

**Rock Hill - Fort Mill Area Transportation Study**

**Transportation Conformity Analysis Report and  
Conformity Determination  
for the  
2035 Long Range Transportation Plan and  
Metropolitan Transportation Improvement Program**

**Public Review Draft  
March 2009**

*This report was coordinated by the Rock Hill - Fort Mill Area Transportation Study (RFATS), in cooperation with the South Carolina Department of Health and Environmental Control, South Carolina Department of Transportation and other agencies.*

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"The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [ or Metropolitan Planning Program], section 104 (f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

## 1 Introduction

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA) and the Safe Accountable Efficient Transportation Equity Act: a Legacy for Users – 2005. The conformity determination for the 2035 Long-Range Transportation Plan (LRTP) and FY 09-15 Transportation Improvement Program (TIP) are based on a regional emissions analysis that utilized the transportation networks in that plan and the emissions factors developed by S.C. Department of Health & Environmental Control (SCDHEC). All regionally significant federally funded projects in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming LRTP and Transportation Improvement Plan (TIP).

The Metropolitan Planning Organization (MPO) is required by 23 CFR 134 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or amended fiscally-constrained LRTPs and TIPs. The intent of this report is to document the conformity determinations for the 2035 LRTP and TIP for the Rock Hill – Fort Mill Area Transportation Study (RFATS) MPO. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on the LRTPs and TIPs in all non-attainment and maintenance areas. The RFATS Study Area is non-attainment for 8-hour ozone.

The MPO Conformity Determination for the 2035 LRTP and FY 09-15 TIP were approved on [DATE]. By this action, the MPO demonstrated that the 2035 LRTP and TIP are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, SAFETEA-LU, and 40 CFR Parts 51 and 93. The conformity demonstrations are documented by the MPO and SCDHEC in this report. It includes the regional emissions test comparison prepared for the 2035 LRTP and TIP, demonstrating that the interim emissions tests are met.

In addition, this report documents the interagency consultation process, public participation process, and analysis methodology used to demonstrate transportation conformity.

USDOT made its conformity determination on the 2035 LRTP and TIP on [Date].

A copy of the letters approving the conformity determinations is included in **Appendix A**.

## 2 Air Quality Planning

The part of York County that is within the RFATS Study Area was designated as part of the Charlotte-Gastonia-Rock Hill, NC–SC non-attainment area for the 8-Hour Ozone

Standard (moderate), effective June 15, 2004. This designation was published in the Federal Register on April 30, 2004. **Appendix G** reflects the Federal Register notice.

### **3 Latest Planning Assumptions**

The RFATS Study Area is part of the Metrolina Regional Travel Demand Model, which continues to be used as part of the regional emissions analysis. **Appendix B** lists the projects that were included in this model, for the purposes of the regional emissions analysis.

The planning assumptions and travel forecasts used in the Metrolina model to develop the 2035 LRTP and TIP were also used in this conformity analysis. These are the latest planning assumptions, as required in 40 CFR 93.110. They include estimates of future population, employment, travel and congestion, and are less than five years old.

The RFATS Study Area is a rapidly growing area within the Charlotte, NC MSA. Mobility has been focused on a highway network to support single occupancy vehicles. Existing transit services are limited, but include the express bus service between Rock Hill and Charlotte; feeder bus services connecting to the Charlotte light rail line; vanpools sponsored by Charlotte Area Transit Service (CATS); and a demand response transportation service.

The vehicle age distribution and fleet mix distributions used as input to the emissions model were based on information provided by SCDHEC. The SCDHEC Bureau of Air Quality has found that the local data are not collected in a manner consistent with the vehicle types found in Mobile6.2; therefore, default data were used for vehicle age distribution and fleet mix distributions.

For the eight-hour ozone tests, base and horizon years are 2005, 2010, 2015, 2025, and 2035. For the 2005 conformity determination, emissions budgets have not been submitted for York County and therefore 2002 budgets are used. As a moderate non-attainment area, the following tests are required: Build (plan) networks have lower emissions than no-build networks. Future year build networks have lower emissions than base year.

The Metrolina model is a regional travel demand model that was developed for use in regional planning applications and air quality conformity. It is based on the four-step travel demand process (trip generation, trip distribution, mode choice and assignment) and runs on the TransCad platform. It covers all of Mecklenburg County (NC), Union County (NC), Cabarrus County (NC), Rowan County (NC), Lincoln County (NC), Gaston County (NC), Stanly County (NC), York County (SC), and portions of Iredell County (NC), Cleveland County (NC), and Lancaster County (SC). Thus, the model covers an area larger than the RFATS area and larger than the non-attainment area.

MRM08v1.0 was adopted by the MRM Executive Committee as the official model set for the RFATS conformity analysis.

## 4 Latest Emissions Model

The regional emissions analysis used MOBILE 6.2. This is the most current version of the MOBILE model, which is approved by EPA. It is therefore the latest emissions model, as required in 40 CFR 93.111. **Appendix H** provides the MOBILE model files.

## 5 Off-Model Calculations

CMAQ intersection improvements were the subject of off-model calculations for the 2010 build scenario. **Appendix F** shows these projects, the calculations, and the resulting emissions reductions.

## 6 Interim Emissions Tests

There is no approved Motor Vehicle Emissions Budget (MVEB) for the RFATS Study Area. Therefore the interim emissions tests (40 CFR 93.119) are applicable.

**Appendix C** provides the emission calculation spreadsheets, which demonstrate that both of the interim emissions tests are passed:

- ‘build’ emissions are no greater than no-build emissions.
- ‘build’ emissions are less than baseline year emissions.

## 7 Transportation Control Measures

As required in 40 CFR 93.113, the LRTP must provide for timely completion or implementation of all Transportation Control Measures (TCMs) in the applicable Statewide Implementation Plan (SIP), and nothing in the LRTP may interfere with the implementation of any TCM in the SIP.

There is currently no approved SIP.

## 8 Interagency Consultation

The 2035 LRTP and FY 09-15 TIP and Conformity Determination have undergone interagency consultation as required in 40 CFR 93.112. Regular interagency consultation meetings involving RFATS, SCDOT, FHWA, SCDHEC, EPA, and York County have been held. Interagency consultation began in January, 2008 with monthly meetings to discuss and agree upon the LRTP and TIP update schedule, model parameters, latest planning assumptions, horizon years, exempt projects, and regionally significant projects.

The Interagency Consultation Committee (IAC) selected horizon years for the emissions reduction test in accordance with the requirements of 40 CFR Part 93.106. Specifically,

the baseline is 2002 and the horizon years of the analysis are 2010, 2015, 2025, and 2035. The required baseline year is 2002 for this analysis and the other horizon years occur at intervals of 10 years or less.

The IAC selected exempt projects using Table 2 of 40 CFR Part 93.126 and Table 3 of 40 CFR 93.127. The IAC defined regionally significant projects using the definition of regionally significant projects in 40 CFR Part 93.101.

A summary of issues raised and responses, along with any written agency comments, are provided in **Appendix D**.

## 9 Public Participation

The 2035 LRTP and FY 09-15 TIP were reviewed by the public in accordance with RFATS' Public Participation Plan. This Conformity Determination Report was also made available for public review. A public hearing was held on **(DATE)**. Copies of citizen comments and agency responses to them are attached to this report in **Appendix E**.

## 10 Financial Constraint

The 2035 LRTP and FY 09-15 TIP are fiscally constrained in accordance with 40 CFR 93.108.

## 11 Finding of Conformity

The Rock Hill – Fort Mill Area Transportation Study finds that the 2035 LRTP meets the conditions described earlier in this document and thus conforms to the intent of the Clean Air Act and the requirements of 40 CFR 93.

Copies of the adopting resolution and conformity finding are attached in **Appendix A**.

## 12 Cross-Reference Index

Table 1 on the following page charts RFATS compliance with applicable federal requirements.

**Table 1: Cross-reference Index**

<b>Conformity Requirement</b>	<b>Page # or Appendix</b>
Formal findings of conformity	6
Table of Contents	2
The purpose of this report is to comply with the requirements of the CAAA, SAFETEA-LU, and 40 CFR 51 and 93	3
The former and current classification of the air shed and the pollutants for which the air shed was classified as non-attainment	3
The date the region was designated non-Attainment	3
The emissions expected from implementation of the long-range plan are equal to, or less than, the base year emissions generated	5
The adopted long-range plan is fiscally constrained (§93.108)	6
The latest planning assumptions were used in the conformity analysis (§93.110). The latest emissions model was used in the conformity analysis (§93.111)	4
The list of federally funded T.C.M. activities included. (§93.113)	5
Conformity determined according to §93.105 and the adopted public involvement procedures	6
Dates of the Technical Coordinating Committee reviews of the conformity determination and the recommendation	3
SIP emissions budget test or baseline comparison demonstrates conformity of the adopted long-range transportation plan	6
Listing of projects in each analysis year (highway)	Appendix B
VMT & Summary	Appendix C
Off-model analysis performed	5, Appendix F
Significant comments of reviewing agencies addressed by the MPO, or a statement that no significant comments were received	Appendix D
Emissions Calculations	Appendix C
Mobile input files	Appendix H

## **Appendix A: Adoption and Approval Resolutions / Letters**

[to be added when the adoptions/approvals are made]



(continued from previous page)

**2025 Metrolina Regional Model Build Network EMISSION COMPARISON YEAR**  
**The 2025 No Build Network will use the 2015 Network and 2025 socioeconomic data.**  
 (Additional projects below added to the 2015 Network and expected to be completed by end of 2025)

Regionally Significant	Exempt	Non-Exempt	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (MI.)	Existing	Proposed	FACILITY TYPE	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Permits For Progress
X		X	US 21 North	Northern Fort Mill Bypass to SC 51	Yes	2.1	2	5	C	Minor Arterial		2025	No	2010
X		X	US 21 North	Fort Mill Northern Bypass to Sutton Rd	Yes	3.0	2	5	C	Minor Arterial		2025	No	2010
X		X	US 21 North	Fort Mill Northern Bypass to US 21	Yes	3.0	2	5	C	Minor Arterial		2025	No	2010
X		X	New Connector	Garfield Blvd and John Ross Pkwy	Yes	1.5	0/0	4	D	Local Road		2025	No	2010
X		X	India Hook	Catawba to New Bridge Conn. Rd.	Yes	3.0	2	5	C	Collector		2025	No	2010
X		X	Sutton Road	New Bridge Conn. Rd. to US 21 & Beyond	Yes	2.0	2	5	C	Collector		2025	No	2010
X		X	SC 160	God Hill Road to NC State Line	Yes	1.0	0	5	C	Other Principal Arterial		2025	No	2010
X		X	Dovey Bridge Road Phase I	US 160 to Whites Road	Yes	3.9	2	5	C	Other Arterial		2025	No	2010
X		X	Dovey Bridge Road Phase II	US 160 to Whites Road	Yes	3.9	2	5	C	Other Arterial		2025	No	2010
X		X	SC 72 (supplement to 2003 PFP)	SC 301 to Rambo Road	Yes	2.0	3	5	C	Other Principal Arterial		2025	No	2010
X		X	Dave Lyle Blvd. Ext.	SC 161 to US 521	Partial	4.5	0/0	4	F	Other Principal Arterial		2025	No	No Funding source
X		X	Cahoon Road S-50 (Phase 2)	0.100 miles north of S-645 to SC 122	Yes	2.06	2	5	C	Collector		2025	No	No Funding source
X		X	Fort Mill Southern Bypass	US 21 Bypass/FT Mill Pkwy to SC 160	Yes	4.0	2	4	D	Minor Arterial		2025	No	2010

Project identified in 1777 Traffic Study

**2025 Metrolina Regional Model Build Network EMISSION COMPARISON YEAR**  
**The 2025 No Build Network will use the 2025 network and 2035 socioeconomic data.**  
 (Additional projects added to the 2025 network, expected to be completed in 2035.)

Regionally Significant	Exempt	Non-Exempt	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (MI.)	Existing	Proposed	FACILITY TYPE	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Permits For Progress
	X		Twin Lakes Road	Eltzweiser to SC 161	Yes	0.7	2	3	C	Major Collector		2035		
	X		MT. Gallant Rd.	Twin Lakes Rd. to Museum Rd.	Yes	2.3	2	3	C	Minor Arterial		2035		
X		X	Hubert Graham Parkway	Extension to Youpland	Yes	1.0	n/a	3	U	Minor Arterial		2035		
X		X	Wing Street	McCammon to SC 21 Bypass	Yes	3.9	2	3	C	Principal Arterial		2035		
	X		Wing Street	US 21 to SC 274	Yes	2.2	2	3	C	Collector		2035		
	X		Present Road	US 21 to SC 160	Yes	2.2	2	3	C	Collector		2035		
	X		Present Road	SC 160 to Catawba Blvd.	Yes	5.1	2	3	C	Collector		2035		
X		X	SC 48	SC 274 to SC 557	Yes	2.1	5	7	C	Minor Arterial		2035		

FT Code  
 F Freeway  
 E Expressway  
 R Ramp  
 D Divided roadway, NO median breaks  
 M Divided roadway, median openings only  
 T Undivided roadway, left turn bays  
 C Undivided roadway, continuous left  
 U Undivided roadway, no left turn provision

## Appendix C: Emission Calculation Spreadsheets

### Emission results from the Metrolina model and Mobile 6.2

Year	NOX Build	NoBuild	Build-Nobuild	Build- Baseline (2002)
2002				11.4250
2010	8.6851	8.6851		8.6851
2015	5.1671	5.1803	-0.0132	5.1671
2025	3.1134	3.1689	-0.0555	3.1134
2035	2.8992	2.9080	-0.0088	2.8992

Year	VOC Build	NoBuild	Build-Nobuild	Build-Baseline (2002)
2002				6.8364
2010	6.2410	6.2410		6.2410
2015	3.9496	3.9690	-0.0194	3.9496
2025	3.2003	3.3344	-0.1341	3.2003
2035	3.5792	3.5901	-0.0109	3.5792

### Reductions from CMAQ projects coming online by December 31, 2010

	kg per 20 yr	tons per day
NOX	1,798,922.00	0.2716
VOC	2,144,901.00	0.3238

<b>2002 Baseline VOC</b>			
	DVMT	VOC EF	Total VOC (tpd)
Interstate (Freeway) 60.6	1,165,229	1.37	1.7592
Expressway (Freeway) 44.6	73,187	1.48	0.1194
Principle Arterial 36.5	839,051	1.547	1.4304
Minor Arterial 29.2	657,887	1.681	1.2187
Major Collector 34.2	612,438	1.579	1.0657
Local	441,306	2.556	1.2430
<b>Total Emissions</b>			<b>6.8364</b>

<b>2002 Baseline NOx</b>			
	DVMT	NOx EF	Total NOx (tpd)
Interstate (Freeway) 60.6	1,165,229	3.508	4.5046
Expressway (Freeway) 44.6	73,187	2.734	0.2205
Principle Arterial 36.4	839,051	2.366	2.1877
Minor Arterial 29.2	657,887	2.391	1.7335
Major Collector 34.2	612,438	2.357	1.5908
Local	441,306	2.443	1.1881
<b>Total Emissions</b>			<b>11.4250</b>

## VMT and Speeds

2005	York NonAttainment	Miles	AM Peak		Midday		PM Peak		Night		TTAM	TTMIDDAY	TTPM	TTNIGHT	TTTOT		
			VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd						VMT	Spd
	Rural Interstate	24.9	837,874	65.3	217,788	63.8	241,627	67.4	241,609	63.8	136,850	67.2	204,802	215,243	227,346	122,151	769,542
	Rural Principal Art.	6.6	79,228	47.4	22,678	40.6	21,111	58.1	24,752	43.4	10,687	59.6	33,550	21,791	34,239	10,751	100,332
	Rural Minor Art.	25.9	253,079	40.9	57,822	35.3	81,087	44.7	65,075	36.9	49,095	50.9	98,396	108,870	105,745	57,905	370,917
	Rural Major Collect.	54.1	253,155	42.1	59,678	39.3	79,377	45.3	69,954	37.4	44,146	50.7	91,117	105,068	112,568	52,243	360,795
	Rural Minor Collect.	9.4	30,859	24.8	7,863	24.4	9,857	27.1	9,353	19.6	4,786	36.5	19,374	21,818	25,532	7,869	74,593
	Rural Local		288,284	26.6	65,472	26.8	95,133	26.3	79,145	27.0	49,534	26.3	146,783	216,787	176,137	113,124	652,831
	Urban Interstate	18.5	798,536	63.8	205,399	62.8	234,779	64.9	227,014	63.2	131,343	64.9	196,178	217,210	215,585	121,505	750,477
	Urban Frwy/Exprwy	3.1	76,507	40.8	18,384	40.5	26,389	41.5	21,367	39.7	10,367	41.9	27,261	38,198	32,253	14,861	112,572
	Urban Principal Art.	47.9	776,050	34.6	171,089	31.5	261,174	37.0	196,688	30.4	147,118	42.6	326,323	423,481	387,858	207,248	1,344,909
	Urban Minor Art.	86.7	682,662	34.4	149,374	31.1	229,623	36.1	175,321	31.3	128,344	41.9	287,910	381,249	336,275	183,878	1,189,311
	Urban Collector	65.7	213,814	24.0	50,741	23.9	70,861	29.4	60,604	17.7	31,608	33.4	127,339	144,837	205,211	56,708	534,095
	Urban Local (est)		640,402	24.2	135,533	24.1	227,749	24.2	160,413	24.2	116,708	24.5	337,455	564,222	397,260	286,246	1,585,183
	Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0
	Rural		1,743,479	44.9	431,300	43.6	528,192	46.0	488,889	43.1	295,099	48.6	594,022	689,577	681,368	364,043	2,329,010
	Urban		3,187,971	34.7	730,521	33.7	1,050,574	35.6	841,387	32.1	565,489	39.0	1,302,465	1,769,197	1,574,442	870,444	5,516,548
	County		4,931,450	37.7	1,161,821	36.8	1,578,765	38.5	1,330,276	35.4	860,588	41.8	1,896,487	2,458,774	2,255,809	1,234,487	7,845,558

2010	York NonAttainment	Miles	AM Peak		Midday		PM Peak		Night		TTAM	TTMIDDAY	TTPM	TTNIGHT	TTTOT		
			VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd						VMT	Spd
	Rural Interstate	24.9	1,049,680	62.8	267,290	58.6	311,948	67.6	289,772	59.6	180,670	67.5	273,644	276,934	291,759	160,529	1,002,866
	Rural Principal Art.	6.6	87,272	47.2	23,586	40.9	25,358	55.5	25,683	42.8	12,645	58.6	34,574	27,405	36,019	12,937	110,934
	Rural Minor Art.	25.9	269,678	39.9	63,919	35.3	82,667	43.1	72,467	36.2	50,624	49.3	108,530	114,964	119,985	61,586	405,065
	Rural Major Collect.	54.1	278,667	41.5	66,035	37.6	88,133	45.0	74,530	37.1	49,969	50.6	105,272	117,543	120,459	59,272	402,545
	Rural Minor Collect.	9.4	33,415	24.9	8,473	25.0	10,784	29.0	8,333	18.0	5,325	36.5	20,062	22,290	29,427	8,747	80,526
	Rural Local		347,885	26.9	79,515	27.3	112,053	26.7	96,331	27.4	59,986	26.6	176,978	251,895	210,757	135,295	774,292
	Urban Interstate	18.5	961,655	62.4	242,558	60.2	289,964	64.9	264,522	60.7	164,611	64.9	241,868	268,272	261,606	152,278	924,024
	Urban Frwy/Exprwy	3.1	79,711	40.6	19,220	40.3	27,348	41.5	22,181	39.4	10,962	41.8	28,643	39,551	33,744	15,740	117,679
	Urban Principal Art.	49.7	818,141	34.3	161,860	31.3	271,268	36.7	207,691	30.0	157,522	42.3	348,240	443,176	414,895	223,237	1,429,546
	Urban Minor Art.	86.7	730,931	33.8	161,072	29.6	242,642	36.1	188,447	30.6	138,770	42.0	326,111	403,163	369,032	198,197	1,296,504
	Urban Collector	65.7	226,988	23.3	63,870	23.8	73,817	29.0	64,961	16.7	33,750	33.5	135,575	152,571	233,668	60,467	582,282
	Urban Local (est)		658,588	24.3	140,393	24.1	231,342	24.3	166,082	24.2	120,770	24.5	349,055	572,331	411,148	295,746	1,628,279
	Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0
	Rural		2,066,596	44.7	508,818	42.5	630,943	46.7	567,615	42.1	359,219	49.2	719,060	811,031	808,406	438,366	2,776,863
	Urban		3,187,423	34.9	798,774	33.5	1,136,380	36.3	913,884	31.8	626,386	39.7	1,429,493	1,879,064	1,724,093	945,666	5,978,317
	County		5,254,019	38.0	1,307,592	36.5	1,767,323	39.4	1,481,499	35.1	985,605	42.7	2,148,554	2,690,096	2,532,499	1,384,031	8,755,179

2015 Build	York NonAttainment	Miles	AM Peak		Midday		PM Peak		Night		TTAM	TTMIDDAY	TTPM	TTNIGHT	TTTOT		
			VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd						VMT	Spd
	Rural Interstate	24.9	1,005,286	62.3	257,629	58.0	300,333	67.4	280,749	58.9	166,575	67.4	266,600	267,183	285,773	148,348	967,904
	Rural Principal Art.	6.6	90,856	46.9	24,425	41.2	26,583	55.2	26,598	41.7	13,250	58.6	35,549	29,391	38,295	13,578	116,322
	Rural Minor Art.	25.9	316,493	37.1	73,326	32.9	97,894	41.3	83,898	31.4	61,375	48.6	133,703	142,161	160,414	75,322	512,100
	Rural Major Collect.	54.1	302,964	40.5	70,952	36.3	96,556	43.9	80,423	36.2	55,033	49.8	117,320	132,117	133,119	66,296	448,852
	Rural Minor Collect.	9.4	37,555	22.8	9,341	23.4	12,035	27.3	9,950	15.7	6,229	36.3	23,971	26,413	38,090	10,290	98,764
	Rural Local		379,405	27.0	87,181	27.0	121,938	26.7	106,217	27.4	64,068	26.6	193,438	273,577	232,939	144,283	844,238
	Urban Interstate	18.5	932,498	62.5	234,673	60.2	282,629	64.9	255,827	60.8	159,368	64.9	233,763	261,485	252,422	147,425	895,095
	Urban Frwy/Exprwy	3.1	87,224	39.8	20,995	39.0	29,978	41.0	24,152	38.2	12,099	41.7	32,280	43,875	37,938	17,423	131,516
	Urban Principal Art.	53.5	954,029	33.2	211,774	29.9	315,759	35.9	241,492	28.5	185,004	42.2	424,261	527,754	507,656	263,236	1,722,908
	Urban Minor Art.	86.7	795,542	33.7	175,614	30.2	265,544	35.9	206,967	30.1	147,417	42.1	348,668	444,294	411,921	210,039	1,414,922
	Urban Collector	72.0	267,503	23.9	63,622	24.0	88,557	28.6	76,977	17.8	38,347	33.3	158,930	185,220	259,023	69,022	672,496
	Urban Local (est)		785,339	24.2	163,077	24.0	269,082	24.2	193,755	24.1	139,426	24.5	407,428	666,270	481,996	341,240	1,896,334
	Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0
	Rural		2,132,559	42.8	522,853	40.7	655,339	45.2	587,836	39.7	366,530	48.0	770,581	870,352	888,632	458,616	2,988,180
	Urban		3,802,136	33.9	869,754	32.5	1,251,549	35.3	999,171	30.7	681,663	39.0	1,605,332	2,129,198	1,950,956	1,048,385	6,733,871
	County		5,934,695	36.6	1,392,607	35.2	1,906,888	38.1	1,587,007	33.5	1,048,193	41.7	2,375,912	2,999,550	2,839,588	1,507,001	9,722,051

2015 NoBuild	York NonAttainment	Miles	AM Peak		Midday		PM Peak		Night		TTAM	TTMIDDAY	TTPM	TTNIGHT	TTTOT		
			VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd						VMT	Spd
	Rural Interstate	24.9	1,008,635	61.9	258,502	57.3	301,326	67.4	282,090	58.3	166,717	67.4	270,603	268,098	290,510	148,479	977,689
	Rural Principal Art.	6.6	92,692	46.2	24,634	40.4	27,642	54.7	27,123	40.8	13,293	58.5	36,555	30,304	39,935	13,623	120,418
	Rural Minor Art.	25.5	319,643	36.6	73,618	32.7	99,590	40.5	84,177	30.6	62,259	48.5	135,137	147,429	164,923	77,039	524,528
	Rural Major Collect.	54.1	305,075	40.6	71,271	36.8	97,297	43.8	81,472	36.0	55,036	50.2	116,266	133,297	135,785	65,721	451,069
	Rural Minor Collect.	9.4	37,642	22.9	9,376	23.1	12,102	27.2	9,939	16.1	6,225	36.3	24,374	26,692	37,099	10,282	98,447
	Rural Local		379,331	27.0	87,603	27.1	121,795	26.8	106,217	27.4	63,717	26.6	194,214	273,009	232,486	143,481	843,189
	Urban Interstate	18.5	937,659	62.4	235,667	60.0	285,027	64.9</									

(continued from previous page)

2025 Build		AM Peak		Midday		PM Peak		Night		TTM		TTMIDDAY		TTPM		TTNIGHT		TTTOT	
York NonAttainment	Miles	VMT 24	Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd	TTM	TTMIDDAY	TTPM	TTNIGHT	TTTOT	TTTOT	TTTOT	TTTOT
Rural Interstate	24.9	1,169,362	57.7	293,456	49.7	358,677	67.5	318,218	52.1	199,012	67.5	354,477	318,674	366,570	176,979	1,216,700	1,216,700	1,216,700	1,216,700
Rural Principal Art.	6.6	92,080	46.3	23,425	43.0	28,866	51.8	26,373	40.8	13,416	55.8	32,655	33,341	36,780	14,413	119,279	119,279	119,279	119,279
Rural Minor Art.	33.0	437,646	36.5	106,554	33.6	128,606	40.6	120,796	30.5	81,690	48.3	190,097	190,021	237,991	101,521	719,629	719,629	719,629	719,629
Rural Major Collect.	54.1	356,521	39.7	83,247	35.7	113,838	42.5	93,225	35.5	66,211	49.6	139,796	160,804	157,690	80,071	538,354	538,354	538,354	538,354
Rural Minor Collect.	9.4	42,799	21.6	10,393	21.0	13,787	25.2	11,161	15.3	7,457	35.6	29,632	32,837	43,635	12,566	118,670	118,670	118,670	118,670
Rural Local		458,961	26.8	106,539	26.9	148,326	26.8	127,202	27.0	76,894	26.6	237,682	332,048	283,157	173,372	1,026,258	1,026,258	1,026,258	1,026,258
Urban Interstate	18.5	1,074,941	59.2	266,896	52.6	332,809	64.9	286,688	56.7	188,549	64.9	304,340	307,778	303,502	174,340	1,089,960	1,089,960	1,089,960	1,089,960
Urban Frwy/Exprwy	3.1	1,04,727	38.2	25,270	36.9	35,722	40.5	29,461	35.4	14,274	41.7	41,035	52,874	49,894	20,558	164,361	164,361	164,361	164,361
Urban Principal Art.	53.5	1,083,518	32.6	239,921	29.4	356,354	35.3	275,782	27.7	211,461	41.8	489,967	606,340	596,529	303,343	1,966,179	1,966,179	1,966,179	1,966,179
Urban Minor Art.	89.7	985,142	33.4	224,987	30.1	322,166	35.7	262,208	30.0	175,781	41.7	449,090	541,099	524,548	252,801	1,767,539	1,767,539	1,767,539	1,767,539
Urban Collector	73.4	338,696	25.0	82,655	25.5	110,445	29.0	99,296	19.4	46,300	33.3	194,494	228,349	307,042	83,354	813,239	813,239	813,239	813,239
Urban Local (est)		906,072	24.1	193,466	23.8	317,660	24.2	229,643	24.0	165,303	24.5	485,922	789,097	575,125	404,991	2,255,134	2,255,134	2,255,134	2,255,134
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0
Rural		2,557,369	41.0	623,614	38.0	792,100	44.5	696,975	37.1	444,680	47.7	984,340	1,067,816	1,127,813	558,922	3,738,891	3,738,891	3,738,891	3,738,891
Urban		4,493,098	33.3	1,033,195	31.6	1,475,156	35.0	1,183,078	30.1	801,668	38.8	1,964,847	2,525,537	2,356,639	1,239,387	8,086,411	8,086,411	8,086,411	8,086,411
County		7,050,467	35.8	1,656,810	33.7	2,267,256	37.9	1,880,053	32.4	1,246,348	41.6	2,949,188	3,593,353	3,484,452	1,798,309	11,825,302	11,825,302	11,825,302	11,825,302

2025 NoBuild		AM Peak		Midday		PM Peak		Night		TTM		TTMIDDAY		TTPM		TTNIGHT		TTTOT	
York NonAttainment	Miles	VMT 24	Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd	TTM	TTMIDDAY	TTPM	TTNIGHT	TTTOT	TTTOT	TTTOT	TTTOT
Rural Interstate	24.9	1,197,839	53.3	298,712	44.9	368,844	67.4	328,353	44.6	201,931	67.4	399,198	328,114	441,427	179,696	1,348,435	1,348,435	1,348,435	1,348,435
Rural Principal Art.	6.6	123,481	37.8	32,305	31.2	37,957	50.5	35,002	30.0	18,217	58.4	62,145	45,138	69,965	18,731	195,979	195,979	195,979	195,979
Rural Minor Art.	26.5	380,230	31.4	88,702	26.7	118,090	38.0	99,720	24.0	73,718	47.8	199,504	186,270	249,219	92,556	727,550	727,550	727,550	727,550
Rural Major Collect.	54.1	385,791	32.7	89,295	28.3	121,496	37.7	102,864	26.4	72,137	47.5	189,355	193,352	233,344	91,070	707,122	707,122	707,122	707,122
Rural Minor Collect.	9.4	44,997	19.2	11,177	20.2	14,257	23.1	12,072	12.5	7,491	36.1	33,262	37,034	57,893	12,452	140,640	140,640	140,640	140,640
Rural Local		473,735	26.9	110,833	27.0	150,768	26.9	133,795	27.0	78,339	26.7	246,262	336,430	296,862	175,840	1,055,395	1,055,395	1,055,395	1,055,395
Urban Interstate	18.5	1,093,248	57.9	269,526	53.0	338,572	64.8	295,126	52.2	189,844	64.9	305,012	313,472	339,368	175,618	1,133,471	1,133,471	1,133,471	1,133,471
Urban Frwy/Exprwy	3.1	1,04,053	38.1	24,975	36.2	35,075	40.6	28,988	35.4	15,016	41.7	41,381	51,832	49,169	21,631	164,014	164,014	164,014	164,014
Urban Principal Art.	53.5	1,122,323	29.6	251,550	25.9	367,485	33.5	289,393	24.0	213,895	41.6	583,841	657,378	722,566	308,672	2,272,456	2,272,456	2,272,456	2,272,456
Urban Minor Art.	86.7	983,410	30.0	220,670	25.3	322,269	33.8	257,713	25.6	182,759	41.6	523,739	572,439	603,862	263,552	1,963,592	1,963,592	1,963,592	1,963,592
Urban Collector	72.0	336,696	21.1	82,294	21.4	109,356	26.9	98,145	14.7	46,901	33.0	230,776	243,669	399,883	85,254	959,582	959,582	959,582	959,582
Urban Local (est)		917,910	24.1	195,064	23.8	321,899	24.2	233,184	23.9	167,763	24.5	492,513	798,861	585,391	410,294	2,287,058	2,287,058	2,287,058	2,287,058
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0
Rural		2,606,074	37.5	631,024	33.5	811,412	43.2	711,806	31.7	451,833	47.9	1,129,727	1,126,340	1,348,709	570,345	4,175,121	4,175,121	4,175,121	4,175,121
Urban		4,557,641	31.1	1,044,077	28.8	1,494,836	34.0	1,202,549	26.7	816,179	38.7	2,177,263	2,637,650	2,700,239	1,265,021	8,780,173	8,780,173	8,780,173	8,780,173
County		7,163,714	33.2	1,675,101	30.4	2,306,248	36.6	1,914,354	28.4	1,268,012	41.5	3,306,990	3,763,989	4,048,948	1,835,366	12,955,293	12,955,293	12,955,293	12,955,293

2035 Build		AM Peak		Midday		PM Peak		Night		TTM		TTMIDDAY		TTPM		TTNIGHT		TTTOT	
York NonAttainment	Miles	VMT 24	Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd	TTM	TTMIDDAY	TTPM	TTNIGHT	TTTOT	TTTOT	TTTOT	TTTOT
Rural Interstate	24.9	1,313,786	50.3	320,581	41.0	414,221	65.0	351,817	41.8	227,167	65.1	469,185	382,321	506,110	209,505	1,566,121	1,566,121	1,566,121	1,566,121
Rural Principal Art.	6.6	104,998	44.5	25,732	40.9	35,345	49.9	28,805	38.3	15,116	55.7	37,732	42,532	45,167	16,279	141,710	141,710	141,710	141,710
Rural Minor Art.	33.0	497,244	34.5	123,322	31.2	144,084	39.2	138,672	28.3	91,166	48.1	237,053	220,710	294,131	113,662	865,557	865,557	865,557	865,557
Rural Major Collect.	54.1	410,531	37.6	95,759	33.0	130,502	40.8	107,971	33.2	76,299	48.7	174,041	192,038	195,412	93,970	655,460	655,460	655,460	655,460
Rural Minor Collect.	9.4	49,175	19.6	12,155	19.8	16,078	23.5	12,747	13.0	8,196	35.4	36,860	41,006	58,658	13,889	150,413	150,413	150,413	150,413
Rural Local		538,406	26.7	126,188	26.7	174,044	26.9	148,172	26.6	90,003	26.7	283,249	388,841	333,672	202,347	1,208,109	1,208,109	1,208,109	1,208,109
Urban Interstate	18.5	1,191,150	55.2	290,694	45.6	376,674	64.9	312,056	50.8	211,725	64.9	382,832	348,452	368,622	195,770	1,295,677	1,295,677	1,295,677	1,295,677
Urban Frwy/Exprwy	3.1	1,18,488	36.7	27,977	34.6	40,551	39.8	32,587	33.1	17,373	41.5	48,530	61,068	59,105	25,138	193,841	193,841	193,841	193,841
Urban Principal Art.	53.5	1,212,933	30.7	268,835	27.3	399,805	33.8	308,389	25.6	235,904	41.3	591,926	709,492	722,709	342,699	2,366,826	2,366,826	2,366,826	2,366,826
Urban Minor Art.	89.7	1,127,403	31.6	260,734	27.7	365,115	34.5	300,876	27.8	200,678	41.1	565,371	635,637	649,451	293,276	2,143,735	2,143,735	2,143,735	2,143,735
Urban Collector	73.4	404,151	24.0	100,296	24.4	130,941	28.1	119,465	18.6	53,449	33.0	246,768	279,822	385,244	97,132	1,008,967	1,008,967	1,008,967	1,008,967
Urban Local (est)		1,027,218	24.0	221,262	23.7	357,162	24.1	261,494	23.7	187,300	24.4	560,814	890,370	661,648	459,746	2,572,578	2,572,578	2,572,578	2,572,578
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0
Rural		2,914,141	38.1	703,736	34.1	914,274	43.3	788,184	33.0	507,946	46.9	1,238,119	1,267,447	1,432,150	649,653	4,587,369	4,587,369	4,587,369	4,587,369
Urban		5,081,342	31.8	1,169,798	29.3														

## 2005 - NOX

2005					
Scenario	AM Peak	VMT	Spd	rate	NOX gm
1	Rural Interstate	217,788	63.8	2.746	598,045
2	Rural Principal Arterial	22,678	40.6	1.883	42,703
3	Rural Minor Arterial	57,822	35.3	1.842	106,507
4	Rural Major Collector	59,678	39.3	1.870	111,598
5	Rural Minor Collector	7,863	24.4	1.942	15,269
6	Rural Local	65,472	26.8	1.992	130,420
<b>Rural Total</b>					<b>1,004,542</b>
7	Urban Interstate	205,399	62.8	2.746	564,026
8	Urban Freeway	18,384	40.5	2.017	37,081
9	Urban Principal Arterial	171,089	31.5	3.529	603,774
10	Urban Minor Arterial	149,374	31.1	1.856	277,239
11	Urban Collector	50,741	23.9	1.952	99,047
12	Urban Local	135,533	24.1	1.992	269,981
<b>Urban Total</b>					<b>1,851,148</b>
<b>AM Peak Total</b>					<b>2,855,690</b>

2005					
Scenario	Midday	VMT	Spd	rate	NOX gm
13	Rural Interstate	241,627	67.4	2.746	663,508
14	Rural Principal Arterial	21,111	58.1	2.320	48,977
15	Rural Minor Arterial	81,087	44.7	1.938	157,146
16	Rural Major Collector	79,377	45.3	1.948	154,626
17	Rural Minor Collector	9,857	27.1	1.898	18,708
18	Rural Local	95,133	26.3	1.992	189,506
<b>Rural Total</b>					<b>1,232,471</b>
19	Urban Interstate	234,779	64.9	2.746	644,703
20	Urban Freeway	26,389	41.5	2.032	53,622
21	Urban Principal Arterial	261,174	37.0	1.855	484,477
22	Urban Minor Arterial	229,623	36.1	1.849	424,573
23	Urban Collector	70,861	29.4	1.868	132,368
24	Urban Local	227,749	24.2	1.992	453,676
<b>Urban Total</b>					<b>2,193,418</b>
<b>Midday Total</b>					<b>3,425,889</b>

2005					
Scenario	PM Peak	VMT	Spd	rate	NOX gm
25	Rural Interstate	241,609	63.8	2.746	663,459
26	Rural Principal Arterial	24,752	43.4	1.922	47,574
27	Rural Minor Arterial	65,075	36.9	1.854	120,649
28	Rural Major Collector	69,954	37.4	1.858	129,975
29	Rural Minor Collector	8,353	19.6	2.061	17,216
30	Rural Local	79,145	27.0	1.992	157,656
<b>Rural Total</b>					<b>1,136,529</b>
31	Urban Interstate	227,014	63.2	2.746	623,381
32	Urban Freeway	21,367	39.7	2.005	42,840
33	Urban Principal Arterial	196,668	30.4	1.859	365,606
34	Urban Minor Arterial	175,321	31.3	1.855	325,220
35	Urban Collector	60,604	17.7	2.125	128,784
36	Urban Local	160,413	24.2	1.992	319,542
<b>Urban Total</b>					<b>1,805,374</b>
<b>PM Peak Total</b>					<b>2,941,903</b>

2005					
Scenario	Night	VMT	Spd	rate	NOX gm
37	Rural Interstate	136,850	67.2	2.746	375,791
38	Rural Principal Arterial	10,687	59.6	2.379	25,425
39	Rural Minor Arterial	49,095	50.9	2.071	101,676
40	Rural Major Collector	44,146	50.7	2.065	91,161
41	Rural Minor Collector	4,786	36.5	1.851	8,859
42	Rural Local	49,534	26.3	1.992	98,672
<b>Rural Total</b>					<b>701,585</b>
43	Urban Interstate	131,343	64.9	2.746	360,669
44	Urban Freeway	10,367	41.9	2.037	21,119
45	Urban Principal Arterial	147,118	42.6	1.911	281,143
46	Urban Minor Arterial	128,344	41.9	1.902	244,110
47	Urban Collector	31,608	33.4	1.846	58,349
48	Urban Local	116,708	24.5	1.992	232,482
<b>Urban Total</b>					<b>1,197,872</b>
<b>Night Total</b>					<b>1,899,457</b>

2005		NOX gm
DAILY		
Rural Interstate		2,300,803
Rural Principal Arterial		164,679
Rural Minor Arterial		485,979
Rural Major Collector		487,360
Rural Minor Collector		60,053
Rural Local		576,254
<b>Rural Total</b>		
Urban Interstate		2,192,780
Urban Freeway		154,662
Urban Principal Arterial		1,735,000
Urban Minor Arterial		1,271,141
Urban Collector		418,547
Urban Local		1,275,681
<b>Urban Total</b>		
<b>Daily Total</b>		<b>11,122,939</b>
Daily Total as Tons per Day		12.257479

## 2005- VOC

2005						
Scenario	AM Peak	VMT	Spd	rate	VOC gm	
1	Rural Interstate	217,788	63.8	0.995	216,699	
2	Rural Principal Arterial	22,678	40.6	1.110	25,173	
3	Rural Minor Arterial	57,822	35.3	1.157	66,900	
4	Rural Major Collector	59,678	39.3	1.120	66,839	
5	Rural Minor Collector	7,863	24.4	1.337	10,512	
6	Rural Local	65,472	26.8	1.887	123,545	
<b>Rural Total</b>					<b>509,668</b>	
7	Urban Interstate	205,399	62.8	0.995	204,372	
8	Urban Freeway	18,384	40.5	1.120	20,591	
9	Urban Principal Arterial	171,089	31.5	10.762	1,841,261	
10	Urban Minor Arterial	149,374	31.1	1.215	181,490	
11	Urban Collector	50,741	23.9	1.349	68,450	
12	Urban Local	135,533	24.1	1.887	255,750	
<b>Urban Total</b>					<b>2,571,914</b>	
<b>AM Peak Total</b>					<b>3,081,582</b>	

2005						
Scenario	Midday	VMT	Spd	rate	VOC gm	
13	Rural Interstate	241,627	67.4	0.995	240,419	
14	Rural Principal Arterial	21,111	58.1	0.996	21,026	
15	Rural Minor Arterial	81,087	44.7	1.079	87,493	
16	Rural Major Collector	79,377	45.3	1.074	85,250	
17	Rural Minor Collector	9,857	27.1	1.281	12,627	
18	Rural Local	95,133	26.3	1.887	179,517	
<b>Rural Total</b>					<b>626,332</b>	
19	Urban Interstate	234,779	64.9	0.995	233,605	
20	Urban Freeway	26,389	41.5	1.111	29,318	
21	Urban Principal Arterial	261,174	37.0	1.141	297,999	
22	Urban Minor Arterial	229,623	36.1	1.149	263,837	
23	Urban Collector	70,861	29.4	1.242	88,009	
24	Urban Local	227,749	24.2	1.887	429,762	
<b>Urban Total</b>					<b>1,342,530</b>	
<b>Midday Total</b>					<b>1,968,862</b>	

2005						
Scenario	PM Peak	VMT	Spd	rate	VOC gm	
25	Rural Interstate	241,609	63.8	0.995	240,401	
26	Rural Principal Arterial	24,752	43.4	1.088	26,930	
27	Rural Minor Arterial	65,075	36.9	1.141	74,250	
28	Rural Major Collector	69,954	37.4	1.137	79,538	
29	Rural Minor Collector	8,353	19.6	1.484	12,396	
30	Rural Local	79,145	27.0	1.887	149,346	
<b>Rural Total</b>					<b>582,862</b>	
31	Urban Interstate	227,014	63.2	0.995	225,879	
32	Urban Freeway	21,367	39.7	1.126	24,059	
33	Urban Principal Arterial	196,668	30.4	1.226	241,115	
34	Urban Minor Arterial	175,321	31.3	1.212	212,489	
35	Urban Collector	60,604	17.7	1.581	95,815	
36	Urban Local	160,413	24.2	1.887	302,699	
<b>Urban Total</b>					<b>1,102,056</b>	
<b>PM Peak Total</b>					<b>1,684,919</b>	

2005						
Scenario	Night	VMT	Spd	rate	VOC gm	
37	Rural Interstate	136,850	67.2	0.995	136,166	
38	Rural Principal Arterial	10,687	59.6	0.990	10,580	
39	Rural Minor Arterial	49,095	50.9	1.036	50,863	
40	Rural Major Collector	44,146	50.7	1.037	45,779	
41	Rural Minor Collector	4,786	36.5	1.145	5,480	
42	Rural Local	49,534	26.3	1.887	93,471	
<b>Rural Total</b>					<b>342,340</b>	
43	Urban Interstate	131,343	64.9	0.995	130,687	
44	Urban Freeway	10,367	41.9	1.108	11,487	
45	Urban Principal Arterial	147,118	42.6	1.094	160,947	
46	Urban Minor Arterial	128,344	41.9	1.099	141,050	
47	Urban Collector	31,608	33.4	1.181	37,329	
48	Urban Local	116,708	24.5	1.887	220,228	
<b>Urban Total</b>					<b>701,728</b>	
<b>Night Total</b>					<b>1,044,068</b>	

2005		VOC gm
DAILY		
Rural Interstate		833,685
Rural Principal Arterial		83,710
Rural Minor Arterial		279,505
Rural Major Collector		277,407
Rural Minor Collector		41,015
Rural Local		545,880
<b>Rural Total</b>		
Urban Interstate		794,543
Urban Freeway		85,454
Urban Principal Arterial		2,541,323
Urban Minor Arterial		798,865
Urban Collector		289,603
Urban Local		1,208,439
<b>Urban Total</b>		
<b>Daily Total</b>		<b>7,779,430</b>
Daily Total as Tons per Day		8.572932

## 2010-NOX

Scenario	AM Peak	2010 Build			2010 NoBuild			NOX grams	
		VMT	Spd	rate	VMT	Spd	rate		
1	Rural Interstate	267,290	58.6	1.617	432,208	267,290	58.6	1.617	432,208
2	Rural Principal Arterial	23,586	40.9	1.189	28,044	23,586	40.9	1.189	28,044
3	Rural Minor Arterial	63,919	35.3	1.162	74,274	63,919	35.3	1.162	74,274
4	Rural Major Collector	66,035	37.6	1.172	77,393	66,035	37.6	1.172	77,393
5	Rural Minor Collector	8,473	25.3	1.214	10,286	8,473	25.3	1.214	10,286
6	Rural Local	79,515	27.0	1.284	102,098	79,515	27.0	1.284	102,098
7	Urban Interstate	242,558	60.2	1.681	407,740	242,558	60.2	1.681	407,740
8	Urban Freeway	19,220	40.3	1.245	23,929	19,220	40.3	1.245	23,929
9	Urban Principal Arterial	181,660	31.3	2.222	403,648	181,660	31.3	2.222	403,648



2010 York NonAttainment	Miles	AM Peak		Midday		PM Peak		Night	
		VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	24.9	267,290	58.6	311,948	67.6	289,772	59.6	180,670	67.5
Rural Principal Art.	6.6	23,586	40.9	25,358	55.5	25,683	42.8	12,645	58.6
Rural Minor Art.	25.9	63,919	35.3	82,667	43.1	72,467	36.2	50,624	49.3
Rural Major Collect.	54.1	66,035	37.6	88,133	45.0	74,530	37.1	49,969	50.6
Rural Minor Collect.	9.4	8,473	25.3	10,784	29.0	8,833	18.0	5,325	36.5
Rural Local		79,515	27.0	112,053	26.7	96,331	27.4	59,986	26.6
Urban Interstate	18.5	242,558	60.2	289,964	64.9	264,522	60.7	164,611	64.9
Urban Frwy/Exprwy	3.1	19,220	40.3	27,348	41.5	22,181	39.4	10,962	41.8
Urban Principal Art.	49.7	181,660	31.3	271,268	36.7	207,691	30.0	157,522	42.3
Urban Minor Art.	86.7	161,072	29.6	242,642	36.1	188,447	30.6	138,770	42.0
Urban Collector	65.7	53,870	23.8	73,817	29.0	64,961	16.7	33,750	33.5
Urban Local		140,393	24.1	231,342	24.3	166,082	24.2	120,770	24.5
Rural		431,300	43.6	528,192	46.0	488,889	43.1	295,099	48.6
Urban		730,521	33.7	1,050,574	35.6	841,387	32.1	565,489	39.0
County		1,161,821	36.8	1,578,765	38.5	1,330,276	35.4	860,588	41.8

2015- NOX

2015 Build					2015 NoBuild				
Scenario	AM Peak	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
1	Rural Interstate	257,629	58.0	0.902	232,381	258,502	57.3	0.887	229,291
2	Rural Principal Arterial	24,425	41.2	0.702	17,146	24,634	40.4	0.698	17,194
3	Rural Minor Arterial	73,326	32.9	0.688	50,448	73,618	32.7	0.688	50,649
4	Rural Major Collector	70,952	36.3	0.688	48,815	71,271	36.8	0.689	49,105
5	Rural Minor Collector	9,341	23.4	0.730	6,819	9,376	23.1	0.733	6,873
6	Rural Local	87,181	27.0	0.749	65,299	87,603	27.1	0.749	65,615
<b>Rural Total</b>		<b>522,853</b>			<b>420,908</b>	<b>525,003</b>			<b>418,727</b>
7	Urban Interstate	234,673	60.2	0.946	222,001	235,667	60.0	0.942	221,998
8	Urban Freeway	20,995	39.0	0.722	15,158	20,837	39.0	0.722	15,044
9	Urban Principal Arterial	211,774	29.9	0.694	146,971	213,095	29.7	0.694	147,888
10	Urban Minor Arterial	175,614	30.2	0.693	121,700	178,751	30.0	0.693	123,875
11	Urban Collector	63,622	24.0	0.726	46,189	62,824	23.5	0.730	45,861
12	Urban Local	163,077	24.0	0.749	122,144	162,688	24.0	0.749	121,853
<b>Urban Total</b>		<b>869,754</b>			<b>674,164</b>	<b>873,862</b>			<b>676,520</b>
<b>AM Peak Total</b>		<b>1,392,607</b>			<b>1,095,072</b>	<b>1,398,865</b>			<b>1,095,247</b>

2015 Build					2015 NoBuild				
Scenario	Midday	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
13	Rural Interstate	300,333	67.4	0.955	286,818	301,326	67.4	0.955	287,766
14	Rural Principal Arterial	26,583	55.2	0.798	21,214	27,642	54.7	0.722	21,920
15	Rural Minor Arterial	97,894	41.3	0.702	68,722	99,590	40.5	0.698	69,514
16	Rural Major Collector	96,556	43.9	0.713	68,844	97,297	43.8	0.713	69,372
17	Rural Minor Collector	12,035	27.3	0.706	8,497	12,102	27.2	0.706	8,544
18	Rural Local	121,938	26.7	0.749	91,332	121,795	26.8	0.749	91,224
<b>Rural Total</b>		<b>655,339</b>			<b>545,425</b>	<b>659,752</b>			<b>548,341</b>
19	Urban Interstate	282,629	64.9	0.955	269,911	285,027	64.9	0.955	272,201
20	Urban Freeway	29,978	41.0	0.731	21,914	30,482	41.2	0.732	22,313
21	Urban Principal Arterial	315,759	35.9	0.687	216,927	318,671	35.8	0.687	218,927
22	Urban Minor Arterial	265,544	35.9	0.687	182,429	265,916	35.8	0.687	182,684
23	Urban Collector	88,557	28.6	0.699	61,901	86,991	28.1	0.702	61,068
24	Urban Local	269,082	24.2	0.749	201,542	269,827	24.2	0.749	202,100
<b>Urban Total</b>		<b>1,251,549</b>			<b>954,624</b>	<b>1,256,914</b>			<b>959,293</b>
<b>Midday Total</b>		<b>1,906,888</b>			<b>1,500,049</b>	<b>1,916,665</b>			<b>1,507,634</b>

2015 Build					2015 NoBuild				
Scenario	PM Peak	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
25	Rural Interstate	280,749	58.9	0.920	258,289	282,090	58.3	0.908	256,138
26	Rural Principal Arterial	26,598	41.7	0.704	18,725	27,123	40.8	0.700	18,986
27	Rural Minor Arterial	83,898	31.4	0.691	57,973	84,177	30.6	0.692	58,251
28	Rural Major Collector	80,423	36.2	0.688	55,331	81,472	36.0	0.687	55,971
29	Rural Minor Collector	9,950	15.7	0.819	8,149	9,939	16.1	0.812	8,071
30	Rural Local	106,217	27.4	0.749	79,557	106,217	27.4	0.749	79,556
<b>Rural Total</b>		<b>587,836</b>			<b>478,025</b>	<b>591,018</b>			<b>476,972</b>
31	Urban Interstate	255,827	60.8	0.955	244,315	257,975	60.6	0.953	245,850
32	Urban Freeway	24,152	38.2	0.721	17,413	24,429	38.2	0.721	17,613
33	Urban Principal Arterial	241,492	28.5	0.700	169,045	244,121	28.3	0.701	171,129
34	Urban Minor Arterial	206,967	30.1	0.693	143,428	207,771	30.0	0.693	143,985
35	Urban Collector	76,977	17.8	0.787	60,581	75,437	17.0	0.799	60,274
36	Urban Local	193,755	24.1	0.749	145,122	194,146	24.1	0.749	145,416
<b>Urban Total</b>		<b>999,171</b>			<b>779,905</b>	<b>1,003,879</b>			<b>784,267</b>
<b>PM Peak Total</b>		<b>1,587,007</b>			<b>1,257,930</b>	<b>1,594,897</b>			<b>1,261,239</b>

2015 Build					2015 NoBuild				
Scenario	Night	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
37	Rural Interstate	166,575	67.4	0.955	159,079	166,717	67.4	0.955	159,215
38	Rural Principal Arterial	13,250	58.6	0.842	11,156	13,293	58.5	0.841	11,179
39	Rural Minor Arterial	61,375	48.6	0.741	45,479	62,259	48.5	0.741	46,134
40	Rural Major Collector	55,033	49.8	0.749	41,220	55,036	50.2	0.752	41,387
41	Rural Minor Collector	6,229	36.3	0.688	4,286	6,225	36.3	0.688	4,282
42	Rural Local	64,068	26.6	0.749	47,987	63,717	26.6	0.749	47,724
<b>Rural Total</b>		<b>366,530</b>			<b>309,207</b>	<b>367,246</b>			<b>309,922</b>
43	Urban Interstate	159,368	64.9	0.955	152,197	158,990	64.9	0.955	151,835
44	Urban Freeway	12,099	41.7	0.734	8,881	12,087	41.7	0.734	8,872
45	Urban Principal Arterial	185,004	42.2	0.706	130,613	186,063	42.1	0.706	131,361
46	Urban Minor Arterial	147,417	42.1	0.706	104,077	147,246	42.1	0.706	103,956
47	Urban Collector	38,347	33.3	0.687	26,345	38,201	33.4	0.687	26,244
48	Urban Local	139,426	24.5	0.749	104,430	139,547	24.5	0.749	104,521
<b>Urban Total</b>		<b>681,663</b>			<b>526,542</b>	<b>682,135</b>			<b>526,789</b>
<b>Night Total</b>		<b>1,048,193</b>			<b>835,749</b>	<b>1,049,381</b>			<b>836,710</b>

2015 Build		2015 NoBuild	
	NOX gm		NOX gm
<b>DAILY</b>			
Rural Interstate	936,568		932,410
Rural Principal Arterial	68,241		69,280
Rural Minor Arterial	222,622		224,547
Rural Major Collector	214,210		215,836
Rural Minor Collector	27,751		27,770
Rural Local	284,174		284,119
Urban Interstate	888,423		891,884
Urban Freeway	63,366		63,842
Urban Principal Arterial	663,555		669,304
Urban Minor Arterial	551,634		554,500
Urban Collector	195,017		193,447
Urban Local	573,239		573,890
<b>Daily Total</b>	<b>4,688,800</b>		<b>4,700,830</b>
Daily Total in Tons per Day		5.16705736	5.18031493

## 2015 – VOC

Scenario	2015 Build				2015 NoBuild				
	AM Peak	VMT	Spd	rate	VOC gm	VMT	Spd	rate	VOC gm
1	Rural Interstate	257,629	58.0	0.498	128,299	258,502	57.3	0.499	128,993
2	Rural Principal Arterial	24,425	41.2	0.535	13,067	24,634	40.4	0.538	13,253
3	Rural Minor Arterial	73,326	32.9	0.569	41,722	73,618	32.7	0.570	41,962
4	Rural Major Collector	70,952	36.3	0.552	39,165	71,271	36.8	0.550	39,199
5	Rural Minor Collector	9,341	23.4	0.642	5,997	9,376	23.1	0.645	6,047
6	Rural Local	87,181	27.0	0.877	76,458	87,603	27.1	0.877	76,828
<b>Rural Total</b>		<b>522,853</b>			<b>304,709</b>	<b>525,003</b>			<b>306,282</b>
7	Urban Interstate	234,673	60.2	0.496	116,398	235,667	60.0	0.496	116,891
8	Urban Freeway	20,995	39.0	0.545	11,442	20,837	39.0	0.545	11,356
9	Urban Principal Arterial	211,774	29.9	0.588	124,523	213,095	29.7	0.589	125,513
10	Urban Minor Arterial	175,614	30.2	0.586	102,910	178,751	30.0	0.587	104,927
11	Urban Collector	63,622	24.0	0.635	40,400	62,824	23.5	0.641	40,270
12	Urban Local	163,077	24.0	0.877	143,018	162,688	24.0	0.877	142,677
<b>Urban Total</b>		<b>869,754</b>			<b>538,691</b>	<b>873,862</b>			<b>541,634</b>
<b>AM Peak Total</b>		<b>1,392,607</b>			<b>843,399</b>	<b>1,398,865</b>			<b>847,916</b>

Scenario	2015 Build				2015 NoBuild				
	Midday	VMT	Spd	rate	VOC gm	VMT	Spd	rate	VOC gm
13	Rural Interstate	300,333	67.4	0.495	148,665	301,326	67.4	0.495	149,156
14	Rural Principal Arterial	26,583	55.2	0.499	13,265	27,642	54.7	0.500	13,821
15	Rural Minor Arterial	97,894	41.3	0.535	52,373	99,590	40.5	0.537	53,480
16	Rural Major Collector	96,556	43.9	0.527	50,885	97,297	43.8	0.527	51,275
17	Rural Minor Collector	12,035	27.3	0.606	7,293	12,102	27.2	0.607	7,346
18	Rural Local	121,938	26.7	0.877	106,940	121,795	26.8	0.877	106,814
<b>Rural Total</b>		<b>655,339</b>			<b>379,421</b>	<b>659,752</b>			<b>381,892</b>
19	Urban Interstate	282,629	64.9	0.495	139,902	285,027	64.9	0.495	141,088
20	Urban Freeway	29,978	41.0	0.538	16,128	30,482	41.2	0.537	16,369
21	Urban Principal Arterial	315,759	35.9	0.554	174,931	318,671	35.8	0.554	176,544
22	Urban Minor Arterial	265,544	35.9	0.554	147,111	265,916	35.8	0.554	147,318
23	Urban Collector	88,557	28.6	0.597	52,868	86,991	28.1	0.600	52,195
24	Urban Local	269,082	24.2	0.877	235,985	269,827	24.2	0.877	236,638
<b>Urban Total</b>		<b>1,251,549</b>			<b>766,925</b>	<b>1,256,914</b>			<b>770,151</b>
<b>Midday Total</b>		<b>1,906,888</b>			<b>1,146,346</b>	<b>1,916,665</b>			<b>1,152,043</b>

Scenario	2015 Build				2015 NoBuild				
	PM Peak	VMT	Spd	rate	VOC gm	VMT	Spd	rate	VOC gm
25	Rural Interstate	280,749	58.9	0.497	139,532	282,090	58.3	0.498	140,481
26	Rural Principal Arterial	26,598	41.7	0.533	14,177	27,123	40.8	0.536	14,538
27	Rural Minor Arterial	83,898	31.4	0.578	48,493	84,177	30.6	0.583	49,075
28	Rural Major Collector	80,423	36.2	0.553	44,474	81,472	36.0	0.553	45,054
29	Rural Minor Collector	9,950	15.7	0.795	7,911	9,939	16.1	0.783	7,782
30	Rural Local	106,217	27.4	0.877	93,153	106,217	27.4	0.877	93,152
<b>Rural Total</b>		<b>587,836</b>			<b>347,739</b>	<b>591,018</b>			<b>350,082</b>
31	Urban Interstate	255,827	60.8	0.495	126,634	257,975	60.6	0.495	127,698
32	Urban Freeway	24,152	38.2	0.548	13,235	24,429	38.2	0.548	13,387
33	Urban Principal Arterial	241,492	28.5	0.597	144,171	244,121	28.3	0.599	146,228
34	Urban Minor Arterial	206,967	30.1	0.587	121,490	207,771	30.0	0.587	121,962
35	Urban Collector	76,977	17.8	0.735	56,578	75,437	17.0	0.756	57,030
36	Urban Local	193,755	24.1	0.877	169,923	194,146	24.1	0.877	170,266
<b>Urban Total</b>		<b>999,171</b>			<b>632,032</b>	<b>1,003,879</b>			<b>636,571</b>
<b>PM Peak Total</b>		<b>1,587,007</b>			<b>979,771</b>	<b>1,594,897</b>			<b>986,653</b>

Scenario	2015 Build				2015 NoBuild				
	Night	VMT	Spd	rate	VOC gm	VMT	Spd	rate	VOC gm
37	Rural Interstate	166,575	67.4	0.495	82,455	166,717	67.4	0.495	82,525
38	Rural Principal Arterial	13,250	58.6	0.494	6,545	13,293	58.5	0.494	6,567
39	Rural Minor Arterial	61,375	48.6	0.514	31,547	62,259	48.5	0.514	32,001
40	Rural Major Collector	55,033	49.8	0.511	28,122	55,036	50.2	0.510	28,068
41	Rural Minor Collector	6,229	36.3	0.552	3,439	6,225	36.3	0.552	3,436
42	Rural Local	64,068	26.6	0.877	56,188	63,717	26.6	0.877	55,880
<b>Rural Total</b>		<b>366,530</b>			<b>208,295</b>	<b>367,246</b>			<b>208,477</b>
43	Urban Interstate	159,368	64.9	0.495	78,887	158,990	64.9	0.495	78,700
44	Urban Freeway	12,099	41.7	0.536	6,485	12,087	41.7	0.536	6,478
45	Urban Principal Arterial	185,004	42.2	0.532	98,422	186,063	42.1	0.532	98,986
46	Urban Minor Arterial	147,417	42.1	0.532	78,426	147,246	42.1	0.532	78,335
47	Urban Collector	38,347	33.3	0.567	21,743	38,201	33.4	0.566	21,622
48	Urban Local	139,426	24.5	0.877	122,277	139,547	24.5	0.877	122,383
<b>Urban Total</b>		<b>681,663</b>			<b>406,240</b>	<b>682,135</b>			<b>406,504</b>
<b>Night Total</b>		<b>1,048,193</b>			<b>614,536</b>	<b>1,049,381</b>			<b>614,981</b>

Scenario	2015 Build		2015 NoBuild	
	DAILY	VOC gm	DAILY	VOC gm
Rural Interstate		498,951		501,155
Rural Principal Arterial		47,054		48,179
Rural Minor Arterial		174,136		176,518
Rural Major Collector		162,646		163,596
Rural Minor Collector		24,639		24,612
Rural Local		332,738		332,674
Urban Interstate		461,821		464,377
Urban Freeway		47,291		47,590
Urban Principal Arterial		542,047		547,271
Urban Minor Arterial		449,937		452,541
Urban Collector		171,590		171,117
Urban Local		671,203		671,965
<b>Daily Total</b>		<b>3,584,052</b>		<b>3,601,594</b>
Daily Total in Tons per Day		3.949625	3.968956	

## 2025 – NOX

Scenario	2025 Build				2025 NoBuild				
	AM Peak	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
1	Rural Interstate	293,456	49.7	0.405	118,850	298,712	44.9	0.390	116,497
2	Rural Principal Arterial	23,425	43.0	0.379	8,878	32,305	31.2	0.372	12,017
3	Rural Minor Arterial	106,554	33.6	0.369	39,318	88,702	26.7	0.383	33,973
4	Rural Major Collector	83,247	35.7	0.369	30,718	89,295	28.3	0.378	33,753
5	Rural Minor Collector	10,393	21.0	0.407	4,230	11,177	20.2	0.411	4,594
6	Rural Local	106,539	26.9	0.396	42,189	110,833	27.0	0.396	43,890
<b>Rural Total</b>		<b>623,614</b>			<b>244,184</b>	<b>631,024</b>			<b>244,725</b>
7	Urban Interstate	266,896	52.6	0.416	111,029	269,526	53.0	0.418	112,662
8	Urban Freeway	25,270	36.9	0.376	9,501	24,975	36.2	0.376	9,390
9	Urban Principal Arterial	239,921	29.4	0.375	89,970	251,550	25.9	0.385	96,847
10	Urban Minor Arterial	224,987	30.1	0.373	83,920	220,670	25.3	0.387	85,399
11	Urban Collector	82,655	25.5	0.387	31,988	82,294	21.4	0.404	33,247
12	Urban Local	193,466	23.9	0.396	76,612	195,064	23.8	0.396	77,245
<b>Urban Total</b>		<b>1,033,195</b>			<b>403,021</b>	<b>1,044,077</b>			<b>414,790</b>
<b>AM Peak Total</b>		<b>1,656,810</b>			<b>647,205</b>	<b>1,675,101</b>			<b>659,515</b>

Scenario	2025 Build				2025 NoBuild				
	Midday	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
13	Rural Interstate	358,677	67.5	0.465	166,785	368,844	67.4	0.465	171,512
14	Rural Principal Arterial	28,866	51.8	0.402	11,604	37,957	50.5	0.397	15,069
15	Rural Minor Arterial	128,606	40.6	0.374	48,099	118,090	38.0	0.371	43,811
16	Rural Major Collector	113,838	42.5	0.378	43,031	121,496	37.7	0.371	45,075
17	Rural Minor Collector	13,787	25.2	0.388	5,349	14,257	23.1	0.396	5,646
18	Rural Local	148,326	26.8	0.396	58,737	150,768	26.9	0.396	59,704
<b>Rural Total</b>		<b>792,100</b>			<b>333,605</b>	<b>811,412</b>			<b>340,818</b>
19	Urban Interstate	332,809	64.9	0.465	154,756	338,752	64.8	0.465	157,520
20	Urban Freeway	35,722	40.5	0.381	13,610	35,075	40.6	0.381	13,364
21	Urban Principal Arterial	356,354	35.3	0.368	131,138	367,485	33.5	0.369	135,602
22	Urban Minor Arterial	322,166	35.7	0.369	118,879	322,269	33.8	0.369	118,917
23	Urban Collector	110,445	29.0	0.376	41,527	109,356	26.9	0.382	41,774
24	Urban Local	317,660	24.2	0.396	125,793	321,899	24.2	0.396	127,472
<b>Urban Total</b>		<b>1,475,156</b>			<b>585,704</b>	<b>1,494,836</b>			<b>594,649</b>
<b>Midday Total</b>		<b>2,267,256</b>			<b>919,309</b>	<b>2,306,248</b>			<b>935,467</b>

Scenario	2025 Build				2025 NoBuild				
	PM Peak	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
25	Rural Interstate	318,218	52.1	0.414	131,742	328,353	44.6	0.390	128,058
26	Rural Principal Arterial	26,373	40.8	0.375	9,890	35,002	30.0	0.374	13,091
27	Rural Minor Arterial	120,796	30.5	0.373	45,057	99,720	24.0	0.392	39,090
28	Rural Major Collector	93,225	35.5	0.368	34,307	102,864	26.4	0.384	39,500
29	Rural Minor Collector	11,161	15.3	0.448	5,000	12,072	12.5	0.480	5,794
30	Rural Local	127,202	27.0	0.396	50,372	133,795	27.0	0.396	52,983
<b>Rural Total</b>		<b>696,975</b>			<b>276,368</b>	<b>711,806</b>			<b>278,516</b>
31	Urban Interstate	286,688	56.7	0.437	125,283	295,126	52.2	0.414	122,182
32	Urban Freeway	29,461	35.4	0.375	11,048	28,988	35.4	0.375	10,870
33	Urban Principal Arterial	275,782	27.7	0.380	104,797	289,393	24.0	0.392	113,442
34	Urban Minor Arterial	262,208	30.0	0.374	98,066	257,713	25.6	0.386	99,477
35	Urban Collector	99,296	19.4	0.416	41,307	98,145	14.7	0.454	44,558
36	Urban Local	229,643	24.0	0.396	90,939	233,184	23.9	0.396	92,341
<b>Urban Total</b>		<b>1,183,078</b>			<b>471,439</b>	<b>1,202,549</b>			<b>482,870</b>
<b>PM Peak Total</b>		<b>1,880,053</b>			<b>747,807</b>	<b>1,914,354</b>			<b>761,386</b>

Scenario	2025 Build				2025 NoBuild				
	Night	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
37	Rural Interstate	199,012	67.5	0.465	92,541	201,931	67.4	0.465	93,898
38	Rural Principal Arterial	13,416	55.8	0.416	5,581	18,217	58.4	0.428	7,797
39	Rural Minor Arterial	81,690	48.3	0.391	31,941	73,718	47.8	0.390	28,750
40	Rural Major Collector	66,211	49.6	0.394	26,087	72,137	47.5	0.389	28,061
41	Rural Minor Collector	7,457	35.6	0.368	2,744	7,491	36.1	0.369	2,764
42	Rural Local	76,894	26.6	0.396	30,450	78,339	26.7	0.396	31,022
<b>Rural Total</b>		<b>444,680</b>			<b>189,344</b>	<b>451,833</b>			<b>192,292</b>
43	Urban Interstate	188,549	64.9	0.465	87,675	189,844	64.9	0.465	88,277
44	Urban Freeway	14,274	41.7	0.383	5,467	15,016	41.7	0.383	5,751
45	Urban Principal Arterial	211,461	41.8	0.377	79,721	213,895	41.6	0.376	80,425
46	Urban Minor Arterial	175,781	41.7	0.376	66,094	182,759	41.6	0.376	68,718
47	Urban Collector	46,300	33.3	0.370	17,131	46,901	33.0	0.370	17,354
48	Urban Local	165,303	24.5	0.396	65,460	167,763	24.5	0.396	66,434
<b>Urban Total</b>		<b>801,668</b>			<b>321,548</b>	<b>816,179</b>			<b>326,958</b>
<b>Night Total</b>		<b>1,246,348</b>			<b>510,891</b>	<b>1,268,012</b>			<b>519,251</b>

Scenario	2025 Build		2025 NoBuild	
	DAILY	Nox gm	Nox gm	Nox gm
Rural Interstate		509,917		509,965
Rural Principal Arterial		35,953		47,974
Rural Minor Arterial		164,415		145,624
Rural Major Collector		134,143		146,389
Rural Minor Collector		17,324		18,798
Rural Local		181,749		187,599
Urban Interstate		478,743		480,641
Urban Freeway		39,626		39,376
Urban Principal Arterial		405,627		426,315
Urban Minor Arterial		366,959		372,511
Urban Collector		131,953		136,932
Urban Local		358,805		363,492
<b>Daily Total</b>		<b>2,825,213</b>		<b>2,875,618</b>
Daily Total in Tons per Day		3.1133843		3.1689308

## 2025 – VOC

Scenario	2025 Build				2025 NoBuild				
	AM Peak	VMT	Spd	rate	VOCgm	VMT	Spd	rate	VOCgm
1	Rural Interstate	293,456	49.7	0.338	99,188	298,712	44.9	0.348	103,952
2	Rural Principal Arterial	23,425	43.0	0.350	8,199	32,305	31.2	0.388	12,534
3	Rural Minor Arterial	106,554	33.6	0.377	40,171	88,702	26.7	0.413	36,634
4	Rural Major Collector	83,247	35.7	0.369	30,718	89,295	28.3	0.403	35,986
5	Rural Minor Collector	10,393	21.0	0.459	4,771	11,177	20.2	0.468	5,231
6	Rural Local	106,539	26.9	0.626	66,693	110,833	27.0	0.626	69,382
	<b>Rural Total</b>	<b>623,614</b>			<b>249,740</b>	<b>631,024</b>			<b>263,718</b>
7	Urban Interstate	266,896	52.6	0.333	88,876	269,526	53.0	0.333	89,752
8	Urban Freeway	25,270	36.9	0.368	9,299	24,975	36.2	0.370	9,241
9	Urban Principal Arterial	239,921	29.4	0.397	95,249	251,550	25.9	0.418	105,148
10	Urban Minor Arterial	224,987	30.1	0.394	88,645	220,670	25.3	0.422	93,123
11	Urban Collector	82,655	25.5	0.420	34,715	82,294	21.4	0.455	37,444
12	Urban Local	193,466	23.9	0.626	121,110	195,064	23.8	0.626	122,110
	<b>Urban Total</b>	<b>1,033,195</b>			<b>437,894</b>	<b>1,044,077</b>			<b>456,817</b>
	<b>AM Peak Total</b>	<b>1,656,810</b>			<b>687,634</b>	<b>1,675,101</b>			<b>720,535</b>

Scenario	2025 Build				2025 NoBuild				
	Midday	VMT	Spd	rate	VOCgm	VMT	Spd	rate	VOCgm
13	Rural Interstate	358,677	67.5	0.326	116,929	368,844	67.4	0.326	120,243
14	Rural Principal Arterial	28,866	51.8	0.333	9,612	37,957	50.5	0.335	12,716
15	Rural Minor Arterial	128,606	40.6	0.356	45,784	118,090	38.0	0.363	42,867
16	Rural Major Collector	113,838	42.5	0.351	39,957	121,496	37.7	0.364	44,225
17	Rural Minor Collector	13,787	25.2	0.423	5,832	14,257	23.1	0.439	6,259
18	Rural Local	148,326	26.8	0.626	92,852	150,768	26.9	0.626	94,381
	<b>Rural Total</b>	<b>792,100</b>			<b>310,966</b>	<b>811,412</b>			<b>320,689</b>
19	Urban Interstate	332,809	64.9	0.326	108,496	338,752	64.8	0.326	110,433
20	Urban Freeway	35,722	40.5	0.358	12,788	35,075	40.6	0.358	12,557
21	Urban Principal Arterial	356,354	35.3	0.371	132,207	367,485	33.5	0.378	138,909
22	Urban Minor Arterial	322,166	35.7	0.369	118,879	322,269	33.8	0.377	121,495
23	Urban Collector	110,445	29.0	0.400	44,178	109,356	26.9	0.411	44,945
24	Urban Local	317,660	24.2	0.626	198,855	321,899	24.2	0.626	201,509
	<b>Urban Total</b>	<b>1,475,156</b>			<b>615,404</b>	<b>1,494,836</b>			<b>629,849</b>
	<b>Midday Total</b>	<b>2,267,256</b>			<b>926,370</b>	<b>2,306,248</b>			<b>950,538</b>

Scenario	2025 Build				2025 NoBuild				
	PM Peak	VMT	Spd	rate	VOCgm	VMT	Spd	rate	VOCgm
25	Rural Interstate	318,218	52.1	0.334	106,285	328,353	44.6	0.348	114,267
26	Rural Principal Arterial	26,373	40.8	0.355	9,363	35,002	30.0	0.394	13,791
27	Rural Minor Arterial	120,796	30.5	0.392	47,352	99,720	24.0	0.432	43,079
28	Rural Major Collector	93,225	35.5	0.370	34,493	102,864	26.4	0.415	42,689
29	Rural Minor Collector	11,161	15.3	0.570	6,362	12,072	12.5	0.649	7,834
30	Rural Local	127,202	27.0	0.626	79,629	133,795	27.0	0.626	83,755
	<b>Rural Total</b>	<b>696,975</b>			<b>283,483</b>	<b>711,806</b>			<b>305,415</b>
31	Urban Interstate	286,688	56.7	0.329	94,320	295,126	52.2	0.334	98,572
32	Urban Freeway	29,461	35.4	0.372	10,960	28,988	35.4	0.372	10,783
33	Urban Principal Arterial	275,782	27.7	0.407	112,243	289,393	24.0	0.432	125,018
34	Urban Minor Arterial	262,208	30.0	0.394	103,310	257,713	25.6	0.420	108,239
35	Urban Collector	99,296	19.4	0.480	47,662	98,145	14.7	0.586	57,513
36	Urban Local	229,643	24.0	0.626	143,757	233,184	23.9	0.626	145,973
	<b>Urban Total</b>	<b>1,183,078</b>			<b>512,252</b>	<b>1,202,549</b>			<b>546,099</b>
	<b>PM Peak Total</b>	<b>1,880,053</b>			<b>795,735</b>	<b>1,914,354</b>			<b>851,514</b>

Scenario	2025 Build				2025 NoBuild				
	Night	VMT	Spd	rate	VOCgm	VMT	Spd	rate	VOCgm
37	Rural Interstate	199,012	67.5	0.326	64,878	201,931	67.4	0.326	65,829
38	Rural Principal Arterial	13,416	55.8	0.327	4,387	18,217	58.4	0.324	5,902
39	Rural Minor Arterial	81,690	48.3	0.339	27,693	73,718	47.8	0.340	25,064
40	Rural Major Collector	66,211	49.6	0.336	22,247	72,137	47.5	0.340	24,526
41	Rural Minor Collector	7,457	35.6	0.370	2,759	7,491	36.1	0.368	2,757
42	Rural Local	76,894	26.6	0.626	48,135	78,339	26.7	0.626	49,040
	<b>Rural Total</b>	<b>444,680</b>			<b>170,099</b>	<b>451,833</b>			<b>173,119</b>
43	Urban Interstate	188,549	64.9	0.326	61,467	189,844	64.9	0.326	61,889
44	Urban Freeway	14,274	41.7	0.355	5,067	15,016	41.7	0.355	5,331
45	Urban Principal Arterial	211,461	41.8	0.353	74,646	213,895	41.6	0.353	75,505
46	Urban Minor Arterial	175,781	41.7	0.353	62,051	182,759	41.6	0.353	64,514
47	Urban Collector	46,300	33.3	0.379	17,548	46,901	33.0	0.380	17,823
48	Urban Local	165,303	24.5	0.626	103,480	167,763	24.5	0.626	105,020
	<b>Urban Total</b>	<b>801,668</b>			<b>324,258</b>	<b>816,179</b>			<b>330,081</b>
	<b>Night Total</b>	<b>1,246,348</b>			<b>494,357</b>	<b>1,268,012</b>			<b>503,200</b>

Scenario	2025 Build		2025 NoBuild	
	VMT	VOCgm	VMT	VOCgm
DAILY				
Rural Interstate	387,279			404,291
Rural Principal Arterial	31,561			44,943
Rural Minor Arterial	161,000			147,644
Rural Major Collector	127,415			147,425
Rural Minor Collector	19,723			22,081
Rural Local	287,310			296,558
Urban Interstate	353,159			360,647
Urban Freeway	38,115			37,912
Urban Principal Arterial	414,345			444,580
Urban Minor Arterial	372,885			387,371
Urban Collector	144,103			157,724
Urban Local	567,201			574,612
<b>Daily Total</b>	<b>2,904,096</b>			<b>3,025,788</b>
Daily Total in Tons per Day		3.200314		3.334418

## 2035 – NOX

Scenario	2035 Build				2035 NoBuild				
	AM Peak	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
1	Rural Interstate	320,581	41.0	0.318	101,945	319,675	41.3	0.319	101,976
2	Rural Principal Arterial	25,732	40.9	0.314	8,080	26,278	40.1	0.313	8,225
3	Rural Minor Arterial	123,322	31.2	0.313	38,600	125,692	30.4	0.314	39,467
4	Rural Major Collector	95,759	33.0	0.311	29,781	96,835	33.3	0.310	30,019
5	Rural Minor Collector	12,155	19.8	0.349	4,242	12,000	20.2	0.347	4,164
6	Rural Local	126,188	26.7	0.327	41,263	126,563	26.8	0.327	41,386
<b>Rural Total</b>		<b>703,736</b>			<b>223,911</b>	<b>707,042</b>			<b>225,237</b>
7	Urban Interstate	290,694	45.6	0.326	94,766	289,316	45.6	0.326	94,317
8	Urban Freeway	27,977	34.6	0.312	8,729	28,215	34.4	0.312	8,803
9	Urban Principal Arterial	268,835	27.3	0.321	86,296	271,335	26.9	0.322	87,370
10	Urban Minor Arterial	260,734	27.7	0.320	83,435	262,772	27.2	0.321	84,350
11	Urban Collector	100,296	24.4	0.329	32,997	98,823	24.1	0.330	32,612
12	Urban Local	221,262	23.7	0.327	72,353	221,336	23.7	0.327	72,377
<b>Urban Total</b>		<b>1,169,798</b>			<b>378,576</b>	<b>1,171,798</b>			<b>379,829</b>
<b>AM Peak Total</b>		<b>1,873,535</b>			<b>602,487</b>	<b>1,878,840</b>			<b>605,066</b>

Scenario	2035 Build				2035 NoBuild				
	Midday	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
13	Rural Interstate	414,221	65.0	0.371	153,676	415,437	67.6	0.371	154,127
14	Rural Principal Arterial	35,345	49.9	0.328	11,593	35,061	49.8	0.328	11,500
15	Rural Minor Arterial	144,084	39.2	0.312	44,954	145,511	39.0	0.312	45,399
16	Rural Major Collector	130,502	40.8	0.314	40,978	130,745	41.4	0.315	41,185
17	Rural Minor Collector	16,078	23.5	0.332	5,338	15,727	23.1	0.334	5,253
18	Rural Local	174,044	26.9	0.327	56,912	172,701	26.8	0.327	56,473
<b>Rural Total</b>		<b>914,274</b>			<b>313,451</b>	<b>915,182</b>			<b>313,937</b>
19	Urban Interstate	376,674	64.9	0.371	139,746	378,368	64.9	0.371	140,374
20	Urban Freeway	40,551	39.8	0.316	12,814	41,436	40.0	0.317	13,135
21	Urban Principal Arterial	399,805	33.8	0.310	123,939	395,546	33.8	0.310	122,619
22	Urban Minor Arterial	365,115	34.5	0.309	112,820	366,092	34.3	0.309	113,123
23	Urban Collector	130,941	28.1	0.319	41,770	130,381	27.8	0.319	41,592
24	Urban Local	357,162	24.1	0.327	116,792	357,390	24.0	0.327	116,867
<b>Urban Total</b>		<b>1,670,247</b>			<b>547,882</b>	<b>1,669,213</b>			<b>547,710</b>
<b>Midday Total</b>		<b>2,584,521</b>			<b>861,334</b>	<b>2,584,395</b>			<b>861,647</b>

Scenario	2035 Build				2035 NoBuild				
	PM Peak	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
25	Rural Interstate	351,817	41.8	0.319	112,230	349,713	43.1	0.321	112,258
26	Rural Principal Arterial	28,805	38.3	0.311	8,958	28,876	37.8	0.311	8,980
27	Rural Minor Arterial	138,672	28.3	0.318	44,098	142,935	27.0	0.321	45,882
28	Rural Major Collector	107,971	33.2	0.310	33,471	108,717	32.7	0.311	33,811
29	Rural Minor Collector	12,747	13.0	0.401	5,112	12,933	14.0	0.390	5,044
30	Rural Local	148,172	26.6	0.327	48,452	149,122	26.6	0.327	48,763
<b>Rural Total</b>		<b>788,184</b>			<b>252,320</b>	<b>792,296</b>			<b>254,738</b>
31	Urban Interstate	312,056	50.8	0.337	105,163	310,088	51.1	0.338	104,810
32	Urban Freeway	32,587	33.1	0.313	10,200	32,803	32.9	0.313	10,267
33	Urban Principal Arterial	308,389	25.6	0.325	100,226	311,248	25.2	0.327	101,778
34	Urban Minor Arterial	300,876	27.8	0.319	95,979	303,375	27.4	0.320	97,080
35	Urban Collector	119,465	18.6	0.355	42,410	118,229	18.2	0.358	42,326
36	Urban Local	261,494	23.7	0.327	85,509	261,473	23.8	0.327	85,502
<b>Urban Total</b>		<b>1,334,867</b>			<b>439,487</b>	<b>1,337,216</b>			<b>441,763</b>
<b>PM Peak Total</b>		<b>2,123,051</b>			<b>691,808</b>	<b>2,129,511</b>			<b>696,501</b>

Scenario	2035 Build				2035 NoBuild				
	Night	VMT	Spd	rate	NOX gm	VMT	Spd	rate	NOX gm
37	Rural Interstate	227,167	65.1	0.371	84,279	228,436	67.6	0.371	84,750
38	Rural Principal Arterial	15,116	55.7	0.342	5,170	15,258	55.7	0.342	5,218
39	Rural Minor Arterial	91,166	48.1	0.325	29,629	91,192	48.2	0.325	29,637
40	Rural Major Collector	76,299	48.7	0.326	24,874	76,219	49.4	0.327	24,924
41	Rural Minor Collector	8,196	35.4	0.309	2,532	8,168	35.4	0.309	2,524
42	Rural Local	90,003	26.7	0.327	29,431	89,744	26.7	0.327	29,346
<b>Rural Total</b>		<b>507,946</b>			<b>175,914</b>	<b>509,018</b>			<b>176,399</b>
43	Urban Interstate	211,725	64.9	0.371	78,550	212,252	64.9	0.371	78,746
44	Urban Freeway	17,373	41.5	0.319	5,542	17,669	41.7	0.319	5,637
45	Urban Principal Arterial	235,904	41.3	0.315	74,310	235,115	41.4	0.315	74,061
46	Urban Minor Arterial	200,678	41.1	0.314	63,013	199,963	41.1	0.314	62,788
47	Urban Collector	53,449	33.0	0.311	16,623	53,571	33.0	0.311	16,661
48	Urban Local	187,300	24.4	0.327	61,247	187,693	24.5	0.327	61,376
<b>Urban Total</b>		<b>906,429</b>			<b>299,284</b>	<b>906,264</b>			<b>299,268</b>
<b>Night Total</b>		<b>1,414,376</b>			<b>475,199</b>	<b>1,415,281</b>			<b>475,667</b>

Scenario	2035 Build		2035 NoBuild		
	DAILY	VMT	NOX gm	VMT	NOX gm
Rural Interstate			452,129		453,111
Rural Principal Arterial			33,801		33,924
Rural Minor Arterial			157,281		160,386
Rural Major Collector			129,103		129,938
Rural Minor Collector			17,224		16,985
Rural Local			176,059		175,968
Urban Interstate			418,225		418,247
Urban Freeway			37,285		37,842
Urban Principal Arterial			384,772		385,828
Urban Minor Arterial			355,248		357,341
Urban Collector			133,800		133,190
Urban Local			335,900		336,121
<b>Daily Total</b>			<b>2,630,827</b>		<b>2,638,881</b>
Daily Total as Tons per Day			2.8991713		2.9080466

## 2035 – VOC

Scenario	2035 Build				2035 NoBuild				
	AM Peak	VMT	Spd	rate	VOCgm	VMT	Spd	rate	VOCgm
1	Rural Interstate	320,581	41.0	0.345	110,600	319,675	41.3	0.345	110,288
2	Rural Principal Arterial	25,732	40.9	0.344	8,852	26,278	40.1	0.346	9,092
3	Rural Minor Arterial	123,322	31.2	0.376	46,369	125,692	30.4	0.380	47,763
4	Rural Major Collector	95,759	33.0	0.368	35,239	96,835	33.3	0.367	35,536
5	Rural Minor Collector	12,155	19.8	0.459	5,579	12,000	20.2	0.454	5,448
6	Rural Local	126,188	26.7	0.609	76,848	126,563	26.8	0.609	77,077
<b>Rural Total</b>		<b>703,736</b>			<b>283,488</b>	<b>707,042</b>			<b>285,206</b>
7	Urban Interstate	290,694	45.6	0.335	97,383	289,316	45.6	0.335	96,921
8	Urban Freeway	27,977	34.6	0.363	10,156	28,215	34.4	0.364	10,270
9	Urban Principal Arterial	268,835	27.3	0.396	106,459	271,335	26.9	0.399	108,263
10	Urban Minor Arterial	260,734	27.7	0.394	102,729	262,772	27.2	0.397	104,320
11	Urban Collector	100,296	24.4	0.415	41,623	98,823	24.1	0.418	41,308
12	Urban Local	221,262	23.7	0.609	134,748	221,336	23.7	0.609	134,794
<b>Urban Total</b>		<b>1,169,798</b>			<b>493,097</b>	<b>1,171,798</b>			<b>495,876</b>
<b>AM Peak Total</b>		<b>1,873,535</b>			<b>776,585</b>	<b>1,878,840</b>			<b>781,082</b>

Scenario	2035 Build				2035 NoBuild				
	Midday	VMT	Spd	rate	VOCgm	VMT	Spd	rate	VOCgm
13	Rural Interstate	414,221	65.0	0.315	130,480	415,437	67.6	0.315	130,863
14	Rural Principal Arterial	35,345	49.9	0.325	11,487	35,061	49.8	0.325	11,395
15	Rural Minor Arterial	144,084	39.2	0.348	50,141	145,511	39.0	0.349	50,783
16	Rural Major Collector	130,502	40.8	0.344	44,893	130,745	41.4	0.343	44,846
17	Rural Minor Collector	16,078	23.5	0.422	6,785	15,727	23.1	0.426	6,700
18	Rural Local	174,044	26.9	0.609	105,993	172,701	26.8	0.609	105,175
<b>Rural Total</b>		<b>914,274</b>			<b>349,779</b>	<b>915,182</b>			<b>349,761</b>
19	Urban Interstate	376,674	64.9	0.315	118,652	378,368	64.9	0.315	119,186
20	Urban Freeway	40,551	39.8	0.348	14,112	41,436	40.0	0.348	14,420
21	Urban Principal Arterial	399,805	33.8	0.365	145,929	395,546	33.8	0.365	144,374
22	Urban Minor Arterial	365,115	34.5	0.362	132,171	366,092	34.3	0.363	132,891
23	Urban Collector	130,941	28.1	0.392	51,329	130,381	27.8	0.394	51,370
24	Urban Local	357,162	24.1	0.609	217,512	357,390	24.0	0.609	217,651
<b>Urban Total</b>		<b>1,670,247</b>			<b>679,705</b>	<b>1,669,213</b>			<b>679,892</b>
<b>Midday Total</b>		<b>2,584,521</b>			<b>1,029,483</b>	<b>2,584,395</b>			<b>1,029,653</b>

Scenario	2035 Build				2035 NoBuild				
	PM Peak	VMT	Spd	rate	VOCgm	VMT	Spd	rate	VOCgm
25	Rural Interstate	351,817	41.8	0.343	120,673	349,713	43.1	0.340	118,902
26	Rural Principal Arterial	28,805	38.3	0.350	10,082	28,876	37.8	0.352	10,164
27	Rural Minor Arterial	138,672	28.3	0.391	54,221	142,935	27.0	0.398	56,888
28	Rural Major Collector	107,971	33.2	0.367	39,625	108,717	32.7	0.369	40,117
29	Rural Minor Collector	12,747	13.0	0.616	7,852	12,933	14.0	0.587	7,592
30	Rural Local	148,172	26.6	0.609	90,236	149,122	26.6	0.609	90,815
<b>Rural Total</b>		<b>788,184</b>			<b>322,690</b>	<b>792,296</b>			<b>324,478</b>
31	Urban Interstate	312,056	50.8	0.325	101,418	310,088	51.1	0.324	100,468
32	Urban Freeway	32,587	33.1	0.369	12,025	32,803	32.9	0.370	12,137
33	Urban Principal Arterial	308,389	25.6	0.407	125,514	311,248	25.2	0.410	127,611
34	Urban Minor Arterial	300,876	27.8	0.394	118,545	303,375	27.4	0.396	120,137
35	Urban Collector	119,465	18.6	0.480	57,343	118,229	18.2	0.488	57,696
36	Urban Local	261,494	23.7	0.609	159,250	261,473	23.8	0.609	159,237
<b>Urban Total</b>		<b>1,334,867</b>			<b>574,096</b>	<b>1,337,216</b>			<b>577,286</b>
<b>PM Peak Total</b>		<b>2,123,051</b>			<b>896,785</b>	<b>2,129,511</b>			<b>901,765</b>

Scenario	2035 Build				2035 NoBuild				
	Night	VMT	Spd	rate	VOCgm	VMT	Spd	rate	VOCgm
37	Rural Interstate	227,167	65.1	0.315	71,558	228,436	67.6	0.315	71,957
38	Rural Principal Arterial	15,116	55.7	0.316	4,777	15,258	55.7	0.316	4,822
39	Rural Minor Arterial	91,166	48.1	0.328	29,902	91,192	48.2	0.328	29,911
40	Rural Major Collector	76,299	48.7	0.327	24,950	76,219	49.4	0.326	24,847
41	Rural Minor Collector	8,196	35.4	0.359	2,942	8,168	35.4	0.359	2,932
42	Rural Local	90,003	26.7	0.609	54,812	89,744	26.7	0.609	54,654
<b>Rural Total</b>		<b>507,946</b>			<b>188,940</b>	<b>509,018</b>			<b>189,124</b>
43	Urban Interstate	211,725	64.9	0.315	66,893	212,252	64.9	0.315	66,859
44	Urban Freeway	17,373	41.5	0.344	5,976	17,669	41.7	0.344	6,078
45	Urban Principal Arterial	235,904	41.3	0.343	80,915	235,115	41.4	0.343	80,644
46	Urban Minor Arterial	200,678	41.1	0.343	68,833	199,963	41.1	0.343	68,587
47	Urban Collector	53,449	33.0	0.368	19,669	53,571	33.0	0.368	19,714
48	Urban Local	187,300	24.4	0.609	114,066	187,693	24.5	0.609	114,305
<b>Urban Total</b>		<b>906,429</b>			<b>356,152</b>	<b>906,264</b>			<b>356,189</b>
<b>Night Total</b>		<b>1,414,376</b>			<b>545,093</b>	<b>1,415,281</b>			<b>545,313</b>

Scenario	2035 Build		2035 NoBuild		
	DAILY	VMT	VOCgm	VMT	VOCgm
Rural Interstate			433,311		432,010
Rural Principal Arterial			35,197		35,473
Rural Minor Arterial			180,633		185,345
Rural Major Collector			144,707		145,348
Rural Minor Collector			23,158		22,672
Rural Local			327,889		327,721
Urban Interstate			384,147		383,435
Urban Freeway			42,268		42,906
Urban Principal Arterial			458,817		460,893
Urban Minor Arterial			422,278		425,936
Urban Collector			169,964		170,088
Urban Local			625,576		625,986
<b>Daily Total</b>			<b>3,247,947</b>		<b>3,257,813</b>
Daily Total in Tons per Day			3.579237		3.59011

## **Appendix D: Interagency Consultation Meeting Minutes and Agency Comments**

## York County Interagency Consultation Meeting Notes January 16, 2008

### Attendees:

Amanetta Wood, EPA  
Nacosta Ward, EPA  
Brian Barnes, SCDHEC  
Dan Hinton, FHWA  
Jessica Hekter, FHWA  
Shane Belcher, FHWA

Leslie Coolidge, SCDHEC  
Dianne Janicki, SCDOT  
Maeve Mason, DHEC  
Frances Thomas, RFATS  
Phil Leazer, York County

### Items Discussed:

- EPA Conformity Rule
- Fort Mill Southern Bypass Project
- RFATS LRTP Update/AQ Conformity Determination
- Budget Adequacy Recommendation

### Conformity Rule:

Amanetta gave a short summary of the changes to the revised conformity rule.

Changes include:

- Conformity Determinations are now made on a 4-year cycle.
- For non-conforming areas, the MPO now has a one-year grace period to re-establish conformity prior to a lapse taking place.
- A fact sheet can be found at:  
<http://www.epa.gov/otaq/stateresources/transconf/regs/420f08002.htm>

### Fort Mill Southern Bypass:

Phil Leazer discussed briefly the need and push the county is receiving on moving this project forward. The project as proposed is a new location, 2 lane roadway that bypasses the Town of Fort Mill. In order for approve the project, FHWA asked the county to study the new road as a four-lane. The project has been analyzed in RFATS Conformity Determination as a 2-lane. A four-lane design would force the project to go back through conformity. At this point the project can be funded entirely with local funds. The county has asked if they could move forward on a phase of the project using local funds without FHWA approval.

Since this was the first time the group had heard the county's request it was decided that York County, RFATS, SCDOT and FHWA should meet to discuss their options and present this to the group at the March interagency meeting. A meeting is scheduled for **February 22, 2008** prior to RFATS Policy Committee Meeting.

### RFATS LRTP Update/AQ Conformity Determination:

Frances provided spreadsheets to the group for review and comment that presented RFATS LRTP/AQ Conformity update proposed schedule and public involvement plan. She asked that the group provide her comments by the end of the week (Jan. 18). Frances also proposed including the new round of Pennies for Progress (PFP) projects in the new update and asked for the group's opinion. Dan Hinton (FHWA) stated that if RFATS knows what projects those will be it would be a reasonable assumption to include them in the new update. Also it would keep RFATS from completing another AQ Conformity Determination in the future.

**Budget Adequacy:**

DHEC staff brought up the option of moving forward and allowing EPA to start the budget adequacy process. The group agreed to have EPA start the process and have the budget in place for this AQ Conformity Determination rather than go through another Build/No Build scenario. Based on this discussion EPA will go ahead and start working on the budget approval. EPA stated they would double check to see if a formal written request is needed for them to start the process. \*Amanetta will send out an e-mail to everyone once they find out.

\* See Attachment 1: No formal request is needed.

**Conformity SIP Update:**

DHEC stated they had received the revisions asked for.

**Next Meeting:**

The next meeting will be **February 13, 2008 at 10:00 am.**

**\*\*Notes provided by FHWA****Attachment 1**

From: Wood.Amanetta@epamail.epa.gov  
Sent: Wednesday, January 30, 2008 12:20 PM  
To: Belcher, Jeffrey; Leslie N. Coolidge; wbell@catawbacog.org;  
CBridges@ci.rock-hill.sc.us; DHooper@ci.rock-hill.sc.us; Frances Thomas;  
Brian Barnes; Robbie Brown; Dennis Camit; Stacey R. Gardner; Maeve  
Mason; Melinda C. Mathias; Michael Monroe; L. Nelson Roberts;  
JanickiDK@dot.state.sc.us; Ron Patton; Kevin Sheppard;  
Benjamin.Lynorae@epamail.epa.gov; Hinton, Daniel; Hekter, Jessica;  
Tyndall, Patrick; Christopher R. Lacy; allison.love@yorkcountygov.com;  
Phil Leazer (E-mail); rich whipple; steve allen;  
[FThomas@ci.rock-hill.sc.us](mailto:FThomas@ci.rock-hill.sc.us)

Subject: DRAFT York County Interagency Meeting Notes from 1-16-08

Attachments: York County 1-16-08 meeting notes.doc

Good morning all,

Just to follow-up on an outstanding action item from the IAC call that was held earlier this month. A formal written request is not required for EPA to begin the adequacy process.

Amanetta Wood, Environmental Scientist  
U.S. Environmental Protection Agency, Region 4 Air, Pesticides and Toxics Management Division  
61 Forsyth Street, S.W.  
Atlanta, Georgia 30303  
Email: wood.amanetta@epa.gov  
Phone: (404) 562-9025  
Fax: (404) 562-9019

**York County Interagency Consultation Meeting Notes  
April 23, 2008****Attendees:**

Leslie Coolidge, DHEC  
Melinda Mathias, DHEC  
Brian Barnes, DHEC  
Shane Belcher, FHWA  
Frances Thomas, RFATS

Amanetta Wood, EPA  
Nacosta Ward, EPA  
Dianne Janicki, SCDOT  
Phil Leazer, York County

**Items Discussed:**

- RFATS LRTP
- CMAQ Methodology
- Transportation Conformity SIP
- Other announcements

**RFATS LRTP**

IAC was updated, by SC DOT, on the progress of the 2035 LRTP Update. A work session will be held with the Policy Committee on April 25, 2008 to review socioeconomic data for York County. SCDOT is working with the MPO in the development of a draft project list. This draft project list will be shared with the IAC before the May 14, 2008 monthly call. The IAC will review and provide comment on the draft project list before the June policy committee meeting. After approval of the project list by the policy committee the network coding for the LRTP update will begin. The network coding will end in July.

York County alerted the IAC to the fact that the county will pursue a capital projects program, Penny for Progress. This program is intended for non-capacity adding roadway improvements as well as capacity adding roadway improvements. As a result of the potential for capacity adding projects the IAC will have to review the Penny for Projects list of projects for exempt and nonexempt status for the regional emissions analysis. The Penny for Progress list will be submitted for IAC review prior to the June policy committee meeting.

**Action Items:**

- o Prepare a draft project list for review by the policy committee and share with the IAC before the May 14, 2008 monthly call.
- o IAC will review and provide comment on the draft project list.
- o Prepare a draft Penny for Progress project list for review by the policy committee and share with the IAC before the June 11, 2008 monthly call.
- o IAC will review and provide comment on the Penny for Progress project list.

**CMAQ Methodology:**

The IAC concurred on the use of the IAC approved methodology on the highway 160 intersection improvement project. Additionally, the IAC concurred that the CMAQ methodology will not have to be approved each time a CMAQ project utilizes the methodology unless the methodology is altered in some way. Instead the IAC will review and provide comment on the eligibility of a CMAQ project.

**Conformity SIP:**

SCDHEC will hold a public hearing for the revisions made to the conformity SIP on April 28, 2008. At this time no comments have been made in regards to the SIP revisions.

**Next Meeting:**

The next meeting of the York County Interagency Consultation Group will be **May 14, 2008 at 10:00 am.**

**York County Interagency Consultation Meeting Notes  
May 14, 2008**

**Attendees:**

Leslie Coolidge, DHEC  
Melinda Mathias, DHEC  
Frances Thomas, RFATS

Amanetta Wood, EPA  
Dan Hinton, FHWA

**Items Discussed:**

- RFATS LRTP
- CMAQ Projects
- Fort Mill Southern Bypass
- Transportation Conformity SIP

**RFATS LRTP**

IAC was updated, by RFATS that SCDOT, RFATS, and York County are working on the development of a draft project list. This draft project list will be shared with the IAC before the end of June. After approval of the project list by the policy committee the network coding for the LRTP update will begin. The network coding will end in July.

**Action Items:**

- o Prepare a draft project list for review by the policy committee and share with the IAC
- o IAC will review and provide comment on the draft project list.

**CMAQ Methodology:**

The DOT is accepting applications for FY '09 funding cycle. It is expected the IAC will review the projects at the August or September IAC call.

**Fort Mill Southern Bypass:**

FHWA updated the IAC about the project scope for the Fort Mill Southern Bypass. Currently the project will not change in scope and will remain a 2 lane road. No further action will need to be taken by the IAC as this project is reflected in the transportation modeling for the conforming TIP and LRTP.

**Conformity SIP:**

SCDHEC is working on a few minor changes to the draft transportation conformity SIP and is compiling a list of Signatories for the 10 MPOs. Once all changes and the signatories list are completed DHEC will obtain signatures.

**Next Meeting:**

The next meeting of the York County Interagency Consultation Group will be **June 11, 2008** at **10:00 am**.

## York County Interagency Consultation Meeting Notes June 11, 2008

### **Attendees:**

Leslie Coolidge, DHEC  
Michael Jarvis, DHEC  
Brian Barnes, DHEC  
Frances Thomas, RFATS  
David Cooper, RFATS  
Phil Lester, York County

Amanetta Wood, EPA  
Shane Belcher, FHWA  
Dan Hinton, FHWA  
Jessica Hekter, FHWA  
Diane Janicki, SCDOT  
Alison Love, York County

### **Items Discussed:**

- RFATS LRTP – Planning Assumptions

### **RFATS LRTP**

The group discussed the *Draft Metrolina Model Assumptions for 2035 LRTP Update June 10, 2008.pdf*, sent June 10, 2008, via email, and reviewed projects for both regional significance and exempt/non-exempt status. FHWA and EPA clarified the York County no longer needed to determine both build and no-build – instead York County would be using a budget test for transportation conformity.

Exempt/non-exempt status was determined for the projects; however, the group had difficulty coming to consensus on regional significance. FHWA stated they believed that anything included in the transportation model would be of regional significance because it was adding capacity to the regional transportation system, effectively altering traffic patterns. RFATS stated that some of the roads were small connector facilities that wouldn't really change traffic patterns in the area. The group determined that traffic numbers and maps were really needed in order to make this determination. RFATS will prepare these maps and send them out prior to the next meeting so consensus on this issue can be achieved.

The group also discussed the subject of fiscal constraint. The Long-Range Plan will have two lists an illustrative list or needs list, which is every project needed within the MPO regardless of funding availability. The second list is the fiscally constrained list, which includes projects for which the MPO can reasonably anticipate funding. The group discussed which list is going to go through the conformity budget test. The MPO could chose to run either list through the emissions model, but FHWA cautioned against including illustrative list projects without having any idea where the funding might come from.

SCDOT indicated the changes would be mailed out to the group for reaction prior to next months meeting. RFATS requested any issues with changes be voiced prior to next months meeting, so responses and data can be prepared for the meeting.

RFATS anticipates having final traffic model runs by end of August.

EPA is working on budget response and will provide it as soon as it is available.

### **Action Items:**

- o RFATS – Maps to assist with the determination of regional significance
- o SCDOT – Update planning assumptions list with discussed changes
- o EPA – Budget response.

### **Next Meeting:**

The next meeting of the York County Interagency Consultation Group will be **July 9, 2008 at 10:00 am.**

## York County Interagency Consultation Meeting Notes September 10, 2008

### **Attendees:**

Amanetta Wood, EPA  
Melinda Mathias, DHEC  
Michael Juras, DHEC  
Dan Hinton, FHWA  
Jessica Hekter, FHWA  
David Hooper, RFATS

Leslie Coolidge, DHEC  
Maeve Mason, DHEC  
Melinda Mathias, DHEC  
Shane Belcher, FHWA  
Frances Thomas, RFATS  
Dianne Janicki, SCDOT

### **Items Discussed:**

- RFATS LRTP
  - o CAIR Vacatur
  - o Modeling
- CMAQ Projects
- Fort Mill Southern Bypass
- Transportation Conformity SIP

### **RFATS LRTP**

#### **CAIR Vacatur**

The D.C. Circuit issued a decision on July 11, 2008, vacating the Clean Air Interstate Rule. North Carolina v. EPA, 531 F.3d 896 (D.C. Cir. 2008). However, the court's mandate effectuating the vacatur has not yet issued. EPA has until October 20, 2008 to file a motion for rehearing asking the D.C. Circuit to reconsider its decision in the case. There is an "80 percent" chance that the MVEBs will not be available by May 2009. As a result the IAC has agreed to move forward with the 2035 LRTP update using the no greater than 2002 an Build vs. No build interim emissions tests to complete the 2035 LRTP update.

#### **2035 LRTP Modeling**

Due to conflicts in the North Carolina portion of the Charlotte nonattainment area, the previously agreed upon analysis years have been modified to incorporate changes made in MUMPO. The new analysis years to choose from are:

**Option 1-** 2010, 2020, 2030, 2035

**Option 2-** 2009 Or 2010, 2015, 2025, 2035

At the conclusion of the meeting the IAC favors Option 2 but more information is needed as to the resources needed and who will be completing the travel demand modeling.

### **Action Items:**

- o SC DOT will contact the Travel demand model custodian to see if separate model runs can be ran for South Carolina's different horizon years.
- o EPA will find out if the York County area can extrapolate information that pertains to their selected emissions analysis years.

### **CMAQ Methodology:**

On August 15, 2008 RFATS provided a spreadsheet of the CMAQ projects considered for the air quality benefit analysis. The IAC agreed verbally that there were no questions or comments on any of the projects.

### **Next Meeting:**

The next meeting of the York County Interagency Consultation Group will be **October 8, 2008** at **10:00 am**.

## York County Interagency Consultation Meeting Notes October 8, 2008

### **Attendees:**

Amanetta Wood, EPA  
Leslie Coolidge, DHEC  
Maeve Mason, DHEC  
Brian Barnes, DHEC  
Jessica Hekter, FHWA  
David Hooper, RFATS  
Henry Phillips, SCDOT

Diana Smith, EPA  
Melinda Mathias, DHEC  
Michael Juras, DHEC  
Shane Belcher, FHWA  
Frances Thomas, RFATS  
Dianne Janicki, SCDOT  
Craig Gresham, Kimley Horn

### **Items Discussed:**

- DHEC Updates
- Regional Metrolina Model
- CAIR
- Next Meeting

### **DHEC Updates**

#### **SIP MOA**

Receive final signature for MOA – all MPOs have signed off. The SIP includes all consultation procedures. SIP revision will not take place until November because of public notice timeframes.

#### **Stakeholder Meetings**

Working to set up stakeholder meetings with new non-attainment areas with the purpose of having a boundary discussion. Tentative dates have been set for Aiken (October 15) and Greenville/Spartanburg (October 27). DHEC will followup with firm dates and times as they become available.

#### **Regional Metrolina Model**

Due to conflicts in the North Carolina portion of the Charlotte non-attainment area, the previously agreed upon analysis years had to be modified to incorporate changes made in MUMPO. The IAC was presented with two options. The first option was to match the analysis years that MUMPO wanted to use (ie, 2010, 2020, 2030). The second option is a hybrid of the previously agreed to years and option one where TDM runs would be made for 2002, 2005, 2009, 2010, 2015, 2020, 2025, 2030, 2035 – and each non-attainment area would be able to use an independent set of analysis years and socio economic. At the conclusion of the previous meeting the IAC favored Option 2 but more information was needed as to the resources needed and who will be completing the travel demand modeling.

#### **TDM Horizon Years and Build/No Build Networks/ Emissions Analysis Years**

SCDOT introduced representative from Kimley Horn and explained that Craig Gresham was the consultant for the Metrolina project and is attending to answer and clarify any questions for the group. SCDOT then walked the group through the updated planning assumptions spreadsheet explaining the build/no-build networks and what information will need to be provided to NC. The years selected for the interim test include 2002, 2005, 2009, 2010, 2015, 2025, 2035 (See email attachment from Diane Janicki 10/7/2008).

RFATS stated that during the Metrolina call, the decision was made to interpolate socioeconomic data for the MUMPO year (2020, 2030) and that Kimley Horn would be doing that work. RFATS also questioned the need for using 2010 and thought they were only going to be using 2009.

Kimley Horn stated that 2010 needed to be used because 2015 is within 5-years of E+C network and that the interpolation of socioeconomic data would be complete by the end of the week. As

the consultant, Kimley Horn is running the regional model and handling narration of outputs for the emissions model for the NC side, they will be able to tell in the next week or two if they can handle completing narration for SC as well.

DHEC indicated that example input files were provide in June – Kimley Horn to follow-up and requested DHEC resend example so they can make sure they are set-up to provide the correct format for DHEC Mobile 6 runs(see 10/16/2008 email from Craig Gresham)

**Schedule of model runs**

Kimley Horn has spoken with NCDOT and will have 2015 and 2020 runs set up by end of October. 2002 and 2005 have been run successfully, currently working on 2009. This will be achieved by incorporating into required training for RFATS/SCDOT or NCDOT may do these runs for RFATS/SCDOT. Other model run years are already being completed.

RFATS clarified that the current agreement the with Metrolina partners states that all partners have to provide data for any horizon years that any MPO chooses, but is a maintenance agreement only. There are no model run guarantees, only a provision for training the partners to run model. A model protocol is currently under development, which will address maintenance and use of the Metrolina model.

FHWA asked for clarification on future model runs after this conformity determination and how the years that NC doesn't need would be handled. Kimley Horn stated ideally SC would be doing it own model runs in the future. However the additional years that need to be run for this conformity determination, Kimley Horn will let RFATS know if they will be covered by NCDOT or through training, but it will be covered by one or the other.

EPA stated that protocol needed to be in place before the next conformity determination to avoid this confusion in the future. FHWA asked if the IAC would see the protocol. Group thought while this is not a requirement, that it may be a good idea.

**CAIR:**

EPA informed the group the agency had filed for a hearing on the vacature of the CAIR standard but haven't heard anything.

**Next Meeting:**

The next meeting of the York County Interagency Consultation Group will be **November 12, 2008 at 10:00 am.**

**York County Interagency Consultation Meeting Notes  
November 17, 2008****Attendees:**

Amanetta Wood, EPA  
Dan Hinton, FHWA  
David Hooper, RFATS  
Henry Phillips, SCDOT

Leslie Coolidge, DHEC  
Frances Thomas, RFATS  
Dianne Janicki, SCDOT  
Sarah Rayfield, York County

**Items Discussed:**

- RFATS LRTP Update
  - o Modeling
  - o STIP
- Other Updates

**RFATS LRTP****2035 LRTP Modeling**

- Currently the SC DOT is working with the contractor to complete York County's modeling.
- 2015 and 2025 are the remaining analysis years and all runs should be completed by the end of November.
- North Carolina model runs have been completed and the area is currently failing all out years (2020, 2030, and 2035). The 2035 analysis year run are very close.

**2009 STIP**

- The 2009 STIP is expected to be completed by October 2009. The York County area will complete their current transportation conformity determination before the final STIP will be released. The possibility that the STIP will add or modify projects means that the York nonattainment area may have to complete another transportation conformity determination with a new emissions analysis to incorporate the added or moved projects.

**Action Items:**

- o **Dianne will check to determine what the earliest date that the final STIP project list will be available for possible inclusion in the 2009-2015 TIP.**

**Other:**

A notice for public comment and a public hearing concerning the 2008 8-hour ozone standard boundaries will be released at the end of November or beginning of December.

**Next Meeting:**

The next meeting of the York County Interagency Consultation Group will be **December 11, 2008 at 10:00 am.**

## York County Interagency Consultation Meeting Notes December 10, 2008

### Attendees:

Amanetta Wood, EPA  
Lynorae Benjamin, EPA  
Leslie Coolidge, DHEC  
Michael Juras, DHEC  
David Hooper, RFATS

Dianna Smith, EPA  
Nacosta Ward, EPA  
Melinda Mathias, DHEC  
Frances Thomas, RFATS  
Dianne Janicki, SCDOT

### Items Discussed:

- Transportation Conformity SIP
- 1997 8-hour ozone standard attainment demonstration

### Transportation Conformity SIP

- EPA has received South Carolinas final submission of the transportation conformity SIP. EPA is currently processing those documents.

### 1997 Standard 8-hour ozone attainment demonstration

- On 11/17/08, the Environmental Protection Agency (EPA) sent a letter to the South Carolina Department of Health and Environmental Control (SCDEHC) requesting that the South Carolina portion of the bi-state Charlotte nonattainment area be reclassified to a higher classification (from moderate to serious). In the absence of a reclassification request from SCDEHC, the EPA will sign a proposed disapproval of the existing attainment demonstration SIP no later than 1/9/09.
- If the York County non-attainment area is reclassified to serious then the York County area would continue on their current path with the 2035 LRTP updates and transportation conformity determination. The Regional Emissions Analysis for the 8-hour ozone standard would be done using the existing interim tests.
- If the transportation conformity SIP for the York County non-attainment area is disapproved then there may be some effects for the 2035 LRTP update.
  - A disapproval of a SIP, without a protective finding, results in a conformity freeze on the effective date of EPA's final disapproval.
  - A conformity freeze means that only projects in the first four years of the currently conforming LRTP **and TIP** can be implemented or those projects that meet the requirements of 93.104(f) the CLGP which is 12-months.
  - During a freeze, no new LRTPs, TIPs or LRTP/TIP amendments can be found to conform until a new SIP is submitted and EPA finds the MVEBs in the SIP adequate or the SIP approved for conformity purposes.
  - If adequate MVEBs are not in place in time, the freeze will turn into a conformity lapse on the date highway sanctions are imposed which will occur twenty four months after the effective date of disapproval.
  - To avoid a transportation conformity lapse York County will have to demonstrate conformity on the 2035 LRTP by 6/13/09
  - STIP (FY10-15) update expected by 10/1/09 (a SAFETEA-LU Compliant Plan and TIP must be in place by this date).
  - FY 09-15 TIP will be in place and there will be no impact to these areas.
- More information was provided by EPA in an e-mail attachment sent on 12/19/08.

### Next Meeting:

The next meeting of the York County Interagency Consultation Group will be **January 14, 2009** at **10:00 am**.

## York County Interagency Consultation Meeting Notes December 19, 2008

### **Attendees:**

Amanetta Wood, EPA  
Lynorae Benjamin, EPA  
Zuri Farngalo, EPA  
Melinda Mathias, DHEC  
Michael Juras, DHEC  
David Hooper, RFATS  
Henry Phillips, SCDOT  
Allison Love, York County

Dianna Smith, EPA  
Nacosta Ward, EPA  
Leslie Coolidge, DHEC  
Wendy Bell, Catawba COG  
Frances Thomas, RFATS  
Dianne Janicki, SCDOT  
Phil Leazer, York County  
Sarah Rayfield, York County

### **Items Discussed:**

- 1997 8-hour ozone standard attainment demonstration

### **1997 Standard 8-hour ozone attainment demonstration**

- On 11/17/08, the Environmental Protection Agency (EPA) sent a letter to the South Carolina Department of Health and Environmental Control (SCDEHC) requesting that the South Carolina portion of the bi-state Charlotte nonattainment area be reclassified to a higher classification (from moderate to serious). In the absence of a reclassification request from SCDEHC, the EPA will sign a proposed disapproval of the existing attainment demonstration SIP no later than 1/9/09.
- If the York County non-attainment area is reclassified to serious then the York County area would continue on their current path with the 2035 LRTP updates and transportation conformity determination. The Regional Emissions Analysis for the 8-hour ozone standard would be done using the existing interim tests.
- If the transportation conformity SIP for the York County non-attainment area is disapproved then there may be some effects for the 2035 LRTP update.
  - A disapproval of a SIP, without a protective finding, results in a conformity freeze on the effective date of EPA's final disapproval.
  - A conformity freeze means that only projects in the first four years of the currently conforming LRTP **and TIP** can be implemented or those projects that meet the requirements of 93.104(f) the CLGP which is 12-months.
  - During a freeze, no new LRTPs, TIPs or LRTP/TIP amendments can be found to conform until a new SIP is submitted and EPA finds the MVEBs in the SIP adequate or the SIP approved for conformity purposes.
  - If adequate MVEBs are not in place in time, the freeze will turn into a conformity lapse on the date highway sanctions are imposed which will occur twenty four months after the effective date of disapproval.
  - To avoid a transportation conformity lapse York County will have to demonstrate conformity on the 2035 LRTP by 6/13/09
  - STIP (FY10-15) update expected by 10/1/09 (a SAFETEA-LU Compliant Plan and TIP must be in place by this date). The projects for the FY10-15 STIP will be incorporated into the FY 09-15 TIP for the York County area. Additionally, the

STIP will have to be modified for the York County area in order to accommodate the differing years.

- ❑ **Action Item: Henry Phillips will check to see why the STIP years have to be the same.**
- ❑ FY 09-15 TIP will be in place and there will be no impact to these areas.
- ❑ The partners are currently waiting on the Travel Demand modeling to be completed for 2015 and 2025 then the regional emissions modeling will take place.
- ❑ IAC partners agreed to expedite their review of the LRTP as soon as the 2035 LRTP and conformity determination documents are available for review.
  
- ❑ If the York County non-attainment area withdraws their 1997 8-hour ozone demonstration then a notice of failure to submit will be issued in the Federal Register .
  - ❑ At 18 months after the effective date of the findings, sanctions for industrial sources and 2 for 1 offsets will apply.
  - ❑ At 24 months after the effective date of the findings, highway sanctions and a conformity lapse will take effect, and EPA will have to develop Federal Implementation Plan (FIP)
  
- ❑ More information was provided by EPA in an e-mail attachment sent on 12/19/08.

**Next Meeting:**

The next meeting of the York County Interagency Consultation Group will be **January 14, 2009** at **10:00 am**.

## York County Interagency Consultation Meeting Notes January 14, 2009

### Attendees:

Amanetta Wood, EPA  
Shane Belcher, FHWA  
Melinda Mathias, DHEC  
Brian Barnes, DHEC  
Frances Thomas, RFATS  
Henry Phillips, SCDOT

Dan Hinton, FHWA  
Leslie Coolidge, DHEC  
Maeve Mason, DHEC  
Nelson Roberts, DHEC  
David Hooper, RFATS  
Sarah Rayfield, York County

### Items Discussed:

- 1997 8-hour ozone standard ozone attainment SIP withdrawal letter
- Update on the 2035 LRTP, FY 09-15 TIP and Conformity determination development.

### 1997 Standard 8-hour ozone attainment demonstration

- On 11/17/08, the Environmental Protection Agency (EPA) sent a letter to the South Carolina Department of Health and Environmental Control (SCDEHC) requesting that the South Carolina portion of the bi-state Charlotte nonattainment area be reclassified to a higher classification (from moderate to serious). In the absence of a reclassification request from SCDEHC, the EPA will sign a proposed disapproval of the existing attainment demonstration SIP no later than 1/9/09.
- On 1/9/09 The state of South Carolina submitted a letter to EPA requesting the withdrawal of the South Carolina portion of the bi-state Charlotte nonattainment areas attainment demonstration.
- EPA has completed a finding of failure to submit for the South Carolina portion of the bi-state Charlotte nonattainment area. This finding of failure to submit will become effective upon publication in the Federal Register.
- South Carolina will have 18 months after the effective date of the findings, sanctions for industrial sources and 2 for 1 offsets will apply. At 24 months after the effective date of the findings, highway sanctions and a conformity lapse will take effect, and EPA will have to develop Federal Implementation Plan (FIP)

### 2035 LRTP, FY09-15 TIP, and Conformity Determination Development

- The modeling for the 2015 and 2025 network years has not been completed. However, the travel demand model runs will be completed by the end of the month.
- York County and FHWA alerted participants that if a stimulus package is issued all projects receiving monies are either exempt projects or are already in a conforming conformity determination.
- To meet the June 13, 2009 date for Federal approval of the LRTP, TIP, and conformity determination the IAC will have draft documents to review in February. The public comment period will begin at the end of March with a public hearing at the end of April.

### Next Meeting:

The next meeting of the York County Interagency Consultation Group will be **February 4, 2009** at **10:00 am**.

## York County Interagency Consultation Meeting Notes February 4, 2009

### Attendees:

Amanetta Wood, EPA  
Shane Belcher, FHWA  
Leslie Coolidge, DHEC  
Michael Juras, DHEC  
Frances Thomas, RFATS  
Henry Phillips, SCDOT

Dan Hinton, FHWA  
Shundreka Givan, FHWA  
Andy Hollis, DHEC  
Brian Barnes, DHEC  
David Hooper, RFATS  
Dianna Janicki, SCDOT

### Items Discussed:

- 1997 8-hour ozone standard ozone attainment SIP withdrawal letter
- Update on the 2035 LRTP, FY 09-15 TIP and Conformity determination development.

### 1997 Standard 8-hour ozone attainment demonstration

- On 1/9/09 The state of South Carolina submitted a letter to EPA requesting the withdrawal of the South Carolina portion of the bi-state Charlotte nonattainment areas attainment demonstration.
- EPA has completed a finding of failure to submit for the South Carolina portion of the bi-state Charlotte nonattainment area. This finding of failure to submit will become effective upon publication in the Federal Register.
- South Carolina will have 18 months after the effective date of the findings, sanctions for industrial sources and 2 for 1 offsets will apply. At 24 months after the effective date of the findings, highway sanctions and a conformity lapse will take effect, and EPA will have to develop Federal Implementation Plan (FIP)

### 2035 LRTP, FY09-15 TIP, and Conformity Determination Development

- The modeling for the 2015 and 2025 network years has been completed. DHEC will update the interagency group upon receipt of the travel demand model runs.
- SCDOT and FHWA alerted participants that when a stimulus package is issued all projects receiving monies are either exempt projects or are already in a conforming conformity determination. FHWA or SCDOT will alert the interagency partners if projects may cross an analysis year or if projects not in the current conformity determination are on the final project list.
- To meet the June 13, 2009 date for Federal approval of the LRTP, TIP, and conformity determination the IAC will have draft documents to review in February. The public comment period will begin at the end of March with a public hearing at the end of April. DHEC will provide an updated schedule upon receipt of the travel demand modeling runs.

### Next Meeting:

The next meeting of the York County Interagency Consultation Group will be **March 11, 2009 at 10:00 am.**

**York County Interagency Consultation Meeting Notes  
February 13, 2009**

**Attendees:**

Dianna Smith, EPA	Dan Hinton, FHWA
Dan Hinton, FHWA	Leslie Coolidge, DHEC
Frances Thomas, RFATS	David Hooper, RFATS
Henry Phillips, SCDOT	Dianna Janicki, SCDOT
Brian Barnes, DHEC	Melinda Mathias, DHEC

**Item Discussed:** Conformity Determination for 2035 LRTP and FY 09-15 TIP

- ❑ Files received from Charlotte DOT and Kimley-Horn included 2005, 2015, 2025 and 2035. A year within 5 years of the conformity determination is also required (2009-2014)
- ❑ The question was asked about whether an attainment year also needed to be determined and modeled. EPA said that might not matter at this time since we are doing interim tests.
- ❑ Discussion about what years data is available for. The year 2010 was run, 2011 and 2012 have been requested by NC. Not certain what other years may have been done/requested. Additional data would be needed for the model for 2012.
- ❑ Discussed whether a difference could be shown between build and no build for a year in the required range, or whether off-model calculations would be needed.

**Follow-up:**

- ❑ Need to discuss questions with Kimley-Horn, North Carolina soon. Conformity needs to be determined within a month for LRTP to proceed.
- ❑ EPA will check with headquarters to see if other areas have faced the same issues.

## Appendix E: Summary of Written Public Comments

[to be added]

## Appendix F: Off-Model Calculations for CMAQ Projects

**RFATS  
CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM  
AIR QUALITY BENEFIT ANALYSIS FOR PROJECTS EXPECTED TO BE COMPLETED BY  
THE END OF 2010**

NO.	APPLICANT -- PROJECT NAME	FUNDING CYCLE	TOTAL VOC EMISSION SAVINGS (kg)	TOTAL CO EMISSION SAVINGS (kg)	TOTAL NOX EMISSION SAVINGS (kg)
1	City of Rock Hill - Traffic Signal Controller Upgrades (Phase I)	FY 2005-2007	1,817,608.00	7,849,945.00	1,527,908.00
2	Town of Fort Mill – SC-160/US-21 Intersection Upgrade	FY 2007-2008	115,669.00	502,459.00	97,163.00
3	City of Rock Hill - Traffic Signal Controller Upgrades (Phase II)	FY 2007-2008	77,928.00	325,069.00	62,379.00
4	SCDOT/City of Rock Hill – SC-121 at Princeton / Springsteen	FY 2008-2009	51,374.00	221,190.00	43,472.00
5	City of Rock Hill - Mt Gallant / SC-161 Intersection Project	FY 2008-2009	39,690.00	170,273.00	32,850.00
6	York County – SC-160 / Gold Hill Road Intersection Project	FY 2008-2009	38,690.00	166,258.00	31,938.00
7	SCDOT/City of Rock Hill - East White Street / SC-72	FY 2008-2009	3,942.00	16,553.00	3,212.00

**Project descriptions:**

Project #1 is a traffic flow improvement effort that will upgrade the traffic signals along four major arterials that support I-77.

Project #2 is a traffic flow improvement effort that will widen the westbound lane of SC-160 to include a turn lane with a straight right function.

Project #3 is a traffic flow improvement effort that will update the traffic signals along four major arterials that support I-77.

Project #4 is a traffic flow improvement effort involving the construction of a left turn lane on each side of the street .

Project #5 is a traffic flow improvement effort involving the construction of turn lanes on southbound Mt Gallant at SC-161.

Project #6 is a traffic flow improvement effort involving the construction of turn lanes and upgrading the traffic signal.

Project #7 is a traffic flow improvement effort involving the construction of a left turn lane on East White Street approaching Hwy 72.

## Appendix G: Federal Register Designation Notice

23932 Federal Register / Vol. 69, No. 84 / Friday, April 30, 2004 / Rules and Regulations

### PENNSYLVANIA—OZONE (8-HOUR STANDARD)—Continued

Designated area	Designation *		Category/classification	
	Date †	Type	Date †	Type
Rest of State .....	.....	Unclassifiable/Attainment.		
Columbia County .....	.....	Unclassifiable/Attainment.		
Crawford County .....	.....	Unclassifiable/Attainment.		
Juniata County .....	.....	Unclassifiable/Attainment.		
Lawrence County .....	.....	Unclassifiable/Attainment.		
Northumberland County .....	.....	Unclassifiable/Attainment.		
Pike County .....	.....	Unclassifiable/Attainment.		
Schuylkill County .....	.....	Unclassifiable/Attainment.		
Snyder County .....	.....	Unclassifiable/Attainment.		
Somerset County .....	.....	Unclassifiable/Attainment.		
Susquehanna County .....	.....	Unclassifiable/Attainment.		
Warren County .....	.....	Unclassifiable/Attainment.		
Wayne County .....	.....	Unclassifiable/Attainment.		

\* Includes Indian Country located in each county or area, except as otherwise specified.  
 † This date is June 15, 2004, unless otherwise noted.

■ 41. In § 81.340, the table entitled § 81.340 Rhode Island.  
 "Rhode Island—Ozone (8-Hour Standard)" is added to read as follows:

### RHODE ISLAND—OZONE (8-HOUR STANDARD)

Designated area	Designation *		Category/classification	
	Date †	Type	Date †	Type
Providence (all of RI), RI:				
Bristol County .....	.....	Nonattainment .....	.....	Subpart 2/Moderate.
Kent County .....	.....	Nonattainment .....	.....	Subpart 2/Moderate.
Newport County .....	.....	Nonattainment .....	.....	Subpart 2/Moderate.
Providence County .....	.....	Nonattainment .....	.....	Subpart 2/Moderate.
Washington County .....	.....	Nonattainment .....	.....	Subpart 2/Moderate.

\* Includes Indian Country located in each county or area, except as otherwise specified.  
 † This date is June 15, 2004, unless otherwise noted.

■ 42. In § 81.341, the table entitled § 81.341 South Carolina.  
 "South Carolina—Ozone (8-Hour Standard)" is added to read as follows:

### SOUTH CAROLINA—OZONE (8-HOUR STANDARD)

Designated area	Designation *		Category/classification	
	Date †	Type	Date †	Type
Columbia, SC:				
Lexington County (part) .....	(P)	Nonattainment .....	(P)	Subpart 1.
Portion along MPO lines .....				
Richland County (part) .....	(P)	Nonattainment .....	(P)	Subpart 1.
Portion along MPO lines .....				
Greenville-Spartanburg-Anderson, SC:				
Anderson County .....	(P)	Nonattainment .....	(P)	Subpart 1.
Greenville County .....	(P)	Nonattainment .....	(P)	Subpart 1.
Spartanburg County .....	(P)	Nonattainment .....	(P)	Subpart 1.
Charlotte-Gastonia-Rock Hill, NC-SC:				
York County (part) .....		Nonattainment .....		Subpart 2/Moderate.
Portion along MPO lines .....				
Rest of State:		Unclassifiable/Attainment.		
Abbeville County .....				
Aiken County .....				
Allendale County .....				
Bamberg County .....				
Barnwell County .....				
Beaufort County .....				
Berkeley County .....				
Calhoun County .....				
Charleston County .....				

## Appendix H: MOBILE6 Model Files

[to be added – lots of pages – see attached “Mobile output for all years.pdf” file]