

**South Coast Air Basin
Transportation Conformity Emission Budgets for PM10
Supplementary Information**

Section 176(c) of the Federal Clean Air Act (the Act), requires transportation plans, programs and projects that receive federal funding or require federal approval be found by the metropolitan planning organizations (MPOs) to be consistent with the SIP. The federal transportation conformity regulation (Title 40, Code of Federal Regulations, parts 51 and 93) require SIPs to set on-road motor vehicle emission budgets (budgets) that are consistent with attainment and maintenance of NAAQS. The conformity regulation requires MPOs to demonstrate that emissions from regional transportation plans and programs do not exceed these emission budgets. Below is supplementary information to assist the public in understanding the conformity budgets during the public review period.

Transportation Activity

The emissions budgets are calculated using the EMFAC2007 on-road emissions model. The vehicle activity used by EMFAC, that is vehicle miles traveled, vehicles on the road (population) and vehicle starts are provided by or estimated from data provided by the Southern California Association of Governments (SCAG). SCAG provided the activity data in April 2009 that reflect SCAG's 2008 Regional Transportation Plan, amendment 1.

Paved and Unpaved Road Dust

Estimates of paved and unpaved dust was provided by the South Coast AQMD, that reflects the latest estimates for those source categories. See Table 3-2 on page 22 of the adopted plan.

Road Construction Dust

Road construction dust is a component of the Construction and Demolition emissions category. The South Coast AQMD provided the estimate of the road construction portion. See Table 3-2 on page 22 of the adopted plan.

Growth Allowance.

After consultation with the South Coast District and SCAG, 5 tons of PM10 were added to the conformity budget for 2030, and 7, 4 and 3 tons per day of reactive organic gasses (ROG) to the conformity budgets for 2010, 2020 and 2030, respectively. An analysis by the South Coast District using ratios of ROG to PM10 concludes that the resulting emissions budgets are consistent with continued maintenance of the standard. See the letter from Elaine Chang to Lynn Terry dated February 19, 2010 for a discussion of the South Coast District analysis.