

**Errata Sheet to Sacramento Regional 8-Hour Ozone Plan (01/22/09)**

**1. SECAT program funding is revised on Page 7-8:**

Control Measure	Adoption Year	Implement Year	Emission Reduction (TPD)	
			2018	
			VOC	NO <sub>x</sub>
Mobile Source Incentive Programs	2010	2008-2018	<0.1	0.9

The incentive program measures rely on funding provided according to existing laws and policies. The funding sources for 2008-2018 include SECAT program (~~(\$38.4M)~~ (\$33.0M), local district Department of Motor Vehicle fees (\$13.0M), and local district revenues for Mowdown (\$0.35M).

**2. SECAT program funding is revised in Appendix C, Page C-10:**

The incentive program measures noted below rely on funding provided according to existing laws and policies. The funding sources for 2008-2018 include SECAT program (~~(\$38.4M)~~(\$33.0M), local district Department of Motor Vehicle fees (\$13.0M), and local district revenues for Mowdown (\$0.35M).

**3. SECAT program funding is revised in Appendix C, Page C-11:**

Description	Funding Sources
ONMS-LD-1	AB923 - \$1,000,000 annually ('09-'14)
ONMS-HD-1	SECAT - <del>\$3,200,000 annually ('08-'14);</del> \$4,000,000 annually ('15-'18) \$3,000,000 annually ('08-'18)
OFMS-SI-1	DMV, AB923 – \$1,000,000 annually ('08-'14)
OFMS-HD-1	District revenues for Mowdown - \$50,000 annually ('08-'14)

**4. The following paragraph on state on-road strategies is added to Appendix F, Table F-4, Page F-3:**

*Table 7-1 identifies the anticipated emission benefits from state on-road strategies as 3.4 tons per day ROG and 11.2 tons per day NO<sub>x</sub> in 2018. However, the legislation (AB118) which established the state's expanded vehicle retirement program did not include the Sacramento region. Therefore, additional legislation would be required to implement this program in Sacramento. If there is no legislative change, ARB may identify a replacement strategy to achieve the equivalent emission benefits that do not apply to on-road motor vehicles. Therefore, the emission benefits from the expanded vehicle retirement program are not included in the transportation conformity budgets.*

**Errata Sheet to Sacramento Regional 8-Hour Ozone Plan (cont.)**

**5. State strategy reductions are revised in Appendix F, Page F-3:**

**Table F-4**

**Sacramento Federal Nonattainment Area  
Transportation Conformity Budgets for 8-hour Ozone  
Summer Planning Emissions in Tons per Day**

	2018	
	ROG	NOx
<b>On-Road Emissions from EMFAC2007</b>	<b>27.3</b>	<b>48.4</b>
<b>Adjustments to Baseline*</b>	<b>-0.2</b>	<b>-3.2</b>
<b>Regional Strategy Reductions</b>	<b>-&lt;0.1</b>	<b>-0.9</b>
<b>State Strategy Reductions</b>	<b>-3.2 -3.4</b>	<b>-10.9 -11.2</b>
<b>Net Inventory</b>	<b>23.9 <del>23.7</del></b>	<b>33.4 <del>33.1</del></b>
<b>Conformity Budget**</b>	<b>24</b>	<b>34</b>

\* Reductions from adopted rules not reflected in EMFAC.

\*\* Budget is obtained by rounding up to the nearest ton.