TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

# 2017 On-Road Mobile Source Annual, Summer Weekday and Winter Weekday Emissions Inventories: El Paso County

Prepared by the Texas A&M Transportation Institute

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# DEVELOPMENT OF 2017 ON-ROAD MOBILE SOURCE ANNUAL, SUMMER WORK WEEKDAY, AND WINTER WORK WEEKDAY EMISSIONS INVENTORIES FOR SPECIFIED AREAS: EL PASO AREA

**TECHNICAL REPORT**

**Final**

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## EXECUTIVE SUMMARY

The purpose of this work was to provide the requisite on-road mobile source portion of the 2017 periodic year emissions inventories and county database files (CDBs) for all 254 Texas counties. The State of Texas is required to submit periodic emissions inventories and U.S. Environmental Protection Agency (EPA) Motor Vehicle Emissions Simulator (MOVES) CDBs under the Air Emissions Reporting Requirements (AERR) to support the EPA's comprehensive three-year cycle National Emissions Inventory (NEI). Annual, summer work weekday, and winter work weekday emissions inventory estimates of criteria air pollutants (CAPs), CAP precursors, and hazardous air pollutants (HAPs) were developed. Annual and summer weekday estimates were produced for 254 Texas counties, plus a winter weekday for El Paso County.

This was a three-part analysis to: 1) estimate the seasonal weekday emissions inventories; 2) estimate the annual emissions inventories; and 3) produce the associated inventory mode CDBs. The general methodology was consistent with the process the Texas A&M Transportation Institute (TTI) used to produce the 2014 AERR and HAPs on-road inventories and inventory mode CDBs (i.e., the general methods and procedures were consistent with the 2014 AERR inventories project, but used latest available models and data). Seasonal weekday inventories were estimated using the detailed link-based method, and annual emissions were estimated by converting 24-hour summer weekday estimates to annual estimates using a set of summer weekday emissions and activity annualization factors. The inventory mode CDBs were produced by post-processing inventory data from the first two parts (detailed link-based seasonal weekday inventories and annualization analyses).

To estimate the seasonal weekday county-level inventories in areas where suitable regional travel model data were available, the hourly, MOVES rates-per-activity, detailed travel demand model (TDM) link-based inventory method was used, with the latest (readily) available data, models, methods, and procedures.[1] For any counties in these areas not suitably covered by the TDM, the virtual link-based method was used. The virtual link method uses Highway Performance Monitoring System (HPMS) data from the Texas Department of Transportation (TxDOT) as the basis of vehicle miles of travel (VMT) activity. For the remaining counties outside of these areas, TTI used the statewide, virtual link-based method. Hourly and 24-hour inventories were estimated by MOVES source use type (SUT) and fuel type combination (SUT/fuel type or vehicle type), and by roadway class (including the off-network category). A source-classification-code (SCC)-based 24-hour inventory summary was also produced. This emissions inventory analysis for all Texas counties was performed by the eight areas shown in Table A, along with the counties for each area and their activity basis (TDM or HPMS).

[1] Although several updates to MOVES2014a have been released, followed by MOVES2014b (also with an update), it should be noted that the EPA has indicated that on-road mobile emissions estimates of MOVES model updates after the MOVES2014a November 2016 release are consistent with results from the MOVES2014a November 2016 release (used in this analysis). TTI verified this with model results comparisons. (Most of the new features in MOVES2014a updates and in MOVES2014b were related to non-road mobile emissions.)

**Table A. Areas, Counties, and Activity Basis for 2017 AERR Inventories.**

| Area[1] | Counties | Activity Basis |
|---|---|---|
| 1. Austin | Bastrop, Burnet, Caldwell, Hays, Travis, Williamson | TDM |
| 2. Beaumont-Port Arthur | Jefferson, Hardin, Orange | TDM |
| 3. Dallas-Fort Worth | Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise | TDM |
| 4. El Paso[2] | El Paso | TDM |
| 5. Houston-Galveston-Brazoria | Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller | TDM |
| 6. San Antonio | Bexar, Comal, Guadalupe, Kendall, Wilson | TDM |
| 7. Tyler-Longview-Marshall | Gregg, Smith<br>Harrison, Rusk, Upshur | TDM<br>HPMS |
| 8. Remainder of Texas | 214 counties | HPMS |
| **Totals by Activity Basis** | **37**<br>**217** | **TDM**<br>**HPMS** |

[1] The 40 "area" counties listed for (#1 through #7) were modeled using county-level emissions rates, whereas the remaining 214 counties (#8) were modeled using the statewide inventory methodology, which produces emissions rate estimates by county groups.
[2] El Paso was the only county for which a winter weekday inventory was produced.

The TDM and HPMS data were post-processed to estimate hourly, directional, link (roadway segment)-level VMT and operational speeds for the emissions calculations. Using estimates of vehicle operating hours (also known as vehicle hours or VHT), vehicle type populations, combination long-haul truck hotelling, and other data, the hourly off-network activity factors were estimated for the off-network emissions calculations. These off-network activity factors are: source-hours-parked (SHP); starts; and source hours extended idling (SHI) and auxiliary power unit (APU) hours, components of hotelling hours for combination long-haul trucks. To develop the emissions rates, post-processing was performed using MOVES input, output, and default data to produce the off-network evaporative emissions rates in terms of mass/SHP (currently not directly provided by MOVES). These emissions rates were compiled with the other rates produced directly by MOVES emissions rate mode runs yielding look-up tables with all rates in terms of mass per vehicle activity unit (i.e., mass/mile, mass/shp, mass/start, mass/shi, mass/APU hour). The final emissions rates inputs to the emissions calculations included only those pollutants required in the emissions inventories, and for affected counties (110 central and eastern counties), were adjusted to incorporate Texas Low Emissions Diesel (TxLED) effects.

The final rates were combined with the appropriate activity estimates in the seasonal weekday emissions calculations. Rates were selected from the rate tables by hour and link-speed for the roadway link-level hourly emissions calculations and by hour for the off-network hourly emissions calculations. A set of MOVES CDBs for use in inventory mode was produced corresponding to these seasonal weekday link-based inventories.

The annual emissions inventories were estimated as a conversion of the detailed, link-based, summer weekday inventories, and resulting output was formatted similarly to the 24-hour summer weekday link-based emissions output (i.e., two tab-delimited summary files were produced, one with standard MOVES category labeling, and one based on SCCs). A set of MOVES CDBs for use in inventory mode was produced corresponding to the annual inventories, consistent with EPA's specifications for MOVES on-road input data submittals for the 2017 NEI.

The SCC-based 24-hour seasonal weekday and annual inventory summaries were converted to an Extensible Markup Language (XML) format suitable for uploading to the Texas Commission on Environmental Quality's (TCEQ) Texas Air Emission Repository (TexAER) and/or EPA's Emission Inventory System (EIS).

The inventories were produced using utilities developed by TTI to process on-road vehicle activity (TDM link-based or HPMS roadway-based), off-network vehicle activity, and SUT/fuel type emissions rate data into spatially and temporally detailed emissions estimates for use in air quality modeling.[2] EPA's *Technical Guidance*[3] is the primary technical reference used for guidance on appropriate inputs and use of MOVES.

This analysis included both summer weekday (plus winter weekday for El Paso County) and annual emissions estimates for volatile organic compounds (VOC), carbon monoxide (CO), oxides of nitrogen ($NO_x$), sulfur dioxide ($SO_2$), ammonia ($NH_3$), carbon dioxide ($CO_2$), particulate matter with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), and particulate matter with an aerodynamic diameter equal to or less than 10 microns ($PM_{10}$); and annual estimates for 70 HAPs including 14 gaseous hydrocarbons, 32 polycyclic aromatic hydrocarbons (16 compounds, estimated in both gaseous and particulate phase components), seven metal compounds, and 17 dioxins and furans. Emissions summaries by the on-road emissions processes available in MOVES were included (refueling emissions processes were excluded). The inventory development activities for all 254 Texas counties were documented separately for the eight areas shown in Table A. This report covers the El Paso County area.

Table B, Table C, and Table D summarize the El Paso County 2017 estimates of seasonal (summer and winter) weekday 24-hour CAPs and $CO_2$ emissions, annual CAPs and $CO_2$ emissions, and annual HAPs emissions, respectively. Seasonal weekday VMT and speeds, and annual VMT estimates are also included. Note that while Table D includes separate estimated totals of all six priority MSATs (i.e., benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, and diesel particulate matter/diesel exhaust organic gases [DPM + DEOG]) and other

[2] On-road inventory development utilities for use with MOVES2014a are detailed in *TTI Emissions Inventory Estimation Utilities Using MOVES: MOVES2014aUtl,* TTI, August 2016.

[3] *MOVES2014, MOVES2014a, and MOVES2014b Technical Guidance: Using MOVES to Prepare Emission Inventories for Sate Implementation Plans and Transportation Conformity*, EPA, August 2018.

individual HAPs or HAPs categories, the DPM +DEOG (estimated as total diesel fleet VOC and $PM_{10}$ exhaust) is not exclusive of the other HAPs listed.

The detailed emissions inventory results in a tab-delimited file format (by pollutant and emissions process, for each vehicle type and roadway category) were provided in electronic form as Appendix A (see description in Appendix A).

**Table B. El Paso County 2017 Seasonal Weekday Emissions (Tons/Day).**

| Seasonal Day | VMT | Speed[1] | VOC | CO | $NO_x$ | $CO_2$ | $SO_2$ | $NH_3$ | $PM_{10}$[2] | $PM_{2.5}$[2] |
|---|---|---|---|---|---|---|---|---|---|---|
| Summer Weekday | 17,450,293 | 37.2 | 9.51 | 95.10 | 21.08 | 9,752.32 | 0.10 | 0.49 | 1.40 | 0.62 |
| Winter Weekday | 18,319,403 | 36.9 | 8.91 | 89.48 | 23.93 | 9,705.29 | 0.10 | 0.52 | 1.55 | 0.71 |

[1] Miles-per-hour, aggregated by county.
[2] PM estimates are MOVES-based only (i.e., no re-suspended dust from roadways is included).

**Table C. El Paso County 2017 Annual Emissions (Tons/Year).**

| VMT | VOC | CO | $NO_x$ | $CO_2$ | $SO_2$ | $NH_3$ | $PM_{10}$[1] | $PM_{2.5}$[1] |
|---|---|---|---|---|---|---|---|---|
| 6,445,665,568 | 3,271.31 | 32,890.36 | 8,063.25 | 3,489,014.08 | 35.59 | 181.96 | 518.20 | 236.66 |

[1] PM estimates are MOVES-based only (i.e., no re-suspended dust from roadways is included).



**Table D. El Paso County 2017 Annual Hazardous Air Pollutant Emissions (Tons/Year).**

| Benz[1] | Form | Acet | 1,3-But | Acrol | OGH | MTBE | Eth | PAH | Metal | Dio/Fur | DPM +DEOG[2] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 88.43 | 73.53 | 43.56 | 10.46 | 4.73 | 666.34 | 0.00 | 225.78 | 11.26 | 0.04012 | 5.99E-07 | 594.76 |

[1] Abbreviations from left: Benzene, Formaldehyde, Acetaldehyde, 1.3-Butadiene, Other Gaseous Hydrocarbon HAPs (Toluene, Xylene, 2,2,4-Trimethylpentane, Hexane, Ethyl Benzene, Styrene, Propionaldehyde), Methyl Tertiary Butyl Ether, Ethanol, Polycyclic Aromatic Hydrocarbons (16 PAHs), Metal Compounds (Arsenic, Chromium, Manganese, Mercury, Nickel), Dioxins and Furans (17), and diesel particulate matter and diesel exhaust organic gases (represented as total of diesel fleet exhaust VOC and exhaust $PM_{10}$).
[2] Note that the DPM+DEOG emissions estimates are not exclusive of the other tabulated fleetwide HAPs emissions estimates.

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## PURPOSE

This work provides the requisite on-road mobile source portion of the 2017 periodic year emissions inventories and county database files (CDBs) for all 254 Texas counties. The State of Texas is required to submit periodic emissions inventories and U.S. Environmental Protection Agency (EPA) Motor Vehicle Emissions Simulator (MOVES) CDBs under the Air Emissions Reporting Requirements (AERR) to support the EPA's comprehensive three-year cycle National Emissions Inventory (NEI). Annual, summer work weekday, and winter work weekday emissions inventory estimates of criteria air pollutants (CAPs), CAP precursors, and hazardous air pollutants (HAPs) were developed.

## BACKGROUND

The Texas Commission on Environmental Quality (TCEQ) works with local planning districts, the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute (TTI) to provide on-road mobile source emissions inventories of air pollutants. TxDOT typically funds transportation conformity determinations required under 40 Code of Federal Regulations (CFR) Part 93. The TCEQ funds mobile source inventory work in support of federal Clean Air Act (CAA) requirements, such as attainment of the National Ambient Air Quality Standards (NAAQS), and the study and control of HAPs, including those from motor vehicles and/or motor vehicle fuels (as mandated under CAA sections 202 and 211).

Under the AERR, states are required to prepare and submit a comprehensive statewide periodic emissions inventory and any applicable modeling inputs every three years. The three-year cycle inventory year for this work was 2017 and was due to the EPA by December 31, 2018. This work required TTI to develop 2017 mobile source model inputs for MOVES and emissions estimates for CAPs, CAP precursors, and HAPs. The on-road mobile CDBs and inventories prepared under this work incorporated recently collected data for calendar year 2017 and used the newest version of the MOVES model.

## DEVELOPMENT OF 2017 ON-ROAD MOBILE SOURCE EMISSIONS INVENTORIES PRE-ANALYSIS PLAN

TTI prepared a pre-analysis plan detailing how TTI was to develop and produce the Texas 2017 on-road mobile source triennial (periodic) emissions inventories and CDBs according to AERR requirements, per the following detailed instructions.

The 2017 on-road mobile source emissions inventories included emissions estimates for CAPs, CAP precursors, and HAPs for the following timeframes: summer work weekday, winter work weekday, and annual. TTI obtained the latest available fleet characteristic data and local 2017 meteorological data.

TTI developed seasonal weekday (winter and summer work weekday) emissions estimates for 2017 by county using the detailed link-based time-of-day methodology for counties with current travel demand models (TDM) available, and for counties without current TDMs using the Highway Performance Monitoring System [HPMS]-based time-of-day methodology. The TDM and HPMS-based counties are shown in Table 1.

**Table 1. Areas, Counties, and Activity Basis for AERR and Toxics Inventory.**

| Area[1] | Counties | Activity Basis |
|---|---|---|
| 1. Austin | Bastrop, Burnet, Caldwell, Hays, Travis, Williamson | TDM |
| 2. Beaumont-Port Arthur | Jefferson, Hardin, and Orange | TDM |
| 3. Dallas-Fort Worth | Collin, Denton, Dallas, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise | TDM |
| 4. El Paso[2] | El Paso | TDM |
| 5. Houston-Galveston-Brazoria | Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller | TDM |
| 6. San Antonio | Bexar, Comal, Guadalupe, Kendall, Wilson | TDM |
| 7. Tyler-Longview-Marshall | Gregg, Smith<br>Harrison, Rusk, Upshur | TDM<br>HPMS |
| 8. Remainder of Texas | 214 Counties | HPMS |
| **Totals by Activity Basis** | **37**<br>**217** | **TDM**<br>**HPMS** |

[1] The 40 counties listed as (1) through (7) were modeled using county-level emissions rates, whereas the remaining 214 counties (8) were modeled using the statewide inventory methodology, which produces emissions rates estimates by county groups.
[2] El Paso is the only county for which a winter weekday inventory was produced.

The EPA requires 2017 emissions inventory data to be reported through the Central Data Exchange (CDX) system. TTI prepared summary files for submittal of the 2017 AERR and HAPs inventories to the CDX consistent with the format requirements of the Consolidated Emissions Reporting Schema (CERS) written in Extensible Markup Language (XML).

TTI produced 2017 AERR CAP and HAP emissions inventories and MOVES CDBs based on pertinent EPA requirements and guidance on development of actual emissions inventories. TTI used emissions inventory development methods agreed upon in consultation with the TCEQ.

Additionally, TTI produced all required emissions inventories consistent with the following bulleted items:

- Used the most recent version of the EPA's on-road emissions model, MOVES2014a, released December 2015, updated November 2016, as the emissions factor model for developing inventories for this task.[4]

[4] Although several updates to MOVES2014a have been released, followed by MOVES2014b (also with an update), it should be noted that the EPA has indicated that the on-road mobile emissions estimates of MOVES model updates after the MOVES2014a November 2016 release are consistent with results from the MOVES2014a November 2016 release (used in this analysis). TTI verified this with model results comparisons. (Most of the MOVES2014a updates and new features in MOVES2014b were related to non-road mobile emissions.)

- Produced annual and summer work weekday (Monday through Friday) emissions statewide for all 254 Texas counties. Produced winter work weekday (Monday through Friday) emissions for El Paso County only.
- For the CAPs and CAP precursors, developed and produced inventories for three temporal levels: 1) summer work weekday; 2) winter work weekday (El Paso County only); and 3) annual (calendar year totals for all counties).
- Included the following CAPs and CAP precursors in the inventories: volatile organic compounds (VOC), carbon monoxide (CO), oxides of nitrogen ($NO_x$), sulfur dioxide ($SO_2$), ammonia ($NH_3$), carbon dioxide ($CO_2$), particulate matter with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), and particulate matter with an aerodynamic diameter equal to or less than 10 microns ($PM_{10}$).
- Used summer work weekday and winter work weekday as the day type for the seasonal inventories. Adjusted average daily activity levels for the activity level difference between average annual and average for summer months or winter months and for weekday.
- For the HAPs, developed and produced annual inventories (all 254 counties).
- Included the following HAPs in the inventories produced for this task: the six priority mobile source air toxics (MSATs) (benzene, methyl tertiary-butyl ether, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein); and the additional on-road mobile source air toxic pollutants included in the MOVES2014a database (gaseous hydrocarbons, metals, dioxin/furans, and polycyclic aromatic hydrocarbons). Included all 21 MSATs listed in the EPA's 2001 MSAT rule that are also included in the MOVES2014a database.
- Used 2017 climate inputs. Used temperature, humidity, barometric pressure, and other data, as agreed upon and provided by the TCEQ (TCEQ monitoring operations or national climatic data, for subject counties or meteorologically similar county groups).
- Used the most current vehicle miles traveled (VMT) mixes. The VMT mixes were consistent with the EPA MOVES source use types.
- Used the latest available data for the off-network activity development. Developed off-network activity inputs based on current Texas on-road inventory development processes and documented the processes for development in the pre-analysis plan.
- Used the latest available regional registration data as input for locality-specific age distributions.
- Modeled the effects of the oxygenated fuel program for El Paso.
- Used MOVES individual fuel parameter inputs consistent with CFR Title 40 - Protection of the Environment, Part 80 - Regulation of Fuels and Fuel Additives, Section 27 - Controls and Prohibitions on Gasoline Volatility (40 CFR § 80.27).
- Used EPA's 2017 reformulated gasoline (RFG) compliance data and the 2017 fuel property survey data, including Reid Vapor Pressure (RVP), to develop model inputs. The TCEQ provided the 2017 Summer Fuel Field Study Final Report and associated electronic files.
- Modeled the effects of all the federal motor vehicle control programs.

- Modeled RFG for the HGB area and the following four DFW counties: Collin, Dallas, Denton, and Tarrant.
- Modeled the Austin-Round Rock, DFW, HGB, and El Paso inspection and maintenance (I/M) program areas.
- Modeled either federally regulated gasoline and diesel sulfur levels or latest available fuel survey data, as appropriate.
- Quantified VMT by summer and winter work weekday (Monday through Friday): TTI used TDM network link-based VMT for the counties in the seven areas listed previously in Table 1 with current TDMs and used HPMS-based VMT for counties without a TDM.
- Post-processed the diesel vehicle $NO_x$ emissions factors to account for the Texas Low Emission Diesel (TxLED) program, consistent with 30 Texas Administrative Code (TAC) Sections 114.312-114.319. Used year-specific TxLED adjustment factors developed using the benefit information described in the EPA *Memorandum on Texas Low Emission Diesel Fuel Benefits,* and the method as documented in previous Texas on-road inventory development reports.

TTI documented the MOVES modeling approach, inventory inputs, and inventory development procedures in the pre-analysis plan and provided it to the TCEQ.

## DEVELOPMENT OF 2017 ON-ROAD MOBILE SOURCE ANNUAL, SUMMER WORK WEEKDAY AND WINTER WORK WEEKDAY EMISSIONS INVENTORIES AND MOVES CDB'S FOR ALL TEXAS COUNTIES

TTI developed and produced the Texas 2017 on-road mobile source triennial (periodic) emissions inventories and CDBs for all 254 counties according to the AERR requirements and to the pre-analysis plan, approved by the TCEQ.

TTI provided inventory summary data in a loadable format compatible with the EPA's Emissions Inventory System (EIS) and the TCEQ's Texas Air Emissions Repository (TexAER). The format was based upon the most recent version of the EPA's NEI format with the CERS written in XML. The loadable inventory files were based upon the source classification codes (SCCs) that are compatible with the 2017 NEI code list. TTI developed and delivered SCC-based inventory files in CERS XML format and tab-delimited format.

TTI developed and delivered a set of MOVES CDBs that included county-specific activity and control program tables sufficient for the CDBs to be used in MOVES inventory mode and produce results consistent with, though not necessarily identical to, the results produced using MOVES rates output and the TTI post-processing inventory development utility. The activity and fleet characterization tables included: VMT; monthly, day-of-week, and hourly VMT distributions; source type populations; and source type age distributions.

TTI provided CDBs in a loadable format compatible with the EPA's EIS. TTI provided the loadable-ready CDBs in conjunction with the emissions inventories.

TTI maintains a record of all electronic files developed or used in conjunction with the completion of this work. TTI submitted all pertinent data relating to this work to the TCEQ in the specified electronic format. The following were included in the electronic file submission:

- A document listing all the files being submitted and detailing file naming conventions;
- MOVES CDBs, MOVES run spec files, and MySQL files used to process data files for MOVES runs;
- All pertinent data relating to task activities;
- Two standard sets of activity and inventory summary files: one based upon MOVES source use types (SUTs) and one based upon the EPA's SCCs;
- TexAER-ready formatted inventory files;
- Inventory files formatted ready for uploading to the EPA's EIS; and
- CDBs formatted and ready for uploading to the EPA's EIS.

Appendix A provides the description of the electronic data submittal.

This report covers the El Paso County area. It is one of eight reports, by geographic area listed in Table 1, documenting development of the 2017 AERR on-road mobile source inventories for all 254 Texas counties. This analysis included both seasonal weekday and annual emissions estimates for VOC, CO, $NO_x$, $SO_2$, $NH_3$, $CO_2$, $PM_{2.5}$, and $PM_{10}$; and annual estimates for 70 HAPs including 14 gaseous hydrocarbons, 32 polycyclic aromatic hydrocarbons (16 compounds, estimated in both gaseous and particulate phase components), seven metal compounds, and 17 dioxins and furans. Emissions summaries by the on-road pollutant emissions processes available in MOVES were included (which excludes refueling processes).

**Acknowledgments**

Dennis Perkinson, Ph.D., Madhushudan Venugopal, Chaoyi Gu, Stacey Schrank, and Martin Boardman, all of TTI, contributed to the development of the MOVES-based inventories and associated data delivered. The El Paso Metropolitan Planning Organization (EPMPO) provided the TDM datasets needed. The TCEQ provided meteorological input data. Dr. Perkinson produced the VMT mixes used to divide fleet VMT activity into MOVES SUT by fuel type categories, county VMT control totals, and hourly VMT and other VMT factors. Gu processed TDM-based activity (VMT and speeds), produced the vehicle population estimates, and performed the seasonal weekday and annual emissions inventory calculations. Schrank produced the off-network activity estimates. Gu and Venugopal produced the inventory XML file summaries and Gu produced the extra set of MOVES CDBs for use with MOVES in inventory mode. Boardman produced MOVES inputs, outputs and performed post-processing to produce the MOVES-based seasonal weekday emissions factors with adjustments for TxLED fuel, as well as MOVES emissions rate annualization factors for the annual emissions analysis. Gary Lobaugh, of TTI, was responsible for editing, design, and production of this technical report. Each member of the assigned TTI staff contributed to the quality assurance of the inventory elements. Dr. Perkinson was the principle investigator for this project. This work was performed by TTI under contract to the TCEQ. Aaron Slevin was the TCEQ project technical manager.

The discussion is organized in the following sections: Summary of Results, Overview of Methodology, Development of Vehicle Type VMT Mix, Estimation of Seasonal Weekday VMT, Estimation of Link Speeds, Estimation of Seasonal Weekday Off-Network Activity, Estimation of Seasonal Weekday Emissions Factors, Seasonal Weekday Emissions Calculations, Annual Activity and Emissions, Additional CDBs for MOVES Inventory Mode, Quality Assurance, and References.

## SUMMARY OF RESULTS

Table 2, Table 3, and Table 4 summarize the El Paso one-county area 2017 estimates of seasonal weekday 24-hour CAPs and $CO_2$ emissions, annual CAPs and $CO_2$ emissions, and annual HAPs emissions, respectively. Seasonal weekday VMT and speeds, and annual VMT estimates are also included. Note that while Table 4 includes separate estimated totals of all six priority MSATs (i.e., benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, and diesel particulate matter/diesel exhaust organic gases [DPM + DEOG]) and other individual HAPs or HAPs categories, the DPM + DEOG (estimated as total diesel fleet VOC and $PM_{10}$ exhaust) is not exclusive of the other HAPs listed.

The detailed emissions inventory results in a tab-delimited file formats (by pollutant and emissions process, for each SUT/fuel type [or vehicle type] and roadway category) were provided in electronic form as Appendix A (see description in Appendix A).

**Table 2. El Paso County 2017 Seasonal Weekday Emissions (Tons/Day).**

| Season | VMT | Speed[1] | VOC | CO | $NO_x$ | $CO_2$ | $SO_2$ | $NH_3$ | $PM_{10}$[2] | $PM_{2.5}$[2] |
|---|---|---|---|---|---|---|---|---|---|---|
| Summer | 17,450,293 | 37.2 | 9.51 | 95.10 | 21.08 | 9,752.32 | 0.10 | 0.49 | 1.40 | 0.62 |
| Winter | 18,319,403 | 36.9 | 8.91 | 89.48 | 23.93 | 9,705.29 | 0.10 | 0.52 | 1.55 | 0.71 |

[1] Miles-per-hour, aggregated by county.
[2] PM estimates are MOVES-based only (i.e., no re-suspended dust from roadways is included).

**Table 3. El Paso County 2017 Annual Emissions (Tons/Year).**

| VMT | VOC | CO | $NO_x$ | $CO_2$ | $SO_2$ | $NH_3$ | $PM_{10}$[1] | $PM_{2.5}$[1] |
|---|---|---|---|---|---|---|---|---|
| 6,445,665,568 | 3,271.31 | 32,890.36 | 8,063.25 | 3,489,014.08 | 35.59 | 181.96 | 518.20 | 236.66 |

[1] PM estimates are MOVES-based only (i.e., no re-suspended dust from roadways is included).



**Table 4. El Paso County 2017 Annual Hazardous Air Pollutant Emissions (Tons/Year).**

| Benz[1] | Form | Acet | 1,3-But | Acrol | OGH | MTBE | Eth | PAH | Metal | Dio/Fur | DPM +DEOG[2] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 88.43 | 73.53 | 43.56 | 10.46 | 4.73 | 666.34 | 0.00 | 225.78 | 11.26 | 0.04012 | 5.99E-07 | 594.76 |

[1] Abbreviations from left: Benzene, Formaldehyde, Acetaldehyde, 1.3-Butadiene, Other Gaseous Hydrocarbon HAPs (Toluene, Xylene, 2,2,4-Trimethylpentane, Hexane, Ethyl Benzene, Styrene, Propionaldehyde), Methyl Tertiary Butyl Ether, Ethanol, Polycyclic Aromatic Hydrocarbons (16 PAHs), Metal Compounds (Arsenic, Chromium, Manganese, Mercury, Nickel), Dioxins and Furans (17), and diesel particulate matter and diesel exhaust organic gases (represented as total of diesel fleet exhaust VOC and exhaust $PM_{10}$).
[2] Note that the DPM+DEOG emissions estimates are not exclusive of the other tabulated fleetwide HAPs emissions estimates.

## OVERVIEW OF METHODOLOGY

TTI used its detailed TDM link-based, rates-per-activity inventory methodology to produce MOVES-based, on-road vehicle, 2017 seasonal weekday emissions inventories. To develop the calendar year 2017 annual emissions inventories, TTI used its annualization of summer weekday methodology, for which the summer weekday inventories were a major input.

For seasonal weekday analyses, the TDM link-based, on-road mobile inventory method produces and reports county-level, seasonal weekday, hourly emissions and activity estimates by vehicle type (Table 5), pollutant (Table 6 and Table 7), and roadway-based and off-network-based emissions processes (Table 8). For annual inventory analyses, results are reported similarly, except for the entire calendar year. This section provides an overview of the seasonal weekday TDM link-based inventory methodology, followed by the annual inventory methodology.

For the roadway-based component of the weekday analysis, emissions rates (e.g., grams/mile [g/mi]) produced using MOVES are combined externally with each TDM network link (or roadway segment) VMT estimate (based on link speed and hour) to calculate the roadway-based inventories.

For the off-network component of the weekday inventories, the process requires off-network activity estimates for starts, source hours parked (SHP), source hours extended idling (SHI), and auxiliary power unit (APU) hours. Emissions rates are produced in these activity terms for the off-network emissions calculations. All the activity-based rates required in the TTI inventory process are now directly available from MOVES2014a, except for the SHP-based evaporative rates, which are produced using the TTI inventory utilities.[5]

TTI previously developed the set of external inventory development utilities for use with MOVES that is currently compatible with MOVES2014a. See Appendix B for more information on TTI's MOVES-based inventory utilities.[6]

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[5] MOVES2010b and earlier versions of MOVES provided the off-network start, evaporative, and extended idling rates only in "per vehicle" units, not applicable to the TTI activity-based inventory process; TTI post-processing procedures and utilities were used to produce the MOVES off-network rates in all the needed activity units. The previous version of MOVES (MOVES2014) added several new types of emissions rates (i.e., off-network start and extended idling and APU process rates in terms of mass per unit of activity).

[6] The TTI's MOVES2014a-compatible inventory estimation utilities are detailed in*: TTI Emissions Inventory Estimation Utilities Using MOVES: MOVES2014aUTL User's Guide, TTI, August 2016.*

**Table 5. MOVES SUT/Fuel Types (Vehicle Types).**

| SUT ID | SUT Description | SUT Abbreviation[1] |
|---|---|---|
| 11 | Motorcycle | MC |
| 21 | Passenger Car | PC |
| 31 | Passenger Truck | PT |
| 32 | Light Commercial Truck | LCT |
| 41 | Intercity Bus | IBus |
| 42 | Transit Bus | TBus |
| 43 | School Bus | SBus |
| 51 | Refuse Truck | RT |
| 52 | Single Unit Short-Haul Truck | SUShT |
| 53 | Single Unit Long-Haul Truck | SULhT |
| 54 | Motor Home | MH |
| 61 | Combination Short-Haul Truck | CShT |
| 62 | Combination Long-Haul Truck | CLhT |

[1] The SUT/fuel type (or vehicle type) labels are the combined SUT abbreviation and fuel type names separated by an underscore (e.g., MC_Gas, RT_Diesel, and SBus_Gas are motorcycles, diesel-powered refuse trucks, and gasoline-powered school buses, respectively).

The methodologies estimate emissions for an estimated regional fleet mix composed of the predominant gasoline-powered and diesel-powered vehicles. Alternative fuel vehicles were treated as *de minimis*.

**Table 6. CAPs and CAP Precursors Included in Daily and Annual Inventories.**

| MOVES Pollutant ID | Pollutant Name | NEI Pollutant Code |
|---|---|---|
| 2 | Carbon Monoxide (CO) | CO |
| 3 | Oxides of Nitrogen ($NO_x$) | NOX |
| 30 | Ammonia ($NH_3$) | NH3 |
| 31 | Sulfur Dioxide ($SO_2$) | SO2 |
| 87 | Volatile Organic Compounds (VOC) | VOC |
| 90 | Atmospheric $CO_2$ | CO2 |
| 100 | Primary Exhaust $PM_{10}$ – Total | PM10-PRI |
| 106 | Primary $PM_{10}$ –Brakewear Particulate | PM10-PRI |
| 107 | Primary $PM_{10}$ – Tirewear Particulate | PM10-PRI |
| 110 | Primary Exhaust $PM_{2.5}$ – Total | PM25-PRI |
| 116 | Primary $PM_{2.5}$ – Brakewear Particulate | PM25-PRI |
| 117 | Primary $PM_{2.5}$ – Tirewear Particulate | PM25-PRI |

**Table 7. HAPs Included in Annual Inventories.**

| Category[1] | MOVES Pollutant ID[2] | | Pollutant Name[2] | NEI Pollutant Code[2] |
|---|---|---|---|---|
| Gaseous HC | 20 | | Benzene | 71432 |
| | 21 | | Ethanol | 64175 |
| | 22 | | MTBE | 1634044 |
| | 24 | | 1,3-Butadiene | 106990 |
| | 25 | | Formaldehyde | 50000 |
| | 26 | | Acetaldehyde | 75070 |
| | 27 | | Acrolein | 107028 |
| | 40 | | 2,2,4-Trimethylpentane | 540841 |
| | 41 | | Ethyl Benzene | 100414 |
| | 42 | | Hexane | 110543 |
| | 43 | | Propionaldehyde | 123386 |
| | 44 | | Styrene | 100425 |
| | 45 | | Toluene | 108883 |
| | 46 | | Xylene | 1330207 |
| Polycyclic Aromatic HC (PAH) | **Gas** | **PM** | | |
| | 170 | 70 | Acenaphthene | 83329 |
| | 171 | 71 | Acenaphthylene | 208968 |
| | 172 | 72 | Anthracene | 120127 |
| | 173 | 73 | Benz(a)anthracene | 56553 |
| | 174 | 74 | Benzo(a)pyrene | 50328 |
| | 175 | 75 | Benzo(b)fluoranthene | 205992 |
| | 176 | 76 | Benzo(g,h,i)perylene | 191242 |
| | 177 | 77 | Benzo(k)fluoranthene | 207089 |
| | 178 | 78 | Chrysene | 218019 |
| | 168 | 68 | Dibenzo(a,h)anthracene | 53703 |
| | 169 | 69 | Fluoranthene | 206440 |
| | 181 | 81 | Fluorene | 86737 |
| | 182 | 82 | Indeno(1,2,3,c,d)pyrene | 193395 |
| | 185 | 23 | Naphthalene | 91203 |
| | 183 | 83 | Phenanthrene | 85018 |
| | 184 | 84 | Pyrene | 129000 |

**Table 7. HAPs Included in Annual Inventories (Continued).**

| Category[1] | MOVES Pollutant ID[2] | Pollutant Name[2] | NEI Pollutant Code[2] |
|---|---|---|---|
| Metal | 60 | Mercury Elemental Gaseous | 200 |
| | 61 | Mercury Divalent Gaseous | 201 |
| | 62 | Mercury Particulate | 202 |
| | 63 | Arsenic Compounds | 93 |
| | 65 | Chromium 6+ | 18540299 |
| | 66 | Manganese Compounds | 7439965 |
| | 67 | Nickel Compounds | 7440020 |
| Dioxin/Furan | 130 | 1,2,3,7,8,9-Hexachlorodibenzo-p-Dioxin | 19408743 |
| | 131 | Octachlorodibenzo-p-dioxin | 3268879 |
| | 132 | 1,2,3,4,6,7,8-Heptachlorodibenzo-p-Dioxin | 35822469 |
| | 133 | Octachlorodibenzofuran | 39001020 |
| | 134 | 1,2,3,4,7,8-Hexachlorodibenzo-p-Dioxin | 39227286 |
| | 135 | 1,2,3,7,8-Pentachlorodibenzo-p-Dioxin | 40321764 |
| | 136 | 2,3,7,8-Tetrachlorodibenzofuran | 51207319 |
| | 137 | 1,2,3,4,7,8,9-Heptachlorodibenzofuran | 55673897 |
| | 138 | 2,3,4,7,8-Pentachlorodibenzofuran | 57117314 |
| | 139 | 1,2,3,7,8-Pentachlorodibenzofuran | 57117416 |
| | 140 | 1,2,3,6,7,8-Hexachlorodibenzofuran | 57117449 |
| | 141 | 1,2,3,6,7,8-Hexachlorodibenzo-p-Dioxin | 57653857 |
| | 142 | 2,3,7,8-Tetrachlorodibenzo-p-Dioxin | 1746016 |
| | 143 | 2,3,4,6,7,8-Hexachlorodibenzofuran | 60851345 |
| | 144 | 1,2,3,4,6,7,8-Heptachlorodibenzofuran | 67562394 |
| | 145 | 1,2,3,4,7,8-Hexachlorodibenzofuran | 70648269 |
| | 146 | 1,2,3,7,8,9-Hexachlorodibenzofuran | 72918219 |

[1] MOVES models two groups of metal emissions, those used for air quality modeling, and metals due to their known toxicity (i.e., the seven metal species in this table) (See Section 2.3 in *Air Toxic Emissions from On-Road Vehicles in MOVES2014*, EPA, November 2016). The other metals (e.g., iron, aluminum) were not estimated separately as HAPs, but were, by default, included in the aggregate exhaust $PM_{2.5}$ estimates.

[2] These 70 HAPs available in MOVES are the same 70 as identified in Table 1 through 4 of EPA's *Air Toxic Emissions* report. All NEI pollutant codes were taken from the MOVES pollutants table, except for ethanol, which includes a placeholder ID created from the associated CAS number (see Table 1, from the *Air Toxic Emissions* report).

Table 8 shows the MOVES on-road emissions rates with associated processes and activity factors, used in the link-based seasonal weekday analyses.

**Table 8. Emissions Rates by MOVES Emissions Process and Activity Factor.**

| Process (Process ID) | Activity[1] | Emissions Rates[2] |
|---|---|---|
| Running Exhaust (1) | VMT | mass/mile (mass/mi) |
| Crankcase Running Exhaust (15) | VMT | mass/mi |
| Brake Wear (9) | VMT | mass/mi |
| Tire Wear (10) | VMT | mass/mi |
| Start Exhaust (2) | starts | mass/start |
| Crankcase Start Exhaust (16) | starts | mass/start |
| Extended Idle Exhaust (90) | SHI | mass/shi |
| Crankcase Extended Idle Exhaust (17) | SHI | mass/shi |
| Auxiliary Power Exhaust (91) | APU Hours | mass/APU hour |
| Evaporative Permeation (11)<br>Evaporative Fuel Vapor Venting (12)<br>Evaporative Fuel Leaks (13) | VMT, SHP | mass/mi, mass/shp |

[1] VMT, SHP, vehicle starts, and emissions producing hotelling activity (SHI and diesel APU hours) are the basic activity factors. SHI and APU hours are for combination long-haul trucks only.
[2] All mass per activity rates shown are available in MOVES rate mode table output, except for mass/shp, which is produced using the TTI RatesCalc utility.

### Major Inventory Components – Weekday Inventories

The county inventory estimation process requires development of the following major inventory components. All are inputs to the emissions calculation utility, except vehicle populations, which are an intermediate input needed for calculating estimates of SHP and vehicle starts activity.

- District, four-period, time-of-day, vehicle type VMT mix;
- County, hourly, on-road fleet link VMT and average speeds;
- County vehicle type populations;
- County, hourly, vehicle type SHP;
- County, hourly, vehicle type starts;
- County, hourly, combination long-haul truck SHI and APU hours;

- County, hourly, vehicle type MOVES-based on-road rates: mass/mile, mass/SHP, mass/start, mass/SHI, and mass/APU hour; and
- On-road SCCs from MOVES.

The TTI utilities used to develop or process these inventory components are outlined and described in Appendix B, which also includes an inventory production process flow diagram.

**VMT Mix – Weekday Inventories**

The VMT mix designates the vehicle types included in the analysis, and specifies the fraction of on-road fleet VMT attributable to each vehicle type by day type (i.e., average weekday) and by MOVES road type.

The VMT mixes were estimated based on TTI's 24-hour average VMT mix method, expanded to produce the four-period, time-of-day estimates.[7] The procedure sets Texas vehicle registration category aggregations for MOVES SUT categories to be used in the VMT mix estimates, as well as for developing other fleet parameter inputs needed in the emissions estimation process (e.g., vehicle age distributions). The VMT mix procedure produced a set of four-period, time-of-day, weekday, average vehicle type VMT allocations by MOVES road type estimated for each TxDOT district for use with the counties within each district. The data sources used were recent, multi-year TxDOT vehicle classification counts, year-end TxDOT/Texas Department of Motor Vehicles (TxDMV) registration data, and MOVES default data.

**On-Road Fleet Link-VMT and Speeds – Weekday Inventories**

Time period and day-type-specific fleet VMT and average operational speed inputs were required in the roadway-based calculations (product of "per mile" emission rates and VMT).

TTI estimated 2017, county, hourly, directional, TDM network link-based, seasonal weekday VMT and speeds for input to the emissions calculations. County VMT control totals were estimated based on latest available, historical AADT VMT data (1990 through 2016 HPMS) projected to 2017 and seasonal weekday adjustment factors. The control totals were distributed by hour and direction to associated TDM network links and added intrazonal links. TxDOT or the local metropolitan planning organization (MPO) provided the latest TDM dataset. The seasonal weekday adjustments and hourly distributions used were developed with TxDOT automatic traffic recorder (ATR) data from the local area. Link operational speeds were estimated using TTI's speed model with estimates of link-based volumes, capacities, free-flow speeds, and delay. The county VMT control totals produced were treated as historical (actual) VMT for the analysis.

**Vehicle Population and Off-Network Vehicle Activity Estimates – Weekday Inventories**

The non-roadway-based inventory estimates (e.g., from vehicle starts, parked vehicle evaporative processes, hotelling activity) were calculated as the product of the amount of associated activity and the pollutant mass per unit of activity (rate per activity terms as shown in Table 8). To estimate the SHP and vehicle starts activity, vehicle population estimates were needed.

[7] *MOVES Source Use Type and VMT Mix for Conformity Analysis,* TTI, August 2017.

Hotelling activity estimates (composed largely of the emissions-producing SHI and diesel APU hours) were based on county-specific actual estimates.[8]

***Vehicle Type Populations***: TTI based the vehicle population estimates on vehicle registration data, vehicle population factors developed from the VMT mix, and VMT growth estimates. For future years, vehicle type populations are estimated as a function of base (e.g., latest available, mid-year) registrations, grown to a future value (growth as a function of base and future county-level VMT), and all roads-weekday VMT mix-based vehicle type population factors for the analysis year. The latest available mid-year TxDMV registrations data were for 2014, thus VMT growth estimates were used to scale vehicle population estimates from 2014 to the 2017 analysis year.

***SHP*:** The SHP was estimated as a function of total hours (hours a vehicle exists) minus its hours of operation on roads (source hours operating [SHO], which is the same as vehicle hours travelled [VHT]). For a historical year, the vehicle type SHP estimates are based on VMT mix, link VMT and speeds, and the vehicle population estimates. The VMT mix is applied to the link VMT to produce vehicle-type-specific VMT estimates. Link VMT is divided by the associated speed to produce SHO estimates, which are aggregated by vehicle type and subtracted from the associated source hours resulting in the SHP estimates. For a future year the vehicle type SHP is estimated in the same manner as for historical years, except using the future year link VMT and speeds, VMT mix, and vehicle population estimates. Although 2017 is historical, the SHP procedure was treated as a forecast, since vehicle populations were forecast. This was performed at county-level by hour.

***Starts***: Engine starts were based on the MOVES national default starts per vehicle, and the local, county, vehicle population estimates. MOVES default weekday starts per vehicle were used. The starts were calculated as the product of starts/vehicle from MOVES, and the local, county, vehicle type population estimates. This was performed for each county by hour.

***SHI and APU Hours***: The SHI and APU hours, two activity components comprising the diesel combination long-haul truck hotelling hours, were estimated at the county-level using TTI's current procedure and new, base, hotelling activity estimates from the TCEQ's 2017 truck idling study. TTI used the 24-hour winter weekday 2017 baseline, county-level hotelling estimates from the truck idling study in combination with winter weekday to summer weekday adjustment factors to produce summer weekday 2017, county, hourly hotelling activity estimates. Hotelling hourly factors (estimated by inverting hourly VHT factors) were then applied to allocate the 24-hour hotelling hours estimates to each hour of the day. Estimated SHI and APU hours fractions of hotelling hours based on an updated hotelling activity distribution from the truck idling study were used to separate SHI and APU hours activity from total hotelling hours, at the county-level for each hour of the day.

### MOVES Emissions Factors – Weekday Inventories

TTI produced the emissions rates look-up table inputs to TTI's EmsCalc inventory calculation utility in three basic steps. The first step was to set up and execute the MOVES emissions rate

[8] Base estimates of hotelling hours used in this analysis are 2017 winter weekday estimates, developed by TTI during the truck idling study that produced county 24-hour hotelling estimate totals for all Texas counties, sponsored by the TCEQ starting in 2017.

mode runs. The next step was to perform the initial post-processing, which calculates rates in the form needed that are not directly available from MOVES. Performing the final post-processing to make needed adjustments and screen out non-applicable pollutants finished the process.

Local input parameters were developed and used to produce rates reflective of the local scenario conditions (e.g., weather and fleet characteristics, fuel properties, I/M program where required). MOVES county scale, rates mode modeling scenarios produced rates for the MOVES weekday day type by pollutant, process, speed (for roadway-based processes), hour, road type, and average vehicle type. Two rates post-processing steps were performed to produce the final rates in the form needed. The first step produced the mass-per-SHP off-network evaporative rates not available from MOVES. The final rates post-processing step extracted the rates needed in the inventory calculations (i.e., screened out any unneeded pollutants/processes remaining from the previous step), and made adjustments, where required (e.g., for estimated TxLED effects on diesel vehicle $NO_x$ rates, for affected counties).

County-level, MOVES weekday hourly emissions factors were developed. Actual, local, county-level activity estimates were then externally combined with the associated emissions rates in the EmsCalc utility inventory calculations.

**Inventory Calculations – Weekday Inventories**

Inventories were calculated for using the EmsCalc utility. The major inputs in summary were: TxDOT district-level, weekday, time-of-day VMT mix by MOVES road type; county, hourly, on-road fleet, link VMT and speed estimates; county, hourly, off-network activity estimates by vehicle type of SHP, starts, SHI, and APU hours; and county-level look-up tables of hourly MOVES weekday rates by road type, speed bin, vehicle type, pollutant and process.

For the VMT-based calculations, county-to-TxDOT district, TDM road type/area type-to-MOVES road type, and hour-of-day to time-of-day period designations were used to match the appropriate VMT mixes with the link VMT. The VMT mixes by MOVES road type were multiplied by the link fleet VMT to distribute each link's VMT to the different vehicle types. Emissions rates for each link's average speed were interpolated (see procedure in Appendix B) from the appropriate set of look-up table rates and corresponding index speeds (i.e., the average bin speeds of 2.5, 5.0, 10.0, 15.0, … 75.0 mph), bounding the link's average speed. For link speeds below or above the minimum and maximum average bin speeds of 2.5 and 75 mph, the rates for those bounding speeds were used. The estimated vehicle type and MOVES road type link-speed-specific rates for each process were then multiplied by the associated VMT to produce the link-based estimates. This process was performed for each hour, by county.

For the off-network calculations, which are county-level, the vehicle type, county-level rates were multiplied by the associated county total activity estimate (starts, SHP, SHI, APU hours), as determined by the pollutant process. This process was performed for each hour, by county.

The on-road mobile inventory utilities produce two types of tab-delimited summary output files (optional hourly link-emissions files for photochemical modeling applications were excluded). The standard on-road tab-delimited output file includes hourly and 24-hour activity and emissions results summarized by vehicle type and road type. The SCC tab-delimited output feature produces 24-hour activity and emissions data in a form (aggregated and re-coded with

SCCs) consistent with the EPA's 2017 National Emissions Inventory (NEI), as needed for uploading specified inventory data to the TCEQ's TexAER and EPA's EIS.

TTI further prepared the seasonal weekday inventory data for uploading to the TCEQ's TxAER and EPA's EIS by converting the SCC-coded inventory output to the required uploadable format (EPA's EIS NEI CERS XML format), using TTI's MOVESsccXMLformat utility. Appendix A contains more information on the output definitions and specifications, including the inventory data formatted for compatibility with TexAER and EIS.

TTI developed and maintains a series of computer utilities used to calculate and summarize detailed, on-road mobile source, emissions inventories in various formats, such as those used in this analysis. Appendix B describes these applications.

**Inventory Calculations – Annual (Year) Inventories**

The annual activity and emissions were calculated by converting (or annualizing) the average summer weekday emissions using two sets of annualization factors: activity annualization factors, and emissions rate annualization factors.

The activity annualization factors (for VMT, starts, SHP, and hotelling hours) were developed using annual activity (developed using similar calculation procedures to MOVES) and the average summer weekday activity. The activity annualization factors were calculated by dividing the calculated annual activity by the summer weekday activity from the emissions inventory development process.

The emissions rate annualization factors were developed using the emissions and activity output from specialized annual and summer weekday MOVES inventory mode runs. Annual and summer weekday emissions rates were calculated by dividing the MOVES emissions output by the appropriate MOVES activity output, producing both annual and summer weekday emissions rates. The emissions rate annualization factors were calculated by dividing the annual emissions rate by the summer weekday emissions rate.

The annual activity was calculated by multiplying the summer weekday activity by the appropriate activity annualization factor. The annual emissions were calculated by multiplying the summer weekday emissions by the appropriate activity annualization factor and by the appropriate emissions rate annualization factor. In some cases, emissions rate annualization factors did not exist due to no emissions in the summer weekday MOVES inventory mode run. An example is where hydrocarbon start emissions are equal to zero, for certain heavy-duty diesel-powered source types (i.e., combination trucks and transit buses), and where the minimum daily temperature is 75 degrees Fahrenheit or higher. In these cases, the annual emissions were calculated by multiplying the annual emissions rate by the annual activity.

As with the seasonal weekday inventories, two types of tab-delimited summary output files were also produced for the annual inventory estimates. The standard on-road tab-delimited output file includes annual activity and emissions results summarized by vehicle type and road type. The SCC tab-delimited output produced includes annual activity and emissions data aggregated and coded consistent with the EPA's 2017 NEI, as needed for uploading inventory data to the TCEQ's TexAER and EPA's EIS.

TTI further prepared the annual inventory data to the upload-ready format needed for the TCEQ's TxAER and EPA's EIS by converting the SCC-coded inventory output to the required EPA EIS NEI CERS XML format, using TTI's MOVESsccXMLformat utility. Appendix A contains more information on the output definitions and specifications, including the inventory data formatted for compatibility with TexAER and EIS.

### Additional Inventory Mode MOVES CDBs

TTI developed two sets of MOVES CDBs (one for the seasonal weekday period and one for annual period) that included county-specific activity and control program tables sufficient for use in MOVES inventory mode to produce results consistent with, though not necessarily identical to, the results produced using MOVES rates output and the TTI post-processing inventory development utility.

TTI initially produced these additional seasonal weekday and annual inventory mode CDBs with a standard set of 26 MOVES data tables sufficient for local county MOVES inventory runs. The local data tables were produced by post-processing county link-based inventory data into the required MOVES formats and tables. TTI subsequently updated the additional annual inventory mode CDBs, as needed for submittal to the EPA for the NEI, by expanding the set of CDB tables and re-naming the CDBs to EPA's specifications. The MOVES annual CDBs for the NEI include 36 tables consistent with the EPA requirements.[9]

## DEVELOPMENT OF VEHICLE TYPE VMT MIX

VMT mix is a major input to the MOVES link-based emissions estimation process. It is an estimate of the fraction of on-road fleet VMT attributable to each SUT by fuel type, and is used to subdivide the total VMT estimates on each link into VMT by vehicle type. These hourly VMT estimates by vehicle type are combined with the appropriate vehicle type-specific emissions factors in the link-based emissions calculations.

Since the VMT mix can vary by time-of-day (and thus have an effect on the emissions totals), the TTI VMT mix procedure includes the option to develop VMT mix by time period. This feature is used in detailed, hourly link-based emissions analyses. Time period VMT mix (by MOVES roadway type and vehicle type) consists of four time periods: morning rush hour (AM peak), mid-day, evening rush hour (PM peak), and overnight.

TxDOT district-level, time period, and Weekday (average Monday through Friday) VMT mix (for gasoline-powered and diesel-powered vehicles) is estimated by the four MOVES road-type categories using the methodology characterizing VMT by vehicle type for a region (or district) as follows.[10]

1. MOVES – Data files of MOVES default values extracted from MOVES databases or *pro forma* runs.

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[9] The on-road inputs submittal guidance: *Instructions for Submitting ONROAD Inputs for the 2017 NEI* (EPA, July 31, 2018).

[10] *MOVES Source Use Type and VMT Mix for Conformity Analysis* (TxDOT Air Quality/Conformity IAC-A - TTI Task 409480-0843: Maintain, Update and Enhance Traffic Activity Estimation and Forecasting Methods), Texas Department of Transportation, Austin, TX. October 2017.

2. TxDOT Classification Counts – Data files of standard TxDOT classification data assembled and used for determining the in-use road fleet mix.
3. TxDMV Registration Data – Data files of standard TxDMV vehicle registration summary data assembled and used for determining the in-use road fleet mix.
4. TxDOT ATR Data – Data files of TxDOT ATR data assembled and used to allocate VMT by season and day of week.
5. Single Unit Local vs. Total SUT_HDVyy – Procedure based on registration data to generate factors to separate Single Unit versus Combined Unit trucks by region. (SUT_HDVyy has multiple outputs based on vehicle category and fuel.)
6. Combination Local vs. Total SUT_HDXyy – Procedure based on registration data to generate short-haul and long-haul combination truck proportions by region.
7. Day of Week (DOW) Factors by Urban Area/TxDOT District – Seasonal day-of-week factors from TxDOT ATR data used to allocate VMT by season and day-of-week by urban area/TxDOT district.
8. Single Unit Short-Haul vs. Long-Haul SUT_SSHZ – Procedure to separate single unit short-haul versus single unit long-haul using factors generated from SUT_HDVyy and classification count data. Short-haul and long-haul are functionally defined as local and pass through.
9. Combination Short-Haul vs. Long-Haul SUT_CSHZ – Procedure to separate combined short-haul versus combined long-haul using factors generated from SUT_HDXyy and classification count data. Short-haul and long-haul are functionally defined as local and pass through, respectively.
10. PV and LDT Fuel MF_Fuelyy – Procedure to generate passenger vehicle and light truck fuel allocation by year based on MOVES national default values and local registration data.
11. Single Unit and Combination Truck Fuel SUT_HDVyy – Procedure to generate single unit and combined truck fuel allocation factors from registration data. (SUT_HDVyy has multiple outputs based on vehicle category and fuel.)
12. SUT_yyddtt – Procedure to generate SUT proportions by year, day type, and time period, based on the previous steps.
13. MOVES SUTs – Output file of MOVES SUTs by region, analysis year, day type, and time period.

TxDOT district-level Weekday VMT mixes by MOVES road-type category were produced based on recent multi-year vehicle classification counts and appropriate end-of-year TxDMV vehicle registrations data. Using the same datasets and a similar procedure, aggregate (i.e., all road-type categories), TxDOT district-level weekday vehicle type VMT mixes (used in the vehicle population estimation) were also produced. To ensure general applicability and consistency across all study areas all VMT mixes were developed in five-year increments and applied to analysis years based on Table 9. The El Paso TxDOT District 2015 VMT mix estimates were used for this analysis. Appendix C provides a summary of the four period

time-of-day, weekday VMT mixes used. Appendix D provides a summary of the all roads aggregate, 24-hour weekday VMT mix used.

**Table 9. VMT Mix Year/Analysis Year Correlations.**

| VMT Mix Year | Analysis Years |
|---|---|
| 2010 | 2008 through 2012 |
| 2015 | 2013 through 2017 |
| 2020 | 2018 through 2022 |

## ESTIMATION OF SEASONAL WEEKDAY VMT

The detailed, hourly, link-based emissions inventory development process requires VMT estimates by hour and direction for each link in the TDM. This analysis also required that VMT be adjusted for HPMS consistency and to reflect estimated levels characteristic of typical analysis year summer and winter weekday activity scenario. The TRANSVMT utility (see Appendix B for a description of the utility), uses the latest available datasets from the El Paso 2020 regional TDM. The hourly and 24-hour VMT and VHT summaries by county and road type were provided electronically to the TCEQ (see Appendix A for electronic data descriptions).

### Data Sources

The latest available link data, trips data, and zonal radii datasets from the Austin 2020 TDM provided by the EPMPO (assignments dated April 5, 2018) were used to estimate the directional link VMT and speeds by hour. The TDM VMT represents average non-summer weekday traffic (ANSWT). Since intrazonal VMT are not accounted for in the TDM, the intrazonal VMT was estimated using the TDM's trip matrix and zonal radii datasets. The TDM assignments and trips data were by four time-periods, with time-period data applied to each hour as Table 10 shows.

**Table 10. El Paso Time-of-Day Travel Periods.**

| Period | Hours |
|---|---|
| AM Peak | 7 a.m. - 10 a.m. |
| Mid-Day | 10 a.m. – 3 p.m. |
| PM Peak | 3 p.m. – 7 p.m. |
| Overnight | 7 p.m. - 7 a.m. |

Several other data sources were used to adjust the VMT for HPMS consistency and to estimate the seasonal weekday VMT. The first data source is HPMS VMT estimates, which are based on traffic count data collected according to a statistical sampling procedure specified by the Federal Highway Administration (FHWA) designed to estimate VMT. The county total HPMS Annual Average Daily Traffic (AADT) VMT was used to ensure the travel model VMT was consistent with the HPMS VMT estimates. (EPA and FHWA have endorsed HPMS as the appropriate source of VMT and require that VMT used to construct on-road mobile source emissions estimates be consistent with that reported through HPMS.)

The second data source is ATR vehicle counts, which are collected by TxDOT at selected locations throughout Texas on a continuous basis. These vehicle counts are available by season, month, and weekday, as well as on an annual average daily basis (i.e., AADT). The counts are very well suited for making seasonal, day-of-week, and time-of-day comparisons (e.g., seasonal adjustment and hourly allocation factors), even though there may be relatively few ATR data collection locations in any given area.

Multiple years (2007 through 2016) of data from the ATR stations were grouped for this analysis at the TxDOT district level. This data source was used to produce the season and day-type-specific adjustment factor and the time-of-day (hourly) allocation factors. Traffic count data from the ATR stations within the El Paso TxDOT District were combined for use with El Paso County.

### VMT Adjustments

The TDM VMT was adjusted for HPMS consistency and for the season and day-type (i.e., summer weekday and winter weekday). For estimating VMT, 2017 was considered a historical year and county-level, HPMS-based, 2017 seasonal weekday VMT control totals were used to develop VMT adjustment factors.[11]

[11] Although treated as a historical year for the purpose of HPMS and summer weekday adjustments, the 2017 HPMS AADT VMT used in the summer weekday control totals (numerator of the VMT adjustment factor) was actually a forecast, since the 2017 historical HPMS AADT VMT was not yet available. TTI forecast the 2017 AADT VMT using its standard procedure, taking the mid-point of two forecasts: 2017 VMT from the linear regression of county HPMS AADT VMT (1990 through 2016) and 2017 VMT based on 2017 county human population statistics and VMT per capita estimates. The TxDOT El Paso District AADT to seasonal weekday factors used were for summer and winter, respectively, 1.03755 and 1.08923.

The VMT adjustment factors were calculated for the county by dividing the county's respective control total by the county's respective total TDM VMT (TDM assignment VMT plus intrazonal VMT estimate for the county). For each link in the TDM, the volume was multiplied by the corresponding VMT adjustment factor (based on the county where the link was located). The adjusted link volumes were then multiplied by the associated link lengths to produce the 2017, link-level, HPMS consistent, seasonal weekday VMT estimates. Table 11 shows the 2017 summer and winter weekday VMT control totals, the total TDM VMT, and the VMT adjustment factors.

**Table 11. El Paso 2017 Seasonal Weekday VMT Control Totals and Adjustment Factors.**

| Season | VMT Control Total | TDM VMT[1] | VMT Adjustment Factor |
|---|---|---|---|
| Summer | 17,450,293 | 20,990,060 | 0.831359826 |
| Winter | 18,319,403 | | 0.872765614 |

[1] 2020 TDM, including intrazonal VMT, rounded to nearest mile.

### Hourly Travel Factors

Hourly travel factors were used to distribute the TDM and intrazonal VMT to each hour of the day. These hourly travel factors were developed using multi-year (2007 through 2016), summer and winter weekday (average Monday through Friday in June through August for summer, and in December-January-February for winter), aggregated ATR station data within the TxDOT El Paso District. To maintain the VMT proportions between the four TDM time-periods, the 24 hourly factors were assigned to and normalized in the four periods. For each time-of-day period, the associated hourly factors were multiplied by the link volumes (in addition to the other VMT adjustment factors). These adjusted link volumes were then multiplied by their respective link lengths to estimate the hourly, link level, 2017 summer and winter weekday VMT. These factors were also multiplied by the estimated intrazonal VMT to produce the final hourly-adjusted VMT. Table 12 shows the weekday hourly travel factors.

**Table 12. TDM Time-Period Seasonal Weekday Hourly Travel Factors.**

| Assignment | Hour | Summer Weekday Factors | | Winter Weekday Factors | |
|---|---|---|---|---|---|
| | | Base | Period | Base | Period |
| AM Peak | 8 | 0.062647 | 0.341997 | 0.066840 | 0.353089 |
| | 9 | 0.064685 | 0.353123 | 0.066804 | 0.352898 |
| | 10 | 0.055848 | 0.304880 | 0.055657 | 0.294013 |
| Mid-Day | 11 | 0.052454 | 0.182902 | 0.053152 | 0.181591 |
| | 12 | 0.055089 | 0.192090 | 0.056289 | 0.192309 |
| | 13 | 0.058275 | 0.203200 | 0.059251 | 0.202428 |
| | 14 | 0.059434 | 0.207241 | 0.060682 | 0.207317 |
| | 15 | 0.061535 | 0.214567 | 0.063327 | 0.216355 |
| | 16 | 0.066371 | 0.242812 | 0.070477 | 0.250703 |
| PM Peak | 17 | 0.071342 | 0.260998 | 0.074621 | 0.265445 |
| | 18 | 0.073803 | 0.270002 | 0.074662 | 0.265591 |
| | 19 | 0.061827 | 0.226188 | 0.061357 | 0.218261 |
| Overnight | 20 | 0.047137 | 0.183633 | 0.045244 | 0.190997 |
| | 21 | 0.037903 | 0.147661 | 0.034973 | 0.147640 |
| | 22 | 0.032854 | 0.127991 | 0.029983 | 0.126574 |
| | 23 | 0.026704 | 0.104032 | 0.023369 | 0.098653 |
| | 24 | 0.019278 | 0.075102 | 0.016494 | 0.069630 |
| | 1 | 0.018894 | 0.043091 | 0.009457 | 0.039923 |
| | 2 | 0.011478 | 0.028396 | 0.006562 | 0.027702 |
| | 3 | 0.008266 | 0.023367 | 0.005494 | 0.023193 |
| | 4 | 0.007758 | 0.021606 | 0.005109 | 0.021568 |
| | 5 | 0.006516 | 0.029927 | 0.007076 | 0.029872 |
| | 6 | 0.008913 | 0.071273 | 0.016208 | 0.068423 |
| | 7 | 0.022731 | 0.143921 | 0.036912 | 0.155825 |

Notes: Hour 1 is 12 a.m. to 1 a.m., etc. Base factors sum to 1.0. Period factors, used in the VMT calculations, sum to 4.0.

### Time-of-Day Directional Split Factors

The TDMs for the El Paso area are also non-directional (i.e., speed and volume are only listed for the link, not in both directions). Previously developed directional split factors were used to produce the VMT and speeds by direction. These factors were multiplied by the link volume to estimate the volume of travel in each direction, one record containing the estimated volume in the peak (or dominant) direction, and the second record containing the estimated volume in the opposite direction. These directional volume estimates were used not only to estimate the VMT in each direction, but also to estimate the directional speeds (discussed in the next section).

The directional split factors were developed for application by time-of-day period (Table 10), at the functional classification (Table 13), and area type level (Table 14).

**Table 13. El Paso TDM Functional Classifications.**

| Functional Class Code | Functional Class Description |
|---|---|
| 0 | Centroid Connectors |
| 1 | Freeways |
| 2 | Expressways |
| 3 | Principal Arterials |
| 4 | Minor Arterials |
| 5 | Collectors and Frontage Roads |
| 7 | Local Streets |
| 20 | Ramps |

**Table 14. El Paso TDM Area Types.**

| Area Type Code | Area Type Description |
|---|---|
| 1 | Business District |
| 2 | Urban Intense |
| 3 | Urban Central |
| 4 | Suburban |
| 5 | Rural |

Appendix E contains the directional splits.

## ESTIMATION OF LINK SPEEDS

To estimate link operational (congested) speeds, a speed model involving both the link estimated free-flow speed and estimated directional delay (as a function of volume and capacity) was used. This model was used to estimate the hourly, directional, congested speed for each link, except for the TDM centroid connectors and added intrazonal links. The congested speed was calculated using the following formula:

$$Congested\ Speed = \frac{60}{\frac{60}{Freeflow\ Speed} + Delay}$$

Typically, free-flow speed factors are used to convert TDM speeds (which are by definition level of service [LOS] C) to LOS A speeds (free flow). However, the coded speeds in the TDMs were designated as free-flow speeds; thus eliminating the application of speed factors for the El Paso TDMs.

The second component of the speed model used to calculate the congested speed is the estimated directional delay. The directional delay (in minutes per mile) due to congestion was calculated using the following volume/delay equation:

$$Delay = Min\left[A\,e^{B\left(\frac{V}{C}\right)}, M\right]$$

Where:

Delay = congestion delay (in minutes/mile);
A & B = volume/delay equation coefficients;
M = maximum minutes of delay per mile; and
V/C = time-of-day directional volume-to-capacity (v/c) ratio.

The delay model parameters (A, B, and M) are shown in Table 15, followed by Table 16, which lists the functional classes used in the TDMs and their capacity category (except for centroid connector and intrazonal, which do not use capacity data).

**Table 15. Volume/Delay Equation Parameters.[1]**

| Facility Category | A | B | M |
|---|---|---|---|
| High-Capacity Facilities | 0.015 | 3.5 | 5 |
| Low-Capacity Facilities | 0.050 | 3.0 | 10 |

1 MOVES2014a-Based Virtual-Link Emissions Estimation Methods, Texas A&M Transportation Institute, August 2016.

**Table 16. Functional Classification Categories for Applying Delay Parameters.**

| Category | TDM Functional Class Code | TDM Functional Class Description |
|---|---|---|
| High-Capacity | 1 | Freeways |
| | 2 | Expressways |
| Low-Capacity | 3 | Principal Arterials |
| | 4 | Minor Arterials |
| | 5 | Collectors and Frontage Roads |
| | 7 | Local Streets |
| | 20 | Ramps |

The time-of-day directional v/c ratios were estimated using the directional volume (from the VMT estimation) and the time-of-day directional capacity. However, the time period assignments contain non-directional time period capacities. To estimate the time-of-day directional capacity, the directional split for capacity was assumed at 50/50 and capacity factors were multiplied by the non-directional capacity for each link. The capacity factors (by time period) were calculated as the inverse of the number of hours in the time period. Table 17 shows the capacity factors by time period.

**Table 17. Time-Period Capacity Factors.**

| Time Period | Capacity Factor |
|---|---|
| AM Peak | 0.3333333 |
| Mid-day | 0.2000000 |
| PM Peak | 0.2500000 |
| Overnight | 0.0833333 |

Capacity data are not used, however, for the centroid connector links and the added intrazonal links (added specifically for air emissions analyses). The centroid connector traffic assignment input speeds were used as the centroid connector operational speeds estimates. Operational speeds for the intrazonal trips category were estimated by zone as the average of the zone's centroid connector speeds.

The hourly and 24-hour speed (VMT/VHT) summaries by county and road type were provided electronically (see Appendix A for electronic data descriptions).

## ESTIMATION OF SEASONAL WEEKDAY OFF-NETWORK ACTIVITY

To estimate the off-network (or parked vehicle) emissions using the mass per activity emissions rates (i.e., mass per SHP, per start, per SHI, and per APU hour), county-level estimates of the SHP, starts, SHI, and APU hours are required by hour and vehicle type (SHI and APU hours are for diesel combination long-haul trucks only). One of the main components of the SHP and starts off-network activity estimation is the analysis year county-level vehicle population. Summaries of the vehicle populations and the 24-hour SHP, starts, SHI, and APU hours estimates are included as Appendix F. Hourly SHP, starts, SHI, and APU hours activity estimates are included with the detailed inventory data provided (see inventory data file descriptions in Appendix A).

The county-level vehicle population estimates were developed using the VehPopulationBuild utility. The county-level SHP, starts, SHI, and APU hours of off-network activity were developed using the OffNetActCalc utility. Appendix B contains a description of the utilities.

### Estimation of Vehicle Population

Vehicle population estimates are needed to estimate the SHP and starts activity. The county-level vehicle population estimates were produced for 2017 (see Appendix F). The vehicle population estimates are a function of vehicle registration data (mid-year TxDMV registration datasets), population scaling factors (where applicable), and vehicle type VMT mix.

For estimating vehicle populations, a historical year is defined as any year where both actual mid-year TxDMV registration data and HPMS VMT data (used in developing population scaling factors) exists. For historical year analyses, mid-year registration data for the year of the inventory analysis are used. For future years, the mid-year registration data for the latest available historical year are used along with analysis year population scaling factors. Since the latest available mid-year TxDMV registration data was 2014, vehicle populations for 2017 were estimated using the procedure for future years.

The VMT mix used to estimate the vehicle population is the aggregate (i.e., all road-type categories) TxDOT district-level weekday VMT mix. The development of the VMT mix was described in more detail in the "Development of Vehicle Type VMT Mix" section. The VMT mix used is summarized in Appendix D.

#### *Historical Vehicle Population Estimates*

The county-level vehicle population estimates were initially calculated for the latest available historical year using the county-level, mid-year 2014 TxDMV vehicle registrations and the assigned aggregate VMT mix (see Table 9 and Appendix D). The vehicle population estimation process assumes that all of the non-long-haul SUT category populations for a county are represented in the county vehicle registrations data. This process also estimates the long-haul category populations as an expansion of the county registrations. There are three main steps in the vehicle population estimation process: registration data category aggregation, calculation of the vehicle type population factors, and estimation of the county-level vehicle population by vehicle type.

The first step in the vehicle estimation process is the historical year registration data category aggregation. The vehicle registrations were aggregated into the five categories shown in Table 18.

**Table 18. Registration Data Categories.**

| Registration Data Category | Vehicle Registration Aggregation |
|---|---|
| 1 | Motorcycles |
| 2 | Passenger Cars (PC) |
| 3 | Trucks <= 8.5 thousand (K) gross vehicle weight rating (GVWR) (pounds) |
| 4 | Trucks > 8.5 and <= 19.5 K GVWR |
| 5 | Trucks > 19.5 K GVWR |

The second step is calculating the vehicle type population factors. Using the assigned aggregate VMT mix, population factors were calculated for each vehicle type. For the non-long-haul SUT categories, the population factors were calculated by dividing the vehicle type VMT mix by the summed total of the VMT mix fractions in its associated vehicle registration data category. For example, the LCT_Diesel population factor using the VMT mix is LCT_Diesel/(PT_Gas + PT_Diesel + LCT_Gas + LCT_Diesel). For the long-haul SUTs, the vehicle type population factors were calculated by taking the ratio of the long-haul and short-haul VMT mix values. For example, the SULhT_Gas population factor using SUT mix fractions is SULhT_Gas/SUShT_Gas. Table 19 shows the vehicle registration aggregations and their associated MOVES SUT/fuel types.

**Table 19. Vehicle Registration Aggregations and Associated Vehicle Types for Estimating Vehicle Populations.**

| Vehicle Registration[1] Aggregation | Associated Vehicle Type[2] |
|---|---|
| Motorcycles | MC_Gas |
| Passenger Cars (PC) | PC_Gas; PC_Diesel |
| Trucks <= 8.5 K GVWR (pounds) | PT_Gas; PT_Diesel;<br>LCT_Gas; LCT_Diesel |
| Trucks > 8.5 and <= 19.5 K GVWR | RT_Gas; RT_Diesel<br>SUShT_Gas; SUShT_Diesel<br>MH_Gas; MH_Diesel<br>IBus_Diesel<br>TBus_Gas; TBus_Diesel<br>SBus_Gas; SBus_Diesel |
| Trucks > 19.5 K GVWR | CShT_Gas; CShT_Diesel |
| NA[1] | SULhT_Gas; SULhT_Diesel<br>CLhT_Gas; CLhT_Diesel |

[1] The four long-haul SUT/fuel type populations are estimated using a long-haul-to-short-haul weekday SUT VMT mix ratio applied to the short-haul SUT population estimate.
[2] The mid-year TxDMV county registrations data extracts were used (i.e., the three-file data set consisting of: 1 - light-duty cars, trucks, and motorcycles; 2 - heavy-duty diesel trucks; and 3 - heavy-duty gasoline trucks) for estimating the vehicle populations.

The third step is the estimation of the county-level vehicle type population. The non-long-haul vehicle type populations were estimated by applying their vehicle type population factors to the appropriate registration data category. For the CLhT_Gas type, the vehicle population was set to 0. For the remaining three long-haul vehicle types (SULhT_Gas, SULhT_Diesel, and CLhT_Diesel), the vehicle populations were calculated as the product of the corresponding short-haul category vehicle population and the associated long-haul population factor (e.g., SULhT_Gas vehicle population = SUShT_Gas vehicle population x [SULhT_Gas SUT mix fraction/ SUShT_Gas SUT mix fraction]).

*Future Vehicle Population Estimates*

The process for estimating the county-level population estimates for the future year is a scaling of the latest available historical year estimate described in the previous section. Future year county-level vehicle population scaling factors were used to scale the county-level base 2014 vehicle population estimates to the future analysis year. These future year county-level vehicle population scaling factors were calculated as the ratio of the county-level weekday VMT for the future analysis year to the county-level weekday VMT for the year of the most recent (2014) TxDMV registration data (i.e., vehicle population increases linearly with VMT).

**Estimation of SHP**

The first activity measure needed to estimate the off-network emissions using the mass per activity emissions rates are county-level estimates of SHP by hour and vehicle type. For each hour, the county-level vehicle type SHP was calculated by taking the difference between the

vehicle type total hours minus the vehicle type SHO. Since this calculation was performed at the hourly level, the vehicle type total hours was set equal to the vehicle type population. The SHO was calculated using the link VMT and speeds and the TxDOT district-level vehicle type VMT mixes by MOVES road-type category (see the "Development of Vehicle Type VMT Mix" section for more details). Appendix F includes the 24-hour summaries of the county-level weekday estimates of SHP by hour and vehicle type (hourly summaries were provided electronically to the TCEQ; see Appendix A for electronic data descriptions).

*Vehicle Type Total Hours*

The vehicle type total hours is typically calculated as the vehicle type population times the number of hours in the time period. Since this calculation was performed at the hourly level, the vehicle type total hours was set equal to the vehicle type population.

*Vehicle Type SHO*

To calculate VHT (or SHO) for a given link, the VMT was allocated to each vehicle type using the TxDOT district-level vehicle type VMT mixes by MOVES road-type category, which was then divided by the link speed to calculate the link vehicle type SHO. These VMT mixes are the same VMT mixes used to estimate emissions in the emissions estimation process (see Appendix C). This SHO was calculated for each link in a given hour, and aggregated to one value per vehicle type per hour.

**Estimation of Starts**

The second activity measure needed to estimate the off-network emissions using the mass per activity emissions rates are county-level estimates of starts by hour and vehicle type. The county-level vehicle type starts by hour were calculated as the product of the default, hourly, starts per vehicle by vehicle type and the associated analysis year county-level vehicle type populations. Appendix F includes the 24-hour summaries of the county-level vehicle type starts by hour (hourly summaries were provided electronically to the TCEQ; see Appendix A for electronic data descriptions).

For the hourly starts per vehicle, the MOVES defaults were used. The MOVES activity output was used to estimate the hourly starts per vehicle for a MOVES weekday run by dividing the MOVES start output by the MOVES vehicle population output. These MOVES national default starts per vehicle do not vary by year, but they do vary by MOVES day type. For this seasonal weekday analysis, the MOVES national default weekday starts per vehicle were used.

**Estimation of SHI and APU Hours**

The remaining activity measures needed to estimate the off-network emissions using the mass per activity emissions rates are the hourly, county-level heavy-duty diesel truck (SUT 62, fuel type 2 [CLhT_Diesel]) emissions-producing hotelling activities (i.e., truck main engine idling and diesel APU use). During hotelling, the truck's main engine is assumed to be in extended idle mode or its diesel auxiliary power unit is in use, or it is using electric power or no power. Hotelling hours were first estimated followed by estimation of the SHI and diesel APU hours components of hotelling hours. The following discussion of SHI and APU hours estimation procedures applies only to CLhT_Diesel vehicles, unless stated otherwise.

The hotelling activity estimates were based on information from the recent the TCEQ extended idling study which produced 2017 winter weekday extended idling estimates for each Texas county. Hotelling scaling factors for the 2017 summer weekday were applied to the base 2017 winter weekday hotelling values from the study to estimate the 2017 summer weekday 24-hour hotelling. No scaling factor was required for the 2017 winter weekday 24-hour hotelling estimate. Seasonal weekday hotelling hourly factors were then applied to allocate the seasonal weekday 24-hour hotelling to each hour of the day. To ensure valid hourly hotelling values were used in the emissions estimation, the hourly hotelling hours were compared to the hourly SHP (i.e., hourly hotelling values cannot exceed the hourly SHP values). SHI and APU hours factors were then applied to the seasonal weekday hotelling hours to produce the hourly SHI and APU hours activity. Appendix F incudes the 24-hour summaries of the county-level estimates for each analysis period of hotelling hours, SHI, and APU hours (hourly summaries were provided electronically to the TCEQ; see Appendix A for electronic data descriptions).

*Hotelling Scaling Factors*

To estimate the county-level 24-hour hotelling, county-level hotelling scaling factors were developed for the 2017 summer weekday. These scaling factors were produced using county-level link VMT and speeds and VMT mixes for the hotelling base scenario (2017 winter weekday, also an inventory analysis scenario) and for the 2017 summer weekday analysis scenario. The 2017 winter weekday link-level VMT and speeds, the 2017 summer weekday link-level VMT and speeds, and the vehicle type VMT mixes were the same data sets used to estimate emissions in the emissions estimation process.

For each link in the 2017 winter weekday link-level VMT and speeds dataset, the link VMT was allocated to CLhT_Diesel using the VMT mix. This VMT allocation was performed for each link and hour in the 2017 winter weekday link VMT and speeds dataset. The individual link VMT was then aggregated by hour to produce the hourly and 24-hour 2017 winter weekday CLhT_Diesel VMT estimate. The 2017 summer weekday hourly and 24-hour CLhT_Diesel VMT estimates were calculated in the same manner using the 2017 summer weekday link data and VMT mix. The county-level 24-hour hotelling scaling factor was then calculated by dividing the 24-hour VMT estimate for summer weekday by the estimate for winter weekday.

*Hotelling Hourly Factors*

Hotelling hourly factors were used to allocate county-level, 24-hour, hotelling hours to each hour of the day. These hotelling hourly factors were calculated as the inverse of the seasonal weekday hourly VHT fractions. The hourly VHT fractions were first calculated using the hourly VHT from the SHP estimation process (VHT = SHO). The inverses of these hourly VHT fractions were calculated and then normalized across all hours to produce the county-level, hotelling hours hourly distribution for each seasonal weekday.

*Hotelling by Hour Estimation*

The initial 2017 summer weekday hotelling by hour estimates were calculated by multiplying the 24-hour 2017 winter weekday hotelling hours by the 2017 summer weekday hotelling scaling (or adjustment) factor and by the summer weekday hotelling hourly factors. A comparison was then made between the summer weekday hourly hotelling and hourly SHP estimates. For each hour where the initial hotelling hours were greater than the SHP, the final hotelling hours estimate was set equal to the SHP, otherwise the initial hotelling hours estimate was set as the final value. The

same process was used for the 2017 winter weekday hotelling by hour estimation, except no scaling factor was needed. All calculations (scaling factors, hotelling hourly factors, and hotelling by hour calculations) were performed by county.

*SHI and APU Hours Estimation*

The hourly, county-level, seasonal weekday hotelling estimates were factored to produce the SHI and APU hours activity components using aggregate extended idle mode and aggregate APU mode fractions. The hotelling hours estimate for each hour was multiplied by the SHI fraction to calculate the hourly SHI, and by the APU fraction to calculate the hourly APU hours.

The aggregate SHI and the APU fractions were estimated using model year travel fractions (based on source type age distribution and relative mileage accumulation rates used in the MOVES runs) and the updated MOVES hotelling distributions shown in Table 20.[12] The associated travel fractions were applied to the appropriate extended idle and APU operating mode fractions (of the hotelling operating mode distribution) by model year and summed within each mode to estimate the aggregate (across model years) individual SHI and APU fractions. (The sum of the resulting SHI and APU fractions, when subtracted from 1.0, leaves the portion of hotelling hours in which trucks were using electric power or using no power.)

**Table 20. Hotelling Activity Distributions by Model Year**

| First Model Year | Last Model Year | Operating Mode Fraction by ID and Name | | | |
|---|---|---|---|---|---|
| | | **200** | **201** | **203** | **204** |
| | | ExtendIdling | Diesel Aux | Battery AC | APU Off |
| 1960 | 2009 | 0.80 | 0 | 0 | 0.20 |
| 2010 | 2020 | 0.73 | 0.07 | 0 | 0.20 |
| 2021 | 2023 | 0.48 | 0.24 | 0.08 | 0.20 |
| 2024 | 2026 | 0.40 | 0.32 | 0.08 | 0.20 |
| 2027 | 2050 | 0.36 | 0.32 | 0.12 | 0.20 |

[12] Population and Activity of On-road Vehicles in MOVES201X (page 87 of unpublished report), https://cfpub.epa.gov/si/si_public_record_report.cfm?dirEntryId=328870.

## ESTIMATION OF SEASONAL WEEKDAY EMISSIONS RATES

TTI developed the emissions rates needed for the on-road mobile source seasonal weekday emissions inventories according to TTI's detailed MOVES rates-per-activity, county-level, link-based, method. On-road mobile emissions rates data from the EPA's emissions factor model, MOVES2014a,[13] together with TTI rates post-processing utilities, RatesCalc and RatesAdj, were used to produce rates in the form needed for input to the TTI external inventory calculation utility, EmsCalc.

The emissions rates were developed based on TTI's *TTI Emissions Inventory Utilities User's Guide* [14] and the EPA's MOVES inventory development *Technical Guidance*[15] and *User's Guide.*[16] The TTI MOVES data post-processing utilities used to produce the databases of rates look-up tables are also described, along with other TTI inventory process utilities, in Appendix B of this report.

The general process involved setting up and executing MOVES emissions rates mode runs to produce the emissions and activity data needed for the development of on-road mobile source, county-level emissions rates. For the initial post-processing step, TTI's on-road rates look-up table post-processor, RatesCalc, was run to produce rates look-up tables from the MOVES data. The TTI RatesAdj utility was then run to produce the final rates look-up tables by dropping pollutants not needed and making adjustments where required. Using this process, on-road rates look-up tables were produced from each MOVES run in the form needed for input to the EmsCalc utility external inventory calculations.

For the external inventory calculations, the method requires that all rates be in terms of mass per unit of activity, as opposed to the off-network rates of mass per vehicle, which is the only output option available for off-network "parked vehicle" evaporative emissions output by MOVES. Table 21 summarizes the form of rates produced for the external inventory calculations (presented in a previous section, but provided here again for convenience).

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[13] Software (MOVES2014a November 2016 release) and database (MOVESDB20161117) from http://www.epa.gov/otaq/models/moves/index.htm. EPA's November 2016 MOVES2014a update is, for practical purposes, the latest on-road release, producing results equivalent to MOVES2014b (verified by TTI). (EPA released MOVES2014a November 2015 and updated it December 2015, November 2016, and December 2017. The December 2017 MOVES2014a release only corrected a non-road mobile post-processing script. EPA released MOVES2014b August 2018 (and a December 2018 update). MOVES2014b improves the non-road component and updates chemical mechanism outputs neither of which are applicable to this inventory analysis.

[14] TTI's MOVES2014a-compatible inventory estimation utilities are detailed in the document, *TTI Emissions Inventory Estimation Utilities Using MOVES: MOVES2014aUTL User's Guide,* TTI, August 2016.

[15] *MOVES2014, MOVES2014a, and MOVES2014b Technical Guidance: Using MOVES to Prepare Emission Inventories for Sate Implementation Plans and Transportation Conformity*, EPA, August 2018.

[16] *MOVES2014a User Guide,* EPA, November 2015.

**Table 21. Emissions Rates by MOVES Emissions Process and Activity Factor.**

| Process (Process ID) | Activity[1] | Emissions Rates[2] |
|---|---|---|
| Running Exhaust (1) | VMT | mass/mile (mass/mi) |
| Crankcase Running Exhaust (15) | VMT | mass/mi |
| Brake Wear (9) | VMT | mass/mi |
| Tire Wear (10) | VMT | mass/mi |
| Start Exhaust (2) | starts | mass/start |
| Crankcase Start Exhaust (16) | starts | mass/start |
| Extended Idle Exhaust (90) | SHI | mass/shi |
| Crankcase Extended Idle Exhaust (17) | SHI | mass/shi |
| Auxiliary Power Exhaust (91) | APU Hours | mass/APU hour |
| Evaporative Permeation (11)<br>Evaporative Fuel Vapor Venting (12)<br>Evaporative Fuel Leaks (13) | VMT, SHP | mass/mi, mass/shp |

[1] VMT, SHP, vehicle starts, and emissions-producing hotelling activity (SHI and APU hours) are the basic activity factors. SHI and APU hours are for combination long-haul trucks only.
[2] All mass per activity rates shown are available in the MOVES rate mode table output, except for mass/shp, which is produced using the TTI RatesCalc utility.

## MOVES Inputs, Outputs, and Post-Processing

The MOVES model is equipped with default modeling values for the range of conditions that affect emissions factors. MOVES defaults may be replaced by alternate input data sets that better reflect local scenario conditions. Where available and consistent with the methodology, local data were used in place of MOVES default data via the MOVES Run Specification input file (RunSpec or MRS) and MOVES CDB. (The MRS files, CDBs, and MOVES default database provide the input data tailored for each local scenario.)

Local data were developed to reflect county summer and winter period weather conditions, summer and winter fuel properties for the region, county vehicle age distributions, and the El Paso County I/M program. For the vehicle populations, VMT activity and various travel-related factors input data to MOVES, the MOVES defaults were used, which is basic to the emissions rates method (i.e., emission rates produced via post-processing were externally multiplied by the actual local VMT and off-network activity estimates, detailed in the previous sections, to calculate emissions external to MOVES).

There was one RunSpec and one CDB required per MOVES run. Each RunSpec was designed to produce a separate, corresponding MOVES output database (i.e., one output database per run). For the post-processing corresponding to each MOVES run, RatesCalc first processed the MOVES data into one interim "ratescalc" output database. The RatesAdj utility processed the RatesCalc output (filtered and adjusted the emissions rates as needed) loading the resulting

final rates into one database, for each MOVES run, for subsequent input to TTI's EmsCalc inventory calculation utility. TxLED fuel is not required in El Paso County, so no TxLED adjustments were made in this step.

MOVES set-ups and runs were executed and the results were post-processed to produce county-level, seasonal weekday, activity-based emissions rates of the desired pollutants and processes. The emissions rates were estimated by speed (for miles-based rates), process, hour, MOVES road type, SUT, and fuel type.

**Summary of Control Programs Modeled**

Table 22 shows the control measures modeled.

**Table 22. Emissions Control Strategies and Modeling Approaches**

| Strategy | Approach |
|---|---|
| Federal Motor Vehicle Control Program (FMVCP) Standards | MOVES Defaults – Full FMVCP available in MOVES was modeled. |
| Reformulated Gasoline (RFG) | Not applicable. |
| Conventional Gasoline[1] | Local inputs to MOVES – TTI based gasoline formulations on the TCEQ's 2017 summer season, retail outlet, gasoline survey data, and on appropriate MOVES defaults for the winter season. |
| Diesel Fuel | Sulfur: Local inputs to MOVES – TTI used average diesel sulfur content estimated for all seasons based on data from the the TCEQ's summer 2017 statewide retail outlets diesel survey (estimate was within the federal ultra low sulfur diesel standard).<br><br>TxLED: Not applicable in El Paso County. |
| I/M Program | Local inputs to MOVES – Used MOVES I/M coverage set-ups for El Paso County based on the available MOVES I/M parameters (MOVES I/M "teststandards" and their associated "imfactors") pertaining to the group of I/M vehicles, consistent with the El Paso I/M program description and latest I/M modeling protocols. |

[1] The fuels inputs reflect consistency with state and federal fuel policy for El Paso County (i.e., RVP, sulfur, oxygenate).

**MOVES Emissions Factor Aggregation Levels**

The MOVES model produces results at different aggregation levels that may be specified in the MRS. The detailed, hourly, link-based inventory method required MOVES weekday day type rates at the following MOVES output detail level:

- Up to 13 source types (i.e., vehicle types);
- Up to five fuel types;

- Up to five road types (four actual MOVES road categories and "off-network");
- Each of the 24 hours in a day;
- 16 speed bins (only in miles-based rate tables);
- Up to 156 pollutants; and
- Up to 14 on-road processes.

The vehicle fleet was modeled as powered by the predominant on-road fuels of gasoline and diesel only (alternative fuels were considered *de minimis*). The five road type categories in MOVES are Rural Restricted Access, Rural Unrestricted Access, Urban Restricted Access, Urban Unrestricted Access, and Off-Network (this one is not actually a road type, but a location for parked vehicle activity). The rates for each of the four actual road types are indexed by the 16 MOVES speed bin average speeds: 2.5, 5, 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, and 75 mph.

**MOVES Run Specification Input Files**

The MRS is a file (in XML format) that defines the place, time, road categories, vehicle and fuel types, pollutants and emissions processes, and the overall scale and level of output detail for the modeling scenario. TTI created an MRS for one county using the MOVES graphical user interface (GUI), converted this MRS to a template, and used it as a base from which to build all the MRSs needed.

Table 23 describes the MRS selections TTI used. Further details on the selections are provided after the table.

**Table 23. Selections by MOVES Graphical User Interface Panel.**

| Navigation Panel | Detail Panel[1] | Selection | | |
|---|---|---|---|---|
| Scale[1] | Model; Domain/Scale; Calculation Type | On-Road; County; Emissions Rates | | |
| Time Spans[1] | Time Aggregation Level; Years – Months – Days – Hours | Hour; 2017[1] - July – Weekday - All | | |
| Geographic Bounds[1] | Region; Selections; Domain Input Database | Zone and Link; ***<COUNTY>***;[1] ***<COUNTY INPUT DATABASE (CDB) NAME>***[1] | | |
| On-Road Vehicle Equipment | SUT/Fuel Combinations | SUT | Gasoline | Diesel |
| | | Motorcycle | X | - |
| | | Passenger Car | X | X |
| | | Passenger Truck | X | X |
| | | Light Commercial Truck | X | X |
| | | Intercity Bus | - | X |
| | | Transit Bus | - | X |
| | | School Bus | X | X |
| | | Refuse Truck | X | X |
| | | Single Unit Short-Haul Truck | X | X |
| | | Single Unit Long-Haul Truck | X | X |
| | | Motor Home | X | X |
| | | Combination Short-Haul Truck | X | X |
| | | Combination Long-Haul Truck | - | X |
| Road Type | Selected Road Types | Off-Network – Rural Restricted Access – Rural Unrestricted Access – Urban Restricted Access – Urban Unrestricted Access | | |
| Pollutants[2] and Processes | VOC; CO; $NO_x$; $SO_2$; $NH_3$; Atmospheric $CO_2$; $PM_{10}$ Total Exhaust, Brakewear, Tirewear; $PM_{2.5}$ Total Exhaust, Brakewear and Tirewear; and the MOVES HAPs | Dependent on pollutant: Running Exhaust, Start Exhaust, Extended Idle Exhaust, Auxiliary Power Exhaust, Crankcase Running Exhaust, Crankcase Start Exhaust, Crankcase Extended Idle Exhaust, Evap Permeation, Fuel Vapor Venting, Fuel Leaks, Brakewear, Tirewear | | |
| Manage Input Data Sets | Additional Input Database Selections | None | | |
| Strategies | Rate Of Progress | Not Applicable | | |
| General Output | Output Database; Units; Activity | ***<MOVES OUTPUT DATABASE NAME>***;[1] Pounds, KiloJoules, Miles; Hotelling Hours, Population, Starts (pre-selected) | | |
| Output Emissions Detail | Always; For All Vehicles/Equipment; On Road | Time: Hour – Location: Link – Pollutant; Fuel Type, Emissions Process; Road Type, Source Use Type | | |
| Advanced Performance Measures | Aggregation and Data Handling | Checked the "clear BaseRateOutput after rate calculations" box | | |

[1] County scale allows only one county and year per run. County FIPS code and year were included in the MRS file names and in the CDB names and output database names.

[2] Pollutants shown were included in the externally-calculated inventory output. Some of these pollutants require other "base" pollutants (not listed in the table) to be selected in the MRS (VOC requires Total Gaseous Hydrocarbons and Non-Methane Hydrocarbons, Atmospheric $CO_2$ requires Total Energy Consumption, $PM_{2.5}$ includes several subcomponents, e.g., elemental carbon, organic carbon, sulfate).

*Scale, Time Spans, and Geographic Bounds*

The MOVES Domain/Scale "County" was selected as required for SIP inventory estimates. The MOVES Calculation Type "Emissions Rates" was selected for MOVES to produce the emissions rates with speed bin indexing, as needed for the link-based inventory estimation process.

The Time Spans parameters were specified to provide the most detail available, which is the hourly aggregation level, for all hours of the day, for the selected year, month, and day type. One each "Years" (2017), "Months" (July), and "Days" (Weekdays) were selected.

Under Geographic Bounds for the County Domain Scale, only one county may be selected. The local CDB containing the calendar year scenario-specific input data for the county was specified as the County Domain Input Database, and under Region, "Zone & Link" was selected as required for the emissions rates calculation type. With these required set-ups, one county, one year, one day type, 24 hourly periods, and 16 (speed bin) average speeds were modeled per run.

*On-Road Vehicle Equipment and Road Type*

The local VMT mixes developed for the study define the vehicle type combinations included in the MOVES runs. The VMT mixes specify the vehicle fleet as the 22 gasoline and diesel SUTs designated as "on-road vehicle equipment" selections in Table 23. These SUT/fuel type combinations were chosen in all the MOVES RunSpecs. The MOVES default fuel engine fractions were also replaced (via the MOVES Alternate Vehicle Fuel and Technology [AVFT] table, discussed later) with local input data consistent with the vehicle type combinations selected.

All five MOVES road type categories were selected (the "provide separate ramps output" box is not active when using emissions rates mode). [17]

*Pollutants and Processes*

The required pollutants were previously listed in Table 6, Table 7, and Table 8. In addition to these required pollutants within the scope of the inventory, some of the required pollutants had pre-requisite pollutants that needed to be selected (i.e., pollutants calculated as a function of another MOVES pollutant). For example, non-methane hydrocarbons and total gaseous hydrocarbons are needed to model VOC; total energy consumption (TEC) is needed for $CO_2$; and Composite – NonECPM (non-elemental carbon), $H_2O$ (aerosol), and sulfate must be selected to model Primary Exhaust $PM_{2.5}$ - Total. All of the associated on-road processes available by the selected pollutants were included, with the exception of the two refueling emissions processes, which are in the area sources major source category.

*Manage Input Data Sets and Strategies*

The Manage Input Datasets feature allows alternate inputs other than those included in the CDB. No additional inputs were included via the Manage Input Datasets panel.

The Strategies feature is for modeling an alternate control program option, which was not applicable to this inventory analysis.

[17] The MOVES "separate ramps" feature is not available for MOVES emissions rates mode.

*Output*

The output units were pounds, kilojoules, and miles. The activity categories were pre-set by MOVES rates mode for inclusion in the output database. The selected output detail level was by hour, link (in MOVES rates mode "link" is the combination of county, road type, and speed bin), pollutant, process, road type, SUT, and fuel type.

Appendix A lists the electronic data files provided in support of this analysis, which includes the MRSs used.

**MOVES County Input Databases**

The locality-specific input data for the county scale runs were entered through the CDB.

TTI developed procedures to accommodate building and checking CDBs for large scale emissions inventory estimation projects. The basic procedure was to write a MySQL script to produce one county scenario CDB and convert it to a template from which all of the CDB scripts were built. The scripts were then run in batch mode to produce all CDBs for the analysis.

Data for populating the CDBs were first prepared in the form of text files and/or MySQL databases (e.g., for local fuels, weather data), and some values were provided directly in the CDB builder MySQL script. Any default data used was selected from the MOVES default database, MOVESDB20161117. After running the scripts to produce the CDBs, a CDB checker utility written by TTI was run to verify that all CDB tables were built and populated as intended.

Table 24 provides an outline and brief description of the CDBs, followed by discussion of the development of the local data and the defaults used in the CDBs.

**Table 24. CDB Input Tables.**

| MOVES Input Table | Data Category | Notes |
|---|---|---|
| year | Time | Designates analysis year as a base year (base year means that activity inputs for the analysis are supplied rather than forecast by the model). |
| state | Geography | Identifies the state (Texas) for the analysis. |
| county | Geography/ Meteorology | Specifies the county, local altitude, and barometric pressure (base year 2017 annual average data were provided by the TCEQ). |
| zonemonthhour | Meteorology | Local, hourly temperature and relative humidity for the county (2017 summer and winter period data were provided by the TCEQ). |
| roadtype[1] | Activity | Lists the MOVES road types and associated ramp activity fractions. Road type ramp fractions were set to 0. |
| hpmsvtypeyear[2] | Activity | Used MOVES default national annual VMT by HPMS vehicle type. |
| roadtypedistribution[2] | | Used MOVES default road type VMT fractions. |
| monthvmtfraction[2] | | Used MOVES default month VMT fractions. |
| dayvmtfraction[2] | | Used MOVES default day VMT fractions. |
| hourvmtfraction[2] | | Used MOVES default hour VMT fractions. |
| avgspeeddistribution[2] | | Used MOVES default average speed distributions. |
| sourcetypeyear[2] | Fleet | Used MOVES default national SUT populations. |
| sourcetypeagedistribution | Fleet | Local SUT age fractions estimated using TxDMV mid-year vehicle registrations and MOVES defaults, as needed. Used TxDMV latest available (2014) vehicle registrations and MOVES defaults consistent with TxDMV data year. |
| avft | Fleet | Local SUT fuel fractions estimated using TxDMV vehicle registration data, consistent with the data used in the sourcetypeagedistributions, and defaults where needed. Only gasoline and diesel were included, consistent with local VMT mix. |
| zone | Activity | Start, idle, and SHP zone allocation factors. County = zone, and all factors were set to 1.0 (required for county scale analyses). |
| zoneroadtype | Activity | SHO zone/roadtype allocation factors. County = zone, and all factors were set to 1.0 (required for county scale analyses). |
| fuelsupply | Fuel | Fuel supply market shares were set to specify one conventional gasoline and one diesel fuel formulation, per summer and winter seasons. |
| fuelformulation | Fuel | Local gasoline and diesel formulations prepared by TTI, based on the TCEQ gasoline survey data for summer gasoline, MOVES defaults for winter gasoline, and the TCEQ diesel survey data for both seasons. |
| imcoverage | I/M | Local I/M program modeling parameters for El Paso County prepared by TTI. |
| countyyear | Stage II | Not applicable in analysis (affects refueling emissions), but was included with control program adjustments set to zero. |
| hotellingactivitydistribution | Activity | Used the newly updated distribution from the TCEQ's 2017 long-haul truck hotelling/idling study. |

[1] In MOVES rates mode, "ramp road type" rates are not available.
[2] Use of a default set of VMT activity, various travel-related factors, and vehicle population inputs for all MOVES runs is basic to the inventory method, e.g., MOVES default activity is normalized in the calculated rates for applicable processes, and actual local activity estimates are used in the external inventory calculations.

*Year, State, and County Inputs to MOVES*

The year, state, and county tables were populated with data identifying the year, state, and county of the run.

The yearID field of the "year" table was populated with the analysis year value, and the year was set as a base year (to specify that certain user-input fleet and activity data were to be used, rather than forecast by MOVES during the model runs). As part of designating the appropriate fuel supply for the modeling scenario, the fuelyearID in the year table was also set to the analysis year.

StateID "48" (Texas) was inserted in the state table. In addition to identifying the county of analysis, the county table contains barometric pressure and altitude information (discussed further with other meteorological inputs). The county data were selected from a prepared local "meteorology" database containing tables of weather data records (i.e., "county" and "zonemonthhour" tables) for the analysis.

*Roadtype Inputs to MOVES*

The MOVES model contains "ramp" emissions rates, but not an (activated) individual road type for separate ramps output (when using MOVES in rates mode). In the roadtype table, MOVES provides a field "rampFraction" for including a fraction of estimated ramp activity as a fraction of SHO on each of the MOVES road types. For this analysis, the MOVES default roadtype table data were used, except the ramp fractions were set to zero (i.e., 100 percent of activity on each MOVES road type was based on the road type drive cycles assigned to that road type by MOVES, exclusive of ramp activity).

*Activity and Vehicle Population Inputs to MOVES*

The VMT activity, various travel-related factors and vehicle population input parameters under the methodology use the MOVES defaults. The tables are: hpmsvtypeyear, roadtypedistribution, monthvmtfraction, dayvmtfraction, hourvmtfraction, avgspeeddistribution, and sourcetypeyear. Data for all of these tables were selected and inserted from the MOVES default database.

The zone and zoneroadtype tables contain zonal sub-allocation activity factors. For county scale analyses, county is equal to zone, therefore these allocation factors were set to 1.0.

*Age Distributions and Fuel Engine Fractions Inputs to MOVES*

The locality-specific inputs of vehicle age and fuel type fractions by model year, under the SIP county-level inventory procedures, consist of county-level age distributions and statewide gasoline and diesel fractions (MOVES fuel engine fractions). The age distributions and fuel engine fractions inputs were calculated and written to text files in preparation for loading the data into the appropriate CDB input tables: the sourcetypeagedistribution table for age distributions, and the AVFT table for fuel engine fractions. The MOVESfleetInputBuild utility was used to produce local sourcetypeagedistribution and AVFT inputs to MOVES in the required formats (see utility description in Appendix B), and MySQL scripts were used to populate the CDB input tables.

The age distributions and fuel engine fractions were based on TxDMV mid-year county registrations data and MOVES model defaults, where needed. The fuel engine fractions were developed consistent with the local VMT mix estimate (i.e., the local fuel engine fractions estimates reflect no compressed natural gas [CNG] vehicles, no E-85 fuel type, and no gasoline transit buses, consistent with the local VMT mix). Locality-specific SUT age distributions were produced based on the TxDMV county vehicle registration category aggregations, consistent with the vehicle registration category aggregations of the VMT mix. Appendix G includes the age distributions and fuel engine fractions summaries.

Table 25 summarizes the data sources and aggregation levels used to estimate the local sourcetypeagedistribution and AVFT inputs to MOVES.

**Table 25. Data Sources and Aggregations for Age Distributions and Fuel/Engine Fractions.**

| SUT Name | SUT ID | TxDMV Category[1] Aggregations for Age Distributions and Fuel/Engine Fractions | Geographic Aggregation for Age Distributions | Geographic Aggregation for Fuel/Engine Fractions[2] |
|---|---|---|---|---|
| Motorcycle | 11 | Motorcycles | County | NA – 100% gasoline, no Fuel/Engine Fractions |
| Passenger Car | 21 | Passenger Cars | County | Modified MOVES default[2] |
| Passenger Truck | 31 | Total Trucks<=8500 | County | |
| Light Commercial Truck | 32 | Total Trucks<=8500 | County | |
| Single-Unit Short-Haul Truck | 52 | >8500+ >10000+ >14000+>16000 | MPO Region | Texas Statewide |
| Single-Unit Long-Haul Truck | 53 | >8500+ >10000+ >14000+>16000 | Texas Statewide | Texas Statewide |
| Refuse Truck | 51 | MOVES default consistent with year of local data | MOVES default | MOVES default |
| Motor Home | 54 | | | MOVES default |
| Intercity Bus | 41 | | | MOVES default |
| Transit Bus[2] | 42 | | | Modified MOVES default[2] |
| School Bus | 43 | | | MOVES default |
| Combination Short-Haul Truck | 61 | >19500+ >26000+ >33000+ >60000 | Region | Texas Statewide |
| Combination Long-Haul Truck | 62 | >19500+ >26000+ >33000+ >60000 | Texas Statewide | NA – 100 % diesel, no Fuel/Engine Fractions |

[1] TxDMV mid-year 2014 (latest available used for 2017) county vehicle registrations data (i.e., three-file data set: composite fuel light-duty categories; heavy-duty gasoline by eight weight categories; and heavy-duty diesel by eight weight categories) were used for developing local inputs (weights are GVWR in units of lbs.). The MOVES2014a model default age distributions were from the MOVESDB20161117 database.

[2] Consistent with the local vehicle type VMT mix, MOVES fuel engine fractions for light-duty categories were revised to exclude E-85, and for transit buses were revised to exclude CNG and gasoline components. MOVES default fuel engine fractions were taken from the MOVESDB20161117 sample vehicle population table.

*Local Meteorological Inputs to MOVES*

The meteorological input data are entered in the CDB "county" table (barometric pressure and altitude) and "zonemonthhour" table (temperature and relative humidity).

The 2017 meteorological input data package from the TCEQ included averages by different periods. TTI used the seasonal averages for hourly temperature and hourly relative humidity

inputs (both summer and winter were needed), and used the annual averages for barometric pressure input. The seasonal hourly averages used are from the three-month groups of June, July, August (summer) and January, February, December (winter). The annual average barometric pressure is the average for all hours of the year. The TCEQ developed the county inputs using the hourly data from numerous weather stations within each county. Altitude was set to "low" for all counties. Appendix H provides summaries of the summer and winter temperatures and relative humidity, and the annual average barometric pressure input values used.[18] The CDBs were populated with inputs for both summer and winter.

*Fuels Inputs to MOVES*

The context for this fuels inputs development section is the entire Texas AERR inventories project (i.e., covering all Texas counties by region). Both summer and winter data are discussed – winter input values were also needed for the annual emissions estimation described in a later section.

The local fuel property and market share inputs to MOVES county scale runs are entered in the CDB fuelsupply and fuelformulation tables. The fuel supply table provides regional market shares for each fuel formulation by year and month (which may represent a season). Fuel formulations include the estimated fuel property values. The fuel supply of a region, year, and month may include multiple sub-types for each fuel type, but the sub-type market shares must sum to 1.0 for each fuel type. Of the five on-road MOVES fuel types, Texas statewide emissions inventory analyses currently include the predominant two – gasoline (conventional gasoline [CG] and RFG) and diesel (conventional), with other fuel types considered *de minimis*.

***General Approach*** – TTI develops summer and winter fuels inputs based on local, retail outlet, survey data. Where local survey data are not available MOVES default data are typically used.

TTI estimates fuel properties by six Texas fuel regions (listed in Table 26). The fuel types in the local MOVES fuel supply inputs must be consistent with the fuel types in the local MOVES avft inputs (fuel fractions by model year – see Table 25) and the local vehicle type VMT mixes (VMT fractions by source type, fuel type, and road type, used in external, link-level inventory calculations – see Table 9 and Appendix C). Alternative fuels are treated as *de minimis*. For historical analysis years, local survey data from the analysis year (or nearest year available, if analysis year-specific data are not available) are typically used for all MOVES fuelformulation inputs.

[18] The TCEQ provided the meteorological inputs to MOVES in compressed files downloadable at ftp://amdaftp.tceq.texas.gov/pub/EI/onroad/met/2017/. The TCEQ developed these 2017 inputs to MOVES as averages within several periods, including month, three-month group season, and year.

In cases where local survey data are not available (as is the case for Texas winter CG) appropriate MOVES defaults are typically used. Renewable fuel volume levels affected by the federal Renewable Fuel Standard (RFS) are currently based on the available local survey data.[19]

The local fuel survey information available consists of the TCEQ's, statewide gasoline and diesel summer surveys performed on a three-year cycle (latest is 2017); and summer and winter RFG surveys for Texas, performed every year as part of EPA's RFG compliance program. The TCEQ CG data are used to estimate summer CG formulations and the TCEQ diesel data are used to estimate a conventional diesel formulation for the state for all seasons. EPA RFG data are processed separately to produce Dallas and Houston, summer and winter RFG formulations.

The six fuel regions in MOVES for Texas are generally in line with the applicable Texas fuel rule jurisdictions. Table 26 describes the fuel regions. Appendix A includes a list of all counties with their associated fuel regions.

**Table 26. Texas Fuel Region Descriptions.**

| Label | MOVES fuelregionid | Counties | Description[1] |
|---|---|---|---|
| R1 | 300000000 | 132 | Federal 9.0 RVP limit (waiver for E10), minus 11 southern counties labeled as R6 |
| R2 | 178010000 | 95 | TxLED; state 7.8 RVP limit (no waiver for E10) |
| R3 | 370010000 | 1 | El Paso 7.0 RVP (no waiver for E10) |
| R4 | 1370011000 | 12 | TxLED; RFG (separate DFW and HGB formulations) |
| R5 | 178000000 | 3 | TxLED; federal 7.8 RVP limit (waiver for E10) |
| R6 | 100000000 | 11 | Same as R1, but different distribution network |

[1] E10 is gasoline (CG or RFG) blended with a nominal 10 percent by volume of ethanol.

The fuel area labels R1 through R6 represent five summertime gasoline rules comprising all Texas counties. Consistent with MOVES, however, the 143 Texas federal 9.0 RVP limit rule counties are subdivided into two areas (i.e., R1 and R6), where 11 counties in the south end of Texas (labeled as R6) are treated as a separate group.[20] The R1, R3, and R6 regions are comprised solely of non-TxLED counties and the R2, R4, and R5 regions include all TxLED counties.

TTI produced and combined all the estimated fuelsupply and fuelformulation inputs (2017 summer and winter for all six regions) in a single database, for use in creating the MOVES CDBs for the emissions rate runs. MySQL scripts were written to produce CDBs containing the fuels input data for both seasons.

[19] Constraints on the fuel market to accommodate RFS-mandated increasing renewable fuel volumes (e.g., ethanol, biodiesel) have required EPA to propose reductions in total renewable fuels below statutory volumes. With observed and potential variability in annual renewable fuel volume targets due to such market constraints, latest observed renewable fuel volumes in local survey-based estimates are considered reasonable. Ethanol and biodiesel blends are based on the available Texas fuel surveys, which currently indicate statewide saturation of E10 gasoline (both CG and RFG blended with ethanol volumes of approximately 10%) and no biodiesel.

[20] Per EPA OTAQ fuel distribution network analysis (reflected in MOVES), which identified these 11 South Texas counties as part of a different supply network.

The MOVES2014a fuelformulation table fuel ID and fuel property fields include:

- fuelFormulationID (unique local ID for each fuel, different from MOVES default IDs).
- fuelSubtypeID (MOVES ID specifying the subtype of the fuel type).
- RVP (pounds per square inch [psi]).
- sulfurLevel (parts per million [ppm]).
- ETOHVolume (volume percent).
- MTBEVolume (volume percent).
- ETBEVolume (volume percent).
- TAMEVolume (volume percent).
- aromaticContent (volume percent).
- olefinContent (volume percent).
- benzeneContent (volume percent).
- e200 (vapor percent at 200 degrees Fahrenheit).
- e300 (vapor percent at 300 degrees Fahrenheit).
- T50 (degrees Fahrenheit at 50 percent vapor).
- T90 (degrees Fahrenheit at 90 percent vapor).

Although not included in the previous fuel property fields list, BioDieselEsterVolume, CetaneIndex, and PAHContent are also fuelformulation table fields, but are not used (and currently are populated with NULL values).

The MOVES2014a fuelsupply table fields include:

- fuelRegionID (the six IDs for Texas are shown in Table 26).
- fuelYearID (the year in which the fuel supply occurs – same as the analysis year).
- monthGroupID (1 [used January for winter season] and 7 [used July for summer season]).
- fuelFormulationID (for the specified fuelRegionID, fuelYearID, and monthGroupID).
- marketShare (value from 0 to 1.0 for the fuelformulationID).

***Data Sources*** – The TCEQ provided the summer 2017 Texas statewide, retail outlet, fuel survey data summaries, for which the information on local CG and diesel fuel were used. The survey includes gasoline samples by grade and diesel samples from each of 92 locations across Texas.[21] EPA provided summer and winter 2017, retail outlet, RFG survey data summaries for Dallas and Houston RFG areas. Additionally, MOVESDB20161117 defaults were used, as

[21] The fuel survey details are documented in *2017 Summer Fuel Field Study Final*, ERG, August 31, 2017.

needed, and Energy Information Association (EIA) gasoline sales volume statistics for Texas were used.

***Development of Gasoline Fuel Formulations Inputs*** – TTI used the standard procedure that involved calculating average fuel properties by fuel grade within each region, and overall averages as a weighting of the individual fuel grade results. The weighting factors (relative sales volumes) were estimated using annual average, prime supplier, CG and RFG sales volumes (by grade) per day statistics for Texas.[22] This was performed for the summer season for CG regions using summer 2017 survey data. This was additionally performed for the summer and winter seasons, separately for DFW and HGB RFG areas, using the summer and winter 2017 RFG survey data. Since local winter data were unavailable for CG regions, TTI used appropriate MOVES 2017 winter CG defaults. For winter RFG, TTI used appropriate MOVES RVP defaults, since the winter RFG fuel property analyses exclude RVP. The gasoline formulations are shown in Table 27 and Table 28. As there was only one fuel formulation per region and season, each associated market share value in the fuel supply table was set to 1.0.

***Development of Diesel Fuel Formulation Inputs*** – the TCEQ's 2017 summer fuel survey data were used to produce a single statewide average diesel sulfur level (6.37 ppm) for 2017 for all seasons and regions. The last three of the TCEQ's fuel surveys (2011, 2014, and 2017) provide similar observations for diesel sulfur content based on individual samples from the 92 locations across the state. Average sulfur content was within the range of 2 to 11 ppm and the average was approximately 6 ppm. The diesel fuel formulation inputs are shown in Table 29. (The effects of TxLED on $NO_x$ emissions from diesel vehicles were incorporated by emissions factor post-processing, discussed later.) The diesel formulation market share was set to 1.0 for each associated fuel region and month in the fuel supply table.

[22] 2016 CG sales volumes were used for the summer 2017 average CG properties analysis, and 2016 RFG sales volumes were used for summer and winter 2017 average RFG properties analysis. The Energy Information Association (EIA) Texas Prime Supplier Sales Volumes of Petroleum Products reports are available at http://www.eia.gov/dnav/pet/pet_cons_prim_dcu_stx_a.htm.

**Table 27. Summer 2017 Gasoline Fuel Formulation Input Estimates.**

| MOVES Fuel Formulation Field | Units | Region[1, 2, 3] | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | R1 | R2 | R3 | R4 | | R5 | R6 |
| fuelFormulationID | - | 17701 | 17702 | 17703 | 17714 | 17724 | 17705 | 17706 |
| fuelSubtypeID[2] | - | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| RVP | psi | 9.2 | 7.54 | 6.94 | 7 | 7.01 | 7.82 | 9.05 |
| sulfurLevel | ppm | 19.39 | 21.28 | 19.56 | 22.11 | 19.49 | 18.08 | 19.14 |
| ETOHVolume | vol.% | 9.74 | 9.66 | 9.6 | 9.67 | 9.67 | 9.69 | 9.47 |
| MTBEVolume | vol.% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ETBEVolume | vol.% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TAMEVolume | vol.% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| aromaticContent | vol.% | 24.63 | 25.35 | 26.67 | 14.74 | 15.62 | 28.93 | 17.02 |
| olefinContent | vol.% | 8.68 | 8.33 | 5.5 | 10.74 | 10.83 | 4.5 | 13.44 |
| benzeneContent | vol.% | 0.61 | 0.76 | 1.13 | 0.46 | 0.51 | 1.12 | 0.62 |
| e200 | vap.% | 53.33 | 49.45 | 48.74 | 49.21 | 49.02 | 51.27 | 53.38 |
| e300 | vap.% | 85.1 | 82.68 | 87.84 | 85.13 | 84.54 | 84.25 | 84.87 |
| T50 | deg. F | 182.58 | 203.73 | 206.12 | 202.52 | 203.13 | 195.68 | 186.19 |
| T90 | deg. F | 318.26 | 327.68 | 306.72 | 325.77 | 327.89 | 318.24 | 324.24 |

[1] The fuel region labels and associated MOVES fuel region IDs are defined as:

| Label | fuelregionid | counties | Description |
|---|---|---|---|
| R1 | 300000000 | 132 | Federal 9.0 RVP limit (RVP waiver available for E10) |
| R2 | 178010000 | 95 | State 7.8 RVP limit (no available RVP waiver) and TxLED |
| R3 | 370010000 | 1 | El Paso 7.0 RVP (no RVP waiver) |
| R4 | 1370011000 | 12 | RFG (ID 17714 is DFW; ID 17724 is HGB) and TxLED |
| R5 | 178000000 | 3 | Federal 7.8 RVP limit (RVP waiver available for E10) and TxLED |
| R6 | 100000000 | 11 | Same as R1, except a different distribution network (per EPA OTAQ). |

[2] Fuel subtype ID 12 is E10 gasoline (either CG or RFG with a nominal 10 percent by volume ethanol content).
[3] Inputs were developed by TTI (for CG and RFG, respectively, using the TCEQ summer 2017 CG survey data and EPA summer 2017 RFG survey data for Dallas and Houston separately) as average fuel properties by fuel grade within each region, and overall averages as weightings of the individual fuel grade results, using EIA relative sales volumes for Texas.

**Table 28. Winter 2017 Gasoline Fuel Formulation Input Estimates.**

| MOVES Fuel Formulation Field | Units | Region[1, 2, 3] | | | |
|---|---|---|---|---|---|
| | | R1, R3 | R2, R5, R6 | R4 | |
| fuelFormulationID | - | 17101 | 17102 | 17114 | 17124 |
| fuelSubtypeID[2] | - | 12 | 12 | 12 | 12 |
| RVP | psi | 11.36 | 11.82 | 10.85 | 10.85 |
| sulfurLevel | ppm | 19.39 | 21.28 | 27.21 | 29.43 |
| ETOHVolume | vol.% | 10.00 | 10.00 | 10.13 | 9.84 |
| MTBEVolume | vol.% | 0 | 0 | 0 | 0 |
| ETBEVolume | vol.% | 0 | 0 | 0 | 0 |
| TAMEVolume | vol.% | 0 | 0 | 0 | 0 |
| aromaticContent | vol.% | 21.36 | 17.63 | 15.44 | 13.88 |
| olefinContent | vol.% | 6.66 | 9.33 | 10.07 | 10.39 |
| benzeneContent | vol.% | 0.63 | 0.61 | 0.47 | 0.45 |
| e200 | vap.% | 53.72 | 55.11 | 57.97 | 58.66 |
| e300 | vap.% | 87.38 | 84.04 | 84.72 | 84.60 |
| T50 | deg. F | 192.22 | 189.39 | 157.72 | 151.50 |
| T90 | deg. F | 309.50 | 324.68 | 325.03 | 314.00 |

[1] The fuel region labels and associated MOVES fuel region IDs are defined as:

| Label | fuelregionid | counties | Description |
|---|---|---|---|
| R1 | 300000000 | 132 | Federal 9.0 RVP limit (RVP waiver available for E10) |
| R2 | 178010000 | 95 | State 7.8 RVP limit (no available RVP waiver) and TxLED |
| R3 | 370010000 | 1 | El Paso 7.0 RVP (no RVP waiver) |
| R4 | 1370011000 | 12 | RFG (ID 17114 is DFW; ID 17124 is HGB) and TxLED |
| R5 | 178000000 | 3 | Federal 7.8 RVP limit (RVP waiver available for E10) and TxLED |
| R6 | 100000000 | 11 | Same as R1, except a different distribution network (per EPA OTAQ). |

[2] Fuel subtype ID 12 is E10 gasoline (either CG or RFG with a nominal 10 percent by volume ethanol content).
[3] CG inputs (for R1, R2, R3, R5, and R6 counties) were developed by TTI using appropriate MOVES defaults due to lack of available CG winter survey data. TTI developed the RFG inputs using EPA 2017 winter RFG survey data for Dallas and Houston separately, as average fuel properties by fuel grade within each area, and overall averages as weightings of the individual fuel grade results, using EIA relative sales volumes for Texas (and using MOVES default RVP since RVP is not included with the EPA winter RFG survey data).

**Table 29. 2017 Diesel Fuel Formulation Input Estimate.**

| MOVES Fuel Formulation Field[1,2] | Units | Statewide[3] |
|---|---|---|
| fuelFormulationID | - | 30637 |
| fuelSubtypeID[2] | - | 20 |
| RVP | psi | 0 |
| sulfurLevel[3] | ppm | 6.37 |
| ETOHVolume | vol.% | 0 |
| MTBEVolume | vol.% | 0 |
| ETBEVolume | vol.% | 0 |
| TAMEVolume | vol.% | 0 |
| aromaticContent | vol.% | 0 |
| olefinContent | vol.% | 0 |
| benzeneContent | vol.% | 0 |
| e200 | vap.% | 0 |
| e300 | vap.% | 0 |
| T50 | deg. F | 0 |
| T90 | deg. F | 0 |

[1] The fuel region labels, associated MOVES fuel region IDs, and TxLED requirements are:

| Label | fuelregionid | counties | Description |
|---|---|---|---|
| R1 | 300000000 | 132 | No TxLED requirement |
| R2 | 178010000 | 95 | TxLED required |
| R3 | 370010000 | 1 | No TxLED requirement |
| R4 | 1370011000 | 12 | TxLED required |
| R5 | 178000000 | 3 | TxLED required |
| R6 | 100000000 | 11 | No TxLED requirement |

[2] Fuel subtype ID 20 is conventional diesel.
[3] Produced by TTI as statewide average for use in all seasons based on the TCEQ summer 2017 diesel survey data.

The actual fuelformation and fuelsupply input database tables used are included in the electronic data submittal as described in Appendix A.

*Local I/M Inputs to MOVES*

El Paso county requires an I/M program, which was in effect during 2017. Emissions rates for El Paso County were modeled to account for the effects the I/M program.

To model a local I/M program design, it must be defined using MOVES I/M coverage parameters by source type, entered in the MOVES imcoverage table. The appropriate internal MOVES I/M factors (in the MOVES database imfactor table) for modeling a local I/M program are designated in a model run by the local program input data in the imcoverage table.[23]

MOVES adjusts emissions (Hydrocarbons [HC], CO, and $NO_x$) at the source-type level to incorporate the benefits of the local I/M program design defined using the MOVES I/M coverage table parameters. TTI previously produced a comprehensive set of MOVES imcoverage records for Texas I/M counties to use in place of MOVES defaults. An I/M program is required in 17 Texas counties of the AUS, DFW, El Paso, and Houston areas.
Table 30 summarizes the I/M modeling parameters for El Paso County, along with the other (16) Texas counties requiring an I/M program.

The imcoverage parameters (by field header) are:

- polProcessID (pollutant and emissions process affected by the program);
- stateID (state subject to the I/M program);
- countyID (county FIPS);
- yearID (year administered);
- sourceTypeID (source type affected);
- fuelTypeID (fuel type for the program);
- IMProgramID (arbitrary ID number specific to a local program);
- begModelYearID (first model year included);
- endModelYearID (last model year included);
- inspectFreq (inspection frequency for the program);
- testStandardsID (I/M test type);
- useIMyn (a Y/N [yes/no] switch that specifies whether or not to use the record); and
- complianceFactor (an adjustment factor reducing the I/M effects for compliance rate, waiver rates, regulatory class coverage adjustments, or other adjustments, if needed).

[23] In general, MOVES produces a local I/M program effect as an adjustment to the model's internal reference I/M program effect (i.e., represented as the "standard I/M difference" in the pair of MOVES emissions rates [I/M – No I/M], which are specific to vehicle regulatory class categories of which the source types are composed). MOVES contains a large set of "I/M factors" by source type (in the imfactor table) computed specifically for adjusting the MOVES standard I/M difference to reflect the effects of various local I/M program design alternatives.

With earlier MOVES versions, there was a requirement to input any MOVES default I/M coverage records particular to the modeling scenario, along with the local user inputs, but flag the MOVES defaults for non-use. Entry of the MOVES defaults this way is no longer required; thus, TTI only entered the local input parameters via the CDB imcoverage table.

***Data Sources*** – TTI produced the local I/M coverage input parameters to represent Texas I/M program designs as specified in the Texas I/M SIP and Texas rules. The I/M program requires annual emissions testing of gasoline vehicles within a 2-through-24 year vehicle age coverage window (motorcycles, military tactical vehicles, diesel-powered vehicles, and antique vehicles are excluded). A gas cap integrity test is required on all these vehicles, and depending on the model year, gross vehicle weight (GVW) (threshold of 8,500 GVW separating light-duty and heavy-duty class), I/M area, and analysis year, current vehicle emissions testing may use On-Board Diagnostics (OBD) tests, the Acceleration Simulation Mode (ASM-2) test, or the Two-Speed Idle (TSI) test. As Table 30 shows, El Paso County requires the gas cap integrity test, the OBD tests, and the TSI test.

For additional I/M program details, see the current I/M SIP and/or pertinent Texas Administrative Code.[24]

***Local I/M Coverage Input Data Development Approach*** – Following is the general approach used to build the Texas imcoverage tables:

Identified MOVES I/M test standards applicable to Texas I/M counties in consultation with the TCEQ (see Table 30, column 4).

- Queried the MOVES database to determine the extent to which MOVES provides I/M effects corresponding to Texas I/M Programs (i.e., test frequency, fuel type, and test types). From the result, listed the SUTs, test standards, pollutant and emissions process combinations with I/M effects in MOVES (i.e., with non-zero MOVES I/M factors and corresponding base emissions rates with non-zero standard I/M differences).
- Categorized counties and years in groups under the pertinent MOVES test standards.
- Assigned MOVES I/M Program IDs such that: 1) all MOVES default I/M Program IDs were excluded; and 2) for each year ID, each I/M Program ID represented a unique combination of test standard, test frequency, begin model year, and end model year.

[24] *Revision to the State Implementation Plan Mobile Source Strategies, Inspection and Maintenance State Implementation Plan Revision*, TCEQ, adopted February 12, 2014.

**Table 30. MOVES I/M Coverage Inputs for Texas Annual Inspections of Gasoline Vehicles, All Affected Counties/Years.**

| YearID[1] | begModel YearID[2] | endModel YearID[2] | testStandardsID[3] | Sourcetypeid [4] |
|---|---|---|---|---|
| **Dallas, Tarrant, El Paso** | | | | 21 (PC – Passenger Car)<br>31 (PT – Passenger Truck)<br>32 (LCT – Light Commercial Truck) |
| 1990 | 1975 | 1990 | 11 (Unloaded Idle) | |
| **Harris, Dallas, Tarrant, El Paso** | | | | |
| 1999 through 2001 | X | Y | 12 (2500 RPM/Idle) | |
| | X | Y | 41 (Evp Cap) | |
| **El Paso** | | | | |
| 2002 through 2006 | X | Y | 12 (2500 RPM/Idle) | |
| | X | Y | 41 (Evp Cap) | |
| **1) Harris, Dallas, Tarrant, Collin, Denton 2) Brazoria, Fort Bend, Galveston, Montgomery, Ellis, Johnson, Kaufman, Parker, Rockwall** | | | | |
| 1) 2002 through 2019 2) 2003 through 2019 | X | 1995 | 23 (A2525/5015 Phase) | |
| | X | 1995 | 41 (Evp Cap) | |
| | 1996 | Y | 51 (Exh OBD) | |
| | 1996 | Y | 45 (Evp Cap, OBD) | |
| **1) Travis, Williamson; 2) El Paso** | | | | |
| 1) 2006 through 2019 2) 2007 through 2019 | X | 1995 | 12 (2500 RPM/Idle) | |
| | X | 1995 | 41 (Evp Cap) | |
| | 1996 | Y | 51 (Exh OBD) | |
| | 1996 | Y | 45 (Evp Cap, OBD) | |
| **All 17 I/M Counties[1]** | | | | |
| 2020 through 2050 | X | Y | 51 (Exh OBD) | |
| | X | Y | 45 (Evp Cap, OBD) | |

[1] Start date: El Paso - 1/1987; Dallas, Tarrant - 4/1990; Harris - 1/1997; Collin, Denton - 5/2002; Ellis, Johnson, Kaufman, Parker, Rockwall, Brazoria, Fort Bend, Galveston, Montgomery - 5/2003; Travis, Williamson - 9/2005.
[2] begmodelyearID (X) and endmodelyearID (Y) define the range of model years covered – where represented by "X" and "Y," respectively, are calculated as YearID – 24, and YearID – 2.
[3] The model processes/pollutants affected are start and running exhaust HC, CO, $NO_x$, and tank vapor venting HC.
[4] Compliance factor input values (PC – 93.12 percent; PT – 91.26 percent; LCT – 85.67 percent) were calculated per Section 4.10.6 of the MOVES Technical Guidance (EPA, August 2018) using Texas compliance and waiver rates of 96 percent and 3 percent, and regulatory class adjustments per MOVES Technical Guidance, Appendix A.[25]

### *Hotelling Activity Distribution Inputs to MOVES*

To model emissions from long-haul truck hotelling activity with MOVES, a distribution of hotelling activity modes by model year may be input via the hotellingactivitydistribution table, otherwise the MOVES default is used. For previous inventory analyses, TTI used the MOVES default, currently comprised solely of the two emissions-producing hotelling activity modes, extended idling and diesel APU operation. For this analysis, TTI used the updated, more

[25] The regulatory class adjustments provide a conservative result in that small portions of PT and LCT, attributable to regulatory class 40 (Class 2b Trucks with 2 Axles/4 Tires [8,500 lbs. < GVWR <= 10,000 lbs.], or "LHD <= 10k"), exclude a potential evaporative gas cap effect available in MOVES for LHD<= 10k.

realistic hotelling activity distributions adopted in the TCEQ's 2017 truck idling study, comprised of four modes, extended idling and diesel APU use modes which produce emissions, and electric power use and power off modes which don't produce emissions. The updated hotellingactivitydistribution table inputs were previously shown in Table 20.

The MOVES input files (MRSs and CDBs) were provided as a part of the electronic data submittal (Appendix A) of this report.

**Checks and Runs**

After completing the input data preparation, the CDBs were checked to verify that all 21 tables were in the appropriate CDBs and the tables were populated with data as intended. The MOVES RunSpecs were executed in batches using the MOVES commandline tool. After completion, TTI verified that the MOVES runs were error free (i.e., checked all run log text files for errors and warnings).

The MOVES runs summaries are included as Appendix I.

**Post-Processing Runs**

Each MOVES output database was post-processed using the TTI's MOVES emissions rates post-processing utilities for on-road mobile emissions rates, RatesCalc and RatesAdj. Post-processing for each MOVES run was performed in two steps. RatesCalc first produced an interim "ratescalc" rate database, followed by a "ratesadj" database containing the final on-road rate tables produced by RatesAdj for input to the EmsCalc inventory calculation utility. The following post-processing procedures were performed on each MOVES output database.

- Interim Rate Databases: Using RatesCalc, the mass/SHP off-network evaporative process rates were calculated using data from the CDB, the MOVES default database, and the MOVES rateperprofile and ratepervehicle emissions rate output. The utility also copied the mass/mile, mass/start, and mass/hour rates along with the units into emissions rate tables. This utility does not perform any unit conversions, and excludes total energy and refueling processes. The utility created the look-up tables ttirateperdistance, ttirateperstart, ttirateperhour (for SHI and APU hours), and ttiratepershp in a "ratescalc" interim output database.
- Final Rate Databases: Using RatesAdj, TTI produced the final on-road mobile emissions rates for input to the EmsCalc emissions calculator. RatesAdj extracted emissions rates from the RatesCalc rate tables only for those pollutants needed in the emissions calculations. TxLED adjustment are not applicable to El Paso County, so no TxLED adjustments were made in this step. The extracted rate tables were placed in "outRatesAdj" databases (one each per run) for subsequent input to the on-road mobile source emissions calculator, EmsCalc.[26]

See the utility descriptions in Appendix B for more information.

[26] The TxLED counties list may be found at: http://www.tceq.texas.gov/airquality/mobilesource/txled/txled-affected-counties. For full details on the TCEQ TxLED factor development procedure, see the zip files at: ftp://amdaftp.tceq.texas.gov/pub/EI/onroad/txled/mvs14.

The resulting hourly on-road rates were input to the EmsCalc utility to calculate the on-road mobile source inventories. All emissions factor modeling inputs (MRS files and CDBs) and the final rates used in the inventories were provided electronically as described in Appendix A.

## SEASONAL WEEKDAY EMISSIONS CALCULATIONS

Using TTI's EmsCalc utility and the previously detailed inventory activity and emissions rate inputs, TTI calculated the county, hourly on-road mobile seasonal weekday inventory estimates.

Under the TDM link-based inventory methodology, the on-road emissions calculation process falls into two vehicle activity categories: VMT-based emissions calculations and off-network emissions calculations. The VMT-based emissions calculations use the TDM link-based VMT and speeds to estimate emissions at the TDM roadway network link level (including added intrazonal links). The off-network emissions calculations use off-network activity (SHP, starts, SHI and APU hours) to estimate emissions at the county-level.

EmsCalc produced three output files per run. These outputs consist of a listing file (summarizing information regarding the execution of the utility), a standard tab-delimited emissions inventory summary, and a tab-delimited 24-hour emissions inventory summary by SCCs and pollutant codes consistent with EPA's 2017 NEI.

### Hourly Link-Based Emissions Calculations

The hourly emissions were calculated by county using EmsCalc and the following major inputs.

- Time period TxDOT district-level vehicle type VMT mix – by MOVES roadway type.
- Time period designations – the four VMT mix time periods to hour-of-day associations.
- Roadway-based activity – link (and intrazonal link)-specific, hourly, directional, operational VMT and speed estimates as developed by the TRANSVMT utility to include: A node, B node, county number, TDM road type (functional class) code, link length, congested (operational) speed, VMT, and TDM area type code.
- TDM road type designations – TDM road type and area type codes to MOVES road type codes (and to VMT mix road type, and to rates road type codes) (see Table 31).
- Off-network activity – county, hourly SHP, starts, SHI, and APU hours by vehicle type.
- Pollutant/process/units list – for emissions to be calculated and output in tab-delimited emissions summary files.[27]
- Roadway-based emissions factors – MOVES-based, county-level by pollutant, process, hour, average speed, MOVES road type, SUT, and fuel type.
- Off-network (parked vehicle) emissions factors – MOVES-based, county-level by pollutant, process, hour, SUT, and fuel type.
- SCCs – mapping of MOVES source type, fuel type, road type, process codes to SCCs.

[27] Note that TTI dropped MTBE from pollutants list for the EmsCalc inventory runs because the MOVES runs produced zero emission rates for MTBE.

- MOVES pollutant codes to NEI pollutant codes – for SCC output.

**Table 31. El Paso TDM Road Type/Area Type to MOVES Road Type Designations**

| TDM Road Type (Code - Name)[1] | TDM Area Type (Code - Name)[1] | MOVES Road Type (Code - Name)[1] |
|---|---|---|
| 1 - Freeways<br>2 - Expressways<br>20 - Ramps | 5 - Rural | 2 - Rural Restricted Access |
| 3 - Principal Arterials<br>4 - Minor Arterials<br>5 - Collectors and Frontage Roads<br>7 - Local Streets<br>0 - Centroid Connectors[2] | 5 - Rural | 3 - Rural Unrestricted Access |
| 1 - Freeways<br>2 - Expressways<br>20 - Ramps | 1 – Central Business District (CBD)<br>2 - CBD Fringe<br>3 - Urban<br>4 - Suburban | 4 - Urban Restricted Access |
| 3 - Principal Arterials<br>4 - Minor Arterials<br>5 - Collectors and Frontage Roads<br>7 - Local Streets<br>0 - Centroid Connectors[2] | 1 - CBD<br>2 - CBD Fringe<br>3 - Urban<br>4 - Suburban | 5 - Urban Unrestricted Access |
| 40 - Intrazonal[2,3] | Local (Intrazonal) | |

[1] The TDM road type and area type code combinations are also correlated to VMT mix road type codes and emissions rate road type codes, which, for this analysis, were identical to the MOVES road type codes.
[2] Emissions estimates for centroid connector and intrazonal links comprise the local road type estimate.
[3] Special links added for application of the intrazonal VMT estimate.

The VMT-based emissions were calculated for each hour using the time-period, TxDOT district-level vehicle type VMT mix, the link VMT and speeds estimates, the MOVES-based "on-network" emissions factors, and the link road type/area type-to-MOVES road type designations. For each link, the link was assigned a MOVES road type based on the link's road type and area type (see Table 31). The link VMT was distributed to each vehicle type using the VMT mix from the appropriate time period based on the link's designated MOVES road type. The AM peak, Mid-day, PM peak, and Overnight VMT mixes were applied by hour according to the local area time periods designation file which assigns each hour of the day to one of the four periods.

The emissions factors by hour for each vehicle type were selected based on the designated hour of the link file, and the link's designated MOVES road type and the link speed. For link speeds falling between MOVES speed bin average speeds, emissions factors were interpolated from bounding speeds. For link speeds falling outside of the MOVES speed range (less than 2.5 mph and greater than 75 mph), the emission factors for the associated bounding speeds were used. The mass/mi rates were multiplied by the link vehicle type VMT producing the link-level emissions estimates. This was performed for each hour of the day.

The off-network emissions were calculated at the county-level by multiplying the hourly, vehicle type off-network emissions factors by the appropriate county-level hourly, vehicle type off-network activity, which was determined by the pollutant emissions process of the associated emissions rate table.

The 24-hour SCC tab-delimited output was produced by aggregating the standard tab-delimited 24-hour output as needed for input to TTI's MOVESsccXMLformat utility, which produced the inventory summaries coded, aggregated and formatted for uploading to EPA's EIS and to the TCEQ's TxAER. These aggregations were performed:

- From 84 pollutants to 62 pollutants:
  - 41 pollutants aggregated to 19.
    - three mercury compounds to one.
    - three $PM_{10}$ pollutants (exhaust, brakewear, tirewear) to one.
    - three $PM_{2.5}$ pollutants (exhaust, brakewear, tirewear) to one.
    - 32 PAH pollutants (16 each in gaseous and particulate phases) to 16.
  - 43 pollutants to 43 (not aggregated).
- From the standard disaggregate level of activity (with on-network roadway-based and off-network types) and emissions by process, road type, source type, and fuel type to:
  - total emissions (all on- and off-network processes except refueling).
  - total VMT for all roads by source type and fuel type (only VMT activity is reported).

### Hourly Link-Based Emissions Output

The EmsCalc hourly link-based emissions output datasets consisted of three output files per run. These output files are:

- A listing file that summarizes the utility execution information, including the inputs and outputs used, a summary of the VMT mix, a summary of the off-network activity, a summary of the emissions factor dimensions (i.e., hour, MOVES road type, MOVES speed bin, SUT, fuel type, pollutant, process), and an hourly totals summary of the totals for VMT, VHT, speed, off-network activity, and emissions in pounds;
- A tab-delimited summary output file consisting of one header section followed by hourly and 24-hour totals data blocks of on-road activity and emissions (in units of pounds). Hourly and 24-hour total summaries are by road type and vehicle type of VMT, VHT, speed (VMT/VHT), pollutant totals, and pollutant process totals (with the "off-network" category listed as the last road type preceding the TOTALS row in each data block), and with starts, SHP, SHI, and APU activity rows last in the activity data block for each time period; and
- A tab-delimited summary SCC output file that contains the 24-hour totals of VMT and emissions (in units of pounds) using inventory data aggregations, SCCs, and pollutant codes consistent with the EPA's 2017 NEI.

There were 84 pollutants in the standard output (VOC, CO, $NO_x$, $NH_3$, $SO_2$, $CO_2$, $PM_{10}$ Total Exhaust, $PM_{10}$ Brakewear, $PM_{10}$ Tirewear, $PM_{2.5}$ Total Exhaust, $PM_{2.5}$ Brakewear, $PM_{2.5}$ Tirewear, OC, EC, $SO_4$, and the HAPs) and after the previously mentioned aggregations, 62 pollutants in the SCC output.

See Appendix B for further details on the EmsCalc utility.

### XML-Formatted 24-Hour Summaries for TexAER

TTI post-processed the EmsCalc 24-hour seasonal weekday SCC-labeled inventory output, using the TTI's MOVESsccXMLformat utility, into the NEI EIS CERS XML format for inclusion in the TCEQ's TexAER database and EPA's EIS.

The tab-delimited SCC-based inventory files output by EmsCalc were produced for direct input to the XML format utility using inventory data aggregation and coding (SCCs and pollutant codes) consistent with EPA's 2017 (and 2014) NEI, as required for compatibility with TexAER (and EIS). The current NEI SCC codes are aggregations of the more detailed MOVES SCC codes, providing the total emissions for each valid NEI pollutant by source type and fuel type (e.g., by pollutant, for on-road, the total emissions from all roadway-based and off-network processes, excluding refueling).

The on-road 24-hour day emissions inventory XML summaries include VOC, CO, $NO_x$, $SO_2$, $NH_3$, $CO_2$, $PM_{2.5}$ and $PM_{10}$ (PMs are the aggregation of exhaust, tirewear, and brakewear). Each run produced a LST file, the XML file, and one tab-delimited SCC-labeled inventory summary per county. (Inventory data for all 254 Texas counties were converted to XML format. Further details may be found in Appendix A.)

## ANNUAL ACTIVITY AND EMISSIONS

Two of the main components of the summer weekday emissions are activity and emissions rates. To incorporate seasonal changes in both the activity and emissions rates, activity and emissions rate annualization factors were used in the annualization methodology.

The activity annualization factors consist of a VMT annualization factor, a hotelling hours annualization factor (used for SHI and APU hours), starts annualization factors by SUT, and SHP annualization factors by SUT. These factors were used to convert the summer weekday activity component of the emissions and to annualize the summer weekday activity.

The emissions rate annualization factors by pollutant, process, SUT, fuel type, and aggregate road type (restricted access, unrestricted access, off-network) were calculated from MOVES inventory mode runs. These factors were needed to accommodate changes in emissions rates between the summer season weekday and the remainder of the year due to the variation in various seasonal parameters.

Generally, the summer weekday activity was annualized by applying the appropriate activity annualization factor to the summer weekday activity and the summer weekday emissions were annualized by applying the appropriate activity annualization factor and emissions rate annualization factor to the summer weekday emissions. In some cases (e.g., heavy duty summer start emissions), emissions rate annualization factors did not exist (mainly due to emissions existing in some seasons but not in summer weekday). In these cases, the annual emissions were calculated by multiplying the annual emissions rate (from the emissions rate annualization factor procedures) by the annual activity.

### Annual Activity and Annualization Factors

To estimate the annual emissions and build the annual MOVES inventory mode databases in a consistent manner (i.e., so that annualized summer weekday activity will be closely replicated by a MOVES inventory mode run), the summer weekday activity was converted to annual activity based on the MOVES calculation procedures to a format suitable for use with the MOVES inventory mode. This annual activity was then used to construct the activity annualization factors that were applied during the annual emissions estimation process. Activity annualization procedures follow for VMT, hotelling hours, starts, and SHP.

#### *Annual VMT and Annualization Factors*

The MOVES calculation procedure for VMT allocates annual VMT by the MOVES defined HPMS vehicle types to summer weekday VMT by HPMS vehicle type using month VMT fractions, day VMT fractions, number of days in the month, and the number of days in the period for the day VMT fraction. The formula for the MOVES VMT allocation procedure is:

$$SWkdVMT_{HPMSVtype} = AVMT_{HPMSVtype} * monthFract_{Month} * dayFract_{Month,DayType} / (noOfDays/7) / noOfRealDays$$

Where:

$SWkdVMT_{HPMSVtype}$ = summer weekday VMT by HPMS vehicle type;
$AVMT_{HPMSVtype}$ = annual VMT by HPMS vehicle type;

| | | |
|---|---|---|
| $monthFract_{Month}$ | = | month VMT fraction for the desired month; |
| $dayFract_{Month,DayType}$ | = | day VMT fraction for the desired day type (weekday or weekend day by month); |
| noOfDays | = | number of days in the desired month; and |
| noOfRealDays | = | number of days in the desired day type (5 for weekday, 2 for weekend day). |

Since the objective was to estimate annual VMT from the summer weekday VMT, the formula from the MOVES VMT allocation procedure can be transformed to calculate the annual VMT from the summer weekday VMT by reversing the calculations. The formula for calculating the annual VMT by HPMS vehicle type from the summer weekday VMT is:

$$AVMT_{HPMSVtype} = SWkdVMT_{HPMSVtype} * noOfRealDays *(noOfDays/7)/ dayFract_{Month,DayType} / monthFract_{Month}$$

The number of days in the day type (noOfRealDays) and number of days in the month (noOfDays) were determined by the emissions inventory being annualized. Since the inventories were for summer (July) weekday, the number of days in the day type was set to 5 and the number of days in the month was set to 31. Day VMT fractions and month VMT fractions were developed by TxDOT district using aggregated ATR data (years 2007 - 2016). See Appendix J for the day VMT fractions and the month VMT fractions. By county, this calculation procedure was applied to the summer weekday VMT for each HPMS vehicle type (output from the MOVESactivityInputBuild utility, see Appendix A) and saved for use in building the annual MOVES inventory mode databases.

The county-level VMT annualization factor was then calculated by dividing the county total annual VMT by the county total summer weekday VMT. Appendix K shows the summer weekday VMT, annual VMT and VMT annualization factors.

*Annual Hotelling Hours and Annualization Factors*

The annual hotelling hours were calculated using similar logic and input parameters as the VMT annualization procedure. Since the hotelling hours input to MOVES is required by age, the hourly summer weekday hotelling hours (from the emissions inventory development process) was distributed to each age category using travel fractions. The hourly summer weekday hotelling hours by age was then converted to hourly annual hotelling hours by age. The hourly annual hotelling hours by age was then converted to the proper format for use with the MOVES inventory mode databases (hotelling hours by month, day type, hour, and age). The county total annual hotelling hours were then used to calculate the hotelling annualization factor, which was used during the emissions annualization process to annualize the SHI and APU hours activity.

Travel fractions were used to distribute the hourly summer weekday hotelling hours to each of the MOVES age categories. These travel fractions were calculated using the county-specific age distribution for SUT 62 (also used in the MOVES emissions rate runs) and the county-specific relative mileage accumulation rates (adjusted to reflect the VMT mix in the summer weekday emissions inventory) for SUT 62. The travel fractions by age were calculated by multiplying the age distribution by the relative mileage accumulation rates for each age and

dividing by the sum of the product for all the age categories. The travel fractions were calculated using the following formula:

$$TF_{Age} = (STAD_{Age} * RelMAR_{Age}) / \sum(STAD_{Age} * RelMAR_{Age})$$

Where:

| | | |
|---|---|---|
| $TF_{Age}$ | = | the travel fractions by age category; |
| $STAD_{Age}$ | = | source type age distribution for SUT 62 by age; |
| $RelMAR_{Age}$ | = | relative mileage accumulation rates by age (adjusted to reflect the VMT mix in the summer weekday emissions inventory) for SUT 62 by age; and |
| $\sum(\,)$ | = | sum of ($STAD_{Age}$ * $RelMAR_{Age}$) across all age categories. |

The travel fractions were then used to calculate the hourly summer weekday hotelling hours by age from the hourly summer weekday hotelling hours used in the emissions inventory development process. The hourly summer weekday hotelling hours by age were calculated using the following formula:

$$SWkdHH_{Hour,Age} = SWkdHH_{Hour} * TF_{Age}$$

Where:

| | | |
|---|---|---|
| $SWkdHH_{Hour,Age}$ | = | hourly summer weekday hotelling hours by age; |
| $SWkdHH_{Hour}$ | = | hourly summer weekday hotelling hours from the emissions inventory development process; and |
| $TF_{Age}$ | = | the travel fractions by age category. |

The hourly annual hotelling hours by age were then calculated using a similar procedure to the annual VMT using the day and month fractions (see Appendix J):

$$AHH_{Hour,Age} = SWkdHH_{Hour,Age} * noOfRealDays *(noOfDays/7)/ dayFract_{Month,DayType} / monthFract_{Month}$$

Where:

| | | |
|---|---|---|
| $AHH_{Hour,Age}$ | = | hourly annual hotelling hours by age; |
| $SWkdHH_{Hour,Age}$ | = | hourly summer weekday hotelling hours by age; |
| noOfRealDays | = | number of days in the desired day type – 5 for summer weekday; |
| noOfDays | = | number of days in the desired month – 31 for summer (July) weekday; |
| $dayFract_{Month,DayType}$ | = | day VMT fraction for summer (July) weekday (see Appendix J); and |
| $monthFract_{Month}$ | = | month VMT fraction for summer (July, See Appendix J). |

Since the annual MOVES inventory mode databases also require the hotelling hours input for each month and day type (weekday and weekend day) portions of the week, the annual hotelling hours by age were calculated for each month and day type period (total of 24 sets of hotelling hours) using the following formula:

$$HH_{Month,DayPeriod,Hour,Age} = AHH_{Hour,Age} * monthFract_{Month} * dayFract_{Month,DayType} / (noOfDays/7)$$

Where:

| | | |
|---|---|---|
| $HH_{Month,DayPeriod,Hour,Age}$ | = | hotelling hours by month, day type period, hour, and age; |
| $AHH_{Hour,Age}$ | = | hourly annual hotelling hours by age; |
| $monthFract_{Month}$ | = | month VMT fraction (See Appendix J); |
| $dayFract_{Month,DayType}$ | = | day VMT fraction (see Appendix J); and |
| noOfDays | = | number of days in the month. |

The hotelling annualization factor was then calculated by dividing the county total hotelling hours by the county total summer weekday hotelling hours. This hotelling annualization factor was used for annualizing the SHI and APU hours activity in the emissions annualization process. Appendix K shows the annual hotelling hours, summer weekday hotelling hours, and annualization factors.

*Annual Starts and Annualization Factors*

The annual starts inputs to MOVES require starts by month, portion of the week (weekday portion and weekend day portion), hour, SUT, and age. These annual starts were calculated based on the summer weekday starts from the emissions inventory development process. The annual starts were also used, along with the summer weekday starts, to calculate county-level starts annualization factors by SUT.

In the emissions inventory development process, summer weekday starts were calculated by hour, SUT, and fuel type using the MOVES default weekday starts-per-vehicle. Since the MOVES default starts-per-vehicle do not vary by fuel type, all calculations were performed by SUT. To calculate the annual starts from the summer weekday starts, the starts for a summer weekend day must be calculated. This calculation was performed using weekend day equivalency factors, which were calculated by dividing the hourly MOVES default weekend day starts-per-vehicle by the hourly MOVES default weekday starts-per-vehicle. These equivalency factors were calculated using the formula:

$$WEDSEF_{Hour,SUT} = WEDSPV_{Hour,SUT} / WKDSPV_{Hour,SUT}$$

Where:

| | | |
|---|---|---|
| $WEDSEF_{Hour,SUT}$ | = | weekend day starts equivalency factors by hour and SUT; |
| $WEDSPV_{Hour,SUT}$ | = | MOVES default weekend day starts-per-vehicle by hour and SUT; and |
| $WKDSPV_{Hour,SUT}$ | = | MOVES default weekday starts-per-vehicle by hour and SUT. |

These equivalency factors were then used to convert the summer weekday starts from the emissions inventory development process to summer weekend day starts. The hourly summer weekday starts (by SUT and fuel type) were aggregated by SUT to produce hourly summer weekday starts by SUT and the equivalency factors were applied to calculate the summer weekend day starts by SUT. The summer weekend day starts were calculated using the following formula:

$$WEDS_{Hour,SUT} = WKDS_{Hour,SUT} * WEDSEF_{Hour,SUT}$$

Where:

$WEDS_{Hour,SUT}$ = summer weekend day starts by hour and SUT;
$WKDS_{Hour,SUT}$ = summer weekday starts by hour and SUT; and
$WEDSEF_{Hour,SUT}$ = weekend day starts equivalency factors by hour and SUT.

MOVES requires starts by portion of the week (weekday portion and weekend portion), which means the summer weekday and summer weekend day starts by hour and SUT must be converted to portion of the week. This conversion is performed using the number of days in the portion of week (5 for weekday, 2 for weekend day). The following formula was used to convert both the summer weekday and summer weekend day starts to portions of the week:

$$Starts_{WeekPortion,Hour,SUT} = DailyStarts_{Day\ Type,Hour,SUT} * noOfRealDays$$

Where:

$Starts_{Week,Portion,Hour,SUT}$ = starts by portion of the week, hour, and SUT;
$DailyStarts_{Day\ Type,\ hour,SUT}$ = daily starts by day type, hour, and SUT (summer weekday and summer weekend day); and
noOfRealDays = number of days in the portion of the week (5 for weekday, 2 for weekend day).

Since the MOVES default starts-per-vehicle and the vehicle population used to calculate starts do not vary by month, the starts for each month were set equal to the summer weekday portion of the week and summer weekend day portion of the week starts by hour and SUT, which completes the data set required for the MOVES inventory mode database. To calculate the starts annualization factors by SUT, the annual starts by SUT must be calculated. Since the monthly starts are by portion of the week, weekly starts by SUT were calculated for each month by summing the portion of the week starts, and the weekly starts by SUT were converted to monthly starts by SUT. These monthly starts were then summed to obtain the annual starts by SUT using the following formula:

$$AStarts_{SUT} = \sum[WStarts_{Month,SUT} *(noOfDays/7)]$$

Where:

$AStarts_{SUT}$ = annual starts by SUT;
$WStarts_{Month,SUT}$ = weekly starts by month and SUT;
noOfDays = number of days in the month; and
$\sum[\ ]$ = sum of the monthly starts.

The second component of the starts annualization factors by SUT is the summer weekday starts by SUT. The summer weekday starts by hour and SUT used in the emissions inventory development process were aggregated across hours and fuel types for each SUT to produce summer weekday starts by SUT. The annual starts by SUT were then divided by the summer weekday starts by SUT to produce the starts annualization factors by SUT. Appendix K shows the starts annualization factors by SUT.

*Annual SHP and Annualization Factors*

The annual SHP required to calculate SHP annualization factors was calculated using a process very similar to MOVES. This annual SHP was then used, along with the summer weekday SHP, to calculate SHP annualization factors. All calculations were performed at county-level.

The first step in calculating annual SHP was to calculate the SUT vehicle population by age using the source type age distribution. Following is the formula used to calculate the SUT vehicle population by age:

$$VehPop_{SUT,Age} = VehPop_{SUT} * AgeDist_{SUT,Age}$$

Where:

| | | |
|---|---|---|
| $VehPop_{SUT,Age}$ | = | vehicle population by SUT and age; |
| $VehPop_{SUT}$ | = | vehicle population by SUT; and |
| $AgeDist_{SUT,Age}$ | = | source type age distribution by SUT and age. |

The next step in calculating the annual SHP was to calculate the vehicle population within each MOVES designated HPMS vehicle class. Each SUT in the vehicle population by SUT was assigned an HPMS vehicle class and the vehicle population was summed for each HPMS vehicle type.

The next step in calculating the annual SHP was to calculate the vehicle population fractions within each HPMS vehicle class. For each SUT, the vehicle population by SUT and age was assigned an HPMS vehicle class and divided by the appropriate HPMS vehicle class. Following is the formula for calculating the vehicle population fractions within each HPMS vehicle class:

$$HVehFract_{SUT,Age} = VehPop_{SUT,Age} / VehPop_{HPMSvtype}$$

Where:

| | | |
|---|---|---|
| $HVehFract_{SUT,Age}$ | = | vehicle population fractions within each HPMS vehicle class by SUT and age; |
| $VehPop_{SUT,Age}$ | = | vehicle population by SUT and age; and |
| $VehPop_{HPMSvtype}$ | = | vehicle population by HMPS vehicle type. |

The next step in calculating the annual SHP was to calculate the travel fractions by SUT and age. These travel fractions, which represent the amount of travel by SUT and age within each HPMS vehicle type, were calculated by multiplying the vehicle population fractions within each HPMS vehicle class (SUT and age) by the relative mileage accumulation rates (SUT and age) and divided by the sum of the product by HPMS vehicle type. The relative mileage accumulation rates were adjusted to reflect the 24-hour VMT mix contained in the summer weekday activity and emissions. Following is the formula for calculating the travel fractions by SUT and age:

$$TF_{SUT,Age} = HVehFract_{SUT,Age} * relMAR_{SUT,Age} / \sum( HVehFract_{SUT,Age} * relMAR_{SUT,Age})_{HPMSvtype}$$

Where:

| | | |
|---|---|---|
| $TF_{SUT,Age}$ | = | travel fraction by SUT and age; |
| $HVehFract_{SUT,Age}$ | = | vehicle population fractions within each HPMS vehicle class by SUT and age; |
| $relMAR_{SUT,Age}$ | = | relative mileage accumulation rates by SUT and age; and |
| $\sum(\,)$ | = | sum of ( $HVehFract_{SUT,Age}$ * $relMAR_{SUT,Age}$) across HPMS vehicle type. |

The annual VMT by road type, SUT, and age was then calculated by multiplying the annual VMT by HPMS vehicle type (from the VMT annualization process described previously), the road type distribution by SUT and road type, and the travel fractions. Following is the formula for calculating the annual VMT by road type, SUT, and age:

$$AVMT_{RoadType,SUT,Age} = AVMT_{HPMSVtype} * RDIST_{SUT,RoadType} * TF_{SUT,Age}$$

Where:

| | | |
|---|---|---|
| $AVMT_{RoadType,SUT,Age}$ | = | annual VMT by road type, SUT, and age; |
| $AVMT_{HPMSVtype}$ | = | annual VMT by HPMS vehicle type; |
| $RDIST_{SUT_RoadType}$ | = | road type distribution by SUT and road type; and |
| $TF_{SUT,Age}$ | = | travel fraction by SUT and age. |

The annual VMT by road type, SUT, and age was then allocated to each month, day period (weekday and weekend day), and hour by multiplying by the month VMT fraction, the day VMT fraction, and hour VMT fraction, and dividing by the number of weeks in the month (number of days in the month divided by seven). Following is the formula for calculating the VMT by month, day period, hour, road type, SUT, and age:

$$VMT_{Month,DayPeriod,Hour,Roadtype,SUT,Age} = AVMT_{RoadType,SUT,Age} * monthFract_{Month} * dayFract_{Month,DayType} * hourFract_{DayType,Hour} / (noOfDays_{Month} / 7)$$

Where:,

| | | |
|---|---|---|
| $VMT_{Month,DayPeriod,Hour,Roadtype,SUT,Age}$ | = | VMT by month, day period, hour, road type, SUT, and age; |
| $AVMT_{RoadType,SUT,Age}$ | = | annual VMT by road type, SUT, and age; |
| $monthFract_{Month}$ | = | month VMT fraction by month; |
| $dayFract_{Month,DayType}$ | = | day VMT fraction by month and day type; and |
| $hourFract_{DayType_Hour}$ | = | hour VMT fraction by day type and hour; and |
| noOfDays | = | number of days in the month. |

The average speed by day type, hour, SUT, and road type was then calculated by multiplying the average speed distribution (day type, hour, SUT, road type, and average speed bin) by the average speed bin speeds and summing across the speed bins. Following is the formula used to calculate the average speed by day type, hour, SUT, and road type:

$$ASPD_{DayType,Hour,SUT,RoadType} = \sum(SPDD_{DayType,Hour,SUT,RoadType,SpeedBin} * SPDB_{SpeedBin})$$

Where:

| | | |
|---|---|---|
| $ASPD_{DayType,Hour,SUT,RoadType}$ | = | average speed by day type, hour, SUT, and road type; |
| $SPDD_{DayType,Hour,SUT,RoadType,SpeedBin}$ | = | average speed distribution by day type, hour, SUT, road type, and average speed bin; |
| $SPDB_{SpeedBin}$ | = | speed bin speeds by speed bin; and |
| $\sum(\,)$ | = | sum across speed bins. |

The SHO by month, day period, hour, road type, SUT, and age was then calculated by dividing the VMT (month, day period, hour, road type, SUT, and age) by the average speed (day type, hour, SUT, and road type). Following is the formula used for calculating the SHO by month, day period, hour, road type, SUT, and age:

$$SHO_{Month,DayPeriod,Hour,Roadtype,SUT,Age} = VMT_{Month,DayPeriod,Hour,Roadtype,SUT,Age} / ASPD_{DayType,Hour,SUT,RoadType}$$

Where:

| | | |
|---|---|---|
| $SHO_{Month,DayPeriod,Hour,Roadtype,SUT,Age}$ | = | SHO by month, day period, hour, road type, SUT, and age; |
| $VMT_{Month,DayPeriod,Hour,Roadtype,SUT,Age}$ | = | VMT by month, day period, hour, road type, SUT, and age; and |
| $ASPD_{DayType,Hour,SUT,RoadType}$ | = | average speed by day type, hour, SUT, and road type. |

The SHO by month, day period, hour, road type, SUT, and age was then summed across the road types to produce the SHO by month, day period, hour, SUT, and age. This SHO was then used to calculate the SHP by month, day period, hour, SUT, and age. The vehicle population (SUT and age) was multiplied by the number of days in the day period (5 for weekday period and 2 for weekend day period) to calculate the day period vehicle population. The SHO (month, day period, SUT, and age) was then subtracted from the day period vehicle population to calculate the SHP by month, day period, hour, SUT, and age. Following is the formula used to calculate the SHP by month, day period, hour, SUT, and age:

$$SHP_{Month,DayPeriod,Hour,SUT,Age} = (VehPop_{SUT,Age} * noOfRealDays) - SHO_{Month,DayPeriod,Hour,SUT,Age}$$

Where:

| | | |
|---|---|---|
| $SHP_{Month,DayPeriod,Hour,SUT,Age}$ | = | SHP by month, day period, hour, SUT, and age; |
| $VehPop_{SUT,Age}$ | = | vehicle population by SUT and age; |
| noOfRealDays | = | number of days in the day period (5 for weekday, 2 for weekend day); and |
| $SHO_{Month,DayPeriod,Hour,SUT,Age}$ | = | SHO by month, day period, hour, SUT, and age. |

The SHP by SUT for the month and day type to be annualized (July weekday in this case) was then calculated using the SHP by month, day period, hour, SUT, and age. For those SHP values greater than zero (negative SHP values are set to zero since those values indicate that SHP does not exist), the SHP (month, day period, hour, SUT, and age) was divided by the number of days in the day period (5 for weekday in this case) and summed across hour and age. Following is the formula for calculating the daily SHP by SUT:

$$DSHP_{SUT} = \sum MAX[\ SHP_{Month,DayPeriod,Hour,SUT,Age}\ /\ noOfRealDays,\ 0]$$

Where:

| | | |
|---|---|---|
| $DSHP_{SUT}$ | = | daily SHP by SUT for the month and day type annualized (July weekday in this case); |
| $SHP_{Month,DayPeriod,Hour,SUT,Age}$ | = | SHP by month, day period, hour, SUT, and age for the month and day type annualized (July weekday in this case); |
| noOfRealDays | = | number of days in the day period annualized (5 for weekday in this case); and |
| $\sum MAX[\ ]$ | = | sum of the maximum value between ($SHP_{Month,DayPeriod,Hour,SUT,Age}$/noOfRealDays) and 0 across hour and age. |

The annual SHP by SUT was calculated using a similar procedure as the daily SHP except that the calculations were performed for each month and day period. Following is the formula for calculating the annual SHP by SUT:

$$ASHP_{SUT} = \sum MAX[\ SHP_{Month,DayPeriod,Hour,SUT,Age}\ /\ noOfRealDays,\ 0]$$

Where:

| | | |
|---|---|---|
| $ASHP_{SUT}$ | = | annual SHP by SUT; |
| $SHP_{Month,DayPeriod,Hour,SUT,Age}$ | = | SHP by month, day period, hour, and SUT; |
| noOfRealDays | = | number of days in the day period (5 for weekday, 2 for weekend day); and |
| $\sum MAX[\ ]$ | = | sum of the maximum value between ($SHP_{Month,DayPeriod,Hour,SUT,Age}$/noOfRealDays) and 0 across month, day period, hour, and age. |

The annual SHP by SUT were then divided by the daily (July weekday) SHP by SUT to produce the SHP annualization factors by SUT. Appendix K shows the SHP annualization factors by SUT.

**Emissions Rate Annualization Factors**

Emissions rate annualization factors by pollutant, process, SUT, fuel type, and aggregate road type (restricted access, unrestricted access, off-network) were also used to create annual emissions from the summer weekday emissions. These factors were based on two MOVES inventory mode runs: one to produce annual activity and emissions (e.g., summer and winter seasonal inputs); and one to produce summer weekday emissions and activity (using similar inputs to the summer weekday MOVES emissions rate runs used to develop the summer weekday emissions inventories). Annual emissions rates, summer weekday emissions rates and annualization factors (annual rate divided by summer weekday rate) by pollutant, process, SUT, fuel type, and aggregate road type were calculated using the output from these two MOVES runs.

*MOVES Inventory Mode Runs*

For the development of the emissions rate annualization factors, two inventory mode runs were performed, one for a summer weekday, and one with seasonal variation for annual.

In the section entitled "Estimation of Seasonal Weekday Emission Factors," Table 23 and Table 24 summarize the RunSpec settings and CDB inputs for the seasonal weekday emissions rate mode runs for the rates development. The inventory mode runs for rate annualization factor development are very similar to the rates mode runs; their differences in RunSpecs and CDBs are highlighted here.

***RunSpecs***: For the inventory mode runs, particular Scale, Time Spans, Geographic Bounds, and Output Emissions Detail settings are different. For inventory mode, "Calculation Type" was set to "Inventory" in the Scale panel; "Region" in the Geographic Bounds panel was changed from "Zone and Link" to "County;" and the appropriate CDB name was set. In the Time Spans panel, for summer weekday, there was no difference between inventory mode and rates mode, but for the generalized annual inventory mode run, for "Days," both "Weekdays" and "Weekend" were selected, and for "Months," both "January" and "July" were selected. Under Output Emissions Detail for inventory mode, "Time" was set to "24 Hour Day" for the summer weekday run, and to "Month" for the generalized annual run.

***CDBs***: For the inventory mode, only one CDB was needed for both the summer weekday run and the generalized annual run. Both summer and winter season meteorological inputs (see Appendix H) and fuels inputs (see Table 27,
Table 28, and Table 29) were included in each CDB (as was the case for the rates mode CDBs). Additionally, month VMT fractions were changed to account for local semi-annual seasonal activity at the associated district level. July and January monthVMTfraction values, respectively, were set to one-sixth of the generalized, semi-annual summer [April through September] and one-sixth of the winter [remaining six months] ATR counts. For developing these summer and winter month VMT fractions for motorcycles, the MOVES defaults were used to account for substantially higher seasonal variation for this SUT, not individually distinguishable in the local aggregate fleetwide fractions.

TTI built the MRSs and CDBs and checked that they were prepared as intended. The MOVES runs were performed, checked for errors, and applied in the calculation of the emissions rate annualization factors. The MRSs, CDBs (and scripts used to build them), and MOVES output were provided as a part of the electronic data submittal (see Appendix A).

*Emissions Rate Annualization Factor Calculations*

The first component of the emissions rate annualization factors is the annual emissions rates. The emissions output from the annual MOVES inventory mode run was aggregated by pollutant, process, SUT, fuel type, and aggregate road type (restricted access, unrestricted access, off-network). The activity output was also aggregated by SUT, fuel type, aggregate road type, and activity type (i.e., VMT, starts, SHI, APU hours, and SHP). The annual emissions rates were then calculated by dividing the aggregated emissions output by the appropriate aggregated activity to produce annual emissions rates by pollutant, process, SUT, fuel type, and aggregate road type. Using the same procedure, summer weekday emissions rates were calculated using the output from the summer weekday MOVES inventory mode run.

The emissions rate annualization factors were then calculated by dividing the annual emissions rates (including any necessary units conversion factors) by the summer weekday emissions rates. In those cases where annual emissions rates existed but summer weekday rates did not, the emissions rate annualization factor was set to zero, which caused the annual emissions rate to be used in the annual emissions calculation procedure.

**Annual Activity and Emissions Calculations**

The seasonal weekday inventory output consists of two formats: the standard tab-delimited format (activity and emissions by pollutant, process, SUT/fuel type, and road type) and the SCC tab-delimited format (VMT and emissions by pollutant and SCC). The SCC output is a re-aggregated, re-coded, very condensed portion of the standard format inventory data (e.g., SCC file sizes less than five percent of standard format output files). The SCC format excludes hourly data (keeps only day totals), drops off-network activity (keeps only VMT activity), aggregates particular pollutants (e.g., brakewear, tirewear, exhaust PM), aggregates VMT to SUT and fuel type totals, aggregates emissions to totals by pollutant, SUT and fuel type, and recodes the results. For the annual inventories, both of the standard and SCC formats were also required. First the summer weekday inventories were annualized, producing the annual inventories in the standard output format. Using the SCC format procedure consistent with the seasonal weekday inventories, the annual inventories in SCC format were produced.

For the standard tab-delimited format, the annual activity was calculated by multiplying the 24-hour activity from the summer weekday standard tab-delimited activity and emissions file by the appropriate activity factor. Annual activity was calculated for VMT, SHI, APU hours, starts, and SHP.

The annual emissions were also calculated using the 24-hour emissions from the summer weekday standard tab-delimited activity and emissions file. For each pollutant, the annual emissions were calculated for each process by multiplying the summer weekday emissions by the appropriate activity factor and emissions rate annualization factor. In the case where the emissions rate annualization factor was zero and the annual emissions rate was greater than zero, the annual emissions were calculated by multiplying the appropriate annual activity by the annual emissions rate. The composite pollutant emissions were also calculated by summing the emissions for each process associated with the pollutant.

For the SCC tab-delimited format annual inventories, the annual standard tab-delimited activity and emissions were re-aggregated and re-coded in the same manner as was performed for the summer weekday inventories.

**Conversion of Annual Emissions Inventories to XML Format**

TTI converted the county-level annual emissions (CAPs and HAPs) and activity results to a format compatible for uploading to the TCEQ's TexAER based on the EPA's EIS NEI CERS XML format, which uses EPA's EIS inventory data codes, using the same procedures as the conversion of the 24-hour weekday emissions and activity. Particular MOVES pollutants required aggregation and re-coding for EIS compatibility (i.e., combining gas and particle PAHs; combining the three Mercury compounds; and combining PM from exhaust, brakewear, and tirewear). Each run produced a LST file (execution information, input/output file listings, input summaries, and input and output totals summaries with calculated differences for QA checks),

the XML file, and one output summary of SCC-labeled inventory data in a tab-delimited text file form for each county included in the XML formatting run. All these files were included in the electronic data submittal (see Appendix A for more details).

## ADDITIONAL CDBS FOR MOVES INVENTORY MODE

TTI developed two extra sets of CDBs consistent with the emissions inventory data that may be used with MOVES in the inventory mode: one set of seasonal weekday CDBs and one set of annual CDBs. These inventory mode CDBs were designed to input to MOVES the appropriate activity data (daily for the seasonal weekday CDBs and annual for the annual CDBs), and with the appropriate MRSs, produce seasonal weekday inventory output consistent with, but not necessarily identical to, the seasonal weekday link-based and annual inventories. TTI also produced the annual inventory mode CDBs using the CDB names and the set of MOVES tables specified in EPA instructions for on-road input submittals for the 2017 NEI.[28]

The seasonal weekday inventory CDBs include the 26 input data tables shown in Table 32 along with corresponding data sources. The inventory CDBs include 20 of 21 (sourcetypeage is not used) MOVES tables used in the link-based analysis rates mode CDBs (see Table 24), replace the other rates mode CDB table (hpmsvtypeyear) with the sourcetypedayvmt table, and adds five more tables, hotellinghours, sourcetypeage, starts, monthofanyyear, and dayofanyweek.

The seasonal weekday inventory mode CDB data source categories are:

- Rates CDB (mainly local data directly from the link-based inventory rates CDBs);
- MOVESactivityInputBuild utility output (for activity inputs from link-based inventory);
- VehPopulationBuild utility output (for vehicle population estimates); and
- Adjusted MOVES defaults (for activity allocation factors modified as needed to produce daily output from daily activity input).

The inventory development utilities descriptions, to include MOVESacivityInputBuild and VehPopulationBuild utilities, are included in Appendix B.

[28] The on-road inputs submittal guidance is *Instructions for Submitting ONROAD Inputs for the 2017 NEI* (EPA, July 31, 2018).

**Table 32. Seasonal Weekday MOVES Inventory Mode CDB Tables and Data Sources.**

| Table | Data Source[1] |
|---|---|
| avft | Rates CDB |
| avgspeeddistribution | MOVESactivityInputBuild utility output |
| county | Rates CDB[1] |
| countyyear | Rates CDB[1] |
| dayofanyweek | MOVES default – with update: noOfRealDays = 1 |
| dayvmtfraction | Rates CDB – with updates: dayVMTFraction = 1 (dayID = 5), dayVMTFraction = 0 (dayID = 2) |
| fuelsupply | Rates CDB |
| fuelformulation | Rates CDB |
| hotellingactivitydistribution | Rates CDB |
| hotellinghours | MOVESactivityInputBuild utility output |
| hourvmtfraction | MOVESactivityInputBuild utility output |
| imcoverage | Rates CDB[1] |
| monthofanyyear | MOVES default – with update: noOfDays = 7 |
| monthvmtfraction | Rates CDB with update: monthVMTFraction = 1 (monthid = 7) |
| roadtype | MOVESactivityInputBuild utility output |
| roadtypedistribution | MOVESactivityInputBuild utility output |
| sourcetypeage | MOVESactivityInputBuild utility output (relativeMAR adjusted for local VMT mix – travel fractions calculated using relativeMAR adjusted to match 24-hour VMT from link-level inventory) |
| sourcetypeagedistribution | Rates CDB |
| sourcetypedayvmt | MOVESactivityInputBuild utility output |
| sourcetypeyear | VehPopulationBuild utility output |
| starts | MOVESactivityInputBuild utility output |
| state | Rates CDB |
| year | Rates CDB |
| zone | Rates CDB[1] |
| zonemonthhour | Rates CDB[1] |
| zoneroadtype | Rates CDB[1] |

[1] Note that for virtual link counties, the "Rates CDB" data source is of the representative county for the county group emissions rates development process. Thus for virtual link counties, county information taken from the Rates CDBs (e.g., such as countyid or zoneid in county, countyyear, zone, zonemonthhour, zoneroadtype, imcoverage) were updated to represent the actual county of the MOVES summer weekday inventory mode CDB created.

TTI initially created the annual inventory mode CDBs containing 24 of the 26 same input data tables as the seasonal weekday inventory CDBs (excluded the monthofanyyear and

dayofanyweek tables that are not required for annual inventory mode CDBs). The EPA's 2017 NEI on-road inputs submittal instructions required 13 additional (empty) tables and removal of one table (sourcetypeage) for 36 total tables. TTI adjusted the set of tables (added the 13 and dropped the one), as required, and named the annual CDBs as also specified in the guidance. Table 33 shows the annual inventory CDB tables and data sources.

The annual inventory mode CDB data source categories are:

- CDBs from the MOVES emissions rate runs used in developing the seasonal weekday, link-based inventories (mainly local data from the link-based inventory analysis rates CDBs, which contain summer and winter data);
- MOVESactivityInputBuild utility output (for activity inputs built from applicable link-based inventory data);
- VehPopulationBuild utility output (for vehicle population estimates);
- Local data (2007-2016 ATR data by TxDOT district to build day VMT fractions and month VMT fractions); and
- Annual activity from the activity annualization procedures.

**Table 33. Annual MOVES Inventory Mode CDB Tables and Data Sources.**

| Table[1] | Data Source |
|---|---|
| avft | Rates CDB |
| avgspeeddistribution | MOVESactivityInputBuild utility output for dayID 5 and dayID 2 |
| county | Rates CDB[2] |
| countyyear | Rates CDB[2] |
| dayvmtfraction | Local Data (see Appendix J) |
| fuelsupply | Rates CDB with monthID 1 data for months 1-3, 10-12; monthID 7 data for months 4-9 |
| fuelformulation | Rates CDB |
| hotellingactivitydistribution | Rates CDB |
| hotellinghours | Annual activity[3] |
| hourvmtfraction | Local Data (see Appendix J) |
| hpmsvtypeyear | Annual activity[3] |
| imcoverage | Rates CDB[2] |
| monthvmtfraction | Local Data (see Appendix J) |
| roadtype | MOVESactivityInputBuild utility output |
| roadtypedistribution | MOVESactivityInputBuild utility output |
| sourcetypeagedistribution | Rates CDB |
| sourcetypeyear | VehiclePopulationBuild utility output |
| starts | Annual activity[3] |
| state | Rates CDB |
| year | Rates CDB |
| zone | Rates CDB[2] |
| zonemonthhour | Rates CDB[2] with monthID 1 data for months 1-3, 10-12; monthID 7 data for months 4-9 |
| zoneroadtype | Rates CDB[2] |

[1] Per EPA NEI instructions, these 13 empty tables not shown were also included: auditlog, emissionratebyage, fuelsupplyyear, fuelusagefraction, hpmsvtypeday, importstartsopmodedistribution, onroadretrofit, sourcetypedayvmt, sourcetypeyearvmt, startshourfraction, startsmonthadjust, startsperday, and startssourcetypefraction.

[2] For virtual link counties, the "Rates CDBs" are for county groups represented by one countyID. County information taken from these Rates CDBs (such as countyid or zoneid in county, countyyear, zone, zonemonthhour, zoneroadtype, imcoverage) were updated for the county of the MOVES inventory mode CDB created.

[3] From the activity annualization procedures.

TTI built the MOVES inventory mode CDBs, checked that each one contained all the required tables, and ensured they were populated as intended. These MOVES inventory mode

CDBs along with the MySQL scripts used to create them, were provided as a part of the electronic data submittal (see Appendix A).

## QUALITY ASSURANCE

Analyses and results were subjected to appropriate internal review and quality assurance and quality control (QA/QC) procedures, including independent verification and reasonableness checks. All work was completed consistent with applicable elements of American Society for Quality, American National Standard ASQ/ANSI: E4:2014: *Quality Management Systems for Environmental Information and Technology Programs – Requirements with Guidance for Use,* February 2014, and the TCEQ Quality Management Plan.

The Quality Assurance Project Plan (QAPP) category and project type most closely matching the intended use of this analysis are QAPP Category II (for important, highly visible agency projects involving areas such as supporting the development of environmental regulations or standards) and modeling for NAAQS Compliance. Internal review and quality control measures consistent with the QA category and project type-specific requirements provided in *Guidance for Quality Assurance Project Plans for Modeling*, EPA QA/G-5M,[29] along with appropriate audits or assessments of data and reporting of findings, were employed. These include but are not limited to the elements outlined, per *EPA Requirements for Quality Assurance Project Plans* (EPA QA/R-5),[30] in the following description.

### A. Project Management

The project management was as listed previously in the Acknowledgments section.

The definition and background of the problem addressed by this project, the project/task description, and project documents and records produced are as described previously in the Purpose and Background sections. No special training or certifications were required. The TTI project manager assured that the appropriate project personnel had and used the most current, approved version of the QAPP.

After receiving the Notice to Commence (NTC) from the TCEQ, the TTI project manager provided a detailed pre-analysis plan to the TCEQ project manager for review and concurrence. Upon concurrence of the pre-analysis plan, the TTI project manager distributed the pre-analysis plan to the TTI inventory developers for use in both the inventory development and QA review process. TTI maintains records of the project QA checks as a part of the project archive, for at least five years.

The objective was to produce the emissions inventory products of the quality suited to their purpose as specified (i.e., periodic emissions inventories and MOVES CDBs under the AERR to support the EPA's comprehensive three-year cycle NEI), in accordance with the appropriate guidance and methods documents as referenced, as detailed in the pre-analysis plan, and in consultation with the TCEQ project manager.

[29] PDF available at: https://www.epa.gov/sites/production/files/2015-06/documents/g5m-final.pdf.
[30] PDF available at: https://www.epa.gov/sites/production/files/2016-06/documents/r5-final_0.pdf.

Basic criteria were used to assure that the acceptable quality of the product was met – product developers verified the process and product were as specified, to include:

- The product met the purpose of the emissions analysis (i.e., 2017 on-road mobile source portion of the 2017 periodic year emissions inventories and MOVES CDBs fulfilling requirements for Texas under the AERR and supporting the EPA's comprehensive three-year cycle NEI);
- The full extent of the modeling domain was included (i.e., analysis year, geographic coverage, seasonal periods, days, sources, pollutants);
- Agreed methods, models, tools, and data were used (i.e., as in the detailed pre-analysis plan);
- The required output data sets were produced in the appropriate formats in accordance with the pre-analysis plan;
- Any deficiencies found during development and end-product quality checks (as discussed in QAPP Part D) were corrected; and
- Aggregate emissions estimate results were comparable with available, similarly produced emissions estimates.

**B. Measurement and Data Acquisition**

Note that no sampling of data was involved in the emissions inventory development, thus only existing data (non-direct measurements) were used for this project.

The data needed for project implementation were in the categories needed for development of emissions rate model inputs and adjustment factors, and for development of the activity inputs for external emissions calculations. These emissions factor model inputs and activity inputs were developed using data sources as outlined previously and/or methods and procedures as detailed in the references listed, and as provided in the pre-analysis plan.

All data used either as direct input or to produce inputs (e.g., to the MOVES model or to TTI's emissions inventory development utilities used, which were listed in the pre-analysis plan) were reviewed by TTI for suitability before use. The data sets for the project were provided by TxDOT, a Metropolitan Planning Organization (MPO) or Council of Governments (COG), the TCEQ, and/or the EPA, and in most cases were QA'd by the providing agency. The pre-analysis plan lists the data to be used for the project. The data needed may include: HPMS data (from TxDOT's Roadway Inventory Functional Classification Record [RIFCREC] report); regional travel demand model data; speed model data; vehicle registration data; ATR data; vehicle classification count data; meteorological data; fuels data; MOVES emissions model data; extended idling activity data; and vehicle I/M program design data.

Any significant problems found during data review, verification, and/or validation (see QA criteria and methods discussion in Section D) were corrected, and the QA procedure was repeated until satisfied. Review of the annual inventory mode CDBs for the 2017 NEI indicated the initial set of tables included was not consistent with EPA specifications and neither were the CDB names. TTI revised the CDBs to bring them in line with the applicable specifications. No other significant problems were found.

**Data Management:** TTI emissions inventory data developers work as a closely coordinated team. The assigned staff used the same electronic project folder structure on their individual workstations. As various scripts, inputs, and outputs were developed in the emissions inventory development process, data were shared within the team for crosschecking via an intra-net, flash drive, or external hard drive. To perform the MOVES model runs, a computer cluster (multiple computer) configuration or individual workstation configuration was used. After input data were QA'd, depending on the size of the data set, the data sets were backed up and stored in compressed files. These activities were performed throughout the process until the final products were produced.

For MOVES model runs to produce emissions factor look-up tables for the emissions inventories, all run files (MOVES model inputs and batch files) were produced on an individual workstation. After the MOVES input data and batch files (i.e., Run Files) were QA'd, they were either executed on an individual workstation, or they were copied (via external hard drive) to the cluster's Master computer and executed. Upon execution, completion, and error checking, the MOVES output databases were (for cluster runs first copied to an individual workstation) archived and processed further in preparation for input to the emissions calculations utility.

After the final product was completed, all the project data archives were compiled on a set of optical data discs (CD-ROM or DVD, depending on size), or on an external drive for very large project data sets. A complete archive of the project data is kept by TTI (the computer models and emissions inventory development utilities used in the process are included). An electronic data submittal package (containing the project deliverables as listed in Appendix A) was produced along with data description (on CD-ROM, DVDs, or external hard drive, depending on needed storage space) and delivered to the TCEQ.

### C. Assessment and Oversight

The following assessments were performed.

- Verified that the overall scope was met (consistent with the intended purpose, for specified temporal resolution and geographic coverage, for specified sources, pollutants, and emissions processes).
- Checked that input data preparation, and model or utility execution instructions (e.g., run specifications, scripts, job control files [JCFs], command files) were prepared according to the plan.
- Checked that correct output data were produced (includes interim output [output that becomes input to a subsequent step in the inventory development process], as well as the final product). Records were kept of the checks performed.

In the case that any inconsistencies or deficiencies were found, the issue was directly communicated to the responsible staff for corrections (or the outside agency staff involved, if provided from outside of TTI, if needed). After a correction was made, the QA checks were performed again to ensure that the additional work resulted in the intended quality assured result, and the correction was noted in the QA record (process was performed until QA check was satisfied).

Any major problem was reported to the project manager and communicated to the project team as needed, as well as when the various data elements in the process passed QA checks and were ready for further processing according to the project pre-analysis plan. The project manager ensured that all of the QA checks performed were compiled, and maintained in the project archives.

In addition, technical systems audits were performed as appropriate. Audits of data quality at the requisite 25 percent level were performed for any data collected or produced as part of this study. QA findings were reported in both the draft and the final reports.

**D. Data Validation and Usability**

Erroneous or improper inputs at any point during the emissions inventory development process may produce resulting emissions estimates that are inaccurate and may not be suitable for their intended purpose. Adherence to the inventory process flow with performance of the integrated QA checks at each step of the process was of the utmost importance to ensure that the results met the project objectives.

The criteria for passing quality checks and the checks typically performed on each major inventory input component (i.e., input estimates of source activity, activity distributions, and emissions factors; as well as the resulting emissions estimates) are summarized in the following guidelines. These QA guidelines were used to ensure the development of emissions inventory estimates that were as accurate as possible and met the requirements of the TCEQ's intended use.

TTI verified that the overall scope of the emissions analysis has been met as prescribed in the pre-analysis plan, to include:

- Purpose of the emissions analysis (i.e., needed for the 2017 AERR requirements for Texas and to support EPA's 2017 NEI effort);
- Extent of the modeling domain (e.g., analysis years, geographic coverage, seasonal periods, alternate scenarios, days, sources, pollutants);
- Methods, models, and data used (e.g., default versus local input data sources); and
- Procedures and tools used and all required emissions output data sets were produced.

TTI performed checks on input data preparation, model or utility execution instructions (e.g., run specifications, scripts, JCFs, command files), and output, as appropriate to the component.

Input data preparation checks:

- Verified the basis of input data sets against the pre-analysis plan: Actual historical or latest available data, validated model, expected values or regulated limits, regulatory program design, model defaults, surrogates, professional judgment; checked aggregation levels.
- Data development: Depending on the procedure and particular input data set, calculations were verified (e.g., re-calculated independently and compared with originally prepared

values – when spot-checking a series of results, included extremes and intermediate values).

- Completeness: Verified that input data sets were within the required dimensions, and all required fields were populated and properly coded or labeled.
- Format: Verified that formats were within required specifications (e.g., field positions, data types and formats, and file formats), if any.
- Reasonability checks: (discussed in the next section).
- Ensured that any inputs provided from external sources were quality assured, as listed previously.

Checks on model or utility execution instructions:

- Verified that the correct number of utility or model run specifications were prepared for each application (e.g., by year, county, season, day type).
- Verified that each utility or model run script included the correct modeling specifications for the application per applicable user guide (e.g., commands, input values, input and output file paths, output options).

Check for the successful completion of model and utility executions:

- Verified that the correct number of each type of output file was produced by the particular model or utility.
- Checked for any unusual output file sizes.
- Searched output for warnings and errors (e.g., utility listing files or model execution logs that contain error and warning records).
- Checked the summary information provided in output listing files for any unusual results.

Perform further checks for consistency, completeness, and reasonability of data output from model or utility applications:

- Verified that the data distributions and allocation factors produced or used sum to 1.0, as appropriate (e.g., hourly travel factors within a time period, proportion of travel by vehicle categories on a particular roadway category).
- Verified that the required data fields were present, populated, and properly coded or labeled; verified that data and file formats were within specifications.
- Verified that any activity, emissions rate, or emissions adjustments were performed as intended (e.g., seasonal activity factor, emissions control program adjustment).
- For data sets prepared with temporal or geographic variation, compared and noted whether directional differences were as expected (e.g., activity distributions between weekends/weekdays, vehicle mix, or average speeds between road types or time periods).

- Checked for consistency between data sets (e.g., compared detailed spatially and temporally disaggregated activity estimates [e.g., link VMT] to original aggregate totals, activity total summaries between utility applications [e.g., link-VMT producer and emissions calculator], and input hourly distributions versus hourly summaries from the link activity output data).
- Calculated county, 24-hour, aggregate emissions rates (from aggregate VMT and emissions output) and compared the rates between counties examining the results for outliers while assessing the reasonability of any relative and directional differences (e.g., qualify based on activity distributions by road type and speed, mix of vehicles by road type, meteorological variation, control program coverage). Compared the results to results from previous emissions analyses where available.
- Calculated county, 24-hour aggregate rates by vehicle class and compared between vehicle classes. Examined the results for consistent patterns.

Any additional data products required for the emissions analysis were subjected to the appropriate QA checks previously listed. Any issues found needing resolution were corrected and appropriate QA checks were performed until satisfied, ensuring the project results met the TCEQ requirements, i.e., as outlined in the Grant Activity Description (GAD), QAPP.

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# APPENDIX A:
# ELECTRONIC DATA SUBMITTAL DESCRIPTION

**Texas On-Road 2017 AERR and Haps Inventory – Electronic Data Submittal Description**

This appendix describes the MOVES2014a-based emissions inventories data files for eight areas (all 254 counties) TTI submitted to the TCEQ, per Proposal for Grant Activities No. 582-18-81284-08. TTI submitted the complete set of files in two parts. Part 1 (December 20, 2018) excluded the annual emissions inventory files. Part 2 (January 10, 2019) provided the annual inventory data files. The complete file-set described in this appendix includes:

- Seasonal weekday and annual emissions inventory data summaries:
  - Inventory tab-delimited text file outputs: a standard set by MOVES SUT (plus several extracted summaries from this file), and a set by SCC; and
  - XML file outputs: XML files (for upload to EPA's EIS and the TCEQ's TexAER), and tab-delimited summaries by SCC (from the XML results);
- MOVES run inputs: CDBs and Runspec files used in the MOVES runs, and MySQL scripts for building the CDBs; and
- Additional CDBs for inventory mode, including a set for EPA's 2017 NEI.

The 254 Texas counties are grouped by area and activity basis (TDM or HPMS). Seven areas (40 counties) are region-based. The other 214 counties are statewide-based. The regional method uses TDM activity data if available and finer detail in some MOVES inputs.

**AERR Inventories – 254 Counties by Area and Activity Basis.**

| Area (Area Label) | TDM Counties (TDM Label) | HPMS Counties (VMT Label) |
|---|---|---|
| 1. Austin Area (AUS) | Bastrop, Burnet, Caldwell, Hays, Travis, Williamson (ATDM) | N/A |
| 2. Beaumont-Port Arthur Area (BPA) | Hardin, Jefferson, Orange (BTDM) | N/A |
| 3. Dallas Fort-Worth (DFW) | Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise (DTDM) | N/A |
| 4. El Paso County (ELP) | El Paso (ETDM) | N/A |
| 5. Houston-Galveston-Brazoria Area (HGB) | Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller (HTDM) | N/A |
| 6. San Antonio Area (SAN) | Bexar, Comal, Guadalupe, Kendall, Wilson (STDM) | N/A |
| 7. Northeast Texas near-nonattainment area (TLM) | Gregg (LTDM), Smith (TTDM) | Harrison, Rusk, Upshur (HPMS) |
| 8. Remainder of Texas (statewide Vlink) | (listed at end of appendix) | 214 counties (HPMS) |

**Emissions Inventory Data Summaries**

The county-level emissions inventory data files (inventory calculation utility output) were provided in zip files by area. Inventory data summary spreadsheets zip files were by period.

**Emissions Inventory Types Summary**

| Area | Counties | County Inventories (Utility)[1] | |
|---|---|---|---|
| | | Seasonal Weekday (EmsCalc) | Annual (EmsCalcAnn) |
| ELP | 1 | 1 summer, 1 winter | 1 |
| AUS, BPA, DFW, HGB, SAN, TLM | 39 | 39 summer | 39 |
| VLink (Remainder of State) | 214 | 214 summer | 214 |
| **Total** | **254** | **255** | **254** |

[1] The summer weekday inventory output and a set of annualization factors were input to the annual emissions calculations.

*Summary Spreadsheets*

The inventory extracts and summary spreadsheets were included in:

- AERR17_TX_ann_summaries_xls.zip, and
- AERR17_TX_wkd_summaries_xls.zip.

*EmsCalc and EmsCalcAnn*

The EmsCalc and EmsCalcAnn inventory output files were provided in zip files, a set of eight (by area) for each utility:

- AERR17_<area>_EmsCalcAnn_Output.zip, and
- AERR17_<area>_EmsCalc_Output.zip.

The EmsCalcAnn and EmsCalc output files are:

- AERR17_<area>_<FIPS>_2017<period>_<VMTmodel>_ems.LST,
- AERR17_<area>_<FIPS>_2017<period>_<VMTmodel>_ems.TAB, and
- AERR17_<area>_<FIPS>_2017<period>_<VMTmodel>_sccoutput_ems.TAB.

Bastrop County inventory files, as an example, are:

EmsCalcAnn:

- AERR17_AUS_48021_2017Ann_ATDM_ems.LST,
- AERR17_AUS_48021_2017Ann_ATDM_ems.TAB, and
- AERR17_AUS_48021_2017Ann_ATDM_sccoutput_ems.TAB.

EmsCalc:

- AERR17_AUS_48021_2017swkd_ATDM_ems.LST,
- AERR17_AUS_48021_2017swkd_ATDM_ems.TAB, and
- AERR17_AUS_48021_2017swkd_ATDM_sccoutput_ems.TAB.

LST files record the run script, execution time, file locations, and various data summaries. Tab-delimited output file types are the standard (by MOVES SUT and fuel type) and SCC (by aggregations of MOVES SCCs) summaries. Weekday standard output includes hourly and 24-hour activity and emissions (pounds). Weekday SCC output is 24-hour results only. Annual "standard" and "SCC" outputs contain calendar year activity and emissions (tons) results.

The activity estimates in TAB files are by SUT/fuel type and by road type (or off-network):

- Roadway-based - VMT, VHT, (not in annual), Speed (not in annual), and
- Off-network-based - SHP, Extended Idle Hours (SHI), APU Hours, Starts.

The pollutants are tabulated by SUT/fuel type and by road types for the VMT model or as off-network depending on the emissions process and activity type (e.g., VMT or SHP for evaporative). In addition to MOVES emissions processes, "composite" (pollutant totals) are included. The weekday and annual inventories include the same pollutants and processes. HAPs were also included in the weekday runs (needed for input to the annual emissions calculations.)

*TabFileTotals and TabFileTotalsAnn*

Six tab-delimited inventory summary files were produced by area for the seasonal weekday period ("wkd") inventories and for annual ("ann") four summary files were produced. The summaries (EmsCalc and EmsCalcAnn output extracts) were provided in zip file sets by area:

- AERR17_<area>_TabFileTots.zip, and
- AERR17_<area>_TabFileTotsAnn.zip.

The files include:

- AERR17_<area>_<FIPS group[31]>_2017<period>_tabtots.LST, and
- AERR17_<area>_<FIPS group[1]>_2017<period>_tabtots_***????***.TAB.

Where the inventory summary types "***????***" are:

- "tabtots" (24-hr and annual totals) (wkd and ann period files),
- "tabtots_Hr" (hourly totals) (wkd files only),

[31] "FIPS group" is for VLink area files only. To reduce file size, the TabFileTotalsAnn summaries for the 214 VLink counties were produced in six FIPS groups: 48001-48099, 48101-48199, 48201-48299, 48301-48399, 48401-48499, and 48501-48507.

- “tabtots_HrST” (hourly, SUT/fuel type totals) (wkd files only),
- “tabtots_RdType” (hourly wkd and ann road type totals) (wkd and ann period files),
- “tabtots_ST” (24-hr and ann SUT/fuel type totals) (wkd and ann period files), and
- “tabtots_24hourRdTypeST” (24-hr, road type, SUT/fuel type totals) (wkd files only),
- “tabtots_RdTypeST” (annual, road type, SUT/fuel type totals) (ann files only).

*XML Format*

XML summaries (EIS CERS XML inventory data files with current SCCs and pollutant codes consistent with EPA’s EIS and the TCEQ’s TexAER) were produced for seasonal weekday and annual. The summaries use 10-digit SCCs providing data at the source type and fuel type level. Only VMT activity is reported. The SCC for gasoline passenger cars, for example, is:

2201210080 - On-road processes excluding refueling:

22 – mobile sources;

01 – highway vehicles, gasoline (MOVES fueltypeID);

21 – passenger car (MOVES SourcetypeID);

00 – all road types; and

80 – all on-network and off-network processes (except refueling).

Particular MOVES pollutants required aggregation and re-coding for EIS compatibility (e.g., combining gas and particle PAHs; three Mercury compounds; PM from exhaust, brakewear and tirewear). For summer weekday and annual, the 254 counties were divided into four parts (sequentially first by area, then by FIPS) - first 72, next 60, next 60, and last 62. Each run produced the three output file types (LST, XML, and TAB). Summer weekday Part 1 files for example, are:

- MOVESsccXMLformat_AERR17_MVS14a_swkd_Part1_72.lst
- MOVESsccXMLformat_AERR17_MVS14a_swkd_Part1_72.xml
- MOVESsccXMLformat_AERR17_MVS14a_swkd_Part1_72_48021_summary.tab
- MOVESsccXMLformat_AERR17_MVS14a_swkd_Part1_72_48053_summary.tab

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- MOVESsccXMLformat_AERR17_MVS14a_swkd_Part1_72_48075_summary.tab

Annual and El Paso winter weekday were named similarly (but with “annual” and “wwkd” in filenames).

The LST provides a listing of the utility execution, the XML files contain the EIS CERS xml-formatted inventory data for all counties in the run (using 2017 NEI SCCs and pollutant codes consistent with EPA’s EIS and the TCEQ’s TexAER), and output tab files (one per county in the run) contains the county summary inventory data by SCC, from the XML output file. Nine runs were performed, four parts each for summer weekday and annual, and one run for the

El Paso winter weekday. All the weekday and annual XML formatting output files were included in:

- AERR17_TX_wkd_XML.zip; and
- AERR17_TX_ann_XML.zip.

A spreadsheet file "AERR17_EmsCalcAnn_SCCpoll-to-EISpoll.xlsx" showing the conversions to EIS (NEI) pollutant codes from the EmsCalcAnn utility Tab-delimited SCC output pollutant codes (with aggregations of some MOVES pollutantIDs, as mentioned previously) was included in the "ann" zip file.

**Summer (and El Paso Winter) Weekday Emissions Factor Data**

Emissions factors were developed by county for regional analyses (see the table of 40 regional counties at the end of this appendix); the statewide method was used to produce rates by county group (see the table of 214 VLink counties at the end of this appendix). The rates mode CDBs input to the MOVES rates mode runs for the rates-per-activity method external link-based emissions inventory calculations were populated with a combination of local data and MOVES default data. The following emissions factor development files (used in conjunction with the MOVES default database, i.e., MOVESDB20161117) were provided:

- MOVES MRS input files;
- MOVES CDB inputs;
- MySQL scripts for building CDBs; and
- Local data files used to populate CDB input tables.

*MOVES Inputs*

Regional county-level input files include 41 MRS files (40 swkd and 1 wwkd) and 40 CDBs (that include both summer and winter data denoted by "sw" in CDB names). Statewide county group level input files include 34 MRS files and 34 CDBs.

The files were provided in eight zip files by area:

- AERR17_<area>_er_cdbsMRSsSQL.zip.

The MOVES rates mode run MRS filenames and associated CDB names and scripts are:

- MVS14A_AERR17_<area or district><FIPS>_<period-day type>_ER.MRS;
- MVS14A_AERR17_<area or district><FIPS>_sw_ER_CDB_in; and
- MVS14A_AERR17_<area or district><FIPS>_sw_ER_CDB_in.SQL.

For example, the MOVES emissions rate run MRS files and associated CDBs for El Paso winter weekday and for a select county group summer weekday are:

- MVS14A_AERR17_ELP48141_wwkd_ER.MRS;
- MVS14A_AERR17_D0148033_swkd_ER.MRS;
- MVS14A_AERR17_ELP48141_sw_er_cdb_in; and
- MVS14A_AERR17_D0148033_sw_er_cdb_in.

"Area" is for the seven regional analyses (AUS, BPA…. TLM). District is a label for TxDOT district (D01 Abilene, D02 Amarillo…. D25 Yoakum) in statewide analyses. For statewide analyses "FIPS" is the code for the county representing the county group.

*Local Input Data Used in Rates CDBs* – Age distributions and fuel fractions; fuel formulations and supply; hotelling activity distribution; I/M program coverage; meteorological data files were provided with "readme" files in:

- AERR17_TX_er_LocalMOVESin.zip

*TxLED adjustment factors* – TxLED NOx adjustment factors used to post-process diesel source type NOx emissions to account for TxLED effects were provided in the file:

- AERR17_TX_er_TxLEDfactors.zip.

**Annual Emissions – Rates and Activity Annualization Factors**

*MOVES Inputs*

MOVES runspecs and CDB inputs for production of MOVES inventory mode "annual" and "swkd" output used to compute emissions rate annualization factors input to the annual emissions calculations.

Files were provided in:

- AERR17_TX_sw_swkd_ei_cdbsMRSsSQL.zip (generalized annual "sw" and summer weekday "swkd" MRSs for each of the 74 counties/county groups, 74 CDBs with seasonal data for both "sw" and "swkd" runs, CDB scripts, and local monthvmtfraction inputs data file and database [other inputs are same as in rates mode runs CDBs]).

MOVES inventory mode run MRS filenames and associated CDB names and scripts are:

- MVS14A_AERR17_<area or district><FIPS>_sw_EI.MRS;
- MVS14A_AERR17_<area or district><FIPS>_swkd_EI.MRS;
- MVS14A_AERR17_<area or district><FIPS>_sw_EI_CDB_in; and
- MVS14A_AERR17_<area or district><FIPS>_sw_EI_CDB_in.SQL.

For example, MOVES inventory run MRS files and CDB for the annual emissions rate factors development process for Bastrop County summer weekday are:

- MVS14A_AERR17_AUS48021_SW_EI.MRS;
- MVS14A_AERR17_AUS48021_SWKD_EI.MRS; and
- MVS14a_AERR17_AUS48021_sw_ei_cdb_in (for "swkd" and "annual" runs).

To produce annual emissions rate factors, annual (with summer and winter seasonality and both MOVES day types) and summer weekday runs were made. Inventory outputs were post-processed into annual average daily and average summer weekday rates. Annual emissions rate factors were calculated as the emissions rate quotient "Ann"/"Swkd." No TxLED adjustments were made (in both numerator and denominator would essentially result in factor of unity).

*Emissions Rate Annualization Factors*

One annual rate factor utility run per 74 counties/countygroups output the emissions rate annualization factors used in the calculations that converted summer weekday to annual emissions. Outputs were provided in:

- AERR17_TX_ratesannfacts.zip.

Output files were named similarly to previous rate development files listed, such as:

- MVS14a_AERR17_AUS48021_RatesAnnFactCalc.lst; and
- MVS14a_AERR17_AUS48021_RatesAnnFactCalc.tab.

The MOVES inventory outputs were input to the annual rate factor calculation utility. Each run produced one LST and one TAB output file. The LST file lists the run script, input/output files, run times, warnings, input/output summary information and the TAB file contains the "annual" and seasonal weekday emissions and activity from the MOVES inventory output, and the calculated annual average daily and seasonal weekday emissions rates, and finally the resulting annual average day rate divided by the seasonal weekday rate, or annual emissions rate factor. The factors are by pollutant, process, SUT, fuel type, AnnFact road type (restricted access, unrestricted access, and offnetwork), and activity type.

*Annual Activity Factors*

The summer weekday activity annualization factors input to MOVES2014a_EmsCalcAnn were also provided. These factors were used to convert summer weekday inventory activity to annual activity and in combination with the annual emissions rate factors, to convert summer weekday inventory emissions to annual emissions. Annualization factors input files to EmsCalcAnn for hotelling, starts, and VMT activity are by area, including the factors for all counties for the area in each file. SHP activity annualization factor files are by county. Files are:

- AERR17_<area>_2017_HotellingAnnFacts.tab;
- AERR17_<area>_2017_StartsAnnFacts.tab;
- AERR17_<area>_2017_VMTannFact.tab; and
- AERR17_<area>_<FIPS>_2017_SHPannFacts.tab.

These activity annualization factor files were provided in "area" zip files along with several other files concurrently produced for the annual inventory mode CDBs, listed in the next section.

**Additional CDBS**

TTI initially developed two extra sets of CDBs for each of the 254 counties consistent with the link-based emissions inventory data for use with MOVES in the inventory mode: one set of summer weekday CDBs (and an El Paso winter weekday) and one set of annual CDBs. The MySQL scripts written and data files used to produce these CDBs were provided with the CDBs. These inventory mode CDBs were designed to input the appropriate activity data (daily for the seasonal weekday CDBs and annual for the annual CDBs), and with the appropriate MRSs, produce seasonal weekday and annual output inventory estimates consistent with, but not necessarily identical to, the seasonal weekday and annual link-based inventories. TTI prepared an additional annual CDBs set in accordance with EPA's 2017 NEI specifications, as an update of the initial annual CDBs.[32]

The extra seasonal weekday and initial annual CDBs and scripts were provided in zip file sets for each of the eight areas, named:

- AERR17_<area>_ann_inv_mode_CDBsSQLdata.zip (annual); and
- AERR17_<area>_wkd_inv_mode_CDBsSQLdata.zip (weekday).

The extra CDBs updated to EPA's 2017 NEI specifications were provided in one zip file:

- AERR17_TX_NEI_CDBs.zip.

*MOVESactivityinputbuild-produced Inventory Mode CDB Input Data* – TTI provided the following output text files (data formatted for input to MOVES) from 255 utility runs:

- "AERR17_<area>_<FIPS>_2017swkd_MOVESactInBld_***????***.tab" (plus an El Paso "wwkd").

Where ***????*** is data "label" (specifying the associated MOVES table input data):[33]

- "avgspddist" (avgspeeddistribution);
- "dayvmtfraction" (dayvmtfraction);
- "hotellinghourstable" (hotellinghours);
- "hpmsvtypeday" (hpmsvtypeday);

[32] These CDBs include all the tables listed Table 1 in EPA's "Instructions for Submitting ONROAD Inputs for the 2017 NEI" (July 31, 2018). Update of the initial CDBs involved adding several (empty) tables and renaming the databases as prescribed for the 2017 NEI.

[33] TTI provided all of the MOVESactivitybuild output data files listed, however not all were used.

- “hrvmtfract” (hourvmtfraction);
- “monthvmtfraction” (monthvmtfraction);
- “roadtypetable” (roadtype);
- “rtdist” (roadtypedistribution);
- “sourcetypeage_adjMAR” (sourcetypeage);
- “sourcetypedayvmt” (sourcetypedayvmt);
- “StartsTable” (starts);
- “state” (state);
- “year” (year);
- “zone” (zone); and
- “zoneroadtype.” (zoneroadtype).

Other files include the output “*.LST” file, and VMT and VHT summary files:

- “linkVHTsumm” (VHT by hour, roadtype, areatype, and avgspeedbinID); and
- “linkVMTsumm” (VMT by hour, roadtype, and areatype).

The files were provided in:

- AERR17_VLink_wkd_MOVESactInBld_out.zip.

*Vehpopulationbuild-produced Inventory Mode CDB Input Data* – The Vehpopulationbuild utility (254 runs) produced the MOVES sourcetypeyear table inputs (source type populations), as well as vehicle registration and fuel-type-specific source-type population estimate summaries.

- “AERR17_<area>_<FIPS>_VehPop_2017_***????***.tab.”

Where ***????*** is data “label” (specifying MOVES input data or summary data table):

- “sourcetypeyear” (MOVES sourcetypeyear input data),
- “RegData” (registrations summary by type/model year),
- “StFtPop” (SUT/FT population summaries), and
- An *.LST was output for each run.

The files were provided in:

- AERR17_VLink_VehPop_Out.zip.

*MOVESfleetinputbuild-Produced Inventory Mode CDB Input Data* – The (age distribution and fuel engine fraction) input data files were included in the "Summer (and El Paso Winter) Weekday Emissions Factor Data" section.

*Additional Tables Needed for Annual CDBs* – Other than various MOVES data tables from those previously listed, the following data tables were developed specifically for use in the annual CDBs:

- "AERR17_<area>_<FIPS>_2017_***????***.tab."

Where ***????*** is data "label" (specifying MOVES input data table):

- "ann_dayvmtfraction" (MOVES dayvmtfraction table input data);
- "ann_monthvmtfraction" (MOVES monthvmtfraction table input data);
- "hourvmtfractionTableAnn" (MOVES hourvmtfraction table input data);
- "averagespeeddistributionTableAnn" (MOVES avgspeeddistribution table input data);
- "hpmsvtypeyearAnn" (MOVES hpmsvtypeyear table input data);
- "startsTableAnn" (MOVES starts table input data); and
- "hotellinghoursTableAnn" (MOVES hotellinghours table input data).

With each output TAB file an LST was included. Files were provided in:

- AERR17_<area>_Annfacs_MOVESAnnBlds_out.zip (this zip file also includes the activity annualization factor files previously listed).

**Regional Counties (40) Information – Emissions Factor Development.**

| County ID[1] | County Name | Area Label | District Name | Composite Code[2] |
|---|---|---|---|---|
| 48021 | Bastrop | AUS | Austin | D04R2 |
| 48053 | Burnet | AUS | Austin | D04R1 |
| 48055 | Caldwell | AUS | Austin | D04R2 |
| 48209 | Hays | AUS | Austin | D04R2 |
| 48453 | Travis | AUS | Austin | D04R2ITW |
| 48491 | Williamson | AUS | Austin | D04R2ITW |
| 48199 | Hardin | BPA | Beaumont | D05R5 |
| 48245 | Jefferson | BPA | Beaumont | D05R5 |
| 48361 | Orange | BPA | Beaumont | D05R5 |
| 48085 | Collin | DFW | Dallas | D10R4ID4 |
| 48113 | Dallas | DFW | Dallas | D10R4ID4 |
| 48121 | Denton | DFW | Dallas | D10R4ID4 |
| 48139 | Ellis | DFW | Dallas | D10R2IXD |
| 48221 | Hood | DFW | Fort Worth | D12R2 |
| 48231 | Hunt | DFW | Paris | D18R2 |
| 48251 | Johnson | DFW | Fort Worth | D12R2IXD |
| 48257 | Kaufman | DFW | Dallas | D10R2IXD |
| 48367 | Parker | DFW | Fort Worth | D12R2IXD |
| 48397 | Rockwall | DFW | Dallas | D10R2IXD |
| 48439 | Tarrant | DFW | Fort Worth | D12R4ID4 |
| 48497 | Wise | DFW | Fort Worth | D12R2 |
| 48141 | El Paso | ELP | El Paso | D11R3IEL |
| 48039 | Brazoria | HGB | Houston | D13R4IH5 |
| 48071 | Chambers | HGB | Beaumont | D05R4 |
| 48157 | Fort Bend | HGB | Houston | D13R4IH5 |
| 48167 | Galveston | HGB | Houston | D13R4IH5 |
| 48201 | Harris | HGB | Houston | D13R4IH5 |
| 48291 | Liberty | HGB | Beaumont | D05R4 |
| 48339 | Montgomery | HGB | Houston | D13R4IH5 |
| 48473 | Waller | HGB | Houston | D13R4 |
| 48029 | Bexar | SAN | San Antonio | D21R2 |
| 48091 | Comal | SAN | San Antonio | D21R2 |
| 48187 | Guadalupe | SAN | San Antonio | D21R2 |
| 48259 | Kendall | SAN | San Antonio | D21R1 |
| 48493 | Wilson | SAN | San Antonio | D21R2 |
| 48183 | Gregg | TLM | Tyler | D22R2 |
| 48203 | Harrison | TLM | Atlanta | D03R2 |
| 48401 | Rusk | TLM | Tyler | D22R2 |
| 48423 | Smith | TLM | Tyler | D22R2 |
| 48459 | Upshur | TLM | Atlanta | D03R2 |

[1] The 40 regional, county-level modeling files are identified by the FIPS code of each county.
[2] The composite code (last column) identifies the associated TxDOT district (i.e., D1 through D25), fuel region (i.e., R1 through R6, consistent with the six MOVES fuel regions for Texas), and I/M program (e.g., IEL, IH5), if any. TxLED $NO_x$ adjustments were made to TxLED fuel region counties (all counties in R2, R4, and R5 regions).

**Statewide 214 Counties: 34 County Groups – Emissions Factor Analysis.**

| Group ID[1] | Group Name | District Name | Composite Code[2] | County Name | County ID |
|---|---|---|---|---|---|
| 48033 | Borden | Abilene | D01R1 | Borden | 48033 |
| 48033 | Borden | Abilene | D01R1 | Callahan | 48059 |
| 48033 | Borden | Abilene | D01R1 | Fisher | 48151 |
| 48033 | Borden | Abilene | D01R1 | Haskell | 48207 |
| 48033 | Borden | Abilene | D01R1 | Howard | 48227 |
| 48033 | Borden | Abilene | D01R1 | Jones | 48253 |
| 48033 | Borden | Abilene | D01R1 | Kent | 48263 |
| 48033 | Borden | Abilene | D01R1 | Mitchell | 48335 |
| 48033 | Borden | Abilene | D01R1 | Nolan | 48353 |
| 48033 | Borden | Abilene | D01R1 | Scurry | 48415 |
| 48033 | Borden | Abilene | D01R1 | Shackelford | 48417 |
| 48033 | Borden | Abilene | D01R1 | Stonewall | 48433 |
| 48033 | Borden | Abilene | D01R1 | Taylor | 48441 |
| 48011 | Armstrong | Amarillo | D02R1 | Armstrong | 48011 |
| 48011 | Armstrong | Amarillo | D02R1 | Carson | 48065 |
| 48011 | Armstrong | Amarillo | D02R1 | Dallam | 48111 |
| 48011 | Armstrong | Amarillo | D02R1 | Deaf Smith | 48117 |
| 48011 | Armstrong | Amarillo | D02R1 | Gray | 48179 |
| 48011 | Armstrong | Amarillo | D02R1 | Hansford | 48195 |
| 48011 | Armstrong | Amarillo | D02R1 | Hartley | 48205 |
| 48011 | Armstrong | Amarillo | D02R1 | Hemphill | 48211 |
| 48011 | Armstrong | Amarillo | D02R1 | Hutchinson | 48233 |
| 48011 | Armstrong | Amarillo | D02R1 | Lipscomb | 48295 |
| 48011 | Armstrong | Amarillo | D02R1 | Moore | 48341 |
| 48011 | Armstrong | Amarillo | D02R1 | Ochiltree | 48357 |
| 48011 | Armstrong | Amarillo | D02R1 | Oldham | 48359 |
| 48011 | Armstrong | Amarillo | D02R1 | Potter | 48375 |
| 48011 | Armstrong | Amarillo | D02R1 | Randall | 48381 |
| 48011 | Armstrong | Amarillo | D02R1 | Roberts | 48393 |
| 48011 | Armstrong | Amarillo | D02R1 | Sherman | 48421 |
| 48037 | Bowie | Atlanta | D03R2 | Bowie | 48037 |
| 48037 | Bowie | Atlanta | D03R2 | Camp | 48063 |
| 48037 | Bowie | Atlanta | D03R2 | Cass | 48067 |
| 48037 | Bowie | Atlanta | D03R2 | Marion | 48315 |
| 48037 | Bowie | Atlanta | D03R2 | Morris | 48343 |
| 48037 | Bowie | Atlanta | D03R2 | Panola | 48365 |
| 48037 | Bowie | Atlanta | D03R2 | Titus | 48449 |

| Group ID[1] | Group Name | District Name | Composite Code[2] | County Name | County ID |
|---|---|---|---|---|---|
| 48031 | Blanco | Austin | D04R1 | Blanco | 48031 |
| 48031 | Blanco | Austin | D04R1 | Gillespie | 48171 |
| 48287 | Lee | Austin | D04R2 | Lee | 48287 |
| 48031 | Blanco | Austin | D04R1 | Llano | 48299 |
| 48031 | Blanco | Austin | D04R1 | Mason | 48319 |
| 48241 | Jasper | Beaumont | D05R2 | Jasper | 48241 |
| 48241 | Jasper | Beaumont | D05R2 | Newton | 48351 |
| 48241 | Jasper | Beaumont | D05R2 | Tyler | 48457 |
| 48049 | Brown | Brownwood | D06R1 | Brown | 48049 |
| 48049 | Brown | Brownwood | D06R1 | Coleman | 48083 |
| 48049 | Brown | Brownwood | D06R1 | Comanche | 48093 |
| 48049 | Brown | Brownwood | D06R1 | Eastland | 48133 |
| 48049 | Brown | Brownwood | D06R1 | Lampasas | 48281 |
| 48049 | Brown | Brownwood | D06R1 | McCulloch | 48307 |
| 48049 | Brown | Brownwood | D06R1 | Mills | 48333 |
| 48049 | Brown | Brownwood | D06R1 | San Saba | 48411 |
| 48049 | Brown | Brownwood | D06R1 | Stephens | 48429 |
| 48041 | Brazos | Bryan | D07R2 | Brazos | 48041 |
| 48041 | Brazos | Bryan | D07R2 | Burleson | 48051 |
| 48041 | Brazos | Bryan | D07R2 | Freestone | 48161 |
| 48041 | Brazos | Bryan | D07R2 | Grimes | 48185 |
| 48041 | Brazos | Bryan | D07R2 | Leon | 48289 |
| 48041 | Brazos | Bryan | D07R2 | Madison | 48313 |
| 48041 | Brazos | Bryan | D07R2 | Milam | 48331 |
| 48041 | Brazos | Bryan | D07R2 | Robertson | 48395 |
| 48041 | Brazos | Bryan | D07R2 | Walker | 48471 |
| 48041 | Brazos | Bryan | D07R2 | Washington | 48477 |

| Group ID[1] | Group Name | District Name | Composite Code[2] | County Name | County ID |
|---|---|---|---|---|---|
| 48045 | Briscoe | Childress | D08R1 | Briscoe | 48045 |
| 48045 | Briscoe | Childress | D08R1 | Childress | 48075 |
| 48045 | Briscoe | Childress | D08R1 | Collingsworth | 48087 |
| 48045 | Briscoe | Childress | D08R1 | Cottle | 48101 |
| 48045 | Briscoe | Childress | D08R1 | Dickens | 48125 |
| 48045 | Briscoe | Childress | D08R1 | Donley | 48129 |
| 48045 | Briscoe | Childress | D08R1 | Foard | 48155 |
| 48045 | Briscoe | Childress | D08R1 | Hall | 48191 |
| 48045 | Briscoe | Childress | D08R1 | Hardeman | 48197 |
| 48045 | Briscoe | Childress | D08R1 | King | 48269 |
| 48045 | Briscoe | Childress | D08R1 | Knox | 48275 |
| 48045 | Briscoe | Childress | D08R1 | Motley | 48345 |
| 48045 | Briscoe | Childress | D08R1 | Wheeler | 48483 |
| 48007 | Aransas | Corpus Christi | D09R2 | Aransas | 48007 |
| 48007 | Aransas | Corpus Christi | D09R2 | Bee | 48025 |
| 48007 | Aransas | Corpus Christi | D09R2 | Goliad | 48175 |
| 48249 | Jim Wells | Corpus Christi | D09R6 | Jim Wells | 48249 |
| 48007 | Aransas | Corpus Christi | D09R2 | Karnes | 48255 |
| 48249 | Jim Wells | Corpus Christi | D09R6 | Kleberg | 48273 |
| 48007 | Aransas | Corpus Christi | D09R2 | Live Oak | 48297 |
| 48007 | Aransas | Corpus Christi | D09R2 | Nueces | 48355 |
| 48007 | Aransas | Corpus Christi | D09R2 | Refugio | 48391 |
| 48007 | Aransas | Corpus Christi | D09R2 | San Patricio | 48409 |
| 48349 | Navarro | Dallas | D10R2 | Navarro | 48349 |
| 48043 | Brewster | El Paso | D11R1 | Brewster | 48043 |
| 48043 | Brewster | El Paso | D11R1 | Culberson | 48109 |
| 48229 | Hudspeth | El Paso | D11R1 | Hudspeth | 48229 |
| 48043 | Brewster | El Paso | D11R1 | Jeff Davis | 48243 |
| 48043 | Brewster | El Paso | D11R1 | Presidio | 48377 |
| 48143 | Erath | Fort Worth | D12R1 | Erath | 48143 |
| 48143 | Erath | Fort Worth | D12R1 | Jack | 48237 |
| 48143 | Erath | Fort Worth | D12R1 | Palo Pinto | 48363 |
| 48425 | Somervell | Fort Worth | D12R2 | Somervell | 48425 |

| Group ID[1] | Group Name | District Name | Composite Code[2] | County Name | County ID |
|---|---|---|---|---|---|
| 48127 | Dimmit | Laredo | D14R1 | Dimmit | 48127 |
| 48131 | Duval | Laredo | D14R6 | Duval | 48131 |
| 48127 | Dimmit | Laredo | D14R1 | Kinney | 48271 |
| 48127 | Dimmit | Laredo | D14R1 | La Salle | 48283 |
| 48127 | Dimmit | Laredo | D14R1 | Maverick | 48323 |
| 48127 | Dimmit | Laredo | D14R1 | Val Verde | 48465 |
| 48127 | Dimmit | Laredo | D14R1 | Webb | 48479 |
| 48127 | Dimmit | Laredo | D14R1 | Zavala | 48507 |
| 48017 | Bailey | Lubbock | D15R1 | Bailey | 48017 |
| 48017 | Bailey | Lubbock | D15R1 | Castro | 48069 |
| 48017 | Bailey | Lubbock | D15R1 | Cochran | 48079 |
| 48017 | Bailey | Lubbock | D15R1 | Crosby | 48107 |
| 48017 | Bailey | Lubbock | D15R1 | Dawson | 48115 |
| 48017 | Bailey | Lubbock | D15R1 | Floyd | 48153 |
| 48017 | Bailey | Lubbock | D15R1 | Gaines | 48165 |
| 48017 | Bailey | Lubbock | D15R1 | Garza | 48169 |
| 48017 | Bailey | Lubbock | D15R1 | Hale | 48189 |
| 48017 | Bailey | Lubbock | D15R1 | Hockley | 48219 |
| 48017 | Bailey | Lubbock | D15R1 | Lamb | 48279 |
| 48017 | Bailey | Lubbock | D15R1 | Lubbock | 48303 |
| 48017 | Bailey | Lubbock | D15R1 | Lynn | 48305 |
| 48017 | Bailey | Lubbock | D15R1 | Parmer | 48369 |
| 48017 | Bailey | Lubbock | D15R1 | Swisher | 48437 |
| 48017 | Bailey | Lubbock | D15R1 | Terry | 48445 |
| 48017 | Bailey | Lubbock | D15R1 | Yoakum | 48501 |
| 48005 | Angelina | Lufkin | D16R2 | Angelina | 48005 |
| 48005 | Angelina | Lufkin | D16R2 | Houston | 48225 |
| 48005 | Angelina | Lufkin | D16R2 | Nacogdoches | 48347 |
| 48005 | Angelina | Lufkin | D16R2 | Polk | 48373 |
| 48005 | Angelina | Lufkin | D16R2 | Sabine | 48403 |
| 48005 | Angelina | Lufkin | D16R2 | San Augustine | 48405 |
| 48005 | Angelina | Lufkin | D16R2 | San Jacinto | 48407 |
| 48005 | Angelina | Lufkin | D16R2 | Shelby | 48419 |
| 48005 | Angelina | Lufkin | D16R2 | Trinity | 48455 |

| Group ID[1] | Group Name | District Name | Composite Code[2] | County Name | County ID |
|---|---|---|---|---|---|
| 48003 | Andrews | Odessa | D17R1 | Andrews | 48003 |
| 48003 | Andrews | Odessa | D17R1 | Crane | 48103 |
| 48003 | Andrews | Odessa | D17R1 | Ector | 48135 |
| 48003 | Andrews | Odessa | D17R1 | Loving | 48301 |
| 48003 | Andrews | Odessa | D17R1 | Martin | 48317 |
| 48003 | Andrews | Odessa | D17R1 | Midland | 48329 |
| 48003 | Andrews | Odessa | D17R1 | Pecos | 48371 |
| 48003 | Andrews | Odessa | D17R1 | Reeves | 48389 |
| 48003 | Andrews | Odessa | D17R1 | Terrell | 48443 |
| 48003 | Andrews | Odessa | D17R1 | Upton | 48461 |
| 48003 | Andrews | Odessa | D17R1 | Ward | 48475 |
| 48003 | Andrews | Odessa | D17R1 | Winkler | 48495 |
| 48119 | Delta | Paris | D18R2 | Delta | 48119 |
| 48119 | Delta | Paris | D18R2 | Fannin | 48147 |
| 48119 | Delta | Paris | D18R2 | Franklin | 48159 |
| 48119 | Delta | Paris | D18R2 | Grayson | 48181 |
| 48119 | Delta | Paris | D18R2 | Hopkins | 48223 |
| 48119 | Delta | Paris | D18R2 | Lamar | 48277 |
| 48119 | Delta | Paris | D18R2 | Rains | 48379 |
| 48119 | Delta | Paris | D18R2 | Red River | 48387 |
| 48047 | Brooks | Pharr | D19R6 | Brooks | 48047 |
| 48047 | Brooks | Pharr | D19R6 | Cameron | 48061 |
| 48047 | Brooks | Pharr | D19R6 | Hidalgo | 48215 |
| 48047 | Brooks | Pharr | D19R6 | Jim Hogg | 48247 |
| 48047 | Brooks | Pharr | D19R6 | Kenedy | 48261 |
| 48047 | Brooks | Pharr | D19R6 | Starr | 48427 |
| 48047 | Brooks | Pharr | D19R6 | Willacy | 48489 |
| 48505 | Zapata | Pharr | D19R1 | Zapata | 48505 |

| Group ID[1] | Group Name | District Name | Composite Code[2] | County Name | County ID |
|---|---|---|---|---|---|
| 48081 | Coke | San Angelo | D20R1 | Coke | 48081 |
| 48081 | Coke | San Angelo | D20R1 | Concho | 48095 |
| 48081 | Coke | San Angelo | D20R1 | Crockett | 48105 |
| 48081 | Coke | San Angelo | D20R1 | Edwards | 48137 |
| 48081 | Coke | San Angelo | D20R1 | Glasscock | 48173 |
| 48081 | Coke | San Angelo | D20R1 | Irion | 48235 |
| 48081 | Coke | San Angelo | D20R1 | Kimble | 48267 |
| 48081 | Coke | San Angelo | D20R1 | Menard | 48327 |
| 48081 | Coke | San Angelo | D20R1 | Reagan | 48383 |
| 48081 | Coke | San Angelo | D20R1 | Real | 48385 |
| 48081 | Coke | San Angelo | D20R1 | Runnels | 48399 |
| 48081 | Coke | San Angelo | D20R1 | Schleicher | 48413 |
| 48081 | Coke | San Angelo | D20R1 | Sterling | 48431 |
| 48081 | Coke | San Angelo | D20R1 | Sutton | 48435 |
| 48081 | Coke | San Angelo | D20R1 | Tom Green | 48451 |
| 48013 | Atascosa | San Antonio | D21R2 | Atascosa | 48013 |
| 48019 | Bandera | San Antonio | D21R1 | Bandera | 48019 |
| 48019 | Bandera | San Antonio | D21R1 | Frio | 48163 |
| 48019 | Bandera | San Antonio | D21R1 | Kerr | 48265 |
| 48311 | McMullen | San Antonio | D21R6 | McMullen | 48311 |
| 48019 | Bandera | San Antonio | D21R1 | Medina | 48325 |
| 48019 | Bandera | San Antonio | D21R1 | Uvalde | 48463 |
| 48001 | Anderson | Tyler | D22R2 | Anderson | 48001 |
| 48001 | Anderson | Tyler | D22R2 | Cherokee | 48073 |
| 48001 | Anderson | Tyler | D22R2 | Henderson | 48213 |
| 48001 | Anderson | Tyler | D22R2 | Van Zandt | 48467 |
| 48001 | Anderson | Tyler | D22R2 | Wood | 48499 |
| 48027 | Bell | Waco | D23R2 | Bell | 48027 |
| 48027 | Bell | Waco | D23R2 | Bosque | 48035 |
| 48027 | Bell | Waco | D23R2 | Coryell | 48099 |
| 48027 | Bell | Waco | D23R2 | Falls | 48145 |
| 48193 | Hamilton | Waco | D23R1 | Hamilton | 48193 |
| 48027 | Bell | Waco | D23R2 | Hill | 48217 |
| 48027 | Bell | Waco | D23R2 | Limestone | 48293 |
| 48027 | Bell | Waco | D23R2 | McLennan | 48309 |

| Group ID[1] | Group Name | District Name | Composite Code[2] | County Name | County ID |
|---|---|---|---|---|---|
| 48009 | Archer | Wichita Falls | D24R1 | Archer | 48009 |
| 48009 | Archer | Wichita Falls | D24R1 | Baylor | 48023 |
| 48009 | Archer | Wichita Falls | D24R1 | Clay | 48077 |
| 48097 | Cooke | Wichita Falls | D24R2 | Cooke | 48097 |
| 48009 | Archer | Wichita Falls | D24R1 | Montague | 48337 |
| 48009 | Archer | Wichita Falls | D24R1 | Throckmorton | 48447 |
| 48009 | Archer | Wichita Falls | D24R1 | Wichita | 48485 |
| 48009 | Archer | Wichita Falls | D24R1 | Wilbarger | 48487 |
| 48009 | Archer | Wichita Falls | D24R1 | Young | 48503 |
| 48015 | Austin | Yoakum | D25R2 | Austin | 48015 |
| 48015 | Austin | Yoakum | D25R2 | Calhoun | 48057 |
| 48015 | Austin | Yoakum | D25R2 | Colorado | 48089 |
| 48015 | Austin | Yoakum | D25R2 | De Witt | 48123 |
| 48015 | Austin | Yoakum | D25R2 | Fayette | 48149 |
| 48015 | Austin | Yoakum | D25R2 | Gonzales | 48177 |
| 48015 | Austin | Yoakum | D25R2 | Jackson | 48239 |
| 48015 | Austin | Yoakum | D25R2 | Lavaca | 48285 |
| 48015 | Austin | Yoakum | D25R2 | Matagorda | 48321 |
| 48015 | Austin | Yoakum | D25R2 | Victoria | 48469 |
| 48015 | Austin | Yoakum | D25R2 | Wharton | 48481 |

[1] The 34 final adjusted rates Group IDs are the five character county FIPS codes of the county representing each group (essentially the first county in each group, alphanumerically).

[2] The first three characters of the composite code (fourth column) identify the associated TxDOT district (i.e., D1 through D25). The last two characters in the composite code show the associated fuels region (R1 through R6, consistent with the six MOVES fuel regions for Texas). Of the 34 county groups for the 214 counties analysis, 14 represent the TxLED counties (i.e., all the fuel region R2 county groups), which were adjusted for TxLED effects.

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# APPENDIX B:
# EMISSIONS ESTIMATION UTILITIES FOR MOVES-BASED EMISSIONS INVENTORIES

## TTI UTILITIES FOR MOVES2014A-BASED EMISSIONS INVENTORIES

The following is a summary of utilities developed by TTI (written in the Visual Basic programming language) for producing detailed, link-based, hourly, and 24-hour emissions estimates for on-road mobile sources using the latest version of EPA's MOVES model (MOVES2014a). These utilities produce inputs used with the MOVES model, make special adjustments to the emissions factors (when required), and multiply them with travel model link-based or Highway Performance Monitoring System (HPMS)-based (virtual link) activity estimates to produce emissions at user-specified temporal and spatial scales.

The main utilities for calculating hourly and 24-hour emissions using MOVES are TRANSVMT, VirtualLinkVMT, VehPopulationBuild, OffNetActCalc, MOVESactivityInputBuild, MOVESfleetInputBuild, RatesCalc, RatesAdj, and EmsCalc. The TRANSVMT and VirtualLinkVMT prepare the link VMT and speeds activity input. The VehPopulationBuild utility builds the vehicle population used to calculate the off-network activity. The OffNetActCalc utility builds the SHP, starts, SHI, and APU hours required to estimate emissions using the rate-per-activity emissions rates produced by the RatesCalc or RatesAdj utilities. The MOVESactivityInputBuild and MOVESfleetInputBuild utilities build inputs used in MOVES. The RatesCalc utility assembles the emissions rates from the MOVES output in terms of rate-per-activity, including rate-per-SHP for the evaporative emissions processes. The RatesAdj utility makes special adjustments to the emissions rates when required. The EmsCalc utility calculates emissions by hourly time periods, producing a tab-delimited summary file (including 24-hour totals), hourly link emissions output files (optional), and an optional tab-delimited summary file by MOVES SCC.

A process flow diagram follows the utility descriptions.

### TRANSVMT

The TRANSVMT utility post-processes TDMs to produce hourly, on-road vehicle, seasonal and day-of-week specific, directional link VMT, and speed estimates. The TRANSVMT utility processes a TDM traffic assignment by multiplying the link volumes by the appropriate HPMS, seasonal, or other VMT factors. Hourly factors are then used to distribute the link VMT to each hour in the day. A speed model is used to estimate the operational time-of-day link speeds for each direction. Since intrazonal links are not included in the TDM, special intrazonal links are created and the VMT and speeds for these special links are estimated using the intrazonal trips from the trip matrix and the zonal radii. The link VMT and speeds produced by TRANSVMT are subsequently input to the EmsCalc utility for applying the MOVES-based emissions factors (as well as with other utilities to develop off-network activity estimates).

### VirtualLinkVMT

The VirtualLinkVMT utility post-processes county HPMS AADT VMT, centerline miles, and lane miles by functional classification and area type (from TxDOT's annual RIFCREC) to produce hourly, on-road vehicle fleet, seasonal and day-of-week specific actual or projected VMT, and directional operational speed estimates. These estimated VMT and speeds are produced for up to 42 directional HPMS functional classification/area type combinations, or "links." The VirtualLinkVMT utility was developed for use in areas that do not have TDM

networks, as well as for inventory applications for which network link-based detail is not required. The main inputs to VirtualLinkVMT are:

- County HPMS datasets, which include AADT VMT, centerline miles, and lane miles by HPMS area type and functional class;
- County-level VMT control totals;
- Hourly VMT distributions; and
- Speed model inputs to include volume/delay equation parameters adapted for HPMS, and free-flow speeds and lane capacities by HPMS functional classification and area type.

VirtualLinkVMT initially scales the county HPMS AADT VMT at the link level to the appropriate VMT (e.g., uses a county-level VMT control total-to-AADT ratio to produce seasonal, day-of-week specific VMT). Hourly factors and directional split factors are applied to the adjusted VMT on each link to estimate the hourly, directional VMT (and volumes) by HPMS link. Congested speed models, each for the high- and low-capacity links, are used to estimate the hourly operational speeds by direction for each link. The operational speeds are based on v/c-derived directional delay (minutes/mile) applied to the estimated free-flow speeds for each link. The virtual link VMT and speeds produced using the VirtualLinkVMT utility are an input to the emissions calculation utility, EmsCalc (as well as with other utilities to develop off-network activity estimates).

**VehPopulationBuild**

The VehPopulationBuild utility builds the sourcetypeyear data files in a format consistent with the MOVES input database table and the SUT/fuel type population input file (can be used with the EmsCalc utility to estimate emissions or the OffNetActCalc utility to estimate starts and SHP) using the VMT mix and the TxDMV registration datasets. The TxDMV registration datasets are three sets of registration data (an age registration data file, a gas trucks registration data file, and a diesel trucks registration data file) that list 31 years of registration data. The primary inputs to this utility are:

- County ID file, which specifies the county for which the output will be calculated;
- Age registration data file, which lists 31 years of registration data for the Passenger Vehicle, Motorcycles, Trucks <=6000, Trucks >6000 <=8500, Total Trucks <=8500, Gas Trucks >8500, Diesel Trucks >8500, Total Trucks >8500, and Total All Trucks vehicle categories;
- Gas trucks registration data file, which lists 31 years of registration data for the Gas >8500, Gas >10000, Gas >14000, Gas >16000, Gas >19500, Gas >26000, Gas >33000, Gas >60000, and Gas Totals gas truck categories;
- Diesel trucks registration data file, which lists 31 years of registration data for the Diesel >8500, Diesel >10000, Diesel >14000, Diesel >16000, Diesel >19500, Diesel >26000, Diesel >33000, Diesel >60000, and Diesel Totals diesel truck categories;
- VMT mix by TxDOT district, MOVES SUT, and MOVES fuel type;
- TxDOT district name file, which specifies the VMT mix TxDOT district;

- MOVES default database;
- Population factor file (optional); and
- Year ID file (optional, only used if population factors are used), which specifies the year for calculating the output.

For the desired county (from the county ID file), the age registration data (for the Passenger Vehicle, Motorcycles, Trucks <=6000, Trucks >6000 <=8500, and Total Trucks <=8500 vehicle categories) are saved in an age registration data array. The gas truck registration data (for the Gas >8500, Gas >10000, Gas >14000, Gas >16000, Gas >19500, Gas >26000, Gas >33000, and Gas >60000 gas truck categories) are saved in the gas truck section of the diesel/gas registration data array. The diesel truck registration data (for the Diesel >8500, Diesel >10000, Diesel >14000, Diesel >16000, Diesel >19500, Diesel >26000, Diesel >33000, and Diesel >60000 diesel truck categories) are saved in the diesel truck section of the diesel/gas registration data array. The age registration data array and the diesel/gas registration data array are combined to form the registration category data array (seven categories for 31 years of data and the total) using the combinations in the following Registration Categories table.

**Registration Categories.**

| Registration Category | Vehicle Category | Data Location |
|---|---|---|
| 1 | Passenger Vehicle | Age registration data array |
| 2 | Motorcycles | |
| 3 | Total Trucks <=8500 | |
| 4 | Diesel >8500, Diesel >10000, Diesel >14000, Diesel >16000 | Diesel/gas registration data array |
| 5 | Diesel >19500, Diesel >26000, Diesel >33000, Diesel >60000 | |
| 6 | Gas >8500, Gas >10000, Gas >14000, Gas >16000 | |
| 7 | Gas >19500, Gas >26000, Gas >33000, Gas >60000 | |

The registration category data array is used to fill the SUT population array (by SUT and fuel type) for all vehicles except long-haul trucks. Each SUT/fuel type combination is assigned the total registrations from one or more of the registration categories in the registration category data array. The SUT/Registration Category Correlation table shows the SUTs and their associated registration category in the registration category data array.

**SUT/Registration Category Correlation.**

| SUT | Registration Category |
|---|---|
| 11 | 2 |
| 21 | 1 |
| 31, 32 | 3 |
| 41, 42, 43, 51, 52, 54 | 4 + 6 |
| 61 | 5 + 7 |

SUT population factors are calculated by SUT/fuel type using the data from the VMT mix input for all SUTs except motorcycles (SUT 11) and the long-haul trucks (SUTs 53 and 62) and saved in the SUT population factors array. For SUT 21, the fuel type VMT mix is divided by the total VMT mix for SUT 21. For SUT 31, the fuel type VMT mix is divided by the total VMT mix for SUTs 31 and 32. The same process applies to SUT 32. For SUT 41, the fuel type VMT mix is divided by the total VMT mix for SUTs 41, 42, 43, 51, 52, and 54. The same process applies to SUTs 42, 43, 51, 52, and 54. For SUT 61, the fuel type VMT mix is divided by the total VMT mix for SUT 61.

For SUT 11, the SUT population factor for fuel type 1 (gasoline) is set 1 with all other factors set to 0. For SUT 53, the SUT population factors by fuel type are calculated by dividing the fuel type VMT mix for SUT 53 by the fuel type VMT mix for SUT 52. For SUT 62, the SUT population factors by fuel type are calculated by dividing the fuel type VMT mix for SUT 62 by the fuel type VMT mix for SUT 61, therefore creating a ratio of long-haul and short-haul trucks.

The SUT population factors and the population factor (if desired) are applied to the SUT population array for all SUTs except SUT 53 and 62. For SUT 53, the SUT population factors for SUT 53 are applied to the SUT population array for SUT 52. For SUT 62, the SUT population factors for SUT 62 are applied to the SUT population array for SUT 61.

Using the appropriate MySQL code, a new sourcetypeyear database table is created. The data in the SUT population array is aggregated by fuel type and used to fill the sourcetypeyear database table, along with the yearID, salesGrowthFactor, and migrationrate. For the yearID, the year of the registration data is used, unless a population factor is used, in which case the year from the year ID input is used. The salesGrowthFactor and migrationrate for each SUT is set 1. A text format of this database table is written by the utility as well. The SUT/fuel type population input file is written using the SUT population array.

**OffNetActCalc**

The OffNetActCalc calculates the analysis scenario (i.e., year, season, day-type) SHP, starts, SHI, and APU hours by hour, SUT, and fuel type used to estimate emissions using the EmsCalc utility. The SHI and APU hours are only calculated for SUT 62, fuel type 2 (CLhT_Diesel). The SHP is calculated using either the TDM or the virtual link-based link VMT and speeds (same as used in the distance-based emissions estimation), the 24-hour or time period VMT mix

(by roadway type and SUT/fuel type), and the SUT/fuel type population (from the VehiclePopulationBuild utility). The starts activity is calculated using the SUT/fuel type population and the starts per vehicle (typically the MOVES default). The SHI and APU hours are a function of hotelling hours. This utility has two options for calculating the hotelling hours. Using the first option, the analysis scenario 24-hour hotelling hours is calculated using a user-supplied extended idle factor applied to the SHO. However, this method of estimating the hotelling hours as a direct function of the SHO does not consider the availability of locations where extended idling may occur. The second option (and suggested method) uses base data (24-hour hotelling, link VMT and speeds, and VMT mix), the analysis scenario data used to calculate the SHP, and the analysis scenario SHP to calculate the analysis scenario 24-hour hotelling hours.

For the analysis scenario first hourly VMT and speeds input, the utility applies the appropriate VMT mix (either the 24-hour VMT mix or the appropriate time period VMT mix as assigned by the user) to each link that has the desired county code; thus distributing the link VMT to each SUT/fuel type, which is added to the hourly SUT/fuel type VMT. The link VMT by SUT/fuel type is divided by the link speed to calculate the link vehicle hours traveled (VHT or SHO) by SUT/fuel type, which is added to the SUT fuel/type VHT. This calculation process is repeated for each analysis scenario VMT and speeds input; therefore producing the analysis scenario hourly values for VMT by SUT/fuel type and for VHT by SUT/fuel type.

The analysis scenario hourly SUT/fuel type speed, total hours (or source hours), and SHP are then calculated. For each hour and SUT/fuel type, the hourly SUT/fuel type VMT is divided by the hourly SUT/fuel type VHT to calculate the hourly SUT/fuel type speed. The hourly SUT/fuel type total hours are set equal to the SUT/fuel type population. The hourly SUT/fuel type SHP is calculated by subtracting the hourly SUT/fuel type VHT (or SHO) from the hourly SUT/fuel type total hours. If the calculated SHP is negative (i.e., SHO is greater than the total hours), the SHP is set to 0.

To calculate the analysis scenario 24-hour hotelling hours under option 1 (as a direct function of SHO), the utility multiplies the CLhT_Diesel analysis scenario 24-hour SHO by the user-supplied extended idle factor, which represents the amount of extended idle time that must occur per SHO. For option 2 ( as a function of base hotelling data), the utility calculates the base 24-hour CLhT_Diesel VMT using the base VMT and speeds inputs and the base VMT mix with the same procedure used in the analysis scenario SHP calculations. The 24-hour analysis scenario CLhT_Diesel VMT is then divided by the 24-hour base CLhT_Diesel VMT to create a scaling factor, which is then applied to the base 24-hour hotelling hours to calculate the analysis scenario 24-hour hotelling hours.

The utility then calculates the analysis scenario hourly hotelling hours. The analysis scenario hourly CLhT_Diesel SHO (from the SHP calculation process) is converted to hourly VHT fractions. The hourly hotelling fractions are calculated as the inverse of the hourly VHT fractions. The hourly hotelling fractions are then applied to the analysis scenario 24-hour hotelling hours to calculate the hourly hotelling hours. For each hour, the hourly hotelling hours are then compared to the hourly CLhT_Diesel SHP. For those hours where the hotelling hours are greater than the SHP, hotelling hours are set to the SHP for that hour.

The utility then calculates the SHI fraction and the APU fraction using the source type age distribution (same distribution used in the MOVES runs), the relative mileage accumulation rates, and the hotelling activity distribution. Travel fractions for SUT 62 (CLhT) by ageID (0 through 30) are calculated by multiplying the age distribution by the appropriate relative mileage accumulation rate, which is then converted into a distribution by dividing the individual travel fraction (ageID 0 through 30) by the sum of the travel fractions. These travel fractions are then applied to the appropriate operating mode fractions from the hotelling activity distribution (operating mode 200) and summed to calculate the SHI fraction. Using a similar process, the APU fraction is calculated using the operating mode fractions for operating mode 201. For each hour the analysis scenario hotelling hours are multiplied by the SHI fraction to calculate the analysis scenario SHI activity and by the APU fraction to calculate the analysis scenario APU hours.

**MOVESactivityInputBuild**

The MOVESactivityInputBuild utility builds the roadtypedistribution, hourvmtfraction, avgspeeddistribution, roadtype, hpmsvtypeday, sourcetypedayvmt, year, state, zone, zoneroadtype, monthvmtfraction, and dayvmtfraction data files in a format consistent with the MOVES input database tables using the link-based hourly VMT and speeds developed with the TRANSVMT or VirtualLinkVMT utility, the VMT mix, and the MOVES defaults. The utility also has the option of building the sourcetypeage (adjusted to reflect the 24-hour VMT mix), starts, and hotellinghours data files in a format consistent with the MVOES input database tables using the output from the OffNetActCalc utility, along with inputs from the MOVES runs and the MOVES defaults. The primary inputs to this utility are:

- Link-based hourly VMT and speeds developed with the TRANSVMT or VirtualLinkVMT utility;
- County ID file which specifies the county number in the link-based hourly VMT and speeds for which the output will be calculated;
- VMT roadway type designations, which lists associations of the link roadway types/area type combination to the VMT mix, emissions rate, and MOVES roadway types (same as used with the EmsCalc utility);
- 24-hour or time period VMT mix by roadway type, MOVES source type, and MOVES fuel type (same as used with the EmsCalc utility);
- Day ID, which specifies the MOVES day ID for calculating the output;
- Year ID, which specifies the year for calculating the output;
- Link/Ramp designations, which designates each link roadway type/area type combination to either ramp or non-ramp;
- MOVES default database;
- Month ID, which specifies the month for calculating the output;
- sourcetypeyear, SUT age, and sourcetypeage inputs from the MOVES runs (optional, only if sourcetypeage table output is to be created);

- Starts output from the OffNetActCalc utility (optional, only if starts table output is to be created); and
- Hotelling, extended idle, and APU hours output from the OffNetActCalc utility (optional, only if hotelling table output is to be created).

For each link in the link-based hourly VMT and speeds in which the county number matches the desired county ID, the link VMT is saved in a VMT summary array based on hour, link functional class, and link area type. The link VHT (link VMT/link speed) is saved in a VHT summary array based on hour, link functional class, link area type, and MOVES average speed bin ID (determined using the MOVES average speed bins and the link speed). The link VHT is also saved in a road type VHT array based on link functional class and link area type, and, if the link is specified as ramp by the link/ramp designations specified by the user, the VHT is additionally saved in the ramp segment of the road type VHT array.

A MOVES roadway type array by MOVES roadway type (roadTypeID codes 2 through 5) is also created using the data in the VMT summary array and VMT roadway type designations. For the link road types designated a MOVES road type of 6 or 8, the VMT is added to MOVES road type 2 in the MOVES roadway type array. For the link road types designated a MOVES road type of 7 or 9, the VMT is added to MOVES road type 4 in the MOVES roadway type array. An hourly VMT array (by MOVES SUT, MOVES roadway type, and hour) is formed using the data in the VMT summary array, the VMT roadway type designations, and the VMT mix. If the time period VMT mix is used, each hour is assigned a time period by the user. Otherwise, the same 24-hour VMT mix is used for all hours. An average speed distribution array (by MOVES SUT, MOVES roadway type, hour, and MOVES speed bin) is created using the VHT summary array and the VMT mix. Using the appropriate MySQL code, the MOVES roadtypedistribution, hourvmtfraction, and avgspeeddistribution default values are extracted and saved for later use.

The VMT in the MOVES roadway type array is used to produce the roadway type distribution array by MOVES SUT and MOVES roadway type. This VMT is converted to a distribution by MOVES SUT (i.e., the total for a SUT over the five MOVES roadway types should equal 1), with the distribution value for MOVES roadway type 0 (Off-Network) equal to 0. The utility writes the tab-delimited roadtypedistribution table output (optional).

The VMT in the hourly VMT array is added to the hourly VMT fraction array (by SUT, MOVES roadway type, and hour) and for those roadway types where the VMT for all hours is greater than 0, this VMT is converted to an hourly distribution. For those roadway types where the VMT is equal to 0, a value of 1 is placed in the first hour, followed by 0 in the remaining hours. The utility writes the tab-delimited hourvmtfraction table output (optional). For those SUTs where the VMT mix is greater than 0, the hourly VMT fraction array is used. Otherwise, the MOVES hourvmtfraction default values are used.

The VHT in the average speed distribution array is converted to a distribution by SUT, MOVES roadway type, hour/day (combination of hour and the day ID specified by the user), and MOVES average speed bin. The utility writes the tab-delimited avgspeeddistribution table output (optional). For those SUTs where the VMT mix is greater than 0, the average speed distribution array is used. Otherwise, the MOVES avgspeeddistribution default values are used.

The VHT in the road type VHT array is converted to a proportion of ramp VHT by dividing the ramp segment of the road type VHT array by the total VHT for the road type in the road type VHT. The utility writes the tab-delimited roadtype table output (optional). If the ramp fraction for roadTypeID 2 is greater than 0, then roadTypeID 6 (with rampFraction equal to 0) and roadTypeID 8 (with rampFraction equal to 1) are also added to the roadtype database table. If the ramp fraction for roadTypeID 4 is greater than 0, then roadTypeID 7 (with rampFraction equal to 0) and roadTypeID 9 (with rampFraction equal to 1) are also added to the roadtype database table.

The VMT in the hourly VMT array is aggregated to create the 24-hour HPMS vehicle type VMT array. Each SUT is assigned an HPMS vehicle type (SUT 11 is HPMS vehicle type 10; SUTs 21, 31 and 32 are HPMS vehicle type 25; SUTs 41, 42, and 43 are HPMS vehicle type 40; SUTs 51, 52, 53, and 54 are HPMS vehicle type 50; and SUTs 61 and 62 are HPMS vehicle type 60). The utility writes the tab-delimited hpmsvtypeday table output (optional).

The VMT in the hourly VMT array is also aggregated by SUT to create the 24-hour SUT VMT array. Using this VMT data, the utility writes the tab-delimited sourcetypedayvmt output table (optional) in a format consistent with the MOVES input.

Using the appropriate MySQL code, the fuel year ID is extracted from the MOVES default year database table for the user-supplied year ID. The tab-delimited year table output is written (optional) using the user-supplied year ID and the extracted fuel year ID. The "isbaseYear" data is written as well (automatically set to "Y").

The utility also produces two tab-delimited summary output files. A tab-delimited VMT summary is output by hour, link road type, and link area type for the user-specified county. A tab-delimited VHT summary is output by hour, link road type, link area type, and MOVES average speed bin for the user-specified county.

The utility creates five other tab-delimited outputs (state, zone, zoneroadtype, monthvmtfraction, and dayvmtfraction tables) using the user-supplied inputs. For the state table (optional), the utility extracts the data from the MOVES default state database table where the state ID is 48 and writes this data to the tab-delimited state table output. For the zone table (optional), the utility extracts the data from the MOVES default zone data for the county ID greater than 48000 and county ID less than 49000 and writes this data to the tab-delimited zone table output with the start allocation factors, idle allocation factors, and SHP allocation factors replaced with values of 1.

For the zoneroadtype table (optional), the utility extracts the MOVES default zoneroadtype data where the zone ID greater than 480000 and zone ID less than 490000 and writes this data to the tab-delimited zoneroadtype table output, with the SHO allocation factors replaced with values of 1. For the monthvmtfraction table (optional), the utility extracts the data from the MOVES default monthvmtfraction table and writes the data to the tab-delimited monthvmtfraction table output with the month VMT fraction set to 1 for the user-supplied month ID and 0 for all other months. For the dayvmtfraction table (optional), the utility extracts the data from the MOVES default dayvmtfraction table and writes this data to the tab-delimited

dayvmtfraction table output with the day VMT fraction is set to 1 for the user-supplied day ID and 0 for all other months.

For the sourcetypeage table output (optional, also needed if the hotelling hours table output is to be created), the utility calculates the adjusted relative mileage accumulation rates (MAR) by multiplying the input relative MAR (categorized by SUT and age from the sourcetypeage input) by the SUT-specific relative MAR adjustment factors (one factor per SUT applied across all age categories). These adjustment factors are calculated using inventory SUT VMT fractions within each HPMS vehicle type and the sum of the SUT-specific normalized travel fractions within each HPMS vehicle type. The inventory SUT VMT fractions within each HPMS vehicle type are calculated by dividing the 24-hour SUT VMT by the 24-hour HPMS vehicle type VMT for the respective SUT.

For the sum of the SUT-specific normalized travel fractions within each HPMS vehicle type, the utility uses the same calculation procedures used by MOVES to calculate the normalized travel fractions. The SUT vehicle population is distributed to each age category using the SUT age distribution input. Using the sum of the vehicle population by HPMS vehicle type, the SUT population fraction for each age category within each HPMS vehicle type is calculated by dividing the SUT vehicle population by age by the sum of the vehicle population by HPMS vehicle type. The utility then calculates the initial travel fractions (by SUT and age) by multiplying the SUT population fraction for each age category within each HPMS vehicle type by the relative MAR input.

These initial travel fractions are then normalized within each HPMS vehicle type to produce the SUT and age-specific normalized travel fractions within each HPMS vehicle type. The utility then calculates the SUT-specific relative MAR adjustment factors by dividing the inventory SUT VMT fractions within each HPMS vehicle type by the sum of the SUT and age-specific normalized travel fractions (i.e., aggregated across the age category for each SUT); resulting in one SUT-specific relative MAR adjustment factor for each SUT.

For the starts table output (optional), the utility aggregates the SUT/fuel type hourly starts input (output from the OffNetActCalc utility) by SUT and multiplies the SUT hourly starts by the SUT age distribution (by SUT) to distribute the hourly SUT starts to each age category. The SUT hourly starts by age are written to the starts table output file, along with the user-supplied monthID, yearID, dayID (used to form the output hourDayID), and zoneID (set using the user-supplied county FIPS code.

For the hotelling hours table output (optional), the utility uses travel fractions specific to SUT 62 to distribute the hourly hotelling hours input (output from the OffNetActCalc utility) to each age category. These travel fractions are calculated by multiplying the SUT 62 age distribution by the calculated relative MARs (MOVES defaults adjusted so to reflect the emissions inventory 24-hour VMT mix) for each age category and dividing by the sum of the product for all the age categories. These travel fractions are multiplied by the hourly hotelling hours input and written to the hotelling hours table output, along with the user-supplied dayID (used to form the output hourDayID), monthID, yearID, and zoneID (set using the user-supplied county FIPS code.

**MOVESfleetInputBuild**

The MOVESfleetInputBuild utility builds the sourcetypeagedistribution database table and fuel/engine fraction inputs to MOVES using the TxDOT registration datasets and the MOVES default database tables. The TxDOT registration datasets are three sets of registration data (an age registration data file, a gas trucks registration data file, and a diesel trucks registration data file) that list 31 years of registration data. The primary inputs to this utility are:

- Age registration data file, which lists 31 years of registration data for the Passenger Vehicles, Motorcycles, Trucks <=6000, Trucks >6000 <=8500, Total Trucks <=8500, Gas Trucks >8500, Diesel Trucks >8500, Total Trucks >8500, and Total All Trucks vehicle categories;
- Gas trucks registration data file, which lists 31 years of registration data for the Gas > 8500, Gas > 10000, Gas > 14000, Gas > 16000, Gas > 19500, Gas > 26000, Gas > 33000, Gas > 60000, and Gas Totals gas truck categories;
- Diesel trucks registration data file, which lists 31 years of registration data for the Diesel > 8500, Diesel > 10000, Diesel > 14000, Diesel > 16000, Diesel > 19500, Diesel > 26000, Diesel > 33000, Diesel > 60000, and Diesel Totals diesel truck categories;
- SUT data sources input, which specifies the data source for each SUT to use when building the sourcetypeagedistribution database table;
- Fuel/engine fractions data sources input, which specifies the data source for each SUT to use when building the fuel/engine fractions;
- Default sourcetypeage distribution input;
- MOVES default database; and
- Year ID file (optional, only if year is not the registration data year as in a future year analysis), which specifies the year for calculating the output.

The SUT data sources input lists the data source for each SUT, either a single county, multiple counties, state, or MOVES default. As this input is processed, the utility maintains a list of the input sources. The same applies to the fuel/engine fractions, except data source inputs are only valid for source types 52, 53, and 61 (other are not valid due to data limitations and source type 62 are all considered diesel).

For each county (or state total) in the list of the input sources, the age registration data (for the Passenger Vehicle, Motorcycles, Trucks <=6000, Trucks >6000 <=8500, and Total Trucks <=8500 vehicle categories) are saved in an age registration data array. The gas truck registration data (for the Gas > 8500, Gas > 10000, Gas > 14000, Gas > 16000, Gas > 19500, Gas > 26000, Gas > 33000, and Gas > 60000 gas truck categories) are saved in the gas truck section of the diesel/gas registration data array. The diesel truck registration data (for the Diesel > 8500, Diesel > 10000, Diesel > 14000, Diesel > 16000, Diesel > 19500, Diesel > 26000, Diesel > 33000, and Diesel > 60000 diesel truck categories) are saved in the diesel truck section of the diesel/gas registration data array.

The age registration data array and the diesel/gas registration data array are combined to create the registration category data array (a total of seven categories for 31 years of data and the total) using the combinations in the Registration Categories table. The county is compared to the data sources for each SUT in the SUT data sources input. If the county is found for a given source type, then the 31 years of registration data from the source type's corresponding category in the registration category data array are added to the SUT age distribution array. See the SUTs/Registration Categories Correlation for SUT Age Distribution shows table for the source types and their corresponding registration categories.

**SUTs/Registration Categories Correlation for SUT Age Distribution.**

| SUT | Registration Category |
|---|---|
| 11 | 2 |
| 21 | 1 |
| 31, 32 | 3 |
| 52, 53 | 4 |
| 61, 62 | 5 |

A similar process is followed for the fuel/engine fractions array. However, only SUTs 52, 53, 61, and 62 are processed due to data limitations. The registration data are saved in the fuel/engine fractions array based on fuel type. The table SUTs/Registration Categories Correlation for Fuel/Engine Fractions shows the SUTs and their corresponding registration categories.

**SUTs/Registration Categories Correlation for Fuel/Engine Fractions.**

| SUT | Fuel Type | Registration Category |
|---|---|---|
| 52, 53 | Diesel | 4 |
| | Gas | 6 |
| 61 | Diesel | 5 |
| | Gas | 7 |
| 62 | Diesel | 5 + 7 |
| | Gas | None – all are assumed diesel |

After processing all of the counties, the data from the default sourcetypeage distribution input are processed and the data for the registration data year are saved in the default age distribution array. For each source type in which the registration data are to be used for the age distribution, the 31 years of registration data in the SUT age distribution array are converted to a distribution by dividing the source type yearly registration data by the source type total registration data. For each source type in which the defaults are to be used, the defaults values from the default age distribution array are copied to the SUT age distribution array.

The MOVES default fuel/engine fractions are extracted from the MOVES default database (using the appropriate code for MySQL) and saved in the default fuel/engine fractions array. For source types 52, 53, and 61, the source type yearly registration data in the fuel/engine fractions array are converted to fuel/engine fractions by dividing the yearly source type diesel registration data by the sum of the yearly source type diesel registration data and the yearly source type gas registration data.

If the year ID input is used, then these fuel/engine fractions are adjusted to match the year from the year ID input. If the year from the year ID input is greater than the registration data year, then the first fuel/engine fraction is extended to match the year from the year ID input and the appropriate number of years is dropped from the end of the fuel/engine fractions to maintain the appropriate distribution. If the year from the year ID input is less than the registration data year, then the last fuel/engine fraction is extended to match the year from the year ID input and the appropriate number of years is dropped from the beginning of the fuel/engine fractions to maintain the appropriate distribution. For source type 62, all of the fuel/engine fractions in the fuel/engine fractions array are set to a value of 1.

Using the appropriate MySQL code, a new sourcetypeagedistribution database table is created and the data from the SUT age distribution array, along with the year ID (either from the registration data or the year ID input), are used to fill the new database table. A text format of this database table may be written as well. Using the appropriate MySQL code, a new AVFTfuelengfraction database table is created and the data from the fuel/engine fractions array are used to fill the new database table for SUTs 52, 53, 61, and 62. For all other SUTs, the default fuel/engine fraction array data for the appropriate year (either the registration data year or the year ID input) are used to fill the new database table. A text format of this database table may be written as well.

**RatesCalc**

The RatesCalc utility calculates emissions rates in terms of rate/SHP for the evaporative emissions processes using the data in the CDB used in the MOVES emissions rates run and the MOVES default database. The utility also creates copies of the rateperdistance, rateperhour, and rateperstartemissions rate tables to include the units for each pollutant. If not specified, emissions rates are assembled for each pollutant and process combination (excluding total energy and the refueling emissions processes) in the MOVES emissions rate tables. The utility also uses the movesrun database table, along with a pollutant energy or mass look-up table (mass, TEQ, or gmole), to determine the units of the emissions rates, which are added to the emissions rate tables, which will allow the user to specify any of the units available in MOVES for the MOVES emissions rate run. The type of activity used for the emissions rate calculation is determined by the process, shown in the MOVES2014a Emissions Process and Corresponding Activity for Rate-per-Activity Emissions Rates table.

**MOVES2014a Emissions Process and Corresponding Activity for Rate-per-Activity Emissions Rates.**

| MOVES2014a Emissions Process | Activity | Emissions Rate Units |
|---|---|---|
| Running Exhaust | Miles Traveled | Rate/Mile |
| Crankcase Running Exhaust | Miles Traveled | Rate/Mile |
| Start Exhaust | Starts | Rate/Start |
| Crankcase Start Exhaust | Starts | Rate/Start |
| Extended Idle Exhaust | Extended Idle Hours | Rate/Extended Idle Hour |
| Crankcase Extended Idle Exhaust | Extended Idle Hours | Rate/Extended Idle Hour |
| Auxiliary Power Exhaust | APU Hours | Rate/APU Hour |
| Evaporative Permeation | Miles Traveled<br>Source Hours Parked | Rate/Mile<br>Rate/SHP |
| Evaporative Fuel Vapor Venting | Miles Traveled<br>Source Hours Parked | Rate/Mile<br>Rate/SHP |
| Evaporative Fuel Leaks | Miles Traveled<br>Source Hours Parked | Rate/Mile<br>Rate/SHP |
| Brake Wear | Miles Traveled | Rate/Mile |
| Tire Wear | Miles Traveled | Rate/Mile |

For the rateperdistance (rate/mile emissions rates) emissions rate table, the utility creates a copy of the emissions rates in the specified output database with the table name ttirateperdistance. If specific pollutants are specified, only the emissions rates for those pollutants are copied to the ttirateperdistance table. Otherwise, the entire rateperdistance table is copied to the ttirateperdistance table. The utility also adds a "Units_Per_Activity" field to the ttirateperdistance table and fills that field based on the pollutants energy or mass designation (mass, TEQ, or gmole). For those pollutants designated as mass, the mass units from the movesrun table are added to the "Units_Per_Activity" field. For those pollutants designated as gmole, the mass units from the movesrun table, along with the text "-mole" (i.e., pound-mole or gram-mole) are added to the "Units_Per_Activity" field. For those pollutants designated as TEQ, the text "TEQ" is added to the "Units_Per_Activity" field. No unit conversions are performed in this utility. The rateperstart and rateperhour, emissions rate tables are processed in a similar manner to produce the ttirateperstart and ttirateperhour, emissions rate tables.

For the evaporative emissions rates, the utility uses the CDB from the MOVES run and the MOVES default database to replicate the MOVES vehicle population and SHP calculation process. Using the emissions rates from the rateperprofile and ratepervehicle emissions rate tables, the utility calculates the rate-per-SHP emissions rates by multiplying the emissions rate by the appropriate vehicle population and dividing by the appropriate SHP value. These rate-per-SHP emissions rates are then saved in the ttiratepershp emissions rate table. Similar to

the previous RatesCalc emissions rate tables, the "Units_Per_Activity" field is added to the ttiratepershp table and filled based on the pollutants energy or mass designation.

**RatesAdj**

The RatesAdj utility applies emissions rate adjustments to an emissions rate database table produced by RatesCalc utility (ttirateperdistance, ttirateperstart, ttirateperhour, or ttiratepershp) or by this utility to produce a new emissions rate database table in the same format as the input emissions rate database table. The emissions rate adjustments can be linear adjustments that are applied to all emissions rates or can be applied by SUT, fuel type, pollutant, and process (adjustments may also include roadway type, average speed bin, and hour). The user has the option of selecting which pollutants will be in the new emissions rate database table, along with the output units of the emissions rates. This allows the user to perform any unit conversions between mass units (i.e., pounds to grams or pound-mole to gram-mole) without providing any addition adjustment factors. Unit conversions between unit types (i.e., gram-moles to grams or TEQ to grams) are not performed internally by the utility. These types of conversions must be made using the emissions rate adjustment factors. The utility also has the option for combining multiple emissions rate database tables into one new emissions rate database table, if the input emissions rate database tables are in the same format.

For the first input emissions rate database table, the utility extracts the emissions rates for the specified pollutants (or all the pollutants if not specified) from the input database emissions rate table, applies the emissions rate adjustments (if necessary) and any unit conversion adjustments, and saves these adjusted emissions rates. If more than one emissions rate database table is input, then the utility performs a similar calculation process to the first input emissions rate database table for each input emissions rate database table. If pollutants are found in more than one input emissions rate database table, the adjusted emissions rates are summed to produce one emissions rate.

After processing all of the input emissions rate database tables, the utility creates a new emissions rate database table in the same format as the first input emissions rate database table and writes the adjusted emissions rates to this new emissions rate database table. Using MySQL code, the utility also creates a minimum and maximum emissions rate summary for each input emissions rate table and the output emissions rate table by pollutant, process, and source type/fuel type, which is written to a tab-delimited file specified by the user.

**EmsCalc**

The EmsCalc utility estimates the hourly link emissions for one user-specified county using the emissions factors (either from RatesCalc or RatesAdj), the 24-hour or time period VMT mix, the hourly link VMT and speeds activity estimates (either from TRANSVMT or VirtualLinkVMT), and the off-network activity (SHP, starts, and SHI). This utility produces a tab-delimited output summary (including hourly and 24-hour totals) and hourly link emissions output files (optional). The primary inputs to EmsCalc are:

- Emissions factors from RatesCalc or RatesAdj;
- Link-based hourly VMT and speeds developed with the TRANSVMT or VirtualLinkVMT utility. For each link, the following information is input to EmsCalc:

link start node, link end node, link county number, link roadway type number, link area type number, link VMT, and link operational speed estimate;

- 24-hour or time period VMT mix by roadway type, MOVES SUT, and MOVES fuel type;
- Off-network activity (SHP, starts, SHI, and APU hours) by hour and SUT/fuel type;
- VMT roadway type designations, which lists associations of the link roadway types/area type combination to the VMT mix, emissions rate, and MOVES roadway types;
- Pollutants input file, which specifies which pollutant/process combinations for which the emissions calculations will be performed and their respective units in the tab-delimited output;
- SCC input file (optional, only if the activity and emissions by SCC are to be created); and
- SCC pollutants input file (optional, only if the activity and emissions by SCC are to be created).

The emissions estimation can be categorized by two basic types based on the type of emissions factors: the roadway-based emissions and the off-network-based emissions. For the roadway-based emissions (ttirateperdistance emissions factors), the VMT for each link is distributed to each of the SUT/fuel type combinations listed in the VMT mix by roadway type (as designated in the VMT roadway type designations). If the time period VMT mix is input, each hour is assigned a time period by the user. Otherwise, the 24-hour VMT mix is used for all hours. For each pollutant/process combination in the pollutants input file, the emissions factors are selected based on the emissions rate roadway type (as designated in the VMT roadway type designations) and the link speed for each SUT/fuel type combinations listed in the VMT mix. For link speeds greater than 75 mph, the emissions factors for 75 mph are used. For link speeds less than 2.5 mph, the emissions factors for 2.5 mph are used. For those link speeds that fall between the 16 MOVES speeds, the emissions factors are interpolated using the emissions factor interpolation methodology in the following section. These SUT/fuel type combination-specific emissions factors are multiplied by the SUT/fuel type combination-specific VMT to estimate the mobile source emissions for that link by SUT/fuel type combination. If the activity and emissions by SCC are to be created, the activity and emissions are also aggregated by SCC using the SCC input file and by SCC pollutant using the SCC pollutants input file (thus allowing the user the option to combine multiple MOVES pollutants into one more aggregate pollutant).

For the off-network emissions, the ttirateperstart, ttirateperhour, and ttiratepershp emissions rates (by SUT/fuel type) are multiplied by the appropriate activity, which is determined by the emissions process (see the MOVES2014a Refueling Emissions Process and Corresponding Activity for Rate-per-Activity Emissions Rates table). If the activity and emissions by SCC are to be created, the activity and emissions are also aggregated by SCC using the SCC input file and by SCC pollutant using the SCC pollutants input file (thus allowing the user the option to combine multiple MOVES pollutants into one more aggregate pollutant).

The emissions estimates are output in a tab-delimited file (including all of the SUT/fuel type combinations listed in the VMT mix on a single line, separated by a tab character) for the specified county by pollutant, link roadway type, and SUT/fuel type combination for each of the

specified episode time periods. A 24-hour (or total if all 24 hours are not specified) output is also included in the tab-delimited file. Only those pollutant/process combinations in the pollutants input file with tab-delimited output units other than "NONE" will appear in the tab-delimited output file. Prior to output, any unit conversions between mass units (i.e., pounds to grams or pound-mole to gram-mole) are performed by the utility. Unit conversions between unit types (i.e., gram-moles to grams or TEQ to grams) are not performed internally by the utility (these type of unit conversions must be done using the RatesAdj utility). This tab-delimited file also includes hourly and 24-hour summaries of the off-network activity and VMT, VHT, and speed by link road type. Link emissions may also be output by county, pollutant, process, and each SUT/fuel type combination. If specified, the tab-delimited activity and emissions by SCC output file is also created, which lists the activity and emissions for each SCC pollutant by SCC.

*Emissions Factor Interpolation Methodology*

To calculate emissions factors for link speeds that fall between two of the 16 MOVES speed bin speeds, an interpolation methodology similar to the methodology used with MOBILE6 is used. This methodology interpolates each emissions factor using a factor developed from the inverse link speed and the inverse high and low bounding speed bin speeds. The following is an example for a link speed of 41.2 mph.

The interpolated emissions factor ($EF_{Interp}$) is expressed as:

$$EF_{Interp} = EF_{LowSpeed} - FAC_{Interp} \times (EF_{LowSpeed} - EF_{HighSpeed})$$

Where:

$EF_{LowSpeed}$ = emissions factor (EF) corresponding to the speed below the link speed;

$EF_{HighSpeed}$ = EF corresponding to the speed above the link speed; and

$FAC_{Interp}$ = $\left(\frac{1}{Speed_{link}} - \frac{1}{Speed_{low}}\right) \Big/ \left(\frac{1}{Speed_{high}} - \frac{1}{Speed_{low}}\right)$

Given that:

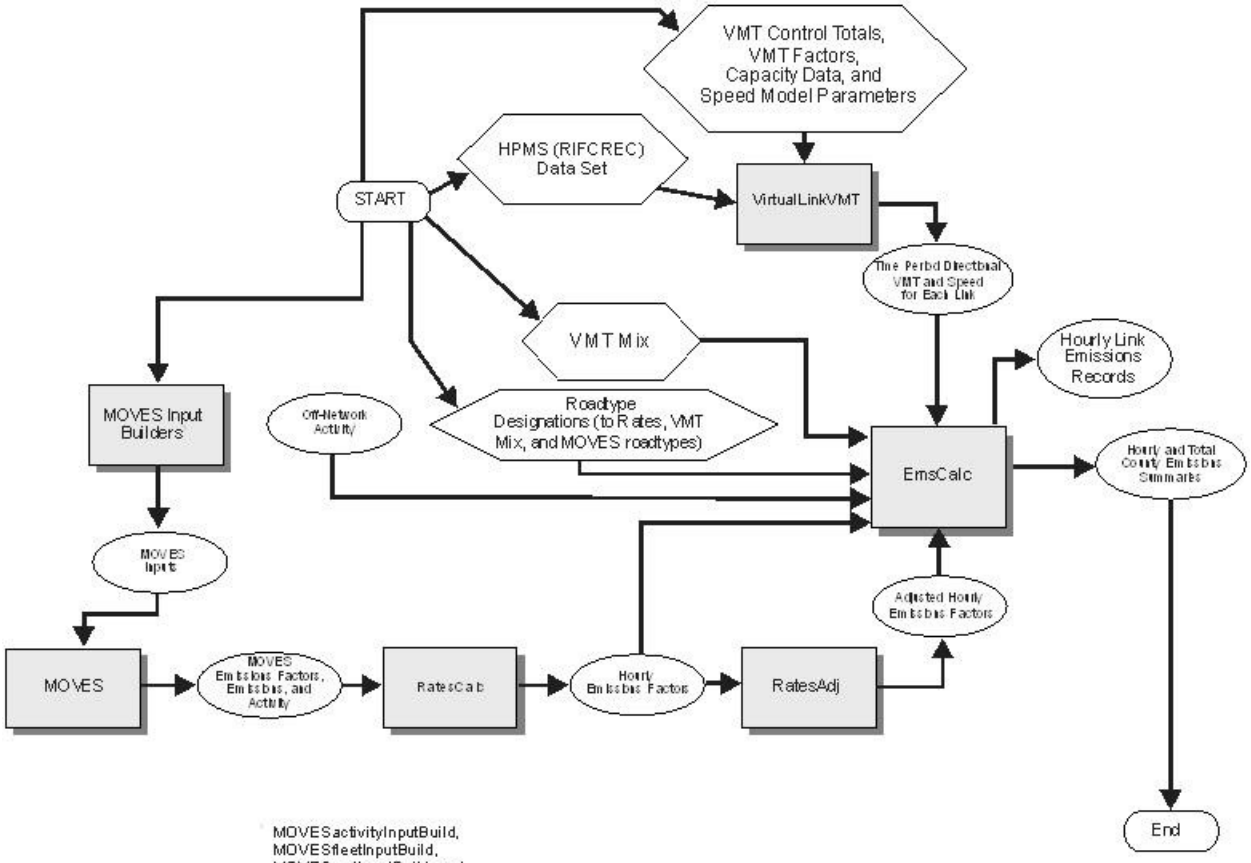
$EF_{LowSpeed}$ = 0.7413 g/mi;
$EF_{HighSpeed}$ = 0.7274 g/mi;
$Speed_{lnk}$ = 41.2 mph;
$Speed_{low}$ = 40 mph; and
$Speed_{high}$ = 45 mph.

$$FAC_{Interp} = \left(\frac{1}{41.2mph} - \frac{1}{40mph}\right) \Big/ \left(\frac{1}{45mph} - \frac{1}{40mph}\right) = \frac{-0.00073}{-0.00278} = 0.26214;$$

$$EF_{Interp} = 0.7413 \text{ g/mi} - (0.26214) \times (0.7413 \text{ g/mi} - 0.7274 \text{ g/mi});$$

$$= 0.7377 \text{ g/mi}.$$

# HPMS / Virtual Link-Based Emissions Estimation Process




MOVESactivityInputBuild, MOVESfleetInputBuild, MOVESmetInputBuild, and VehPopulationBuild.

VehPopulationBuild, and OffNetActCalc.

# APPENDIX C:
# TXDOT DISTRICT WEEKDAY VMT MIXES BY MOVES ROAD TYPE CATEGORY

**VMT Mix Year/Analysis Year Correlations**

| VMT Mix Year | Analysis Years |
|---|---|
| 2000 | 1998 through 2002 |
| 2005 | 2003 through 2007 |
| 2010 | 2008 through 2012 |
| 2015 | 2013 through 2017 |
| 2020 | 2018 through 2022 |
| 2025 | 2023 through 2027 |
| 2030 | 2028 through 2032 |
| 2035 | 2033 through 2037 |
| 2040 | 2038 + |

## 2015 Weekday VMT Mix – El Paso TxDOT District

| SUT_FT | AM Peak | | | | Mid-Day | | | | PM Peak | | | | Overnight | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | RT2[1] | RT3[2] | RT4[3] | RT5[4] | RT2[1] | RT3[2] | RT4[3] | RT5[4] | RT2[1] | RT3[2] | RT4[3] | RT5[4] | RT2[1] | RT3[2] | RT4[3] | RT5[4] |
| MC_Gas | 0.00056 | 0.00058 | 0.00073 | 0.00072 | 0.00052 | 0.00056 | 0.00069 | 0.00070 | 0.00056 | 0.00060 | 0.00073 | 0.00072 | 0.00044 | 0.00061 | 0.00069 | 0.00072 |
| PC_Gas | 0.55286 | 0.57131 | 0.72615 | 0.71503 | 0.51691 | 0.56016 | 0.67991 | 0.69628 | 0.55652 | 0.59573 | 0.72537 | 0.71827 | 0.43165 | 0.60174 | 0.68103 | 0.71099 |
| PC_Diesel | 0.00390 | 0.00403 | 0.00512 | 0.00504 | 0.00364 | 0.00395 | 0.00479 | 0.00491 | 0.00392 | 0.00420 | 0.00511 | 0.00506 | 0.00304 | 0.00424 | 0.00480 | 0.00501 |
| PT_Gas | 0.14433 | 0.22694 | 0.15013 | 0.17365 | 0.14777 | 0.22930 | 0.16151 | 0.17087 | 0.14720 | 0.23036 | 0.15139 | 0.17718 | 0.10483 | 0.18559 | 0.14261 | 0.17174 |
| PT_Diesel | 0.00235 | 0.00369 | 0.00244 | 0.00282 | 0.00240 | 0.00373 | 0.00263 | 0.00278 | 0.00239 | 0.00375 | 0.00246 | 0.00288 | 0.00170 | 0.00302 | 0.00232 | 0.00279 |
| LCT_Gas | 0.03542 | 0.05569 | 0.03684 | 0.04261 | 0.03626 | 0.05627 | 0.03963 | 0.04193 | 0.03612 | 0.05653 | 0.03715 | 0.04348 | 0.02572 | 0.04554 | 0.03499 | 0.04214 |
| LCT_Diesel | 0.00194 | 0.00305 | 0.00202 | 0.00234 | 0.00199 | 0.00309 | 0.00217 | 0.00230 | 0.00198 | 0.00310 | 0.00204 | 0.00238 | 0.00141 | 0.00250 | 0.00192 | 0.00231 |
| IBus_Diesel | 0.00034 | 0.00073 | 0.00026 | 0.00044 | 0.00037 | 0.00068 | 0.00023 | 0.00035 | 0.00021 | 0.00067 | 0.00018 | 0.00017 | 0.00034 | 0.00099 | 0.00029 | 0.00017 |
| TBus_Gas | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| TBus_Diesel | 0.00068 | 0.00146 | 0.00052 | 0.00088 | 0.00073 | 0.00135 | 0.00045 | 0.00070 | 0.00043 | 0.00133 | 0.00037 | 0.00034 | 0.00068 | 0.00197 | 0.00057 | 0.00034 |
| SBus_Gas | 0.00002 | 0.00004 | 0.00001 | 0.00002 | 0.00002 | 0.00004 | 0.00001 | 0.00002 | 0.00001 | 0.00004 | 0.00001 | 0.00001 | 0.00002 | 0.00005 | 0.00002 | 0.00001 |
| SBus_Diesel | 0.00187 | 0.00400 | 0.00142 | 0.00242 | 0.00201 | 0.00371 | 0.00124 | 0.00193 | 0.00117 | 0.00366 | 0.00101 | 0.00093 | 0.00188 | 0.00542 | 0.00158 | 0.00094 |
| RT_Gas | 0.00053 | 0.00081 | 0.00037 | 0.00041 | 0.00052 | 0.00083 | 0.00044 | 0.00049 | 0.00034 | 0.00051 | 0.00022 | 0.00026 | 0.00040 | 0.00054 | 0.00028 | 0.00028 |
| RT_Diesel | 0.00107 | 0.00163 | 0.00075 | 0.00081 | 0.00105 | 0.00166 | 0.00088 | 0.00098 | 0.00068 | 0.00103 | 0.00043 | 0.00052 | 0.00080 | 0.00109 | 0.00057 | 0.00057 |
| SUSht_Gas | 0.01042 | 0.01590 | 0.00730 | 0.00793 | 0.01049 | 0.01660 | 0.00882 | 0.00975 | 0.00695 | 0.01049 | 0.00441 | 0.00534 | 0.00839 | 0.01138 | 0.00592 | 0.00593 |
| SUSht_Diesel | 0.02086 | 0.03184 | 0.01463 | 0.01588 | 0.02100 | 0.03324 | 0.01766 | 0.01952 | 0.01393 | 0.02102 | 0.00884 | 0.01069 | 0.01680 | 0.02280 | 0.01185 | 0.01188 |
| SULht_Gas | 0.00133 | 0.00203 | 0.00093 | 0.00101 | 0.00106 | 0.00168 | 0.00089 | 0.00099 | 0.00052 | 0.00079 | 0.00033 | 0.00040 | 0.00042 | 0.00057 | 0.00030 | 0.00030 |
| SULht_Diesel | 0.00266 | 0.00406 | 0.00186 | 0.00202 | 0.00213 | 0.00337 | 0.00179 | 0.00198 | 0.00105 | 0.00158 | 0.00067 | 0.00080 | 0.00085 | 0.00115 | 0.00060 | 0.00060 |
| MH_Gas | 0.00042 | 0.00064 | 0.00029 | 0.00032 | 0.00041 | 0.00065 | 0.00035 | 0.00038 | 0.00027 | 0.00040 | 0.00017 | 0.00020 | 0.00031 | 0.00043 | 0.00022 | 0.00022 |
| MH_Diesel | 0.00084 | 0.00128 | 0.00059 | 0.00064 | 0.00083 | 0.00131 | 0.00069 | 0.00077 | 0.00053 | 0.00081 | 0.00034 | 0.00041 | 0.00063 | 0.00085 | 0.00044 | 0.00045 |
| CShT_Gas | 0.01606 | 0.00519 | 0.00352 | 0.00185 | 0.01623 | 0.00506 | 0.00489 | 0.00275 | 0.01096 | 0.00309 | 0.00286 | 0.00146 | 0.01493 | 0.00409 | 0.00407 | 0.00159 |
| CShT_Diesel | 0.07468 | 0.02412 | 0.01635 | 0.00858 | 0.07548 | 0.02350 | 0.02272 | 0.01280 | 0.05097 | 0.01435 | 0.01330 | 0.00678 | 0.06941 | 0.01902 | 0.01893 | 0.00740 |
| CLhT_Gas | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| CLhT_Diesel | 0.12686 | 0.04098 | 0.02777 | 0.01458 | 0.15818 | 0.04926 | 0.04761 | 0.02682 | 0.16329 | 0.04596 | 0.04261 | 0.02172 | 0.31535 | 0.08641 | 0.08600 | 0.03362 |

[1] RT2 - Rural Restricted Access; [2] RT3 – rural Unrestricted Access; [3] RT4 - Urban Restricted Access; [4] RT5 – Urban Unrestricted Access.

# APPENDIX D:
# TXDOT DISTIRCT AGGREGATE WEEKDAY VMT MIX

**VMT Mix Year/Analysis Year Correlations**

| VMT Mix Year | Analysis Years |
|---|---|
| 2000 | 1998 through 2002 |
| 2005 | 2003 through 2007 |
| 2010 | 2008 through 2012 |
| 2015 | 2013 through 2017 |
| 2020 | 2018 through 2022 |
| 2025 | 2023 through 2027 |
| 2030 | 2028 through 2032 |
| 2035 | 2033 through 2037 |
| 2040 | 2038 + |

**Aggregate Weekday VMT Mix – El Paso TxDOT District**

| SUT_FT | 2015 |
|---|---|
| MC_Gas | 0.00069 |
| PC_Gas | 0.68578 |
| PC_Diesel | 0.00483 |
| PT_Gas | 0.16037 |
| PT_Diesel | 0.00261 |
| LCT_Gas | 0.03935 |
| LCT_Diesel | 0.00216 |
| IBus_Diesel | 0.00027 |
| TBus_Gas | 0.00000 |
| TBus_Diesel | 0.00054 |
| SBus_Gas | 0.00002 |
| SBus_Diesel | 0.00149 |
| RT_Gas | 0.00039 |
| RT_Diesel | 0.00078 |
| SUSht_Gas | 0.00783 |
| SUSht_Diesel | 0.01569 |
| SULht_Gas | 0.00140 |
| SULht_Diesel | 0.00140 |
| MH_Gas | 0.00030 |
| MH_Diesel | 0.00061 |
| CShT_Gas | 0.00429 |
| CShT_Diesel | 0.01997 |
| CLhT_Gas | 0.00000 |
| CLhT_Diesel | 0.04993 |

# APPENDIX E:
# DIRECTIONAL SPLIT ESTIMATES

**El Paso TDM Directional Split Estimates - AM Peak Period**

| Functional Class Code | Area Type | | | | |
|---|---|---|---|---|---|
| | Business District | Urban Intense | Urban Central | Suburban | Rural |
| 0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| 1 | 50.0 | 50.0 | 60.0 | 63.0 | 70.0 |
| 2 | 50.0 | 50.0 | 60.0 | 63.0 | 70.0 |
| 3 | 65.0 | 60.0 | 62.0 | 66.5 | 71.0 |
| 4 | 58.0 | 59.0 | 58.0 | 65.0 | 68.0 |
| 5 | 64.5 | 63.0 | 53.0 | 73.8 | 75.0 |
| 7 | 64.5 | 63.0 | 53.0 | 73.8 | 75.0 |
| 20 | 50.0 | 50.0 | 60.0 | 63.0 | 70.0 |

**El Paso TDM Directional Split Estimates - Mid-Day Period**

| Functional Class Code | Area Type | | | | |
|---|---|---|---|---|---|
| | Business District | Urban Intense | Urban Central | Suburban | Rural |
| 0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| 1 | 51.0 | 51.0 | 53.0 | 51.0 | 53.0 |
| 2 | 51.0 | 51.0 | 53.0 | 51.0 | 53.0 |
| 3 | 55.0 | 54.0 | 50.0 | 56.5 | 55.0 |
| 4 | 55.0 | 55.0 | 52.0 | 56.5 | 58.0 |
| 5 | 54.5 | 53.0 | 52.0 | 55.5 | 54.0 |
| 7 | 54.5 | 53.0 | 52.0 | 55.5 | 54.0 |
| 20 | 51.0 | 51.0 | 53.0 | 51.0 | 53.0 |

**El Paso TDM Directional Split Estimates - PM Peak Period**

| Functional Class Code | Area Type | | | | |
|---|---|---|---|---|---|
| | Business District | Urban Intense | Urban Central | Suburban | Rural |
| 0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| 1 | 54.0 | 54.0 | 56.0 | 66.5 | 65.0 |
| 2 | 54.0 | 54.0 | 56.0 | 66.5 | 65.0 |
| 3 | 62.0 | 59.0 | 57.0 | 61.5 | 66.0 |
| 4 | 52.0 | 53.0 | 54.0 | 64.5 | 63.0 |
| 5 | 57.5 | 64.5 | 68.0 | 64.8 | 70.0 |
| 7 | 57.5 | 64.5 | 68.0 | 64.8 | 70.0 |
| 20 | 54.0 | 54.0 | 56.0 | 66.5 | 65.0 |

**El Paso TDM Directional Split Estimates - Overnight Period**

| Functional Class Code | Area Type | | | | |
|---|---|---|---|---|---|
| | Business District | Urban Intense | Urban Central | Suburban | Rural |
| 0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| 1 | 51.0 | 51.0 | 53.0 | 51.0 | 53.0 |
| 2 | 51.0 | 51.0 | 53.0 | 51.0 | 53.0 |
| 3 | 55.0 | 54.0 | 50.0 | 56.5 | 55.0 |
| 4 | 55.0 | 55.0 | 52.0 | 56.5 | 58.0 |
| 5 | 54.5 | 53.0 | 52.0 | 55.5 | 54.0 |
| 7 | 54.5 | 53.0 | 52.0 | 55.5 | 54.0 |
| 20 | 51.0 | 51.0 | 53.0 | 51.0 | 53.0 |

**El Paso TDM Functional Class Codes and Descriptions**

| Functional Class Code | Functional Class Description |
|---|---|
| 0 | Centroid Connector |
| 1 | Freeways |
| 2 | Expressways |
| 3 | Principal Arterials |
| 4 | Minor Arterials |
| 5 | Collectors and Frontage |
| 7 | Local Streets |
| 20 | Ramps |

# APPENDIX F:
# VEHICLE POPULATION ESTIMATES AND 24-HOUR SHP, STARTS, HOTELLING HOURS, SHI, AND APU HOURS SUMMARIES

**2017 Vehicle Population Estimates**

| SUT_FT | El Paso |
|---|---|
| MC_Gas | 13,620 |
| PC_Gas | 454,525 |
| PC_Diesel | 3,201 |
| PT_Gas | 107,460 |
| PT_Diesel | 1,749 |
| LCT_Gas | 26,368 |
| LCT_Diesel | 1,447 |
| IBus_Diesel | 60 |
| TBus_Gas | 0 |
| TBus_Diesel | 121 |
| SBus_Gas | 4 |
| SBus_Diesel | 333 |
| RT_Gas | 87 |
| RT_Diesel | 174 |
| SUSht_Gas | 1,751 |
| SUSht_Diesel | 3,508 |
| SULht_Gas | 157 |
| SULht_Diesel | 313 |
| MH_Gas | 67 |
| MH_Diesel | 136 |
| CShT_Gas | 266 |
| CShT_Diesel | 1,240 |
| CLhT_Gas | 0 |
| CLhT_Diesel | 3,100 |

**2017 24-Hour Weekday SHP Summaries**

| SUT_FT | El Paso_Summer | El Paso_Winter |
|---|---|---|
| MC_Gas | 326,549 | 326,529 |
| PC_Gas | 10,584,076 | 10,564,490 |
| PC_Diesel | 74,543 | 74,405 |
| PT_Gas | 2,499,091 | 2,494,301 |
| PT_Diesel | 40,674 | 40,596 |
| LCT_Gas | 613,201 | 612,025 |
| LCT_Diesel | 33,661 | 33,597 |
| IBus_Diesel | 1,310 | 1,302 |
| TBus_Gas | 0 | 0 |
| TBus_Diesel | 2,621 | 2,604 |
| SBus_Gas | 100 | 99 |
| SBus_Diesel | 7,235 | 7,188 |
| RT_Gas | 1,916 | 1,906 |
| RT_Diesel | 3,833 | 3,812 |
| SUSht_Gas | 38,472 | 38,263 |
| SUSht_Diesel | 77,096 | 76,678 |
| SULht_Gas | 3,422 | 3,401 |
| SULht_Diesel | 6,842 | 6,800 |
| MH_Gas | 1,472 | 1,464 |
| MH_Diesel | 2,996 | 2,979 |
| CShT_Gas | 4,945 | 4,860 |
| CShT_Diesel | 23,031 | 22,636 |
| CLhT_Gas | 0 | 0 |
| CLhT_Diesel | 56,861 | 55,880 |

**2017 24-Hour Weekday Starts Summaries**

| SUT_FT | El Paso_Summer | El Paso_Winter |
|---|---|---|
| MC_Gas | 6,170 | 6,170 |
| PC_Gas | 2,444,249 | 2,444,249 |
| PC_Diesel | 17,215 | 17,215 |
| PT_Gas | 599,279 | 599,279 |
| PT_Diesel | 9,753 | 9,753 |
| LCT_Gas | 158,649 | 158,649 |
| LCT_Diesel | 8,709 | 8,709 |
| IBus_Diesel | 174 | 174 |
| TBus_Gas | 0 | 0 |
| TBus_Diesel | 574 | 574 |
| SBus_Gas | 26 | 26 |
| SBus_Diesel | 1,960 | 1,960 |
| RT_Gas | 336 | 336 |
| RT_Diesel | 671 | 671 |
| SUSht_Gas | 12,505 | 12,505 |
| SUSht_Diesel | 25,058 | 25,058 |
| SULht_Gas | 696 | 696 |
| SULht_Diesel | 1,392 | 1,392 |
| MH_Gas | 38 | 38 |
| MH_Diesel | 78 | 78 |
| CShT_Gas | 1,617 | 1,617 |
| CShT_Diesel | 7,525 | 7,525 |
| CLhT_Gas | 0 | 0 |
| CLhT_Diesel | 13,290 | 13,290 |

**2017 24-hour Weekday SHI and APU Hours Summaries (CLhT_Diesel Only)**

| County | 2017 | | |
|---|---|---|---|
| | Hotelling | SHI | APU |
| El Paso_Summer | 18,947 | 14,463 | 695 |
| El Paso_Winter | 19,772 | 15,092 | 725 |

Note: Hotelling includes Engine-off and Battery APU hours.

# APPENDIX G:
# SOURCE TYPE AGE DISTRIBUTION AND FUEL/ENGINE FRACTIONS INPUTS TO MOVES

## El Paso County Age Distribution Inputs to MOVES

| Age | MC | PC | PT | LCT | IBus | Tbus | Sbus | RT | SUShT | SULhT | MH | CShT | CLhT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0.045935 | 0.053900 | 0.026733 | 0.026733 | 0.055550 | 0.055650 | 0.055556 | 0.064759 | 0.062455 | 0.080736 | 0.064928 | 0.009782 | 0.044007 |
| 1 | 0.079804 | 0.070772 | 0.037056 | 0.037056 | 0.049845 | 0.049946 | 0.049851 | 0.058272 | 0.060276 | 0.097975 | 0.058445 | 0.015801 | 0.048909 |
| 2 | 0.069402 | 0.060117 | 0.033846 | 0.033846 | 0.046006 | 0.046100 | 0.046012 | 0.053507 | 0.079702 | 0.150497 | 0.053673 | 0.014296 | 0.050486 |
| 3 | 0.042856 | 0.046863 | 0.035079 | 0.035079 | 0.042195 | 0.055697 | 0.032610 | 0.028999 | 0.066630 | 0.104892 | 0.039988 | 0.006772 | 0.032874 |
| 4 | 0.031289 | 0.049364 | 0.034467 | 0.034467 | 0.037253 | 0.034095 | 0.035647 | 0.022977 | 0.037945 | 0.036093 | 0.035305 | 0.010534 | 0.017742 |
| 5 | 0.080386 | 0.040653 | 0.028561 | 0.028561 | 0.031055 | 0.034678 | 0.042221 | 0.030317 | 0.032680 | 0.034013 | 0.029436 | 0.021068 | 0.031415 |
| 6 | 0.073146 | 0.064144 | 0.058164 | 0.058164 | 0.039993 | 0.048515 | 0.046183 | 0.023359 | 0.109659 | 0.093698 | 0.037928 | 0.029345 | 0.043640 |
| 7 | 0.096114 | 0.066662 | 0.060009 | 0.060009 | 0.052281 | 0.047012 | 0.047736 | 0.081433 | 0.047749 | 0.057695 | 0.049441 | 0.044394 | 0.094086 |
| 8 | 0.078472 | 0.061945 | 0.055914 | 0.055914 | 0.053396 | 0.033713 | 0.055776 | 0.060642 | 0.069535 | 0.064010 | 0.050348 | 0.042889 | 0.070679 |
| 9 | 0.063826 | 0.060570 | 0.053565 | 0.053565 | 0.055068 | 0.052558 | 0.049572 | 0.057049 | 0.069717 | 0.057569 | 0.051939 | 0.049661 | 0.061342 |
| 10 | 0.045602 | 0.055428 | 0.061812 | 0.061812 | 0.053504 | 0.043092 | 0.048835 | 0.034170 | 0.053558 | 0.040882 | 0.050306 | 0.036117 | 0.041119 |
| 11 | 0.054839 | 0.053694 | 0.053524 | 0.053524 | 0.049302 | 0.041983 | 0.041807 | 0.033378 | 0.042484 | 0.033007 | 0.046365 | 0.029345 | 0.032913 |
| 12 | 0.039694 | 0.051897 | 0.055451 | 0.055451 | 0.046065 | 0.042452 | 0.043802 | 0.024143 | 0.034858 | 0.026419 | 0.043333 | 0.033860 | 0.032437 |
| 13 | 0.031455 | 0.043310 | 0.053863 | 0.053863 | 0.044039 | 0.048613 | 0.039741 | 0.029530 | 0.035585 | 0.027473 | 0.041306 | 0.051919 | 0.043530 |
| 14 | 0.024715 | 0.042587 | 0.047742 | 0.047742 | 0.041778 | 0.032808 | 0.043136 | 0.040271 | 0.039034 | 0.021921 | 0.039197 | 0.082769 | 0.052520 |
| 15 | 0.024049 | 0.033234 | 0.039570 | 0.039570 | 0.040614 | 0.031806 | 0.039913 | 0.057676 | 0.032498 | 0.019697 | 0.037984 | 0.078254 | 0.044225 |
| 16 | 0.017142 | 0.027351 | 0.033474 | 0.033474 | 0.030599 | 0.037111 | 0.031314 | 0.052718 | 0.018337 | 0.009478 | 0.022205 | 0.055681 | 0.037120 |
| 17 | 0.011401 | 0.021668 | 0.033913 | 0.033913 | 0.024835 | 0.033826 | 0.029099 | 0.025424 | 0.017974 | 0.010221 | 0.034115 | 0.040632 | 0.028101 |
| 18 | 0.011401 | 0.016127 | 0.022415 | 0.022415 | 0.020413 | 0.030975 | 0.024947 | 0.032795 | 0.009259 | 0.005665 | 0.020938 | 0.033860 | 0.025898 |
| 19 | 0.008405 | 0.015798 | 0.023979 | 0.023979 | 0.026465 | 0.025322 | 0.031789 | 0.041994 | 0.014706 | 0.006044 | 0.024651 | 0.048157 | 0.032080 |
| 20 | 0.007240 | 0.011279 | 0.022920 | 0.022920 | 0.020257 | 0.021951 | 0.015251 | 0.029313 | 0.009622 | 0.003876 | 0.023297 | 0.040632 | 0.020867 |
| 21 | 0.004660 | 0.008904 | 0.016038 | 0.016038 | 0.016634 | 0.018163 | 0.018167 | 0.013318 | 0.007081 | 0.002748 | 0.015998 | 0.029345 | 0.017990 |
| 22 | 0.003911 | 0.006789 | 0.013027 | 0.013027 | 0.012252 | 0.015769 | 0.014653 | 0.011855 | 0.005991 | 0.001875 | 0.013989 | 0.024831 | 0.012870 |
| 23 | 0.003994 | 0.005559 | 0.009793 | 0.009793 | 0.013802 | 0.015855 | 0.018594 | 0.018450 | 0.005991 | 0.002168 | 0.010346 | 0.030098 | 0.014209 |
| 24 | 0.003162 | 0.004365 | 0.009074 | 0.009074 | 0.015451 | 0.023149 | 0.020950 | 0.013061 | 0.004720 | 0.001735 | 0.013522 | 0.024078 | 0.012572 |
| 25 | 0.001831 | 0.003615 | 0.008759 | 0.008759 | 0.015325 | 0.017611 | 0.011953 | 0.020123 | 0.005084 | 0.001442 | 0.017413 | 0.017306 | 0.009605 |
| 26 | 0.002496 | 0.002877 | 0.009512 | 0.009512 | 0.014173 | 0.013781 | 0.014128 | 0.011515 | 0.004720 | 0.001180 | 0.015355 | 0.015049 | 0.007859 |
| 27 | 0.002164 | 0.002357 | 0.005600 | 0.005600 | 0.014696 | 0.012718 | 0.014276 | 0.010304 | 0.001452 | 0.000678 | 0.014965 | 0.015801 | 0.006202 |
| 28 | 0.003828 | 0.001917 | 0.007022 | 0.007022 | 0.012327 | 0.010714 | 0.012460 | 0.005268 | 0.003813 | 0.000875 | 0.010998 | 0.016554 | 0.006083 |
| 29 | 0.002996 | 0.001624 | 0.005782 | 0.005782 | 0.010702 | 0.009139 | 0.010634 | 0.005263 | 0.001997 | 0.000762 | 0.011609 | 0.012039 | 0.005596 |
| 30 | 0.033785 | 0.014631 | 0.043334 | 0.043334 | 0.014149 | 0.015191 | 0.013386 | 0.008114 | 0.014887 | 0.004677 | 0.020675 | 0.039127 | 0.021026 |

Note: The local vehicle age distributions were developed using 2014 mid-year TxDMV vehicle registration data (latest available).

## Texas Statewide 2017 Fuel Engine Fractions Summary

| SUT | Fuel Type | Model Year | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 |
| MC | Gas | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| PC | Gas | 0.9883 | 0.9883 | 0.9883 | 0.9883 | 0.9883 | 0.9883 | 0.9883 | 0.9899 | 0.9926 | 0.9995 | 0.9997 | 0.9931 | 0.9952 | 0.9969 | 0.9961 | 0.9957 |
| PC | Diesel | 0.0117 | 0.0117 | 0.0117 | 0.0117 | 0.0117 | 0.0117 | 0.0117 | 0.0101 | 0.0074 | 0.0005 | 0.0003 | 0.0069 | 0.0048 | 0.0031 | 0.0039 | 0.0043 |
| PT | Gas | 0.9800 | 0.9800 | 0.9800 | 0.9800 | 0.9800 | 0.9800 | 0.9800 | 0.9872 | 0.9845 | 0.9771 | 0.9805 | 0.9749 | 0.9793 | 0.9816 | 0.9816 | 0.9834 |
| PT | Diesel | 0.0200 | 0.0200 | 0.0200 | 0.0200 | 0.0200 | 0.0200 | 0.0200 | 0.0128 | 0.0155 | 0.0229 | 0.0195 | 0.0251 | 0.0207 | 0.0184 | 0.0184 | 0.0166 |
| LCT | Gas | 0.9469 | 0.9469 | 0.9469 | 0.9469 | 0.9469 | 0.9469 | 0.9469 | 0.9621 | 0.9554 | 0.9406 | 0.9479 | 0.9380 | 0.9464 | 0.9512 | 0.9509 | 0.9557 |
| LCT | Diesel | 0.0531 | 0.0531 | 0.0531 | 0.0531 | 0.0531 | 0.0531 | 0.0531 | 0.0379 | 0.0446 | 0.0594 | 0.0521 | 0.0620 | 0.0536 | 0.0488 | 0.0491 | 0.0443 |
| IBus | Diesel | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| TBus | Gas | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| TBus | Diesel | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| SBus | Gas | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 |
| SBus | Diesel | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 |
| RT | Gas | 0.0031 | 0.0031 | 0.0031 | 0.0031 | 0.0031 | 0.0031 | 0.0031 | 0.0021 | 0.0015 | 0.0054 | 0.0014 | 0.0029 | 0.0027 | 0.0050 | 0.0043 | 0.0054 |
| RT | Diesel | 0.9969 | 0.9969 | 0.9969 | 0.9969 | 0.9969 | 0.9969 | 0.9969 | 0.9979 | 0.9985 | 0.9946 | 0.9986 | 0.9971 | 0.9973 | 0.9950 | 0.9957 | 0.9946 |
| SUShT | Gas | 0.3959 | 0.3959 | 0.3959 | 0.3959 | 0.3705 | 0.2191 | 0.2339 | 0.2736 | 0.3508 | 0.2872 | 0.2558 | 0.2382 | 0.2320 | 0.2454 | 0.2601 | 0.2677 |
| SUShT | Diesel | 0.6041 | 0.6041 | 0.6041 | 0.6041 | 0.6295 | 0.7809 | 0.7661 | 0.7264 | 0.6492 | 0.7128 | 0.7442 | 0.7618 | 0.7680 | 0.7546 | 0.7399 | 0.7323 |
| SULhT | Gas | 0.3959 | 0.3959 | 0.3959 | 0.3959 | 0.3705 | 0.2191 | 0.2339 | 0.2736 | 0.3508 | 0.2872 | 0.2558 | 0.2382 | 0.2320 | 0.2454 | 0.2601 | 0.2677 |
| SULhT | Diesel | 0.6041 | 0.6041 | 0.6041 | 0.6041 | 0.6295 | 0.7809 | 0.7661 | 0.7264 | 0.6492 | 0.7128 | 0.7442 | 0.7618 | 0.7680 | 0.7546 | 0.7399 | 0.7323 |
| MH | Gas | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5100 | 0.5300 | 0.5400 | 0.5600 | 0.5700 | 0.5900 | 0.6000 |
| MH | Diesel | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.5000 | 0.4900 | 0.4700 | 0.4600 | 0.4400 | 0.4300 | 0.4100 | 0.4000 |
| CShT | Gas | 0.0936 | 0.0936 | 0.0936 | 0.0936 | 0.1988 | 0.1099 | 0.0570 | 0.0805 | 0.0524 | 0.0582 | 0.0306 | 0.0500 | 0.0513 | 0.0516 | 0.0549 | 0.0768 |
| CShT | Diesel | 0.9064 | 0.9064 | 0.9064 | 0.9064 | 0.8012 | 0.8901 | 0.9430 | 0.9195 | 0.9476 | 0.9418 | 0.9694 | 0.9500 | 0.9487 | 0.9484 | 0.9451 | 0.9232 |
| CLhT | Diesel | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |

Note: Conventional Internal Combustion engine technology only.

## Texas Statewide 2017 Fuel Engine Fractions Summary - Continued

| SUT | Fuel Type | Model Year | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2001 | 2000 | 1999 | 1998 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1991 | 1990 | 1989 | 1988 | 1987 |
| MC | Gas | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| PC | Gas | 0.9970 | 0.9974 | 0.9981 | 0.9978 | 0.9991 | 0.9988 | 0.9991 | 0.9998 | 0.9993 | 0.9988 | 0.9972 | 0.9989 | 0.9991 | 0.9997 | 0.9872 |
| PC | Diesel | 0.0030 | 0.0026 | 0.0019 | 0.0022 | 0.0009 | 0.0012 | 0.0009 | 0.0002 | 0.0007 | 0.0012 | 0.0028 | 0.0011 | 0.0009 | 0.0003 | 0.0128 |
| PT | Gas | 0.9889 | 0.9917 | 0.9813 | 0.9925 | 0.9916 | 0.9813 | 0.9949 | 0.9914 | 0.9864 | 0.9846 | 0.9942 | 0.9891 | 0.9922 | 0.9974 | 0.9964 |
| PT | Diesel | 0.0111 | 0.0083 | 0.0187 | 0.0075 | 0.0084 | 0.0187 | 0.0051 | 0.0086 | 0.0136 | 0.0154 | 0.0058 | 0.0109 | 0.0078 | 0.0026 | 0.0036 |
| LCT | Gas | 0.9077 | 0.9492 | 0.9294 | 0.9495 | 0.9270 | 0.9708 | 0.9316 | 0.9743 | 0.9736 | 0.9512 | 0.9370 | 0.9844 | 0.9762 | 0.9521 | 0.9862 |
| LCT | Diesel | 0.0923 | 0.0508 | 0.0706 | 0.0505 | 0.0730 | 0.0292 | 0.0684 | 0.0257 | 0.0264 | 0.0488 | 0.0630 | 0.0156 | 0.0238 | 0.0479 | 0.0138 |
| IBus | Diesel | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| TBus | Gas | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| TBus | Diesel | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| SBus | Gas | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0100 | 0.0415 | 0.1143 | 0.1474 | 0.1205 | 0.0100 | 0.0895 | 0.1241 | 0.2290 | 0.2498 | 0.2655 |
| SBus | Diesel | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 0.9585 | 0.8857 | 0.8526 | 0.8795 | 0.9900 | 0.9105 | 0.8759 | 0.7710 | 0.7502 | 0.7345 |
| RT | Gas | 0.0063 | 0.0021 | 0.1688 | 0.4036 | 0.0193 | 0.0122 | 0.0100 | 0.1050 | 0.0315 | 0.2103 | 0.1012 | 0.2040 | 0.0294 | 0.1065 | 0.1064 |
| RT | Diesel | 0.9937 | 0.9979 | 0.8312 | 0.5964 | 0.9807 | 0.9878 | 0.9900 | 0.8950 | 0.9685 | 0.7897 | 0.8988 | 0.7960 | 0.9706 | 0.8935 | 0.8936 |
| SUShT | Gas | 0.3113 | 0.3505 | 0.3481 | 0.4345 | 0.4359 | 0.4270 | 0.6731 | 0.5076 | 0.5194 | 0.5112 | 0.4653 | 0.5392 | 0.5718 | 0.6401 | 0.6543 |
| SUShT | Diesel | 0.6887 | 0.6495 | 0.6519 | 0.5655 | 0.5641 | 0.5730 | 0.3269 | 0.4924 | 0.4806 | 0.4888 | 0.5347 | 0.4608 | 0.4282 | 0.3599 | 0.3457 |
| SULhT | Gas | 0.3113 | 0.3505 | 0.3481 | 0.4345 | 0.4359 | 0.4270 | 0.6731 | 0.5076 | 0.5194 | 0.5112 | 0.4653 | 0.5392 | 0.5718 | 0.6401 | 0.6543 |
| SULhT | Diesel | 0.6887 | 0.6495 | 0.6519 | 0.5655 | 0.5641 | 0.5730 | 0.3269 | 0.4924 | 0.4806 | 0.4888 | 0.5347 | 0.4608 | 0.4282 | 0.3599 | 0.3457 |
| MH | Gas | 0.6300 | 0.6600 | 0.6800 | 0.7100 | 0.7400 | 0.7700 | 0.7900 | 0.8200 | 0.8500 | 0.8500 | 0.8499 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| MH | Diesel | 0.3700 | 0.3400 | 0.3200 | 0.2900 | 0.2600 | 0.2300 | 0.2100 | 0.1800 | 0.1500 | 0.1500 | 0.1501 | 0.1500 | 0.1500 | 0.1500 | 0.1500 |
| CShT | Gas | 0.0843 | 0.0899 | 0.1075 | 0.1337 | 0.1472 | 0.1456 | 0.2747 | 0.1170 | 0.1169 | 0.1604 | 0.1613 | 0.1444 | 0.1136 | 0.1566 | 0.1632 |
| CShT | Diesel | 0.9157 | 0.9101 | 0.8925 | 0.8663 | 0.8528 | 0.8544 | 0.7253 | 0.8830 | 0.8831 | 0.8396 | 0.8387 | 0.8556 | 0.8864 | 0.8434 | 0.8368 |
| CLhT | Diesel | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |

Note: Conventional Internal Combustion engine technology only.

# APPENDIX H:
# METEOROLOGICAL INPUTS TO MOVES

**El Paso Area Summer Season Temperature Inputs (Degrees Fahrenheit)[1]**

| Hour[2] | El Paso |
|---|---|
| 1 | 79.77 |
| 2 | 78.51 |
| 3 | 77.31 |
| 4 | 76.27 |
| 5 | 75.38 |
| 6 | 74.47 |
| 7 | 73.96 |
| 8 | 75.19 |
| 9 | 77.54 |
| 10 | 80.13 |
| 11 | 82.81 |
| 12 | 85.38 |
| 13 | 87.54 |
| 14 | 89.27 |
| 15 | 90.68 |
| 16 | 91.85 |
| 17 | 92.09 |
| 18 | 91.62 |
| 19 | 90.74 |
| 20 | 89.02 |
| 21 | 86.68 |
| 22 | 84.78 |
| 23 | 82.97 |
| 24 | 81.28 |

[1] Average hourly - June through August, 2017.

[2] Hour 1 is 12 a.m. to 1 a.m., etc.

**El Paso Area Summer Season Relative Humidity Inputs (Percent)[1]**

| Hour[2] | El Paso |
|---|---|
| 1 | 42.73 |
| 2 | 45.05 |
| 3 | 47.11 |
| 4 | 49.05 |
| 5 | 50.63 |
| 6 | 52.45 |
| 7 | 53.51 |
| 8 | 51.26 |
| 9 | 46.95 |
| 10 | 42.42 |
| 11 | 37.98 |
| 12 | 33.88 |
| 13 | 30.66 |
| 14 | 28.03 |
| 15 | 25.90 |
| 16 | 24.01 |
| 17 | 24.18 |
| 18 | 24.77 |
| 19 | 25.75 |
| 20 | 28.24 |
| 21 | 32.05 |
| 22 | 34.61 |
| 23 | 37.00 |
| 24 | 40.04 |

[1] Average hourly - June through August, 2017.

[2] Hour 1 is 12 a.m. to 1 a.m., etc.

**El Paso Area Summer and Winter Barometric Pressure (inches Mercury)**

| El Paso |
| --- |
| 26.169 |

Note: Annual Average, 2017.

**El Paso Area Winter Season Temperature Inputs (Degrees Fahrenheit)[1]**

| Hour[2] | El Paso |
|---|---|
| 1 | 48.57 |
| 2 | 47.44 |
| 3 | 46.44 |
| 4 | 45.46 |
| 5 | 44.62 |
| 6 | 43.71 |
| 7 | 43.08 |
| 8 | 43.39 |
| 9 | 45.76 |
| 10 | 48.91 |
| 11 | 52.31 |
| 12 | 55.29 |
| 13 | 57.39 |
| 14 | 59.07 |
| 15 | 60.29 |
| 16 | 60.83 |
| 17 | 60.37 |
| 18 | 58.77 |
| 19 | 56.88 |
| 20 | 55.16 |
| 21 | 53.66 |
| 22 | 52.16 |
| 23 | 50.77 |
| 24 | 49.58 |

[1] Average hourly - December-January-February, 2017.

[2] Hour 1 is 12 a.m. to 1 a.m., etc.

**El Paso Area Winter Season Relative Humidity Inputs (Percent)[1]**

| Hour[2] | El Paso |
|---|---|
| 1 | 45.01 |
| 2 | 46.81 |
| 3 | 48.65 |
| 4 | 50.32 |
| 5 | 51.63 |
| 6 | 53.29 |
| 7 | 54.26 |
| 8 | 52.85 |
| 9 | 48.11 |
| 10 | 43.16 |
| 11 | 38.25 |
| 12 | 34.22 |
| 13 | 31.80 |
| 14 | 29.61 |
| 15 | 27.94 |
| 16 | 27.40 |
| 17 | 28.06 |
| 18 | 30.20 |
| 19 | 32.70 |
| 20 | 35.17 |
| 21 | 37.07 |
| 22 | 39.26 |
| 23 | 41.34 |
| 24 | 42.97 |

[1] Average hourly - December-January-February, 2017.

[2] Hour 1 is 12 a.m. to 1 a.m., etc.

# APPENDIX I:
# SUMMARY OF MOVES RUNS

This appendix was submitted electronically.

# APPENDIX J:
# ANNUAL ACTIVITY INPUTS

**Day Type VMT Fractions by TxDOT District**

| Month | El Paso | |
|---|---|---|
| | Week Day[1] | Weekend Day[2] |
| January | 0.767 | 0.233 |
| February | 0.764 | 0.236 |
| March | 0.773 | 0.227 |
| April | 0.777 | 0.223 |
| May | 0.753 | 0.247 |
| June | 0.764 | 0.236 |
| July | 0.766 | 0.234 |
| August | 0.764 | 0.236 |
| September | 0.770 | 0.230 |
| October | 0.769 | 0.231 |
| November | 0.760 | 0.240 |
| December | 0.756 | 0.244 |

[1] Monday through Friday (MOVES dayTypeID = 5).
[2] Saturday and Sunday (MOVES dayTypeID = 2).

**Month VMT Fractions by TxDOT District**

| Month | El Paso |
|---|---|
| January | 0.08249 |
| February | 0.08774 |
| March | 0.08395 |
| April | 0.08481 |
| May | 0.08269 |
| June | 0.08076 |
| July | 0.07826 |
| August | 0.08273 |
| September | 0.08374 |
| October | 0.08603 |
| November | 0.08270 |
| December | 0.08410 |

**Hour VMT Fractions by TxDOT District**

| Hour | El Paso | |
|---|---|---|
| | Week Day[1] | Weekend Day[2] |
| 1 | 0.009825 | 0.023500 |
| 2 | 0.006607 | 0.017533 |
| 3 | 0.005501 | 0.017324 |
| 4 | 0.005142 | 0.012152 |
| 5 | 0.007250 | 0.009038 |
| 6 | 0.017196 | 0.011589 |
| 7 | 0.037689 | 0.018960 |
| 8 | 0.066922 | 0.028594 |
| 9 | 0.067090 | 0.038040 |
| 10 | 0.055955 | 0.046134 |
| 11 | 0.052663 | 0.053167 |
| 12 | 0.055415 | 0.059507 |
| 13 | 0.058312 | 0.065613 |
| 14 | 0.059533 | 0.068706 |
| 15 | 0.061936 | 0.069392 |
| 16 | 0.068658 | 0.068760 |
| 17 | 0.073331 | 0.066769 |
| 18 | 0.074190 | 0.064091 |
| 19 | 0.061167 | 0.060900 |
| 20 | 0.046216 | 0.053309 |
| 21 | 0.036469 | 0.045253 |
| 22 | 0.031129 | 0.040594 |
| 23 | 0.024490 | 0.034671 |
| 24 | 0.017314 | 0.026404 |

[1] Monday through Friday (MOVES dayTypeID = 5).
[2] Saturday and Sunday (MOVES dayTypeID = 2).

# APPENDIX K:
# ANNUAL ACTIVITY AND ANNUALIZATION FACTORS

**Annual VMT, Summer Weekday VMT and VMT Annualization Factors**

| County | Summer Weekday VMT | Annual VMT | VMT Annualization Factor |
|---|---|---|---|
| El Paso | 17,450,293 | 6,445,665,566 | 369.3729 |

**Annual Hotelling Hours, Summer Weekday Hotelling Hours and Annualization Factors**

| County | Summer Weekday | Annual | Annualization Factor |
|---|---|---|---|
| El Paso | 18,946.76 | 6,998,420 | 369.3729 |

**Annual Starts, Summer Weekday Starts and Annualization Factors**

| SUT | El Paso County | | |
|---|---|---|---|
| | Annual | Daily | Factor |
| 11 | 3,765,900 | 6,170.13 | 610.3435 |
| 21 | 880,135,243 | 2,461,463.99 | 357.5658 |
| 31 | 212,320,749 | 609,032.06 | 348.6200 |
| 32 | 58,295,771 | 167,357.57 | 348.3307 |
| 41 | 52,815 | 173.80 | 303.8848 |
| 42 | 211,722 | 574.06 | 368.8170 |
| 43 | 575,668 | 1,986.01 | 289.8613 |
| 51 | 297,335 | 1,006.85 | 295.3135 |
| 52 | 10,710,456 | 37,563.21 | 285.1315 |
| 53 | 629,604 | 2,088.12 | 301.5172 |
| 54 | 42,404 | 116.06 | 365.3513 |
| 61 | 2,634,140 | 9,141.86 | 288.1405 |
| 62 | 3,880,453 | 13,289.61 | 291.9914 |

**Annual SHP, Summer Weekday SHP and Annualization Factors**

| SUT | El Paso County | | |
|---|---|---|---|
| | Annual | Daily | Factor |
| 11 | 119,190,185 | 326,551.56 | 364.9965 |
| 21 | 3,890,413,276 | 10,661,771.52 | 364.8937 |
| 31 | 927,023,451 | 2,540,568.11 | 364.8882 |
| 32 | 236,106,966 | 647,066.51 | 364.8882 |
| 41 | 476,430 | 1,306.68 | 364.6102 |
| 42 | 953,058 | 2,613.90 | 364.6110 |
| 43 | 2,667,156 | 7,315.01 | 364.6142 |
| 51 | 2,093,731 | 5,741.47 | 364.6683 |
| 52 | 42,092,427 | 115,426.53 | 364.6686 |
| 53 | 3,731,887 | 10,234.40 | 364.6414 |
| 54 | 1,627,051 | 4,461.77 | 364.6650 |
| 61 | 10,178,079 | 27,935.70 | 364.3394 |
| 62 | 20,685,485 | 56,839.71 | 363.9267 |