

TABLE 5.—BALTIMORE PROJECTED (UNCONTROLLED) VOC EMISSIONS—Continued

| Source Category | 1990 VOC base-line (tpd) | 2005 VOC projected (tpd) |
|-----------------|--------------------------|--------------------------|
| Area | 122.4 | 132.2 |
| Total | 374.2 | 321.67 |

TABLE 6.—BALTIMORE PROJECTED (UNCONTROLLED) NO_x EMISSIONS

| Source category | 1990 NO _x base-line (tpd) | 2005 NO _x projected (tpd) |
|-----------------|--------------------------------------|--------------------------------------|
| Point | 223.2 | 251.9 |
| Mobile | 228.2 | 199.8 |
| Nonroad | 71.5 | 91.84 |
| Area | 13.7 | 15.4 |
| Total | 536.6 | 558.94 |

(2) *Evaluation of Emission Control Measures*—The purpose of the ROP plan is to demonstrate how the state has reduced emissions 3 percent per year, grouped in three year intervals, through the area's attainment year. In general, reductions toward ROP requirements are creditable provided the control measures occurred after 1990 and are real, permanent, quantifiable, federally enforceable and they occurred by the applicable ROP milestone year. An evaluation of each of the control measures implemented by Maryland in the Baltimore nonattainment area can be found in the TSD prepared for this rulemaking. Table 7 below provides a summary of the control measures used by Maryland to achieve ROP in the Baltimore nonattainment area. All control measures in the ROP demonstration have been adopted and implemented by the State of Maryland or are Federal measures being implemented nationally. All but one of the state control measures have been fully approved by EPA into the Maryland SIP and are permanent and enforceable. Final approval of the November 3, 2003 revisions are contingent upon EPA's approval of Maryland's new consumer product rule (COMAR 26.11.32) which was submitted to EPA on November 19, 2003 and was proposed by EPA for direct final approval on December 9, 2003 (68 FR 68523). The mobile source control programs include the total amount of reductions associated with enhanced vehicle inspection and maintenance, Tier 1 and Tier 2 motor vehicle

emission standards, reformulated gasoline, the National Low Emissions Vehicle program, and highway heavy duty diesel engine standards. EPA's MOBILE6 emissions model was used to generate the mobile source emission reductions.

TABLE 7.—SUMMARY OF ROP EMISSION CONTROL MEASURES FOR BALTIMORE

| Control measure | 2005 VOC reduction (tpd) | 2005 NO _x reduction (tpd) |
|---|--------------------------|--------------------------------------|
| Mobile Source Control Programs | *36.75 | *55.3 |
| Stage II Refueling | *12.65 | 0.00 |
| Landfills | 0.27 | 0.00 |
| Open Burning | *3.52 | *0.74 |
| Surface Cleaning/ Degreasing | 5.76 | 0.00 |
| Architectural Coatings | 5.55 | 0.00 |
| Consumer Products | 2.83 | 0.00 |
| Autobody Refinishing | 8.07 | 0.00 |
| Nonroad Small Gas Engines | 17.51 | *(0.45) |
| Nonroad Diesel Engines Tier I & II | 0.0 | *21.62 |
| Marine Engine Standards | 1.79 | *** (0.07) |
| Railroads | 0.00 | 4.20 |
| VOC RACT—Expandable Polystyrene | 0.10 | 0.00 |
| VOC RACT—Yeast Production | 0.87 | 0.00 |
| VOC RACT—Commercial Bakeries | 0.72 | 0.00 |
| VOC RACT—Screen Printing | 0.20 | 0.00 |
| Federal Air Toxics | 0.50 | 0.00 |
| Lithographic Printers | 2.66 | 0.00 |
| Flexographic and Rotogravure Printers | 0.90 | 0.00 |
| Enhanced Rule Compliance | 5.10 | 0.00 |
| State Air Toxics | 0.96 | 0.00 |
| NO _x RACT | 0.00 | 5.01 |
| OTC NO _x Phase II/III | 0.00 | *127.6 |
| Nonroad RFG** | 1.39 | 0.00 |
| OTC—Consumer Products** | 3.57 | 0.00 |
| Large Spark Ignition Engines** | 0.75 | 0.54 |
| Total | 112.43 | 214.48 |

* Estimated reductions revised from those in current, approved SIP in order to reflect updated growth and/or control strategy assumptions.

** New control measure with credit being applied to attaining ROP for 2005.

*** () sign indicates increase in projected emissions.

(3) *Summary of ROP Evaluation*—Maryland's ROP demonstration for the Baltimore nonattainment area is summarized in tons per day in Table 8 below. The table shows that the projected control strategy inventories are less than or equal to the target level

established for 2005. Therefore, the ROP plan demonstrates that emissions have been sufficiently reduced for the 2005 milestone year.

TABLE 8.—BALTIMORE NONATTAINMENT AREA ROP DEMONSTRATION

| | 2005 VOC (tpd) | 2005 NO _x (tpd) |
|--|----------------|----------------------------|
| Projected Uncontrolled Emissions (includes growth) (refer to tables 3 and 4) | 333.96 | 558.94 |
| Reductions From Creditable Emission Control Measures (refer to table 5) | 112.43 | 214.48 |
| Emissions Level Obtained (uncontrolled emissions minus emission reductions) | 221.53 | 344.47 |
| Projected Target Levels (refer to tables 1 and 2) | 221.53 | 345.47 |
| Surplus Emission Reductions (target levels minus emissions obtained) | 0.00 | 1.02 |

B. Motor Vehicle Emissions Budgets

Under EPA's transportation conformity rule, an ROP plan, like an attainment plan, is referred to as a control strategy SIP (40 CFR 93.124). A control strategy SIP identifies and establishes the MVEBs to which an area's transportation improvement program and long range transportation plan must conform. Conformity to a control strategy SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standard. Maryland is required to identify motor MVEBs for both NO_x and VOCs in the Baltimore area's post 96 ROP plans. The MVEBs for the Baltimore area for the milestone year 2005 are shown in Table 9 below.

TABLE 9.—ROP MOTOR VEHICLE EMISSION BUDGETS FOR THE BALTIMORE AREA

| Attainment year | VOC (tpd) | NO _x (tpd) |
|-----------------|-----------|-----------------------|
| 2005 | 55.05 | 144.5 |

EPA approved new 2005 MOBILE6 based MVEBs for the Baltimore attainment demonstration on October 27, 2003 (68 FR 61106). Those MVEBs became effective on November 26, 2003. The approved 2005 attainment plan MVEBs budgets are 55.3 tons per day of VOC and 146.9 tons per day of NO_x.