

to MOBILE6 for 1990 and the attainment years of 2005 and 2007 for the Trenton NAA and Northern New Jersey NAA, respectively. This supplemental analysis shows that the percent reduction calculated with MOBILE6 is greater 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.

New Jersey's 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. Table 1 below summarizes the revised Reasonable Further Progress (RFP) and attainment year motor vehicle emissions inventories statewide and by nonattainment area in tons per summer day (tpd). EPA is approving these revised motor vehicle emissions inventories as part of New Jersey's SIP.

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

NAA area	2005			NO <sub>x</sub> (tpd)
	VOC (tpd)	NO <sub>x</sub> (tpd)	VOC (tpd)	
Atlantic City .....	14.63	22.07	(1)	(1)
Northern New Jersey .....	156.37	237.17	134.00	186.93
Trenton .....	50.48	77.72	(1)	(1)
Allentown .....	5.59	12.89	4.77	10.25
State total .....	227.08	349.85	(1)	(1)

<sup>1</sup> Not applicable.

#### B. Motor Vehicle Emissions Budgets Revised With MOBILE6

New Jersey's April 8, 2003 SIP revision contained revised motor vehicle emissions budgets recalculated using MOBILE6. For the South Jersey Transportation Planning Organization (SJTPO) and Delaware Valley Regional

Planning Commission (DVRPC) the 2005 budgets are revised attainment year budgets. For the North Jersey Transportation Planning Authority (NJTPA) the 2005 budgets are revised budgets based on the RFP Plans, while the 2007 budgets are revised attainment year budgets. On June 2, 2003 (68 FR

32749), EPA found the revised attainment year budgets adequate for transportation conformity purposes. EPA is approving all of these budgets as part of New Jersey's SIP. Table 2 below summarizes New Jersey's revised budgets contained in the April 8, 2003 submittal.

TABLE 2.—NEW JERSEY MOTOR VEHICLE EMISSIONS BUDGETS

Transportation planning area	2005		2007	
	VOC (tpd)	NO <sub>x</sub> (tpd)	VOC (tpd)	NO <sub>x</sub> (tpd)
North Jersey Transportation Planning Authority (NJTPA) .....	161.97	250.05	138.77	197.19
South Jersey Transportation Planning Organization (SJTPO) .....	22.12	36.36	(1)	(1)
Delaware Valley Regional Planning Commission (DVRPC) .....	42.99	63.44	(1)	(1)

(1) Not applicable, since the attainment year is 2005.

#### C. Revised General Conformity Budgets

New Jersey's April 8, 2003 SIP revision contained updated general conformity budgets for the McGuire Air Force Base, which replace the previous

budgets approved by EPA on February 4, 2002 (67 FR 5152). Specifically, New Jersey is increasing the 2005 NO<sub>x</sub> budget and decreasing the 2005 VOC budget consistent with EPA's policy on substitution of ozone precursor

emission reductions. Table 3 below summarizes the revised general conformity budgets. EPA is approving the revised 2005 general conformity emissions budgets.

TABLE 3.—MCGUIRE AIR FORCE BASE GENERAL CONFORMITY EMISSIONS BUDGETS

	Previously approved budgets		New budgets	
	VOC Tons/year	NO <sub>x</sub> Tons/year	VOC Tons/year	NO <sub>x</sub> Tons/year
1990 Baseline .....	1,112	1,038	1,112	1,038
1996 .....	1,186	1,107	1,186	1,107
1999 .....	1,223	1,142	1,223	1,142
2002 .....	1,405	875	1,405	875
*2005 .....	1,406	884	1,198	1,084

\*2005 budgets updated such that the increase in NO<sub>x</sub> is offset by a decrease in VOC, resulting in no expected net increase in ozone formation.