SUMMARY OF VOC EMISSIONS (TONS/DAY)

	1990 Base	1993 Attain	1996 Proj.	2000 Proj.	2006 Proj.
Point Area Mobile	74.7 147.7 248.4	77.4 145.9 181.4	80.2 144.6 131.2	84.1 143.0 78.4	90.5 140.6 48.8
Totals	470.8	404.7	356.0	305.5	279.9

SUMMARY OF NO_X Emissions (TONS/DAY)

	1990 Base	1993 Attain	1996 Proj.	2000 Proj.	2006 Proj.
Point	244.7 55.1 176.6	242.6 54.7 159.9	240.0 54.4 142.2	236.0 54.1 95.57	232.3 53.2 75.4
Totals	476.4	457.2	436.6	385.7	360.9

The OEPA is revising the base year emission and projected year inventory numbers in response to comments made by USEPA. Although the revisions will change the emission totals, the changes are not expected to affect the results of the maintenance demonstration. The revised base year, attainment year, and projected emissions will be presented in the final rule.

Emission Projections

Projections of stationary source emissions through the year 2006 were developed based on data provided by the Bureau of Economic Analysis (BEA), United States Department of Commerce, showing manufacturing earnings by industry. An annual growth factor was derived from this data and that growth factor was used to determine future year inventories. The base year inventory was developed through reports submitted by facilities with actual combined VOC emissions of 10 tons per year or more. The 1990 base year inventory reflects tons per typical summer day emissions as well as an 80 percent rule effectiveness assumption.

The area source emissions inventory includes sources too small to be handled individually in the point source inventory. The emissions in the area source inventory were reported in tons per typical summer day. Projections of area source emissions for most source categories were based on population data supplied by the Ohio Data Users Center: Ohio Department of Development. Some source categories (such as degreasing operations, construction and industrial equipment, and auto painting/traffic lines) used industrial employment, from BEA data, as the growth indicator. State gasoline consumption was used as a growth indicator to project emissions from gasoline distribution.

Mobile source emissions inventories were generated by applying the emission factors from USEPA's Mobile5A emissions model to the projected Vehicle Miles Travelled (VMT) in the CAL area counties. The VMTs for the 1990 base year were based on the TRANPLAN model, which utilizes actual traffic counting. Forecasts of VMTs to the year 2006 relied on the development of future highway networks, future forecasts of socioeconomic data, and travel patterns in the CAL area. VMTs are projected to increase 9.6 percent by the year 2006 from the 1990 base year. The mobile source emissions budget for the year 2006 for VOC and NO_X for purposes of transportation conformity is 48.8 tons/ day and 75.4 tons/day, respectively.

Several programs account for the significant reductions in mobile emissions predicted through the year 2006. These programs, which are Federally approved or in the process of being approved, include the enhanced inspection and maintenance, State II vapor recovery, on-board vapor recovery, FMVCP, and lower fuel volatility. Incorporation of enhanced inspection and maintenance into the Mobile5A modeling is initiated in 1996. The Stage II vapor recovery system (VRS) is fully implemented and Federally enforceable in 1995, while the on-board vapor recovery system begins in 1998. The on-board vapor recovery system applies to the four possible vehicle types; light duty gasoline, light duty truck 1 and 2, and heavy duty gasoline.

Monitoring Network

There are currently ten monitors measuring ozone in the CAL area. The monitors are operated by the local air agencies and the data is recorded in AIRS. The CAL local air agencies

commit to continue operating and maintaining the ozone monitor network consistent with the requirements of Federal and State monitoring guidelines in order to continue to verify the attainment status of the area.

Contingency Plan

The contingency plan for the CAL area contains three major components: attainment tracking, contingency measures to be implemented in the event that a violation of the ozone NAAQS occurs in the CAL area, and a mechanism with which to trigger the implementation of the contingency measures.

Two methods of attainment tracking will be utilized: (1) air quality monitoring using the existing ozone monitoring network, and (2) inventory updates on a regular schedule. Stationary, mobile, and area source inventories will be updated at a minimum of once every three years beginning with 1996. Annual progress reports will summarize available VOC emissions data during years when area and mobile source inventories are not developed.

The contingency measures to be considered for implementation are listed below.

- 1. Lower Reid Vapor Pressure for gasoline
- 2. Reformulated gasoline program
- 3. Broader geographic coverage of existing regulations
- 4. Application of RACT on sources covered by new control technology guidelines issued in response to the 1990 Act Amendments
- 5. Application of RACT to smaller existing sources
- 6. Implementation of one or more transportation control measures sufficient to achieve at least a 0.5 percent reduction in actual areawide