	0.05	0.38					0.050
Runing L HC:	0.46	0.40	0.58	0.46	0.74					0.430
Rsting L HC:	0.06	0.06	0.07	0.07	0.08				0.45	0.061
Exhaust CO:	12.85	15.79	22.99	17.98	36.27	1.50	1.79	11.12	21.88	14.928
Exhaust NOX:	1.26	1.44	2.12	1.64	4.56	1.23	1.54	9.50	0.76	2.063

0Emission factors are as of July 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 89.5 / 89.5 / 89.5 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 20.6 / 27.3 / 20.6 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VTM Mix:	0.615	0.187	0.082		0.034	0.001	0.001	0.073	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.49	1.76	2.62	2.03	4.18	0.54	0.82	2.16	5.21	1.794
Exhaust HC:	0.89	1.12	1.77	1.31	2.05	0.54	0.82	2.16	1.80	1.143
Evaporat HC:	0.18	0.24	0.31	0.26	1.18				2.96	0.237
Refuel L HC:	0.04	0.05	0.05	0.05	0.35					0.047

Runing L HC:	0.33	0.30	0.44	0.34	0.52					0.311
Rsting L HC:	0.06	0.06	0.06	0.06	0.08				0.45	0.056
Exhaust CO:	12.82	15.47	22.61	17.64	32.00	1.46	1.72	11.07	21.88	14.671
Exhaust NOX:	1.23	1.41	2.10	1.62	4.44	1.17	1.44	8.93	0.76	2.004

Mobile 5a-H Winter Run Outputs - CO emission reductions

1MOBILE5.0 Run - New Jersey Centralized Current Program - Annual
 MOB5a_H I/M Program Options (Nov-95)

0

-M 49 Warning:

+ 1.00 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.999 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 1.00 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0I/M program selected:

0 Start year (January 1): 1974
 Pre-1981 MYR stringency rate: 20%
 First model year covered: 1968
 Last model year covered: 2020
 Waiver rate (pre-1981): 0.%
 Waiver rate (1981 and newer): 0.%

Compliance Rate: 96.0%
 Inspection type: Test Only
 Inspection frequency: Annual
 Vehicle types covered: LDGV - Yes
 LDGT1 - Yes
 LDGT2 - Yes
 HDGV - Yes

1981 & later MYR test type: Idle
 Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0Functional Check Program Description:

Check Start (Jan1)	Model Yrs Covered	Vehicle Classes LDGV	LDGT1	LDGT2	HDGV	Inspection Type	Freq	Comp Rate
ATP 1985	1975-2020	Yes	Yes	Yes	No	Test Only	Annual	96.0%
0Air pump system disablements:	No	Catalyst removals:	Yes					
Fuel inlet restrictor disablements:	Yes	Tailpipe lead deposit test:	No					
EGR disablement:	No	Evaporative system disablements:	No					
PCV system disablements:	No	Missing gas caps:	No					

0Stage II program selected:

0 Start year (January 1): 1989
 Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.0%
 Percent Efficiency for HDGV: 0.0%

0..... Minimum Temp: 38. (F) Maximum Temp: 38. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989

0VOC HC emission factors include evaporative HC emission factors.

0 Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1996 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.631	0.179	0.080		0.034	0.002	0.001	0.066	0.007	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.57	2.01	3.02	2.32	3.70	0.70	1.07	2.31	2.27	1.892
Exhaust HC:	1.54	1.97	2.97	2.28	3.46	0.70	1.07	2.31	2.27	1.850
Evaporat HC:	0.01	0.01	0.01	0.01	0.01				0.00	0.007
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.035
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	20.16	23.08	29.28	25.00	46.66	1.56	1.88	11.47	23.05	21.701
Exhaust NOX:	1.70	1.90	2.56	2.10	5.44	1.54	1.83	11.70	0.98	2.588

-M111 Error:
+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
-M111 Error:
+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
-M111 Error:
+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
-M 83 Comment:
+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.
0Emission factors are as of Jan. 1st of the indicated calendar year.
0User supplied veh registration distributions.
0Cal. Year: 1998 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.623	0.183	0.081		0.034	0.001	0.001	0.069	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.51	1.89	2.85	2.18	3.14	0.62	0.97	2.21	2.25	1.793
Exhaust HC:	1.47	1.85	2.80	2.14	2.91	0.62	0.97	2.21	2.25	1.753
Evaporat HC:	0.01	0.00	0.01	0.01	0.01				0.00	0.006
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	19.56	22.84	30.10	25.07	36.99	1.48	1.77	11.25	23.05	21.008
Exhaust NOX:	1.58	1.81	2.60	2.05	5.14	1.36	1.67	10.46	0.98	2.439

-M111 Error:
+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
-M111 Error:
+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
-M111 Error:
+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
-M 83 Comment:
+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.
0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VTM Mix:	0.620	0.185	0.081		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.48	1.83	2.77	2.12	2.97	0.57	0.89	2.19	2.24	1.751
Exhaust HC:	1.44	1.79	2.73	2.08	2.73	0.57	0.89	2.19	2.24	1.711
Evaporat HC:	0.01	0.00	0.01	0.00	0.01				0.00	0.005
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	19.32	22.68	30.38	25.03	33.13	1.42	1.69	11.16	23.05	20.715
Exhaust NOX:	1.53	1.76	2.59	2.01	4.96	1.27	1.56	9.81	0.98	2.358

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VTM Mix:	0.617	0.187	0.082		0.034	0.001	0.001	0.072	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.45	1.78	2.71	2.07	2.83	0.54	0.83	2.17	2.24	1.718
Exhaust HC:	1.42	1.74	2.67	2.03	2.60	0.54	0.83	2.17	2.24	1.679
Evaporat HC:	0.01	0.00	0.00	0.00	0.00				0.00	0.005
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000

Exhaust CO:	19.12	22.62	30.60	25.05	30.06	1.38	1.63	11.09	23.05	20.487
Exhaust NOX:	1.49	1.71	2.57	1.97	4.81	1.19	1.46	9.19	0.98	2.282

1MOBILE5.0 Run - New Jersey Decentralized Current Program - Annual
 MOB5a_H I/M Program Options (Nov-95)

0

-M 49 Warning:

+ 1.00 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.999 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 1.00 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0I/M program selected:

0

Start year (January 1):	1974
Pre-1981 MYR stringency rate:	20%
First model year covered:	1968
Last model year covered:	2020
Waiver rate (pre-1981):	0.%
Waiver rate (1981 and newer):	0.%
Compliance Rate:	96.%
Inspection type:	Computerized Test and Repair
Inspection frequency:	Annual
Vehicle types covered:	LDGV - Yes
	LDGT1 - Yes
	LDGT2 - Yes
	HDGV - Yes

1981 & later MYR test type: Idle
 Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0Functional Check Program Description:

0Check Start	Model Yrs	Vehicle	Classes	Covered	Inspection	Comp
(Jan1)	Covered	LDGV	LDGT1	LDGT2	HDGV	Rate
ATP 1985	1975-2020	Yes	Yes	Yes	No	96.0%
0Air pump system disablements:		No	Catalyst removals:			Yes
Fuel inlet restrictor disablements:		Yes	Tailpipe lead deposit test:			No
EGR disablement:		No	Evaporative system disablements:			No
PCV system disablements:		No	Missing gas caps:			No

0Stage II program selected:

0 Start year (January 1): 1989
 Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.%
 Percent Efficiency for HDGV: 0.%

0..... Minimum Temp: 38. (F) Maximum Temp: 38. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989

0VOC HC emission factors include evaporative HC emission factors.

0

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1996 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.631	0.179	0.080		0.034	0.002	0.001	0.066	0.007	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.71	2.24	3.36	2.59	3.92	0.70	1.07	2.31	2.27	2.055
Exhaust HC:	1.68	2.20	3.31	2.54	3.68	0.70	1.07	2.31	2.27	2.013
Evaporat HC:	0.01	0.01	0.01	0.01	0.01				0.00	0.007
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.035
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	21.65	25.53	33.71	28.06	50.56	1.56	1.88	11.47	23.05	23.566
Exhaust NOX:	1.70	1.90	2.56	2.10	5.44	1.54	1.83	11.70	0.98	2.586

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1998 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.623	0.183	0.081		0.034	0.001	0.001	0.069	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.64	2.10	3.16	2.42	3.33	0.62	0.97	2.21	2.25	1.944
Exhaust HC:	1.60	2.06	3.11	2.38	3.09	0.62	0.97	2.21	2.25	1.904
Evaporat HC:	0.01	0.00	0.01	0.01	0.01				0.00	0.006
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	21.01	24.98	33.93	27.72	40.05	1.48	1.77	11.25	23.05	22.718
Exhaust NOX:	1.58	1.81	2.59	2.05	5.14	1.36	1.67	10.46	0.98	2.436

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	

VMT Mix:	0.620	0.185	0.081		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.61	2.03	3.08	2.35	3.14	0.57	0.89	2.19	2.24	1.900
Exhaust HC:	1.57	1.99	3.04	2.31	2.90	0.57	0.89	2.19	2.24	1.860
Evaporat HC:	0.01	0.00	0.01	0.00	0.01				0.00	0.005
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	20.75	24.75	34.08	27.60	35.85	1.42	1.69	11.16	23.05	22.382
Exhaust NOX:	1.53	1.75	2.59	2.01	4.96	1.27	1.56	9.81	0.98	2.355

-M111 Error:
 + The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
 -M111 Error:
 + The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
 -M111 Error:
 + The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:
 + One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+										
Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.617	0.187	0.082		0.034	0.001	0.001	0.072	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.58	1.97	3.01	2.29	2.99	0.54	0.83	2.17	2.24	1.862
Exhaust HC:	1.55	1.94	2.97	2.25	2.76	0.54	0.83	2.17	2.24	1.823
Evaporat HC:	0.01	0.00	0.00	0.00	0.00				0.00	0.005
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	20.54	24.60	34.17	27.52	32.51	1.38	1.63	11.09	23.05	22.111
Exhaust NOX:	1.48	1.71	2.56	1.97	4.81	1.19	1.46	9.19	0.98	2.279

1MOBILE5.0 Run - New Jersey Centralized Current Program - Biennial
 MOB5a_H I/M Program Options (Nov-95)

0

-M 49 Warning:
 + 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.999 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 1.00 MYR sum not = 1. (will normalize)
 -M 49 Warning:
 + 0.998 MYR sum not = 1. (will normalize)
 -M111 Error:
 + The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
 -M111 Error:
 + The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
 -M111 Error:
 + The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
 -M 83 Comment:
 + One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

OI/M program selected:

0 Start year (January 1): 1974
 Pre-1981 MYR stringency rate: 20%
 First model year covered: 1968
 Last model year covered: 2020
 Waiver rate (pre-1981): 0.%
 Waiver rate (1981 and newer): 0.%
 Compliance Rate: 96.%
 Inspection type: Test Only
 Inspection frequency: Biennial
 Vehicle types covered: LDGV - Yes
 LDGT1 - Yes
 LDGT2 - Yes
 HDGV - Yes
 1981 & later MYR test type: Idle
 Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000

0Functional Check Program Description:

0Check	Start	Model Yrs	Vehicle Classes Covered				Inspection	Comp
(Jan1)	Covered	LDGV	LDGT1	LDGT2	HDGV	Type	Freq	Rate
ATP	1985	1975-2020	Yes	Yes	Yes	No	Test Only	Biennial 96.0%

0 Air pump system disablements: No Catalyst removals: Yes
 Fuel inlet restrictor disablements: Yes Tailpipe lead deposit test: No
 EGR disablement: No Evaporative system disablements: No
 PCV system disablements: No Missing gas caps: No

0 Stage II program selected:

0 Start year (January 1): 1989
 Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.%
 Percent Efficiency for HDGV: 0.%

0 Minimum Temp: 38. (F) Maximum Temp: 38. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989

0 VOC HC emission factors include evaporative HC emission factors.

0

0 Emission factors are as of Jan. 1st of the indicated calendar year.

0 User supplied veh registration distributions.

0 Cal. Year: 1998 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VTM Mix:	0.623	0.183	0.081		0.034	0.001	0.001	0.069	0.006	
0 Composite Emission Factors (Gm/Mile)										
VOC HC:	1.54	1.98	2.98	2.29	3.33	0.62	0.97	2.21	2.25	1.847
Exhaust HC:	1.51	1.94	2.94	2.24	3.09	0.62	0.97	2.21	2.25	1.807
Evaporat HC:	0.01	0.00	0.01	0.01	0.01				0.00	0.006
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	19.90	23.53	31.27	25.91	39.03	1.48	1.77	11.25	23.05	21.513
Exhaust NOX:	1.58	1.81	2.60	2.05	5.14	1.36	1.67	10.46	0.98	2.438

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.620	0.185	0.081		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.51	1.91	2.89	2.21	3.14	0.57	0.89	2.19	2.24	1.801
Exhaust HC:	1.47	1.87	2.85	2.17	2.90	0.57	0.89	2.19	2.24	1.761
Evaporat HC:	0.01	0.00	0.01	0.00	0.01				0.00	0.005
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	19.65	23.32	31.43	25.80	34.94	1.42	1.69	11.16	23.05	21.186
Exhaust NOX:	1.53	1.76	2.59	2.01	4.96	1.27	1.56	9.81	0.98	2.357

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.617	0.187	0.082		0.034	0.001	0.001	0.072	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.48	1.85	2.82	2.14	2.99	0.54	0.83	2.17	2.24	1.764
Exhaust HC:	1.45	1.81	2.78	2.11	2.76	0.54	0.83	2.17	2.24	1.724
Evaporat HC:	0.01	0.00	0.00	0.00	0.00				0.00	0.005
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000

Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	19.44	23.18	31.53	25.72	31.70	1.38	1.63	11.09	23.05	20.922
Exhaust NOX:	1.49	1.71	2.57	1.97	4.81	1.19	1.46	9.19	0.98	2.281

1MOBILE5.0 Run - New Jersey Decentralized Current Program - Biennial
 MOB5a_H I/M Program Options (Nov-95)

0

-M 49 Warning:

+ 1.00 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.999 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 1.00 MYR sum not = 1. (will normalize)

-M 49 Warning:

+ 0.998 MYR sum not = 1. (will normalize)

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0I/M program selected:

0 Start year (January 1): 1974

Pre-1981 MYR stringency rate: 20%

First model year covered: 1968

Last model year covered: 2020

Waiver rate (pre-1981): 0.%

Waiver rate (1981 and newer): 0.%

Compliance Rate: 96.%

Inspection type: Computerized Test and Repair

Inspection frequency: Biennial

Vehicle types covered: LDGV - Yes

LDGT1 - Yes

LDGT2 - Yes

1981 & later MYR test type: HDGV - Yes
 Idle
 Cutpoints, HC: 220.000 CO: 1.200 NOx: 999.000
 0Functional Check Program Description:
 0Check Start Model Yrs Vehicle Classes Covered Inspection Comp
 (Jan1) Covered LDGV LDGT1 LDGT2 HDGV Type Freq Rate
 ATP 1985 1975-2020 Yes Yes Yes No Test & Repair Biennial 96.0%
 0Air pump system disablements: No Catalyst removals: Yes
 Fuel inlet restrictor disablements: Yes Tailpipe lead deposit test: No
 EGR disablement: No Evaporative system disablements: No
 PCV system disablements: No Missing gas caps: No
 0Stage II program selected:

0 Start year (January 1): 1989
 Phase-in period (yrs.): 1
 Percent Efficiency for LDGV & LDGT: 85.%
 Percent Efficiency for HDGV: 0.%

0..... Minimum Temp: 38. (F) Maximum Temp: 38. (F)
 Period 1 RVP: 9.0 Period 2 RVP: 9.0 Period 2 Start Yr: 1989
 0VOC HC emission factors include evaporative HC emission factors.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1998 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
 Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
 Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.623	0.183	0.081		0.034	0.001	0.001	0.069	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.65	2.14	3.22	2.47	3.42	0.62	0.97	2.21	2.25	1.971
Exhaust HC:	1.62	2.10	3.18	2.43	3.18	0.62	0.97	2.21	2.25	1.931
Evaporat HC:	0.01	0.00	0.01	0.01	0.01				0.00	0.006
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	21.18	25.33	34.51	28.14	41.07	1.48	1.77	11.25	23.05	22.970
Exhaust NOX:	1.58	1.80	2.59	2.05	5.14	1.36	1.67	10.46	0.98	2.435

-M111 Error:
 + The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
 -M111 Error:
 + The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp
 -M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 1999 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+ Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.620	0.185	0.081		0.034	0.001	0.001	0.071	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.62	2.07	3.14	2.40	3.22	0.57	0.89	2.19	2.24	1.925
Exhaust HC:	1.59	2.03	3.10	2.36	2.99	0.57	0.89	2.19	2.24	1.885
Evaporat HC:	0.01	0.00	0.01	0.00	0.01				0.00	0.005
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	20.92	25.07	34.61	27.98	36.75	1.42	1.69	11.16	23.05	22.617
Exhaust NOX:	1.53	1.75	2.59	2.01	4.96	1.27	1.56	9.81	0.98	2.354

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M111 Error:

+ The calculated exhaust temperature 39.4 is < daily min temp or > daily max temp

-M 83 Comment:

+ One or more evaporative temperatures (input daily maximum, input ambient, calculated hot soak, and/or calculated running loss) is 40F or less, or input daily minimum is 25F or less; no evaporative emission factors (hot soak, diurnal, running loss, or resting loss) will be calculated.

0Emission factors are as of Jan. 1st of the indicated calendar year.

0User supplied veh registration distributions.

0Cal. Year: 2000 I/M Program: Yes Ambient Temp: 39.4 / 39.4 / 39.4 (F) Region: Low
Anti-tam. Program: Yes Operating Mode: 16.2 / 20.0 / 16.2 Altitude: 500. Ft.
Reformulated Gas: Yes ASTM Class: C

0 Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
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+

Veh. Speeds:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.617	0.187	0.082		0.034	0.001	0.001	0.072	0.006	
Composite Emission Factors (Gm/Mile)										
VOC HC:	1.59	2.01	3.06	2.33	3.07	0.54	0.83	2.17	2.24	1.885
Exhaust HC:	1.56	1.97	3.02	2.29	2.84	0.54	0.83	2.17	2.24	1.846
Evaporat HC:	0.01	0.00	0.00	0.00	0.00				0.00	0.005
Refuel L HC:	0.03	0.04	0.04	0.04	0.23					0.034
Runing L HC:	0.00	0.00	0.00	0.00	0.00					0.000
Rsting L HC:	0.00	0.00	0.00	0.00	0.00				0.00	0.000
Exhaust CO:	20.70	24.89	34.63	27.85	33.33	1.38	1.63	11.09	23.05	22.328
Exhaust NOX:	1.48	1.71	2.56	1.97	4.81	1.19	1.46	9.19	0.98	2.278

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Enhanced Inspection and Maintenance (I/M)
Program for the State of New Jersey**

**Appendix II: MOBILE 5a-H Input and Output Files and
Calculation Spreadsheets**

Attachment C: Calculation Spreadsheets

June 5, 1998

VOC Calculations				
	Basic Annual			
	Test-Only	Test-and-Repair	Composite	
Jul-99	1.984	2.080		
Jul-00	1.696	1.780		
Jan-00	1.840	1.930	1.869	
	Basic Biennial			
	Test-Only	Test-and-Repair	Composite	
Jul-99	2.017	2.097		
Jul-00	1.724	1.794		
Jan-00	1.871	1.946	1.895	
VOC Loss (gpm)	0.026			
	Basic Biennial incl. Centralized Evap. Benefits			
	Test-Only	Test-and-Repair	Composite	Adjusted for fuel cap only
Jul-99	1.883	2.097		
Jul-00	1.619	1.794		
Jan-00	1.751	1.946	1.813	1.862
VOC Gain (gpm)	0.033			
	Basic Biennial incl. Decentralized Visual Benefits			
	Test-Only	Test-and-Repair	Composite	
Jul-99	2.017	2.097		
Jul-00	1.724	1.794		
Jan-00	1.871	1.946	1.895	
VOC Gain (gpm)	0.000			
Excess VOC benefits (gpm)		0.007		

CO Calculations			
	Basic Annual		
	Test-Only	Test-and-Repair	Composite
Jan-00	20.487	22.111	21.007
	Basic Biennial		
	Test-Only	Test-and-Repair	Composite
Jan-00	20.922	22.328	21.372
CO Loss (gpm)	0.365		
	Basic Annual		
	Test-Only	Test-and-Repair	Composite
Jan-96	21.701	23.566	22.298
Jan-98	21.008	22.718	21.555
CO gain (gpm)	0.743		
Excess CO benefit (gpm)		0.377	

The following link will allow you to view the spreadsheets in Excel:



Worksheet

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Enhanced Inspection and Maintenance (I/M)
Program for the State of New Jersey**

**Appendix III: N.J.A.C. 13:20-43.7 - Test Frequency
(NJDVM Enhanced I/M Rule)**

June 5, 1998

**NEW JERSEY ADMINISTRATIVE CODE
TITLE 13. LAW AND PUBLIC SAFETY
CHAPTER 20. ENFORCEMENT SERVICE
SUBCHAPTER 43. ENHANCED MOTOR VEHICLE INSPECTION AND
MAINTENANCE PROGRAM**

Current through February 2, 1998; 30 N.J. Reg. No. 3

13:20-43.7 Test frequency

Motor vehicles subject to inspection pursuant to this subchapter shall be inspected on a biennial basis, except as otherwise provided by law or regulation. Whenever a vehicle previously registered in a foreign jurisdiction is registered in this State, the vehicle shall be presented for inspection within 30 days from the date of issuance of a certificate of registration for the vehicle. Following completion of the inspection of a vehicle which was previously registered in a foreign jurisdiction, the vehicle shall be inspected on a biennial basis, except as otherwise provided by law or regulation.

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Enhanced Inspection and Maintenance (I/M)
Program for the State of New Jersey**

Appendix IV: Public Participation

June 5, 1998

Public Participation

On or about February 27, 1998, a notice on the proposed revision to the New Jersey State Implementation Plan (SIP) for its vehicle Inspection and Maintenance (I/M) program appeared in six (6) major newspapers throughout the State, inviting public comment. The Department of Environmental Protection (NJDEP) also distributed copies of the notice to over 700 interested parties (identified in the various SIP mailing lists maintained by the NJDEP), including, but not limited to, private inspection facilities; state agencies (New Jersey Department of Transportation, and the New Jersey Division of Motor Vehicles), environmental groups, municipal environmental commissions, industry and our neighboring states. A copy of the proposal document was provided to the United States Environmental Protection Agency (USEPA) Regional Office in New York City¹. On March 2nd, 1998, the notice was also published in the New Jersey Register by the NJDEP's Office of Air Quality Management. The proposed SIP revision was also made available for public inspection at 14 public libraries throughout the State and at the Department's public information center and its four (4) regional enforcement offices.

The close of the public comment period was originally scheduled for April 3rd, 1998. However, the comment period was extended to April 17th, 1998. A notice of the extension was published in six (6) major newspapers in throughout the State on or about April 8, 1998, and was sent to the persons/agencies on the aforementioned mailing list.

The following Attachments are included in this Appendix:

- A Legal Notices
- B Newspaper Affidavits
- C Response to Comment Summary

¹A letter of transmittal from Robert C. Shinn, Commissioner to William Muszynski, Deputy Regional Administrator USEPA Region II, dated February 26, 1998.

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Enhanced Inspection and Maintenance (I/M)
Program for the State of New Jersey**

Appendix IV: Public Participation

Attachment A: Legal Notices

June 5, 1998

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF AIR QUALITY MANAGEMENT

**Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP)
Proposed Revisions - Biennial Testing Cycle for Transition to Enhanced I/M Program**

TAKE NOTICE that the New Jersey Department of Environmental Protection (NJDEP) will hold a public hearing on a proposed revision to New Jersey's Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP).

BACKGROUND:

Under the authority of the Federal Clean Air Mandate Compliance Act, the NJDEP and the Division of Motor Vehicles (DMV) within the New Jersey Department of Transportation have established a biennial enhanced I/M program to replace the annual basic I/M program which has been in effect in New Jersey since 1974. The proposed SIP revision clarifies that, during the transition period from the existing basic to the enhanced I/M program, all inspections (including basic inspections) will be conducted on a biennial, rather than an annual cycle. Shifting to biennial testing at the beginning of the transition period is expected to allow the transition to the enhanced I/M program to proceed far more swiftly and efficiently than if the State were to continue to require basic I/M inspections on an annual basis. The resulting reduced number of vehicles to be tested will allow testing centers to dedicate more of their resources to conversion of inspection lanes.

The proposed SIP revision also sets forth a demonstration that the emission reduction benefits that the I/M program will achieve during the transition period are at least equivalent to the benefits New Jersey has been achieving under the basic I/M program. The demonstration is being made pursuant to the General Savings Clause (Section 193) of the Clean Air Act (42 U.S.C. 7515) which states: "No control requirement...in effect before [November 15, 1990]...may be modified ...unless the modification insures equivalent or greater emission reductions...." The proposed SIP revision shows that any resultant shortfall in emission reduction benefits for the ozone precursor pollutant, volatile organic compounds (VOCs), that are due to the reduced frequency of basic I/M inspections will be offset by the additional reductions that will be realized due to the addition of an evaporative test (known as the fuel cap leak test) to the basic I/M program. The proposed SIP revision also demonstrates that any resultant shortfall in emission reduction benefits for the pollutant carbon monoxide (CO) is offset through vehicle fleet turnover from January 1, 1996 through January 1, 1998.

The State's original enhanced I/M program SIP revision (June 29, 1995) discussed how the State envisioned making the transition to the enhanced I/M program by closing centralized inspection stations and beginning a biennial inspection cycle while these lanes were retrofitted on a staggered basis. However, the State did not, in either the June 29, 1995 SIP revision or the State's subsequent enhanced I/M program SIP revision on March 27, 1996, clearly describe how the emission reductions of the basic program would be sustained during the transition period.

This proposed SIP revision does not entail changes to the I/M program rules of either the NJDEP or the DMV.

The NJDEP is seeking comment from the public on the proposed SIP revision. Written and/or oral testimony concerning the SIP revision will be received at a public hearing to be held on:

March 31, 1998 at 10:00 a.m.
Main Lobby Public Hearing Room
New Jersey Department of Personnel
44 S. Clinton Avenue
Trenton, New Jersey

This hearing is being held in accordance with the provisions of the Air Pollution Control Act (1954), N.J.S.A. 26:2C and the Administrative Procedures Act, N.J.S.A. 52:14B.

Written comments relevant to the proposed SIP revision may be submitted until close of business **April 3, 1998**, and should be directed to:

Ann Zeloof, Esq.
DEP Docket Number **09-98-02/657**
Office of Legal Affairs
New Jersey Department of Environmental Protection
PO Box 402
Trenton, N.J. 08625-0402

Inquiries regarding **availability of copies of the proposed SIP revision** should be addressed to:

Lori McGee
Air Quality Rule Development
Office of Air Quality Management
PO Box 418
401 East State Street
Trenton, New Jersey 08625-0418
(609) 777-1345

Copies of the proposed SIP revision are also available for inspection at the Department's public information center at 401 E. State Street in Trenton. Copies can also be downloaded electronically from the Department's Air Quality Regulations Bulletin Board. The compressed file, IMSIP98.ZIP, contains WordPerfect® 5.1 and ASCII documents and is located in file area #35 (Air: Props, Adopts & Notices). The data line number for the Bulletin Board is (609) 292-2006. (Data bit: 8; Parity: N; Stop bit: 1). The SIP revision is also available from the Office of Air Quality Management's website at: <http://www.state.nj.us/dep/aqm>.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF AIR QUALITY MANAGEMENT

Extension of Comment Period: Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP) Proposed Revisions - Biennial Testing Cycle for Transition to Enhanced I/M Program

TAKE NOTICE that the New Jersey Department of Environmental Protection (NJDEP) has extended the comment period on the proposed revision to New Jersey's I/M Program SIP, referenced above. The comment period had been scheduled to expire by close of business **April 3, 1998**.

During the public comment period the State determined that it would be in the best interests of the development of this program if it were to extend the comment period in order to provide opportunity for the submission of additional comments. Accordingly, written comments relevant to the proposed SIP revision may now be submitted until close of business **April 17, 1998**, and should be directed to:

Ann Zeloof, Esq.
DEP Docket Number **09-98-02/657**
Office of Legal Affairs
New Jersey Department of Environmental Protection
PO Box 402
Trenton, N.J. 08625-0402

For information regarding **availability of copies of the proposed SIP revision** please call Lori McGee of the Office of Air Quality Management at (609) 777-1345, or visit our website at: <http://www.state.nj.us/dep/aqm>.

The proposed SIP revision clarifies that, during the transition period from the existing basic I/M program to the enhanced I/M program, all inspections, whether basic or enhanced, will be conducted on a biennial, rather than an annual cycle. This switch to biennial testing will reduce the volume of vehicles presented for inspection and thus should ease and speed the transition to the enhanced I/M program by accelerating the reconstruction, retrofitting and operation of the inspection stations and by reducing any inconvenience to the motorist. The proposed SIP revision also contains a demonstration that any emission-reduction benefit loss resulting from this transition will be offset by other emission reduction mechanisms, and that the emission reduction benefits the I/M program will achieve during the period of transition are at least equivalent to, and probably greater than, the benefits achieved under the current basic I/M program.

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Enhanced Inspection and Maintenance (I/M)
Program for the State of New Jersey**

**Appendix IV: Public Participation
Attachment B: Newspaper Affidavits**

June 5, 1998

Copies of the Newspaper Affidavits are only available in hardcopy.

STAR-LEDGER PLAZA, NEWARK, N.J. 07101
CORPORATE FEDERAL TAX #22-1157720
ADVERTISING INVOICE

PAGE

ACCOUNT XNJCN1345837 NAME NJ CN418DEPT EN
DATE 03/04/98

TM1568701

NJ CN418, DEPT ENVIR PRO
401 EAST STATE STREET
DIV POLICY AND PLANNING
TRENTON NJ 086250418

AMOUNT ENCLOSED

PAYMENT DUE UPON RECEIPT

PLEASE RETURN SECOND PAGE
WITH YOUR PAYMENT

START DATE	EXPIR DATE	REFERENCE NUMBER	CATEG CODE	PO NUMBER/ DESCRIPTION	SIZE	TIMES	DAILY/SUNDAY RATE	AMOUNT DUE
03/02	03/02	TM1568701	6501	DEPARTMEN 1 AFFIDAVI	114.00	1	1.50	171.0 20.0

TOTAL DUE \$ 191.0

VENDOR'S DECLARATION

I DO DECLARE AND CERTIFY UNDER THE PENALTIES OF THE LAW THAT THIS BILL IS CORRECT IN ALL ITS PARTICULARS; THAT THE ARTICLES HAVE BEEN FURNISHED OR SERVICES RENDERED AS STATED HEREIN; THAT NO BONUS HAS BEEN GIVEN OR RECEIVED BY ANY PERSON OR PERSONS WITHIN THE KNOWLEDGE OF THIS CLAIMANT IN CONNECTION WITH THE ABOVE CLAIM; THAT THE AMOUNT HEREIN STATED IS JUSTLY DUE AND OWING; AND THAT THE AMOUNT CHARGED IS A REASONABLE ONE.

THE STAR-LEDGER

DATE: 03/04/98

ASSISTANT BILLING MANAGER

SHOULD YOU ALSO REQUIRE SIGNATURE ON YOUR UNIQUE VOUCHER, YOU MUST RETURN YOUR COMPLETED FORM WITH THIS INVOICE TO: THE STAR-LEDGER, ATTENTION: BILLING DEPT 1 STAR-LEDGER PLAZA, NEWARK, NJ 07101

EFFECTIVE JANUARY 1, 1997 THERE WILL BE A \$20.00 SERVICE CHARGE TO COMPLETE YOUR UNIQUE VOUCHER.

DEPARTMENT OF
ENVIRONMENTAL PROTECTION
OFFICE OF AIR QUALITY MANAGEMENT
ENHANCED INSPECTION AND MAINTENANCE
(I/M) PROGRAM/STATE IMPLEMENTATION
PLAN (SIP) PROPOSED REVISIONS - BIENNIAL
TESTING CYCLE FOR TRANSITION TO ENHANCED
I/M PROGRAM

TAKE NOTICE that the New Jersey Department of Environmental Protection (NJDEP) will hold a public hearing on a proposed revision to New Jersey's Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP).

BACKGROUND:

Under the authority of the Federal Clean Air Act, the NJDEP and the Division of Motor Vehicles (DMV) within the New Jersey Department of Transportation have established a biennial enhanced I/M program to replace the annual basic I/M program which has been in effect in New Jersey since 1974. The proposed SIP revision clarified that, during the transition period from the existing basic to the enhanced I/M program, all inspections (including basic inspections) will be conducted on a biennial, rather than an annual cycle. Shifting to biennial testing at the beginning of the transition period is expected to allow the transition of the enhanced I/M program to proceed for more smoothly and efficiently than if the state were to continue to require basic I/M inspections on an annual basis. The resulting reduced number of vehicles to be tested will allow test center to dedicate more of their resources to conversion of inspection lanes.

The proposed SIP revision also sets forth a demonstration that the emission reduction benefits that the I/M program will achieve during the transition period are at least equivalent to the benefits New Jersey has been achieving under the basic I/M program. The demonstration is being made pursuant to the General Savings Clause (Section 193) of the Clean Air Act (42 U.S.C. 7515) which states: "No control requirement ... in effect before (November 15, 1990) ... may be modified ... unless the modification insures equivalent or greater emission reductions." The proposed SIP revision shows that any resultant shortfall in emission reduction benefits for the ozone precursor pollutant, volatile organic compounds (VOCs) that are due to the reduced frequency of basic I/M inspections will be offset by the additional reductions that will be realized due to the addition of an evaporative test (known as the fuel cap leak test) to the basic I/M program. The proposed SIP revision also demonstrates that any resultant shortfall in emission reduction benefits for the pollutant carbon monoxide (CO) is offset through vehicle fleet turnover from January 1, 1996 through January 1, 1998.

The State's original enhanced I/M program SIP revision (June 29, 1995) discussed how the state envisioned making the transition to the enhanced I/M program closing centralized inspection stations and beginning a biennial inspection cycle while these lanes were retrofitted on a staggered basis. However, the State did not, in either the June 29, 1995 SIP revision or the State's subsequent enhanced I/M program SIP revision on March 27, 1996, clearly described how the emission reductions of the basic program would be sustained during the transition period.

This proposed SIP revision does not entail changes to the I/M program rules of either the NJDEP or the DMV.

The NJDEP is seeking comments from the public on the proposed SIP revision. Written and/or oral testimony concerning the SIP revision will be received at a public hearing to be held on:

MARCH 31, 1998 at 10:00 a.m.
Main Lobby Public Hearing Room
New Jersey Department of Personnel
445 Clinton Avenue
Trenton, New Jersey

This hearing is being held in accordance with the provisions of the Air Pollution Control Act (1954) N.J.S.A. 26:2C and the Administrative Procedure Act, N.J.S.A. 52:14B.

Written comment relevant to the proposed SIP revision may be submitted until close of business APRIL 3, 1998, and shall be directed to:

Ann Zeloof, Esq.
DEP Docket Number 99-98-02/657
Office of Legal Affairs
New Jersey Department of Environmental Protection
PO Box 402

Trenton, N.J. 08625-0402

Inquires regarding availability of copies of the proposed SIP revision should be addressed to:
Lori McGee
Air Quality Rule Development
Office of Air Quality Management
PO Box 418
401 East State Street
Trenton, New Jersey 08625-0418
(609) 777-1345

Copies of the proposed SIP revision are also available for inspection at the Department's public information center at 401 E State Street in Trenton. Copies can also be downloaded electronically from the Department's Air Quality Regulation Bulletin Board. The compressed file, IMS1992IP, contains WordPerfect 5.1 and ASCII documents and is located in file area #35 (Air: props, adopts & notices). The date line number for the Bulletin Board is (609) 292-2006. (Data bit 8; Parity: N.; stop bit: 1). The SIP revision is also available from the Office of Air Quality Management's website at: <http://www.state.nj.us/dep/aqm>.
Pub. March 2, 1998

5171.00

STATE OF NEW JERSEY } ss
COUNTY OF ESSEX }

Being duly sworn, according to law, on h ay oath say-
eth that he is ss of the
Star-Ledger, in said County of Essex, and that the notice,
of which the attached is a copy, was published in said
paper on the 2 day of March
and continued therein for _____
successively, at least once in each _____
for _____

Sworn to and subscribed

before me this 3

day of March, 19 98

Donna M. Clement
NOTARY PUBLIC of NEW JERSEY

DONNA M. CLEMENT
NOTARY PUBLIC OF NEW JERSEY
MY COMMISSION EXPIRES MARCH 5, 1998



PAYMENT VOUCHER
(VENDOR INVOICE)

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(A) VENDOR
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221157726

CONTRACT NO

AGENCY REF

BUYER

(B)

TERMS

PAYEE: SEE INSTRUCTIONS FOR
COMPLETING ITEMS
(A) THROUGH (G)

(C)

TOTAL AMOUNT

191.22

(D) PAYEE NAME AND ADDRESS

Star Ledger
Star Ledger Plaza
Newark, NJ 07101
Attn: Legal Ad Dept.

(E) SEND COMPLETED FORM TO:

NJ Dept. of Env. Protection
Air Quality Mgmt. Rules Develop.
PO Box 418 401 E State St.
Trenton, NJ 08625
Attn: Frank Gollatz

(F) PAYEE DECLARATIONS

I CERTIFY THAT THE WITHIN PAYMENT VOUCHER IS CORRECT IN ALL
ITS PARTICULARS, THAT THE DESCRIBED GOODS OR SERVICES
HAVE BEEN FURNISHED OR RENDERED AND THAT NO BONUS HAS
BEEN GIVEN OR RECEIVED ON ACCOUNT OF SAID DOCUMENT.

See attached

PAYEE SIGNATURE

PAYEE TITLE

BILLING DATE

LINE NO

REFERENCE

(G)

PAYEE REFERENCE

CD	AGY	NUMBER	LINE
1			
2			
3			

FUND	AGCY	ORG CODE	SUB-ORG	APPR UNIT	ACTIVITY CD	OBJECT CD	SUB-OBJ	REV SRCE	SUB-REV	PROJECT/JOB NO
100	042	4140m		003	U05C	3630				30470000
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3										

RPT CT	BS ACT	DT	DESCRIPTION	QUANTITY	AMOUNT	ID	PF	TX
1								
2								
3								

ITEM NO.	COMMODITY CODE/DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Public Hearing Enhanced I/m 3/31/98	1	Day	\$ 150.00	\$ 150.00

TOTAL \$ 191.22

CERTIFICATION BY RECEIVING AGENCY: I certify that the above articles have been
received or services rendered as stated herein.

Signature

3/25/98
Date

CERTIFICATION BY APPROVAL OFFICER: I certify that the Payment Voucher is
correct and just, and payment is approved.

Authorized Signature

Title

Date



STATE OF NEW JERSEY
PAYMENT VOUCHER
(VENDOR INVOICE)

DOCUMENT						BATCH						ACTG PER.	FY
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PO #

PV DATE

CONTRACT NO	AGENCY REF	BUYER	(B) TERMS	PAYEE: SEE INSTRUCTIONS FOR COMPLETING ITEMS (A) THROUGH (G)	(C) TOTAL AMOUNT
					\$150.00 / 143.20

(D) PAYEE NAME AND ADDRESS

The Record
150 River St.
Hackensack, NJ 07601
ATTN: Legal Ad Dept.

(E) SEND COMPLETED FORM TO:

NJ Dept. of Env. Protection
Air Quality mgmt / Rules Devlp.
PO Box 418, 401 E. State St.
Trenton, NJ 08625
ATTN: Frank Gollatz

(F) PAYEE DECLARATIONS

I CERTIFY THAT THE WITHIN PAYMENT VOUCHER IS CORRECT IN ALL ITS PARTICULARS, THAT THE DESCRIBED GOODS OR SERVICES HAVE BEEN FURNISHED OR RENDERED AND THAT NO BONUS HAS BEEN GIVEN OR RECEIVED ON ACCOUNT OF SAID DOCUMENT.

[Signature]
PAYEE SIGNATURE
[Signature]
PAYEE TITLE
2-27-98
BILLING DATE

LINE NO	REFERENCE			LINE	(G) PAYEE REFERENCE
	CD	AGY	NUMBER		
1					609-77-1345
2					Ad # 786 208
3					

FUND	AGCY	ORG CODE	SUB-ORG	APPR UNIT	ACTIVITY CD	OBJECT CD	SUB-OBJ	REV SRCE	SUB-REV	PROJECT/JOB NO
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3								

ITEM NO.	COMMODITY CODE/DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Legal Ad Notice of Public Hearing Announcement on Proposed SIP Revision Biennial Testing to be held on March 31, 1998 160 lines of Legal Ad	1	Day	\$150.00	\$150.00
				.82	143.20
					143.20
					150.00

CERTIFICATION BY RECEIVING AGENCY: I certify that the above articles have been received or services rendered as stated herein.

[Signature]
Signature
TSG
3/25/98
Date

CERTIFICATION BY APPROVAL OFFICER: I certify that this Payment Voucher is correct and just, and payment is approved.

[Signature]
Authorized Signature
This
Date

One World

50 River Street, Hackensack, New Jersey 07601-7172

Legal number (to place order) 201-646-4763
Legal number (billing) 201-646-4763
Fed ID # 22 232 900 2

TERMS NET - 30 DAYS

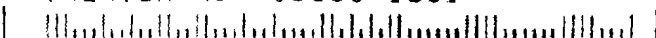
VOUCHER ACCOUNT

[7] CUSTOMER NO. 234636

[4] DATE 03/02/98

[2]

NJ DEPT OF ENVIRONMENT PROTECT
401 E STATE ST # CN-418
ATT:FRANK GOLLAZ
TRENTON NJ 08608-1501



[5] BILLING PERIOD FR. 2/01/98 TO 2/28/98

Payee Declaration

I certify that the within invoice is correct in all its particulars, that the described goods or services have been furnished or rendered and that no bill has been or received on account of said goods or services.

Regina R. Hall

Payee Signature

ACCOUNTING CLERK 03/02.

Title

Date

DESCRIPTION	PURCHASE ORDER	SIZE	TOTAL SPACE	RATE	DOC/INV NUMBER	GROSS AMOUNT	NET AMOL
DEPARTMENT OF E	0998	HEARINGS	L 1X2X 44.0	88.0	0.8200	767994	12.
LEG-AFDVIT							12.
NOTICEPERFORMAN	098	I/M PROGRAL	1X1X100.0	100.0	0.8200	772690	82.
LEG-AFDVIT							12.
NOTICEDEPARTMEN	098	ENHANCED	L 1X1X160.0	160.0	0.8200	786208	131.
LEG-AFDVIT							12.

MENTS RECEIVED DURING CURRENT BILLING PERIOD \

DATE CHECK PAYMENT
/// NO CURRENT PAYMENTS RECEIVED ///

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CURRENT OVER 30 DAYS
\$252.08 \$0.00

A G E I N G

OVER 60 DAYS OVER 90 DAYS
\$0.00 \$0.00

OVER 90 DAYS OVER 120 DAYS
\$0.00 \$0.00

OVER 120 DAYS
\$0.00

////////////////////

GALLEY 022, E-S A1,
DATE 02-27-98

Notice
DEPARTMENT OF
ENVIRONMENTAL
PROTECTION
OFFICE OF AIR
QUALITY MANAGEMENT
ENHANCED INSPECTION AND
MAINTENANCE (I/M) PRO-
GRAM/STATE IMPLEMENTA-
TION PLAN (SIP) PROPOSED
REVISIONS - BIENNIAL TEST-
ING CYCLE FOR TRANSITION
TO ENHANCED I/M PROGRAM
TAKE NOTICE that the New
Jersey Department of Environ-
mental Protection (NJDEP) will
hold a public hearing on a proposed
revision to New Jersey's Enhanced
Inspection and Maintenance (I/M)
Program/State Implementation
Plan (SIP).

BACKGROUND:
Under the authority to the Fed-
eral Clean Air Act, the NJDEP and the Divi-
sion of Motor Vehicles (DMV)
within the New Jersey Department
of Transportation have established
a biennial enhanced I/M program
to replace the annual basic I/M
program which has been in effect in
New Jersey since 1974. The pro-
posed SIP revision clarifies that,
during the transition period from
the existing basic to the enhanced I/
M program, all inspections (includ-
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ducted on a biennial, rather than an
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testing at the beginning of the tran-
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swiftly and efficiently than if the
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equivalent to the benefits New
Jersey has been achieving under the
basic I/M program. The demon-
stration is being made pursuant to
the General Savings Clause (Sec-
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U.S.C. 7513) which states: "No con-
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sures equivalent or greater emis-
sion reductions..." The proposed
SIP revision shows that any resul-
tant shortfall reduction benefits for
the ozone precursor pollutant vol-
atile organic compounds (VOCs),
that are due to the reduced fre-
quency of basic I/M program. The
proposed SIP revision also demon-
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in emission reduction benefits for
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(CO) is offset through vehicle fleet
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through January 1998.

The State's original enhanced I/
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1995) discussed how the State en-
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enhanced I/M program by closing
centralized inspection stations and
beginning a biennial inspection cycle
while these lanes were retrofitted
on a staggered basis. However, the
State did not, in either the June 29,
1995 SIP revision or March 27, 1996,
clearly describe how the emission
reductions of the basic program
would be sustained during the tran-
sition period.

This proposed SIP revision does not
entail changes to the I/M program
rules of either the NJDEP or the
DMV.

tive Procedures Act, N.J.S.A.
52:14B.

Written comments relevant to
the proposed SIP revision may be
submitted until close of business
April 3, 1998, and should be directed
to:

Ann Zelof, Esq.
DEP Docket Number 09-98-02/657
Office of Legal Affairs
New Jersey Department of En-
vironmental Protection
PO Box 402
Trenton, N.J. 08625-0402

Inquiries regarding availability
of copies of the proposed SIP revi-
sion should be addressed to:

Lori McGee
Air Quality Rule Development
Office of Air Quality Management
PO Box 418
401 East State Street
Trenton, New Jersey 08625-0418
(609) 777-1345

Copies of the proposed SIP revi-
sion are also available for inspec-
tion at the Department's public in-
formation center at 401 E. State
Street in Trenton. Copies can also
be downloaded electronically from
the Department's Air Quality regu-
lations Bulletin board. The com-
pressed file, IMSIP98.ZIP, contains
WordPerfect® 5.1 and ASCII docu-
ments and is located in file area #35
(Air: Props, Adopts & Notices).

The data line number for the Bulle-
tin Board is (609) 292-2006. (Data
bit: 8; Parity: N; Stop bit: 1). The SIP
revision is also available from the
Office of Air Quality Management's
website at: <http://www.state.nj.us/dep/aqm>.

February 27-fee: \$143.20 (160)

State of New Jersey, ss.,

County of Bergen.

of the said County, being duly sworn, say that she is
Accounting Clerk for The Record, a newspaper published
and printed in Hackensack, in the County of Bergen afore-
said, and that the notice of which the annexed is a printed
copy, was published in the said newspaper on

Sworn and subscribed to before

me on Feb 27 1998

Notary Public of N. J.

APHRODITE MALMAN
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires Nov. 25, 2002



STATE OF NEW JERSEY
PAYMENT VOUCHER
(VENDOR INVOICE)

PO #

PV DATE

DOCUMENT

TC

AGY

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(A) VENDOR
ID NUMBER

133380345

CONTRACT NO

AGENCY REF

BUYER

(B)

TERMS

PAYEE: SEE INSTRUCTIONS FOR
COMPLETING ITEMS
(A) THROUGH (G)

(C)

TOTAL AMOUNT

~~150.00~~ 109.76

(D) PAYEE NAME AND ADDRESS

The Times of Trenton
500 Perry Street
Trenton, NJ 08605
Attn: Legal Ad Dept.

(E) SEND COMPLETED FORM TO:

NJ Dept. of Env. Protection
Air Quality Mgmt. Rules Development
PO Box 418 401 E. State St.
Trenton, NJ 08625
Attn: Frank Gollatz

(F) PAYEE DECLARATIONS

I CERTIFY THAT THE WITHIN PAYMENT VOUCHER IS CORRECT IN ALL
ITS PARTICULARS, THAT THE DESCRIBED GOODS OR SERVICES
HAVE BEEN FURNISHED OR RENDERED AND THAT NO BONUS HAS
BEEN GIVEN OR RECEIVED ON ACCOUNT OF SAID DOCUMENT.

Ray Thomas
PAYEE SIGNATURE

Accounting Clerk 3.4.98
PAYEE TITLE BILLING DATE

LINE NO

REFERENCE

CD

AGY

NUMBER

LINE

(G) PAYEE REFERENCE

1
2
3

TT2Q1300608

1
2
3

FUND	AGCY	ORG CODE	SUB-ORG	APPR UNIT	ACTIVITY CD	OBJECT CD	SUB-OBJ	REV SRCE	SUB-REV	PROJECT/JOB NO
100	042	4A8m		003	065K	3636				30470000

1
2
3

RPT CT	BS ACT	DT	DESCRIPTION	QUANTITY	AMOUNT	ID	PF	TX

ITEM
NO.

COMMODITY CODE/DESCRIPTION OF ITEM

QUANTITY

UNIT

UNIT PRICE

AMOUNT

1

Legal Ad Notice of
Public Hearing
Announcement on
Proposed SIP Revision
Biennial Testing to
be held on March 31
1998

1

Day

\$150.00

\$150.00

TT2Q1300608

109.76

TOTAL

~~150.00~~

CERTIFICATION BY RECEIVING AGENCY: I certify that the above articles have been
received or services rendered as stated herein.

Signature
Mgt. Asst. 3/12/98
Title Date

CERTIFICATION BY APPROVAL OFFICER: I certify that this Payment Voucher is
correct and just, and payment is approved.

Authorized Signature

Title

Date

MAKE CHECK
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ACCOUNTING DEPARTMENT • P.O. BOX 970 • TRENTON, NJ 08605

ACCOUNT NAME NJ DEP AIR QUAL

DATE: 02/27/98

TERMS: PAYABLE UPON RECEIPT

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Questions regarding this invoice
(609) 989-5618

ACCOUNT NO. 8097771345LM

REFERENCE NUMBER	CLASS	PUB / TAG / DESCRIPTION	START DATE	STOP DATE	TIMES	SIZE	AMOUNT
TT2Q1300808	3010T	/SIP PROGRA/D	02/27/98	02/27/98	1195.0L		109.75
					TOTAL DUE		\$109.75

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P / = TIMES PLUS PUBLICATION ONLY
TP / = BOTH TIMES DAILY AND TIMES PLUS

NJ DEP AIR QUALITY MANAGEMENT
ATTN: KATHY BUNTING
401 E. STATE ST., 7TH FL.
P.O. BOX 418
TRENTON NJ 08625-0418

REPRODUCTION OF THIS INVOICE WITHOUT PERMISSION IS PROHIBITED

Jersey, } ss.

Raymond Thomas

being duly sworn according to law, on her oath says that she is Bookkeeper for The Times Newspapers, a newspaper printed and circulated in the City of Trenton, in the County and State aforesaid, and the deponent further states she has personal knowledge that an advertisement, of which the annexed is a true copy, was published in the issue of

February 27, 1998
Raymond Thomas

Subscribed before me

March 19, 1998

Notary Public for N.J.

CE C. RAYMOND
PUBLIC OF NEW JERSEY
Commission Expires Sept. 27, 2000

MANAGEMENT

Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP)
Proposed Revisions - Biennial Testing Cycle for Transition to Enhanced I/M Program

TAKE NOTICE that the New Jersey Department of Environmental Protection (NJDEP) will hold a public hearing on a proposed revision to New Jersey's Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP).

BACKGROUND:
Under the authority of the Federal Clean Air Act, the NJDEP and the Division of Motor Vehicles (DMV) within the New Jersey Department of Transportation have established a biennial enhanced I/M program to replace the annual basic I/M program which has been in effect in New Jersey since 1974. The proposed SIP revision clarifies that, during the transition period from the existing basic to the enhanced I/M program, all inspections (including basic inspections) will be conducted on a biennial, rather than an annual cycle. Shifting to biennial testing at the beginning of the transition period is expected to allow the transition to the enhanced I/M program to proceed far more swiftly and efficiently than if the State were to continue to require basic I/M inspections on an annual basis. The resulting reduced number of vehicles to be tested will allow testing centers to dedicate more of their resources to conversion of inspection lanes.

The proposed SIP revision also sets forth a demonstration that the emission reduction benefits that the I/M program will achieve during the transition period are at least equivalent to the benefits New Jersey has been achieving under the basic I/M program. The demonstration is being made pursuant to the General Savings Clause (Section 193) of the Clean Air Act (42 U.S.C. 7515) which states: "No control requirement...in effect before [November 15, 1990] may be modified...unless the modification insures equivalent or greater emission reductions." The proposed SIP revision shows that any resultant shortfall in emission reduction benefits for the ozone precursor pollutant, volatile organic compounds (VOCs), that are due to the reduced frequency of basic I/M inspections will be offset by the additional reductions that will be realized due to the addition of an evaporative test (known as the fuel cap leak test) to the basic I/M program. The proposed SIP revision also demonstrates that any resultant shortfall in emission reduction benefits for the pollutant carbon monoxide (CO) is offset through vehicle fleet turnover from January 1, 1996 through January 1, 1998.

The State's original enhanced I/M program SIP revision (June 29, 1995) discussed how the State envisioned making the transition to the enhanced I/M program by closing centralized inspection stations and beginning a biennial inspection cycle while these lanes were retrofitted on a staggered basis. However, the State did not, in either the June 29, 1995 SIP revision or the State's subsequent enhanced I/M program SIP revision on March 27, 1996, clearly describe how the emission reductions of the basic program would be sustained during the transition period.

This proposed SIP revision does not entail changes to the I/M program rules of either the NJDEP or the DMV.

The NJDEP is seeking comment from the public on the proposed SIP revision. Written and/or oral testimony concerning the SIP revision will be received at a public hearing to be held on:

March 31, 1998 at 10:00 a.m.
Main Lobby Public Hearing Room
New Jersey
Department of Personnel
44 S. Clinton Avenue
Trenton, New Jersey

This hearing is being held in accordance with the provisions of the Air Pollution Control Act (1954), N.J.S.A. 26:2C and the Administrative Procedures Act, N.J.S.A. 52:14B.

Written comments relevant to the proposed SIP revision may be submitted until close of business April 3, 1998, and should be directed to:

Ann Zeoof, Esq.
NJDEP Docket No. 09-98-02/657
Office of Legal Affairs
New Jersey Department of Environmental Protection
PO Box 402
Trenton, New Jersey 08625-0402
Inquiries regarding availability of copies of the proposed SIP revision should be addressed to:
Lori McGee
Air Quality Rule Development
Office of Air Quality Management
PO Box 418
401 East State Street
Trenton, New Jersey 08625-0418
(609) 777-1345

Copies of the proposed SIP revision are also available for inspection at the Department's public information center at 401 E. State Street in Trenton. Copies can also be downloaded electronically from the Department's Air Quality Regulations Bulletin Board. The compressed file, IMASIP98.ZIP, contains WordPerfect 5.1 and ASCII documents and is located in file area #35 (Air Props, Adopts & Notices). The date line number for the Bulletin Board is (609) 292-2306 (data bit, 8; Parity: N; Stop bit: 1). The SIP revision is also available from the Office of Air Quality Management's website at <http://www.state.nj.us/dep/aqm>.
Page 5/10/98 7:27 PM

Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP)
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March 31, 1998 at 10:00 a.m.
Main Lobby Public Hearing Room
New Jersey
Department of Personnel
44 S. Clinton Avenue
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Lori McGee
Air Quality Rule Development
Office of Air Quality Management
PO Box 418
401 East State Street
Trenton, New Jersey 08625-0418
(609) 777-1345
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Page 5/10/98 7:27 PM



STATE OF NEW JERSEY
PAYMENT VOUCHER
(VENDOR INVOICE)

DOCUMENT										BATCH										ACTG PER.	FY
TC	AGY	NUMBER								TC	AGY	NUMBER									
PP START				SCHED PAY				CHK CAT	OFF LIAB	F A	RF TY	CK FL	(A) VENDOR ID NUMBER								
MO	DY	YR	MO	DY	YR																
													240866510								

PO #

PV DATE

CONTRACT NO	AGENCY REF	BUYER	(B) TERMS	PAYEE: SEE INSTRUCTIONS FOR COMPLETING ITEMS (A) THROUGH (G)	(C) TOTAL AMOUNT
					\$ 95.70

(D) PAYEE NAME AND ADDRESS

(E) SEND COMPLETED FORM TO

South Jersey Publishing
PO Box 2000
Pleasantville, NJ 08323
Attn: Legal Ad Dept.

NJ Dept. of Env. Protection
Air Quality Mgt
PO Box 418 401 State St
Trenton, NJ 08646
Attn: Frank Gollatz

(F) PAYEE DECLARATIONS

I CERTIFY THAT THE WITHIN PAYMENT VOUCHER IS CORRECT IN ALL ITS PARTICULARS, THAT THE DESCRIBED GOODS OR SERVICES HAVE BEEN FURNISHED OR RENDERED AND THAT NO BONUS HAS BEEN GIVEN OR RECEIVED ON ACCOUNT OF SAID DOCUMENT.

[Signature]
PAYEE SIGNATURE
3/4/98
BILLING DATE

LINE NO	REFERENCE				(G) PAYEE REFERENCE
	CD	AGY	NUMBER	LINE	
1					
2					
3					L 26911 Inv. TH 666701

FUND	AGCY	DRG CODE	SUB-ORG	APPR UNIT	ACTIVITY CD	OBJECT CO	SUB-OBJ	REV SRCE	SUB-REV	PROJECT/JOB NO
100	042	4ABm		003	U1050	3630				3047000

RPT CT	BS ACT	OT	DESCRIPTION	QUANTITY	AMOUNT	ID	PF	TX
1								
2								
3								

ITEM NO.	COMMODITY CODE DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Legal ad Notice of Public Hearing Announcement on Proposed SIP Revision Biennial Testing to be held on March 31, 1998	1	Day	\$ 150.00 95.70	\$ 150.00 95.70
				174 Lines . 55	
					\$ 95.70
				TOTAL	\$ 150.00

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF AIR QUALITY MANAGEMENT

Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP) Proposed Revisions - Biennial Testing Cycle for Transition to Enhanced I/M Program

TAKE NOTICE that the New Jersey Department of Environmental Protection (NJDEP) will hold a public hearing on a proposed revision to New Jersey's Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP).

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CERTIFICATION BY RECEIVING AGENCY: I certify that the above articles have been received or services rendered as listed herein.

[Signature]
Signature
3.22.98
Date

PROVAL OFFICER: I certify that this Payment Voucher is correct and payment is approved.

Authorized Signature

Date

State of New Jersey,
County of Atlantic, } ss.

LEGAL AFFIDAVIT

to law, doth depose and say that I am an employee of THE PRESS of Atlantic City, a newspaper printed and published in Pleasantville in said County and State, and distributed in the following counties: Atlantic, Camden, Cape May, Cumberland, Gloucester and Ocean County and mailed to all parts of the State of New Jersey, the United States and foreign countries and that the notice of which the annexed is a true copy, has been published in said newspaper on - JANUARY 17, 1998 -

of lawful age, being duly sworn according

Sworn to and subscribed before me this
day of

DEPARTMENT OF
ENVIRONMENTAL PROTECTION
OFFICE OF AIR QUALITY
MANAGEMENT

Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP) Proposed Revisions - Biennial Testing Cycle for Transition to Enhanced I/M Program

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The proposed SIP revision also sets forth a demonstration that the emission reduction benefits that the I/M program will achieve during the transition period are at least equivalent to the benefits New Jersey has been achieving under the basic I/M program. The demonstration is being made pursuant to the General Savings Clause (Section 170) of the Clean Air Act (42 U.S.C. 7515) which states: "No control requirement...in effect before November 15, 1990 may be modified...unless the modification insures equivalent or greater emission reductions." The proposed SIP revision shows that any resultant shortfall in emission reduction benefits for the ozone precursor pollutant, volatile organic compounds (VOCs), that are due to the reduced frequency of basic I/M inspections will be offset by the additional reductions that will be realized due to the addition of an evaporative test (know as the fuel cap leak test) to the basic I/M program. The proposed SIP revision also demonstrates that any resultant shortfall in emission reduction benefits for the pollutant carbon monoxide (CO) is offset through vehicle fleet turnover from January 1, 1996 through January 1, 1998.

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Main Lobby Public Hearing Room
New Jersey Department of Personnel
44 S. Clinton Avenue
Trenton, New Jersey

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Written comments relevant to the proposed SIP revision may be submitted until close of business April 3, 1998, and should be directed to:

Ann Zelof, Esq.
DEP Docket Number:
09-98-02-657
Office of Legal Affairs
New Jersey Department of
Environmental Protection
PO Box 402
Trenton, N.J. 08625-0402

Inquiries regarding availability of copies of the proposed SIP revision should be addressed to:

Lori McLee
Air Quality Rule Development
Office of Air Quality Management
PO Box 418
401 East State Street
Trenton, New Jersey 08625-0418
(609) 777-1345

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ACCOUNT NUMBER: L26911

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AIR QUALITY MGMT, REG DEV
CN 415 501 E STATE ST, 7TH FL
ATTN: *FRANK GOLLATZ*
TRENTON, NJ 08625

PAYEE DECLARATION:

I certify that the within invoice is correct in all its particulars,
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or rendered, and that no bonus has been given or received
on account of said invoice.

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PAYEE SIGNATURE

[Signature] 3/4/98

TITLE

DATE

INVOICE NUMBER(S)	DATE	PO NUMBER	ADVERTISEMENT DESCRIPTION	NUMBER OF LINES	RATE per LINE	AMOUNT DUE
6666701	02/27/98			174	.55	95.70
			402952/ENHANCED INSPECTION			
			AD TOTAL			95.70
			PAY THIS AMOUNT			\$95.70

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I CERTIFY THAT THE ABOVE ARTICLES HAVE BEEN RECEIVED
AND SERVICES RENDERED AS STATED HEREIN.

CERTIFICATION BY APPROVAL OFFICER
I CERTIFY THAT THIS INVOICE IS CORRECT AND JUST,
AND PAYMENT IS APPROVED.

SIGNATURE

AUTHORIZED SIGNATURE

FILE

DATE

TITLE

DATE



STATE OF NEW JERSEY
PAYMENT VOUCHER
(VENDOR INVOICE)

PO #

PV DATE

DOCUMENT										BATCH				ACTG	FY
TC	AGY	NUMBER								TC	AGY	NUMBER		PER	
PP START	SCHED PAY			CHK	OFF	F	RF	CK	(A) VENDOR ID NUMBER						
MO	DY	YH	MO	DY	VR	CAT	LIAB	A	TY	FL					
											210397560				

CONTRACT NO	AGENCY REF	BUYER	(B) TERMS	PAYEE: SEE INSTRUCTIONS FOR COMPLETING ITEMS (A) THROUGH (G)	(C) TOTAL AMOUNT
					\$ 181.22

(D) PAYEE NAME AND ADDRESS Ashbury Park Press 3601 Highway 46 Box 1050 Neptune, NJ 07754	(E) SEND COMPLETED FORM TO: NJ Dept. of Env Protection Air Quality mgmt Rules Div 3012 PO Box 418, 401 E. State St, Trenton, NJ 08625 att: Frank Gollak
--	--

(F) PAYEE DECLARATIONS

I CERTIFY THAT THE WITHIN PAYMENT VOUCHER IS CORRECT IN ALL ITS PARTICULARS, THAT THE DESCRIBED GOODS OR SERVICES HAVE BEEN FURNISHED OR RENDERED AND THAT NO BONUS HAS BEEN GIVEN OR RECEIVED ON ACCOUNT OF SAID DOCUMENT.

..... Jean Egan
PAYEE SIGNATURE

..... Clerk 2/27/98
PAYEE TITLE BILLING DATE

LINE NO	REFERENCE			LINE	(G) PAYEE REFERENCE
	CD	AGY	NUMBER		
1					Acct. #8665
2					
3					

FUND	AGCY	ORG CODE	SUB-ORG	APPR UNIT	ACTIVITY CD	OBJECT CD	SUB-OBJ	REV SACE	SUB-REV	PROJECT/JOB NO
1	042	4A00		003	U65V	3636				30470000
2										
3										

RPT CT	BS ACT	DT	DESCRIPTION	QUANTITY	AMOUNT	ID	PF	TX
1								
2								
3								

ITEM NO.	COMMODITY CODE/DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Legal GO Notice of Public Hearing Announcement of Proposed SIP Revision Biennial Testing to be held on March 31, 1998 2/27/98 1x Affidavit of publications	1	Copy	168.72	168.72
					168.72
					12.50
TOTAL					181.22

CERTIFICATION BY RECEIVING AGENCY: I certify that the above articles have been received or services rendered as stated herein.

.....
Signature

..... 2/12/98
Date

CERTIFICATION BY APPROVAL OFFICER: I certify that this Payment Voucher is correct and just, and payment is approved.

.....
Authorized Signature

.....
Date

Affidavit of Publication

Publisher's Fee \$168.72

Affidavit Charge \$12.50

State of New Jersey } ss.

MONMOUTH COUNTY

Personally appeared

JEAN ESPOSITO

of the **Asbury Park Press**, a newspaper printed in Freehold, NJ and published in NEPTUNE, in said County and State, who being duly sworn, depose and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper **1 (ONE)** times, once in each issue, as follows

2/27/98.

A.D., 1998

ATHLEEN M. ROCHELLI

NOTARY PUBLIC OF NEW JERSEY

COMMISSION EXPIRES JAN 27, 2000

Sworn and subscribed before me this

27th day of February, A.D., 1998

Notary Public of New Jersey

STATE OF NEW JERSEY

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF AIR QUALITY MANAGEMENT
Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP) Proposed Revisions - Biennial Testing Cycle for Transition to Enhanced I/M Program
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DEP Docket Number 09-98-02/657
Office of Legal Affairs
New Jersey Department of Environmental Protection
PO Box 402

Trenton, N.J. 08625-0402
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Lori McGee
Air Quality Rule Development
Office of Air Quality Management
PO Box 418
401 East State Street
Trenton, New Jersey 08625-0418
(609) 777-1345

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3601 Highway 66
Box 1550
Neptune N.J. 07754

FEB 25

Acct #: 008665

Date: _____

DATE _____

DATE _____

TITLE

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OFFICE OF AIR QUALITY MANAGEMENT

Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP) Proposed Revisions-Biennial Testing Cycle for Transition to Enhanced I/M Program.

TAKE NOTICE that the New Jersey Department of Environmental Protection (NJDEP) will hold a public hearing on a proposed revision to New Jersey's Enhanced Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP).

BACKGROUND:
Under the authority of the Federal Clean Air Act and the New Jersey Department of Transportation have established a biennial enhanced I/M program to replace the annual basic I/M program which has been in effect in New Jersey since 1974. The proposed SIP revision clarifies that, during the transition period from the existing basic to the enhanced I/M program, all inspections (including basic inspections) will be conducted on biennial, rather than an annual cycle. Shifting to biennial testing at the beginning of the transition period is expected to allow the transition to the enhanced I/M program to proceed far more swiftly and efficiently than if the State were to continue to require basic I/M inspections on an annual basis. The resulting reduced number of vehicles to be tested will allow testing centers to dedicate more of their resources to conversion of inspection lanes.

The proposed SIP revision also sets forth a demonstration that the emission reduction benefits that the I/M program will achieve during the transition period are at least equivalent to the benefits New Jersey has been achieving under the basic I/M program. The demonstration is being made pursuant to the General Saving Clause (Section 193) of the Clean Air Act (42 U.S.C. 7515) which states: "No control requirement, in effect before (November 15, 1990), may be modified, unless the modification insures equivalent or greater emission reductions." The proposed SIP revision shows that any resultant shortfall in emission reduction benefits for the ozone precursor pollutant, volatile organic compounds (VOCs), that are due to the reduced frequency of basic I/M inspections will be offset by the additional reductions that will be realized due to the addition of an evaporative test (known as the fuel cap leak test) to the basic I/M program. The proposed SIP revision also demonstrates that any resultant shortfall in emission reduction benefits for the pollutant carbon monoxide (CO) is offset through vehicle fleet turnover from January 1, 1996 through January 1, 1998.

The State's original enhanced I/M program SIP revision (June 29, 1995) discusses how the State envisioned making the transition to the enhanced I/M program by closing centralized inspection stations and beginning a biennial inspection cycle while these lanes were retrofitted on a staggered basis. However, the State did not, in either the June 29, 1995 SIP revision or the State's subsequent enhanced I/M program SIP revision on March 27, 1996, clearly describe how the emission reduction of the basic program would be sustained during the transition period.

This proposed SIP revision does not entail changes to the I/M program rules of either the NJDEP or the DMV.

The NJDEP is seeking comment from the public on the proposed SIP revision. Written and/or oral testimony concerning the SIP revision will be received at a public hearing to be held on March 31, 1998 at 10:00 a.m. Main Lobby Public Hearing Room.

New Jersey Department of Personnel
44 S. Clinton Avenue
Trenton, New Jersey

This hearing is being held in accordance with the provisions of the Air Pollution Control Act (1954), N.J.S.A. 26:2C and the Administrative Procedures Act, N.J.S.A. 52:14B.

Written comments relevant to the proposed SIP revision may be submitted until close of business April 3, 1998, and should be directed to:

Ann Zlotoff, Esq.
DEP Docket Number 09-98-02/657

Office of Legal Affairs
New Jersey Department of Environmental Protection
PO Box 402
Trenton, NJ 08625-0402

Inquiries regarding availability of copies of the proposed SIP revision should be addressed to: Lori McGee

Air Quality Rule Development
Office of Air Quality Management
PO Box 418
401 East State Street
Trenton, New Jersey

08625-0418
(609) 777-1345

Copies of the proposed SIP revision are also available for inspection at the Department's public information center at 401 E. State Street in Trenton. Copies can also be downloaded electronically from the Department's Air Quality Regulations Web Site. The Department's

STATE OF NEW JERSEY

CAMDEN COUNTY

SS

S. Butler

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Notary Public

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A.D. 1998

Notary Public

S. Butler

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Trenton, New Jersey
This hearing is being held in
accordance with the provisions
of the Air Pollution Control
Act (1954), N.J.S.A. 26:2C and
the Administrative Procedures
Act, N.J.S.A. 52:14B.
Written comments relevant to
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ness April 3, 1998, and should
be directed to:
Ann Zeloof, Esq.
DEP Docket Number 09-98-
02657
Office of Legal Affairs
New Jersey Department of
Environmental Protection
PO Box 402
Trenton, N.J. 08625-0402
Inquiries regarding availability of
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revision should be addressed to
Lon McGee
Air Quality Rule Development
Office of Air Quality
Management
PO Box 418
401 East State Street
Trenton, New Jersey
08625-0418
(609) 777-1345
Copies of the proposed SIP
revision are also available for
inspection at the Department's
public information center at 401
E. State Street in Trenton. Cop-
ies can also be downloaded
electronically from the Depart-
ment's Air Quality Regulations
Bulletin Board. The compressed
file, IMSIP06.ZIP, contains Word
Perfect 5.1 and ASCII docu-
ments and is located in file area
#35 (Air: Props, Adopts & Notic-
es). The data line number for the
Bulletin Board is (609)
2929-2006. (Data bit: 8; Parity:
N; Stop bit: 1). The SIP revision
is also available from the Office
of Air Quality Management's
website at:
<http://www.state.nj.us/dep/aqm>
(69340) (108 00)

DEPT OF ENVIRONMENTAL PROTECTION
OFFICE OF AIR QUALITY MANAGEMENT
Extension of Comment Period: Inspection
and Maintenance (I/M) Program/State Im-
plementation Plan (SIP) Proposed Revi-
sions - Biennial Testing Cycle for Transition
to Enhanced I/M Program.

TAKE NOTICE that the New Jersey Department of
Environmental Protection (NJDEP) has extended
the comment period on the proposed revision to New
Jersey's I/M Program SIP, referenced above. The
comment period had been scheduled to expire by
close of business April 3, 1998.

During the public comment period the State deter-
mined that it would be in the best interests of the
development of this program if it were to extend the
comment period in order to provide opportunity for
the submission of additional comments. Accordingly,
written comments relevant to the proposed SIP re-
vision may now be submitted until close of business
April 17, 1998, and should be directed to:

Ann Zeloot, Esq.
DEP Docket Number 09-98-02/657
Office of Legal Affairs
New Jersey Dept. of Environmental Protection
PO Box 402
Trenton, NJ 08625-0402

For information regarding availability of copies of
the proposed SIP revision please call Lori McGee of
the Office of Air Quality Management at (609)
777-1345, or visit our website at: <http://www.state.nj.us/dep/aqm>.

The proposed SIP revision clarifies that, during the
transition period from the existing basic I/M pro-
gram to the enhanced I/M program, all inspections,
whether basic or enhanced, will be conducted on a
biennial, rather than an annual cycle. This switch to
biennial testing will reduce the volume of vehicles
presented for inspection and thus should ease and
speed the transition to the enhanced I/M program by
accelerating the reconstruction, retrofitting and op-
eration of the inspection stations and by reducing any
inconvenience to the motorist. The proposed SIP re-
vision also contains a demonstration that any emis-
sion-reduction benefit loss resulting from this transi-
tion will be offset by other emission reduction
mechanisms, and that the emission reduction bene-
fits the I/M program will achieve during the period of
transition are at least equivalent to, and probably
greater than, the benefits achieved under the current
basic I/M program.

Date: 4/3/98
Pub: April 9, 1998

John Elston, Administrator
\$79.50

STATE OF NEW JERSEY } ss
COUNTY OF ESSEX }

Melinda Munser
Being duly sworn, according to law, on h oath say-
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Star-Ledger, in said County of Essex, and that the notice,
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successively, at least once in each _____
for _____

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before me this 10
day of April, 1998

Donna M. Clement
NOTARY PUBLIC of NEW JERSEY

DONNA M. CLEMENT
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires Mar. 5, 2003

State of New Jersey,
Mercer County

DEPARTMENT OF
ENVIRONMENTAL
PROTECTION
OFFICE OF AIR QUALITY
MANAGEMENT

Extension of Comment Period:
Inspection and Maintenance
(I/M) - Program/State Imple-
mentation Plan (SIP) Proposed
Revisions - Biennial Testing Cy-
cle for Transition to Enhanced
I/M Program

TAKE NOTICE that the New
Jersey Department of Environ-
mental Protection (NJDEP) has
extended the comment period on
the proposed revision to New Jer-
sey's I/M Program SIP, refer-
enced above. The comment period
had been scheduled to expire by
close of business April 1, 1998.

During the public comment peri-
od the State determined that it
would be in the best interests of
the development of this program if
it were to extend the comment
period in order to provide oppor-
tunity for the submission of addi-
tional comments. Accordingly,
written comments relevant to the
proposed SIP revision may now
be submitted until close of busi-
ness April 17, 1998, and should be
directed to:

Ann Zelof, Esq.
DEP Docket Number
09-98-02/657
Office of Legal Affairs
New Jersey Department of
Environmental Protection
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For information regarding
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777-1345, or visit our website at:
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The proposed SIP revision clar-
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program to the enhanced I/M pro-
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and thus should ease and speed
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construction, retrofitting and oper-
ation of the inspection stations and
by reducing any inconvenience to
the motorist. The proposed SIP
revision also contains a demon-
stration that any emission-reduc-
tion benefit loss resulting from this
transition will be offset by other
emission reduction mechanisms,
and that the emission reduction
benefits the I/M program will
achieve during the period of tran-
sition are at least equivalent to,
and probably greater than, the
benefits achieved under the cur-
rent basic I/M program.

Date: 4/8/98
John Elston, Administrator
Fee \$53.76

NOTARY
My Commission Expires Sept. 27, 2000

Raymond Thomas

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DEPARTMENT OF
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MANAGEMENT
Extension of Comment Period: In-
spection and Maintenance (I/M)
Program/State Implementation
Plan (SIP) Proposed Revisions -
Biennial Testing Cycle for Transi-
tion to Enhanced I/M Program.
TAKE NOTICE that the New
Jersey Department of Environ-
mental Protection (NJDEP) has
extended the comment period on
the proposed revision to New Jer-
sey's I/M Program SIP, referenced

above. The comment period had
been scheduled to expire by close
of business April 13, 1998.

During the public comment pe-
riod, the State determined that it
would be in the best interests of the
development of this program if it
were to extend the comment period
in order to provide opportunity for
the submission of additional com-
ments. Accordingly, written com-
ments relevant to the proposed SIP
revision may now be submitted
until close of business April 17, 1998,
and should be directed to:

Ann Zelool, Esq.
DEP Docket Number 09-98-02/657
Office of Legal Affairs
New Jersey Department of
Environmental Protection
PO Box 402
Trenton, N.J. 08625-0402

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McGee of the Office of Air Quality
Management at (609) 777-1345, or
visit our website at: [http://
www.state.nj.us/dep/aqm](http://www.state.nj.us/dep/aqm).

The proposed SIP revision
clarifies that, during the transition
period from the existing basic I/M
program to the enhanced I/M pro-
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annual cycle. This switch to bien-
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ducing any inconvenience to the
motorist. The proposed SIP revi-
sion also contains a demonstration
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loss resulting from this transition
will be offset by other emission re-
duction mechanisms, and that the
emission reduction benefits the I/M
program will achieve during the
period of transition are at least
equivalent to, and probably greater
than, the benefits achieved under
the current basic I/M program.

Date: 4/3/98

John Elston, Administrator
April 8-fee:\$75.96 (78

Affidavit of Publication

Printer's Fee \$ 81.32

Affidavit charge \$ 12.50

State of New Jersey } ss.

MONMOUTH COUNTY

Personally appeared

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Notary Public of New Jersey

Jean Esposito
Sworn and subscribed before me this

1st day of June A.D., 1998

STATE OF NEW JERSEY

DEPARTMENT OF ENVIRONMENTAL PROTECTION OFFICE OF AIR QUALITY MANAGEMENT

Extension of Comment Period: Inspection and Maintenance (I/M) Program/State Implementation Plan (SIP) Proposed Revisions - Biennial Testing Cycle for Transition to Enhanced I/M Program

TAKE NOTICE that the New Jersey Department of Environmental Protection (NJDEP) has extended the comment period on the proposed revision to New Jersey's I/M Program SIP, referenced above. The comment period has been scheduled to expire by close of business April 3, 1998.

During the public comment period the State determined that it would be in the best interests of the development of this program if it were to extend the comment period in order to provide opportunity for the submission of additional comments. Accordingly, written comments relevant to the proposed SIP revision may now be submitted until close of business April 17, 1998, and should be directed to:

Ann Zelof, Esq.

DEP Docket Number

09-08-02/657

Office of Legal Affairs

New Jersey Department

of Environmental

Protection

PO Box 402

Trenton, N.J. 08625-0402

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McGee of the Office of Air

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aqm.

The proposed SIP revision

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the transition period from

the existing basic I/M program

to the enhanced I/M program,

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an annual cycle. This

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DEPARTMENT OF ENVIRONMENTAL PROTECTION**OFFICE OF AIR QUALITY MANAGEMENT**

Extension of Comment Period: Inspection and Maintenance (I/M) Program's State Implementation Plan (SIP) Proposed Revisions - Biennial Testing Cycle for Transition to Enhanced I/M Program

TAKE NOTICE that the New Jersey Department of Environmental Protection (NJDEP) has extended the comment period on the proposed revision to New Jersey's I/M Program SIP, referenced above. The comment period has been scheduled to expire by close of business April 3, 1998.

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Ann Zelaar, Esq.
DEP Docket Number 09-98-02/657
Office of Legal Affairs
New Jersey Department of Environmental Protection
PO Box 402
Trenton N.J. 08625-0402

For information regarding availability of copies of the proposed SIP revision please call Lori McGee of the Office of Air Quality Management at (609) 777-1345, or visit our website at:
<http://www.state.nj.us/dep/oqa>.

The proposed SIP revision clarifies that, during the transition period from the existing basic I/M program to the enhanced I/M program, all inspections, whether basic or enhanced, will be conducted on a biennial rather than an annual cycle. This switch to biennial testing will reduce the volume of vehicles presented for inspection and thus should ease and speed the transition to the enhanced I/M program by accelerating the reconstruction, retrofitting and operation of the inspection stations and by reducing any inconvenience to the motorist. The proposed SIP revision also contains a demonstration that any emission-reduced benefit loss resulting from the transition will be offset by other emission reduction mechanisms, and that the emission reduction benefits the I/M program will achieve during the period of transition are at least equivalent to, and probably greater than, the benefits achieved under the current basic I/M program.

John Elston, Administrator
Printer's Fee: \$45.45 No. 420039
Pub. Date: April 9, 1998

**The State of New Jersey
Department of Environmental Protection**

**Revision to the
State Implementation Plan (SIP)
for the Enhanced Inspection and Maintenance (I/M)
Program for the State of New Jersey**

Appendix IV: Public Participation

Attachment C: Summary of Comments and Responses

June 5, 1998

Public Comment: Summary and Departmental Response

The following persons submitted oral and/or written comments to the New Jersey Department of Environmental Protection (NJDEP) on the State's proposed revision to its inspection and maintenance State Implementation Plan (SIP):

1. Ruth Ann Adams, Professional Automotive Technicians Association (PATA)
2. Bill Dressler, New Jersey Gasoline Retail Association (NJGRA)
3. Bonnie Mauva Dwyer, PATA
4. Gregory V. Dwyer, PATA
5. Robert J. Everett, Jr., Automotive Services Association (ASA)-New Jersey
6. Richard C. Ferber, ASA-New Jersey and PATA
7. Kenneth Ford, PATA
8. Joe Guarino, Jr., PATA
9. Arthur T. Gundiah, PATA
10. Mark T. Hazzard, PATA
11. Dave Hergert, PATA
12. Sarah Hergert, PATA
13. James T. Kenney, Automotive Specialist Inc. and PATA
14. Marcia Kenney, PATA
15. Bob Korybsic, PATA
16. Karl Labor, Jr., PATA
17. Gary Luscher, PATA
18. Vincent J. Mow, Waekon Industries, Inc.
19. William J. Muszynski, United States Environmental Protection Agency, Region II
20. Douglas Nylander, On Site Automotive Services, Inc.
21. Peter Riley, PATA
22. R.E. Ritchie, PATA
23. R.M. Ritchie, PATA
24. Luis Ruiz, PATA
25. Dave Scaler, Mechanics Education Association (MEA)

The following is a summary of the public comments and NJDEP's responses. The number(s) in parentheses after each comment corresponds to the commenter numbers above, indicating the person(s) who submitted the comment.

1. COMMENT: Several commenters were concerned that the State's proposal to modify the test frequency of its current basic I/M program to biennial during the transition from its basic inspection and maintenance (I/M) program to its enhanced I/M program would allow "gross" polluting vehicles to remain on the road and have a negative impact on New Jersey's air quality and the environment. Some of these commenters also questioned the State's claims of offsetting any loss in emission reductions resulting from the conversion to biennial basic testing through the gains from gas cap inspections and a newer fleet. These commenters argued that identifying one "gross" polluter with an emission test is likely to have much greater effect on air quality than a few bad gas cap seals. (13, 5, 6)

RESPONSE: Pursuant to the General Savings Clause (Section 193) of the Clean Air Act (42 U.S.C. §7515), any control requirement in effect prior to the enactment of the Clean Air Act Amendments of 1990, and in an area which is in nonattainment for any air pollutant, cannot be modified unless the modification insures equivalent or greater emission reductions of such air pollutants. The entire State of New Jersey is in nonattainment for ozone and portions of the State are still designated as nonattainment for carbon monoxide, although the latter region, including the relevant portions of New Jersey, New York and Connecticut, has demonstrated compliance with the NAAQS for carbon monoxide since 1994. In addition, New Jersey's basic I/M program has been in effect since 1974. As such, the State is prohibited by law from making any modifications to its current basic I/M program which would result in reduced program effectiveness unless those losses are offset.

The State's decision to modify the test frequency of its basic I/M program from annual to biennial during the transition period when its enhanced I/M program is being implemented would result in some loss in volatile organic compound (VOC) and carbon monoxide (CO) emission reductions. However, use of the United States Environmental Protection Agency (USEPA) mobile model, MOBILE5a-H, predicts that this loss would be relatively small. This prediction is based not only on the anticipated short duration of the transition period, but also on the long history of vehicle inspections in New Jersey. Vehicles registered in New Jersey are currently inspected using the basic inspection test procedure every year, thereby insuring that they are functioning properly. Therefore, the impact of inspecting these vehicles using the same basic test procedure every other year during the transition period would be minimal in terms of increased emissions. In contrast, according to the USEPA, the fuel cap inspection portion of an evaporative pressure emission test would result in substantial VOC emission reductions, accounting for 40 percent of the full pressure test benefit,² which would yield more than enough additional VOC emission reduction benefits to offset the small loss due to the test frequency modification. Likewise, the carbon monoxide emission benefits attributable to vehicle fleet turnover since January 1996 more than offset the minimal loss due to the test frequency modification.

2. COMMENT: Several commenters felt that the State's test frequency modification to biennial during the transition period between the State's basic and enhanced I/M programs would greatly increase the number of unsafe vehicles on the road with such safety hazards as bad brakes, tires and unsafe front ends. (13, 6, 20)

RESPONSE: The State is proposing to modify its basic I/M test frequency to reduce the inspection demand in the centralized facilities to accommodate an accelerated retrofit schedule to the enhanced program. Given this necessity, the State must not only modify the test frequency for its current emission inspections, but for its safety inspections as well. The State believes that with a relatively conditioned vehicle population, i.e., a population that has been subjected to an inspection program since 1974, the conversion to biennial inspections will not result in an increase in unsafe vehicles on the road.

² 40 C.F.R. 52, 62 Fed. Reg. 26402 (May 14, 1997).

The New Jersey Division of Motor Vehicles' (NJDMV) experiences with biennial inspections in the past showed that the only measurable increase in failures for safety items was for brakes, and this increase was minimal. The State will implement a new brake testing system as part of its enhanced I/M program which will increase the identification rate of substandard brakes, thereby providing for more durable repairs. The new brakes testing system will come on-line during the transitional period and will be used in those inspection facilities capable of performing enhanced inspections. As such, the State does not anticipate a measurable increase in safety failures as a result of the new biennial inspection program.

3. COMMENT: Several commenters protested the State's proposed I/M SIP revision, stating that it would cause unnecessary economic hardship on the private inspection center (PIC)/private inspection facility (PIF) businesses by cutting their inspection volume in half, reducing the industry revenue. **(13, 5, 6, 25)**

RESPONSE: The implementation of advanced testing and the resultant maintenance of motor vehicles should provide additional economic opportunities for the PIFs, as well as provide important benefits to motorists and the citizens of New Jersey. The revenue generated by the private inspection and repair community in 1997 totaled over \$170.072 million.³ Of that, \$42 million dollars was generated through inspection fees.⁴ The balance was generated through emission and safety repairs. Each PIC owner will need to conduct his or her own economic analysis to determine if conversion to a PIF is a sound economic decision. That decision might be dependent on several factors, including equipment cost, inspection volume, test fees, and anticipated income on vehicle repairs.

4. COMMENT: Several commenters argued that the State's proposed I/M SIP revision removed any incentive the PIC/PIF community had to get involved in the enhanced inspection program early. Basically, under the proposed transition period test frequency, there is no incentive to purchase the new equipment because there is no profit in doing so. If the PIFs do not purchase the equipment, they can do the same thing as if they did purchase the equipment; that is, issue a two-year inspection sticker to passing vehicles. **(13, 2, 5, 6)**

RESPONSE: The State is aware that modifying its basic I/M inspection test frequency from annual to biennial may slightly reduce the incentive for the private inspection community to participate early in the new enhanced program. However, this modification is necessary in order to allow for a smooth transition to enhanced testing in the centralized inspection facilities without entirely eliminating the State's I/M program in the interim. Although each private inspection facility owner has to decide on his or her own whether or not to participate in the new inspection program, that decision will have to be made relatively soon. The State's Division of Motor Vehicles (NJDMV) plans to discontinue all current Private Inspection Center licenses on June 31, 1998 and issue Private Inspection Facility licenses for the enhanced I/M program to qualified applicants on July 1, 1998. The new PIF license will require facilities to provide proof

³ Audit analysis conducted by the NJDMV in February of 1998.

⁴ Ibid.

of the purchase or lease of the necessary enhanced I/M inspection equipment and have on-staff emission inspectors who are either in training or trained and licensed by March 31, 1999.

The State does not agree with the commenter's argument that there is no incentive for PIFs to purchase the enhanced I/M equipment before they are required to do so. While a PIF owner who has the enhanced I/M equipment cannot require a customer to submit to an ASM5015 test until the State requires this test, the owner may point out to their customers the benefits of volunteering for the enhanced test as a method of obtaining a more thorough diagnostic analysis of the vehicle. Additionally, the dynamometer is a valuable tool in assessing vehicle driveability problems without requiring repair technicians to expend the additional time and liability risk incurred in operation of the vehicle on the roadways. The State also believes that early acquisition of the enhanced I/M equipment will allow the industry to gain experience in the diagnosis and repair of oxides of nitrogen (NO_x)-related emission problems.

5. COMMENT: One commenter proposed that the State continue voluntary ASM5015 testing, allowing those PIFs that purchase the new enhanced testing equipment to grant two-year inspection stickers to vehicles which pass the enhanced inspection. Conversely, PICs who have not yet purchased the new enhanced testing equipment would continue to grant one-year inspection stickers to those vehicles which pass the basic inspection. The commenter felt that this arrangement could help: 1) the private inspection community and the public to become involved early in the program; and, 2) reduce waiting times at the centralized inspection facilities during the retrofitting process. In addition, this voluntary early involvement by the private inspection community would: 1) enable the State to collect data on the enhanced test, which is needed to stay in compliance with the State's current Request for Proposal (RFP) for its enhanced I/M program; and 2) allow time to resolve any operational problems that may arise before full implementation of the new enhanced I/M program. (13)

RESPONSE: The State elected to begin biennial testing to expedite the conversion of the existing basic I/M test to the enhanced I/M test, thereby providing emission reductions from the enhanced program as quickly as possible. The State desires to maintain the current, consumer-driven distribution in vehicle inspections between the centralized and decentralized (private) facilities. In order to accomplish these goals, the quickest possible conversion, similar distribution of vehicle inspections, and uniform issuance of stickers is necessary. Accordingly, as the centralized system begins issuing two (2) year stickers, so will the private system, regardless of the test(s) conducted.

6. COMMENT: One commenter was confident that individuals who currently patronize private inspection facilities would continue to do so, regardless of whether or not the centralized inspection facilities were issuing two-year inspection stickers to passing vehicles. This confidence was based on the feeling that customers like the convenience and the one-stop shopping offered at the private inspection facilities. This commenter, therefore, thought that the PIF network could reduce the waiting times at the centralized lanes by performing more annual inspections than they do currently, thereby taking up the slack during the retrofitting process without requiring a test frequency modification. A second commenter stated that the current 3,700 Private Inspection Centers would be more than able to handle any additional emission and

safety inspections that may be occurred while the central inspection lanes are under construction. (13, 6)

RESPONSE: The State's goal during the transition period is to reduce any unnecessary customer inconvenience while maintaining the current motorist's ability to choose whether to have their vehicle inspected at a centralized or private inspection center. Although it is certainly feasible that, given a willing clientele, each individual PIF could handle increased inspection volumes, the State does not believe this increased volume would be enough to offset the interim reduction in centralized lanes needed to meet the current enhanced I/M centralized retrofitting schedule. The State has proposed going to biennial inspections early to reduce inspection volume and expedite the transition to the enhanced I/M program. For equity reasons, and in order to maintain the current, consumer-driven distribution of inspections between the centralized and private inspection facilities, this switch to biennial inspections must occur concurrently in both the centralized and private inspection facilities.

7. COMMENT: Several commenters stated that some type of incentive would help encourage early participation in the enhanced inspection program by the private community. If the State can show the private inspection community that it will make a profit from early participation in the program, then the PIFs will involve themselves in the transition period. Some suggestions for incentives included: 1) a type of tax credit to a PIC/PIF who purchases the new inspection equipment (possible a five thousand dollar a year tax credit or, alternatively, a percentage of equipment costs); 2) State-offered advertisement stating that enhanced emission testing is available from those private inspection facilities which have purchased the enhanced equipment; and, 3) State-offered voucher program to PICs/PIFS to offset the more expensive ASM5015 testing equipment (i.e., some percentage of the vehicle registration fee goes towards a free inspection at the PIFs). These last two incentives would not only provide an incentive for PICs to get involved early in enhanced emissions tests, but also would make New Jersey's motoring public aware of the proposed changes early on, thereby easing the transition to enhanced emission testing. (13, 2, 6, 25)

RESPONSE: The State is considering incentives to facilitate PIF participation in the enhanced I/M program. In addition, the centralized RFP requires the successful enhanced I/M contractor to assist the PIF community in transitioning to and participating in the enhanced I/M program.

The State recognizes the importance of communications and public outreach with the public regarding the implementation of the enhanced I/M program. To that end, the State has held numerous public hearings and workshops on the implementation of its enhanced I/M program. These public forums serve as a method for informing the public of changes to the current inspection program and to the design of the impending enhanced inspection program. The State's program management contractor is developing additional communication vehicles, including newsletters and a dedicated website. The State realizes the role the private inspection community plays as a direct interface with the public, and hopes to sustain that relationship, especially during the transition period.

8. COMMENT: One commenter believed that in order to involve the private inspection community in the enhanced I/M program, in addition to incentives, the State has to give them the

desire to participate. That is, the State has to provide a reward at the end of the day. In New Jersey, there is no reward for participating in the enhanced inspection program early. The equipment is expensive, it is not currently available, and it is possible that it will not be available if a PIF decided to purchase it on July 1st. This commenter felt that the State had to answer two basic questions concerning the new enhanced equipment: 1) is the equipment going to be available?; and, 2) what's the cost of that equipment going to be? A PIF's involvement in the program requires time, effort and money, and, at this point in time, the commenter does not believe that the private inspection community had the desire to participate in the program. (2)

RESPONSE: The decision to participate as a private inspection facility in the enhanced I/M program is a business decision. The enhanced I/M program equipment is more sophisticated and sensitive than the current I/M program equipment, rendering this new equipment more expensive. The current estimate on the cost of the new inspection equipment for the enhanced I/M program is approximately \$25,000 to \$40,000. However, the new enhanced I/M program requires the inspection of more vehicle components, e.g., the vehicle's fuel cap and evaporative system, as well as the inspection for an additional pollutant (oxides of nitrogen, or NO_x). These new tests may result in the need for more/different vehicle repairs. The State's enhanced I/M RFP provides strong monetary incentives for the selected enhanced I/M contractor to ensure that at least 30% of the vehicle population are initially inspected at the private inspection facilities.

The State is currently in the process of finalizing its equipment specifications for the private inspection community. It is anticipated that the equipment vendors will begin to market equipment starting in November of 1998.

9. COMMENT: One commenter discussed the lack of facilities available in New Jersey where repair technicians without ASE certifications can involve themselves in the service repair process, and get the education they need to properly repair enhanced I/M failures. In addition, there is no program currently available in New Jersey to train and test inspectors. These are the things the State has to provide before the private inspection and repair community will get involved in a program of this magnitude. This commenter felt that the State had to answer two questions regarding the education requirements for the enhanced I/M program: 1) is the educational process available?; and, 2) what's the cost of that education going to be? (2)

RESPONSE: The New Jersey Department of Environmental Protection (NJDEP) has developed, in consultation with the NJDMV, the New Jersey Department of Education (NJDOEd) and all interested parties, the Emission Technician Education Program (ETEP). The ETEP is designed to allow repair technicians to obtain their certification in one of two ways: 1) show proof that he or she has successfully obtained the Automotive Service Excellence (ASE) A6, A8 and L1 certifications, or 2) complete a State-approved curriculum offered by a recognized training facility. In addition, regardless of which method is chosen, the repair technician must complete a State-specific informational course designed to familiarize him or herself with the interworkings of the State's enhanced I/M program.

As of May 26, 1998, the NJDEP has approved 13 training facilities, and 3 approvals are pending. The facilities are dispersed geographically throughout the State and the NJDEP anticipates the number of approved facilities will continue to grow as the date for full implementation of the

enhanced I/M program approaches. These facilities are waiting for the completion of the State-specific coursework, anticipated by June 2, 1998, prior to offering this training to technicians within the State. However, these approved facilities have begun to advertise and recruit for perspective students. Estimates on the cost of the full ETEP training course vary, ranging anywhere from \$200 to just over \$1,000. These amounts are dependent on the length of the course and could be reduced should the technician "test out" of portions of the curriculum. Facilities which perform emission-related repairs in the State of New Jersey will also have to be registered with the NJDMV. This registration involves an annual fee to the State of \$50.00

With regard to the training of inspectors, the NJDMV has provided a core curriculum to participating educational facilities. This core curriculum will be used by the educational facilities to establish their specific curricula for inspector training. These specific curricula must be approved by the NJDMV prior to their implementation. The training is anticipated to require nine to twelve hours of coursework. Although the cost of these courses has not yet been determined, the price will be market-driven. All inspectors will be required to pass both a written and hands-on examination prior to receiving their inspector license.

10. COMMENT: One commenter stressed the importance of the transition period, stating that more PIFs which participate in the program during the transition period, the greater the chances of these PIFs remaining in the program once it becomes mandatory. (2)

RESPONSE: The State agrees with the commenter's observations regarding the importance of the transition period between the basic and enhanced I/M programs. The transition period is vital to the success of the enhanced I/M program, not only to insure a sufficient inspection network for smooth operations, but also to address any operational complications that might arise in the program during implementation.

11. COMMENT: One commenter stated that several factors have called into question the level at which the current PICs will participate in the new program. Considering that New Jersey's overall plan has PIFs continuing to inspect about thirty percent of the vehicles, widespread PIF participation is needed to make this program successful. The decision to participate or not is becoming one of great difficulty for many repair facilities. In general, the PIF industry has been slumping due, in part, to: 1) recent, mild winters; 2) recent, cool summers; 3) new car leases; 4) extended vehicle warranties; and 5) better quality, more complex vehicles. Therefore, loss of revenue from biennial inspection will make it more difficult to make a commitment of participation in the new enhanced program. (5)

RESPONSE: The decision of whether or not to participate in the new enhanced inspection program as a PIF is one that must be made by each individual PIC owner. However, the State agrees that a large, well-trained private inspection facility community is essential to the success of the State's enhanced I/M program. The State anticipates that the PIFs will continue to handle the same percentage of inspections under the enhanced I/M program as they do currently.

12. COMMENT: One commenter stated his understanding that the State was hoping several private inspection facilities will invest in the new PIF program early to allow for the collection of

real world data on the new testing procedure. The commenter continued by saying that if it was understood that the public would not be forced to take the new enhanced emission test, the offer of a two-year inspection sticker would seem to be the most logical and reasonable incentive to encourage the public to participate in the new program. Another commenter protested the State's proposed I/M SIP revision, stating that it would remove any incentive for the New Jersey motoring public to take advantage of the enhanced I/M testing. (5, 6)

RESPONSE: The voluntary enhanced I/M demonstration lanes have been successful at encouraging the public to participate in the new inspection program and allowing the State to gather information on the efficiency and effectiveness of the new program equipment. However, the necessity to bring the new system on-line in the centralized inspection facilities in a timely manner requires that the State convert its current basic I/M program to biennial. As the enhanced program is phased in, New Jersey motorists will have the option of obtaining an enhanced inspection at those centralized inspection lanes or private inspection facilities which have been retrofitted and are capable of performing such tests. However, all vehicles will receive a two-year inspection sticker for passing inspection, regardless of the test(s) performed. The State is confident that, even without the added incentive of a two-year inspection sticker for those vehicles opting for enhanced inspection, some motorists will choose the enhanced test. Having a vehicle inspected using the new enhanced testing equipment, prior to the program being mandatory, helps the vehicle owner identify potential malfunctions and have those malfunctions repaired without the penalty of failing inspection, since under the voluntary enhanced I/M program, vehicles failing the enhanced test are still given the State's official inspection test--the idle test--to determine compliance with the program.

13. COMMENT: On commenter suggested, as an alternative to a biennial basic I/M testing frequency during the interim, that the State delay implementation of the biennial inspection until January 1, 1999, the benefits of which follow:

- a) With the full implementation of the enhanced program to be set for approximately April 1 of 1999, this would allow a three-month transition period;
- b) The beginning of the change on the first of the year would help eliminate confusion from mid-year introduction;
- c) It would delay the economic factor of reduced inspection revenue to the PICs, which in turn would help them, perhaps, decide to participate in the PIF program;
- d) Continued inspection of every vehicle, combined with the new gas cap test, would improve air quality and help offset the initial impact when biennial does begin; and,
- e) an offer of a two-year sticker could be established for any vehicle that voluntarily took the enhanced test early. This would provide an economic incentive for early investment and commitment to the new program by PICs and provide an avenue for the data collection needed by the State. (5)

RESPONSE: While a delay in the modification of the basic I/M program test frequency could offer some benefit, a three month transition period is not nearly long enough to accommodate the retrofitting schedule necessary to ready the centralized facilities for full implementation of the enhanced I/M program. The construction phase laid out in the State's current RFP for implementation of the enhanced I/M program holds the contractor to a timeframe which could be

as short as twelve months from the anticipated start of actual construction. Based on this accelerated schedule, the State has determined the need to commence biennial testing as soon as practicable after the award of the enhanced I/M contract to facilitate the transition to enhanced testing.

14. COMMENT: One commenter recommended keeping annual I/M inspections until the approximate drop-dead date of March 31, 1999, thereby keeping any loss of revenue to the current PICs to a minimum and eliminating the need for the United States Environmental Protection Agency to approve any changes due to increased emissions during the transition. Furthermore, this commenter felt it would be preferable if the inspection program remained annual, even after full implementation of the enhanced I/M program. (6)

RESPONSE: The State's current RFP outlines a fairly aggressive centralized retrofit phase for the new I/M contractor with implementation of a biennial test frequency after award of the contract. This proposed SIP revision was developed on a parallel track with the USEPA, which has agreed, in a comment to this revision (see comment #19), that New Jersey's proposed SIP revision is acceptable based upon the State's representation that it is necessary to accelerate the construction and implementation of its enhanced I/M program. In this same comment, the USEPA agrees with the State's analysis that the implementation of fuel cap inspections in the centralized facilities will more than offset any loss in VOC reductions due to the test frequency modification.

Consistent with the strong recommendation that states implement biennial testing programs that meet the performance standard contained in the USEPA's final rule on I/M program requirements at 40 C.F.R. Part 51, the State has invariably planned its enhanced I/M program as biennial. The USEPA's recommendation was based largely on the fact that biennial testing dramatically reduces both the test costs and the consumer inconvenience of an I/M program, making the entire program more publicly acceptable. The State agrees with the USEPA's recommendation on biennial testing, and has developed a biennial enhanced I/M inspection program which meets the USEPA's performance standard.

15. COMMENT: One commenter agreed with the Department that the combination of the gas cap and basic I/M inspections will be a step forward for the air quality of New Jersey, although this would be enhanced if the basic I/M program was left as an annual program. (6)

RESPONSE: The State appreciates the commenter's support for the fuel cap inspection and agrees that it will enhance the basic I/M program, thereby reducing vehicle emissions even further. Although these emission reductions would be marginally greater if the basic program were to remain annual, it is not feasible for the State to keep an annual inspection program and bring up the enhanced I/M program on an accelerated time schedule at the same time.

16. COMMENT: One commenter stated that the private inspection and repair community would see some increased revenue from the enhanced I/M program through repairs on catalytic converters and oxygen sensors, and this could be seen as an incentive for participation in the program. However, this increased revenue would not offset the fact that the PIFs would have to be competitive with the State, which will offer "free" inspections. In addition, these increased

repair demands are based on the stringency of the test cutpoints, which will be lenient in the beginning of the program. (6)

RESPONSE: The State disagrees with the commenter's assessment that the incentive to participate from increased repair business generated by the enhanced I/M program would be more than offset by the increased costs PIFs will have to charge for inspections. The private inspection community currently handles 32 percent of the inspections in New Jersey. The motorists who choose to have their inspections performed at a private garage pay a fee to do so, even though an inspection at the centralized inspection facilities is "free." Clearly, there are incentives which cause these individuals to choose the private inspection facilities over the centralized facilities despite the cost of the inspection. These incentives, i.e., customer convenience, inspections and repairs in the same facility, no waiting times (and the possibility of inspection appointments), etc., will continue under the new enhanced I/M program.

Although the temporary, phase-in cutpoints for the enhanced I/M program are less stringent than the final cutpoints, this transition is necessary to ensure a smooth transition into enhanced testing. Experiences at the State's two demonstration lanes are showing new NO_x failure patterns at phase-in cutpoints which will require the services of the repair community to address.

17. COMMENT: One commenter stressed the importance of public awareness in promoting the State's enhanced I/M program and making it successful. (6)

RESPONSE: The State agrees with the commenter that this type of program cannot succeed without the support of the public. To that end, the State is in the process of coordinating a major communications effort to promote the enhanced I/M program and its benefits for air quality and human health. The State's program management contractor is developing communication vehicles, including newsletters and a dedicated website, which will help inform the public about the new enhanced I/M program. In addition, the enhanced I/M contractor is required to dedicate one percent of the total value of the enhanced I/M RFP to communications and public awareness.

18. COMMENT: One commenter expressed concern over giving the centralized inspection facilities any competitive advantage during the transition period. It would create more difficulty if the State centralized inspection facilities were allowed to do biennial testing and the private independent inspection facilities could only do annual testing. (25)

RESPONSE: The State agrees with the commenter. This proposal does not create any economic or competitive advantage for the centralized inspection facilities during the transition period. Instead, all inspection facilities, regardless of which inspection test(s) they are performing, will be allowed to issue two-year inspection stickers to passing vehicles.

19. COMMENT: The USEPA finds the proposed revision acceptable since it restricts the conversion of the current I/M program's testing frequency until after the award of the construction contract by the New Jersey Department of Transportation and requires the concurrent implementation of the gas cap test. In addition, the USEPA finds that the gas cap test will provide the replacement volatile organic compound air emission reductions for those that will be lost by the test frequency modification. However, the USEPA's consideration of New

Jersey's proposed SIP revision is solely based upon the State's representation that it is necessary to accelerate the construction and implementation of the enhanced I/M program. (19)

RESPONSE: The State appreciates the USEPA's acceptance of its proposed I/M SIP revision and looks forward to its formal approval of the State's action. The State is aware that the USEPA's acceptance of this revision is predicated on its understanding that this test frequency modification will not take place until after the I/M contract has been awarded. The USEPA's acceptance of this revision shows its willingness to cooperate with the states in accelerating the implementation of their enhanced I/M programs.

20. COMMENT: One commenter strongly endorsed the State's inclusion of the fuel cap and tank pressure testing in its enhanced I/M program as one of the most practical measures available to any state inspection program for reducing emission of VOCs. After years of direct research and development efforts, the commenter was confident that significant emission reduction benefits accrue from evaporative testing and repair. (18)

RESPONSE: The State appreciates the commenter's support for its implementation of the fuel cap inspection procedure as part of its basic I/M program during the transition period. Although the State does not intend to implement the evaporative pressure test (otherwise known as the tank test) during the transition period, this test will become part of the enhanced I/M program once that program is fully implemented. Evaporative emissions from motor vehicles have been identified as a significant source of air pollutants, in some cases exceeding the tailpipe emissions from motor vehicles. Therefore, any test to identify the sources of these emissions, and trigger needed repairs, will serve to increase air quality in New Jersey.

21. COMMENT: Considering that New Jersey's current enhanced I/M plan does not require NO_x testing until as late as January 1, 2000, one commenter felt it was even more imperative that hydrocarbon emissions from all possible mobile sources be effectively controlled, in order to assure appropriate ground level ozone reduction. (18)

RESPONSE: Although the State will not begin mandatory testing for NO_x until full implementation of the enhanced I/M program, it will continue its basic I/M program, which tests for hydrocarbons and carbon monoxide. In addition, the State is adding to its basic I/M program fuel cap inspections in the centralized inspection facilities and visual inspections of the fuel cap and evaporative emission control system in the decentralized inspection facilities. After the full implementation of the enhanced I/M program, all inspection facilities will conduct not only fuel cap inspections, but also evaporative pressure testing, which will identify additional sources of hydrocarbons. Since the transition period will only last during the centralized facility retrofitting process, which is a finite period of time, these additional tests for hydrocarbons and NO_x will shortly be available to address the ground level ozone problem in New Jersey.

22. COMMENT: Since the basis for emission reduction credits relies heavily on the State's centralized testing system, it is crucial not to introduce any measure which would encourage motorists to avoid the centralized lanes, such as the exclusion of the fuel cap testing from the decentralized segment of the hybrid mix. In addition, this exclusion would send a negative

message to the motoring public and private test and repair technicians concerning the value of evaporative testing. (18)

RESPONSE: The State does not believe that it is creating a situation which would cause motorists to avoid the centralized inspection facilities by not requiring the PIFs to perform the functional fuel cap test during the transition period. Most individuals select where they have their inspection performed based on convenience and other personal reasons, not which test(s) are being performed. However, in an attempt to keep the inspections at the centralized and private inspection facilities consistent, all of the PIFs will be required to perform *either* a visual inspection of the vehicle's fuel cap and evaporative emission control systems *or* the instrumented fuel cap pressure test being performed at the centralized facilities.

23. COMMENT: During the interim period prior to full implementation of the State's enhanced I/M program, evaporative reductions from the PIF cap testing could be used to offset the 45 tons per day (TPD) VOC shortfall to remedy the State's disapproved 15 percent ROP plans. Also, the inclusion of decentralized gas cap inspections would better insure the USEPA's acceptance of the State's SIP proposal. (18)

RESPONSE: Since the benefits from the gas cap test are used to offset any loss in emission benefits during the transition from the basic test to the enhanced test, these emission reductions are not available to the State for consideration in the Rate of Progress plans. Any benefit in excess of the credit loss might be creditable if it could be quantified.

24. COMMENT: In section IV C. of the proposed SIP revision there is reference to "an attempt to alleviate any unnecessary additional financial burden on the private repair community," as the State's reasoning for avoiding PIF cap testing. Any professional technician who wishes to service post-1996 OBDII equipped vehicles must have fuel cap testing equipment in order to diagnose the evaporative portion of the OBDII system. Therefore, the cost-effective equipment Waekon is providing for use in standard automotive repairs should not be considered financially burdensome to the professional repair community. In addition, to minimize any perceived financial burden, Waekon is willing to provide their basic manual I/M fuel cap testing system to the private New Jersey repair community at promotional pricing. Also, while the cap adapter portion of the set would be retained for subsequent use in the enhanced program, Waekon will offer a credit on the manual tester when the repair shop upgrades to their FPT27 electronic tester. Waekon believes these measures would provide a significant enhancement to the current SIP revision and the overall program; while relieving the proposed disparity between the centralized and decentralized portions of the program, without undue financial hardship on the professional repair community. (18)

RESPONSE: The State appreciates Waekon's proactive involvement in providing equipment to New Jersey's PIFs. However, the State has already shown that implementing instrumented fuel cap inspections in the centralized facilities will generate more than enough VOC emission credit to offset the loss from going to a biennial basic inspection program in the interim. Therefore, mandating the PIFs to purchase the fuel cap inspection equipment during the transition is unnecessary and the State has decided not to add this requirement to its I/M SIP.

25. COMMENT: One commenter was concerned that PIFs must make a major investment in equipment in order to participate in the enhanced I/M program without any guarantee the program will stay intact for the PIFs to recover their investment. The two year program will hurt the PIFs as far as revenue needed to recover the investment in equipment, which may cause technicians to be laid off and unemployment to rise in New Jersey. (20)

RESPONSE: The State has made a commitment to the enhanced I/M program through a proposed seven (7) year contract with a vendor for the centralized portion of the program. Although the State cannot guarantee the life of the enhanced I/M program, the award of this contract should provide sufficient assurance for the PIFs that the enhanced I/M program will commence and continue long enough for the PIFs to recover any financial investments in their equipment. The State does not believe that its decision to make its basic I/M program biennial during the transition period will preclude the PIFs from recouping their financial investments or cause unemployment increases in the industry. The State believes the enhanced I/M program should provide employment opportunities for automotive technicians, as more qualified technicians will be needed to address the I/M failures quickly and effectively.

26. COMMENT: A petition, signed by 19 individuals, stated the following:

We the undersigned, as interested parties in the New Jersey enhanced I/M program, oppose the early implementation of Biennial Vehicle Inspections on July 1, 1998. Early implementation will cause unnecessary economic hardship on many repair facilities. Biennial inspections are opposed in general, but based on acknowledgment of the policy change being a probable necessity for the overall success of the new program, a January 1, 1999 beginning would lessen the impact significantly. (1, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 21, 22, 23, and 24)

RESPONSE: As discussed in the responses to a number of comments above, the State understands the petitioners' concerns over the impact of the State's decision to modify the test frequency of its basic I/M program to biennial. However, this decision was necessary to facilitate full implementation of the State's enhanced I/M program. Delaying the implementation of a biennial program test frequency until January 1, 1999, as suggested in the petition, would not provide the I/M contractor with sufficient time to retrofit the centralized lanes on the schedule set forth by the State in its current RFP and necessary for federal compliance.