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The 2003 Long Range Plan and 2004-2006 STIP Conformity Analysis for Maine's Nonattainment and Maintenance Areas Including the Metropolitan Planning Organizations : PACTS, ATRC, & KACTS, November 2003

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The 2003 Long Range Plan and 2004 – 2006 STIP Conformity Analysis

for

Maine's Nonattainment and Maintenance Areas
including the
Metropolitan Planning Organizations:
PACTS, ATRC, & KACTS

Prepared by

the

Maine Department of Transportation
Bureau of Planning

DRAFT
November, 2003

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Introduction

This conformity analysis for the Maine Department of Transportation's **Long-Range Transportation Plan Technical Update 2003-2025** reconfirms the 2001 Long-Range Transportation Plan and the 2004–2006 Statewide Transportation Improvement Program (STIP) conformity analyses prepared by the Maine Department of Transportation (MaineDOT) in response to the Clean Air Act (CAA) and the Clean Air Act Amendments of 1990 (CAAA). The final rule on transportation conformity was promulgated by the Environmental Protection Agency (EPA) on November 24, 1993, (Federal Register, Vol. 58, No. 225) and amended three times. This document has been prepared in accordance with EPA's Final Conformity Rule, amended September 15, 1997. The rule establishes requirements for conformity determinations. Key components of the regulation are: 1) applicability; 2) consultation procedures; 3) general requirements; 4) specific conformity tests; and 5) methodology.

The following analysis demonstrates the required test(s) for each of Maine's air quality planning areas, which include the metropolitan planning organizations (MPOs) located within Maine's nonattainment and maintenance areas, are passed and **conforms** to the State Implementation Plan (SIP) for air quality.

Applicability

Conformity determinations are required in nonattainment areas and maintenance areas for the adoption, acceptance, approval, or support of transportation plans and Transportation Improvement Programs (TIPs), including any regionally significant projects. Conformity determinations are required for transportation related criteria pollutants: **ozone, particulate matter less than 10 microns (PM-10), carbon monoxide, nitrogen dioxide**.

Maine has three **ozone** nonattainment areas and one **ozone** maintenance area. In ozone nonattainment and maintenance areas, conformity must be demonstrated for volatile organic compounds (VOCs) and for nitrogen oxides (NOx). Each area is defined in the following table along with its ozone classification. A map showing these Air Quality Planning Areas is included in the Technical Appendix on page 23.

Air Quality Planning Areas

AREA #	COUNTIES	CLASSIFICATION
1	Cumberland, Sagadahoc, York	Moderate
2	Androscoggin, Kennebec	Moderate
3	Knox, Lincoln	Moderate
4	Hancock, Waldo	Maintenance

Maine had one nonattainment area for **PM-10** that was redesignated to attainment effective October 30, 1995. This area is located in downtown Presque Isle, within a one-half mile radius of the Northeastland Hotel. A letter from EPA dated February 7, 1994 removing MaineDOT from conformity requirements for this area is on file in the Bureau of Planning.

No **carbon monoxide** or **nitrogen dioxide** nonattainment areas have been identified in Maine.

Consultation Procedures

MaineDOT has consulted with the Maine Department of Environmental Protection (MDEP) and the U.S. Environmental Protection Agency (EPA) on the setup and use of the Mobile 6 emissions model. EPA provided the Mobile 6 input files for MaineDOT's use that utilize the national vehicle mix which is consistent with input files used by MDEP. The output files produce the composite emissions factors used in this analysis. The input files can be found in the Technical Appendix beginning on page 30, and the emissions factors can be found beginning on page 61.

MaineDOT submits draft copies of the conformity analysis to MDEP, EPA, Federal Highway Administration, Federal Transit Administration, and each MPO for their review and comments. Copies are available for review by the general public at all Division Offices and the MaineDOT headquarters in Winthrop.

General Requirements

The conformity rule requires that the conformity analysis must be based on the most recent planning assumptions and emissions model. To accomplish this, MaineDOT's statewide travel demand model is used to provide an annual growth rate that is used to estimate vehicle-miles traveled (VMT) for horizon years. For projects that increase capacity within the PACTS MPO or ATRC MPO boundaries, regional transportation demand models estimate VMT. EPA's Mobile 6 emissions model is used to predict emissions factors for those same horizon years.

Section 51.418 of the final conformity rule requires that MPO plans, MPO TIPs, and projects outside the MPO areas must provide for the timely implementation of any transportation control measures (TCM) specifically identified in the SIP. At this time there are no TCM's specifically identified in Maine's SIP. Therefore, this condition is met.

Conformity Tests

The applicable conformity tests are as follows:

Area	Required Test	Budgets/Baseline (where applicable) (Kg/summer day)	
		VOC	NOx
1	Build Emissions < No Build Emissions (NOx)		
	Build Emissions < Emissions Budget (VOC)	27,143	
	Build Emissions < 1990 Baseline Emissions (NOx)		56,673
2	Build Emissions < No Build Emissions (VOC & NOx)		
	Build Emissions < 1990 Baseline Emissions (VOC & NOx)	18,979	22,099
3	Build Emissions < No Build Emissions (VOC & NOx)		
	Build Emissions < 1990 Baseline Emissions (VOC & NOx)	5,833	6,559
4	Build Emissions < Emissions Budget (VOC & NOx)	5,842	8,029

In order for the program to conform to the SIP, the analysis must pass the applicable tests. The following pages show all the required conformity tests were met in each air quality planning area for each analysis year. **Therefore, the Long-Range Transportation Plan Technical Update 2003-2025 and the 2004-2006 STIP conform to the State Implementation Plan.**

CONFORMITY TESTS
(kg/summer day)

AREA #1 EMISSIONS						
YEAR	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
BUILD <	20,370.02	40,065.93	11,615.19	16,033.06	8,287.11	8,272.45
NO BUILD	20,425.07	40,100.47	11,639.86	16,047.07	8,307.75	8,281.42
BUDGETS	27,143.00		27,143.00		27,143.00	
1990 Emis		56,673.00		56,673.00		56,673.00

Pass/Fail **PASS** **PASS** **PASS** **PASS** **PASS** **PASS**

AREA #2 EMISSIONS						
YEAR	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
BUILD <	8,421.44	15,502.25	4,714.21	6,240.33	3,366.23	3,257.41
NO BUILD	8,431.43	15,516.25	4,719.29	6,246.16	3,369.78	3,260.74
1990 Emis	18,979.00	22,099.00	18,979.00	22,099.00	18,979.00	22,099.00

Pass/Fail **PASS** **PASS** **PASS** **PASS** **PASS** **PASS**

AREA #3 EMISSIONS						
YEAR	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
BUILD <	2,766.00	4,771.70	1,583.13	1,950.34	1,123.82	1,035.08
NO BUILD	2,782.90	4,794.05	1,591.50	1,959.83	1,130.25	1,041.77
1990 Emis	5,833.00	6,559.00	5,833.00	6,559.00	5,833.00	6,559.00

Pass/Fail **PASS** **PASS** **PASS** **PASS** **PASS** **PASS**

AREA #4 EMISSIONS						
YEAR	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
BUILD	4,697.71	7,788.89	2,672.24	3,161.64	1,905.53	1,667.42
NO BUILD <	4,698.07	7,789.16	2,672.41	3,161.77	1,905.64	1,667.50
BUDGETS	5,842.00	8,029.00	5,842.00	8,029.00	5,842.00	8,029.00

Pass/Fail **PASS** **PASS** **PASS** **PASS** **PASS** **PASS**

CONFORMITY TESTS
(tons/summer day)

AREA #1 EMISSIONS						
YEAR	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
BUILD <	22.458	44.173	12.806	17.676	9.137	9.120
NO BUILD	22.519	44.211	12.833	17.692	9.159	9.130
BUDGETS	29.920		29.920		29.920	
1990 Emis		62.482		62.482		62.482

Pass/Fail **PASS** **PASS** **PASS** **PASS** **PASS** **PASS**

AREA #2 EMISSIONS						
YEAR	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
BUILD <	9.285	17.091	5.197	6.880	3.711	3.591
NO BUILD	9.296	17.107	5.203	6.886	3.715	3.595
1990 Emis	20.924	24.364	20.924	24.364	20.924	24.364

Pass/Fail **PASS** **PASS** **PASS** **PASS** **PASS** **PASS**

AREA #3 EMISSIONS						
YEAR	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
BUILD <	3.050	5.261	1.745	2.150	1.239	1.141
NO BUILD	3.068	5.285	1.755	2.161	1.246	1.149
1990 Emis	6.431	7.231	6.431	7.231	6.431	7.231

Pass/Fail **PASS** **PASS** **PASS** **PASS** **PASS** **PASS**

AREA #4 EMISSIONS						
YEAR	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
BUILD	5.179	8.587	2.946	3.486	2.101	1.838
NO BUILD <	5.180	8.588	2.946	3.486	2.101	1.838
BUDGETS	6.440	8.850	6.440	8.850	6.440	8.850

Pass/Fail **PASS** **PASS** **PASS** **PASS** **PASS** **PASS**

PROJECT EMISSIONS (kg/summer day)

The following tables list all projects in each area that have positive or negative emission impacts. The complete project analyses are located in the Project Appendix beginning on page 7. A positive number indicates a reduction in emissions attributable to the project and a negative number indicates an emissions increase.

*Exempt projects showing an emissions benefit.

AREA #1 PROJECT EMISSIONS						
PROJECT #	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
11856	5.449	9.077	2.877	3.792	2.268	2.604
11863	2.169	5.006	1.152	1.966	0.769	0.992
11868	0.109	0.089	0.049	0.041	0.042	0.045
11869	0.218	0.179	0.099	0.081	0.084	0.089
7492.30/10551	44.006	17.665	19.083	6.977	16.503	4.487
10341	3.100	2.522	1.405	1.154	0.970	0.753

Total Area 1	55.052	34.538	24.666	14.011	20.637	8.970
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AREA #2 PROJECT EMISSIONS						
PROJECT #	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
11869	0.708	0.581	0.321	0.264	0.275	0.290
11839*	5.216	7.713	2.687	3.191	1.850	1.733
11840*	0.330	0.488	0.170	0.202	0.117	0.110
11847*	2.805	4.148	1.445	1.716	0.995	0.932
7864.2	0.464	0.686	0.239	0.284	0.164	0.154
10341	0.472	0.387	0.214	0.176	0.148	0.115

Total Area 2	9.994	14.003	5.076	5.832	3.549	3.334
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AREA #3 PROJECT EMISSIONS						
PROJECT #	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
11703	0.396	0.300	0.183	0.144	0.142	0.097
11856	10.348	17.024	5.406	7.064	4.254	4.836
11868	0.236	0.194	0.107	0.088	0.092	0.097
11869	1.453	1.192	0.659	0.542	0.563	0.595
10341	4.467	3.638	2.015	1.651	1.388	1.070

Total Area 3	16.900	22.347	8.370	9.489	6.438	6.695
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AREA #4 PROJECT EMISSIONS						
PROJECT #	2006		2015		2025	
	VOC	NOx	VOC	NOx	VOC	NOx
10341	0.361	0.270	0.161	0.123	0.111	0.080

Total Area 4	0.361	0.270	0.161	0.123	0.111	0.080
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Methodology

The conformity process is complex, not in concept, but in detail. In essence, the conformity analysis computes emissions from transportation by multiplying vehicle miles traveled (VMT) at various speed ranges by the emissions factors for those speeds as generated by EPA's Mobile 6 model. Thus, a critical element of the conformity analysis is the traffic demand estimate.

MaineDOT has developed a statewide travel demand model. This model uses socioeconomic data to estimate travel demand. Population and employment data are forecasted using a REMI model. The data from these two models are combined to provide estimates of VMT growth. These growth factors, as produced by the travel demand model, are shown below.

County	Growth Factor 1995-2020	Annual Growth Rate
Androscoggin	1.231	0.0092
Aroostook	1.150	0.0060
Cumberland	1.257	0.0103
Franklin	1.237	0.0095
Hancock	1.287	0.0115
Kennebec	1.193	0.0077
Knox	1.367	0.0147
Lincoln	1.174	0.0069
Oxford	1.272	0.0109
Penobscot	1.316	0.0126
Piscataquis	1.119	0.0047
Sagadahoc	1.145	0.0058
Somerset	1.324	0.0130
Waldo	1.325	0.0130
Washington	1.353	0.0141
York	1.226	0.0090

$$[Annual\ Growth\ Rate = (Growth\ Factor - 1)/25\ Years]$$

Tables of estimated VMT used in this analysis are included in the Technical Appendix beginning on page 52.

Project Appendix

Pin #	Project	Planning Area	Page
11703	Mid Coast Explorer Bus Service	3	8
11856	Bath to Rockland Commuter Rail	1, 2	9
11863	Partnership for Smart Alternatives	1	10
11868	Damariscotta Park & Ride	1, 3	11
11869	Washington Park & Ride	1, 2, 3	12
7492.30&10551	Traffic Signal Projects	1	13
* 11839	Waterville Regional Trails	2	14
* 11840	Winthrop Sidewalks	2	15
* 11847	Auburn - Longely Bridge Underpass	2	16
* 7864.20	Lisbon Trail, Segment 2	2	17
10341	Park & Ride Lots (Revised Analysis)	1, 2, 3, 4	18

* Exempt projects producing emissions benefits

Project: PIN 11703 Mid-Coast Explorer Bus Service

Planning Areas Impacted: 3

Summary:

Seasonal transit system linking the Boothbay Peninsula to the Rockland Branch rail service in Newcastle and Wiscasset

Assumptions: (provided by MaineDOT's Office of Passenger Transportation)

- 110 days of service per season
- 23 round trip bus trips per day
- 30 miles per round trip
- Buses are LDDTs
- Vehicles eliminated assumed to be LDGVs
- Average of 1.5 people per automobile
- Average daily automobile traffic is 7,906
- The project will reduce daily automobile traffic by 5%, or 395
- The average speed of cars is 41 mph and the average speed of the bus will be 35 mph

VTM reductions:

395/1.5 x 30 miles = 7900 VMT reduced daily

Bus VMT created:

30 miles x 23 trips = 690 Bus VMT created daily

Mobile 6 Emissions Factors for LDDTs at 35 mph:

AREA 3	VOC	NOx
2006	0.740	1.075
2015	0.280	0.347
2025	0.014	0.151

Mobile 6 Emissions Factors for LDGVs at 41 mph:

AREA 3	VOC	NOx
2006	0.908	0.745
2015	0.412	0.339
2025	0.297	0.219

Emissions Analysis:

Year	Planning Area	VMT Reduced	LDGV Emissions Factors			Emissions Reduced (kg/summer day)		
				VOCs	NOx		VOCs	NOx
2006	3	480	x	0.908	0.745	=	0.436	0.358
2015	3	480	x	0.412	0.339	=	0.198	0.163
2025	3	480	x	0.297	0.219	=	0.143	0.105

Year	Planning Area	Shuttle VMT Created	LDDT Emissions Factors			Emissions Created (kg/summer day)		
				VOCs	NOx		VOCs	NOx
2006	3	54	x	0.740	1.075	=	0.040	0.058
2015	3	54	x	0.280	0.347	=	0.015	0.019
2025	3	54	x	0.014	0.151	=	0.001	0.008

Total Emissions Reduced:

	Area	Reduced		Created		Total Emissions Reduced (kg/summer day)	
		VOC	NOx	VOC	NOx	VOC	NOx
2006	3	0.436	0.358	0.040	0.058	0.396	0.300
2015	3	0.198	0.163	0.015	0.019	0.183	0.144
2025	3	0.143	0.105	0.001	0.008	0.142	0.097

Total Emissions Reduced

Project: PIN 11856 Bath to Rockland Self Propelled Commuter Rail

Planning Areas Impacted: 1, 3

Summary:

Self powered diesel passenger cars will carry travelers in the Brunswick to Rockland corridor.

Assumptions: (provided by MaineDOT's Office of Passenger Transportation)

- 600-800 one-way passenger trips daily in the corridor
- Nine one-way train trips per day at 56 miles each
(track miles by county: Cumberland=7, Sagadahoc=7, Lincoln=26, Knox=14)
- Stations at Bath, Wiscasset, Newcastle, Thomaston, and Rockland
- Average trip length of 40 miles (both passenger vehicles and train)
- Average of 1.5 people per automobile passengers per car
- Average speed for automobiles assumed to be 41 mph
- Average speed for train assumed to be 41 mph
- Trains use 2 Detroit Diesel motors (HDDV)
- EPA's composite emissions factors used for emissions reductions (specific vehicle mix unknown)

VMT reductions:

600/1.5 x 40 miles = 16,000 VMT reduced daily

Train VMT created:

40 miles x 9 trips = 360 Train VMT created daily

Mobile 6 Emissions Factors for HDDVs:

AREA 1	VOC	NOx	AREA3	VOC	NOx
2006	0.383	8.813	2006	0.395	8.813
2015	0.233	2.756	2015	0.233	2.756
2025	0.194	0.799	2025	0.194	0.799

Emissions Analysis:

Year	Planning Area	VMT Reduced	Composite Emissions Factors			Emissions Reduced (kg/summer day)		
				VOCs	NOx		VOCs	NOx
2006	1	5600	x	0.975	1.665	=	5.460	9.324
	3	10400	x	0.997	1.681	=	10.369	17.482
2015	1	5600	x	0.515	0.691	=	2.884	3.870
	3	10400	x	0.521	0.693	=	5.418	7.207
2025	1	5600	x	0.406	0.469	=	2.274	2.626
	3	10400	x	0.410	0.469	=	4.264	4.878

Year	Planning Area	Train VMT Created	HDDV Emissions Factors			Emissions Created x 2 (kg/summer day)		
				VOCs	NOx		VOCs	NOx
2006	1	14	x	0.383	8.813	=	0.011	0.247
	3	26	x	0.395	8.813	=	0.021	0.458
2015	1	14	x	0.233	2.756	=	0.007	0.077
	3	26	x	0.233	2.756	=	0.012	0.143
2025	1	14	x	0.194	0.799	=	0.005	0.022
	3	26	x	0.194	0.799	=	0.010	0.042

Total Emissions Reduced:

	Area	Reduced		Created	
		VOC	NOx	VOC	NOx
2006	1	5.460	9.324	0.011	0.247
	3	10.369	17.482	0.021	0.458
2015	1	2.884	3.870	0.007	0.077
	3	5.418	7.207	0.012	0.143
2025	1	2.274	2.626	0.005	0.022
	3	4.264	4.878	0.010	0.042

Total Emissions Reduced

(kg/summer day)	
VOC	NOx
5.449	9.077
10.348	17.024
2.877	3.792
5.406	7.064
2.268	2.604
4.254	4.836

Project: PIN 11863 Partnership for Smart Alternatives

Planning Areas Impacted: 1

Summary:

A cooperative advertising campaign to promote bus and rail options in the I-95 corridor, primarily aimed at travelers to Greater Boston.

Assumptions: *(provided by MaineDOT's Office of Passenger Transportation)*

- In 2002, approximately 650,000 passenger trips were made on Amtrak, Concord Transportation, and Vermont Transit trains and buses between Portland and Boston
- Assume that 2% of trips (13,000) were a result of advertising
- Assume that this new project will produce the same results (13,000)
- Assume 35 trips per day (13,000/365)
- Average of 1.5 passengers per automobile
- Average round trip length of 100 miles (77 miles in York County, 23 miles in Cumberland County)
- Average speed for automobiles assumed to be 55 mph
- No increase Bus or rail VMT as service is not being expanded as part of this project
- EPA's composite emissions factors used for emissions reductions (specific vehicle mix unknown)

VMT reductions:

York County: $35/1.5 \times 77$ miles = 1797 VMT reduced daily

Cumberland County: $35/1.5 \times 23$ miles = 536 VMT reduced daily

Emissions Analysis:

Year	Planning Area 1	VMT Reduced	Composite Emissions Factors				Emissions Reduced (kg/summer day)	
				VOCs	NOx		VOCs	NOx
2006	York	1797	x	0.934	2.150	=	1.678	3.864
	Cumberland	536	x	0.916	2.132	=	0.491	1.143
	Total for 2006						2.169	5.006
2015	York	1797	x	0.495	0.843	=	0.890	1.515
	Cumberland	536	x	0.489	0.841	=	0.262	0.451
	Total for 2015						1.152	1.966
2025	York	1797	x	0.332	0.425	=	0.597	0.764
	Cumberland	536	x	0.322	0.425	=	0.173	0.228
	Total for 2020						0.769	0.992

Project: PIN 11868 Damariscotta Park & Ride Lot

Planning Areas Impacted: 1, 3

Summary:

Park & Ride lot construction in Damariscotta to serve commuters to Bath Iron Works in Bath.

Assumptions: *(provided by MaineDOT's Office of Passenger Transportation)*

- All commuters expected to use LDGV
- Average speed for all vehicles assumed to be 41 mph
- EPA's Mobile 6 model lists the following emissions factors for LDGVs at 41 mph:

	VOC	NOx
2006	0.908	0.745
2015	0.412	0.339
2025	0.352	0.372

- Distance round trip from Damariscotta to Bath is 38 miles
- 20 commuters will carpool to Bath, at 2 per car, eliminating 10 car trips per day
- 10 trips x 38 miles per day = 380 VMT eliminated
- 12 miles will be in Area 1 (Sagadahoc County) and 26 miles will be in Area 3 (Lincoln County)

VMT reductions:

Area 1	10 x 12 = 120 VMT reduced daily
Area 3	10 x 26 = 260 VMT reduced daily

Emissions Analysis:

Year	Planning Area	VMT Reduced	LDGV Emissions Factors			Emissions Reduced (kg/summer day)		
				VOCs	NOx		VOCs	NOx
2006	1	120	x	0.908	0.745	=	0.109	0.089
	3	260	x	0.908	0.745	=	0.236	0.194
2015	1	120	x	0.412	0.339	=	0.049	0.041
	3	260	x	0.412	0.339	=	0.107	0.088
2025	1	120	x	0.352	0.372	=	0.042	0.045
	3	260	x	0.352	0.372	=	0.092	0.097

Project: PIN 11869 Washington Park & Ride Lot

Planning Areas Impacted: 1, 2, 3

Summary:

Park & Ride lot construction (20 spaces) in Washington to serve commuters to Bath and Augusta.

Assumptions: *(provided by MaineDOT's Office of Passenger Transportation)*

- All commuters expected to use LDGV
- Average speed for all vehicles assumed to be 41 mph
- EPA's Mobile 6 model lists the following emissions factors for LDGVs at 41 mph:

	VOC	NOx
2006	0.908	0.745
2015	0.412	0.339
2025	0.352	0.372

- Distance round trip from Washington to Bath is 82 miles; Washington to Augusta is 49 miles
- 20 commuters will carpool to Bath, at 2 per car, eliminating 10 car trips per day
- 20 commuters will carpool to Augusta, at 2 per car, eliminating 10 car trips per day
- 20 trips x 131 miles per day = 2620 VMT eliminated
- 12 miles will be in Area 1, 39 miles will be in Area 2, and 80 miles will be in Area 3

VMT reductions:

Area 1	20 x 12 = 240 VMT reduced daily
Area 2	20 x 39 = 780 VMT reduced daily
Area 3	20 x 80 = 1600 VMT reduced daily

Emissions Analysis:

Year	Planning Area	VMT Reduced	LDGV Emissions Factors		Emissions Reduced (kg/summer day)			
				VOCs	NOx		VOCs	NOx
2006	1	240	x	0.908	0.745	=	0.218	0.179
	2	780	x	0.908	0.745	=	0.708	0.581
	3	1600	x	0.908	0.745	=	1.453	1.192
2015	1	240	x	0.412	0.339	=	0.099	0.081
	2	780	x	0.412	0.339	=	0.321	0.264
	3	1600	x	0.412	0.339	=	0.659	0.542
2025	1	240	x	0.352	0.372	=	0.084	0.089
	2	780	x	0.352	0.372	=	0.275	0.290
	3	1600	x	0.352	0.372	=	0.563	0.595

Projects: PIN 7492.30 Biddeford and PIN 10551.00 Westbrook

Planning Area Impacted: 1

Summary:

Traffic signal and intersection improvements to reduce the amount of idling traffic.

Assumptions:

- We used EPA's method of multiplying the 2.5 speed emissions factors by 2.5 to produce idle emissions factors.
- Delay reduction based on traffic count data received from the project consultants: Vanasse Hangen Brustlin and Gorrill-Palmer.

Emissions Analysis:

Year	Project	Delay reduction veh-hrs/summer day		Idle Emissions Factors			Emissions Reduced (kg/summer day)	
				VOCs	NOx		VOCs	NOx
2006	Biddeford (York County)	2098	x	19.418	7.778	=	40.738	16.317
	Westbrook (Cumb County)	175	x	18.675	7.700	=	3.268	1.348
	Total for 2006						44.006	17.665
2015	Biddeford (York County)	1883	x	8.825	3.215	=	16.617	6.054
	Westbrook (Cumb County)	288	x	8.563	3.205	=	2.466	0.923
	Total for 2015						19.083	6.977
2025	Biddeford (York County)	2119	x	6.650	1.808	=	14.091	3.831
	Westbrook (Cumb County)	363	x	6.643	1.808	=	2.411	0.656
	Total for 2020						16.503	4.487

Projects: PIN 11839 Waterville - Regional Trails

Planning Area Impacted: 2

Project Summary:

This project will connect the communities of Benton, Fairfield, Oakland, Waterville, and Winslow via a multi-use loop trail along the shores of the Kennebec River and Messalonskee Stream. The trail will bring together five communities by providing an alternative mode of transportation among them. The trail will enable users to get from residential neighborhoods to downtown Waterville, Colby College, local schools, hospitals, the Alford Center, etc.

Assumptions:

- The total population of the Greater Waterville Area is 45,000.
- It is expected that 10% of the population will use the trail (4500)
- Half of the users will eliminate short vehicle trips (2250 trips) and be equal parts bike and walking trips.
- Bike trips average 3 miles, and pedestrian trips average 1 mile.
- The average speed in the area is 25 mph.

Reduced VMT:

$$\begin{aligned} \text{Bike trips } 1125 \times 3 \text{ miles} &= 3375 \\ \text{Pedestrian Trips } 1125 \times 1 \text{ mile} &= 1125 \\ \text{Total daily reduced VMT: } &4500 \end{aligned}$$

Emissions Reductions:

Year	VMT Reduced	Composite Emission Factors (grams)				Daily Emissions Reductions (kg/day)	
			VOC	NOx		VOC	NOx
2006	4500	x	1.159	1.714	=	5.216	7.713
2015	4500	x	0.597	0.709	=	2.687	3.191
2025	4500	x	0.411	0.385	=	1.850	1.733

Projects: PIN 11840 Winthrop Sidewalks

Planning Area Impacted: 2

Project Summary:

This project would build new sidewalks serving the Downtown area of Winthrop with links to community facilities including schools, recreational areas, the town office, and shopping centers.

Assumptions:

- The average annual daily traffic (AADT) on Main Street is approximately 9500 vehicles per day.
- Approximately 1% of vehicle trips will be replaced by bicycle trips, and approximately 1% of vehicle trips will be replaced by pedestrian trips.
- Bike trips average 2 miles, and pedestrian trips average 1 mile.
- The average speed in the area is 25 mph.

Reduced VMT:

$$\begin{array}{rcl} \text{Bike trips} & 95 \times 2 \text{ miles} & = 190 \\ \text{Pedestrian Trips} & 95 \times 1 \text{ mile} & = 95 \\ \hline \text{Total daily reduced VMT:} & & 285 \end{array}$$

Emissions Reductions:

Year	VMT Reduced	Composite Emission Factors (grams)				Daily Emissions Reductions (kg/day)	
			VOC	NOx		VOC	NOx
2006	285	x	1.159	1.714	=	0.330	0.488
2015	285	x	0.597	0.709	=	0.170	0.202
2025	285	x	0.411	0.385	=	0.117	0.110

Projects: PIN 11847 Auburn - Longley Bridge Underpass

Planning Area Impacted: 2

Project Summary:

The underpass will run beneath the James B. Longley Memorial Bridge at the intersection of Court and Main Streets in downtown Auburn to connect Festival Plaza with Great Falls Plaza. The new facility will connect residents, workers, and visitors to civic, retail, and service destinations, as well as festivals and recreation facilities. In addition, the new facility will provide safety to the 40% of the downtown households who do not own a car.

Assumptions:

- The average daily traffic volume of Court Street is 51,500 vehicles.
- The average daily traffic volume of Main Street is 9,000 vehicles.
- Approximately 1% of vehicle trips on each street will be replaced by bicycle trips, and approximately 1% of vehicle trips will be replaced by pedestrian trips.
- Bike trips average 3 miles, and pedestrian trips average 1 mile.
- The average speed in the area is 25 mph.

Reduced VMT:

$$\begin{array}{rcl} \text{Bike trips} & 605 \times 3 \text{ miles} & = 1815 \\ \text{Pedestrian Trips} & 605 \times 1 \text{ mile} & = 605 \\ \text{Total daily reduced VMT:} & & \underline{2420} \end{array}$$

Emissions Reductions:

Year	VMT Reduced	Composite Emission Factors (grams)				Daily Emissions Reductions (kg/day)	
			VOC	NOx		VOC	NOx
2006	2420	x	1.159	1.714	=	2.805	4.148
2015	2420	x	0.597	0.709	=	1.445	1.716
2025	2420	x	0.411	0.385	=	0.995	0.932

Projects: PIN 7864.20 Lisbon Trail, Segment 2

Planning Area Impacted: 2

Project Summary:

The Lisbon Trail is a 4.5 mile multi-use pathway that connects neighborhoods, schools, businesses, and parks in the town's three traditional villages. Segment 2 will begin at Paper Mill Road in Lisbon Center, follow Mill Street and Upland Road for 1.17 miles and terminate at the intersection of Upland and Webster roads, near Graziano's Square on Route 196 in Lisbon Village.

Assumptions:

- Over 5,000 residents live within a mile of the Lisbon Trail, all of whom are considered potential users of the trail.
- It is assumed that 1% are school children who will walk and/or bike to school, reducing 100 vehicle-miles traveled daily round-trip (50 children x 2 miles per day).
- It is assumed that 2% are residents who work in the area, including the industrial park, who will walk to work, reducing 200 vehicle-miles traveled daily round-trip (100 workers x 2 miles per day).
- It is assumed that 1% of area residents will walk for short errands, instead of driving, reducing 100 vehicle-miles traveled daily round-trip (50 residents x 2 miles per day).
- The average speed in the area is 25 mph.

Reduced VMT:

School children	100
Workers	200
Residents/errands	100
Total daily reduced VMT:	400

Emissions Reductions:

Year	VMT Reduced	Composite Emission Factors (grams)				Daily Emissions Reductions (kg/day)	
		VOC	NOx			VOC	NOx
2006	400	x	1.159	1.714	=	0.464	0.686
2015	400	x	0.597	0.709	=	0.239	0.284
2025	400	x	0.411	0.385	=	0.164	0.154

Project: PIN 10341 Park & Ride Lots (Revised from 2002-2004 STIP)

Planning Areas Impacted: 1, 2, 3, 4

Summary:

This project was originally intended to fund 5 park & ride lots in Lewiston-Auburn, Sabattus, Waldoboro, Bass Harbor, and Thomaston. The lot in Bass Harbor and Waldoboro are still pending. The lots in Lewiston-Auburn and Sabattus will not be built at this time, and the lot in Thomaston has been completed. Six new lots have been added to this pin, to be built in Lisbon, Nobleboro, Oakland, Rockland, Washington, and Windham. This analysis removes the lots in Lewiston-Auburn and Sabattus, and adds the six new lots.

Assumptions:

- Commuter buses assumed to be HDDV
- Vans assumed to be LDGT2
- Vehicles eliminated from the road assumed to be LDGV
- Average speed for all vehicles assumed to be 41 mph during the summer.

Emissions Analysis:

YEAR	LDGT2							LDGV							
	LDGT2		Emissions Factors			LDGT2		LDGV		Emissions Factors			LDGV		
	(created)		(grams/mile)			created		eliminated		(grams/mile)			reduced		
	VMT		VOC	NOx	=	VOC	NOx		VMT		VOC	NOx	=	VOC	NOx
Area 1															
2006	48	x	0.961	0.904	=	0.046	0.043		3476	x	0.905	0.738	=	3.146	2.565
2015	48	x	0.500	0.443	=	0.024	0.021		3476	x	0.411	0.338	=	1.429	1.175
2025	48	x	0.348	0.319	=	0.017	0.015		3476	x	0.284	0.221	=	0.987	0.768
Area 2															
2006		x			=				520	x	0.908	0.745	=	0.472	0.387
2015		x			=				520	x	0.412	0.339	=	0.214	0.176
2025		x			=				520	x	0.284	0.221	=	0.148	0.115
Area 3															
2006	212	x	0.979	0.932	=	0.208	0.198		5148	x	0.908	0.745	=	4.674	3.835
2015	212	x	0.502	0.444	=	0.106	0.094		5148	x	0.412	0.339	=	2.121	1.745
2025	212	x	0.348	0.319	=	0.074	0.068		5148	x	0.284	0.221	=	1.462	1.138
Area 4															
2006		x			=				360	x	1.004	0.751	=	0.361	0.270
2015		x			=				360	x	0.447	0.342	=	0.161	0.123
2025		x			=				360	x	0.308	0.223	=	0.111	0.080

Emissions Benefits:

		Emissions Savings (Kg/day) reduced - created	
		VOC	NOx
Area 1	2006	3.100	2.522
	2015	1.405	1.154
	2025	0.970	0.753
Area 2	2006	0.472	0.387
	2015	0.214	0.176
	2025	0.148	0.115
Area 3	2006	4.467	3.638
	2015	2.015	1.651
	2025	1.388	1.070
Area 4	2006	0.361	0.270
	2015	0.161	0.123
	2025	0.111	0.080

Project: PIN 10341 Park & Ride Lots (cont.)

Distances:

- The average round trip distance from Waldoboro to BIW is 52 miles, with 40 miles in Planning Area 3 and 12 miles in Planning Area 1.
- The average round trip distance from Waldoboro to Brunswick is 62 miles, with 40 miles in Planning Area 3 and 22 miles in Planning Area 1.
- The average round trip distance from Bass Harbor to Bar Harbor is 18 miles.
- The average round trip distance from Thomaston to BIW is 78 miles, with 66 miles in Planning Area 3 and 12 miles in Planning Area 1.
- The average round trip distance from Thomaston to Brunswick is 86 miles, with 66 miles in Planning Area 3 and 20 miles in Planning Area 1.
- The average round trip distance from Thomaston to Camden is 12 miles, all in Planning Area 3.
- The average round trip distance from Lisbon to BIW is 40 miles, with 28 miles in Planning Area 1 and 12 miles in Planning Area 2.
- The average round trip distance from Nobleboro to BIW is 45 miles, with 22 miles in Planning Area 1 and 23 miles in Planning Area 3.
- The average round trip distance from Oakland to BIW is 118 miles, with 35 miles in Planning Area 2 and 83 miles in Planning Area 1.
- The average round trip distance from Rockland to BIW is 88 miles, with 22 miles in Planning Area 1 and 66 miles in Planning Area 3.
- The average round trip distance from Washington to BIW is 84 miles, with 22 miles in Planning Area 1 and 62 miles in Planning Area 3.
- The average round trip distance from Windham to Portland is 28 miles, all in Planning Area 1.

Park & Ride Assumptions provided by the Office of Passenger Transportation:

1. Waldoboro Park and Ride, 35 vehicles

a. 30 spaces for BIW commuters who will vanpool (LDGT2)

Area 1 - 2 vans x 12 miles a day = 24 VMT created

Area 3 - 2 vans x 40 miles a day = 80 VMT created

Area 1 - 30 commuters x 12 miles a day = 360 VMT eliminated

Area 3 - 30 commuters x 40 miles a day = 1200 VMT eliminated

b. 5 spaces for commuters to Brunswick who will car pool =

Area 1 - 5 commuters x 22 miles a day = 110 VMT eliminated

Area 3 - 5 commuters x 40 miles a day = 200 VMT eliminated

Lot 1 totals:

	Van VMT created	Car VMT eliminated
Area 1	24	470
Area 3	80	1400

Project: PIN 10341 Park & Ride Lots (cont.)

2. Bass Harbor, 30 spaces (10 for MSFS)

Area 4 - 20 commuters x 18 miles a day = 360 VMT eliminated

Lot 2 totals:

		Car VMT eliminated
Area 4		360

3. Thomaston Park and Ride, 26 vehicles

a. 20 spaces for BIW commuters who will vanpool

Area 1 - 2 vans x 12 miles a day = 24 VMT created

Area 3 - 2 vans x 66 miles a day = 132 VMT created

Area 1 - 20 commuters x 12 miles a day = 240 VMT eliminated

Area 3 - 20 commuters x 66 miles a day = 1320 VMT eliminated

b. 3 spaces for commuters to Brunswick who will carpool

Area 1 - 3 commuters x 20 miles a day = 60 VMT eliminated

Area 3 - 3 commuters x 66 miles a day = 198 VMT eliminated

c. 3 spaces for commuters to Camden

Area 3 - 3 commuters x 12 miles a day = 36 VMT eliminated

Lot 3 totals:

	Van VMT created	Car VMT eliminated
Area 1	24	300
Area 3	132	1554

4. Lisbon, 25 spaces

Area 1 - 20 commuters x 28 miles a day = 560 VMT eliminated

Area 2 - 20 commuters x 12 miles a day = 240 VMT eliminated

Lot 4 totals:

		Car VMT eliminated
Area 1		560
		240

Project: PIN 10341 Park & Ride Lots (cont.)

5. Nobleboro, 25 spaces

Area 1 - 20 commuters x 22 miles a day = 440 VMT eliminated

Area 3 - 20 commuters x 23 miles a day = 460 VMT eliminated

Lot 5 totals:

		Car VMT eliminated
Area 1		440
Area 3		460

6. Oakland, 11 spaces

Area 1 - 8 commuters x 83 miles a day = 664 VMT eliminated

Area 2 - 8 commuters x 35 miles a day = 280 VMT eliminated

Lot 6 totals:

		Car VMT eliminated
Area 1		664
Area 2		280

7. Rockland, 20 spaces

Area 1 - 15 commuters x 22 miles a day = 330 VMT eliminated

Area 3 - 15 commuters x 66 miles a day = 990 VMT eliminated

Lot 7 totals:

		Car VMT eliminated
Area 1		330
Area 3		990

8. Washington, 20 spaces

Area 1 - 12 commuters x 22 miles a day = 264 VMT eliminated

Area 3 - 12 commuters x 62 miles a day = 744 VMT eliminated

Lot 8 totals:

		Car VMT eliminated
Area 1		264
Area 3		744

9. Windham, 20 spaces

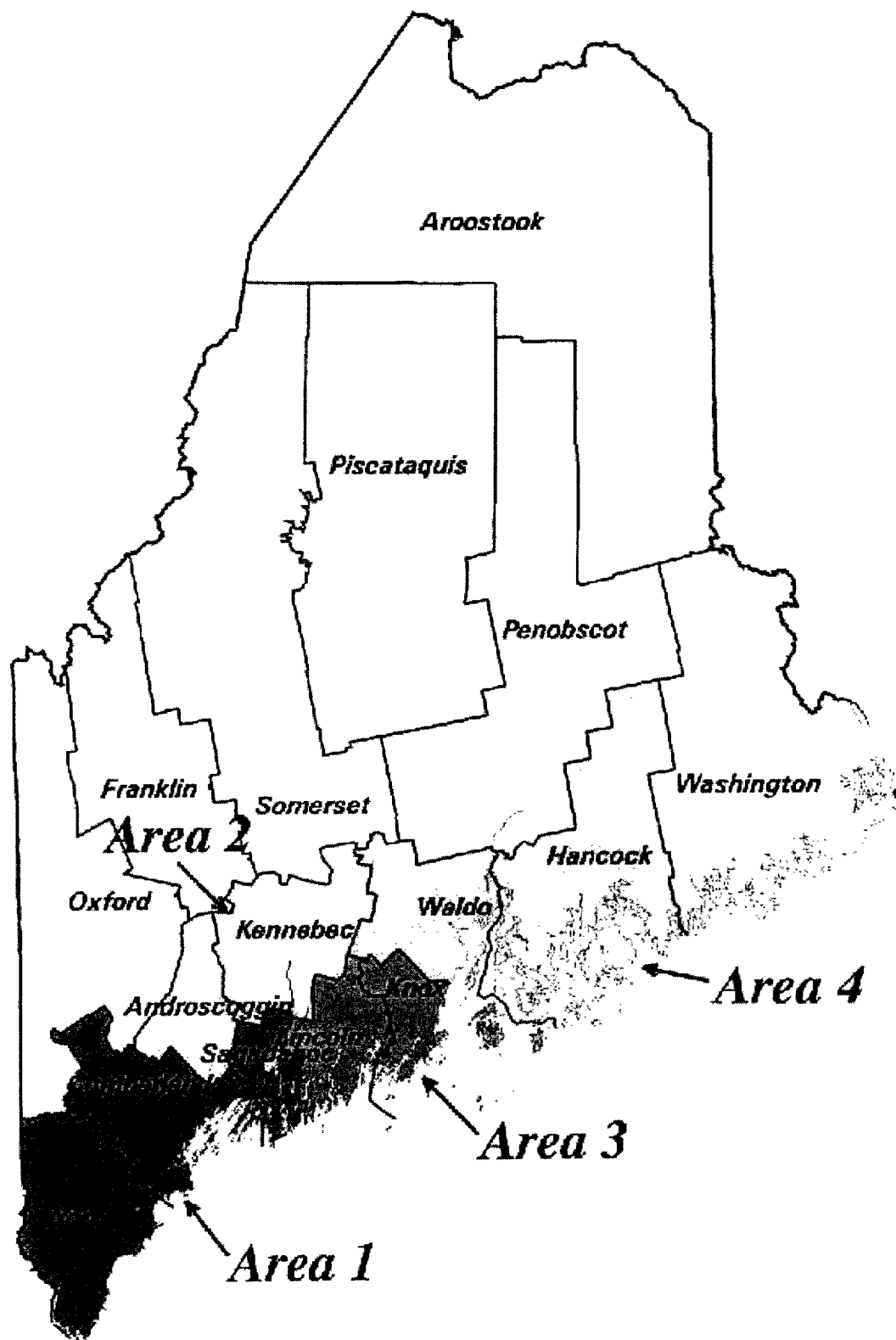
Area 1 - 16 commuters x 28 miles a day = 448 VMT eliminated

Lot 9 totals:

		Car VMT eliminated
Area 1		448

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VMT GROWTH PROJECTIONS

ANNUAL GROWTH RATE = (GROWTH FACTOR - 1) / 25 YEARS

Growth projections for the years 1995-2020

Source = MDOT's Travel Demand Model

COUNTY	OZONE CLASSIFICATION	PLANNING AREA*	LINEAR RATE OF GROWTH 95-2020	% Growth per year
ANDROSCOGGIN	MODERATE	2	0.00922	0.922
CUMBERLAND	MODERATE	1	0.0103	1.03
HANCOCK	MAINTENANCE	4	0.0115	1.15
KENNEBEC	MODERATE	2	0.0077	0.77
KNOX	MODERATE	3	0.0147	1.47
LINCOLN	MODERATE	3	0.0069	0.69
SAGadahoc	MODERATE	1	0.0058	0.58
WALDO	MAINTENANCE	4	0.0130	1.30
YORK	MODERATE	1	0.0089	0.89

Growth factors used for MDOT VMT Projections

MaineDOT has developed a statewide travel demand model. This model uses socioeconomic data to estimate travel demand. Population and employment data is forecasted using a REMI model. The data from these two models is combined to provide estimates of VMT growth. These growth factors, as produced by the travel demand model, are shown below.

COUNTY CODE	COUNTY	GROWTH FACTOR 1995-2020	ANNUAL GROWTH RATE
001	ANDROSCOGGIN	1.231	0.0092
003	AROOSTOOK	1.150	0.0060
005	CUMBERLAND	1.257	0.0103
007	FRANKLIN	1.237	0.0095
009	HANCOCK	1.287	0.0115
011	KENNEBEC	1.193	0.0077
013	KNOX	1.367	0.0147
015	LINCOLN	1.174	0.0069
017	OXFORD	1.272	0.0109
019	PENOBSCOT	1.316	0.0126
021	PISCATAQUIS	1.119	0.0047
023	SAGadahoc	1.145	0.0058
025	SOMERSET	1.324	0.0130
027	WALDO	1.325	0.0130
029	WASHINGTON	1.353	0.0141
031	YORK	1.226	0.0090

ANNUAL GROWTH RATE = (GROWTH FACTOR - 1) / 25 YEARS

Annual VMT Projections

	Androscoggin Actual	Cumberland Actual	Hancock Actual	Kennebec Actual	Knox Actual	Lincoln Actual	Sagadahoc Actual	Waldo Actual	York Actual
1990	749,451,945	2,342,631,937	561,524,946	1,162,206,143	294,037,083	315,608,058	344,306,588	322,828,645	1,657,421,722
1991	720,199,805	2,380,677,372	569,507,235	1,150,215,762	287,424,838	309,764,079	343,326,019	316,953,988	1,659,663,484
1992	731,240,266	2,440,997,776	587,598,243	1,179,676,313	300,737,753	320,223,005	356,760,913	334,155,383	1,653,575,195
1993	737,648,060	2,389,170,758	607,111,442	1,206,765,026	306,304,164	321,019,617	363,522,465	340,578,664	1,669,094,705
1994	770,168,484	2,456,512,379	629,085,472	1,236,893,918	315,312,711	329,480,835	370,807,026	349,366,013	1,687,684,726
1995	778,333,804	2,514,966,344	641,883,627	1,251,725,978	318,613,957	334,386,822	376,999,003	352,071,638	1,719,595,034
1996	792,568,129	2,583,134,346	651,357,761	1,277,645,336	324,123,909	338,925,710	385,447,545	362,856,322	1,733,651,136
1997	812,183,761	2,656,204,068	670,228,140	1,290,557,882	331,255,557	346,794,676	399,224,240	371,780,291	1,798,789,825
1998	834,246,295	2,774,383,122	717,638,004	1,327,945,755	354,699,908	366,126,572	424,989,801	394,205,891	1,907,925,609
1999	875,511,148	2,964,299,126	702,604,659	1,400,049,312	364,269,616	377,470,495	440,964,471	404,869,800	2,085,584,913
2000	866,477,150	2,998,041,380	702,672,450	1,409,428,155	365,954,110	374,061,125	447,597,675	415,797,780	2,063,802,710
2001	895,681,837	3,046,140,682	714,784,227	1,413,638,134	370,707,549	378,179,628	451,869,872	418,776,936	2,069,062,616
2002	897,891,605	3,059,057,700	732,984,605	1,457,996,660	383,940,945	392,923,960	471,989,165	432,558,580	2,157,581,430
2003	906,170,166	3,090,492,577	741,393,404	1,469,259,813	389,575,662	395,652,424	474,717,262	438,185,802	2,176,792,535
2004	914,448,726	3,121,927,454	749,802,204	1,480,532,966	395,210,380	398,380,888	477,445,360	443,812,024	2,196,003,640
2005	922,727,287	3,153,362,331	758,211,003	1,491,806,119	400,845,097	401,109,352	480,173,457	449,438,746	2,215,214,745
2006	931,005,847	3,184,797,208	768,619,803	1,503,079,271	406,479,814	403,837,816	482,901,554	455,065,468	2,234,425,850
2007	939,284,406	3,216,232,085	775,028,602	1,514,352,424	412,114,532	406,566,280	485,629,652	460,692,180	2,253,636,955
2008	947,582,969	3,247,668,962	783,437,403	1,525,625,577	417,749,249	409,294,744	488,357,749	466,318,912	2,272,848,060
2009	955,841,529	3,279,101,838	791,846,201	1,536,898,730	423,383,966	412,023,208	491,085,847	471,945,834	2,292,059,165
2010	964,120,090	3,310,536,715	800,255,000	1,548,171,883	429,018,683	414,751,672	493,813,944	477,572,356	2,311,270,270
2011	972,398,650	3,341,971,592	808,663,799	1,559,445,036	434,653,401	417,460,136	496,542,041	483,199,078	2,330,481,375
2012	980,677,211	3,373,406,469	817,072,599	1,570,718,189	440,288,118	420,208,500	499,270,139	488,825,800	2,349,692,481
2013	988,955,772	3,404,841,346	825,481,398	1,581,991,341	445,822,635	422,937,064	501,996,236	494,452,522	2,368,903,586
2014	997,234,332	3,436,276,223	833,890,198	1,593,264,494	451,557,553	425,665,528	504,726,383	500,079,244	2,388,114,691
2015	1,006,612,893	3,467,711,100	842,298,997	1,604,537,647	457,192,270	428,393,992	507,454,431	505,705,966	2,407,325,796
2016	1,013,791,453	3,499,145,977	850,707,796	1,615,810,800	462,826,987	431,122,456	510,182,528	511,332,898	2,426,536,901
2017	1,022,070,014	3,530,580,854	859,116,596	1,627,093,953	468,461,705	433,850,920	512,910,628	516,959,410	2,445,748,006
2018	1,030,348,575	3,562,015,731	867,525,395	1,638,357,106	474,096,422	436,579,384	515,638,723	522,586,132	2,464,959,114
2019	1,038,627,135	3,593,450,608	875,934,195	1,649,630,259	479,731,139	439,307,948	518,366,820	528,212,854	2,484,170,216
2020	1,046,905,696	3,624,885,485	884,342,994	1,660,903,411	485,365,857	442,036,312	521,094,918	533,839,576	2,503,381,321
2021	1,055,184,256	3,656,320,362	892,751,793	1,672,176,564	491,000,574	444,764,776	523,823,015	539,466,298	2,522,692,426
2022	1,063,462,817	3,687,755,239	901,160,593	1,683,449,717	496,635,291	447,493,240	526,561,112	545,093,020	2,541,803,531
2023	1,071,741,378	3,719,190,115	909,569,892	1,694,722,870	502,270,008	450,221,704	529,279,210	550,719,742	2,561,014,636
2024	1,080,019,938	3,750,624,992	917,978,192	1,705,996,023	507,904,726	452,950,168	532,007,307	556,346,464	2,580,225,741
2025	1,088,298,499	3,782,059,869	926,386,991	1,717,268,176	513,539,443	455,673,631	534,735,405	561,973,186	2,599,436,846

% Growth Rate:

2002/2020 0.92 1.03 1.15 0.77 1.47 0.69 0.58 1.30 0.89

% Growth (used to predict VMT in horizon years)

2002act/06proj: 3.69 4.11 4.59 3.09 5.87 2.78 2.31 5.20 3.56
2002act/15proj: 11.99 13.36 14.91 10.05 19.08 9.03 7.51 16.91 11.58
2002 Act/25proj: 20.28 22.61 25.24 17.01 32.29 15.28 12.72 28.62 19.59

2002 VEHICLE MILES TRAVELED PER DAY UNFACTORED AND SEASONALLY FACTORED

FEDERAL FUNCTIONAL CLASSIFICATION

COUNTY	LOCAL	PRINCIPAL ARTERIAL INTERSTATE (1&11)	PRINCIPAL ARTERIAL OTHER FRWY. & EXP. (12)	OTHER PRINCIPAL ARTERIAL (2&14)	MINOR ARTERIALS (6&16)	MAJOR COLLECTORS (7&17)	MINOR COLLECTORS (8)	TOTAL ALL CLASSIFICATIONS
ANDROSCOGGIN (01)	(9&19)	(1&11)	(12)	(2&14)	(6&16)	(7&17)	(8)	
FEDERAL RURAL	169,878.00	64,258.00	0.00	297,833.00	255,968.00	120,688.00	121,311.00	1,029,936.00
FACTORED VMT(1.27)	215,745.06	81,607.66	0.00	378,247.91	325,079.36	153,273.76	154,064.97	1,308,018.72
FEDERAL URBAN	123,216.00	145,413.00	29,156.00	659,783.00	359,903.00	112,570.00	0.00	1,430,041.00
FACTORED VMT(1.14)	140,466.24	165,770.82	33,237.84	752,152.62	410,289.42	128,329.80	0.00	1,630,246.74
TOTAL FACTORED	356,211.30	247,378.48	33,237.84	1,130,400.53	735,368.78	281,603.56	154,064.97	2,938,265.46
TOTAL NOTFACTORED	293,094.00	209,671.00	29,156.00	957,616.00	615,871.00	233,258.00	121,311.00	2,459,977.00
AROOSTOOK (03)								
FEDERAL RURAL	196,273.00	181,641.00	0.00	405,521.00	384,823.00	501,517.00	165,400.00	1,835,175.00
FACTORED VMT(1.21)	237,490.33	219,785.61	0.00	490,680.41	465,635.83	606,835.57	200,134.00	2,220,561.75
FEDERAL URBAN	29,419.00	3,043.00	6,909.00	59,098.00	81,955.00	103,306.00	0.00	283,730.00
FACTORED VMT(1.14)	33,537.66	3,469.02	7,876.26	67,371.72	93,428.70	117,768.84	0.00	323,452.20
TOTAL FACTORED	271,027.99	223,254.63	7,876.26	558,052.13	559,064.53	724,604.41	200,134.00	2,544,013.95
TOTAL NOTFACTORED	225,692.00	184,684.00	6,909.00	464,619.00	466,778.00	604,823.00	165,400.00	2,118,905.00
CUMBERLAND (05)								
FEDERAL RURAL	443,525.00	1,695,274.00	0.00	498,721.00	577,766.00	981,575.00	227,061.00	4,423,922.00
FACTORED VMT(1.28)	567,712.00	2,169,950.72	0.00	638,362.88	739,540.48	1,256,416.00	290,638.08	5,662,620.16
FEDERAL URBAN	247,993.00	983,308.00	351,127.00	1,007,909.00	951,930.00	414,791.00	0.00	3,957,058.00
FACTORED VMT(1.14)	282,712.02	1,120,971.12	400,284.78	1,149,016.26	1,085,200.20	472,861.74	0.00	4,511,046.12
TOTAL FACTORED	850,424.02	3,290,921.84	400,284.78	1,787,379.14	1,824,740.68	1,729,277.74	290,638.08	10,173,666.28
TOTAL NOTFACTORED	691,518.00	2,678,582.00	351,127.00	1,506,630.00	1,529,696.00	1,396,366.00	227,061.00	8,380,980.00
FRANKLIN (07)								
FEDERAL RURAL	97,700.00	0.00	0.00	315,836.00	233,434.00	271,491.00	26,190.00	944,651.00
FACTORED VMT(1.33)	129,941.00	0.00	0.00	420,061.88	310,467.22	361,083.03	34,832.70	1,256,385.83
FEDERAL URBAN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACTORED VMT(1.14)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL FACTORED	129,941.00	0.00	0.00	420,061.88	310,467.22	361,083.03	34,832.70	1,256,385.83
TOTAL NOTFACTORED	97,700.00	0.00	0.00	315,836.00	233,434.00	271,491.00	26,190.00	944,651.00
HANCOCK (09)								
FEDERAL RURAL	283,910.00	0.00	0.00	397,220.00	386,358.00	527,535.00	275,971.00	1,870,994.00
FACTORED VMT(1.29)	366,243.90	0.00	0.00	512,413.80	498,401.82	680,520.15	356,002.59	2,413,582.26
FEDERAL URBAN	11,677.00	0.00	0.00	68,412.00	33,298.00	23,794.00	0.00	137,181.00
FACTORED VMT(1.14)	13,311.78	0.00	0.00	77,989.68	37,959.72	27,125.16	0.00	156,386.34
TOTAL FACTORED	379,555.68	0.00	0.00	590,403.48	536,361.54	707,645.31	356,002.59	2,569,968.60
TOTAL NOTFACTORED	295,587.00	0.00	0.00	465,632.00	419,656.00	551,329.00	275,971.00	2,008,175.00
KENNEBEC (11)								
FEDERAL RURAL	316,221.00	951,440.00	0.00	134,996.00	667,300.00	698,265.00	192,292.00	2,960,514.00
FACTORED VMT(1.21)	382,627.41	1,151,242.40	0.00	163,345.16	807,433.00	844,900.65	232,673.32	3,582,221.94
FEDERAL URBAN	91,864.00	169,848.00	0.00	98,675.00	397,317.00	276,264.00	0.00	1,033,968.00
FACTORED VMT(1.14)	104,724.96	193,626.72	0.00	112,489.50	452,941.38	314,940.96	0.00	1,178,723.52
TOTAL FACTORED	487,352.37	1,344,869.12	0.00	275,834.66	1,260,374.38	1,159,841.61	232,673.32	4,760,945.46
TOTAL NOTFACTORED	408,085.00	1,121,288.00	0.00	233,671.00	1,064,617.00	974,529.00	192,292.00	3,994,482.00

2002 VEHICLE MILES TRAVELED PER DAY UNFACTORED AND SEASONALLY FACTORED

FEDERAL FUNCTIONAL CLASSIFICATION

COUNTY	LOCAL	PRINCIPAL ARTERIAL INTERSTATE	PRINCIPAL ARTERIAL OTHER FRWY. & EXP.	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIALS	MAJOR COLLECTORS	MINOR COLLECTORS	TOTAL ALL CLASSIFICATIONS
	(9&19)	(1&11)	(12)	(2&14)	(6&16)	(7&17)	(8)	
KNOX (13)								
FEDERAL RURAL	147,944.00	0.00	0.00	243,832.00	243,416.00	185,031.00	105,818.00	926,041.00
FACTORED VMT(1.22)	180,491.68	0.00	0.00	297,475.04	296,967.52	225,737.82	129,097.96	1,129,770.02
FEDERAL URBAN	14,955.00	0.00	0.00	52,823.00	23,716.00	34,358.00	0.00	125,852.00
FACTORED VMT(1.14)	17,048.70	0.00	0.00	60,218.22	27,036.24	39,168.12	0.00	143,471.28
TOTAL FACTORED	197,540.38	0.00	0.00	357,693.26	324,003.76	264,905.94	129,097.96	1,273,241.30
TOTAL NOTFACTORED	162,899.00	0.00	0.00	296,655.00	267,132.00	219,389.00	105,818.00	1,051,893.00
LINCOLN (15)								
FEDERAL RURAL	140,440.00	0.00	0.00	320,147.00	171,596.00	276,461.00	167,860.00	1,076,504.00
FACTORED VMT(1.29)	181,167.60	0.00	0.00	412,989.63	221,358.84	356,634.69	216,539.40	1,388,690.16
FEDERAL URBAN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACTORED VMT(1.14)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL FACTORED	181,167.60	0.00	0.00	412,989.63	221,358.84	356,634.69	216,539.40	1,388,690.16
TOTAL NOTFACTORED	140,440.00	0.00	0.00	320,147.00	171,596.00	276,461.00	167,860.00	1,076,504.00
OXFORD (17)								
FEDERAL RURAL	214,934.00	0.00	0.00	540,396.00	168,048.00	382,995.00	182,992.00	1,489,365.00
FACTORED VMT(1.27)	272,966.18	0.00	0.00	686,302.92	213,420.96	486,403.65	232,399.84	1,891,493.55
FEDERAL URBAN	9,270.00	0.00	0.00	28,243.00	12,661.00	15,437.00	0.00	65,611.00
FACTORED VMT(1.14)	10,567.80	0.00	0.00	32,197.02	14,433.54	17,598.18	0.00	74,796.54
TOTAL FACTORED	283,533.98	0.00	0.00	718,499.94	227,854.50	504,001.83	232,399.84	1,966,290.09
TOTAL NOTFACTORED	224,204.00	0.00	0.00	568,639.00	180,709.00	398,432.00	182,992.00	1,554,976.00
PENOBSCOT (19)								
FEDERAL RURAL	267,249.00	1,066,172.00	0.00	174,005.00	646,096.00	689,292.00	210,640.00	3,053,454.00
FACTORED VMT(1.22)	326,043.78	1,300,729.84	0.00	212,286.10	788,237.12	840,936.24	256,980.80	3,725,213.88
FEDERAL URBAN	141,465.00	398,135.00	0.00	337,732.00	430,250.00	280,166.00	0.00	1,587,748.00
FACTORED VMT(1.14)	161,270.10	453,873.90	0.00	385,014.48	490,485.00	319,389.24	0.00	1,810,032.72
TOTAL FACTORED	487,313.88	1,754,603.74	0.00	597,300.58	1,278,722.12	1,160,325.48	256,980.80	5,535,246.60
TOTAL NOTFACTORED	408,714.00	1,464,307.00	0.00	511,737.00	1,076,346.00	969,458.00	210,640.00	4,641,202.00
PISCATAQUIS (21)								
FEDERAL RURAL	76,237.00	0.00	0.00	0.00	262,942.00	124,884.00	40,022.00	504,085.00
FACTORED VMT(1.26)	96,058.62	0.00	0.00	0.00	331,306.92	157,353.84	50,427.72	635,147.10
FEDERAL URBAN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACTORED VMT(1.14)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL FACTORED	96,058.62	0.00	0.00	0.00	331,306.92	157,353.84	50,427.72	635,147.10
TOTAL NOTFACTORED	76,237.00	0.00	0.00	0.00	262,942.00	124,884.00	40,022.00	504,085.00
SAGadahoc (23)								
FEDERAL RURAL	66,157.00	443,593.00	0.00	250,757.00	0.00	211,758.00	84,408.00	1,056,673.00
FACTORED VMT(1.35)	89,311.95	598,850.55	0.00	338,521.95	0.00	285,873.30	113,950.80	1,426,508.55
FEDERAL URBAN	25,828.00	0.00	0.00	69,850.00	0.00	109,505.00	0.00	236,446.00
FACTORED VMT(1.14)	29,443.92	0.00	0.00	79,629.00	0.00	124,835.70	0.00	269,548.44
TOTAL FACTORED	118,755.87	598,850.55	0.00	418,150.95	0.00	410,709.00	113,950.80	1,696,056.99
TOTAL NOTFACTORED	91,985.00	443,593.00	0.00	320,607.00	0.00	321,263.00	84,408.00	1,293,119.00

2002 VEHICLE MILES TRAVELED PER DAY UNFACTORED AND SEASONALLY FACTORED FEDERAL FUNCTIONAL CLASSIFICATION

COUNTY	LOCAL	PRINCIPAL ARTERIAL INTERSTATE (1&11)	PRINCIPAL ARTERIAL OTHER FRWY. & EXP. (12)	OTHER PRINCIPAL ARTERIAL (2&14)	MINOR ARTERIALS (6&16)	MAJOR COLLECTORS (7&17)	MINOR COLLECTORS (8)	TOTAL ALL CLASSIFICATIONS
SOMERSET (25)								
FEDERAL RURAL	175,546.00	295,936.00	0.00	547,222.00	227,590.00	423,299.00	55,161.00	1,724,754.00
FACTORED VMT(1.21)	212,410.66	358,082.56	0.00	662,138.62	275,383.90	512,191.79	66,744.81	2,086,952.34
FEDERAL URBAN	12,127.00	0.00	0.00	81,684.00	0.00	32,111.00	0.00	125,922.00
FACTORED VMT(1.14)	13,824.78	0.00	0.00	93,119.76	0.00	36,606.54	0.00	143,551.08
TOTAL FACTORED	226,235.44	358,082.56	0.00	755,258.38	275,383.90	548,798.33	66,744.81	2,230,503.42
TOTAL NOTFACTORED	187,673.00	295,936.00	0.00	628,906.00	227,590.00	455,410.00	55,161.00	1,850,676.00
WALDO (27)								
FEDERAL RURAL	162,770.00	15,754.00	0.00	447,991.00	0.00	297,649.00	99,363.00	1,023,527.00
FACTORED VMT(1.25)	203,462.50	19,692.50	0.00	559,988.75	0.00	372,061.25	124,203.75	1,279,408.75
FEDERAL URBAN	8,046.00	0.00	0.00	97,851.00	0.00	55,668.00	0.00	161,565.00
FACTORED VMT(1.14)	9,172.44	0.00	0.00	111,550.14	0.00	63,461.52	0.00	184,184.10
TOTAL FACTORED	212,634.94	19,692.50	0.00	671,538.89	0.00	435,522.77	124,203.75	1,463,592.85
TOTAL NOTFACTORED	170,816.00	15,754.00	0.00	545,842.00	0.00	353,317.00	99,363.00	1,185,092.00
WASHINGTON (29)								
FEDERAL RURAL	117,588.00	0.00	0.00	304,247.00	253,410.00	406,447.00	86,296.00	1,167,988.00
FACTORED VMT(1.24)	145,809.12	0.00	0.00	377,266.28	314,228.40	503,994.28	107,007.04	1,448,305.12
FEDERAL URBAN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACTORED VMT(1.14)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL FACTORED	145,809.12	0.00	0.00	377,266.28	314,228.40	503,994.28	107,007.04	1,448,305.12
TOTAL NOTFACTORED	117,588.00	0.00	0.00	304,247.00	253,410.00	406,447.00	86,296.00	1,167,988.00
YORK (31)								
FEDERAL RURAL	555,836.00	1,938,946.00	0.00	488,237.00	855,736.00	628,109.00	273,375.00	4,740,239.00
FACTORED VMT(1.24)	689,236.64	2,404,293.04	0.00	605,413.88	1,061,112.64	778,855.16	338,985.00	5,877,896.36
FEDERAL URBAN	110,150.00	74,096.00	18,673.00	233,269.00	364,909.00	369,847.00	0.00	1,170,944.00
FACTORED VMT(1.14)	125,571.00	84,469.44	21,287.22	265,926.66	415,996.26	421,625.58	0.00	1,334,876.16
TOTAL FACTORED	814,807.64	2,488,762.48	21,287.22	871,340.54	1,477,108.90	1,200,480.74	338,985.00	7,212,772.52
TOTAL NOTFACTORED	665,986.00	2,013,042.00	18,673.00	721,506.00	1,220,645.00	997,956.00	273,375.00	5,911,183.00
STATE TOTAL								
FEDERAL RURAL	3,432,208.00	6,653,014.00	0.00	5,366,961.00	5,334,483.00	6,726,996.00	2,314,160.00	29,827,822.00
FACTORED RURAL VMT	4,296,718.43	8,304,234.88	0.00	6,755,495.21	6,648,574.01	8,423,071.18	2,904,682.78	37,332,776.49
FEDERAL URBAN	826,010.00	1,773,843.00	437,128.00	2,795,329.00	2,655,939.00	1,827,817.00	0.00	10,316,066.00
FACTORED URBAN VMT	941,651.40	2,022,181.02	498,325.92	3,186,675.06	3,027,770.46	2,083,711.38	0.00	11,760,315.24
TOTAL FACTORED	5,238,369.83	10,326,415.90	498,325.92	9,942,170.27	9,676,344.47	10,506,782.56	2,904,682.78	49,093,091.73
TOTAL NOTFACTORED	4,258,218.00	8,426,857.00	437,128.00	8,162,290.00	7,990,422.00	8,554,813.00	2,314,160.00	40,143,888.00

SOURCE: TRAFFIC ENGINEERING DIVISION (SEASONAL VMT FACTORS) AND SYSTEMS MANAGEMENT DIVISION (VMT)

**VMT DISTRIBUTION USED FOR THIS CONFORMITY ANALYSIS PROVIDED BY
US EPA's MOBILE 6 MODEL**

LDGV	LDGT1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	Total
40.17%	34.92%	12.00%	3.59%	0.05%	0.20%	8.52%	0.57%	100%

Cumberland County

MOBILE6 INPUT FILE :

```
> Run for Maine Cumberland County.  EXTRA RUNS FOR 2006, 2015 and 2025
* This text is for annotating this file and is otherwise ignored.
POLLUTANTS      : HC NOX CO
DATABASE OUTPUT  :
WITH FIELDNAMES  :
AGGREGATED OUTPUT :
EMISSIONS TABLE : Cumber.TB1
REPORT FILE      : Cumber.txt
```

RUN DATA

```
> Maine run for Cumberland County with no Stage II refueling 2006, 2015, and
2025;
> with ATP catalyst and gas cap; and gas cap pressure I/M 2006, 2015, and 2025.
> National LEV start 1999, Tier 2 start 2004.
* This text is for annotating this file and is otherwise ignored.
EXPRESS HC AS VOC :
EXPAND EVAPORATIVE :
94+ LDG IMP       : NLEVNE.D
ANTI-TAMP PROG    :
99 84 20 22222 11111111 1 11 096. 12111112
FUEL PROGRAM      : 1
FUEL RVP          : 7.8
MIN/MAX TEMP      : 63. 90.
```

```
SCENARIO RECORD   : Scenario Title : ME speed 60.7
> 2006 Speed 60.7 mph (Greater than 61) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2006
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 60.7 Freeway 92.0 0.0 0.0 8.0
```

```
SCENARIO RECORD   : Scenario Title : ME speed 59
> 2006 Speed 59 mph (59) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2006
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 59 Freeway 92.0 0.0 0.0 8.0
```

```
SCENARIO RECORD   : Scenario Title : ME speed 57
> 2006 Speed 57 mph (57) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2006
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 57 Freeway 92.0 0.0 0.0 8.0
```

```
SCENARIO RECORD   : Scenario Title : ME speed 55
> 2006 Speed 55 mph (55) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2006
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 55 Freeway 92.0 0.0 0.0 8.0
```

```
SCENARIO RECORD   : Scenario Title : ME speed 53
> 2006 Speed 53 mph (53) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2006
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 53 Arterial 0.0 100.0 0.0 0.0
```

SCENARIO RECORD : Scenario Title : ME speed 51
 > 2006 Speed 51 mph (51) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 49
 > 2006 Speed 49 mph (49) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 47
 > 2006 Speed 47 mph (47) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 41
 > 2006 Speed 41 mph (41) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 35
 > 2006 Speed 35 mph (35) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 35 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 31
 > 2006 Speed 31 mph (31) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 27
 > 2006 Speed 27 mph (27) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 25
 > 2006 Speed 25 mph (25) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 25 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 23
 > 2006 Speed 23 mph (23) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006

EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 21
 > 2006 Speed 21 mph (21) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 21 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 19
 > 2006 Speed 19 mph (19) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 19 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 17
 > 2006 Speed 17 mph (17) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 17 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 15
 > 2006 Speed 15 mph (15) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 15 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 2.5
 > 2006 Speed 2.5 mph (2.5) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 60.7
 > 2015 Speed 60.7 mph (Greater than 61) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 59
 > 2015 Speed 59 mph (59) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 59 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 57
 > 2015 Speed 57 mph (57) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 57 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 55
 > 2015 Speed 55 mph (55) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 55 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 53
 > 2015 Speed 53 mph (53) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 53 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 51
 > 2015 Speed 51 mph (51) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 49
 > 2015 Speed 49 mph (49) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 47
 > 2015 Speed 47 mph (47) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 41
 > 2015 Speed 41 mph (41) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 35
 > 2015 Speed 35 mph (35) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 35 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 31
 > 2015 Speed 31 mph (31) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 27
 > 2015 Speed 27 mph (27) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015

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EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 35 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD  : Scenario Title : ME speed 31
> 2025 Speed 31 mph (31) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR    : 2025
EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD  : Scenario Title : ME speed 27
> 2025 Speed 27 mph (27) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR    : 2025
EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD  : Scenario Title : ME speed 25
> 2025 Speed 25 mph (25) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR    : 2025
EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 25 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD  : Scenario Title : ME speed 23
> 2025 Speed 23 mph (23) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR    : 2025
EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD  : Scenario Title : ME speed 21
> 2025 Speed 21 mph (21) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR    : 2025
EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 21 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD  : Scenario Title : ME speed 19
> 2025 Speed 19 mph (19) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR    : 2025
EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 19 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD  : Scenario Title : ME speed 17
> 2025 Speed 17 mph (17) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR    : 2025
EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 17 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD  : Scenario Title : ME speed 15
> 2025 Speed 15 mph (15) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR    : 2025
EVALUATION MONTH : 7
ALTITUDE         : 1
AVERAGE SPEED   : 15 Arterial 0.0 100.0 0.0 0.0

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SCENARIO RECORD : Scenario Title : ME speed 2.5
 > 2025 Speed 2.5 mph (2.5) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0
 END OF RUN :

Sagadahoc, Androscoggin, York, Lincoln, Knox, & Kennebec Counties

MOBILE6 INPUT FILE :
 > Run for all other Maine Counties. EXTRA YEARS 2006, 2015 and 2025
 * This text is for annotating this file and is otherwise ignored.
 POLLUTANTS : HC NOX CO
 DATABASE OUTPUT :
 WITH FIELDNAMES :
 AGGREGATED OUTPUT :
 EMISSIONS TABLE : Other.TB1
 REPORT FILE : Other.txt

RUN DATA
 > Maine run for all OtherCounties uncontrolled refueling (no Stage II refueling);
 > No Anti-tampering Program, no Pressure gas cap; no I/M.
 > National LEV start 1999, Tier 2 start 2004.
 * This text is for annotating this file and is otherwise ignored.
 EXPRESS HC AS VOC :
 EXPAND EVAPORATIVE :
 94+ LDG IMP : NLEVNE.D
 FUEL PROGRAM : 1
 FUEL RVP : 7.8
 MIN/MAX TEMP : 63. 90.

SCENARIO RECORD : Scenario Title : ME speed 60.7
 > 2006 Speed 60.7 mph (Greater than 61) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 59
 > 2006 Speed 59 mph (59) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 59 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 57
 > 2006 Speed 57 mph (57) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 57 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 55
 > 2006 Speed 55 mph (55) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 55 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 53

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> 2006 Speed 53 mph (53) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 53 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 51
> 2006 Speed 51 mph (51) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 49
> 2006 Speed 49 mph (49) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47
> 2006 Speed 47 mph (47) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41
> 2006 Speed 41 mph (41) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 35
> 2006 Speed 35 mph (35) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 35 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31
> 2006 Speed 31 mph (31) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27
> 2006 Speed 27 mph (27) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 25
> 2006 Speed 25 mph (25) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7

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ALTITUDE : 1
 AVERAGE SPEED : 25 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 23
 > 2006 Speed 23 mph (23) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 23 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 21
 > 2006 Speed 21 mph (21) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 21 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 19
 > 2006 Speed 19 mph (19) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 19 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 17
 > 2006 Speed 17 mph (17) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 17 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 15
 > 2006 Speed 15 mph (15) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 15 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 2.5
 > 2006 Speed 2.5 mph (2.5) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 60.7
 > 2015 Speed 60.7 mph (Greater than 61) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0

 SCENARIO RECORD : Scenario Title : ME speed 59
 > 2015 Speed 59 mph (59) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 59 Freeway 92.0 0.0 0.0 8.0

 SCENARIO RECORD : Scenario Title : ME speed 57

> 2015 Speed 57 mph (57) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 57 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 55
 > 2015 Speed 55 mph (55) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 55 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 53
 > 2015 Speed 53 mph (53) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 53 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 51
 > 2015 Speed 51 mph (51) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 49
 > 2015 Speed 49 mph (49) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 47
 > 2015 Speed 47 mph (47) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 41
 > 2015 Speed 41 mph (41) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 35
 > 2015 Speed 35 mph (35) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 35 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 31
 > 2015 Speed 31 mph (31) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7

ALTITUDE : 1
 AVERAGE SPEED : 31 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 27
 > 2015 Speed 27 mph (27) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 27 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 25
 > 2015 Speed 25 mph (25) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 25 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 23
 > 2015 Speed 23 mph (23) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 23 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 21
 > 2015 Speed 21 mph (21) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 21 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 19
 > 2015 Speed 19 mph (19) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 19 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 17
 > 2015 Speed 17 mph (17) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 17 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 15
 > 2015 Speed 15 mph (15) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 15 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 2.5
 > 2015 Speed 2.5 mph (2.5) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 60.7

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> 2025 Speed 60.7 mph (Greater than 61) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 59
> 2025 Speed 59 mph (59) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 59 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 57
> 2025 Speed 57 mph (57) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 57 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 55
> 2025 Speed 55 mph (55) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 55 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 53
> 2025 Speed 53 mph (53) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 53 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 51
> 2025 Speed 51 mph (51) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 49
> 2025 Speed 49 mph (49) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47
> 2025 Speed 47 mph (47) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41
> 2025 Speed 41 mph (41) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7

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ALTITUDE          : 1
AVERAGE SPEED    : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 35
> 2025 Speed 35 mph (35) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2025
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 35 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 31
> 2025 Speed 31 mph (31) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2025
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 27
> 2025 Speed 27 mph (27) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2025
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 25
> 2025 Speed 25 mph (25) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2025
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 25 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 23
> 2025 Speed 23 mph (23) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2025
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 21
> 2025 Speed 21 mph (21) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2025
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 21 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 19
> 2025 Speed 19 mph (19) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2025
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 19 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 17
> 2025 Speed 17 mph (17) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR     : 2025
EVALUATION MONTH  : 7
ALTITUDE          : 1
AVERAGE SPEED    : 17 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD   : Scenario Title : ME speed 15

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> 2025 Speed 15 mph (15) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 15 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 2.5
> 2025 Speed 2.5 mph (2.5) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :

```

Waldo & Hancock Counties

```

MOBILE6 INPUT FILE :
> Run for Waldo & Hancock Counties. EXTRA YEARS 2006, 2015 and 2025
* This text is for annotating this file and is otherwise ignored.
POLLUTANTS         : HC NOX CO
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE    : WandH.TB1
REPORT FILE         : WandH.txt

RUN DATA
> Maine run for all OtherCounties uncontrolled refueling (no Stage II
refueling);
> No Anti-tampering Program, no Pressure gas cap; no I/M.
> National LEV start 1999, Tier 2 start 2004.
* This text is for annotating this file and is otherwise ignored.
EXPRESS HC AS VOC   :
EXPAND EVAPORATIVE  :
94+ LDG IMP         : NLEVNE.D
FUEL PROGRAM        : 1
FUEL RVP            : 9.0
MIN/MAX TEMP        : 63. 90.

SCENARIO RECORD     : Scenario Title : ME speed 60.7
> 2006 Speed 60.7 mph (Greater than 61) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR       : 2006
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD     : Scenario Title : ME speed 59
> 2006 Speed 59 mph (59) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR       : 2006
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 59 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD     : Scenario Title : ME speed 57
> 2006 Speed 57 mph (57) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR       : 2006
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 57 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD     : Scenario Title : ME speed 55
> 2006 Speed 55 mph (55) (Freeway)

```

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* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 55 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 53
> 2006 Speed 53 mph (53) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 53 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 51
> 2006 Speed 51 mph (51) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 49
> 2006 Speed 49 mph (49) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47
> 2006 Speed 47 mph (47) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41
> 2006 Speed 41 mph (41) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 35
> 2006 Speed 35 mph (35) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 35 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31
> 2006 Speed 31 mph (31) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27
> 2006 Speed 27 mph (27) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2006
EVALUATION MONTH   : 7
ALTITUDE           : 1

```

AVERAGE SPEED : 27 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 25
 > 2006 Speed 25 mph (25) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 25 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 23
 > 2006 Speed 23 mph (23) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 23 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 21
 > 2006 Speed 21 mph (21) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 21 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 19
 > 2006 Speed 19 mph (19) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 19 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 17
 > 2006 Speed 17 mph (17) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 17 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 15
 > 2006 Speed 15 mph (15) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 15 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 2.5
 > 2006 Speed 2.5 mph (2.5) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2006
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 60.7
 > 2015 Speed 60.7 mph (Greater than 61) (Freeway)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0

 SCENARIO RECORD : Scenario Title : ME speed 59
 > 2015 Speed 59 mph (59) (Freeway)

* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 59 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 57
> 2015 Speed 57 mph (57) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 57 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 55
> 2015 Speed 55 mph (55) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 55 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 53
> 2015 Speed 53 mph (53) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 53 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 51
> 2015 Speed 51 mph (51) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 49
> 2015 Speed 49 mph (49) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 47
> 2015 Speed 47 mph (47) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 41
> 2015 Speed 41 mph (41) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 35
> 2015 Speed 35 mph (35) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1

AVERAGE SPEED : 35 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 31
 > 2015 Speed 31 mph (31) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 31 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 27
 > 2015 Speed 27 mph (27) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 27 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 25
 > 2015 Speed 25 mph (25) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 25 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 23
 > 2015 Speed 23 mph (23) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 23 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 21
 > 2015 Speed 21 mph (21) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 21 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 19
 > 2015 Speed 19 mph (19) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 19 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 17
 > 2015 Speed 17 mph (17) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 17 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 15
 > 2015 Speed 15 mph (15) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2015
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 15 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 2.5
 > 2015 Speed 2.5 mph (2.5) (Arterial)

* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2015
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 60.7
> 2025 Speed 60.7 mph (Greater than 61) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 59
> 2025 Speed 59 mph (59) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 59 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 57
> 2025 Speed 57 mph (57) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 57 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 55
> 2025 Speed 55 mph (55) (Freeway)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 55 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD : Scenario Title : ME speed 53
> 2025 Speed 53 mph (53) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 53 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 51
> 2025 Speed 51 mph (51) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 49
> 2025 Speed 49 mph (49) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
ALTITUDE : 1
AVERAGE SPEED : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD : Scenario Title : ME speed 47
> 2025 Speed 47 mph (47) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
ALTITUDE : 1

AVERAGE SPEED : 47 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 41
 > 2025 Speed 41 mph (41) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 41 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 35
 > 2025 Speed 35 mph (35) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 35 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 31
 > 2025 Speed 31 mph (31) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 31 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 27
 > 2025 Speed 27 mph (27) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 27 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 25
 > 2025 Speed 25 mph (25) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 25 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 23
 > 2025 Speed 23 mph (23) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 23 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 21
 > 2025 Speed 21 mph (21) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 21 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 19
 > 2025 Speed 19 mph (19) (Arterial)
 * This text is for annotating this file and is otherwise ignored.
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 ALTITUDE : 1
 AVERAGE SPEED : 19 Arterial 0.0 100.0 0.0 0.0

 SCENARIO RECORD : Scenario Title : ME speed 17
 > 2025 Speed 17 mph (17) (Arterial)

```

* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 17 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD     : Scenario Title : ME speed 15
> 2025 Speed 15 mph (15) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 15 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD     : Scenario Title : ME speed 2.5
> 2025 Speed 2.5 mph (2.5) (Arterial)
* This text is for annotating this file and is otherwise ignored.
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :

```

Androscoggin County VMT by Speed and Functional Class

2006				2015				2025			
SPEED	Functional Class	Total VMT		SPEED	Functional Class	Total VMT		SPEED	Functional Class	Total VMT	
13				13				13			
15	19	145,649		15	19	157,308		15	19	168,953	
17				17				17	14	904,689	
19	14	779,907		19	14	842,336		19			
21	17	133,065		21	17	143,717		21	17	154,355	
23	16	425,429		23	16	459,483		23	16	493,496	
25				25				25			
27				27				27			
31	9	223,706		31	9	241,613		31	9	259,498	
35	8	159,750		35	8	172,537		35	8	185,309	
41	7	158,930		41	7	171,651		41	7	184,358	
47				47				47			
49				49				49			
51				51				51			
53	6	337,075		53	6	364,056		53	6	391,005	
55	12	34,464		55	12	37,223		55	12	39,978	
57	2	392,205		57	2	423,600		57	2	454,957	
59	11	171,888		59	11	185,647		59	11	199,389	
65	1	84,619		65	1	91,392		65	1	98,158	

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local

Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

Cumberland County VMT by Speed and Functional Class

2006

SPEED	Functional Class	Total VMT
13		
15	19	294,331
17		
19	14,16	2,326,043
21	17	492,296
23		
25		
27		
31	9	591,045
35	8	302,583
41	7	1,308,055
47		
49		
51		
53	6	769,936
55	2,12	1,081,336
57		
59	11	1,167,043
65	1	2,259,136

2015

SPEED	Functional Class	Total VMT
13		
15	19	320,482
17		
19	14,16	2,532,708
21	17	536,036
23		
25		
27		
31	9	643,558
35	8	329,467
41	7	1,424,273
47		
49		
51	6	838,343
53		
55	2,12	1,177,411
57		
59	11	1,270,733
65	1	2,459,856

2025

SPEED	Functional Class	Total VMT
13		
15	19	346,633
17	14	1,408,809
19	16	1,330,564
21	17	579,776
23		
25		
27		
31	9	696,072
35	8	356,351
41	7	1,540,492
47		
49		
51	6	906,751
53		
55	2,12	1,273,486
57		
59	11	1,374,423
65	1	2,660,577

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local

Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

Hancock County VMT by Speed and Functional Class

2006

SPEED	Functional Class	Total VMT
13		
15	19	13,923
17		
19	14	81,569
21	17	28,370
23		
25		
27	16	39,702
31	9	383,054
35	8	372,343
41	7	711,756
47		
49	6	521,278
51		
53		
55		
57	2	535,934
59		
65		

2015

SPEED	Functional Class	Total VMT
13		
15	19	15,297
17		
19	14	89,618
21	17	31,170
23		
25		
27	16	43,620
31	9	420,851
35	8	409,083
41	7	781,986
47		
49	6	572,714
51		
53		
55		
57	2	588,815
59		
65		

2025

SPEED	Functional Class	Total VMT
13		
15	19	16,672
17	14	97,674
19		
21	17	33,972
23		
25		
27	16	47,541
31	9	458,684
35	8	445,858
41	7	852,283
47	6	624,198
49		
51		
53		
55	2	641,747
57		
59		
65		

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local

Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

Kennebec County VMT by Speed and Functional Class

2006

SPEED	Functional Class	Total VMT
13		
15	19	107,961
17		
19	14	115,965
21	17	324,673
23	16	466,937
25		
27		
31	9	394,451
35	8	239,863
41	7	871,008
47		
49		
51		
53	6	832,383
55		
57	2	168,393
59	11	199,610
65	1	1,186,816

2015

SPEED	Functional Class	Total VMT
13		
15	19	115,250
17		
19	14	123,795
21	17	346,593
23	16	498,462
25		
27		
31	9	421,081
35	8	256,057
41	7	929,813
47		
49		
51		
53	6	888,580
55		
57	2	179,761
59	11	213,086
65	1	1,266,942

2025

SPEED	Functional Class	Total VMT
13		
15	19	122,539
17	14	131,624
19		
21	17	368,512
23	16	529,987
25		
27		
31	9	447,712
35	8	272,251
41	7	988,618
47		
49		
51		
53	6	944,777
55		
57	2	191,130
59	11	226,563
65	1	1,347,069

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local

Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

Knox County VMT by Speed and Functional Class

2006

SPEED	Functional Class	Total VMT
13		
15	19	18,049
17		
19	14,16	92,376
21	17	41,467
23		
25		
27		
31	9	191,087
35	8	136,676
41	7	238,989
47		
49		
51		
53	2,6	629,336
55		
57		
59		
65		

2015

SPEED	Functional Class	Total VMT
13		
15	19	20,302
17		
19	14,16	103,903
21	17	46,641
23		
25		
27		
31	9	214,929
35	8	153,730
41	7	268,809
47		
49		
51		
53	2,6	707,862
55		
57		
59		
65		

2025

SPEED	Functional Class	Total VMT
13		
15	19	22,554
17	14	79,663
19	16	35,766
21	17	51,816
23		
25		
27		
31	9	238,772
35	8	170,784
41	7	298,629
47		
49		
51		
53	2,6	786,388
55		
57		
59		
65		

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local

Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

Lincoln County VMT by Speed and Functional Class

2006

SPEED	Functional Class	Total VMT
13		
15		
17		
19		
21		
23		
25		
27		
31	9	186,204
35	8	222,559
41	7	366,549
47		
49		
51	2	424,471
53	6	227,513
55		
57		
59		
65		

2015

SPEED	Functional Class	Total VMT
13		
15		
17		
19		
21		
23		
25		
27		
31	9	197,527
35	8	236,093
41	7	388,839
47		
49		
51	2	450,283
53	6	241,348
55		
57		
59		
65		

2025

SPEED	Functional Class	Total VMT
13		
15		
17		
19		
21		
23		
25		
27		
31	9	208,850
35	8	249,627
41	7	411,128
47		
49		
51	2	476,094
53	6	255,182
55		
57		
59		
65		

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local
 Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

Sagadahoc County VMT by Speed and Functional Class

2006				2015				2025			
SPEED	Functional Class	Total VMT		SPEED	Functional Class	Total VMT		SPEED	Functional Class	Total VMT	
13				13				13			
15	19	30,124		15	19	31,655		15	19	33,189	
17				17				17	14	89,758	
19	14	81,468		19	14	85,609		19			
21	17	127,719		21	17	134,211		21	17	140,715	
23				23				23			
25				25				25			
27				27				27			
31	9	91,375		31	9	96,019		31	9	100,672	
35	8	116,583		35	8	122,509		35	8	128,445	
41	7	292,477		41	7	307,342		41	7	322,236	
47				47				47			
49				49				49			
51				51				51			
53				53				53			
55	2,12	382,805		55	2,12	402,261		55	2,12	421,755	
57				57				57			
59				59				59			
65	1	612,684		65	1	643,824		65	1	675,024	

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local

Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

Waldo County VMT by Speed and Functional Class

2006				2015				2025			
SPEED	Functional Class	Total VMT		SPEED	Functional Class	Total VMT		SPEED	Functional Class	Total VMT	
13				13				13			
15	19	9,649		15	19	10,723		15	19	11,798	
17				17				17	14	143,476	
19	14	117,351		19	14	130,413		19			
21	17	66,762		21	17	74,193		21	17	81,624	
23				23				23			
25				25				25			
27				27				27			
31	9	214,043		31	9	237,868		31	9	261,693	
35	8	130,662		35	8	145,207		35	8	159,751	
41	7	391,408		41	7	434,977		41	7	478,545	
47				47				47			
49				49				49			
51				51				51			
53				53				53			
55	2	589,108		55	2	654,683		55	2	720,258	
57				57				57			
59				59				59			
65	1	20,717		65	1	23,023		65	1	25,328	

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local
 Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

York County VMT by Speed and Functional Class

2006				2015				2025			
SPEED	Functional Class	Total VMT		SPEED	Functional Class	Total VMT		SPEED	Functional Class	Total VMT	
13				13				13			
15	19	130,041		15	19	140,112		15	19	150,170	
17				17	16	464,169		17	14	318,022	
19	14,16	706,199		19	14	296,721		19	16	497,490	
21	17	436,635		21	17	470,450		21	17	504,222	
23				23				23			
25				25				25			
27				27				27			
31	9	713,773		31	9	769,050		31	9	824,258	
35	8	351,053		35	8	378,239		35	8	405,392	
41	7	806,582		41	7	869,047		41	7	931,433	
47	6	1,098,888		47	6	1,183,989		47	6	1,268,985	
49				49				49			
51				51				51			
53				53	2	675,521		53	2	724,014	
55	2,12	649,012		55	12	23,752		55	12	25,457	
57				57				57			
59	11	87,477		59	11	94,251		59	11	101,017	
65	1	2,489,886		65	1	2,682,710		65	1	2,875,294	

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS

Functional Class Codes:

Rural: 1-Interstate, 2-Other Principal Arterial, 6-Minor Arterial, 7-Major Collector, 8-Minor Collector, 9-Local

Urban: 11-Interstate, 12-Other Freeways & Expressways, 14-Other Principal Arterial, 16-Minor Arterial, 17-Collector, 19-Local

Idle Emission Factors

(prepared using EPA's method of multiplying 2.5 speed emission factors by 2.5)

2006

County	2.5 mph VOC	Factors NOx		Adjust		Idle Factors	
						VOC	NOx
Androscoggin	7.77	3.11	X	2.50	=	19.42	7.78
Cumberland	7.47	3.08	X	2.50	=	18.68	7.70
Hancock	9.45	3.12	X	2.50	=	23.63	7.81
Kennebec	7.77	3.11	X	2.50	=	19.42	7.78
Knox	7.77	3.11	X	2.50	=	19.42	7.78
Lincoln	7.77	3.11	X	2.50	=	19.42	7.78
Sagadahoc	7.77	3.11	X	2.50	=	19.42	7.78
Waldo	9.45	3.12	X	2.50	=	23.63	7.81
York	7.77	3.11	X	2.50	=	19.42	7.78

2015

County	2.5 mph VOC	Factors NOx		Adjust		Idle Factors	
						VOC	NOx
Androscoggin	3.53	1.29	X	2.50	=	8.83	3.22
Cumberland	3.43	1.28	X	2.50	=	8.56	3.21
Hancock	4.26	1.29	X	2.50	=	10.65	3.23
Kennebec	3.53	1.29	X	2.50	=	8.83	3.22
Knox	3.53	1.29	X	2.50	=	8.83	3.22
Lincoln	3.53	1.29	X	2.50	=	8.83	3.22
Sagadahoc	3.53	1.29	X	2.50	=	8.83	3.22
Waldo	4.26	1.29	X	2.50	=	10.65	3.23
York	3.53	1.29	X	2.50	=	8.83	3.22

2025

County	2.5 mph VOC	Factors NOx		Adjust		Idle Factors	
						VOC	NOx
Androscoggin	2.660	0.723	X	2.50	=	6.650	1.808
Cumberland	2.585	0.723	X	2.50	=	6.463	1.808
Hancock	3.174	0.728	X	2.50	=	7.935	1.820
Kennebec	2.660	0.723	X	2.50	=	6.650	1.808
Knox	2.660	0.723	X	2.50	=	6.650	1.808
Lincoln	2.660	0.723	X	2.50	=	6.650	1.808
Sagadahoc	2.660	0.723	X	2.50	=	6.650	1.808
Waldo	3.174	0.728	X	2.50	=	7.935	1.820
York	2.660	0.723	X	2.50	=	6.650	1.808

2006 COUNTY EMISSIONS FACTORS

(Composite emissions factors from Mobile 6 Emissions Model)

SPEED	Planning Area #1		Sagadahoc		Androscoggin		Kennebec		Planning Area #3		Planning Area #4	
	York	Cumberland	COMP	COMP	COMP	COMP	COMP	COMP	Lincoln	Knox	Waldo	Hancock
VOC (grams/mile)	15	1.4710	1.4500	1.4710	1.4710	1.4710	1.4710	1.4710	1.4710	1.4710	1.6520	1.6520
	17	1.3750	1.3560	1.3750	1.3750	1.3750	1.3750	1.3750	1.3750	1.3750	1.5340	1.5340
	19	1.2990	1.2810	1.2990	1.2990	1.2990	1.2990	1.2990	1.2990	1.2990	1.4420	1.4420
	21	1.2410	1.2250	1.2410	1.2410	1.2410	1.2410	1.2410	1.2410	1.2410	1.3730	1.3730
	23	1.1960	1.1810	1.1960	1.1960	1.1960	1.1960	1.1960	1.1960	1.1960	1.3220	1.3220
	25	1.1590	1.1440	1.1590	1.1590	1.1590	1.1590	1.1590	1.1590	1.1590	1.2800	1.2800
	27	1.1280	1.1150	1.1280	1.1280	1.1280	1.1280	1.1280	1.1280	1.1280	1.2450	1.2450
	31	1.0780	1.0660	1.0780	1.0780	1.0780	1.0780	1.0780	1.0780	1.0780	1.1880	1.1880
	35	1.0360	1.0240	1.0360	1.0360	1.0360	1.0360	1.0360	1.0360	1.0360	1.1390	1.1390
	41	0.9970	0.9860	0.9970	0.9970	0.9970	0.9970	0.9970	0.9970	0.9970	1.0930	1.0930
	47	0.9640	0.9550	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	1.0540	1.0540
	49	0.9540	0.9450	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	1.0430	1.0430
	51	0.9450	0.9360	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	1.0310	1.0310
	53	0.9350	0.9270	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	1.0200	1.0200
NOx (grams/mile)	55	0.9340	0.9250	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340	1.0170	1.0170
	57	0.9270	0.9190	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	1.0090	1.0090
	59	0.9210	0.9130	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	1.0020	1.0020
	65	0.9160	0.9090	0.9160	0.9160	0.9160	0.9160	0.9160	0.9160	0.9160	0.9960	0.9960
	15	1.9910	1.9710	1.9910	1.9910	1.9910	1.9910	1.9910	1.9910	1.9910	1.9980	1.9980
	17	1.9100	1.8910	1.9100	1.9100	1.9100	1.9100	1.9100	1.9100	1.9100	1.9170	1.9170
	19	1.8460	1.8270	1.8460	1.8460	1.8460	1.8460	1.8460	1.8460	1.8460	1.8520	1.8520
	21	1.7940	1.7760	1.7940	1.7940	1.7940	1.7940	1.7940	1.7940	1.7940	1.8000	1.8000
	23	1.7510	1.7330	1.7510	1.7510	1.7510	1.7510	1.7510	1.7510	1.7510	1.7560	1.7560
	25	1.7140	1.6970	1.7140	1.7140	1.7140	1.7140	1.7140	1.7140	1.7140	1.7200	1.7200
	27	1.6880	1.6700	1.6880	1.6880	1.6880	1.6880	1.6880	1.6880	1.6880	1.6930	1.6930
	31	1.6500	1.6330	1.6500	1.6500	1.6500	1.6500	1.6500	1.6500	1.6500	1.6550	1.6550
	35	1.6370	1.6200	1.6370	1.6370	1.6370	1.6370	1.6370	1.6370	1.6370	1.6410	1.6410
	41	1.6810	1.6650	1.6810	1.6810	1.6810	1.6810	1.6810	1.6810	1.6810	1.6860	1.6860
	47	1.7690	1.7520	1.7690	1.7690	1.7690	1.7690	1.7690	1.7690	1.7690	1.7740	1.7740
	49	1.8060	1.7890	1.8060	1.8060	1.8060	1.8060	1.8060	1.8060	1.8060	1.8100	1.8100
	51	1.8520	1.8350	1.8520	1.8520	1.8520	1.8520	1.8520	1.8520	1.8520	1.8560	1.8560
	53	1.9060	1.8890	1.9060	1.9060	1.9060	1.9060	1.9060	1.9060	1.9060	1.9110	1.9110
	55	2.1500	2.1320	2.1500	2.1500	2.1500	2.1500	2.1500	2.1500	2.1500	2.1540	2.1540
	57	2.2380	2.2210	2.2380	2.2380	2.2380	2.2380	2.2380	2.2380	2.2380	2.2430	2.2430
	59	2.3630	2.3450	2.3630	2.3630	2.3630	2.3630	2.3630	2.3630	2.3630	2.3670	2.3670
	65	2.4640	2.4460	2.4640	2.4640	2.4640	2.4640	2.4640	2.4640	2.4640	2.4680	2.4680

2015 COUNTY EMISSIONS FACTORS

(Composite emissions factors from Mobile 6 Emissions Model)

	York		Planning Area #1		Sagadahoc		Androscoogin		Kennebec		Lincoln		Knox		Waldo		Planning Area #4	
	SPEED	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP
VOC (grams/mile)	15	0.7530	0.7510	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.8360	0.8360	0.8360	0.8360
	17	0.7040	0.7020	0.7040	0.7040	0.7040	0.7040	0.7040	0.7040	0.7040	0.7040	0.7040	0.7040	0.7040	0.7750	0.7750	0.7750	0.7750
	19	0.6650	0.6630	0.6650	0.6650	0.6650	0.6650	0.6650	0.6650	0.6650	0.6650	0.6650	0.6650	0.6650	0.7280	0.7280	0.7280	0.7280
	21	0.6360	0.6350	0.6360	0.6360	0.6360	0.6360	0.6360	0.6360	0.6360	0.6360	0.6360	0.6360	0.6360	0.6940	0.6940	0.6940	0.6940
	23	0.6150	0.6130	0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	0.6700	0.6700	0.6700	0.6700
	25	0.5970	0.5950	0.5970	0.5970	0.5970	0.5970	0.5970	0.5970	0.5970	0.5970	0.5970	0.5970	0.5970	0.6490	0.6490	0.6490	0.6490
	27	0.5820	0.5810	0.5820	0.5820	0.5820	0.5820	0.5820	0.5820	0.5820	0.5820	0.5820	0.5820	0.5820	0.6330	0.6330	0.6330	0.6330
	31	0.5580	0.5570	0.5580	0.5580	0.5580	0.5580	0.5580	0.5580	0.5580	0.5580	0.5580	0.5580	0.5580	0.6060	0.6060	0.6060	0.6060
	35	0.5390	0.5370	0.5390	0.5390	0.5390	0.5390	0.5390	0.5390	0.5390	0.5390	0.5390	0.5390	0.5390	0.5840	0.5840	0.5840	0.5840
	41	0.5210	0.5200	0.5210	0.5210	0.5210	0.5210	0.5210	0.5210	0.5210	0.5210	0.5210	0.5210	0.5210	0.5630	0.5630	0.5630	0.5630
	47	0.5070	0.5060	0.5070	0.5070	0.5070	0.5070	0.5070	0.5070	0.5070	0.5070	0.5070	0.5070	0.5070	0.5460	0.5460	0.5460	0.5460
	49	0.5030	0.5020	0.5030	0.5030	0.5030	0.5030	0.5030	0.5030	0.5030	0.5030	0.5030	0.5030	0.5030	0.5410	0.5410	0.5410	0.5410
	51	0.4990	0.4980	0.4990	0.4990	0.4990	0.4990	0.4990	0.4990	0.4990	0.4990	0.4990	0.4990	0.4990	0.5370	0.5370	0.5370	0.5370
	53	0.4950	0.4940	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.5320	0.5320	0.5320	0.5320
	55	0.4950	0.4940	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.4950	0.5320	0.5320	0.5320	0.5320
	57	0.4930	0.4920	0.4930	0.4930	0.4930	0.4930	0.4930	0.4930	0.4930	0.4930	0.4930	0.4930	0.4930	0.5290	0.5290	0.5290	0.5290
	59	0.4910	0.4900	0.4910	0.4910	0.4910	0.4910	0.4910	0.4910	0.4910	0.4910	0.4910	0.4910	0.4910	0.5270	0.5270	0.5270	0.5270
	65	0.4890	0.4890	0.4890	0.4890	0.4890	0.4890	0.4890	0.4890	0.4890	0.4890	0.4890	0.4890	0.4890	0.5250	0.5250	0.5250	0.5250
NOx (grams/mile)	15	0.8200	0.8180	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8240	0.8240	0.8240	0.8240
	17	0.7870	0.7850	0.7870	0.7870	0.7870	0.7870	0.7870	0.7870	0.7870	0.7870	0.7870	0.7870	0.7870	0.7910	0.7910	0.7910	0.7910
	19	0.7620	0.7600	0.7620	0.7620	0.7620	0.7620	0.7620	0.7620	0.7620	0.7620	0.7620	0.7620	0.7620	0.7650	0.7650	0.7650	0.7650
	21	0.7410	0.7390	0.7410	0.7410	0.7410	0.7410	0.7410	0.7410	0.7410	0.7410	0.7410	0.7410	0.7410	0.7450	0.7450	0.7450	0.7450
	23	0.7240	0.7220	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7270	0.7270	0.7270	0.7270
	25	0.7090	0.7070	0.7090	0.7090	0.7090	0.7090	0.7090	0.7090	0.7090	0.7090	0.7090	0.7090	0.7090	0.7120	0.7120	0.7120	0.7120
	27	0.6980	0.6960	0.6980	0.6980	0.6980	0.6980	0.6980	0.6980	0.6980	0.6980	0.6980	0.6980	0.6980	0.7010	0.7010	0.7010	0.7010
	31	0.6830	0.6810	0.6830	0.6830	0.6830	0.6830	0.6830	0.6830	0.6830	0.6830	0.6830	0.6830	0.6830	0.6860	0.6860	0.6860	0.6860
	35	0.6770	0.6750	0.6770	0.6770	0.6770	0.6770	0.6770	0.6770	0.6770	0.6770	0.6770	0.6770	0.6770	0.6790	0.6790	0.6790	0.6790
	41	0.6930	0.6910	0.6930	0.6930	0.6930	0.6930	0.6930	0.6930	0.6930	0.6930	0.6930	0.6930	0.6930	0.6960	0.6960	0.6960	0.6960
	47	0.7230	0.7220	0.7230	0.7230	0.7230	0.7230	0.7230	0.7230	0.7230	0.7230	0.7230	0.7230	0.7230	0.7260	0.7260	0.7260	0.7260
	49	0.7360	0.7340	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7390	0.7390	0.7390	0.7390
	51	0.7520	0.7500	0.7520	0.7520	0.7520	0.7520	0.7520	0.7520	0.7520	0.7520	0.7520	0.7520	0.7520	0.7550	0.7550	0.7550	0.7550
	53	0.7700	0.7690	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7740	0.7740	0.7740	0.7740
	55	0.8430	0.8410	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430	0.8460	0.8460	0.8460	0.8460
	57	0.8730	0.8710	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8760	0.8760	0.8760	0.8760
	59	0.9140	0.9120	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9170	0.9170	0.9170	0.9170
	65	0.9480	0.9450	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9510	0.9510	0.9510	0.9510

2025 COUNTY EMISSIONS FACTORS

(Composite emissions factors from Mobile 6 Emissions Model)

SPEED	Planning Area #1		Sagadahoc		Androscooggin		Kennebec		Lincoln		Knox		Planning Area #4	
	York	COMP	Cumberland	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	Waldo	Hancock
VOC (grams/mile)	15	0.5370	0.5370	0.5370	0.5370	0.5370	0.5370	0.5370	0.5370	0.5370	0.5370	0.5370	0.5950	0.5950
	17	0.4970	0.4970	0.4970	0.4970	0.4970	0.4970	0.4970	0.4970	0.4970	0.4970	0.4970	0.5460	0.5460
	19	0.4660	0.4660	0.4660	0.4660	0.4660	0.4660	0.4660	0.4660	0.4660	0.4660	0.4660	0.5070	0.5070
	21	0.4430	0.4430	0.4430	0.4430	0.4430	0.4430	0.4430	0.4430	0.4430	0.4430	0.4430	0.4790	0.4790
	23	0.4260	0.4260	0.4260	0.4260	0.4260	0.4260	0.4260	0.4260	0.4260	0.4260	0.4260	0.4610	0.4610
	25	0.4110	0.4110	0.4110	0.4110	0.4110	0.4110	0.4110	0.4110	0.4110	0.4110	0.4110	0.4450	0.4450
	27	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4320	0.4320
	31	0.3810	0.3810	0.3810	0.3810	0.3810	0.3810	0.3810	0.3810	0.3810	0.3810	0.3810	0.4110	0.4110
	35	0.3660	0.3660	0.3660	0.3660	0.3660	0.3660	0.3660	0.3660	0.3660	0.3660	0.3660	0.3940	0.3940
	41	0.3520	0.3520	0.3520	0.3520	0.3520	0.3520	0.3520	0.3520	0.3520	0.3520	0.3520	0.3780	0.3780
	47	0.3410	0.3410	0.3410	0.3410	0.3410	0.3410	0.3410	0.3410	0.3410	0.3410	0.3410	0.3650	0.3650
	49	0.3380	0.3380	0.3380	0.3380	0.3380	0.3380	0.3380	0.3380	0.3380	0.3380	0.3380	0.3610	0.3610
	51	0.3350	0.3350	0.3350	0.3350	0.3350	0.3350	0.3350	0.3350	0.3350	0.3350	0.3350	0.3570	0.3570
NOx (grams/mile)	53	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3540	0.3540
	55	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3320	0.3540	0.3540
	57	0.3310	0.3310	0.3310	0.3310	0.3310	0.3310	0.3310	0.3310	0.3310	0.3310	0.3310	0.3520	0.3520
	59	0.3300	0.3300	0.3300	0.3300	0.3300	0.3300	0.3300	0.3300	0.3300	0.3300	0.3300	0.3510	0.3510
	65	0.3290	0.3290	0.3290	0.3290	0.3290	0.3290	0.3290	0.3290	0.3290	0.3290	0.3290	0.3500	0.3500
	15	0.4460	0.4460	0.4460	0.4460	0.4460	0.4460	0.4460	0.4460	0.4460	0.4460	0.4460	0.4490	0.4490
	17	0.4280	0.4280	0.4280	0.4280	0.4280	0.4280	0.4280	0.4280	0.4280	0.4280	0.4280	0.4310	0.4310
	19	0.4140	0.4140	0.4140	0.4140	0.4140	0.4140	0.4140	0.4140	0.4140	0.4140	0.4140	0.4160	0.4160
	21	0.4020	0.4020	0.4020	0.4020	0.4020	0.4020	0.4020	0.4020	0.4020	0.4020	0.4020	0.4050	0.4050
	23	0.3930	0.3930	0.3930	0.3930	0.3930	0.3930	0.3930	0.3930	0.3930	0.3930	0.3930	0.3950	0.3950
	25	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3870	0.3870
	27	0.3780	0.3780	0.3780	0.3780	0.3780	0.3780	0.3780	0.3780	0.3780	0.3780	0.3780	0.3810	0.3810
	31	0.3690	0.3690	0.3690	0.3690	0.3690	0.3690	0.3690	0.3690	0.3690	0.3690	0.3690	0.3710	0.3710
	35	0.3650	0.3650	0.3650	0.3650	0.3650	0.3650	0.3650	0.3650	0.3650	0.3650	0.3650	0.3670	0.3670
	41	0.3720	0.3720	0.3720	0.3720	0.3720	0.3720	0.3720	0.3720	0.3720	0.3720	0.3720	0.3740	0.3740
	47	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3850	0.3870	0.3870
	49	0.3900	0.3900	0.3900	0.3900	0.3900	0.3900	0.3900	0.3900	0.3900	0.3900	0.3900	0.3920	0.3920
	51	0.3960	0.3960	0.3960	0.3960	0.3960	0.3960	0.3960	0.3960	0.3960	0.3960	0.3960	0.3980	0.3980
	53	0.4030	0.4030	0.4030	0.4030	0.4030	0.4030	0.4030	0.4030	0.4030	0.4030	0.4030	0.4050	0.4050
	55	0.4250	0.4250	0.4250	0.4250	0.4250	0.4250	0.4250	0.4250	0.4250	0.4250	0.4250	0.4280	0.4280
	57	0.4360	0.4360	0.4360	0.4360	0.4360	0.4360	0.4360	0.4360	0.4360	0.4360	0.4360	0.4380	0.4380
	59	0.4500	0.4500	0.4500	0.4500	0.4500	0.4500	0.4500	0.4500	0.4500	0.4500	0.4500	0.4530	0.4530
	65	0.4620	0.4620	0.4620	0.4620	0.4620	0.4620	0.4620	0.4620	0.4620	0.4620	0.4620	0.4640	0.4640

2006 COUNTY EMISSIONS

completed VOC

SUMMER DAY

SPEED	Planning Area #1		Sagadahoc		Planning Area #2		Planning Area #3		Planning Area #4	
	York	Cumberland	COMP	COMP	Androscoggin	Kennebec	Lincoln	Knox	Waldo	Hancock
	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP
15	191290.79	426780.65	44312.51	214250.33	158810.57	0.00	26550.75	15940.82	23000.45	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	917352.99	2979660.77	105827.49	1013099.26	150639.09	0.00	119996.81	169219.78	117623.08	0.00
21	541864.59	603063.04	158499.78	165133.88	402918.74	0.00	51460.91	91663.57	38952.29	0.00
23	0.00	0.00	0.00	508813.20	558456.97	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	769447.79	630053.93	98502.31	241155.12	425217.74	0.00	205991.29	254282.55	455068.74	0.00
35	363690.77	309845.30	120780.05	165500.97	248497.99	0.00	141596.35	148824.41	424098.80	0.00
41	804162.66	1289741.93	291599.54	158452.77	868395.06	0.00	238271.66	427809.42	777949.34	0.00
47	1059328.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	713730.30	0.00	315164.93	778277.81	0.00	401124.85	0.00	0.00	0.00
55	606176.89	1000235.87	357539.78	32189.67	0.00	0.00	599123.00	0.00	0.00	0.00
57	0.00	0.00	0.00	363574.27	156099.87	0.00	0.00	0.00	540757.00	0.00
59	80565.90	1065510.29	0.00	158308.63	183840.61	0.00	0.00	0.00	0.00	0.00
65	2280735.46	2053554.35	561218.54	77510.99	1087123.26	0.00	0.00	20633.64	0.00	0.00
Totals (kg)	7614.62	11072.18	1738.28	3413.15	5018.28	1410.60	1372.30	1727.50	2970.57	0.00

NOx (grams/mile)										
SPEED	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP	COMP
15	258912.28	580127.36	59977.03	289988.04	214950.27	0.00	35936.47	19279.51	27817.74	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	1303644.05	4249680.12	150390.72	1439708.42	214072.18	0.00	35936.47	19279.51	27817.74	0.00
21	783324.00	874318.33	229128.61	238718.91	582462.71	0.00	74392.32	0.00	0.00	0.00
23	0.00	0.00	0.00	744926.35	817607.16	0.00	0.00	217333.58	151066.54	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	120170.73	51066.37	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	1177726.22	965176.42	150768.84	369114.99	650843.48	0.00	315292.79	0.00	0.00	0.00
35	574673.54	490184.95	190846.47	261510.70	392655.61	0.00	223738.63	0.00	67215.61	0.00
41	1355865.02	2177911.07	491653.79	267160.59	1464164.58	0.00	401739.89	354240.42	633955.19	0.00
47	1943933.31	0.00	0.00	0.00	0.00	0.00	0.00	214416.91	611015.04	0.00
49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	659914.62	1200020.66	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	786119.81	0.00	0.00	0.00
53	0.00	1454408.34	0.00	642464.55	1586521.39	0.00	433639.05	1199515.06	943514.02	0.00
55	1395375.07	2305408.52	823030.55	74098.28	0.00	0.00	0.00	0.00	0.00	0.00
57	0.00	0.00	0.00	877755.37	376862.47	0.00	0.00	0.00	0.00	0.00
59	206707.09	2736715.91	0.00	406170.78	471677.92	0.00	0.00	1268938.99	0.00	0.00
65	6135078.79	5525845.91	1509653.37	208501.17	2924314.11	0.00	0.00	0.00	1202099.05	0.00
Totals (kg)	15135.24	21359.78	3605.45	5820.12	9696.13	2507.49	2286.55	2873.57	4915.59	0.00

2015 COUNTY EMISSIONS

SUMMER DAY

SPEED	York			Planning Area #1			Sagadahoc			Planning Area #2			Planning Area #3			Planning Area #4		
	COMP	COMP	COMP	Cumberland	COMP	COMP	COMP	COMP	COMP	Androscoggin	COMP	COMP	Lincoln	COMP	COMP	Waldo	COMP	Hancock
VOC (grams/mile)																		
15	105504.43	240682.24	23836.33							118453.03	86783.11	0.00	15287.10	8964.85	12787.93			
17	326774.71	0.00	0.00							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	197319.44	1679185.26	56930.08							560153.25	82323.47	0.00	69095.24	94940.86	65241.86			
21	299206.09	340382.90	85358.11							91403.72	220432.85	0.00	29663.93	51489.85	21631.65			
23	0.00	0.00	0.00							282582.12	306554.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	429130.04	358461.99	53578.76							134819.99	234963.46	110220.09	119930.66	144148.01	255035.62			
35	203871.07	176923.95	66032.08							92997.64	138014.72	127254.08	82860.39	84800.66	238904.22			
41	452773.27	740622.05	160125.38							89430.32	484432.66	202585.02	140049.28	244891.94	440257.95			
47	600282.67	0.00	0.00							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
49	0.00	0.00	0.00							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	417494.86	0.00							0.00	0.00	224691.01	0.00	0.00	309838.02			
53	334382.80	0.00	0.00							180207.91	439847.11	119467.03	350391.79	0.00	0.00	0.00	0.00	0.00
55	11757.38	581641.03	199119.35							18425.41	0.00	0.00	0.00	348291.27	0.00			
57	0.00	0.00	0.00							208834.72	88622.34	0.00	0.00	0.00	311482.98			
59	46277.24	622659.10	0.00							91152.55	104625.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
65	1311845.28	1202869.65	314830.05							44690.89	619534.77	0.00	0.00	12086.81	0.00			
Totals (kg)	4319.12	6360.92	959.81							1913.15	2806.13	784.22	807.28	989.61	1682.79			
NOx (grams/mile)																		
15	106633.89	240763.15	24701.74							119432.54	88527.99	0.00	14800.56	7951.11	11472.38			
17	0.00	0.00	0.00							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	538123.92	1767792.49	62078.94							594289.17	88365.65	0.00	14800.56	7951.11	11472.38			
21	323546.87	363807.01	94640.08							98601.29	240582.42	0.00	30727.26	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00							308010.67	338062.58	0.00	0.00	89773.32	62400.60			
25	0.00	0.00	0.00							0.00	0.00	0.00	0.00	49737.33	21135.80			
27	0.00	0.00	0.00							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	487507.28	402501.62	62409.16							152791.23	289409.76	127177.37	130512.11	0.00	0.00	0.00	0.00	0.00
35	237662.79	204243.73	78926.73							108150.73	162387.20	150672.58	92529.66	0.00	27831.15			
41	558961.61	903865.80	202686.54							110138.19	603608.60	254018.55	165619.12	146833.19	262775.38			
47	794496.20	0.00	0.00							0.00	0.00	0.00	0.00	88719.73	252820.97			
49	0.00	0.00	0.00							0.00	0.00	0.00	0.00	272420.27	495382.19			
51	0.00	0.00	0.00							0.00	0.00	319202.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	592080.47	0.00							259547.59	640934.66	175184.71	484588.98	0.00	385224.78			
55	547116.83	909403.64	322704.54							29053.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	0.00	0.00	0.00							342395.19	147006.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00
59	79953.57	1064343.25	0.00							157105.42	182443.34	0.00	0.00	498385.51	0.00	0.00	0.00	0.00
65	2360411.81	2134883.23	580824.43							80218.80	1125101.37	0.00	0.00	0.00	469477.83			
Totals (kg)	6034.41	8583.68	1428.97							2359.73	3886.43	1026.26	933.58	1161.77	1999.99			

2025 COUNTY EMISSIONS

SUMMER DAY

SPEED	York		Planning Area #1		Sagadahoc		Androscoggin		Planning Area #2		Planning Area #3		Planning Area #4	
	COMP	COMP	Cumberland	COMP	COMP	COMP	COMP	COMP	Kennebec	COMP	Lincoln	COMP	Waldo	COMP
VOC (grams/mile)														
15	78240.92	179902.38		17455.77	87951.81	64065.54	0.00	11573.94	6735.23	9556.09				
17	153351.69	676707.38		43691.48	435873.95	63689.58	0.00	37835.55	75164.56	51375.62				
19	224929.09	599258.40		0.00	0.00	0.00	0.00	15927.51	0.00	0.00				
21	216720.99	248231.13		61053.65	66287.22	158939.87	0.00	21935.74	37514.26	15676.00				
23	0.00	0.00		0.00	195739.81	219812.09	0.00	0.00	0.00	0.00				
25	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00				
27	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00				
31	304693.81	256313.45		37566.75	95843.88	166073.76	0.00	86935.66	103199.25	181609.91				
35	143956.69	126052.64		46043.42	65748.15	97012.49	0.00	59733.26	60392.26	169229.75				
41	318104.39	524076.24		111092.65	62908.46	338803.81	0.00	100452.97	173562.78	310355.98				
47	419842.27	0.00		0.00	0.00	0.00	0.00	0.00	0.00	219482.46				
49	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00				
51	0.00	293579.08		0.00	0.00	0.00	0.00	155645.47	0.00	0.00				
53	233217.29	0.00		0.00	125842.12	305382.79	0.00	82677.53	249496.10	0.00				
55	8200.25	396316.79		137140.77	12866.77	0.00	0.00	0.00	244643.07	218852.45				
57	0.00	0.00		0.00	145983.27	61593.41	0.00	0.00	0.00	0.00				
59	32343.26	438355.76		0.00	63785.30	72791.25	0.00	0.00	0.00	0.00				
65	917811.70	845987.84		217512.10	31305.84	431481.97	0.00	0.00	8505.88	0.00				
Totals (kg)	3051.41	4584.78		671.56	1390.14	1979.65	546.36	583.89	709.72	1195.92				
NOx (grams/mile)														
15	57998.43	131271.84		13435.34	64959.65	48150.59	0.00	8050.06	4332.58	6251.33				
17	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00				
19	292366.54	962981.70		33727.93	322881.52	48009.69	0.00	8050.06	4332.58	6251.33				
21	175527.45	197903.14		51343.20	53492.20	130518.40	0.00	16669.85	0.00	0.00				
23	0.00	0.00		0.00	167193.64	183506.35	0.00	0.00	48817.91	33932.87				
25	0.00	0.00		0.00	0.00	0.00	0.00	0.00	27038.42	11489.93				
27	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00				
31	263382.41	218095.59		33717.40	82547.53	145552.27	0.00	70510.93	0.00	0.00				
35	128134.30	110442.91		42552.82	58308.74	87549.97	0.00	49886.74	0.00	15126.49				
41	300048.65	486596.35		108801.43	59121.80	324015.01	0.00	88903.77	79409.79	142113.22				
47	423071.98	0.00		0.00	0.00	0.00	0.00	0.00	47953.08	136649.92				
49	0.00	0.00		0.00	0.00	0.00	0.00	0.00	146386.75	266196.75				
51	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00				
53	0.00	310284.04		0.00	135841.14	335450.22	0.00	253622.54	0.00	204341.16				
55	275829.96	459567.83		162692.09	14647.33	0.00	0.00	0.00	0.00	0.00				
57	0.00	0.00		0.00	171001.49	73419.14	0.00	0.00	0.00	0.00				
59	39364.45	525169.36		0.00	77349.49	89824.40	0.00	0.00	252138.29	0.00				
65	1150327.27	1043720.69		283060.01	39093.97	548308.90	0.00	0.00	0.00	234738.91				
Totals (kg)	3106.05	4446.03		729.33	1246.44	2014.30	546.08	495.69	610.41	1057.09				

November 1, 2003

Jonathan McDade, Division Administrator
Federal Highway Administration
Room 614, Federal Building
Augusta, ME 04330

Attn: John Perry, Division Transportation Planner

Subject: ATRC's approval of the Conformity Analysis for the Long Range Plan
Technical Update and the 2004-2006 Statewide Transportation Improvement
Program (STIP)

Dear Mr. McDade:

After having reviewed the *Long Range Transportation Plan and the 2004-2006 STIP Clean Air Conformity Analysis for Maine's Nonattainment and Maintenance Areas* – November 2003, the Androscoggin Transportation Resource Center concurs with the procedures and results and finds it consistent with established conformity procedures for the ATRC area.

ATRC certifies that all of the MPO's non-exempt transportation projects included in the TIP have been incorporated in this analysis. Furthermore, this analysis demonstrates that there is a reduction in VOCs and NOx from the build versus no-build scenarios and a reduction between all modeled years and the base year.

If you have any questions, please contact Jerry Douglass at MaineDOT (624-3280) or me at 783-9186.

Sincerely,

Donald Craig
Director

cc: Jerry Douglass, MaineDOT
Bill Gordon, FTA

November 1, 2003

Jonathan McDade, Division Administrator
Federal Highway Administration
Room 614, Federal Building
Augusta, ME 04330

Attn: John Perry, Division Transportation Planner

Subject: KACTS' approval of the Conformity Analysis for the Long Range Plan
Technical Update and the 2004-2006 Statewide Transportation Improvement
Program (STIP)

Dear Mr. McDade:

In accordance with Section 176 (c) of the Clean Air Act as amended in 1990, the PACTS MPO has completed its review and has determined that the Conformity Analysis for the Long Range Transportation Plan Technical Update and the 2004-2006 Statewide Transportation Improvement Program (STIP) developed by the Maine Department of Transportation is consistent with the conformity criteria published in 40 CFR parts 51 and 93 issued on November 24, 1993 and as amended on August 15, 1997.

Because southern Maine's ozone nonattainment area (Air Quality Planning Area #1) is composed of two MPOs (KACTS & PACTS) and a donut area outside of the two MPO boundaries, the total motor vehicle emissions (VOC and NOx) from all three of these areas must be combined in order to pass the conformity criteria. We have found that the VOC and NOx emissions attributable to this ozone nonattainment area pass all required conformity tests.

KACTS further certifies that all of the MPO's transportation projects included in its TIP have been incorporated verbatim and that the MPO TIP comes from a conforming plan. If you have any questions or need further clarification please contact Jerry Douglass at MaineDOT at 624-3280.

Sincerely,

Tom Reinauer
Chairman, KACTS MPO

cc: Jerry Douglass, MaineDOT
Bill Gordon, FTA

November 1, 2003

Jonathan McDade, Division Administrator
Federal Highway Administration
Room 614, Federal Building
Augusta, ME 04330

Attn: John Perry, Division Transportation Planner

Subject: PACTS' approval of the Conformity Analysis for the Long Range
Transportation Plan Technical Update and the 2004-2006 Statewide
Transportation Improvement Program (STIP)

Dear Mr. McDade:

In accordance with Section 176 (c) of the Clean Air Act as amended in 1990, the PACTS MPO has completed its review and has determined that the Conformity Analysis for the Long Range Transportation Plan Technical Update and the 2004-2006 Statewide Transportation Improvement Program (STIP) developed by the Maine Department of Transportation is consistent with the conformity criteria published in 40 CFR parts 51 and 93 issued on November 24, 1993 and as amended on August 15, 1997.

Because southern Maine's ozone nonattainment area (Air Quality Planning Area #1) is composed of two MPOs (KACTS & PACTS) and a donut area outside of the two MPO boundaries, the total motor vehicle emissions (VOC and NOx) from all three of these areas must be combined in order to pass the conformity criteria. We have found that the VOC and NOx emissions attributable to this ozone nonattainment area pass all required conformity tests.

PACTS certifies that all of the MPO's transportation projects included in its TIP have been incorporated verbatim and that the MPO TIP comes from a conforming plan. If you have any questions or need further clarification please contact Jerry Douglass at MaineDOT at 624-3280.

Sincerely,

John Duncan
Director, PACTS MPO

cc: Jerry Douglass, MaineDOT
Bill Gordon, FTA

November 1, 2003

Jerry Douglass
MaineDOT, Bureau of Planning
Environmental Coordination & Analysis
16 State House Station
Augusta, ME 04333-0016

Dear Mr. Douglass:

The Maine Department of Environmental Protection has completed its review of the input files for the Long Range Transportation Plan Technical Update and the 2004-2006 Statewide Transportation Improvement Plan. Our review has verified the correct use of control measures for this determination.

If you have any questions, do not hesitate to contact me at 287-2437.

Sincerely,

Melissa Morrill
Mobile Sources Section
Division of Program Planning
Bureau of Air Quality
Maine Department of Environmental Protection

cc: Donald Cooke, Region 1 EPA
Lynne Cayting, Air Bureau

