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Florida Department of Environmental Protection, Air Resource Management Division, Twin Towers Office Building, 2600 Blair Stone Road, Tallahassee, Florida 32399-2400. Persons wanting to examine these documents should make an appointment with the appropriate office at least 24 hours before the visiting day. Reference file FL-88. The Region 4 office may have additional background documents not available at the other locations.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION:

I. Background

Under the Clean Air Act of 1990, the Jacksonville area (*i.e.*, Duval County) was classified as a "transitional" nonattainment area for the 1-hour ozone national ambient air quality standard (NAAQS). The transitional classification was given to the area because it had been designated as nonattainment for the 1-hour ozone NAAQS prior to the 1990 amendment to the Clean Air Act (CAA) but was showing compliance based on 1987 through 1989 data. On June 23, 1993, DEP submitted a request to the EPA to redesignate Duval County as an ozone attainment area under section 107 (d) of the CAA. Along with the redesignation request on August 23, 1994, the DEP submitted as a proposed revision to the SIP to include a ten year (to 2005) ozone air quality maintenance plan for Duval County. The maintenance plan was approved into the SIP on March 6, 1995, and Duval County was redesignated to attainment status with respect to the 1-hour ozone NAAQS.

On December 10, 1999, the DEP submitted a proposed revision to the

Duval County 1-hour ozone maintenance plan to remove the emission reduction credits attributable to the Motor Vehicle Inspection Plan (MVIP) from the future year emissions projections contained in that plan. Through the use of updated planning assumptions and the MOBILE5a emissions model, DEP demonstrated that the MVIP was not essential to maintenance of the 1-hour ozone NAAQS for Duval County. In the December 1999, SIP revision, DEP also updated the year 2005 projected ozone precursor emissions in the Duval County ozone maintenance plan based on the latest available information. This action, approved by EPA and effective on September 4, 2001, modified the MVEB that the MPO used to determine transportation conformity.

II. Analysis of the State's Submittal

On November 28, 2001, the State of Florida through the DEP submitted a revision to the Florida SIP. The revision amends the previously approved ten-year ozone maintenance plan for Duval County by substitution of the revised projections for VOC and NO_x source emission estimates for 2005. In addition, the DEP also added explicit MVEB to the maintenance plan based on these revised projections including small allocations from the plan's safety margins for VOC and NO_x. Approval of the MVEB into the plan by the EPA will allow the MPO to demonstrate conformity for 2005 and beyond. These MVEB are based on the Mobile 5a emissions model.

Section 176(c) of the CAA, 42 U.S.C. 7506(c), states that transportation plans, programs and projects must conform to an approved implementation plan. Specifically, the Transportation Conformity Rule and its subsequent amendments require an ozone maintenance area, such as Duval County, to compare projected emissions from cars, trucks and buses on the highway network, to the MVEB established by a maintenance plan (*i.e.*, in the approved SIP). In accordance with the Transportation Conformity rule and its subsequent amendments (*i.e.*, 40 CFR part 93), the State explicitly

identifies the MVEB for VOCs and NO_x in this submittal. Additionally, the State establishes 2005 as the budget year for both VOC and NO_x.

The State revised the SIP and MVEB to remove credits attributable to the MVIP. This action consequently lowered the emissions budgets for Duval County. After consultation with the MPO and the interagency consultation work group for the area, DEP investigated the potential to raise the budget. DEP identified an available safety margin for VOC and NO_x. The emissions projected to maintain the area's air quality are consistent with the air quality health standard.

The DEP established MVEB for VOC and NO_x in the maintenance plan to allow the MPO to use its currently available data to demonstrate conformity for 2005 and beyond. The MVEB for NO_x, therefore, is set at 54.0 tons per day (tpd), including a 0.1 tpd allocation from the plan's safety margin, and the MVEB for VOC is set at 50.0 tpd, including a 7.5 tpd allocation from the plan's safety margin. Under 40 CFR part 93.101 the term *safety margin* is the difference between the attainment level of emissions (from all sources) and the projected level of emissions (from all sources) in the maintenance plan. The attainment level of emissions is the level of emissions during one of the years in which the area met the air quality health standard. The safety margin credit can be allocated to the transportation sector, however the total emission level must stay below the attainment level.

After the update of the 2005 projections, but prior to these allocations, the VOC safety margin was 41.7 tpd, and the NO_x safety margin was 1.3 tpd. After this allocation, the VOC safety margin is 34.2 tpd, and the NO_x safety margin is 1.2 tpd. Use of these budget allocations would not cause 2005 emissions to exceed the 1990 attainment-year levels.

Table 1-A and 1-B below illustrate changes made to the Duval County VOC and NO_x emissions budgets. The new MVEB for NO_x and VOCs are also provided in the tables below.

TABLE 1-A.—DUVAL COUNTY VOC EMISSIONS 1990 ACTUAL AND 2005 PROJECTED

Source category	Tons/day		MVEB 2005
	1990	2005	
Stationary Point	15.60	21.16	n/a
Stationary Area	51.25	39.24	n/a
On-Road Mobile	82.49	42.49	50
Non-Road Mobile	24.63	29.41	n/a
Biogenic	126.70	126.70	n/a