

Appendix D

**Proposed Updates to the Transportation Conformity Budgets Identified in
the San Joaquin Valley 2007 Ozone Plan.**

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The transportation conformity budgets established in the San Joaquin Valley 2007 Ozone Plan were created using the EMFAC2007 on-road mobile source emissions forecasting model. EMFAC2007 allows users to input the most up-to-date planning estimates for a wide array of input parameters used to drive the model, via a user-friendly interface. These input parameters include vehicle travel activity, vehicle population data, and vehicle speed profile data. If specific data are not provided, the EMFAC2007 model provides default data specific to the region for which the estimates are being generated.

Summary of Update: Madera County

Years Affected

2008, 2011, 2014, 2017, 2020, and 2023.

Reason for update:

As discussed in Chapter 9 of the 2007 Ozone Plan, the Madera County transportation conformity budgets were developed using EMFAC2007 default vehicle activity data, which reflects data previously submitted by the Madera County MPO. Madera County recently provided more refined vehicle activity; however, this updated activity data was not available in time for inclusion in the District Final draft 2007 Ozone Plan. Subsequently, the MPO has requested that ARB update the conformity budgets for Madera County to reflect this refined data. Table 1 lists the vehicle miles traveled (VMT) activity and population activity that underlie this update. Table 2 lists the 2007 Ozone Plan transportation conformity budgets for Madera County as well as the proposed updates to the transportation conformity budget which, upon Air Resource Board approval, will replace those included in the San Joaquin Valley 2007 Ozone Plan.

Table 1
Updated Madera County On-road Vehicle Activity Projections
(x 1,000)

Year	EMFAC2007 Default Vehicle Travel (VMT)	Updated Madera Vehicle Travel (VMT)	EMFAC2007 Default Vehicle Population	Updated Madera Vehicle Population
2008	5,059	5,065	112	112
2011	5,578	5,558	124	123
2014	6,107	6,022	134	132
2017	6,711	6,673	145	144
2020	7,327	7,324	156	156
2023	7,728	7,890	166	170

Table 2
Updated On-road Transportation Conformity Budgets for Madera County
(Summer Planning tons per day)

Year	ROG		NOx	
	2007 Ozone Plan	Updated Activity Data	2007 Ozone	Updated Activity Data
2008	4.5	4.4	14.6	14.6
2011	3.7	3.7	12.2	12.2
2014	3.1	3.1	9.8	9.7
2017	2.6	2.6	7.8	7.7
2020	1.9	1.9	4.8	4.8
2023	1.9	1.9	4.4	4.5

Summary of Update: San Joaquin County

Years Affected
2008.

Reason for Update

While reviewing the San Joaquin Valley 2007 Ozone Plan, ARB staff, working with the District and the transportation planning agency staffs, identified a technical error in the input file used to generate the 2008 transportation conformity budgets. The vehicle speed profile input file only included updates for passenger car speed for light-duty automobiles. Light- and medium-duty trucks and motorcycles all relied on EMFAC2007 defaults for these categories, rather

than the updates provided by the San Joaquin County Council of Governments. Table 3 lists the corrected 2008 transportation conformity budget for San Joaquin County.

Table 3
Updated On-road Transportation Conformity Budgets for
San Joaquin County
 (Summer Planning tons per day)

Year	ROG		NOx	
	2007 Ozone Plan	Updated	2007 Ozone	Updated
2008	13.9	13.9	39.9	40.0

Recommendations

ARB staff proposes to update the Madera County transportation conformity budgets for 2008, 2011, 2014, 2017, 2020, and 2023 in the San Joaquin Valley 2007 Ozone Plan to include the updated activity data.

ARB staff proposes to update the 2008 San Joaquin County transportation conformity budgets in the San Joaquin Valley 2007 Ozone Plan to reflect vehicle speed data consistent with San Joaquin County’s transportation data submitted for the 8-hour Ozone SIP development.

Additional data is available on-line at:

<http://www.arb.ca.gov/planning/sip/2007sip/2007sip.htm>