The State of New Jersey
Department of Environmental Protection

State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Fine Particulate Matter ($PM_{2.5}$) National Ambient Air Quality Standard

$PM_{2.5}$ Attainment Demonstration Proposal

June 16, 2008

Preface

New Jersey is proposing this revision to its State Implementation Plan to demonstrate how the State's two shared multi-state nonattainment areas will come into attainment with the 1997 health-based annual fine particulate matter ($PM_{2.5}$) National Ambient Air Quality Standards (NAAQS) by their attainment date of April 5, 2010. The proposed plan for attainment contained in this document conforms to the United States Environmental Protection Agency's (USEPA's) guidance and rulemaking with respect to $PM_{2.5}$ attainment.

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The NJDEP would like to acknowledge the many individuals within the New Jersey Department of Transportation, the North Jersey Transportation Planning Authority, the Delaware Valley Regional Planning Commission, the United States Environmental Protection Agency Region 2, the Connecticut Department of Environmental Protection, the New York State Department of Environmental Conservation, the Pennsylvania Department of Environmental Protection, the Delaware Department of Natural Resources and Environmental Control, the Virginia Department of Environmental Protection, the New Hampshire Department of Environmental Quality, the Maryland Department of the Environment, the University of Maryland, the Ozone Transport Commission, the Mid-Atlantic Region for Air Management Association, Mid-Atlantic/Northeast Visibility Union, the Ozone Research Center at the University of Medicine and Dentistry of New Jersey/Rutgers University, Northeast States for Coordinated Air Use Management, and the staff within the NJDEP for their assistance and guidance.

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Acronyms and Abbreviations

$\mu g/m^3$	Micrograms per meter cubed
ACT	Alternative Control Techniques
AEL	Alternative Emission Limit
AIM	Architectural and Industrial Maintenance
ANSI	American National Standards Institute
APA	Administrative Procedures Act
APCA	Air Pollution Control Act
AQPP	Air Quality Permitting Program
AQS	Air Quality System
ASHRAE	The American Society of Heating, Refrigerating and Air-Conditioning Engineers
ATPZEV	Advanced Tech Partial Zero Emission Vehicle
ATSDR	Agency for Toxic Substances and Disease Registry
ATV	All Terrain Vehicle
BACT	Best Available Control Technology
BAM	Bureau of Air Quality Monitoring
BART	Best Available Retrofit Technology
BMPs	Best Management Practices
BPU	New Jersey Board of Public Utilities
BOTW	Beyond on the Way
CAA	Clean Air Act
CAAAC	Clean Air Act Advisory Committee
CAEPA	California Environmental Protection Agency
CAIR	Clean Air Interstate Rule
CARB	California Air Resources Board
CASAC	Clean Air Scientific Advisory Committee
CERR	Consolidated Emissions Reporting Rule
CECA	Consumer Energy Council of America
C.F.R.	Code of Federal Regulations
CM	Control Measures
CMAQ	Congestion Mitigation and Air Quality
CO	Carbon monoxide
CO_2	Carbon dioxide
CPF	Conditional Probability Function
CT	Connecticut
CTGs	Control Technique Guidelines
DAQ	Division of Air Quality
DE	Delaware
DON	Degree of Neutralization
DV	Design Value
DV_{B-I}	Average Annual Baseline Design Value
DV_{F-I}	Projected 2009 Annual Design Value
DVMT	Daily Vehicle Miles Traveled
DVRPC	Delaware Valley Regional Planning Commission
ECPA	Energy Conservation and Production Act
EGAS	Economic Growth Analysis System

EGU	Electric Generating Unit
EMP	Energy Master Plan
FCC	Fluid Catalytic Cracking
FCCU	Fluid Catalytic Cracking Unit
FGR	Flue Gas Recirculation
FIP	Federal Implementation Plan
FMVCP	Federal Motor Vehicle Control Program
FNL	Federal Direct Final Rule
Fed. Reg.	Federal Register
FRM	Federal Reference Method
FSEL	Facility-Specific Emission Limit
GACT	Generally Available Control Technology
GHG	Greenhouse Gas
GMF	Glass Manufacturing Furnace
HAP	Hazardous Air Pollutant
HC	Hydrocarbon
HDDE	Heavy Duty Diesel Engine
HDDV	Heavy Duty Diesel Vehicle
HEDD	High Electrical Demand Day
hp	Horsepower
IAQR	Interstate Air Quality Rule
ICE	Internal Combustion Engine
ICI	Industrial/Commercial/Institutional
IECC	International Energy Conservation Code
IESNA	The Illuminating Engineering Society of North America
I/M	Inspection and Maintenance
kW	Kilowatt
LAER	Lowest Achievable Emission Rate
lbs	Pounds
LDAR	Leak Detection and Repair
LEV	Low Emission Vehicle
LNB	Low NO_x Burner
MACT	Maximum Available Control Technology
MANE-VU	Mid-Atlantic/Northeast Visibility Union
MARAMA	Mid-Atlantic Regional Air Management Association
MATS	Modeled Attainment Test Software
MDH	Minnesota Department of Health
MERR	Mobile Equipment Repair and Refinishing
mg/m^3	Milligrams per meter cubed
MM5	Mesoscale Meteorological Model
MMBtu	Million British Thermal Units
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSW	Municipal Solid Waste
MW	Megawatt
MWC	Municipal Waste Combustor
MWRPO	Midwest Regional Planning Organization

MY	Model Year
NAA	Nonattainment Area
NAAQS	National Ambient Air Quality Standards
NACAA	National Association of Clean Air Agencies
NEI	National Emissions Inventory
NESCAUM	Northeast States for Coordinated Air Use Management
NH_3	Ammonia
NJ	New Jersey
N.J.A.C.	New Jersey Administrative Code
NJBPU	New Jersey Board of Public Utilities
NJCEP	New Jersey Clean Energy Program
NJDCA	New Jersey Department of Community Affairs
NJDEP	New Jersey Department of Environmental Protection
NJDHSS	New Jersey Department of Health and Senior Services
NJDOA	New Jersey Department of Agriculture
NJDOT	New Jersey Department of Transportation
NJEMP	New Jersey Energy Master Plan
NJEMS	New Jersey Environmental Management System
NJLEV	New Jersey Low Emission Vehicle
N.J.R.	New Jersey Register
N.J.S.A.	New Jersey Statutes Annotated
NJTPA	North Jersey Transportation Planning Authority
NLEV	National Low Emission Vehicle Program
NMHC	Non-methane Hydrocarbon
NMOG	Non-methane Organic Gases
NNJ/NY/CT	Northern New Jersey/New York/Connecticut
NNSR	Nonattainment New Source Review
NO	Nitric oxide
N_2O	Nitrous oxide
NO_2	Nitrogen dioxide
NO_x	Oxides of Nitrogen
NSPS	New Source Performance Standard
NSR	New Source Review
NTE	Not-To-Exceed
NY	New York
NYSDEC	New York State Department of Environmental Conservation
NYSERDA	New York State Energy Research and Development Authority
OBD	On-Board Diagnostics
OH	Hydroxyl radical
ORVR	Onboard Refueling Vapor Recovery
OTAG	Ozone Transport Assessment Group
OTB	On the Books
OTC	Ozone Transport Commission
OTR	Ozone Transport Region
OTW	On the Way
PA	Pennsylvania
PAMS	Photochemical Assessment Monitoring Station
PFC	Portable Fuel Container

PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter (particles with an aerodynamic diameter less than or equal to a nominal 2.5 micrometers)
PM_{10}	Particles with an aerodynamic diameter less than or equal to a nominal 10 micrometers
PMF	Positive Matrix Factorization
POTW	Publicly Owned Treatment Works
PPAQ	Post Processor of Air Quality
Pb	Lead
ppb	Parts per billion
ppm	Parts per million
ppmvd	Parts per million by volume dry basis
PSCF	Potential Source Contribution Function
PSD	Prevention of Significant Deterioration
PSE&G	Public Service Electric and Gas Company
PTE	Potential to Emit
PZEV	Partial Zero Emission Vehicle
QA/QC	Quality Assurance/Quality Control
RACM	Reasonably Available Control Measure
RACT	Reasonably Available Control Technology
RFG	Reformulated Gasoline
RFP	Reasonable Further Progress
RGGI	Regional Greenhouse Gas Initiative
ROP	Rate of Progress
RPO	Regional Planning Organization
RRF	Resource Recovery Facility
RRF	Relative Reduction Factor
RRF	Relative Response Factor
SCC	Source Classification Code
SCR	Selective Catalytic Reduction
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SJTPO	South Jersey Transportation Planning Organization
SMAT	Speciated Modeled Attainment Test
SMOKE	Sparse Matrix Operator Kernel Emissions
SNCR	Selective Non-Catalytic Reduction
SNJ/Phila.	Southern New Jersey/Philadelphia
SO_2	Sulfur Dioxide
SO_4	Sulfate
SO_x	Oxides of Sulfur
SOA	Secondary Organic Aerosol
SOTA	State of the Art
STN	Speciation Trends Network
SUV	Sport Utility Vehicle
TBD	To Be Determined
TCM	Transportation Control Measure
TDM	Travel Demand Model
TEA-21	Transportation Equity Act for the Twenty-first Century

TEOM	Tapered Element Oscillating Microbalance
TEU	Twenty-foot Equivalent Container Units
TOC	Technical Oversight Committee
tpd	Tons per day
tpy	Tons per year
TSD	Technical Support Document
UCAMPP	Urban Community Air Toxics Monitoring Project in Paterson City, New Jersey
UMD	University of Maryland
UMDNJ/ORC	University of Medicine and Dentistry of New Jersey's Ozone Research Center
USEPA	United States Environmental Protection Agency
USDOE	United States Department of Energy
USDOT	United States Department of Transportation
U.S.C.	United States Code
VISTAS	Visibility Improvement State and Tribal Association of the Southeast
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WOE	Weight of Evidence
XRF	X-Ray Fluorescence
ZEV	Zero Emission Vehicle

Fine particulate matter ($PM_{2.5}$) is a serious health problem in New Jersey. Exposure to $PM_{2.5}$ can cause a variety of health problems, such as premature mortality, decreased lung function and difficulty breathing, and asthma attacks, and other effects, such as reduced visibility, loss of biodiversity, and damage to manmade structures, sensitive forests, and farm crops, and contributes to global warming and the formation of acid rain. $PM_{2.5}$ is referred to as "primary" if it is directly emitted into the air. $PM_{2.5}$ that is formed by chemical reactions of gases in the atmosphere is referred to as "secondary" $PM_{2.5}$. These $PM_{2.5}$ precursors can include sulfur dioxide (SO_2), oxides of nitrogen (NO_x), volatile organic compounds (VOCs),[1] and ammonia.

Figure ES.1: Northern New Jersey/New York/Connecticut Nonattainment Area Annual $PM_{2.5}$ Design Values for the Two Consistently Highest Monitors in each Associated State, 2001-2006

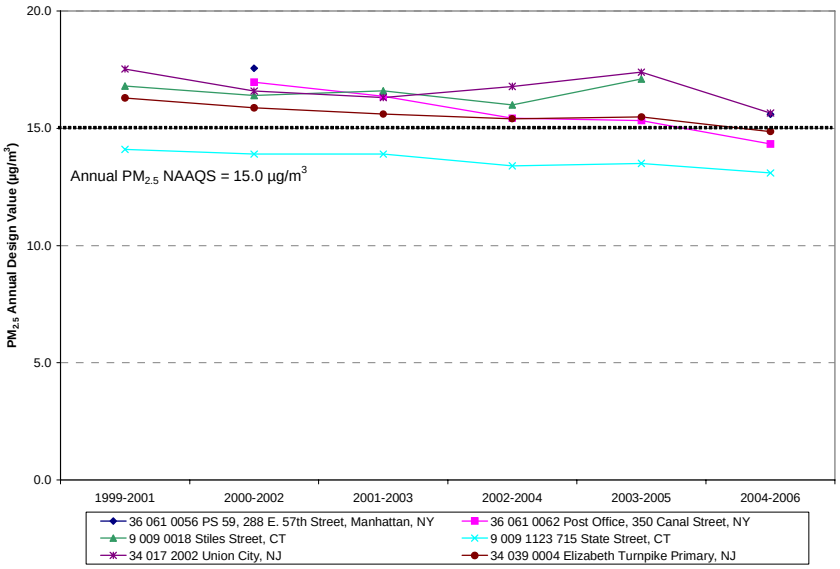
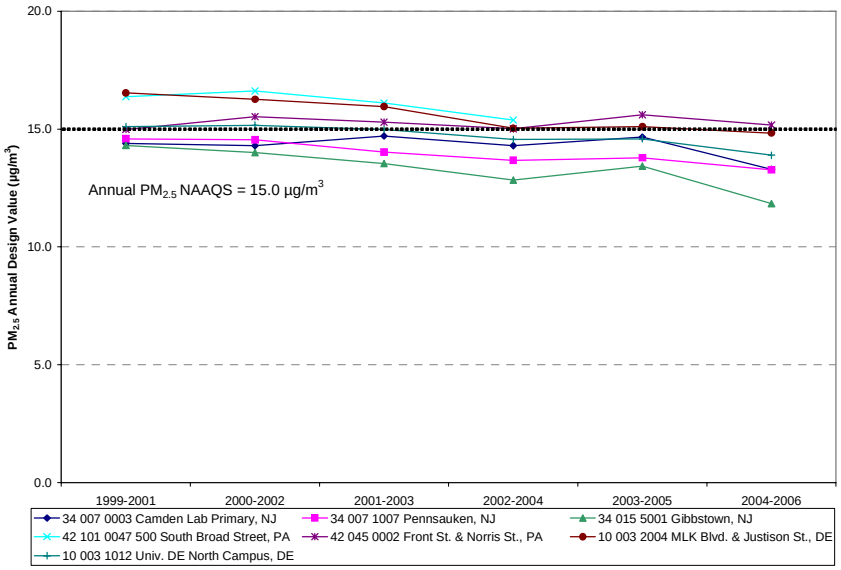


Figure ES.2: Southern New Jersey/Philadelphia Nonattainment Area Annual $PM_{2.5}$ Design Values for the Consistently Highest Monitors in each Associated State, 2001-2006



In 1997, the USEPA revised the national health-based standard for PM, establishing new health-based standards for $PM_{2.5}$ that were more protective of human health and welfare. Figures ES.1 and ES.2 show that New Jersey and its associated multi-state nonattainment areas are close to meeting the 1997 annual $PM_{2.5}$ standard even with its highest monitors. These figures demonstrate that New Jersey and the multi-state nonattainment areas are on the right path toward cleaner air but still face the challenge of meeting the 1997 annual $PM_{2.5}$ standard.

[1] According to the USEPA, the VOC policy in the implementation rule for $PM_{2.5}$ addresses volatile (the lightest organic molecules with fewer than 6 carbon atoms) and semivolatile (the intermediate organic molecules with 7 to 24 carbon atoms) organic compounds (72 Fed. Reg. 20592 (April 25, 2007)).

Figure ES.3: Daily $PM_{2.5}$ Design Values for the Two Consistently Highest Monitors in each Associated State in the Northern New Jersey/New York/Connecticut Area, 2001-2006

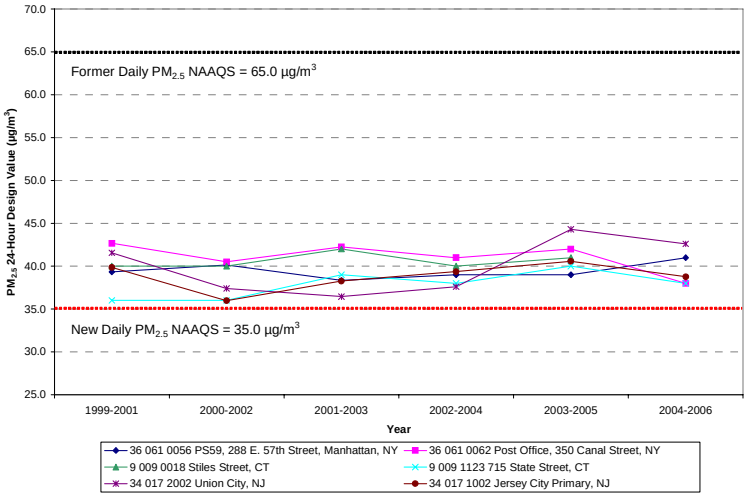
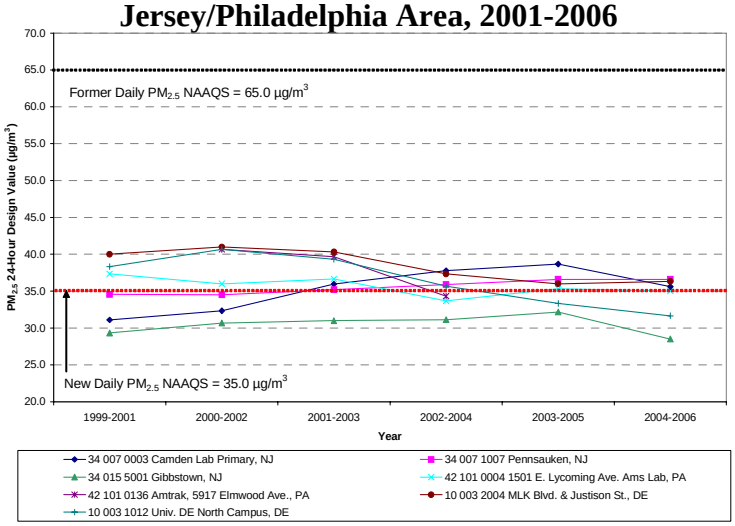


Figure ES.4: Daily $PM_{2.5}$ Design Values for the Consistently Highest Monitors in each Associated State in the Southern New Jersey/Philadelphia Area, 2001-2006

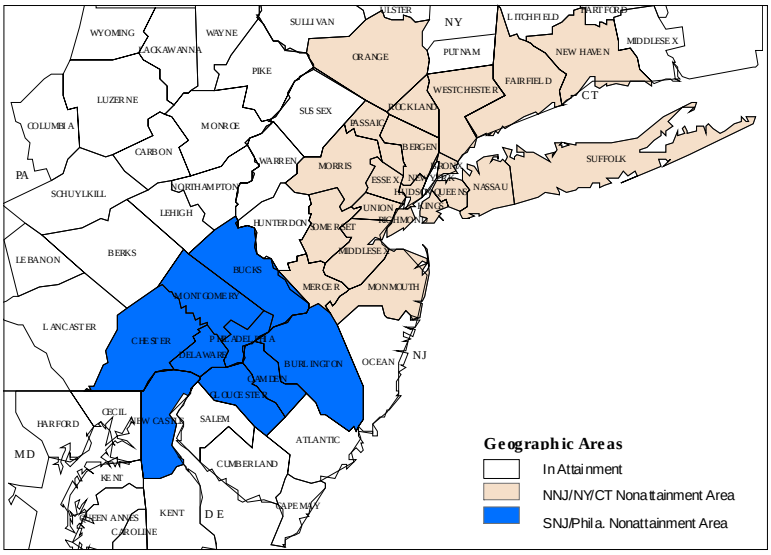


Although New Jersey and the other states that share New Jersey's 1997 $PM_{2.5}$ multi-state nonattainment areas have always met the 1997 daily $PM_{2.5}$ health-based standard of 65 µg/m^3, and these levels have continued to improve since 2001, New Jersey and the other states still face the challenge of meeting the new 2006 daily $PM_{2.5}$ standard of 35 µg/m^3, as seen by the monitoring trends at the consistently highest monitors in each nonattainment area shown in Figures ES.3 and ES.4. This proposed State Implementation Plan (SIP) revision will simultaneously help the State meet a number of other particulate matter (PM)-related goals that compliment the efforts to not only attain the 1997 annual $PM_{2.5}$ national ambient air quality standards (NAAQS) by 2010 but improve air quality beyond these standards. These other goals include:

- Reducing Greenhouse Gas emissions in an effort to help New Jersey meet its obligations under the State's Global Warming Response Act;
- Continuing to reduce $PM_{2.5}$ emissions in an effort to meet the new 2006 daily $PM_{2.5}$ standard of 35 µg/m^3 and the State's internal annual goal of 12 µg/m^3;
- Supporting the State's efforts to meet the commitments in its 8-hour ozone attainment demonstration SIP, submitted to the United States Environmental Protection Agency (USEPA) in October 2007;
- Continuing the State's on-going efforts to reduce air toxic emissions throughout New Jersey;
- The submittal of a Regional Haze SIP to establish reasonable progress goals to address visibility in the State's only Class I area; and,
- Supporting the State's overarching Environmental Justice initiatives.

For the 1997 $PM_{2.5}$ standards, New Jersey is part of two multi-state nonattainment areas. Figure ES.5 shows New Jersey's two 1997 $PM_{2.5}$ multi-state nonattainment areas. Both of New Jersey's associated $PM_{2.5}$ nonattainment areas have an attainment date of April 5, 2010, requiring that their attainment demonstrations be submitted to the USEPA by April 5, 2008. The core of this proposed SIP revision is New Jersey's demonstration that its two multi-state $PM_{2.5}$ nonattainment areas will attain the $PM_{2.5}$ National Ambient Air Quality Standard (NAAQS) by April 5, 2010. The remainder of the proposed SIP revision addresses the other mandatory SIP elements for $PM_{2.5}$.

Figure ES.5: New Jersey-Associated 1997 $PM_{2.5}$ Nonattainment Areas



Specifically, the primary components of the proposed SIP revision include:

Attainment Demonstration:

New Jersey and the other states that share New Jersey's 1997 $PM_{2.5}$ multi-state nonattainment areas have always met and are in attainment with the 1997 daily $PM_{2.5}$ health-based standard of 65 µg/m^3. According to the USEPA's modeling guidance,[2] since these levels are well below the standard and have continued to improve since 2001, the modeled attainment test for the 1997 daily $PM_{2.5}$ standard is not needed nor is included in this attainment demonstration. This proposed SIP revision demonstrates that the two multi-state nonattainment areas for the 1997 $PM_{2.5}$ NAAQS associated with New Jersey will attain the annual health-based standard of 15.0 µg/m^3 by the required April 5, 2010 attainment date. The core of this attainment demonstration is the photochemical air quality simulation modeling relied upon for the State's 8-hour ozone attainment demonstration.[3] This ozone season (May 1 – September 30) photochemical modeling was supplemented by additional months of air quality modeling to predict attainment of the 1997 annual $PM_{2.5}$ NAAQS. This modeling is dependent upon the implementation of numerous additional control measures, referred to as Beyond on the Way (BOTW)

[2] USEPA. Guidance on the Use of Models and Other Analyses for Demonstrating Attainment of Air Quality Goals for Ozone, $PM_{2.5}$, and Regional Haze. United States Environmental Protection Agency, Office of Air Quality Planning and Standards, Air Quality Analysis Division, Air Quality Modeling Group, Research Triangle Park, NC, EPA-454/B-07-002, April 2007, pg. 56.

[3] NJDEP. State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Ozone National Ambient Air Quality Standard: 8-Hour Ozone Attainment Demonstration, Final. New Jersey Department of Environmental Protection, October 29, 2007.

measures, prior to 2009. Since this attainment demonstration will show attainment of the $PM_{2.5}$ standard within five years of the date of designation, the State is not required to submit a separate Reasonable Further Progress Plan.[4]

This modeling demonstration shows that all but one of the monitors in the two multi-state $PM_{2.5}$ nonattainment areas will be in attainment of the 1997 annual standard by April of 2010. Furthermore, the attainment demonstration projects that the one outstanding monitor in New York City will be within the Weight of Evidence (WOE) range as defined by the USEPA,[5] and provides additional analyses that show that the air quality is projected to attain the 1997 annual $PM_{2.5}$ NAAQS in New York City. Therefore, this proposed attainment demonstration provides additional support that the outstanding New York City monitor, as well as the other monitors in both nonattainment areas, will attain the 1997 annual $PM_{2.5}$ standard by their required attainment date. These additional WOE analyses include:

- Ambient monitoring trends and emission inventory analyses;
- Additional control measures (with quantifiable and non-quantifiable benefits) not included in the attainment demonstration modeling that deliver air quality benefits; and,
- A discussion of the contribution of transport to nonattainment.

Although this proposed attainment demonstration clearly shows that both of the multi-state nonattainment areas associated with New Jersey will attain the 1997 annual health standard of 15.0 $\mu g/m^3$, it does not show that the air quality at all the New Jersey monitors will meet New Jersey's internal annual $PM_{2.5}$ health-based goal of 12 $\mu g/m^3$ by the April 5, 2010 attainment date. Also, although all New Jersey's monitors currently, and will continue to, meet the 1997 24-hour health-based $PM_{2.5}$ standard of 65 $\mu g/m^3$, almost half of New Jersey's monitors are exceeding the 2006 24-hour health-based $PM_{2.5}$ standard of 35 $\mu g/m^3$. In order to meet New Jersey's internal annual $PM_{2.5}$ goal of 12 $\mu g/m^3$ as soon as possible and the 2006 24-hour $PM_{2.5}$ standard by April 2015, improvements in air quality are still needed. New Jersey is required to submit a SIP for the 2006 24-hour $PM_{2.5}$ standard three years after the effective date of designations. Currently, the USEPA is on track for an expected effective designation date of April 2009. The SIPs would then be due April 2012 (tentative and subject to change).

Analyses of Reasonable Measures:

42 U.S.C. § 7502(c)(1) (Section 172(c)(1) of the Clean Air Act) requires states with nonattainment areas to submit State Implementation Plans (SIPs) implementing all reasonably available control measures (including such reductions in emissions from existing sources in the area as may be obtained through the adoption, at a minimum, of reasonably available control technology) as expeditiously as practicable. In order to

[4] 72 Fed. Reg. 20666 (April 25, 2007).

[5] The USEPA defines the WOE range for $PM_{2.5}$ as between 14.5 and 15.5 $\mu g/m^3$. See the USEPA Modeling Guidance for more information about WOE (USEPA. Guidance on the Use of Models and Other Analyses for Demonstrating Attainment of Air Quality Goals for Ozone, $PM_{2.5}$, and Regional Haze. United States Environmental Protection Agency, Office of Air Quality Planning and Standards, Air Quality Analysis Division, Air Quality Modeling Group, Research Triangle Park, NC, EPA-454/B-07-002, April 2007.).

satisfy this requirement, New Jersey conducted two separate control measure analyses; a Reasonably Available Control Technology (RACT) analysis of emission control technologies for major stationary sources and a Reasonably Available Control Measures (RACM) analysis of emission control technologies from all other sources (mobile and area sources).

New Jersey's proposed RACT analysis demonstrates that reductions of direct $PM_{2.5}$ emissions and its precursors, SO_2 and NO_x, from several major stationary source categories, including petroleum refineries, fugitive dust sources, municipal waste combustors, #6 fuel oil-fired boilers, and stationary diesel engines, are reasonable. New Jersey also intends to implement a long-term regional strategy to reduce the sulfur content of fuel oil consistent with the Mid-Atlantic/Northeast Visibility Union (MANE-VU) statement.[6]

RACM measures, either alone or in combination, must advance the attainment date by at least one year. Following the USEPA's criteria, this proposed SIP revision provides both a RACM and a RACT analysis for direct $PM_{2.5}$ and SO_2. The analyses completed for NO_x were submitted to the USEPA as part of the State's 8-hour ozone SIP submitted in 2007[7] and are included as attachments to this proposed SIP revision. While New Jersey's proposed RACM analysis did identify several "reasonable" measures, implementation of those measures would not advance the nonattainment areas' attainment date by one year, to April 5, 2009 (which would require demonstration of attainment by the summer of 2008). However, several of the measures identified as part of this analysis are being proposed for implementation by either New Jersey or the federal government to ensure the protection of public health.

Contingency Plans:

Pursuant to 42 U.S.C. §§ 7502(c)(9) and 7511a(c)(9), this SIP revision proposes contingency plans that in the event that New Jersey fails to attain the 1997 annual $PM_{2.5}$ NAAQS by April 5, 2010, control measures will be implemented to ensure attainment of the NAAQS. Each contingency plan must provide for actions to reduce one (1) year of the projected emission reductions from the 2002 base year to the attainment year. The USEPA does not require a separate Reasonable Further Progress (RFP) submittal for areas with 2010 attainment dates and a demonstration that shows attainment (72 Fed. Reg. 20633 (April 25, 2007). Thus, New Jersey does not need to submit a separate contingency plan related to RFP due to its submittal of an attainment demonstration that satisfies the 2010 deadline. To meet the 2009 attainment contingency milestone, New Jersey proposes to rely on those additional measures that were not included in the attainment demonstration modeling, but will result in emission reductions in 2009 and beyond.

[6] MANE-VU. Statement of the Mid-Atlantic/Northeast Visibility Union (MANE-VU) Concerning a Course of Action within MANE-VU toward Assuring Reasonable Progress. Adopted June 20, 2007.
[7] NJDEP. State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Ozone National Ambient Air Quality Standard: 8-Hour Ozone Attainment Demonstration, Final. New Jersey Department of Environmental Protection, October 29, 2007.

Conformity:

The proposed SIP revision addresses transportation conformity requirements for the 1997 annual $PM_{2.5}$ NAAQS. New Jersey establishes onroad vehicle emission budgets for use by the Metropolitan Planning Organizations. Each of the two Metropolitan Planning Organizations that have planning areas that include counties that are located within nonattainment areas[8] must meet these budgets (once they are approved by the USEPA) in order to ensure that their plans and programs are in conformance with the SIP.

New Source Review (NSR):

With respect to the $PM_{2.5}$ standard, New Jersey has both attainment and nonattainment areas throughout the State, necessitating both a Prevention of Significant Deterioration (PSD) and Nonattainment New Source Review (NNSR) program with respect to this pollutant. The USEPA finalized most of its implementation rule for the 1997 $PM_{2.5}$ NAAQS on April 25, 2007 but did not include NSR provisions at that time.[9] The USEPA issued a portion of the NNSR rule for $PM_{2.5}$ on May 16, 2008.[10]

For permit applications which are completed prior to July 15, 2008, the effective date of the $PM_{2.5}$ NSR rule, New Jersey will apply its interim $PM_{2.5}$ permitting and modeling procedures to sources of $PM_{2.5}$ emissions. That procedure uses PM_{10} emissions as a surrogate for PM2.5, consistent with the USEPA interim procedure.[11,12] Between July 15, 2008 and the effective date of New Jersey's NSR rules for $PM_{2.5}$, the USEPA's Appendix S (40 C.F.R. pt. 51) will apply.

The May 16, 2008 $PM_{2.5}$ NSR rule allows up to three years for states to revise their regulations and SIP. New Jersey expects the three year clock to be triggered once the USEPA adopts the remaining components of its $PM_{2.5}$ NSR implementation rules, which are expected by the end of 2008. The NJDEP expects to develop NNSR rule strategies in 2008, propose a NNSR rule revision in 2009, and adopt a revised NSR rule in 2010.

The NJDEP also expects to adopt New Jersey specific PSD rules in the same timeframe. Currently, NJDEP implements most of the federal PSD rules under a delegation agreement and will continue to do so until New Jersey PSD rules are effective.

Other Components of the Proposed SIP Revision:

- Background and introductory information on direct $PM_{2.5}$ and its precursors;

[8] The two Metropolitan Planning Areas affected are the North Jersey Transportation Planning Authority (NJTPA) and the Delaware Valley Regional Planning Commission (DVRPC).
[9] 72 Fed. Reg. 20586-667 (April 25, 2007).
[10] 73 Fed. Reg. 28321-350 (May 16, 2008).
[11] USEPA Memorandum from Stephen D. Page, Director, Office of Air Quality Planning and Standards, to Regional Air Directors, "Implementation of New Source Review Requirements in PM-2.5 Nonattainment Areas," April 5, 2005.
[12] USEPA Memorandum from John S. Seitz, Director, Office of Air Quality Planning and Standards, to Regional Air Directors, "Interim Implementation of New Source Review for PM2.5," October 23, 1997.
[12] 73 Fed. Reg. 28321-350 (May 16, 2008).

- How New Jersey's $PM_{2.5}$ initiatives support the State's other PM-related air quality challenges;
- A summary of $PM_{2.5}$ ambient air quality and inventory trends data for New Jersey and its associated multi-state nonattainment areas;
- Detailed descriptions of all the control measures used throughout the proposed SIP revision;
- A reaffirmation of New Jersey's actions and commitments with respect to transported emissions, as required by Section 110 (a)(2)(D)(i) of the Clean Air Act (and commonly referred to as the transport SIP requirement); and,
- A summary of all New Jersey's commitments and requests of the USEPA.