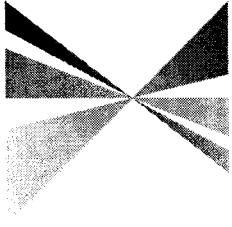


SOUTHERN CALIFORNIA



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**Orange County Transportation Authority:** Charles Smith, Orange County

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Bill Davis, Simi Valley

## MEETING OF THE

# TRANSPORTATION CONFORMITY WORKING GROUP

**Friday, December 10, 2004  
10:00 a.m. – 12:00 p.m.**

**SCAG Offices  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Riverside B Conference Room  
Los Angeles, California 90017  
213. 236.1800**

## Agenda Attached

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ted Harris at 213.236.1916 or [harrist@scag.ca.gov](mailto:harrist@scag.ca.gov).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

# TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION

## AGENDA

ITEM		PAGE #
1.0	<u>Call to Order</u>	Chair Douglas Kim, LACMTA
2.0	<u>Welcome and Introduction</u>	Chair Douglas Kim, LACMTA
3.0	<u>Public Comment Period</u> <i>Members of the public desiring to speak on an agenda item must notify the Secretary prior to speaking. Comments will be limited to three minutes.</i>	
4.0	<u>Chair's Report</u>	Chair Douglas Kim, LACMTA
5.0	<u>Action Items</u>	
5.1	<u>Approval of the October 26, 2004 Meeting Summary Attachment</u>	Chair Douglas Kim, LACMTA <b>1</b>
6.0	<u>Information Items</u>	
6.1	<u>2004 RTIP Update</u>	Rosemary Ayala, SCAG Staff
6.2	<u>EPA PM2.5 Rule Update</u>	Karina O'Connor EPA Staff
6.3	<u>8-hour Ozone Phase 2 Rule Update</u>	Karina O'Connor EPA Staff
6.4	<u>Draft 8-hour Ozone Conformity Determination Attachment</u>	Ted Harris SCAG Staff <b>5</b>
6.5	<u>Supplemental Regional Emissions Data Attachment</u>	Ted Harris SCAG Staff <b>23</b>

# TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION

## AGENDA

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ITEM PAGE #

6.6 Conformity Determination for Searles Valley Attachment Ted Harris  
SCAG Staff 29

6.7 Information Sharing Group Discussion

7.0 Comment Period Chair Douglas Kim, LACMTA  
*Any Working Group member, member of the public or staff desiring to comment on items not covered on the agenda and within the Working Group's jurisdiction may do so at this time. Comments should be limited to three minutes.*

8.0 Adjournment Chair Douglas Kim, LACMTA

For the date of the next Transportation Conformity Working Group meeting, please consult <http://www.scag.ca.gov/tcwg/index.htm>.

Please provide 30 copies of materials you would like to distribute at the meeting. If you have any questions, please contact Ted Harris at (213) 236-1916 or [harrist@scag.ca.gov](mailto:harrist@scag.ca.gov).

**If you would like to attend by conference call, please notify Ms. Cathy Alvarado at (213) 236-1896 or e-mail [alvarado@scag.ca.gov](mailto:alvarado@scag.ca.gov) by Wednesday, December 8, 2004.**

# Transportation Conformity Working Group

## Interagency Consultation

### Meeting Summary

Tuesday, October 26, 2004  
10:00 AM – 12:00 PM

Metrolink Office  
700 South Flower Street, 26th Floor  
Orange County Conference Room  
Los Angeles, CA 90017

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The Transportation Conformity Working Group (TCWG) held its monthly meeting on Tuesday, October 26, 2004 in the Metrolink downtown offices. The following summary is intended to summarize the matters discussed. An audio recording of the entire meeting is available for review at SCAG's office.

#### **1.0 CALL TO ORDER**

The meeting was called to order at about 10:00 AM by the Chair, Douglas Kim, Metropolitan Transportation Authority (MTA).

#### **2.0 WELCOME AND SELF-INTRODUCTIONS**

##### **ATTENDANCE:**

##### **In Person:**

Chair, Douglas Kim, MTA  
Andy Woods, Caltrans  
Arnie Sherwood, ITS  
Ashwani Vasishth, SCAG  
Carla Walecka, TCA  
Eric Carlson, MTA  
Eyvonne Sells, SCAQMD  
Gretchen Hardison, LA-EAD  
Herman S.J. Cheng, MTA  
Jose Gutierrez, LA-EAD  
Kathryn Higgins, SCAQMD  
Kim\*, LA Bureau of Sanitation  
Leann Williams, Caltrans District 7  
Rosemary Ayala, SCAG  
Sandra Balmir, FTA/FHWA  
Sean Young, Caltrans  
Sylvia Patsouras, SCAG  
Ted Harris, SCAG

##### **Via Teleconference/Videoconference:**

Ben Cacatian, VCAPCD  
Dennis Wade, CARB  
Doug Ito, CARB  
Jean Mazur, FHWA  
Karina O'Connor, US EPA

Lisa Poe, SANBAG  
Mike Brady, Caltrans HQ  
Mohammed\*  
Rachel\*  
Shirley Medina, RCTC  
Ted Matley, FTA

*\* Complete information was not recorded*

### **3.0 PUBLIC COMMENT PERIOD**

There were no public comments at this meeting.

### **4.0 CHAIR'S REPORT** (Chair Douglas Kim, LA MTA)

Chair Douglas Kim, LA MTA, noted that Charles Keynejad had retired from SCAG and that a plaque had been prepared for him, to commemorate his facilitation of the TCWG for many years. He noted also that SCAG was established on October 28, 1965, and expressed regret at having lost a key component of the institutional memory for conformity issues in the region.

### **5.0 ACTION ITEMS**

#### **5.1 Approval of the August 24 Meeting Summary** (Chair Douglas Kim, LA MTA)

Some changes and clarifications were proposed. There was an extended discussion of protocols for the Timely Implementation Report on the TCMs. The Meeting Summary was approved, subject to correction.

### **6.0 INFORMATION ITEMS**

#### **6.1 Implementation of CARB's Refuse Truck Rule** (Sarah Siwek, Sarah Siwek & Associates)

This item was deferred to the end of the agenda.

#### **6.2 2004 RTIP Update** (Rosemary Ayala, SCAG)

Rosemary Ayala, SCAG, presented an update on the 2004 RTIP, and explained its relationship with the STIP. Non-STIP amendments for Imperial County projects were being prepared. She clarified that such an administrative amendment did not require Federal approval.

#### **6.3 EPA PM2.5 Rule Update** (Karina O'Connor, US EPA)

There was no new information presented on this issue.

#### **6.4 8-hour Ozone Phase 2 Rule Update** (Karina O'Connor, US EPA)

There was no new information presented on this issue.

## **6.5 Proposed Process for 8-hour Ozone SIP Development (Ted Harris, SCAG)**

Ted Harris presented an overview of the process to reaffirm the existing ozone conformity findings and to conduct additional modeling and analyses to fulfill the requirements imposed by the new 8-hour Ozone standards. There was a discussion of the potential timelines for the 2007 AQMP/SIP and the 2007 RTP.

## **6.6 TCM Process Update (Ted Harris, SCAG)**

Ted Harris, SCAG, provided an overview of SCAG's protocol for Timely Implementation Reporting on designated TCM projects to assure that projects were kept on track. He described quarterly and annual monitoring and the use of the updated database being developed in coordination with the County Transportation Commissions. Ms. Balmir stated that it was important to make sure a satisfactory process was established well in advance of the next RTP/RTIP cycle. Sylvia Patsaouras, SCAG, stated that Staff would send out a notice inviting TCWG members to participate in a sub-committee to help shape the process. SCAG would also prepare detailed documentation of the process, to assist the discussion.

## **6.7 2007 AQMP/SIP Coordination (Group Discussion)**

Eyvonne Sells, SCAQMD, presented a summary of discussions between the District and SCAG with regard to coordination issues for the 2007 AQMP and the RTP process. Tentatively, the final AQMP would be submitted in March of 2007 to CARB for review, with final submission to US EPA in June, 2007. A key concern was with the need for budgets that suit the new standards. Doug Ito, CARB, stated that an updated EMFAC would be available by June, 2005, for use in the new SIP. He stated that the 2005 model would be an improvement over the existing EMFAC. Mr. Harris stated that SCAG would provide the updated activity data by December, 2004, to assist CARB in developing the EMFAC update.

Ben Cacatian, VCAPCD, described Ventura County's Rate of Progress (ROP) Plan development. It was the County's understanding that the ROP would serve the purpose of the applicable SIP. Key issues are whether the County would be required to apply photochemical modeling or not, and whether an ROP Plan would be required.

## **6.8 Information Sharing (Group Discussion)**

Ted Harris stated that SCAG was in the process of mounting a web page for the TCWG, which would serve as the point of distribution for future agendas and attachments.

Karina O'Connor stated that the next Statewide Transportation Conformity Working Group meeting would take place in Sacramento.

Mike Brady, Caltrans, stated that he maintained an informal TCWG page off the Caltrans web site, for which he would send the URL to Mr. Harris for distribution to the group.

## **6.1 Implementation of CARB's Refuse Truck Rule (Sarah Siwek, Sarah Siwek & Associates)**

Sarah Siwek, Sarah J. Siwek & Associates, presented an overview of CARB's Refuse Truck Rule that was adopted in July, 2004. Although the Rule only requires particulate matter (PM) reductions, many areas also need NOx reductions. Technology developed subsequently to the Rule adoption now permits both PM and NOx reductions simultaneously, and Ms. Siwek is currently conducting outreach to make jurisdictions aware of this opportunity. Ms. Siwek is sending letters to cities and counties to inform them that the costs of implementing the Rule can be offset through the contracts the cities and counties have with the refuse haulers. The Rule presents a unique opportunity to capture cost-effective NOx reductions, if actions are

taken immediately. She stressed that there was a very narrow window of opportunity, probably the only one that would present itself within this decade.

## **7.0 COMMENT PERIOD**

Ben Cacatian noted that Shahab Rabbani, SCAG, had requested an update on VMT Demonstration Report, and there might need to be discussions.

The next meeting of the Transportation Conformity Working Group was discussed and it was decided that one meeting should be held during November and December, and it was set for Friday, December 10, 2004, 10:00 AM – 12:00 Noon, at SCAG's Downtown Office.

## **8.0 ADJOURNMENT**

The meeting adjourned at approximately 12:00 Noon.

**DATE:** December 10, 2004

**TO:** Transportation Conformity Working Group

**FROM:** Ted Harris, Air Quality Program Lead, harrist@scag.ca.gov, (213) 236-1916

**RE:** Draft Conformity Findings for the 8-hour Ozone Standard

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*Summary:*

This memo summarizes the draft conformity determination for the 8-hour ozone standard for the 2004 Regional Transportation Plan (RTP) and the 2004 Regional Transportation Improvement Program (RTIP).

*Key 8-hour Ozone Requirements:*

The new federal conformity regulation for 8-hour ozone requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by June 15, 2005. Non-attainment area designations for the new 8-hour ozone standard became effective on June 15, 2004, and an approved conformity determination is required one year after the effective date. If US DOT does not approve SCAG's determination by June 15, 2005, then the region's conformity will lapse.

Table 1 presents 8-hour ozone non-attainment areas in the SCAG region. New ozone attainment years in the region include 2007 for Imperial County, 2010 for the Western portion of the Mojave Desert Air Basin, 2010 for Ventura County (South Central Coast Air Basin), 2013 for Coachella Valley (Salton Sea Air Basin), and 2021 for the South Coast Air Basin (SCAB).

**Table 1: SCAG Region – Eight-hour Ozone Non-attainment Areas**

<b>Non-attainment Area</b>	<b>Classification</b>	<b>Maximum Attainment Date</b>
<b>South Coast Air Basin (SCAB)</b>	Severe-17	2021
<b>Coachella Valley – Salton Sea Air Basin (SSAB)</b>	Serious	2013
<b>Western Portion of Mojave Desert Air Basin (MDAB) [San Bernardino County and Antelope Valley]</b>	Moderate	2010
<b>Ventura County – South Central Coast Air Basin (SCCAB)</b>	Moderate	2010
<b>Imperial County (SSAB)</b>	Marginal	2007

On October 26, 2004, the Southern California Transportation Conformity Working Group (TCWG) discussed a process to obtain an approved 8-hour ozone conformity determination for the 2004 RTP and RTIP. This process entails reaffirming previously approved ozone analyses and findings for the 2004 RTP and 2004 RTIP and addressing additional analyses required by the new 8-hour standard.

*Reaffirming Ozone Analysis and Findings:*

The 8-hour ozone conformity determination includes a reaffirmation of the approved conformity findings for both the 2004 RTP and the 2004 RTIP. This reaffirmation includes regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, the use of the latest planning assumptions and the latest approved emissions model, and the appropriate documentation of findings, including reaffirming the process for interagency consultation and public participation. Until new 8-hour budgets are approved, the new federal conformity regulation for 8-hour ozone authorizes the use of previously approved ozone analyses and findings. Specifically, the 8-hour rule requires the use of existing 1-hour ozone emission budgets where existing 1-hour and new 8-hour boundaries are the same (93.109(e)(2)(i)) or where an existing 1-hour area can be divided into the appropriate geography of the 8-hour areas (93.109(e)(2)(ii)), unless interagency consultation determines otherwise.

In the SCAG region, existing 1-hour ozone emission budgets apply for 8-hour ozone conformity determinations until new 8-hour budgets have been approved. The 1-hour ozone non-attainment areas in Ventura County and the SCAB are identical to the 8-hour non-attainment areas. Thus, the 1-hour ozone budget can be used as-is for Ventura County and the SCAB. Likewise, the 1-hour budgets for the Southeast Desert Modified Air Basin (SEDAB) can be divided into two sets of 8-hour budgets for Coachella Valley and the Western Mojave Desert Air Basin.

Individual one-hour budgets for Antelope Valley AQMD, Mojave Desert AQMD, and Coachella Valley (SCAQMD) were submitted to the California Air Resources Board (CARB) in the State Implementation Plan submittals, and CARB summed these sub-areas to arrive at the combined 1-hour budgets for SEDAB (Table 2). Specifically, the 1-hour sub-area SIP input for Coachella Valley is the appropriate 1-hour budget for the 8-hour standard (Table 3). Similarly, the sums of the 1-hour budgets for Mojave Desert and Antelope are the appropriate budgets for the combined Western Mojave Desert non-attainment area (Table 4). Finally, Table 5 summarizes the appropriate budgets used for 8-hour ozone regional emissions analysis for both Coachella Valley and Western Mojave Desert Air Basin.

**Table 2: Southeast Desert 1-hr Ozone Emissions Budgets**

Area	VOC (t/d)		NOx (t/d)	
	2005	2007	2005	2007
Coachella Valley (SED)	4.6	4.1	12.3	11.1
San Bernardino Co. (SED)	15.6	13.5	45.5	42.5
Antelope Valley (SED)	6.3	5.6	10.5	9.6
Total	26.5	23.2	68.3	63.2

Source: ARB

**Table 3: Coachella Valley – 8-hr Ozone Budgets**

Area	VOC (t/d)		NOx (t/d)	
	2005	2007	2005	2007
<b>Coachella Valley (SSAB)</b>	<b>4.6</b>	<b>4.1</b>	<b>12.3</b>	<b>11.1</b>

**Table 4: Western MDAB - 8-hr Ozone Budgets**

Area	VOC (t/d)		NOx (t/d)	
	2005	2007	2005	2007
San Bernardino Co. (MDAB)	15.6	13.5	45.5	42.5
Antelope Valley (MDAB)	6.3	5.6	10.5	9.6
<b>Total</b>	<b>21.9</b>	<b>19.1</b>	<b>56</b>	<b>52.1</b>

**Table 5: Overview of Coachella Valley & W. MDAB 8-hr Ozone Budgets**

Area	VOC (t/d)		NOx (t/d)	
	2005	2007	2005	2007
SED Emissions Budgets - 1hr (ARB)	26.5	23.2	68.3	63.2
<b>Coachella Valley (SSAB) - 8hr</b>	<b>4.6</b>	<b>4.1</b>	<b>12.3</b>	<b>11.1</b>
<b>Western MDAB - 8hr</b>	<b>21.9</b>	<b>19.1</b>	<b>56.0</b>	<b>52.1</b>

Source: CARB

Imperial County is the only 8-hour ozone non-attainment area in the SCAG region that does not have an approved 1-hour ozone budget. For Imperial County, the previously approved interim emission test performed for the 1-hour standard also fulfills the 8-hour ozone requirement. Thus, the ozone conformity finding for Imperial County is reaffirmed in the 8-hour ozone conformity determination for both the 2004 RTP and 2004 RTIP.

Overall, the budgets, analyses, and findings for the 1-hour standard apply to the 8-hour conformity determination, and the 8-hour conformity determination reaffirms the approved ozone determinations for both the 2004 RTP and 2004 RTIP.

*Additional Analysis:*

In addition to reaffirming previous conformity findings, the 8-hour ozone conformity determination includes additional analysis and refined findings. The 8-hour determination includes additional regional emissions analysis for the new attainment years in Coachella Valley portion of the Salton Sea Air Basin (SSAB) (2013) and the South Coast Air Basin (2021), although 2020 may be used in future 8-hour conformity determination for the SCAB. The 8-hour determination refines the conformity findings for Southeast Desert Modified area to reflect the two new 8-hour ozone non-attainment areas, Western Portion of Mojave Desert Air Basin (MDAB) and the Coachella Valley portion of the Salton Sea Air Basin (SSAB).

*Conclusion:*

The conformity determination for 8-hour ozone entails reaffirming previously approved ozone conformity findings and including additional emissions analyses for two additional milestone years and refining the ozone finding to represent Coachella Valley and the Western Portion of the Mojave Desert. Draft conformity findings for the 2004 RTP and 2004 RTIP are attached.



**Draft 8-hour  
Ozone Conformity  
Findings**

## PREFACE

This conformity report covers all federally required analyses for the 8-hour ozone conformity determination for the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP). A conformity determination consists of regional emissions analysis, financial constraint test, timely implementation of Transportation Control Measures (TCMs) reporting, the use of the latest planning assumptions and the latest approved emissions model, appropriate documentation of findings, interagency consultation, and public involvement. This report reaffirms all of conformity findings for the 2004 RTP and 2004 RTIP, including the applicable ozone findings and addresses additional analyses required for the new 8-hour standard.

### *Reaffirming Ozone Analysis and Findings:*

The 8-hour ozone conformity determination includes a reaffirmation of the approved conformity findings for both the 2004 RTP and the 2004 RTIP. This reaffirmation includes regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, the use of the latest planning assumptions and the latest approved emissions model, and the appropriate documentation of findings, including reaffirming the process for interagency consultation and public participation.

### **Conformity Status of Adopted RTP and RTIP**

The adopted Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) conform to the air quality goals established by the State (air quality) Implementation Plan (SIP). Specifically, the 2004 RTP and RTIP will 1) not create new violations of the federal air quality standards, 2) not increase the frequency or severity of existing violations of the standards, and 3) not delay attainment of the standards.

The effective date for the conformity determination for the adopted 2004 RTP, including all of the air basins, is June 7, 2004, and the effective date of the federal conformity determination for the 2004 Regional Transportation Improvement Program is October 4, 2004. The conformity determination for the adopted RTP is effective for three years; thus, the RTP conformity will remain effective until June 7, 2007. On October 4, 2004, the federal agencies conditionally approved funding and determined conformity of the 2004 RTIP. After the conditions of approval have been addressed, the federal funding approval of the 2004 RTIP will expire on October 4, 2006.

The 8-hour ozone conformity determination does not affect the existing conformity schedule for the RTP or RTIP. However, the new federal conformity regulation for 8-hour ozone requires the Southern California Association of Governments (SCAG) to make a positive conformity determination and receive approval from the United States Department of Transportation (US DOT) by June 15, 2005. Non-attainment area designations for the new 8-hour ozone standard became effective on June 15, 2004, and an approved conformity determination is required one year after the effective date. If US DOT does not approve SCAG's determination by June 15, 2005, then the region's conformity will lapse.

## 8-HOUR OZONE CONFORMITY REQUIREMENTS

### Introduction

The Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with all applicable federal and state transportation and air quality regulations. The new federal conformity regulation for 8-hour ozone requires SCAG to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by June 15, 2005. Non-attainment area designations for the new 8-hour ozone standard became effective on June 15, 2004, and an approved conformity determination is required one year after the effective date. If US DOT does not approve SCAG's determination by June 15, 2005, then the region's conformity will lapse.

### Eight-Hour Ozone Non-attainment Areas

Table 1 presents 8-hour ozone non-attainment areas in the SCAG region. New ozone attainment years in the region include 2007 for Imperial County, 2010 for the Western portion of the Mojave Desert Air Basin, 2010 for Ventura County (South Central Coast Air Basin), 2013 for Coachella Valley (Salton Sea Air Basin), and 2021 for the South Coast Air Basin (SCAB).

**Table 1: SCAG Region – Eight-hour Ozone Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin (SCAB)	Severe-17	2021
Coachella Valley – Salton Sea Air Basin (SSAB)	Serious	2013
Western Portion of Mojave Desert Air Basin (MDAB) [San Bernardino County and Antelope Valley]	Moderate	2010
Ventura County – South Central Coast Air Basin (SCCAB)	Moderate	2010
Imperial County (SSAB)	Marginal	2007

An eight-hour Ozone non-attainment area is designated for an area where a high level of Ozone is measured for a minimum of eight hours per day. In the SCAG region, the ozone non-attainment boundaries for the 1-hour and 8-hour standards are consistent. The 1-hour ozone non-attainment areas in Ventura County and the SCAB are identical to the 8-hour non-attainment areas, and Southeast Desert Modified Air Basin (SEDAB) has been divided into Coachella Valley and the Western Mojave Desert Air Basin. The boundaries of federal 8-hour ozone non-attainment areas are illustrated in the map attached at the end of this report.

## Applicable Emissions Budgets for 8-hour Ozone

Until new 8-hour budgets are approved, the new federal conformity regulation for 8-hour ozone authorizes the use of previously approved ozone analyses and findings. Specifically, the 8-hour rule requires the use of existing 1-hour ozone emission budgets where existing 1-hour and new 8-hour boundaries are the same (93.109(e)(2)(i)) or where an existing 1-hour area can be divided into the appropriate geography of the 8-hour areas (93.109(e)(2)(ii)), unless interagency consultation determines otherwise.

In the SCAG region, existing 1-hour ozone emission budgets apply for 8-hour ozone conformity determinations until new 8-hour budgets have been approved. The 1-hour ozone non-attainment areas in Ventura County and the SCAB are identical to the 8-hour non-attainment areas. Thus, the 1-hour ozone budget can be used as-is for Ventura County and the SCAB.

**Table 2: South Coast Air Basin Budgets for 8-hr Ozone**

Ozone Precursors, Summer Temperatures		2005	2008	2010	2020	2021	2030
ROG (VOC)	Budget (tons/day)	263	216	155	155	155	155
NO <sub>x</sub>	Budget (tons/day)	546	464	352	352	352	352

Reactive organic gases (ROG), Volatile Organic Compounds (VOC), Nitrogen Oxides (NO<sub>x</sub>)

**Table 3: Ventura County - South Central Coast Air Basin Budgets for 8-hr Ozone**

Ozone Precursors, Summer Temperatures		2005	2010	2020	2030
ROG (VOC)	Budget (tons/day)	14.3	14.3	14.3	14.3
NO <sub>x</sub>	Budget (tons/day)	21.4	21.4	21.4	21.4

Reactive Organic Gases (ROG), Volatile Organic Compounds (VOC), Nitrogen Oxides (NO<sub>x</sub>)

The 1-hour budgets for the Southeast Desert Modified Air Basin (SEDAB) can be divided into two sets of 8-hour budgets for Coachella Valley and the Western Mojave Desert Air Basin, based on pre-existing one-hour budgets submitted to the ARB by Antelope Valley AQMD, Mojave Desert AQMD, and Coachella Valley (SCAQMD). Table 4 presents the appropriate budgets for 8-hour ozone regional emissions analysis for both Coachella Valley and Western Mojave Desert Air Basin.

**Table 4: Coachella Valley & Western Mojave Desert Air Basin Budgets**

Area	VOC (tons/day)		NO <sub>x</sub> (tons/day)	
	2005	2007	2005	2007
SED Emissions Budgets - 1hr (ARB)	26.5	23.2	68.3	63.2
<b>Coachella Valley (SSAB) -- for 8-hour Ozone</b>	<b>4.6</b>	<b>4.1</b>	<b>12.3</b>	<b>11.1</b>
<b>Western MDAB - 8hr</b>	<b>21.9</b>	<b>19.1</b>	<b>56.0</b>	<b>52.1</b>

Source: ARB, Reactive Organic Gases (ROG), Volatile Organic Compounds (VOC), Nitrogen Oxides (NO<sub>x</sub>), Summer Temperatures

In absence of an applicable emissions budget for conformity, SCAG has to conduct an interim emission test, known as a *build/no-build test*. Imperial County (Salton Sea Air Basin) is subject to the build/no-build test for ozone.

## Summary of the Regional Emissions Analyses for 8-hour Ozone

As mandated by the Conformity Rule, to pass a regional emission test for a conformity finding, the test must meet one of the following requirements:

- For the budget test, regional emissions must be equal or less than the emission budgets.
- For the build/no-build test in marginal classification areas, the build scenario's emissions must be less than or equal to the no-build scenario's emissions.

Note: The build scenario means implementing the RTP/RTIP and the no-build scenario means not implementing the RTP/RTIP.

A summary of the regional emissions analyses (conformity findings) are tabulated in the following tables, which are organized by air basin geography.

### South Coast Air Basin (SCAB)

<b>Ozone Emissions Analysis (tons/day)</b>							
SCAB - Summer Temperatures							
Ozone Precursor		2005	2008	2010	2020	2021	2030
ROG (VOC)	Budget	263.000	216.000	155.000	155.000	155.000	155.000
	2004 RTP/RTIP	258.467	212.754	151.339	107.230	103.824	73.127
NO <sub>x</sub>	Budget	546.000	464.000	352.000	352.000	352.000	352.000
	2004 RTP/RTIP	542.271	453.459	349.304	184.282	173.636	120.819

Regional emissions budget generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than budget.

### Ventura County - South Central Coast Air Basin (VC/SCCAB)

<b>Ozone (tons/day)</b>					
Summer Temperatures					
SCCAB-Ventura County					
Ozone Precursors		2005	2010	2020	2030
ROG (VOC)	Budget	14.300	14.300	14.300	14.300
	2004 RTP/RTIP	14.220	10.680	6.170	4.160
NO <sub>x</sub>	Budget	21.400	21.400	21.400	21.400
	2004 RTP/RTIP	21.300	15.150	6.830	4.350

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than budget.

**Draft 2004 RTP and RTIP Conformity Findings for 8-Hour Ozone**

Coachella Valley/Salton Sea Air Basin (SSAB)

		<b>Ozone (tons/day)</b> Summer Temperatures CVAB/SSAB *					
<b>Ozone Precursor</b>		<b>2005</b>	<b>2007</b>	<b>2010</b>	<b>2013</b>	<b>2020</b>	<b>2030</b>
ROG	Budget	4.600	4.100	4.100	4.100	4.100	4.100
	2004 RTP/RTIP	4.310	3.906	3.361	2.776	2.234	1.838
NO <sub>x</sub>	Budget	12.300	11.100	11.100	11.100	11.100	11.100
	2004 RTP/RTIP	12.008	11.016	9.305	5.313	4.913	3.460

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than budget.

Western Mojave Desert Air Basin (MDAB)

		<b>Ozone (tons/day)</b> Summer Temperatures Western MDAB				
<b>Ozone Precursor</b>		<b>2005</b>	<b>2007</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
ROG	Budget	21.900	19.100	19.100	19.100	19.100
	2004 RTP/RTIP	18.800	16.436	13.330	7.690	6.340
NO <sub>x</sub>	Budget	56.000	52.100	52.100	52.100	52.100
	2004 RTP/RTIP	52.510	48.388	41.750	19.310	14.360

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than budget.

Imperial County/Salton Sea Air Basin (SSAB)

		<b>Ozone Emissions Analysis (tons/day)</b> Summer Temperatures SSAB - Imperial County			
		<b>2005</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
ROG (VOC)	Build (Plan)	8.845	7.220	5.610	5.690
	No-build (Baseline)	8.850	7.230	5.630	5.720
NO <sub>x</sub>	Build (Plan)	12.720	11.790	8.880	7.790
	No-build (Baseline)	12.725	11.800	8.881	7.810

Regional emissions generated using EMFAC 2002. To pass, the Build emissions must be less than the No-Build emissions.

## Conformity Determinations

SCAG has determined the following conformity findings for the 2004 RTP and 2004 RTIP under the required Federal tests for 8-Hour Ozone:

### ✓ Regional Emissions Tests

- Finding: SCAG's 2004 RTP/RTIP regional emissions for Ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:
  - SCAB (2003 Ozone SIP)
  - SCCAB (Ventura County- 2004 Ozone SIP)
  - Coachella Valley SSAB (2004 Ozone SIP)
  - Western MDAB (2004 Ozone SIP)
- Finding: SCAG's 2004 RTP/RTIP regional emissions (build scenario) for Ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

### ✓ Reaffirmation of 2004 RTP/RTIP Conformity Tests

- Finding: SCAG reaffirms the applicable conformity findings for both the 2004 RTP/RTIP,;  
<http://www.scag.ca.gov/rtp2001/2004draft/techappendix/FinalTechAppend.htm> and <http://www.scag.ca.gov/RTIP/final04/Sec1.pdf>.  
This reaffirmation covers the findings for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public participation.

### ✓ Inter-agency Consultation and Public Involvement Test

- Finding: In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the 8-hour ozone conformity determination is also undergoing an appropriate process for interagency consultation and public participation.

## REGIONAL EMISSIONS ANALYSES

The following text and tables provide background to support the conformity determination for 8-hour ozone.

### SOUTH COAST AIR BASIN (SCAB)

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

### *OZONE PRECURSORS*

The ozone emissions budgets for ROG and NO<sub>x</sub> are derived from the summer planning inventory and the reductions from defined new measures in the 2003 SIP.

### REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER

	YR 2005	YR 2008	YR 2010	YR 2020	YR 2021	YR 2030
2004 RTP/RTIP Plan	263.760	216.920	190.110	108.030	104.590	73.620
Rule 2202	- 2.593	- 1.966	- 1.671	- 0.800	-0.766	- 0.493
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	261.167	214.954	188.439	107.230	103.824	73.127
I/M Improvements	- 2.700	- 2.200	- 1.900	0.000	0.000	0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	258.467	212.754	186.539	107.230	103.824	73.127
New Defined State Measures	0.000	0.000	- 35.200	0.000	0.000	0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	258.467	212.754	151.339	107.230	103.824	73.127
New Local Measures	0.000	0.000	0.000	0.000	0.000	0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	258.467	212.754	151.339	107.230	103.824	73.127
<b>Emission Budgets</b>	<b>263.000</b>	<b>216.000</b>	<b>155.000</b>	<b>155.000</b>	<b>155.000</b>	<b>155.000</b>
-----	-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 4.533	- 3.216	- 3.661	- 47.770	- 51.176	- 81.873

Conformity finding requirement: the ROG emissions must be equal or less than emission budgets.

Note: Year 2008 RTP Plan emission is estimated by interpolation between year 2005 and year 2010.

**OXIDES OF NITROGEN EMISSIONS (NO<sub>x</sub>) -SUMMER**

	YR 2005	YR 2008	YR 2010	YR 2020	YR 2021	YR 2030
2004 RTP Plan	549.350	459.260	403.820	185.010	174.320	121.210
Rule 2202	- 2.879	- 2.101	- 1.716	- 0.728	- 0.684	- 0.391
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	546.471	457.159	402.104	184.282	173.636	120.819
I/M Improvements	- 4.200	- 3.700	- 3.400	0.000	0.000	0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	542.271	453.459	398.704	184.282	173.636	120.819
New Defined State Measures	0.000	0.000	- 49.400	0.000	0.000	0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	542.271	453.459	349.304	184.282	173.636	120.819
New Local Measures	0.000	0.000	0.000	0.000	0.000	0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	542.271	453.459	349.304	184.282	173.636	120.819
<b>Emission Budgets</b>	<b>546.000</b>	<b>464.000</b>	<b>352.000</b>	<b>352.000</b>	<b>352.000</b>	<b>352.000</b>
-----	-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 3.729	- 10.541	- 2.696	- 167.718	- 178.364	- 231.181

Conformity finding requirement: the NO<sub>x</sub> emissions must be equal or less than emission budgets.

Note: Year 2008 RTP plan emission is estimated by interpolation between year 2005 and year 2010.

## COACHELLA VALLEY

The Coachella Valley is the desert portion of Riverside County in the Salton Sea Air Basin and the South Coast Air Quality Management District (SCAQMD) is the local agency responsible for air quality assessment and improvement in the Coachella Valley.

### *OZONE PRECURSORS*

#### REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER

	YR 2005	YR 2007	YR 2010	YR 2013	YR 2020	YR 2030
Coachella Valley	4.350	3.940	3.390	2.800	2.250	1.850
Rule 2202	- 0.040	- 0.034	- 0.029	- 0.024	- 0.016	- 0.012
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	4.310	3.906	3.361	2.776	2.234	1.838
<b>Emission Budgets</b>	<b>4.600</b>	<b>4.100</b>	<b>4.100</b>	<b>4.100</b>	<b>4.100</b>	<b>4.100</b>
-----	-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 0.290	- 0.194	- 0.739	- 1.324	- 1.866	- 2.262

Conformity finding requirement: the ROG emissions must be equal or less than emission budgets.

Year 2007 figures are estimated by interpolation between year 2005 and year 2010.

#### OXIDES OF NITROGEN EMISSIONS (NO<sub>x</sub>) -SUMMER

	YR 2005	YR 2007	YR 2010	YR 2013	YR 2020	YR 2030
Coachella Valley	12.060	11.060	9.340	5.340	4.930	3.470
Rule 2202	- 0.052	- 0.044	- 0.035	- 0.027	- 0.017	- 0.011
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	12.008	11.016	9.305	5.313	4.913	3.460
<b>Emission Budgets</b>	<b>12.300</b>	<b>11.100</b>	<b>11.100</b>	<b>11.100</b>	<b>11.100</b>	<b>11.100</b>
-----	-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 0.292	- 0.084	- 1.795	- 5.787	- 6.187	- 7.641

Conformity finding requirement: the NO<sub>x</sub> emissions must be equal or less than emission budgets.

Note : CARB estimated VMT and emissions for the Mojave Valley subarea.

Year 2007 figures are estimated by interpolation between year 20005 and year 2010

**WESTERN MOJAVE DESERT AIR BASIN (MDAB)**

San Bernardino portion of MDAB excluding Searles Valley and Antelope Valley

***OZONE PRECURSORS***

REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER

	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030
Western MDAB Adjusted Emission	18.800	16.436	13.330	7.690	6.340
<b>Emission Budgets</b>	<b>21.900</b>	<b>19.100</b>	<b>19.100</b>	<b>19.100</b>	<b>19.100</b>
-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 3.100	- 2.664	- 5.770	- 11.410	- 12.760

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets.

Note : CARB estimated VMT and emissions for the Mojave Valley subarea.

Year 2007 figures are estimated by interpolation between year 20005 and year 2010

OXIDES OF NITROGEN EMISSIONS (NOx) -SUMMER

	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030
Western MDAB Adjusted Emission	52.510	48.388	41.750	19.310	14.360
<b>Emission Budgets</b>	<b>56.000</b>	<b>52.100</b>	<b>52.100</b>	<b>52.100</b>	<b>52.100</b>
-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 3.490	- 3.712	- 10.350	- 32.790	- 37.740

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets.

Note : CARB estimated VMT and emissions for the Mojave Valley subarea.

Year 2007 figures are estimated by interpolation between year 20005 and year 2010

**Draft 2004 RTP and RTIP Conformity Findings for 8-Hour Ozone**

**VENTURA COUNTY**

Ventura County portion of the South Central Coast Air Basin (SCCAB) which covers the entire Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).

***OZONE PRECURSORS***

**REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER**

	<b>YR 2005</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
RTP	14.370	10.790	6.210	4.160
I/M Improvements	- 0.150	- 0.110	0.040	0.000
-----	-----	-----	-----	-----
Adjusted Emission	14.220	10.680	6.170	4.160
<b>Emission Budgets</b>	<b>14.300</b>	<b>14.300</b>	<b>14.300</b>	<b>14.300</b>
-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 0.080	- 3.620	- 8.130	- 10.140

Conformity finding requirement: the ROG emissions must be equal or less than emission budgets.

**OXIDES OF NITROGEN EMISSIONS (NO<sub>x</sub>) -SUMMER**

	<b>YR 2005</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
RTP	21.520	15.330	6.910	4.350
I/M Improvements	- 0.220	- 0.180	0.080	0.000
-----	-----	-----	-----	-----
Adjusted Emission	21.300	15.150	6.830	4.350
<b>Emission Budgets</b>	<b>21.400</b>	<b>21.400</b>	<b>21.400</b>	<b>21.400</b>
-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 0.100	- 6.250	- 14.570	- 17.050

Conformity finding requirement: the NO<sub>x</sub> emissions must be equal or less than emission budgets.

**IMPERIAL COUNTY**

The Imperial County portion of the Salton Sea Air Basin is designated by the Environmental Protection Agency (EPA) as a non-attainment area for ozone.

The SCAG Regional Transportation Model does not cover Imperial County. Therefore the conformity analysis is based on the Imperial County Subregional Model.

***OZONE PRECURSORS***

**REACTIVE ORGANIC GAS EMISSIONS (ROG)**

	<b>YR 2005</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
RTP	8.845	7.220	5.610	5.690
Baseline	8.850	7.230	5.630	5.720
-----	-----	-----	-----	-----
Difference	- 0.005	- 0.010	- 0.020	- 0.030

Conformity finding requirement: the Plan scenario's emissions must less than the Baseline scenario's emissions.

Note: Year 2005 emissions are estimated by interpolation between year 2000 and year 2010.

**OXIDES OF NITROGEN EMISSIONS (NO<sub>x</sub>) -SUMMER**

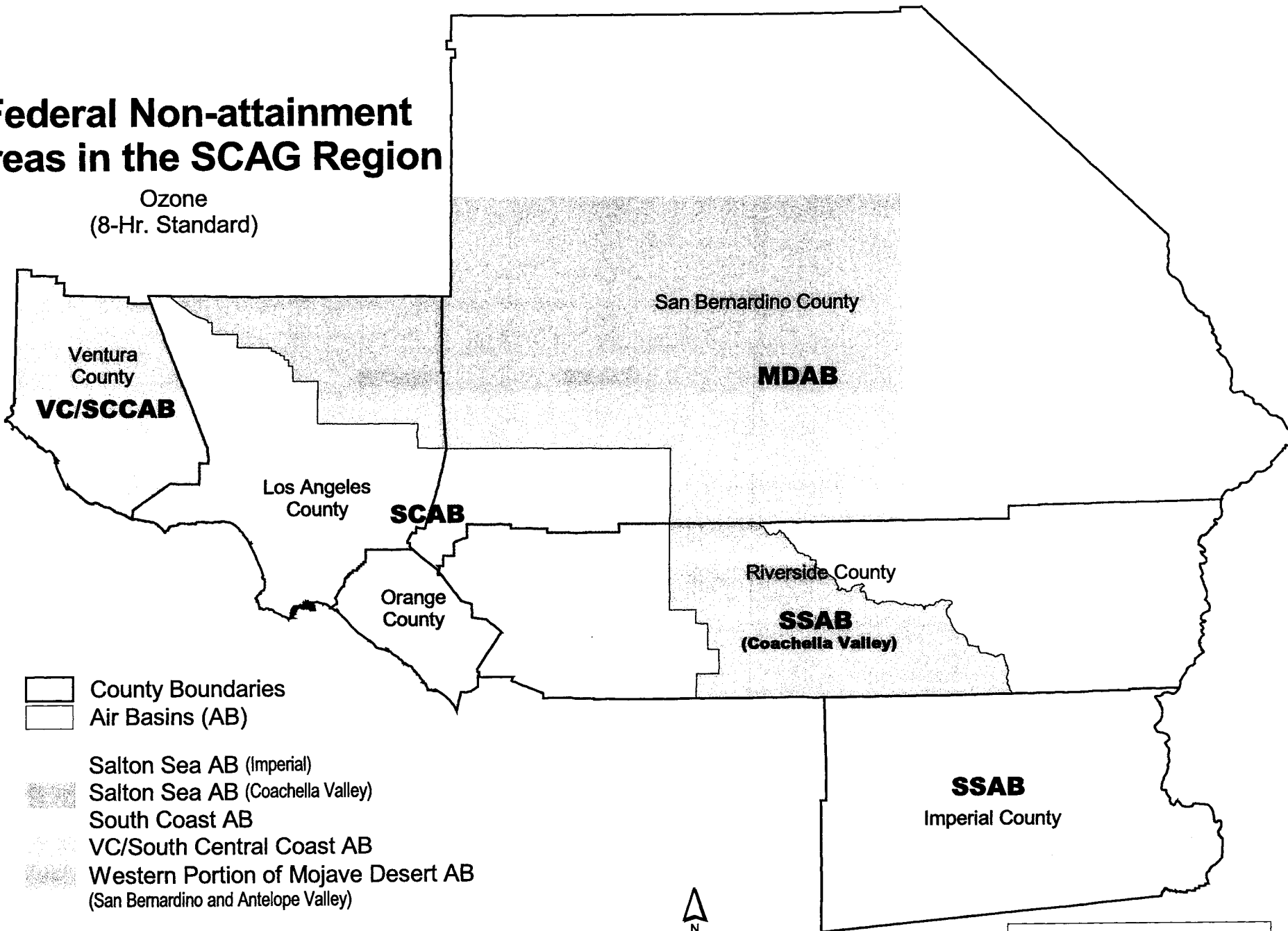
	<b>YR 2005</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
RTP	12.720	11.790	8.880	7.790
Baseline	12.725	11.800	8.881	7.810
-----	-----	-----	-----	-----
Difference	- 0.005	- 0.010	- 0.001	- 0.020

Conformity finding requirement: the Plan scenario's emissions must less than the Baseline scenario's emissions.

Note: Year 2005 emissions are estimated by interpolation between year 2000 and year 2010.

# Federal Non-attainment Areas in the SCAG Region

Ozone  
(8-Hr. Standard)




- County Boundaries
- Air Basins (AB)

- Salton Sea AB (Imperial)
- Salton Sea AB (Coachella Valley)
- South Coast AB
- VC/South Central Coast AB
- Western Portion of Mojave Desert AB (San Bernardino and Antelope Valley)

Source: U.S. Environmental Protection Agency



 SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
April 2004

**DATE:** December 10, 2004  
**TO:** Transportation Conformity Working Group  
**FROM:** Ted Harris, Air Quality Program Lead, [harrist@scag.ca.gov](mailto:harrist@scag.ca.gov), (213) 236-1916  
**RE:** Supplemental Regional Emissions Data

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On April 1, 2004 the Regional Council of the Southern California Association of Governments adopted the 2004 Regional Transportation Plan (RTP), after considering the multiple scenarios. The 2004 RTP includes the adopted 2004 Compass socio-economic forecast, which assumes that implementation of the investments and policies in the adopted RTP will affect the distribution of housing and employment. The Regional Emissions Analysis conducted for the 2004 RTP Conformity Report evaluates the expected emissions from implementation of the adopted projects, programs, policies, and the resulting socio-economic distribution (<http://www.scag.ca.gov/rtp2001/2004draft/techappendix/AppendixE.pdf>).

The attached emissions tables (2020 and 2030), in contrast, present the expected vehicle on-road emissions from the 2004 Regional Transportation Plan (RTP) without implementation of the Compass socio-economic growth distribution. This scenario demonstrates that the 2004 Regional Transportation Plan would meet the regional emissions tests of the federal Transportation Conformity Rule without implementation of the Compass growth distribution. These tables are presented for informational purposes only.

## 2020 PLAN without Growth Visioning

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA		DAILY VMT	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	16,718	10.80	48.76	56.67	1.34	0.46	0.23	2.04	0.30	263.09	2,546.39
	L&M	194,789	50.27	467.01	39.96	4.15	1.72	2.69	8.56	0.94	10,007.27	12.08
	OTH	1,960	1.98	12.78	13.14	0.26	0.02	0.02	0.32	0.03	88.98	179.91
	SUM	213,467	63.06	528.54	109.79	5.77	2.21	2.95	10.92	1.26	10,359.34	2,738.39
ORA(SCAB)	HDT	3,967	2.53	11.28	12.95	0.31	0.09	0.05	0.46	0.06	73.11	547.49
	L&M	72,927	18.70	145.73	11.77	1.26	0.64	1.00	2.91	0.34	3,658.76	4.20
	OTH	654	0.54	3.88	3.30	0.06	0.00	0.00	0.09	0.00	31.62	45.63
	SUM	77,547	21.77	160.89	28.01	1.62	0.75	1.07	3.45	0.42	3,763.48	597.33
RIV(SCAB)	HDT	6,170	3.19	14.93	19.00	0.43	0.18	0.10	0.70	0.11	100.46	901.47
	L&M	46,825	9.92	94.03	6.96	0.94	0.40	0.65	1.99	0.22	2,450.83	2.62
	OTH	572	0.35	2.97	1.83	0.04	0.00	0.01	0.06	0.00	29.35	28.12
	SUM	53,565	13.46	111.92	27.78	1.40	0.59	0.74	2.73	0.34	2,580.64	932.21
SBD(SCAB)	HDT	4,189	2.11	10.02	14.32	0.30	0.12	0.05	0.48	0.07	60.14	648.71
	L&M	34,950	8.65	67.46	5.38	0.59	0.31	0.48	1.38	0.17	1,794.64	1.65
	OTH	369	0.23	1.70	1.47	0.03	0.00	0.00	0.05	0.00	17.13	23.01
	SUM	39,509	11.00	79.18	21.17	0.92	0.43	0.55	1.90	0.25	1,871.91	673.35
-----	---	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
SCAB SUM	HDT	31,043	18.65	84.98	102.91	2.38	0.87	0.43	3.66	0.53	496.79	4,644.06
	L&M	349,490	87.55	774.22	64.08	6.92	3.08	4.83	14.84	1.68	17,911.52	20.54
	OTH	3,556	3.09	21.32	19.74	0.41	0.05	0.05	0.50	0.05	167.07	276.67
	SUM	384,088	109.28	880.52	186.75	9.71	3.98	5.31	19.00	2.27	18,575.37	4,941.27

## 2020 PLAN without Growth Visioning

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA		DAILY VMT	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
VENTURA	HDT	906	0.64	2.89	3.02	0.06	0.02	0.01	0.10	0.01	18.25	121.65
	L&M	18,593	5.55	36.77	3.40	0.26	0.17	0.26	0.68	0.09	886.68	1.13
	OTH	188	0.10	0.83	0.56	0.01	0.00	0.00	0.02	0.00	9.99	7.47
	SUM	19,688	6.28	40.49	6.99	0.34	0.19	0.27	0.80	0.10	914.92	130.24
ANTELOPE	HDT	547	0.31	1.37	1.41	0.03	0.01	0.00	0.05	0.01	12.56	64.89
	L&M	10,172	1.82	18.80	1.54	0.18	0.09	0.14	0.40	0.04	482.85	0.51
	OTH	150	0.09	0.53	0.42	0.01	0.00	0.00	0.01	0.00	7.50	7.40
	SUM	10,868	2.21	20.71	3.37	0.22	0.10	0.15	0.47	0.05	502.94	72.79
VICTOR+	HDT	1,929	1.14	5.73	5.86	0.12	0.04	0.03	0.19	0.03	46.05	234.25
	L&M	14,178	2.57	30.78	2.63	0.30	0.13	0.20	0.61	0.07	717.98	0.73
	OTH	277	0.20	1.54	1.07	0.02	0.00	0.00	0.04	0.00	14.00	12.55
	SUM	16,384	3.91	38.06	9.57	0.44	0.18	0.23	0.84	0.10	778.02	247.53
COACHELLA	HDT	934	0.47	2.48	3.10	0.06	0.02	0.01	0.09	0.01	20.12	123.78
	L&M	9,803	1.68	19.15	1.39	0.21	0.09	0.13	0.44	0.05	525.57	0.56
	OTH	101	0.08	0.53	0.35	0.00	0.00	0.00	0.01	0.00	5.19	5.64
	SUM	10,837	2.21	22.15	4.85	0.29	0.11	0.15	0.55	0.07	550.87	129.98
=====	===	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
AREA SUM	HDT	35,360	21.19	97.46	116.33	2.65	0.94	0.48	4.11	0.60	593.78	5,188.63
	L&M	402,237	99.16	879.73	73.03	7.89	3.55	5.55	16.97	1.92	20,524.58	23.48
	OTH	4,271	3.57	24.76	22.14	0.43	0.02	0.03	0.60	0.03	203.76	309.73
	SUM	441,865	123.90	1,001.94	211.53	11.00	4.56	6.11	21.66	2.59	21,322.12	5,521.82

Note :

Banning Area is included in SCAB, not in Coachella Valley

SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others

L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle

HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck

OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home

## 2030 PLAN without Growth Visioning

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA		DAILY VMT	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	18,936	8.26	37.05	37.62	1.15	0.53	0.27	1.94	0.34	286.56	2,903.04
	L&M	207,710	31.45	268.71	21.53	4.48	1.83	2.87	9.18	1.00	10,620.65	3.83
	OTH	2,416	1.03	9.10	10.02	0.23	0.02	0.03	0.29	0.03	115.85	193.94
	SUM	229,062	40.76	314.87	69.18	5.86	2.39	3.17	11.41	1.36	11,023.08	3,100.81
ORA(SCAB)	HDT	4,162	2.21	8.82	8.35	0.27	0.10	0.05	0.41	0.07	74.49	582.11
	L&M	75,237	12.14	87.73	6.42	1.32	0.66	1.03	3.02	0.36	3,773.01	1.18
	OTH	802	0.30	2.76	2.57	0.06	0.01	0.01	0.09	0.00	40.00	49.67
	SUM	80,202	14.64	99.30	17.35	1.64	0.78	1.11	3.53	0.43	3,887.50	632.95
RIV(SCAB)	HDT	7,543	3.32	14.56	14.57	0.45	0.21	0.11	0.76	0.13	123.85	1,105.74
	L&M	55,769	7.62	66.70	4.40	1.14	0.48	0.77	2.42	0.28	2,982.91	0.75
	OTH	764	0.18	1.87	1.41	0.04	0.01	0.01	0.07	0.00	41.83	34.01
	SUM	64,076	11.13	83.14	20.37	1.65	0.71	0.89	3.24	0.42	3,148.59	1,140.49
SBD(SCAB)	HDT	5,250	2.20	9.83	11.12	0.30	0.14	0.06	0.52	0.09	74.42	817.39
	L&M	39,841	5.96	43.71	3.11	0.67	0.35	0.55	1.57	0.20	2,052.99	0.42
	OTH	503	0.12	1.06	1.10	0.03	0.00	0.00	0.04	0.00	24.28	27.42
	SUM	45,595	8.29	54.60	15.33	1.00	0.51	0.63	2.14	0.29	2,151.69	845.23
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SCAB SUM	HDT	35,893	16.01	70.25	71.67	2.17	1.00	0.49	3.66	0.62	559.33	5,408.28
	L&M	378,555	57.18	466.86	35.48	7.62	3.35	5.23	16.19	1.82	19,429.57	6.16
	OTH	4,486	1.64	14.80	15.09	0.36	0.06	0.06	0.48	0.06	221.96	305.05
	SUM	418,935	74.82	551.92	122.23	10.15	4.39	5.79	20.33	2.50	20,210.86	5,719.48

## 2030 PLAN without Growth Visioning

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA		DAILY VMT	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
VENTURA	HDT	967	0.57	2.22	2.09	0.05	0.02	0.01	0.10	0.01	18.81	131.80
	L&M	19,883	3.61	22.56	1.91	0.30	0.17	0.28	0.75	0.09	950.58	0.31
	OTH	238	0.05	0.36	0.41	0.01	0.00	0.00	0.02	0.00	12.82	8.74
	SUM	21,088	4.22	25.15	4.38	0.36	0.20	0.29	0.86	0.11	982.21	140.86
ANTELOPE	HDT	630	0.34	1.39	1.25	0.03	0.01	0.00	0.07	0.01	11.91	86.03
	L&M	12,537	1.95	14.85	1.08	0.24	0.11	0.17	0.52	0.06	610.57	0.15
	OTH	238	0.03	0.25	0.28	0.00	0.00	0.00	0.02	0.00	14.61	8.83
	SUM	13,407	2.32	16.51	2.63	0.29	0.13	0.19	0.61	0.07	637.09	95.01
VICTOR+	HDT	2,498	1.15	5.04	4.73	0.12	0.06	0.04	0.22	0.04	57.95	307.76
	L&M	17,309	1.97	21.52	1.60	0.38	0.15	0.25	0.78	0.08	883.18	0.20
	OTH	371	0.10	0.88	0.81	0.02	0.00	0.00	0.03	0.00	18.72	15.38
	SUM	20,177	3.22	27.43	7.15	0.54	0.22	0.28	1.03	0.12	959.85	323.35
COACHELLA	HDT	1,135	0.48	2.26	2.27	0.06	0.02	0.01	0.11	0.01	23.46	153.34
	L&M	11,868	1.34	13.85	0.90	0.27	0.11	0.16	0.54	0.06	640.32	0.17
	OTH	133	0.03	0.39	0.27	0.00	0.00	0.00	0.01	0.00	6.82	6.75
	SUM	13,136	1.85	16.50	3.44	0.34	0.14	0.18	0.66	0.08	670.57	160.26
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AREA SUM	HDT	41,121	18.53	81.17	82.00	2.43	1.09	0.55	4.13	0.70	671.45	6,087.21
	L&M	440,154	66.04	539.63	40.95	8.80	3.86	6.08	18.78	2.13	22,514.21	7.01
	OTH	5,465	1.84	16.67	16.87	0.39	0.04	0.05	0.57	0.03	274.93	344.74
	SUM	486,743	86.43	637.50	139.83	11.68	5.08	6.74	23.48	2.88	23,460.58	6,438.96

Note :

Banning Area is included in SCAB, not in Coachella Valley

SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others

L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle

HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck

OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home

**DATE:** December 10, 2004

**TO:** Transportation Conformity Working Group

**FROM:** Ted Harris, Air Quality Program Lead, harrist@scag.ca.gov, (213) 236-1916

**RE:** Draft Conformity Findings for the 8-hour Ozone Standard

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**Mojave Desert Air Basin (MDAB)**

*Searles Valley*

The Searles Valley planning area is designated as a particulate matter (PM10) federal non-attainment area. There are no proposed projects in the 2004 Regional Transportation Plan and Improvement Program (RTP/RTIP) in the Searles Valley area. Therefore, there are no differences between the 2004 RTP/RTIP build scenario and the No Project/no build scenario. The following tables show PM10 emissions for years 2005, 2010, 2020, and 2030.

Searles Valley PM10 (tons/day)

	2005	2010	2020	2030
Baseline	0.1058	0.1119	0.1286	0.1428
Plan Build	0.1058	0.1119	0.1286	0.1428

In the Searles Valley, the population is expected to change very slowly between 2005 and 2030. The following tables show projected population and vehicle miles traveled (VMT) for years 2005, 2010, 2020, and 2030. VMT in the area is composed of local traffic and through traffic on Route 178, which connects Kern County through San Bernardino to Inyo County.

Searles Valley VMT and Population

	2005	2010	2020	2030
VMT (miles/day)	94,902	100,407	115,366	128,052
Population	2,379	2,517	2,892	3,210

**Finding**

The conformity rule interim emissions test, known as *build/no build*, requires build emissions to be less than or equal to emissions from the no build scenario. Since the build and no build scenarios are identical in Searles Valley, the associated emissions are equal under both scenarios. Therefore, transportation activity in the Searles Valley conforms to the applicable federal transportation air quality conformity requirements.