

Transportation Conformity Emission Budget

TABLE 6-7

Motor Vehicle Emissions Budgets: PM2.5
(Annual Average - Tons Per Day)*

		2009	2012	2014	2023	2030
VOC	Baseline Inventory	196.0	162.1	144.1	99.1	83.2
	New Defined Mobile Source Measures**	3.5	23.1	24.0	12.1	9.2
	Mobile Source Emission Budgets***	193	139	121	87	74
NOx	Baseline Inventory	427.1	337.1	292.0	164.1	132.3
	New Defined Mobile Source Measures**	0.3	71.2	91.9	33.7	9.4
	Mobile Source Emission Budgets***	427	266	201	131	123
PM2.5	Baseline Inventory	17.8	17.2	16.8	16.0	16.6
	Re-entrained road dust (paved)	18.6	18.8	19.0	20.8	21.4
	Re-entrained road dust (unpaved)	1.0	1.0	1.0	1.0	1.0
	Road Construction dust	0.2	0.2	0.2	0.2	0.3
	Adjusted Inventory	37.6	37.2	37.0	38.0	39.3
	New Defined Mobile Source Measures**	0.0	3.3	4.6	1.6	0.4
	Mobile Source Emission Budgets***	38	34	33	37	39

* 2030 budget is applicable to all future years beyond 2030.

** Based on CARB's Proposed State Strategy for California's 2007 SIP affecting on-road mobile categories (w/o long-term strategies)

*** Rounded up to the nearest ton. PM2.5 emissions are expected to continue to increase in 2023 and beyond due to increases in VMT. This increase is nominal and will be offset by decreases in NOx emissions such that the 2014 PM2.5 ambient air quality standard will be maintained.

TABLE 6-8

Motor Vehicle Emissions Budgets: 8 Hour Ozone
(Summer Planning - Tons Per Day)*

		2008	2011	2014	2017	2020	2023
VOC	Baseline Inventory	213.8	175.3	147.9	129.2	114.0	103.2
	New Defined Mobile Source Measures**	3.9	22.9	24.6	20.2	15.6	12.4
	Mobile Source Emissions***	210	153	124	109	99	91
		2008	2011	2014	2017	2020	2023
NOx	Baseline Inventory	441.3	354.5	286.8	231.5	183.6	161.3
	New Defined Mobile Source Measures**	0.3	56.6	91.4	65.3	45.7	33.5
	Mobile Source Emissions***	441	298	196	167	138	128

* 2023 budget is applicable to all future years beyond 2023.

** Based on CARB's Proposed State Strategy for California's 2007 SIP affecting on-road mobile categories (w/o long-term strategies)

*** Rounded up to the nearest ton.

TABLE 6-9

Motor Vehicle Emissions Budgets: 1 Hour Ozone
(Summer Planning - Tons Per Day)*

		2008	2010
VOC	Baseline Inventory	213.7	185.7
	New Defined Mobile Source Measures**	3.9	22.0
	Mobile Source Emissions***	210	164
		2008	2010
NOx	Baseline Inventory	441.3	379.3
	New Defined Mobile Source Measures**	0.3	40.0
	Mobile Source Emissions***	441	340

* 2010 budget is applicable to all future years beyond 2010.

** Based on CARB's Proposed State Strategy for California's 2007 SIP affecting on-road mobile categories (w/o long term strategies)

*** Rounded up to the nearest ton.

TABLE 6-10

Preliminary Motor Vehicle Emissions Budgets: Carbon Monoxide
(Winter Planning - Tons Per Day)*

		2005	2010	2015	2020
CO	Baseline Inventory	2,888	2,137	2,137	2,137
	New Defined Mobile Source Measures	0.0	0.0	0.0	0.0
	Mobile Source Emission Budgets**	2,888	2,137	2,137	2,137

* 2015 budget being the last year of the maintenance plan is applicable to future years

** Rounded up to the nearest ton.

TABLE 6-11

Motor Vehicle Emissions Budgets: Nitrogen Dioxide
(Winter Planning - Tons Per Day)*

		2002
NO₂	Baseline Inventory	682.0
	New Defined Mobile Source Measures	0.0
	Mobile Source Emission Budgets**	682

* 2002 budget is applicable to all future years and beyond 2020

** Rounded up to the nearest ton.

Coachella Valley

TABLE 8-5

Motor Vehicle Emissions Budgets: 8-hour Ozone
(Summer Planning - Tons Per Day)*

		2008	2011	2014	2017	2018
VOC	Baseline Inventory	8.4	7.1	6.1	5.3	5.1
	New Defined Mobile Source Measures**	0.1	1.1	1.6	1.1	1.0
	Mobile Source Emissions Budgets***	9	6	5	5	5
		2008	2011	2014	2017	2018
NOx	Baseline Inventory	43.8	35.0	26.7	20.8	19.4
	New Defined Mobile Source Measures**	0.0	5.9	10.5	7.1	6.4
	Mobile Source Emissions Budgets***	44	30	17	14	13

* 2017 budget is applicable to all future years beyond 2017.

** Based on CARB's Proposed State Strategy for California's 2007 SIP affecting on-road mobile categories (w/o long-term strategies)

*** Rounded up to the nearest ton. These budgets account for an area previously outside the transportation modeling boundary but within the Coachella portion of the Salton Sea Air Basin non attainment area. These emissions are in a downwind, mostly uninhabited, mountainous area and do not effect the attainment demonstration for the nonattainment area.

TABLE 8-6

**Motor Vehicle Emissions Budgets: 1 Hour Ozone
(Summer Planning - Tons Per Day)***

		2007
VOC	Baseline Inventory	8.9
	New Defined Mobile Source Measures**	0.0
	Mobile Source Emissions***	9
		2007
NOx	Baseline Inventory	45.8
	New Defined Mobile Source Measures**	0.0
	Mobile Source Emissions***	46

* 2007 budget is applicable to all future years beyond 2007.

** Based on CARB's Proposed State Strategy for California's
2007 SIP affecting on-road mobile categories (w/o long-term strategies)

*** Rounded up to the nearest ton. These budgets account for an
area previously outside the transportation modeling boundary
but within the Coachella portion of the Salton Sea Air Basin non
attainment area. These emissions are in a downwind, mostly uninhabited,
mountainous area and do not effect the attainment demonstration for the
nonattainment area.