

## APPENDIX D: Transportation Conformity Budgets

**Table D-1**  
**South Coast Air Basin**  
**Proposed PM2.5 Transportation Conformity Emission Budgets\***  
*(Annual Average – Tons per Day)*

	2012			2014		
	ROG	NOx	PM2.5	ROG	NOx	PM2.5
<b>South Coast Air Basin</b>	159	329	37	137	291	35

\*Budgets are rounded up to the nearest ton.

Per Section 93.124 of the conformity regulations, for transportation conformity analyses using these budgets in analysis years beyond 2014, a trading mechanism is established to allow future decreases in NOx emissions from on-road mobile sources to offset any on-road increases in PM2.5, using a NOx:PM2.5 ratio of 10:1. This trading mechanism will only be used, if needed, for conformity analyses for years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the 2014 NOx budget has been met. Clear documentation of the calculations used in the trading should be included in the conformity analysis.

In addition, at the time the 2007 SIP was adopted, a 2009 budget year was a necessary MPO analysis year for federal transportation conformity purposes. Since 2009 has passed, it is no longer applicable as a conformity analysis year, and was therefore not included in these budgets.

**Table D-2**  
**San Joaquin Valley Air Basin**  
**Proposed PM2.5 Transportation Conformity Emission Budgets\***  
*(Annual Average – Tons per Day)*

<b>County</b>	<b>2012</b>		<b>2014</b>	
	<b>PM2.5</b>	<b>NOx</b>	<b>PM2.5</b>	<b>NOx</b>
<i>Fresno</i>	1.6	35.9	1.1	31.3
<i>Kern (SVJ)</i>	2.0	49.3	1.3	43.6
<i>Kings</i>	0.5	10.6	0.3	9.3
<i>Madera</i>	0.5	9.2	0.3	8.0
<i>Merced</i>	0.9	19.9	0.6	17.4
<i>San Joaquin</i>	1.1	24.5	0.9	21.5
<i>Stanislaus</i>	0.8	16.7	0.6	14.6
<i>Tulare</i>	0.7	15.7	0.5	13.7

\*Budgets are rounded up to the nearest tenth ton (0.1).

Per Section 93.124 of the conformity regulations, for transportation conformity analyses using these budgets in analysis years beyond 2014, a trading mechanism is established to allow future decreases in NOx emissions from on-road mobile sources to offset any on-road increases in PM2.5, using a NOx:PM2.5 ratio of 9:1. This trading mechanism will only be used, if needed, for conformity analyses for years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the 2014 NOx budget has been met. Clear documentation of the calculations used in the trading should be included in the conformity analysis.

In addition, at the time the 2007 SIP was adopted, a 2009 budget year was a necessary MPO analysis year for federal transportation conformity purposes. Since 2009 has passed, it is no longer applicable as a conformity analysis year, and was therefore not included in these budgets.