

6. REGIONAL EMISSIONS DETERMINATION

To report final emission analysis results, it is necessary to account for modeled link level emission inventories, emission factor adjustments, and Mobile Source Emission Reduction Strategies (MoSERS) emission benefits.

6.1 MODELED EMISSIONS

Table 6-1. For nonattainment or maintenance areas with adequate or approved SIP MVEB(s)

Analysis Year	Vehicle Miles of Travel	NOx Budget (tons/day)	NOx Emissions (tons/day)	VOC Budget (tons/day)	VOC Emissions (tons/day)
2026	268,352,534	107.25	72.36	62.41	38.54
2035	323,931,317	107.25	64.86	62.41	32.54
2040	358,295,274	107.25	68.47	62.41	31.63
2050	426,898,352	107.25	93.27	62.41	35.82

6.2 IMPACTS FROM ADJUSTMENTS AND MOSERS

6.2.1 Adjustments to Emission Factors

Post-processing adjustments are applied to the emission factor post-process utility developed by TTI. These adjustments are applied either before or simultaneously with the emission calculation procedures to establish the model results. This process is listed in Chapter 5.

6.2.2 MoSERS Projects

MoSERS is a collection of transportation projects or related activities with identifiable emission reduction benefits. To meet the requirements of the SIP, nonattainment areas may make specific commitments in their SIP to implement MoSERS, called TCMs. Finally, a nonattainment area may include Transportation Emission Reduction Measures (TERMs) in transportation conformity analysis that are outside of commitments in their SIP.

6.2.2.1 TCM

TCMs are projects, programs, and related activities designed to achieve on-road mobile source emission reductions and are included as control measures in an applicable SIP. TCMs are strategies to reduce vehicle use or change traffic flow and/or congestion conditions to decrease vehicular emissions. TCMs are further defined in 40 CFR 93.101, as amended by 62 FR 43780. The CAAA required that TCMs be included in SIPs for regions designated as serious and above ozone nonattainment areas.

[Section 93.113](#) of the conformity rule requires MPOs to verify the MTP and TIP provide for the timely implementation of TCMs in the applicable SIP. The MTP was reviewed to confirm the goals, directives, recommendations, and projects do not contradict specific requirements or commitments of the applicable SIP. The TIP was reviewed to confirm implementation and expected implementation of projects through federal, state, and local funding sources are on schedule.

6.2.2.2 TERM

TERMs are transportation projects and related activities that are designed to achieve on-road mobile source emission reductions but are not included as control measures in the SIP.

6.2.2.3 CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a major funding source for most MoSERS.

6.2.2.4 MoSERS Emission Reduction

Emission reductions from the sum of MoSERS are listed in Table 6-2.

Table 6-2. The Sum of MoSERS Benefits

Analysis Year	NO _x (tons/day)	VOC (tons/day)
2026	1.05	0.18
2035	N/A	N/A
2040	N/A	N/A
2050	N/A	N/A

6.3 FINAL ANALYSIS RESULTS

Table 6-3 shows the final mobile emission results of this conformity analysis. These final emissions are below the maximum allowable level set forth by the MVEB for the Nitrogen Oxides (NO_x) and the Volatile Organic Compounds (VOC) in the SIP.

Table 6-3. For nonattainment or maintenance areas with adequate or approved SIP MVEB(s)

Analysis Year	Vehicle Miles of Travel	NO _x Budget (tons/day)	NO _x Emissions (tons/day)	VOC Budget (tons/day)	VOC Emissions (tons/day)
2026	268,352,534	107.25	71.31	62.41	38.36
2035	323,931,317	107.25	64.86	62.41	32.54
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