### Checklist for Motor Vehicle Emissions Budget Consultation

**Date of consultation**: 9/25/2018

**Name of nonattainment or maintenance area and classification, if applicable (e.g., moderate, serious, etc):**

Coachella Valley

2008 Ozone Standard – Severe – 15 Nonattainment Area

**Date of designation and date of most recent reclassification, if applicable:**

2008 Ozone Standard

* Designation Date: 7/20/2012

**Attainment year:**

2008 Ozone Standard

* 2026

**Type of SIP (e.g., attainment plan or maintenance plan):**

Attainment and RFP Plan

**Type of pollutant(s):**

Ozone (2008)

**Model used (e.g., EMFAC 2014):**

EMFAC2014

**Regional transportation plan that provided input for the emissions model:**

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment #2

**Draft SIP, expected to be available by September 21, 2018,** **can be viewed at** [**https://www.arb.ca.gov/planning/sip/sip.htm**](https://www.arb.ca.gov/planning/sip/sip.htm)

**Comments requested by**

9/24/2018

**Send questions, concerns, and comments to Nesamani Kalandiyur at (916) 324-0466,** [**nesamani.kalandiyur@arb.ca.gov**](mailto:nesamani.kalandiyur@arb.ca.gov)**, or Shannon Hatcher at (916) 322-9453,**

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Notes:

Table 1 presents ozone conformity budgets calculated in EMFAC2014 using annual average daily emissions for the years 2020, 2023, and 2026. The motor vehicle emission budgets, presented in the last row of Table 1, have been prepared consistent with the on-road emissions inventory by rounding the values to the nearest tenth (0.1) using conventional rounding.

The transportation conformity budgets in Table 1, which were established in consultation with SCAG, the Federal Highway Administration, South Coast Air Quality Management District (SCAQMD), CARB, and U.S. EPA satisfy the requirements established in 40 CFR Part 93, Section 118(e)(4).44F The budgets apply as a “ceiling” or limit on transportation emissions in the South Coast Air Basin in the year for which they are defined and for all subsequent years until another year for which a different budget is defined (or until a SIP revision modifies the budget).

**Table 1. Annual Average Transportation Conformity Budgets for the Coachella Valley Ozone Nonattainment Area**

**(Tons per Summer Day)**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Coachella**  **Valley** | **2020** | | **2023** | | **2026** | |
| **ROG** | **NOX** | **ROG** | **NOX** | **ROG** | **NOX** |
| Baseline Emissions | 3.62 | 8.32 | 3.20 | 4.50 | 2.93 | 4.11 |
| Total | 3.62 | 8.32 | 3.20 | 4.50 | 2.93 | 4.11 |
| **Conformity Budget\*** | **3.7** | **8.4** | **3.3** | **4.6** | **3.0** | **4.2** |
| \* Motor Vehicle Emission Budgets calculated with EMFAC2014 are rounded up to the nearest tenth (0.1). As budgets are rounded up to nearest tenth (0.1), the significant digit convention in Table 1 does not display the additional emissions that result in the final rounded values (i.e., ROG budget of 3.3 was rounded up from 3.203 and NOx budget of 4.6 was rounded up from 4.504).  Source: EMFAC2014 | | | | | | |