

planning assumptions, including 2002 vehicle registration data, vehicle miles

traveled (VMT), speeds, fleet mix, and SIP control measures.

TABLE 1.—MARYLAND'S REVISED MOTOR VEHICLE EMISSIONS INVENTORIES

Nonattainment area	1990 (tpd)		2005 (tpd)	
	VOC	NO <sub>x</sub>	VOC	NO <sub>x</sub>
Baltimore .....	165.14	228.21	55.3	146.9
Cecil County .....	8.6	17.3	3.0	11.3

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"<sup>3</sup> and "Clarification of Policy Guidance for MOBILE6 in Mid-course Review Areas."<sup>4</sup>

Consistent with this policy guidance, Maryland's May 28, 2003 submittal includes a relative reduction comparison to show that its 1-Hour Ozone Attainment Demonstration Plan continues to demonstrate attainment using revised MOBILE6 inventories for the Baltimore area and the Philadelphia area (Cecil County). The State's methodology for the relative reduction comparison consisted of comparing the new MOBILE6 inventories with the previously approved (64 FR 64028) MOBILE5 inventories for the Baltimore area and the Cecil County portion of the Philadelphia area to determine if attainment will still be predicted by the established 2005 attainment date. Specifically, the State calculated the relative reductions (expressed as percent reductions) in ozone precursors between the MOBILE5-based 1990 base year and attainment year inventory. These percent reductions were then compared to the percent reductions between the revised MOBILE6-based 1990 base year and attainment year inventories. It should again be noted that the latest planning assumptions were used in modeling for the State's relative reduction comparison.

Maryland's relative reduction comparison shows that for both the Baltimore area and the Cecil County portion of the Philadelphia area, the percent reductions in VOC emissions achieved in the revised MOBILE6-based inventories is higher than the percent reductions calculated with MOBILE5,

however the percent reductions of NO<sub>x</sub> emissions achieved in the revised MOBILE6-based inventories is lower than the percent reductions calculated with MOBILE5, thus a slight NO<sub>x</sub> shortfall is indicated for both areas.

In support of Maryland's Phase I Ozone SIP for Cecil County and Baltimore, approved by EPA on September 19, 2001 (66 FR 48209) and September 26, 2001 (66 FR 49108) respectively, it was determined that reductions in both VOC and NO<sub>x</sub> emissions are valuable and contribute toward attaining the 1-hour ozone standard. Based upon the emission inventories and using EPA guidance titled "NO<sub>x</sub> Substitution" United States Environmental Protection Agency, Office of Air Quality Planning and Standards, dated December 1993, it was determined that for the Baltimore area approximately 1 ton of VOC emissions is equivalent to 1.44 tons of NO<sub>x</sub> emissions, as emissions of those pollutants relate to their potential to form ozone. In Cecil County, approximately 1 ton of VOC emissions is equivalent to 1.35 tons of NO<sub>x</sub> emissions, as emissions of those pollutants relate to their potential to form ozone.

Maryland's May 28, 2003 submittal shows that the shortfalls in the percent of NO<sub>x</sub> emission reductions are offset by the excesses in percent of VOC emission reductions. As provided for under section 182(c)(2)(C) of the Clean Air Act and EPA's policy on substitution of ozone precursor emission reductions, the State submittal demonstrates that excesses of VOC reductions are available and sufficient to account for the shortfalls in NO<sub>x</sub> reductions calculated using the 1 to 1.44 and 1 to 1.35 ratios for the Baltimore area and Cecil County, respectively. Thus, when MOBILE6 is used, the required mobile emission reductions needed to attain the 1-hour ozone NAAQS are still achieved for the Baltimore and Philadelphia areas, and Maryland's attainment demonstration SIPs continue 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 May 28, 2003 submittal was developed. Maryland reviewed the growth and control strategy assumptions for non-motor vehicle sources, and concluded that these assumptions continue to be valid for its 1-hour Ozone Attainment Demonstrations.

Maryland's May 28, 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 date of 2005 for both the Baltimore and Philadelphia areas (Cecil County).

#### B. The Revised Mobile Budgets

For the Baltimore area and Philadelphia area (Cecil County) attainment plans, the mobile budgets are the on-road components of VOC and NO<sub>x</sub> emissions of the 2005 attainment inventories.

Table 2 below summarizes Maryland's revised budgets contained in the May 28, 2003 submittal. These budgets were developed using the latest planning assumptions, including 2002 vehicle registration data, VMT, speeds, fleet mix, and SIP control measures. Because Maryland's May 28, 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 date of November 15, 2005 for both the Baltimore and Philadelphia areas (Cecil County), EPA is proposing to approve these budgets.

<sup>3</sup>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>.

<sup>4</sup>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>.