Attachment C

Emissions Results from the CLRP Aspirations Scenario

The following tables show the emissions results for VOC, NO_x, and CO_2 from the CLRP Aspirations scenario. Table 1 shows an expected increase in both VOC and NO_x, primarily resulting from the higher VMT in the scenario vs. the 2008 CLRP. Table 2 shows an increase in CO_2 emissions as well, however it should be noted that a significant contributing factor to this increase is the higher proportion of emissions from high speeds, which is a result of congestion reduction through the value priced network.

Table 1. 8-Hour Ozone Nonattainment Area Mobile Source Emissions Inventories (tons/day)

	2008 CLRP	Scenario	Difference
VOC	29.54	29.81	0.9%
NO_x	30.05	31.40	4.5%

Table 2: Comparison of Annual CO_2 Emission by Speed Range: 2008 CLRP Vs. Aspirations Scenario

	Annual VMT			CO2 Emissions		
	2008 CLRP	Scenario	CO2 Emissions Rates*	2008 CLRP	Aspiration	% Difference
Speed Range	(mile)	(mile)	(grams/mile)	(tons)	(tons)	
< 5			1486.653779			
5-10			928.1627013			
10-15	949,938,166	895,061,799	628.2105266	596,761	562,287	-5.78%
15-20	4,453,534,049	4,035,037,684	479.0960948	2,133,671	1,933,171	-9.40%
20-25	7,896,143,866	7,112,248,808	400.5454838	3,162,765	2,848,779	-9.93%
25-30	8,790,616,295	8,400,775,945	358.5360826	3,151,753	3,011,981	-4.43%
30-35	5,904,587,086	5,730,025,901	336.8543552	1,988,986	1,930,184	-2.96%
35-40	6,600,392,812	6,754,361,097	326.8649288	2,157,437	2,207,764	2.33%
40-45	3,254,515,317	3,348,227,714	323.5132959	1,052,879	1,083,196	2.88%
45-50	1,933,986,816	1,773,733,537	323.721164	626,072	574,195	-8.29%
50-55	5,646,235,378	4,742,316,785	325.7829976	1,839,447	1,544,966	-16.01%
55-60	9,681,638,469	8,931,767,699	329.1899022	3,187,098	2,940,248	-7.75%

60-65	5,074,323,203	5,161,578,810	334.6300247	1,698,021	1,727,219	1.72%
65<	**9,047,632,462**	**13,696,749,563**	**341.5622062**	**3,090,329**	**4,678,292**	**51.38%**
Total	**69,233,543,919**	**70,581,885,342**		**24,685,219**	**25,042,283**	**1.45%**

*Imported from UC Riverside rates