

NAA and the New Jersey portion of the Allentown-Bethlehem-Easton ozone NAA due to their inclusion in the overall motor vehicle emissions

budgets. For the Atlantic City and Allentown NAAs, the most recent three years of data continue to demonstrate attainment of the 1-hour ozone

standard. However, EPA has not yet received redesignation requests for these areas.

TABLE 1.—NEW JERSEY'S REVISED MOTOR VEHICLE EMISSIONS INVENTORIES

NAA area	1996		2005		2007	
	VOC (tpd)	NO _x (tpd)	VOC (tpd)	NO _x (tpd)	VOC (tpd)	NO _x (tpd)
Atlantic City	24.21	29.96	14.63	22.07	¹	¹
Northern New Jersey	320.22	356.46	156.37	237.17	134.00	186.93
Trenton	102.69	130.47	50.48	77.72	¹	¹
Allentown	9.29	16.79	5.59	12.89	4.77	10.25
State Total	456.42	533.67	227.08	349.85	¹	¹

¹ Not applicable.

5. Are the Revised MOBILE6 Inventories Consistent With New Jersey's 1-Hour Attainment Demonstration?

EPA has articulated its policy regarding the use of MOBILE6 in SIP development in its "Policy Guidance on the Use of MOBILE6 for SIP Development and Transportation Conformity"³ and "Clarification of Policy Guidance for MOBILE6 in Mid-course Review Areas."⁴ Consistent with this policy guidance, New Jersey included in the January 31, 2003 submittal a relative reduction comparison to show that its 1-Hour Ozone Attainment Demonstration SIP continues to demonstrate attainment using revised MOBILE6 inventories for the Northern New Jersey NAA and the Trenton NAA. New Jersey's attainment demonstration used photochemical grid modeling supplemented with weight of evidence. As such, the State's methodology for the relative reduction comparison consisted of comparing the new MOBILE6 inventories with the previously approved (67 FR 5152) MOBILE5 inventories for the Northern New Jersey NAA and the Trenton NAA to determine if attainment will still be predicted by the established attainment dates. Specifically, the State calculated the relative reductions (expressed as percent reductions) in ozone precursors between the 1996 base year and attainment year inventory, both MOBILE5-based. These percent reductions were then compared to the percent reductions between the revised

MOBILE6-based 1996 base year and attainment year inventories. It should be noted that the latest planning assumptions were used in modeling for the State's relative reduction comparison.

New Jersey's relative reduction comparison shows that for the Northern New Jersey NAA the percent reduction of VOC and NO_x emissions achieved in the revised MOBILE6 inventories is higher than the percent reduction calculated with MOBILE5, thus the required emission reductions needed to attain the 1-hour ozone NAAQS are achieved, and the SIP continues to demonstrate attainment. For the Trenton NAA, the percent reduction of VOC emissions achieved in the revised MOBILE6 inventories is higher than the percent reduction calculated with MOBILE5, however the percent reduction of NO_x emissions achieved in the revised MOBILE6 inventories is lower than the percent reduction calculated with MOBILE5, thus a slight NO_x shortfall is indicated. New Jersey has previously demonstrated in its Phase I Ozone SIP, approved by EPA on April 23, 1999 (64 FR 19913), that VOC or NO_x emission reductions are equally valuable towards attaining the 1-hour ozone standard. Therefore, New Jersey substituted excess VOC emission reductions for NO_x emission reductions, as allowed for under Section 182(c)(2)(C) of the Clean Air Act. To make such an equivalency demonstration, the State converted the percentage changes for VOC and NO_x to +2.46 and -1.44 tons per day, respectively. Based on the emission inventories, New Jersey has determined for the Trenton NAA that approximately 1.04 tons of VOC emissions equals 1 ton of NO_x emissions, as the emissions relate to their potential to form ozone. Consistent with EPA's policy on substitution of ozone precursor

emission reductions, New Jersey increased the NO_x reductions and decreased VOC reductions by their equivalent amounts, resulting in offsetting effects with respect to ozone formation. Thus, the required emission reductions needed to attain the 1-hour ozone NAAQS are achieved for the Trenton NAA, and the SIP continues to demonstrate attainment.

EPA's policy guidance also required the State to consider whether growth and control strategy assumptions for non-motor vehicle sources (*i.e.*, point, area, and non-road mobile sources) were still accurate at the time the January 31, 2003 submittal was developed. New Jersey reviewed the growth and control strategy assumptions for non-motor vehicle sources, and concluded that these assumptions continue to be valid for the 1-hour Ozone Attainment Demonstration.

New Jersey's January 31, 2003 submittal satisfies the conditions outlined in EPA's MOBILE6 Policy guidance, and demonstrates that the new levels of motor vehicle emissions calculated using MOBILE6 continue to support achievement of the projected attainment of the 1-Hour Ozone NAAQS by the attainment dates of 2007 for the Northern New Jersey NAA and 2005 for the Trenton NAA.

6. Are New Jersey's Motor Vehicle Emissions Budgets Approvable?

Table 2 below summarizes New Jersey's revised budgets contained in the January 31, 2003 submittal. These budgets were developed using the latest planning assumptions, including 1999 vehicle registration data, VMT, speeds, fleet mix, and SIP control measures. For the South Jersey Transportation Planning Organization (SJTP) and Delaware Valley Regional Planning Commission (DVRPC) the 2005 budgets are revised attainment year budgets. For

³ Memorandum, "Policy Guidance on the Use of MOBILE6 for SIP development and Transportation Conformity," issued January 18, 2002. A copy of this memorandum can be found on EPA's Web site at <http://www.epa.gov/otaq/transp/traqconf.htm>.

⁴ Memorandum, "Clarification of Policy Guidance for MOBILE6 SIPs in Mid-course Review Areas," issued February 12, 2003. A copy of this memorandum can be found on EPA's Web site at <http://www.epa.gov/otaq/transp/traqconf.htm>.