

GREENE COUNTY

ANALYSIS OF VOLATILE ORGANIC COMPOUND AND NITROGEN OXIDES EMISSIONS

DRAFT

Prepared for the
Indiana Department of Transportation



October 2010

Prepared by:
Bernardin, Lochmueller & Associates, Inc.
6200 Vogel Road
Evansville, Indiana 47715



Table of Contents

<i>Section</i>	<i>Page</i>
Table of Contents	i
List of Tables	ii
List of Figures	ii
Introduction	1
Project Assumptions	2
Travel Demand Model and VMT Growth	2
Travel Model Post-Processing and Other Mobile 6.2 Inputs	4
Analysis Results	6
Appendix A – Mobile 6.2 Files	10

List of Tables

Table	Page
TABLE 1: HISTORIC HPMS VMT AND GROWTH RATES FROM ISTD	3
TABLE 2: HOURLY DISTRIBUTION OF TRAFFIC	4
TABLE 3: SUMMARY RESULTS	6
TABLE 4: HISTORIC RESULTS AND TRENDS	6
TABLE 5: 2015 FORECAST - GREENE COUNTY	8
TABLE 6: 2025 FORECAST - GREENE COUNTY	8
TABLE 7: 2035 FORECAST - GREENE COUNTY	8
TABLE 8: 2035 ASSUMING I-69 BRIDGE BUILD-OUT FORECAST - GREENE COUNTY	9

List of Figures

Figure	Page
FIGURE 1: EMISSION ANALYSIS RESULTS	7

INTRODUCTION

Analysis of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) emissions produced by motor vehicles in Greene County, Indiana, demonstrates that these ozone precursors will continue to decrease in future years. Moreover, this decrease will occur irrespective of the construction of I-69 or other transportation infrastructure improvements in the Indiana Department of Transportation (INDOT)'s Long Range Transportation Plan. Cleaner, lower-emitting vehicle fleets will continue to more than offset growth in vehicle miles of travel (VMT) and result in lower overall emissions inventories.

This report documents the process involved in this analysis as well as its findings and is presented in support of a conformity determination for the final environmental impact statement (FEIS) for I-69 Section 4. The goal was to analyze air pollutant emissions levels (VOC and NO_x) corresponding to the latest assumptions in the FEIS for I-69 Section 4 and compare them to the budget for ozone precursor emissions set by the Indiana Department of Environmental Management (IDEM) in its ozone maintenance plan for Greene County.

As per the EPA's final rule published in the Federal Register Vol. 69, No. 126 on July 1, 2004, "Transportation Conformity is required under the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federally supported highway and transit project activities are consistent with ("Conform to") the purpose of the state air quality implementation plan (SIP). Conformity currently applies under EPA's rules to areas that are designated non-attainment or maintenance." Areas are designated "non-attainment" for violating the National Ambient Air Quality Standards (NAAQS). Final Rules published in the Federal Register Vol. 69, No. 84 on April 30, 2004 state "CAA definition of the non-attainment area that is defined in Section 107(d) (1) (A) (i) as an area that is violating the standard. If an area meets this definition, EPA is obligated to designate the area as non-attainment." The non-attainment areas can be re-designated as attainment/maintenance as per section 107(d) (3) of the Clean Air Act. EPA made a determination that the Greene County ozone non-attainment area has attained the 8-hour ozone NAAQS on November 14, 2005. This determination was based on three years of complete quality-assured ambient air quality monitoring data for the 2002-2004 seasons that demonstrated that the 8-hour ozone NAAQS has been attained in the area. In making this re-designation, EPA also approved the State's plans for maintaining the 8-hour ozone NAAQS through 2015 and beyond in this area as a revision to the Indiana State Implementation Plan (SIP). EPA also found adequate and approved the State's 2015 Motor Vehicle Emission Budgets (MVEBs) for the Greene County area which IDEM has determined to be 1.46 tpd for VOC and 1.54 tpd for NO_x. It should be noted that the MVEB exceeds the on-road mobile source NO_x emissions projected by IDEM for 2015. All plans, programs and projects must be reviewed for conformity with the standards to assure that they do not exceed the established budgets as determined in the SIP. Any project subject to the National Environmental Policy Act (NEPA) must be found to conform with the SIP before a final record of decision (ROD) may be issued (40 CFR 93.102).

The air quality analysis presented here involved four procedures. First, the updated Indiana Statewide Travel Demand Model (ISTDM) was used to determine the vehicle-miles-traveled (VMT) for a base year (2006) and for each of the analysis years (2015, 2025 and 2035). The modeled VMT was then used to develop growth rates which were applied to the official estimates of VMT from the Highway Performance Monitoring System (HPMS). Second, a post processing procedure was used to compute average speed for each facility type, and from that data, Mobile 6.2 input files were created. Third, the Mobile 6.2 emission factor model was used to determine the emission rates for VOCs and NO_x. Fourth, the VMT by functional classification was then multiplied by the emission rate factors to determine the total emissions inventories.

PROJECT ASSUMPTIONS

The most significant change since the Greene County emissions analysis that demonstrated conformity for I-69 Section 3 is the accelerated construction schedule for Section 4 and the associated open-to-traffic date of the end of 2014. The representation of I-69 in Greene County in future years reflects this timetable and the latest assumptions regarding the placement of interchanges included in the FEIS for Section 4.

Federal regulations (40 CFR 93.109) stipulate that in isolated rural maintenance areas, regionally significant projects should be included from the statewide long range transportation plan. INDOT is currently updating their Long Range Transportation Plan from 2005-2030 to 2010-2035, and integrating it with their Major Moves construction program. The new plan incorporates the increased near term construction associated with Major Moves, including the acceleration of Section 4, while reflecting a more conservative assumption in later years. Although the new Long Range Plan is still in draft form, it was agreed through interagency consultation on July 28, 2010, that it represented the best and latest planning assumptions.

TRAVEL DEMAND MODEL AND VMT GROWTH

The ISTDM is a mathematical computer model, using state of the art TransCAD software, which relates current and future travel demand to basic socioeconomic information. The model area covers all of Indiana including Greene County. All major roadways are represented in the travel model.

The Indiana State travel demand model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and traffic assignment. In addition, it considers travel by vehicles (trucks and autos) entering, leaving, and crossing Indiana, and it predicts truck traffic based in part on the representation of commodity flows. The ISTDM was re-validated for a new 2006 base year with improvements to the mode choice and truck models. During the model calibration process, model parameters were adjusted such that the model output matched, within accepted standards, several calibration criteria based on measured data. These criteria included items such as comparisons

against traffic counts, modeled vs. observed vehicle miles of travel, trip lengths by trip purpose, etc. The result of the recalibration was a travel model which replicated travel in Indiana for the year 2006 and is capable of producing reasonable traffic forecasts out to year 2035. This analysis makes use of the official version 5.0 of ISTDm finalized January 28, 2010.

Model outputs are expressed in terms of daily volumes for each roadway segment. The raw model results from each scenario have traffic estimates only for those facilities coded in the model. These modeled traffic estimates generally include facilities that are classified as major collector or higher. Travel on the lower classed roadways (collector and local), while not entirely absent, is under-represented in the model.

TABLE 1: HISTORIC HPMS VMT AND FORECAST GROWTH RATES FROM ISTDm

Source	HPMS				INDOT	ISTDM									
	Year	2006	2006	2007	2009	July	2006	2006	2015		2025		2035		2035 + I-69 Bridge
Measure	Length	DVMT	DVMT	DVMT	Adjust.	Length	DVMT	DVMT	Growth	DVMT	Growth	DVMT	Growth	DVMT	Growth
Units	Miles	1,000's	1,000's	1,000's	Factor	Miles	1,000's	1,000's	Rate	1,000's	Rate	1,000's	Rate	1,000's	Rate
1 Rural Interstate					1.1274			264	*	391	*	470	*	561	*
2 Rural OPA	24.1	129	128	251	1.0638	24.1	119	115	0.965	126	1.057	137	1.154	137	1.156
6 Rural Min Art	32.8	144	144	118	1.0638	33	138	129	0.935	137	0.995	145	1.052	144	1.050
7 Rural Maj Col	155.1	460	463	311	1.0526	154.2	327	245	0.748	280	0.855	310	0.947	311	0.950
8 Rural Min Col	191.3	133	134	95	1.0526	16.1	9	8	0.996	10	1.121	10	1.215	10	1.215
9 Rural Local	695.5	129	130	344	1.0526				0.839		0.932		1.017		1.018
14 Urban OPA	4.1	53	52	42	1.0111	4.1	38	39	1.007	41	1.058	42	1.107	42	1.103
16 Urban Min Art	4.5	24	24	19	1.0111	2	7	7	1.013	8	1.063	8	1.115	8	1.116
17 Urban Col	6.4	5	4	13	1.0111				1.008		1.059		1.108		1.105
19 Urban Local	35.3	40	40	74	1.0111				1.008		1.059		1.108		1.105
Grand Total	1149.0	1117	1119	1266		233.5	637	807		991		1123		1214	

Adjustment factors, provided by INDOT, were applied to account for the fact that HPMS daily VMT represents an annual average day; whereas, VMT used for the emissions analysis must represent a summer day. Growth rates for predicting future year VMT are estimated by functional classification. For most functional classes, which are represented in the model network, the growth rate is simply taken as the ratio of modeled VMT in the forecast year versus the base year. For rural local roads, urban collectors and urban local roads, which are not represented in the model network for Greene County, growth rates were based on the growth of all rural or urban non-freeway VMT. For rural interstates, which only appear in Greene County in future year scenarios, the model VMT is used directly, without adjustment, since there is no base year HPMS VMT to which growth factors could be applied. The historic HPMS estimates of VMT in Greene County for 2006, 2007 and 2009 are displayed in Table 1 together with the ISTDm estimates of VMT for the base year and 2015, 2025 and 2035 forecast years and resulting growth rates. A second 2035 scenario also assumes construction of the I-69 Ohio River Bridge. This last scenario is not required to demonstrate conformity but is provided for information purposes only, to disclose maximum possible impacts under NEPA.

TRAVEL MODEL POST-PROCESSING AND OTHER MOBILE 6.2 INPUTS

In the Federal Register on March 2, 2010, US EPA formally adopted the new MOVES2010 model as its official mobile source emissions model and announced a two year grace period after which (March 2, 2012) it must be used for conformity purposes. Until that time, it is still permissible to use the Mobile6 emissions factor model. It was decided through interagency consultation on July 28, 2010, that it was appropriate to use the Mobile6 model for this analysis, so as to make a fair, “apples to apples” comparison with the SIP budgets which were developed using Mobile6.

Speeds are included in Mobile6 inputs to produce more accurate emissions rates. The methodology for estimating speeds used in developing the SIP budgets for Greene County was based on an implied default assumption regarding the distribution of traffic throughout the 24 hours of the day. This analysis used the hourly distribution of traffic from the 1995 Indiana Household Travel Survey to post-process the ISTDM results and generally produced slightly higher speeds for most functional classes than were assumed in the SIP development. The previous emissions analysis conducted for I-69 Section 3 estimated emissions both ways, using the SIP’s horizon year speeds and using the speeds resulting from post-processing the ISTDM. The results of that analysis demonstrated that there were no significant differences in the emissions resulting from the two methodologies. It was therefore agreed through interagency consultation on July 28, 2010 that it was appropriate to use the ISTDM’s post-processed speeds for this analysis.

TABLE 2: HOURLY DISTRIBUTION OF TRAFFIC

DISTRIBUTION OF TOTAL TRAFFIC BY HOUR			
HOUR OF DAY	PERCENT OF DAILY TRAFFIC	HOUR OF DAY	PERCENT OF DAILY TRAFFIC
1:00 AM	0.47%	1:00 PM	4.77%
2:00 AM	0.36%	2:00 PM	5.13%
2:00 AM	0.26%	3:00 PM	8.62%
4:00 AM	0.36%	4:00 PM	9.60%
5:00 AM	1.61%	5:00 PM	9.22%
6:00 AM	6.55%	6:00 PM	5.13%
7:00 AM	8.01%	7:00 PM	3.99%
8:00 AM	6.24%	8:00 PM	2.90%
9:00 AM	4.61%	9:00 PM	2.95%
10:00 AM	4.41%	10:00 PM	3.06%
11:00 AM	4.61%	11:00 PM	1.71%
12:00 AM	4.61%	12:00 PM	0.83%

Source: 1995 Indiana Household Travel Survey

In the post-processing of the ISTDm, accomplished by its POST_ALT program, an average speed and VMT are computed for each time period for each link. In the post-processing, peak period volumes are compared to a peak period capacity to determine a volume to capacity ratio. Capacities use HCM 2000 methodology (described in the model documentation). Volume to capacity (v/c) ratios for each link for each hour are then used to estimate a period specific speed. A BPR volume delay function was used to estimate the link speeds for each time period formulated as follows.

$$Speed_{congested} = \frac{Speed_{freeflow}}{1 + \alpha (v/c)^\beta}$$

The alpha and beta parameters are the same as assumed in the ISTDm and specific to each roadway segment. For the base year model in Greene County, alpha's range from 0.42 to 0.72 and betas range from 2.5 to 4.0.

After speeds were estimated for each modeled link and for each of the analysis years, the data was aggregated by FHWA functional classification for use in Mobile 6.2 using the AVERAGE SPEED command. The average speed for each functional class was calculated using a VMT weighted average. The VMT weighted average was computed by multiplying the speed for each link by the link's VMT. Next, the Speed*VMT values were summed for each functional class. The functional class sum was divided by the sum of that functional class's modeled VMT to yield an average speed.

The calculated congested speeds for Rural Interstates, Urban Interstates and Urban Expressways were adjusted for an assumed percentage of ramp VMT according to the procedures outlined in the Mobile6 User's Guide Section 2.8.8.2.d. Speed assumptions are listed in Tables 5 through 8 and in the Mobile6 input files contained in Appendix A.

Indiana specific VMT per vehicle type were also used to improve estimates of emission rates, as in the SIP. The distribution applied was derived by IDEM from the INDOT's 2002 state-wide HPMS data for vehicle classification for each of the twelve INDOT functional classes. The INDOT data covers thirteen vehicle groups which are different from the sixteen vehicle groups required by Mobile6. An adjustment was made by IDEM to convert the INDOT VMT fraction to a Mobile6 VMT fraction, and this data was provided by IDEM for the Greene County. The VMT fraction for each functional class was input to Mobile6 using the VMT FRACTION command. All VMT Fractions used in the analysis are listed in the Mobile6 input files contained in Appendix A.

The Mobile6 emissions analysis, as documented in Appendix A, also includes the use of an age distribution of registered vehicles in Greene County, except for I-69 which assumes the default national fleet age distribution. The vehicles on I-69 are presumed to have characteristics reflective of the national vehicle fleet, rather than of the vehicles registered within Greene County. The Greene County distribution is based on the Lake Michigan Air Directors Consortium's (LADCO) VIN decoding of 2004 registration data for Greene County from the Bureau of Motor Vehicles. Although INDOT has since procured updated registration data for 2009, it had not been quality assured at the time of

this analysis. The vehicle fleet age assumptions for this analysis were agreed to by interagency consultation on August 17, 2010.

Mobile6 also requires certain basic meteorological and other inputs for the estimation of emissions rates. The values for these assumptions must be the same as used in the development of the SIP budgets. For July in Greene County, the SIP assumptions are a minimum daily temperature of 65.0 degrees (Fahrenheit) and maximum daily temperature of 86.3 degrees, absolute humidity of 93.7 grains per pound, 34% cloud cover, 6 am sunrise and 8 pm sunset, and a fuel Reid vapor pressure of 9.0 psi.

ANALYSIS RESULTS

The analysis of volatile organic compounds (VOC) and oxides of Nitrogen (NO_x) emission levels for Greene County demonstrates that motor vehicle emissions have consistently decreased and can be expected to continue to decrease in the future. A summary of the analysis results is presented in Table 3 and in Figure 1.

TABLE 3: SUMMARY RESULTS

Year/Scenario	VMT (1,000's)	VOC	NO _x
2015 Budget – Maintenance Plan	-	1.46	1.54
2015 Forecast	1,314	0.88	1.38
2025 Forecast	1,566	0.64	0.77
2035 Forecast	1,753	0.69	0.67
<i>2035 Forecast with I-69 Ohio River Bridge*</i>	<i>1,857</i>	<i>0.72</i>	<i>0.71</i>

**For information purposes only*

The state, in consultation with FHWA and US EPA, established budgets for VOC and NO_x in Greene County in 2015 and beyond. These budgets are part of the state's plan to maintain safe levels of ozone which attain the national ambient air quality standards (NAAQS) established by the US EPA. VOC and NO_x are regulated since they contribute directly to the production of ozone. The state's ozone maintenance plan for Greene County was approved by US EPA on November 14, 2005. The maintenance plan included estimates of VOC and NO_x emissions from motor vehicles in 2002 and forecasts of emissions in 2010 and 2015. The budgets were established by applying a safety margin to the 2015 estimates.

TABLE 4: HISTORIC RESULTS AND TRENDS

Year/Scenario	VMT (1,000's)	VOC	NO _x
2002 Estimate – Maintenance Plan	1,292	2.74	3.41
2009 Estimate – Historic HPMS VMT / SIP speeds	1,316	1.64	2.02
<i>2010 Forecast – Maintenance Plan</i>	<i>1,581</i>	<i>1.81</i>	<i>2.09</i>
<i>2015 Forecast – Maintenance Plan</i>	<i>1,764</i>	<i>1.33</i>	<i>1.40</i>
2015 Budget – Maintenance Plan	-	1.46	1.54

Official HPMS data (from 2004-2009) over multiple cycles of INDOT data collection indicate that VMT in Greene County has remained relatively stable relative to the 2002 estimate in the maintenance plan. However, emissions estimates based on HPMS data for 2009 (the most recent year for which data was available at the time of this analysis) demonstrate that emissions had already fallen below the maintenance plan’s forecast for 2010 by 2009 despite no decline in VMT.

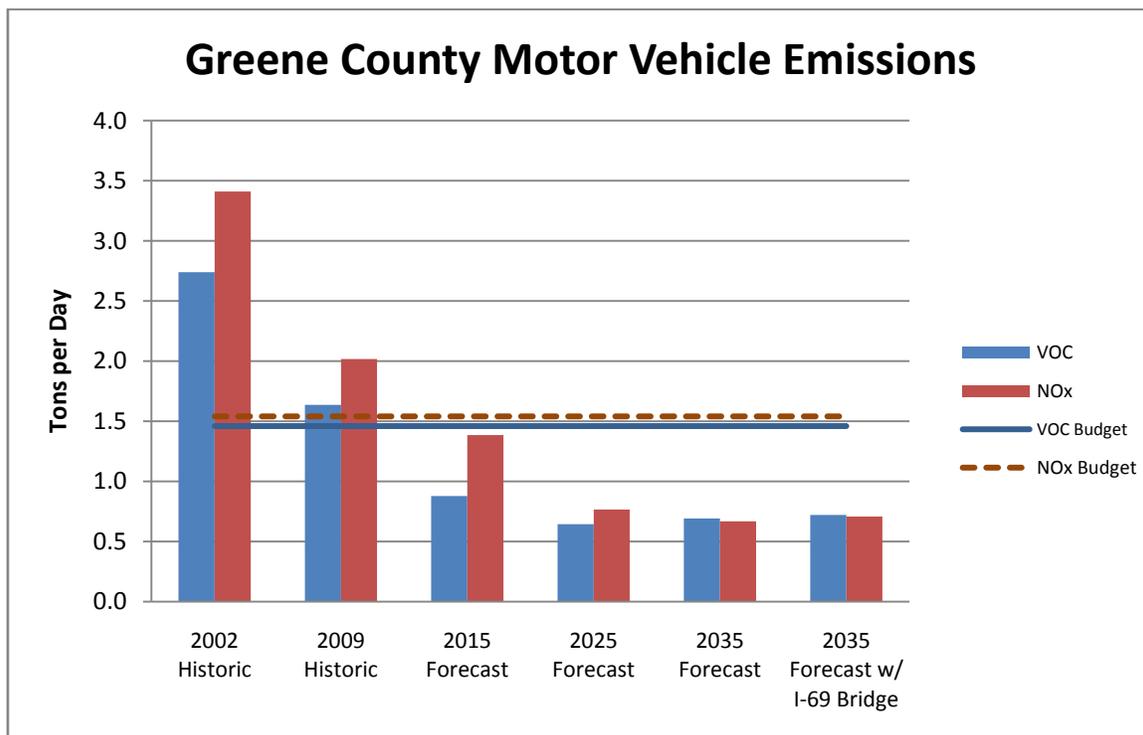


Figure 1: EMISSION ANALYSIS RESULTS

Although VMT in Greene County is forecast to grow in future years with the construction of I-69, emissions are forecast to continue their decline due to lower emission rates from Mobile6 in future years associated with increasingly lower emitting vehicle fleets. The decrease in emissions from the move to cleaner vehicles in future years more than offsets the increase in travel resulting from the construction of I-69 in the county. Detailed analysis results presented in Tables 5 through 8 demonstrate that regardless of whether the I-69 Ohio River Bridge is assumed to be completed by 2035 (see Table 8), future emissions are forecast well below their established budgets.

The draft version of this document is to be made available for public comment and agency review from October 8, 2010 through November 8, 2010. Public notice will be published twice in local print media and online at the project website.

TABLE 5: 2015 FORECAST - GREENE COUNTY

Functional Class	2006 HPMS VMT	July Adj. Fact.	ISTDM 2015 / 2006	2015 VMT	ISTDM Speed	VOC rate	NOx rate	VOC	NOx
					mph	g/mi	g/mi	tpd	tpd
Rural Interst.		1.127		297,905.5	73.2	0.402	1.683	0.13	0.55
Rural OPA	129,000	1.064	0.965	132,403.2	48.4	0.601	0.936	0.09	0.14
Rur Min Art	144,000	1.064	0.935	143,239.5	48.3	0.624	0.777	0.10	0.12
Rur Maj Col	460,000	1.053	0.748	362,382.6	47.4	0.64	0.713	0.26	0.28
Rur Min Col	133,000	1.053	0.996	139,447.7	40.3	0.671	0.756	0.10	0.12
Rural Local	129,000	1.053	0.839	113,898.0	29.2	0.724	0.695	0.09	0.09
Urban OPA	53,000	1.011	1.007	53,979.8	35.8	0.685	0.655	0.04	0.04
Urb Min Art	24,000	1.011	1.013	24,575.2	35.6	0.691	0.633	0.02	0.02
Urban Col	5,000	1.011	1.008	5,096.7	34.0	0.708	0.604	0.00	0.00
Urban Local	40,000	1.011	1.008	40,773.8		1.052	0.621	0.05	0.03
	1,117,000			1,313,702.0				0.88	1.38

TABLE 6: 2025 FORECAST - GREENE COUNTY

Functional Class	2006 HPMS VMT	July Adj. Fact.	ISTDM 2025 / 2006	2025 VMT	ISTDM Speed	VOC rate	NOx rate	VOC	NOx
					mph	g/mi	g/mi	tpd	tpd
Rural Interst.		1.127		440,928.0	73.2	0.267	0.602	0.13	0.29
Rural OPA	129,000	1.064	1.057	145,050.2	48.3	0.371	0.421	0.06	0.07
Rur Min Art	144,000	1.064	0.995	152,446.8	48.4	0.383	0.392	0.06	0.07
Rur Maj Col	460,000	1.053	0.855	413,910.0	47.4	0.393	0.379	0.18	0.17
Rur Min Col	133,000	1.053	1.121	156,872.0	40.3	0.428	0.39	0.07	0.07
Rural Local	129,000	1.053	0.932	126,533.2	29.2	0.454	0.37	0.06	0.05
Urban OPA	53,000	1.011	1.058	56,684.1	35.7	0.425	0.357	0.03	0.02
Urb Min Art	24,000	1.011	1.063	25,799.0	35.4	0.429	0.353	0.01	0.01
Urban Col	5,000	1.011	1.059	5,351.8	34.0	0.44	0.349	0.00	0.00
Urban Local	40,000	1.011	1.059	42,814.7		0.701	0.361	0.03	0.02
	1,117,000			1,566,389.7				0.64	0.77

TABLE 7: 2035 FORECAST - GREENE COUNTY

Functional Class	2006 HPMS VMT	July Adj. Fact.	ISTDM 2035 / 2006	2035 VMT	ISTDM Speed	VOC rate	NOx rate	VOC	NOx
					mph	g/mi	g/mi	tpd	tpd
Rural Interst.		1.127		530,302.8	73.2	0.258	0.393	0.15	0.23
Rural OPA	129,000	1.064	1.154	158,339.9	48.2	0.359	0.332	0.06	0.06
Rur Min Art	144,000	1.064	1.052	161,095.5	48.1	0.371	0.328	0.07	0.06
Rur Maj Col	460,000	1.053	0.947	458,705.5	47.4	0.38	0.325	0.19	0.16
Rur Min Col	133,000	1.053	1.215	170,102.4	40.3	0.415	0.329	0.08	0.06
Rural Local	129,000	1.053	1.017	138,079.8	29.2	0.441	0.318	0.07	0.05
Urban OPA	53,000	1.011	1.107	59,302.6	35.6	0.412	0.31	0.03	0.02
Urb Min Art	24,000	1.011	1.115	27,064.8	35.3	0.416	0.31	0.01	0.01
Urban Col	5,000	1.011	1.108	5,601.5	34.0	0.427	0.311	0.00	0.00
Urban Local	40,000	1.011	1.108	44,811.8		0.684	0.32	0.03	0.02
	1,117,000			1,753,406.5				0.69	0.67

TABLE 8: 2035 FORECAST ASSUMING I-69 OHIO RIVER BRIDGE BUILT - GREENE COUNTY

Functional Class	2006 HPMS VMT	July Adj. Fact.	ISTDM 2035 / 2006	2035 w/ Bridge VMT	ISTDM Speed	VOC rate	NOx rate	VOC	NOx
					<i>mph</i>	<i>g/mi</i>	<i>g/mi</i>	<i>tpd</i>	<i>tpd</i>
Rural Interst.		1.127		632,736.2	73.2	0.258	0.393	0.18	0.27
Rural OPA	129,000	1.064	<i>1.156</i>	158,640.0	48.2	0.359	0.332	0.06	0.06
Rur Min Art	144,000	1.064	<i>1.050</i>	160,887.5	48.2	0.371	0.328	0.07	0.06
Rur Maj Col	460,000	1.053	<i>0.950</i>	459,879.3	47.4	0.38	0.325	0.19	0.16
Rur Min Col	133,000	1.053	<i>1.215</i>	170,073.5	40.3	0.415	0.329	0.08	0.06
Rural Local	129,000	1.053	<i>1.018</i>	138,278.0	29.2	0.441	0.318	0.07	0.05
Urban OPA	53,000	1.011	<i>1.103</i>	59,123.4	35.7	0.412	0.31	0.03	0.02
Urb Min Art	24,000	1.011	<i>1.116</i>	27,084.8	35.3	0.416	0.31	0.01	0.01
Urban Col	5,000	1.011	<i>1.105</i>	5,587.9	34.0	0.427	0.311	0.00	0.00
Urban Local	40,000	1.011	<i>1.105</i>	44,703.0		0.684	0.32	0.03	0.02
	1,117,000			1,856,993.7				0.72	0.71

APPENDIX A – MOBILE 6.2 FILES
GREENE COUNTY VEHICLE REGISTRATION – INPUT FILE

```

REG DIST
* COUNTY 28, GREENE
* LDV
1 0.0355 0.0473 0.0410 0.0443 0.0643 0.0645 0.0569 0.0577 0.0529 0.0609
0.0585 0.0573 0.0518 0.0452 0.0432 0.0456 0.0391 0.0285 0.0237 0.0194
0.0166 0.0077 0.0041 0.0035 0.0304
* LDT1
2 0.0220 0.0294 0.0255 0.0187 0.0257 0.0255 0.0430 0.0330 0.0466 0.0490
0.0675 0.0510 0.0386 0.0617 0.0442 0.0701 0.0624 0.0638 0.0578 0.0468
0.0274 0.0235 0.0136 0.0109 0.0422
* LDT2
3 0.0501 0.0668 0.0579 0.0573 0.0929 0.0793 0.0828 0.0908 0.0500 0.0552
0.0456 0.0445 0.0379 0.0325 0.0293 0.0251 0.0340 0.0095 0.0081 0.0118
0.0084 0.0052 0.0031 0.0034 0.0186
* LDT3
4 0.0445 0.0593 0.0514 0.0518 0.0611 0.0661 0.0534 0.0466 0.0498 0.0695
0.0602 0.0407 0.0352 0.0202 0.0248 0.0282 0.0289 0.0195 0.0193 0.0223
0.0164 0.0109 0.0073 0.0052 0.1073
* LDT4
5 0.0564 0.0752 0.0645 0.0752 0.0627 0.0662 0.0734 0.0788 0.0394 0.0519
0.0627 0.0197 0.0179 0.0107 0.0090 0.0107 0.0054 0.0090 0.0090 0.0107
0.0215 0.0054 0.0072 0.0054 0.1522
    
```

MOBILE 6.2 INPUT FILE

```

***** Header Section *****
MOBILE6 INPUT FILE : Greene County Emissions
DATABASE OUTPUT   :
WITH FIELDNAMES   :
AGGREGATED OUTPUT :
POLLUTANTS        : HC NOX
REPORT FILE        : GreeneS4.txt
EMISSIONS TABLE  : GreeneS4.tb1
RUN DATA
***** Run Section *****
* These min/max temperatures are July averages from Greene County
MIN/MAX TEMP      : 65.0 86.3
ABSOLUTE HUMIDITY : 93.7
CLOUD COVER       : 0.34
SUNRISE/SUNSET   : 6 8
FUEL RVP          : 9.0
NO REFUELING      :
***** Scenario Section *****
SCENARIO RECORD   : Scenario 1: 2035 w/I-69S HPMS Rural Interstate (M6 Freeway/Freeway Ramp)
CALENDAR YEAR     : 2035
EVALUATION MONTH  : 7
AVERAGE SPEED    : 73.2 FREEWAY 97.0 0.0 0.0 3.0
VMT FRACTIONS     :
0.3525 0.0536 0.1783 0.0549 0.0253 0.1065 0.0106 0.0084
0.0061 0.0234 0.0279 0.0304 0.1088 0.0058 0.0028 0.0047
END OF RUN        :
***** Run Section *****
* These min/max temperatures are July averages from Greene County
MIN/MAX TEMP      : 65.0 86.3
ABSOLUTE HUMIDITY : 93.7
CLOUD COVER       : 0.34
SUNRISE/SUNSET   : 6 8
FUEL RVP          : 9.0
NO REFUELING      :
REG DIST          : 28-reg.d
***** Scenario Section *****
SCENARIO RECORD   : Scenario 2: 2035 w/I-69S HPMS Rural OPA (M6 Non-Ramp)
CALENDAR YEAR     : 2035
EVALUATION MONTH  : 7
AVERAGE SPEED    : 48.2 NON-RAMP
VMT FRACTIONS     :
0.4333 0.0658 0.2190 0.0675 0.0311 0.0573 0.0057 0.0045
0.0033 0.0126 0.0150 0.0164 0.0585 0.0033 0.0015 0.0052
***** Scenario Section *****
SCENARIO RECORD   : Scenario 3: 2035 w/I-69S HPMS Rural Minor Arterial (M6 Arterial/Collector)
CALENDAR YEAR     : 2035
EVALUATION MONTH  : 7
AVERAGE SPEED    : 48.2 ARTERIAL
VMT FRACTIONS     :
0.4662 0.0708 0.2357 0.0726 0.0334 0.0374 0.0037 0.0029
0.0022 0.0082 0.0098 0.0107 0.0382 0.0026 0.0013 0.0043
***** Scenario Section *****
SCENARIO RECORD   : Scenario 4: 2035 w/I-69S HPMS Rural Major Collector (M6 Arterial/Collector)
CALENDAR YEAR     : 2035
EVALUATION MONTH  : 7
AVERAGE SPEED    : 47.4 ARTERIAL
VMT FRACTIONS     :
0.4821 0.0732 0.2437 0.0751 0.0345 0.0275 0.0027 0.0022
0.0016 0.0060 0.0072 0.0078 0.0280 0.0024 0.0011 0.0049
***** Scenario Section *****
SCENARIO RECORD   : Scenario 5: 2035 w/I-69S HPMS Rural Minor Collector (M6 Arterial/Collector)
CALENDAR YEAR     : 2035
EVALUATION MONTH  : 7
AVERAGE SPEED    : 40.3 ARTERIAL
VMT FRACTIONS     :
0.4532 0.0689 0.2292 0.0706 0.0325 0.0399 0.0040 0.0031
0.0023 0.0088 0.0104 0.0114 0.0407 0.0026 0.0013 0.0211
***** Scenario Section *****
SCENARIO RECORD   : Scenario 6: 2035 w/I-69S HPMS Rural Local (M6 Arterial/Collector)
CALENDAR YEAR     : 2035
EVALUATION MONTH  : 7
AVERAGE SPEED    : 29.2 ARTERIAL
VMT FRACTIONS     :
0.4789 0.0728 0.2421 0.0746 0.0343 0.0294 0.0029 0.0023
0.0017 0.0065 0.0077 0.0084 0.0300 0.0026 0.0013 0.0045
***** Scenario Section *****
SCENARIO RECORD   : Scenario 7: 2035 w/I-69S HPMS Urban OPA (M6 Arterial/Collector)
CALENDAR YEAR     : 2035
    
```

```

EVALUATION MONTH : 7
AVERAGE SPEED : 35.7 ARTERIAL
VMT FRACTIONS :
0.4868 0.0740 0.2462 0.0759 0.0349 0.0251 0.0025 0.0020
0.0014 0.0055 0.0066 0.0072 0.0257 0.0015 0.0007 0.0040
***** Scenario Section *****
SCENARIO RECORD : Scenario 8: 2035 w/1-69S HPMS Urban Minor Arterial (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 35.3 ARTERIAL
VMT FRACTIONS :
0.4944 0.0751 0.2499 0.0770 0.0354 0.0203 0.0020 0.0016
0.0012 0.0045 0.0053 0.0058 0.0207 0.0018 0.0008 0.0042
***** Scenario Section *****
SCENARIO RECORD : Scenario 9: 2035 w/1-69S HPMS Urban Collector (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 34.0 ARTERIAL
VMT FRACTIONS :
0.5024 0.0763 0.2540 0.0783 0.0360 0.0152 0.0015 0.0012
0.0009 0.0033 0.0040 0.0043 0.0155 0.0010 0.0005 0.0056
***** Scenario Section *****
SCENARIO RECORD : Scenario 10: 2035 w/1-69S HPMS Urban Local (M6 Local Road) - 12.9
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
VMT BY FACILITY : fvmtoel.def
VMT FRACTIONS :
0.5099 0.0775 0.2579 0.0795 0.0366 0.0106 0.0010 0.0008
0.0006 0.0023 0.0028 0.0030 0.0108 0.0028 0.0013 0.0026
END OF RUN :
***** Run Section *****
* These min/max temperatures are July averages from Greene County
MIN/MAX TEMP : 65.0 86.3
ABSOLUTE HUMIDITY : 93.7
CLOUD COVER : 0.34
SUNRISE/SUNSET : 6 8
FUEL RVP : 9.0
NO REFUELING :
***** Scenario Section *****
SCENARIO RECORD : Scenario 11: 2035 w/o 1-69S HPMS Rural Interstate (M6 Freeway/Freeway Ramp)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 73.2 FREEWAY 97.0 0.0 0.0 3.0
VMT FRACTIONS :
0.3525 0.0536 0.1783 0.0549 0.0253 0.1065 0.0106 0.0084
0.0061 0.0234 0.0279 0.0304 0.1088 0.0058 0.0028 0.0047
END OF RUN :
***** Run Section *****
* These min/max temperatures are July averages from Greene County
MIN/MAX TEMP : 65.0 86.3
ABSOLUTE HUMIDITY : 93.7
CLOUD COVER : 0.34
SUNRISE/SUNSET : 6 8
FUEL RVP : 9.0
NO REFUELING :
REG DIST : 28-reg.d
***** Scenario Section *****
SCENARIO RECORD : Scenario 12: 2035 w/o 1-69S HPMS Rural OPA (M6 Non-Ramp)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 48.2 NON-RAMP
VMT FRACTIONS :
0.4333 0.0658 0.2190 0.0675 0.0311 0.0573 0.0057 0.0045
0.0033 0.0126 0.0150 0.0164 0.0585 0.0033 0.0015 0.0052
***** Scenario Section *****
SCENARIO RECORD : Scenario 13: 2035 w/o 1-69S HPMS Rural Minor Arterial (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 48.1 ARTERIAL
VMT FRACTIONS :
0.4662 0.0708 0.2357 0.0726 0.0334 0.0374 0.0037 0.0029
0.0022 0.0082 0.0098 0.0107 0.0382 0.0026 0.0013 0.0043
***** Scenario Section *****
SCENARIO RECORD : Scenario 14: 2035 w/o 1-69S HPMS Rural Major Collector (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 47.4 ARTERIAL
VMT FRACTIONS :
0.4821 0.0732 0.2437 0.0751 0.0345 0.0275 0.0027 0.0022
0.0016 0.0060 0.0072 0.0078 0.0280 0.0024 0.0011 0.0049
***** Scenario Section *****
SCENARIO RECORD : Scenario 15: 2035 w/o 1-69S HPMS Rural Minor Collector (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 40.3 ARTERIAL
VMT FRACTIONS :
0.4532 0.0689 0.2292 0.0706 0.0325 0.0399 0.0040 0.0031
0.0023 0.0088 0.0104 0.0114 0.0407 0.0026 0.0013 0.0211
***** Scenario Section *****
SCENARIO RECORD : Scenario 16: 2035 w/o 1-69S HPMS Rural Local (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 29.2 ARTERIAL
VMT FRACTIONS :
0.4789 0.0728 0.2421 0.0746 0.0343 0.0294 0.0029 0.0023
0.0017 0.0065 0.0077 0.0084 0.0300 0.0026 0.0013 0.0045
***** Scenario Section *****
SCENARIO RECORD : Scenario 17: 2035 w/o 1-69S HPMS Urban OPA (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 35.6 ARTERIAL
VMT FRACTIONS :
0.4868 0.0740 0.2462 0.0759 0.0349 0.0251 0.0025 0.0020
0.0014 0.0055 0.0066 0.0072 0.0257 0.0015 0.0007 0.0040
***** Scenario Section *****
SCENARIO RECORD : Scenario 18: 2035 w/o 1-69S HPMS Urban Minor Arterial (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 35.3 ARTERIAL
VMT FRACTIONS :

```

```

0.4944 0.0751 0.2499 0.0770 0.0354 0.0203 0.0020 0.0016
0.0012 0.0045 0.0053 0.0058 0.0207 0.0018 0.0008 0.0042
***** Scenario Section *****
SCENARIO RECORD : Scenario 19: 2035 w/o I-69S HPMS Urban Collector (M6 Arterial/Collector)
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
AVERAGE SPEED : 34.0 ARTERIAL
VMT FRACTIONS :
0.5024 0.0763 0.2540 0.0783 0.0360 0.0152 0.0015 0.0012
0.0009 0.0033 0.0040 0.0043 0.0155 0.0010 0.0005 0.0056
***** Scenario Section *****
SCENARIO RECORD : Scenario 20: 2035 w/o I-69S HPMS Urban Local (M6 Local Road) - 12.9
CALENDAR YEAR : 2035
EVALUATION MONTH : 7
VMT BY FACILITY : fvmtlocl.def
VMT FRACTIONS :
0.5099 0.0775 0.2579 0.0795 0.0366 0.0106 0.0010 0.0008
0.0006 0.0023 0.0028 0.0030 0.0108 0.0028 0.0013 0.0026
END OF RUN :
***** Run Section *****
* These min/max temperatures are July averages from Greene County
MIN/MAX TEMP : 65.0 86.3
ABSOLUTE HUMIDITY : 93.7
CLOUD COVER : 0.34
SUNRISE/SUNSET : 6 8
FUEL RVP : 9.0
NO REFUELING :
***** Scenario Section *****
SCENARIO RECORD : Scenario 30: 2025 Rural Interstate (M6 Freeway/Freeway Ramp)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 73.2 FREEWAY 97.0 0.0 0.0 3.0
VMT FRACTIONS :
0.3525 0.0536 0.1783 0.0549 0.0253 0.1065 0.0106 0.0084
0.0061 0.0234 0.0279 0.0304 0.1088 0.0058 0.0028 0.0047
END OF RUN :
***** Run Section *****
* These min/max temperatures are July averages from Greene County
MIN/MAX TEMP : 65.0 86.3
ABSOLUTE HUMIDITY : 93.7
CLOUD COVER : 0.34
SUNRISE/SUNSET : 6 8
FUEL RVP : 9.0
NO REFUELING :
REG DIST : 28-reg.d
***** Scenario Section *****
SCENARIO RECORD : Scenario 31: 2025 Rural OPA (M6 Non-Ramp)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 48.3 NON-RAMP
VMT FRACTIONS :
0.4333 0.0658 0.2190 0.0675 0.0311 0.0573 0.0057 0.0045
0.0033 0.0126 0.0150 0.0164 0.0585 0.0033 0.0015 0.0052
***** Scenario Section *****
SCENARIO RECORD : Scenario 32: 2025 Rural Minor Arterial (M6 Arterial/Collector)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 48.4 ARTERIAL
VMT FRACTIONS :
0.4662 0.0708 0.2357 0.0726 0.0334 0.0374 0.0037 0.0029
0.0022 0.0082 0.0098 0.0107 0.0382 0.0026 0.0013 0.0043
***** Scenario Section *****
SCENARIO RECORD : Scenario 33: 2025 Rural Major Collector (M6 Arterial/Collector)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 47.4 ARTERIAL
VMT FRACTIONS :
0.4821 0.0732 0.2437 0.0751 0.0345 0.0275 0.0027 0.0022
0.0016 0.0060 0.0072 0.0078 0.0280 0.0024 0.0011 0.0049
***** Scenario Section *****
SCENARIO RECORD : Scenario 34: 2025 Rural Minor Collector (M6 Arterial/Collector)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 40.3 ARTERIAL
VMT FRACTIONS :
0.4532 0.0689 0.2292 0.0706 0.0325 0.0399 0.0040 0.0031
0.0023 0.0088 0.0104 0.0114 0.0407 0.0026 0.0013 0.0211
***** Scenario Section *****
SCENARIO RECORD : Scenario 35: 2025 Rural Local (M6 Arterial/Collector)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 29.2 ARTERIAL
VMT FRACTIONS :
0.4789 0.0728 0.2421 0.0746 0.0343 0.0294 0.0029 0.0023
0.0017 0.0065 0.0077 0.0084 0.0300 0.0026 0.0013 0.0045
***** Scenario Section *****
SCENARIO RECORD : Scenario 36: 2025 Urban OPA (M6 Arterial/Collector)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 35.7 ARTERIAL
VMT FRACTIONS :
0.4868 0.0740 0.2462 0.0759 0.0349 0.0251 0.0025 0.0020
0.0014 0.0055 0.0066 0.0072 0.0257 0.0015 0.0007 0.0040
***** Scenario Section *****
SCENARIO RECORD : Scenario 37: 2025 Urban Minor Arterial (M6 Arterial/Collector)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 35.4 ARTERIAL
VMT FRACTIONS :
0.4944 0.0751 0.2499 0.0770 0.0354 0.0203 0.0020 0.0016
0.0012 0.0045 0.0053 0.0058 0.0207 0.0018 0.0008 0.0042
***** Scenario Section *****
SCENARIO RECORD : Scenario 38: 2025 Urban Collector (M6 Arterial/Collector)
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 34.0 ARTERIAL
VMT FRACTIONS :
0.5024 0.0763 0.2540 0.0783 0.0360 0.0152 0.0015 0.0012
0.0009 0.0033 0.0040 0.0043 0.0155 0.0010 0.0005 0.0056
***** Scenario Section *****

```

```

SCENARIO RECORD : Scenario 39: 2025 Urban Local (M6 Local Road) - 12.9
CALENDAR YEAR   : 2025
EVALUATION MONTH : 7
VMT BY FACILITY : fvtmloc1.def
VMT FRACTIONS   :
0.5099 0.0775 0.2579 0.0795 0.0366 0.0106 0.0010 0.0008
0.0006 0.0023 0.0028 0.0030 0.0108 0.0028 0.0013 0.0026
END OF RUN      :
***** Run Section *****
* These min/max temperatures are July averages from Greene County
MIN/MAX TEMP    : 65.0 86.3
ABSOLUTE HUMIDITY : 93.7
CLOUD COVER     : 0.34
SUNRISE/SUNSET : 6 8
FUEL RVP        : 9.0
NO REFUELING    :
***** Scenario Section *****
SCENARIO RECORD : Scenario 49: 2015 Rural Interstate (M6 Freeway/Freeway Ramp)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 73.2 FREEWAY 97.0 0.0 0.0 3.0
VMT FRACTIONS   :
0.3525 0.0536 0.1783 0.0549 0.0253 0.1065 0.0106 0.0084
0.0061 0.0234 0.0279 0.0304 0.1088 0.0058 0.0028 0.0047
END OF RUN      :
***** Run Section *****
* These min/max temperatures are July averages from Greene County
MIN/MAX TEMP    : 65.0 86.3
ABSOLUTE HUMIDITY : 93.7
CLOUD COVER     : 0.34
SUNRISE/SUNSET : 6 8
FUEL RVP        : 9.0
NO REFUELING    :
REG DIST        : 28-reg.d
***** Scenario Section *****
SCENARIO RECORD : Scenario 50: 2015 Rural OPA (M6 Non-Ramp)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 48.4 NON-RAMP
VMT FRACTIONS   :
0.4333 0.0658 0.2190 0.0675 0.0311 0.0573 0.0057 0.0045
0.0033 0.0126 0.0150 0.0164 0.0585 0.0033 0.0015 0.0052
***** Scenario Section *****
SCENARIO RECORD : Scenario 51: 2015 Rural Minor Arterial (M6 Arterial/Collector)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 48.3 ARTERIAL
VMT FRACTIONS   :
0.4662 0.0708 0.2357 0.0726 0.0334 0.0374 0.0037 0.0029
0.0022 0.0082 0.0098 0.0107 0.0382 0.0026 0.0013 0.0043
***** Scenario Section *****
SCENARIO RECORD : Scenario 52: 2015 Rural Major Collector (M6 Arterial/Collector)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 47.4 ARTERIAL
VMT FRACTIONS   :
0.4821 0.0732 0.2437 0.0751 0.0345 0.0275 0.0027 0.0022
0.0016 0.0060 0.0072 0.0078 0.0280 0.0024 0.0011 0.0049
***** Scenario Section *****
SCENARIO RECORD : Scenario 53: 2015 Rural Minor Collector (M6 Arterial/Collector)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 40.3 ARTERIAL
VMT FRACTIONS   :
0.4532 0.0689 0.2292 0.0706 0.0325 0.0399 0.0040 0.0031
0.0023 0.0088 0.0104 0.0114 0.0407 0.0026 0.0013 0.0211
***** Scenario Section *****
SCENARIO RECORD : Scenario 54: 2015 Rural Local (M6 Arterial/Collector)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 29.2 ARTERIAL
VMT FRACTIONS   :
0.4789 0.0728 0.2421 0.0746 0.0343 0.0294 0.0029 0.0023
0.0017 0.0065 0.0077 0.0084 0.0300 0.0026 0.0013 0.0045
***** Scenario Section *****
SCENARIO RECORD : Scenario 55: 2015 Urban OPA (M6 Arterial/Collector)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 35.8 ARTERIAL
VMT FRACTIONS   :
0.4868 0.0740 0.2462 0.0759 0.0349 0.0251 0.0025 0.0020
0.0014 0.0055 0.0066 0.0072 0.0257 0.0015 0.0007 0.0040
***** Scenario Section *****
SCENARIO RECORD : Scenario 56: 2015 Urban Minor Arterial (M6 Arterial/Collector)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 35.6 ARTERIAL
VMT FRACTIONS   :
0.4944 0.0751 0.2499 0.0770 0.0354 0.0203 0.0020 0.0016
0.0012 0.0045 0.0053 0.0058 0.0207 0.0018 0.0008 0.0042
***** Scenario Section *****
SCENARIO RECORD : Scenario 57: 2015 Urban Collector (M6 Arterial/Collector)
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
AVERAGE SPEED  : 34.0 ARTERIAL
VMT FRACTIONS   :
0.5024 0.0763 0.2540 0.0783 0.0360 0.0152 0.0015 0.0012
0.0009 0.0033 0.0040 0.0043 0.0155 0.0010 0.0005 0.0056
***** Scenario Section *****
SCENARIO RECORD : Scenario 58: 2015 Urban Local (M6 Local Road) - 12.9
CALENDAR YEAR   : 2015
EVALUATION MONTH : 7
VMT BY FACILITY : fvtmloc1.def
VMT FRACTIONS   :
0.5099 0.0775 0.2579 0.0795 0.0366 0.0106 0.0010 0.0008
0.0006 0.0023 0.0028 0.0030 0.0108 0.0028 0.0013 0.0026
END OF RUN      :
    
```