

**Emission Reduction Estimates<sup>1</sup> from  
Draft Near-Term State and Federal Control Concepts  
(San Joaquin Valley Air Basin)**

<b>DRAFT CONCEPTS</b>	<b>Ozone and PM2.5 Precursor Reductions (2014, tpd)<sup>2</sup></b>	
	<b>NOx</b>	<b>ROG</b>
<b>Passenger Vehicles</b>	6	12
Smog Check Improvements Expanded BAR Vehicle Retirement plus Parts Replacement California Phase 3 Reformulated Gasoline Modifications Expanded Motorcycle Standards		
<b>Trucks<sup>3</sup></b>	36	4
Expanded Diesel Truck Fleet Modernization Program Additional Reductions from Out-of-State Trucks in California Diesel Truck Emissions Tracking and Inspection Program		
<b>Goods Movement<sup>4</sup></b>	12	NYQ
Tugboat Cold Ironing Auxiliary Ship Engine Hotelling Main Ship Engine Clean Fuel Enhanced Main Ship Engine Control Port Truck Modernization Locomotive Engines		
<b>Construction Equipment</b>	4	1
Construction Equipment Fleet Averages/Fleet Modernization Construction Equipment Idling Limitations		

<sup>1</sup> These are initial concepts. ARB staff will work closely with the regulated communities, manufacturers of emission control technologies and equipment, environmental and community advocacy groups, and local, state and federal governmental agencies to develop the emission control strategy the Board ultimately considers in the spring of 2007.

<sup>2</sup> Emission reduction benefits are preliminary estimates for purposes of initial discussion only. Preliminary estimates for on-road mobile source concepts were calculated using a working draft of ARB's EMFAC model reflecting changes expected in the November EMFAC 2007 release; estimates for off-road sources were based on the latest information from ARB's OFFROAD model, the Goods Movement Emission Reduction Plan, and construction equipment rule development. For other source categories, estimates were based on ARB's California Emissions Forecasting System.

<sup>3</sup> As ARB refines the fleet modernization concept, additional effort will be focused on addressing the characterization of fleets unique to the San Joaquin Valley.

<sup>4</sup> San Joaquin Valley emission benefits are based on the full implementation of the strategies in the Emission Reduction Plan for Ports and Goods Movement in California approved by ARB in April 2006, excluding emission reductions from the private truck fleet rule component. Emission reductions from the private truck fleet rule are evaluated in the "Trucks" category.

<b>DRAFT CONCEPTS</b>	<b>Ozone and PM2.5 Precursor Reductions (2014, tpd) <sup>2</sup></b>	
	<b>NOx</b>	<b>ROG</b>
<b>Agricultural Equipment</b>	NYQ	NYQ
<b>Other Engine Exhaust and Evaporation</b>	1	1
Accelerate Turnover of Pre-1999 Outboard/Personal Water Craft (PWC) Engines Lower (Catalyst-Based) Exhaust Standards for Outboard/PWCs GSE - Increase Percent ZEVs / Lower Fleet Averages Recreational Vehicle Evaporative Standards 2006 Large Spark Ignited Engine Regulation		
<b>Consumer Products</b>	--	2
<b>Pesticides<sup>5</sup></b>	--	NYQ
<b>Approximate Total from State and Federal Measures</b>	<b>60</b>	<b>20</b>

\* NYQ – Not Yet Quantified

<sup>5</sup> The California Department of Pesticide Regulation is currently developing pesticide emission control concepts for inclusion in the statewide strategy.