# Air Quality Conformity Analysis

## Destination Tomorrow 2010 and the Kittery Area Comprehensive Transportation System (KACTS) Metropolitan Planning Organization Long Range Transportation Plan Update 2010-2035

for

**Portland Area Ozone Maintenance Areas including the Metropolitan Planning Organizations: PACTS and KACTS**


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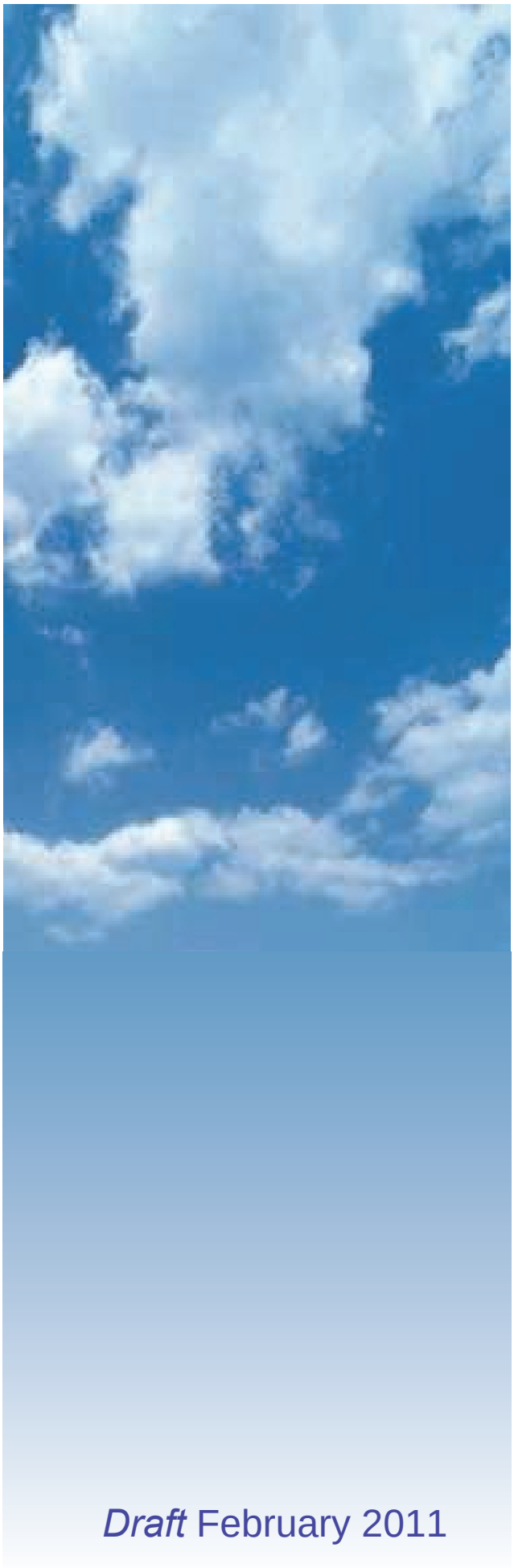

*Draft* February 2011

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# Air Quality Conformity Analysis

## INTRODUCTION

This report documents the air quality conformity determination for Destination Tomorrow 2010 (the Portland Area Comprehensive Transportation Committee (PACTS) 2035 Long Range Transportation Plan) and the Kittery Area Comprehensive Transportation System (KACTS) Metropolitan Planning Organization Long Range Transportation Plan Update 2010-2035. The report was prepared by the Maine Department of Transportation (MaineDOT) and the Maine Department of Environmental Protection (MaineDEP) in coordination with the PACTS and KACTS Metropolitan Planning Organizations (MPO).

Transportation conformity is required under the Clean Air Act (CAA) and the Clean Air Act Amendments of 1990 (CAAA). The purpose of the transportation conformity process is to ensure that federally funded or approved transportation projects[1], programs and plans are reviewed and evaluated for their impacts on air quality. Specifically, the projects and other federally funded activities contained in the LRP or STIP may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards. The transportation conformity process requires the active participation of all agencies (federal, state, and local) that implement federally funded transportation projects and programs within the Portland and Midcoast areas.

This report demonstrates transportation conformity to the 8-hour ozone National Ambient Air Quality Standards for the Portland Ozone Maintenance Area. This analysis has been prepared in accordance with U.S. Environmental Protection Agency's (EPA) final conformity rule. The following sections of this report briefly discuss Maine's air quality designations, identify the applicable transportation plans/program in the conformity analysis, describe the interagency consultation process, highlight the methodology used to perform the current analysis, and present the final conformity determination.

## MAINE'S AIR QUALITY DESIGNATIONS

The CAA requires EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The CAA established two types of national air quality standards. Primary air quality standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary air quality standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

The EPA Office of Air Quality Planning and Standards (OAQPS) has set NAAQS for six principal pollutants, which are called "criteria" pollutants. The six criteria pollutants are carbon monoxide, lead, nitrogen oxides, particulate matter, ozone, and sulfur dioxides.

Areas that do not meet the NAAQS are designated as nonattainment areas and, as a result, are subject to transportation conformity. Maintenance areas are geographic regions that were previously designated as nonattainment, but are now consistently meeting the NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not hinder the area from reaching and maintaining its attainment goals.

Maine currently has two regions (Portland and Midcoast) designated as maintenance areas for the 8-hour ozone standard and one small area (downtown Presque Isle) designated as a maintenance area for $PM_{10}$. No carbon monoxide, lead, nitrogen oxides, or sulfur dioxide nonattainment areas have been identified in Maine.

## Ozone

In 1997, the EPA issued the 8-hour Ozone NAAQS. Based on the available evidence, EPA determined that the previous 1-hour ozone standard was inadequate for protecting public health. Scientific information shows that ozone can affect human health at lower levels, and over longer exposure times than one hour. The 8-hour NAAQS for Ozone was revised on March 27, 2008[2] from 0.080 parts per million (ppm) over an 8-hour period to 0.075 ppm. The fourth highest value in a year, rounded to the nearest 0.01 and averaged over three years, may not exceed this level at any monitor in the area. The revised standard was effective May 27, 2008.

On December 11, 2006 EPA published the final rule[3] redesignating Maine's two ozone nonattainment areas (Portland and Midcoast) to attainment and approving the maintenance plans for these areas. The effective date of the rule was January 10, 2007. Consequently, all areas of the state currently meet the NAAQS for all applicable pollutants. The Portland and Midcoast areas are now categorized as 8-hour ozone maintenance areas.

Figure 1 shows the boundaries of Maine's two 8-hour ozone maintenance areas and their relationship to the two metropolitan planning areas. The Portland 8-hour ozone maintenance area encompasses portions of four counties, and includes 55 municipalities. The Portland ozone area also encompasses the transportation planning jurisdictions of the KACTS and PACTS MPOs. The Midcoast 8-hour ozone maintenance encompasses portions of four counties and includes 54 municipalities. Table 1 describes each ozone maintenance area by county and municipality.

[2] Office of the Federal Register, *Federal Register: March 27, 2008 (Volume 73, Number 60)*, (Government Printing Office), 16436-16514.
[3] Office of the Federal Register, *Federal Register: December 11, 2006 (Volume 71, Number 237)*, (Government Printing Office), 71489-71491.

**Figure 1: Maine's Ozone Maintenance Areas**

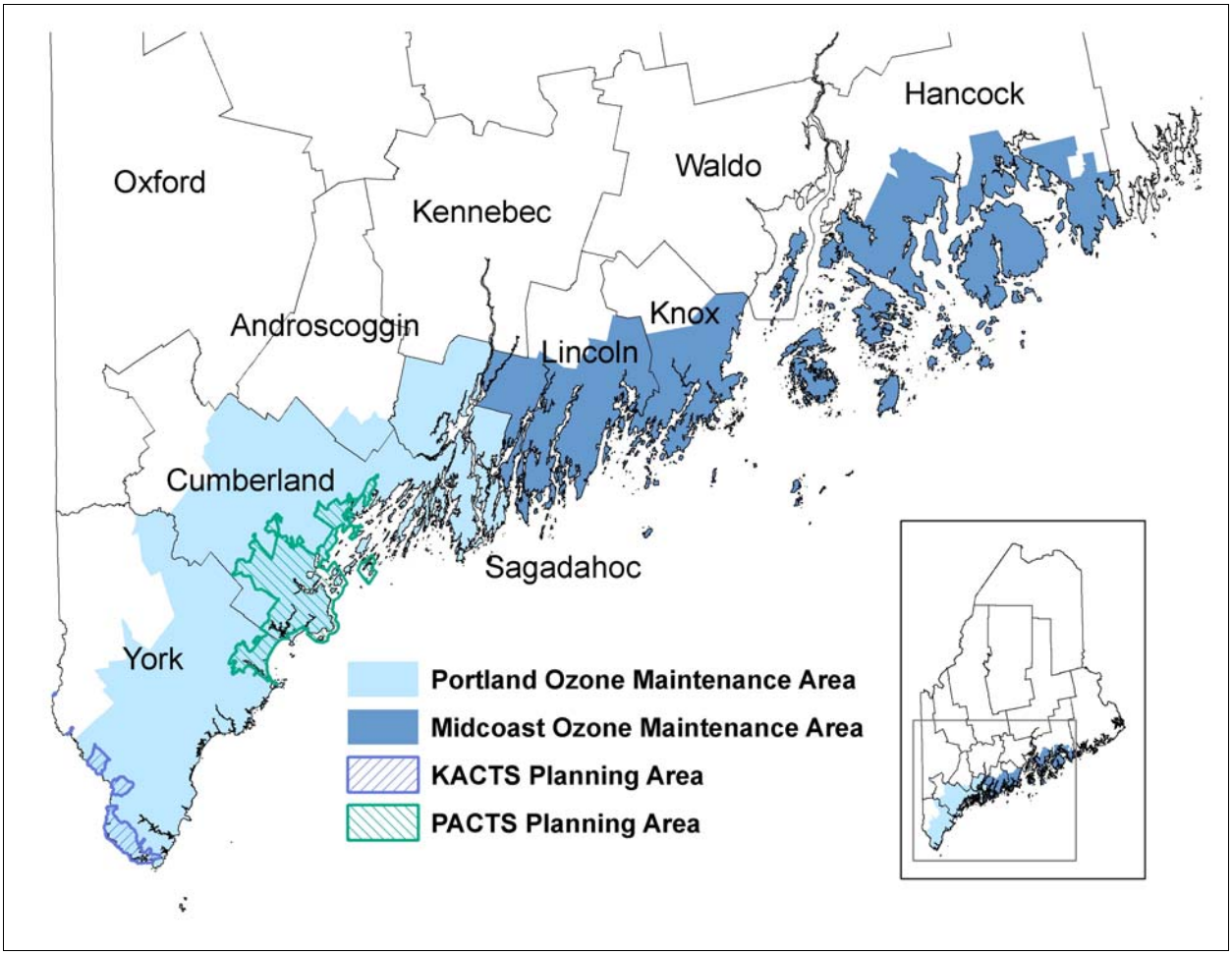



**Table 1: Maine's Ozone Maintenance Areas by County and Municipality**

| Area | County | Towns |
|---|---|---|
| Portland | York | Alfred, Arundel, Berwick, Biddeford, Buxton, Dayton, Eliot, Hollis, Kennebunk, Kennebunkport, Kittery, Limington, Lyman, North Berwick, Ogunquit, Old Orchard Beach, Saco, Sanford, South Berwick, Wells, and York |
| Portland | Cumberland | Brunswick, Cape Elizabeth, Casco, Cumberland, Falmouth, Freeport, Frye Island, Gorham, Gray, Harpswell, Long Island, New Gloucester, North Yarmouth, Portland, Pownal, Raymond, Scarborough, South Portland, Standish, Westbrook, Windham, and Yarmouth |
| Portland | Androscoggin | Durham |
| Portland | Sagadahoc | Arrowsic, Bath, Bowdoin, Bowdoinham, Georgetown, Perkins Twp, Phippsburg, Richmond, Topsham, West Bath, and Woolwich. |
| Midcoast | Lincoln | Alna, Boothbay, Boothbay Harbor, Bremen, Bristol, Damariscotta, Dresden, Edgecomb, Monhegan Island Plt, Newcastle, Nobleboro, South Bristol, Southport, Waldoboro, Westport, and Wiscasset |
| Midcoast | Knox | Camden, Cushing, Criehaven Twp, Friendship, Isle Au Haut, Matinicus Isle Plt, Muscle Ridge Shoals Twp, North Haven, Owls Head, Rockland, Rockport, South Thomaston, St. George, Thomaston, Vinalhaven, and Warren |
| Midcoast | Waldo | Isleboro |
| Midcoast | Hancock | Bar Harbor, Blue Hill, Brooklin, Brooksville, Cranberry Isles, Deer Isle, Frenchboro, Gouldsboro, Hancock, Lamoine, Mt. Desert, Sedgwick, Sorrento, Southwest Harbor, Stonington, Sullivan, Surry, Swans Island, Tremont, Trenton, and Winter Harbor |

### Particulate Matter ($PM_{10}$)

Maine had one nonattainment area for particulate matter ($PM_{10}$) that was redesignated to attainment effective October 30, 1995. This area is located in downtown Presque Isle, within a one-half mile radius of the Northeastland Hotel. Figure 1 shows the boundaries of Presque Isle $PM_{10}$ maintenance area.

Subsequent analysis of the Presque Isle area by MaineDEP determined that the documented exceedences of the $PM_{10}$ standard were attributable to road dust from local winter maintenance activities and not motor vehicle exhaust. The City of Presque Isle, MaineDEP, and MaineDOT entered a joint memorandum of understanding (MOU) that includes several measures to control dust emissions from paved roads in the downtown area.

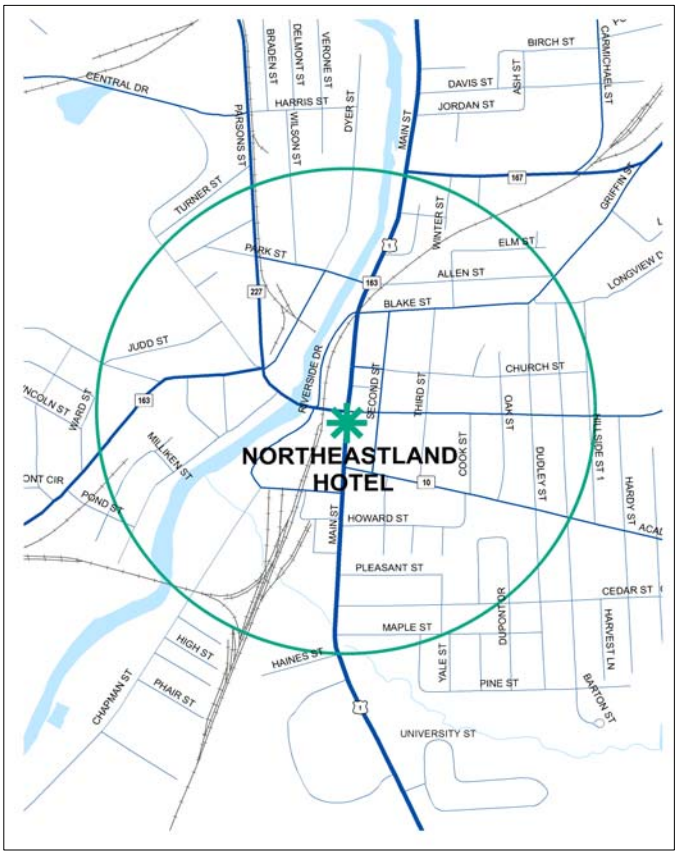



**Figure 2: Presque Isle $PM_{10}$ Maintenance Area**

## CONFORMITY REQUIREMENTS

Ground level ozone is produced by the reaction of several pollutants in the presence of sunlight. Volatile organic compounds (VOC) and nitrogen oxides (NOx) are the primary reactants. Thus, under the EPA conformity regulations, both VOC and NOx must be analyzed for regional transportation conformity in ozone nonattainment and maintenance areas.

### Regional Emissions Analysis

The federal transportation conformity rule[4] specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The federal transportation conformity rule was first promulgated on November 24, 1993, by EPA, following the passage of amendments to the federal Clean Air Act in 1990. The federal transportation conformity rule has been amended several times since its initial release to reflect both EPA rule changes and court opinions.

The primary criteria for transportation conformity determinations include:

1. **Conformity Tests.** The plan or program must pass all the applicable conformity tests using motor vehicle emissions budgets (MVEB) or interim emissions approved by EPA for transportation conformity purposes (Sections 93.118 and 93.119).

[4] United States Environmental Protection Agency. 40 CFR Part 93. *Determining Conformity of Federal Actions to State or Federal Implementation Plans.* As amended on January 24, 2008.

2. **Latest Planning Assumptions and Emission Models.** The conformity determinations must be based upon the most recent planning assumptions and latest emission estimation models available (Sections 93.110 and 93.111).

3. **Timely Implementation of TCMs.** The plan or program must provide for the timely implementation of any transportation control measures (TCM) specifically identified in the State Implementation Plan (SIP) (Section 93.113). At this time no TCMs are specifically identified in Maine's SIP. Therefore, this condition is met and will not be addressed further.

4. **Interagency Consultation.** The conformity determinations must be made in accordance with the consultation procedures outlined in sections 93.105 and 93.112 of the federal conformity regulation and section 4 of Maine's transportation conformity regulation[5] .

### Localized $PM_{10}$ Hot-Spot Analysis

The transportation conformity rule specifies that Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) projects must not cause or contribute to any new localized $PM_{10}$ violations or increase the frequency or severity of existing violations in $PM_{10}$ nonattainment and maintenance areas. This criterion is satisfied under the following conditions:

1. If there are no FHWA/FTA projects, identified in the applicable transportation plan or program that significantly increase the number of diesel vehicles within the Presque Isle $PM_{10}$ maintenance area.

2. If it is demonstrated, through quantitative hot-spot analysis, that any applicable projects will not cause or contribute to any new local violations or increase the frequency or severity of existing violations.

A letter from EPA dated February 7, 1994 removed the requirement for a regional emission analysis of this area. However, a conformity determination is required for any new transportation plans and transportation improvement programs based on the hot-spot criteria listed above.

## APPLICABLE TRANSPORTATION PLANS AND PROGRAMS

As noted earlier, conformity determinations are required in nonattainment areas and maintenance areas for the adoption, acceptance, approval, or support of transportation plans and Transportation Improvement Programs (TIPs). The following section briefly describes the statewide and metropolitan transportation planning and programming process that is required for the allocation of federal funding sources. It should be noted that transportation planning is a continuing, comprehensive and collaborative process designed to encourage and promote the development of a multimodal transportation system to ensure safe and efficient movement of people and goods while balancing environmental and community needs. The extent of the transportation planning process is too large to be adequately addressed in this document. Therefore, the scope of this particular section is limited to the specific transportation activities requiring a conformity analysis. For more information on the transportation planning process please visit MaineDOT's website at http://www.maine.gov/mdot/Trans-Planning.php. Links to Maine's four MPOs, the agencies primarily responsible for transportation planning in the

[5] Maine Department of Environmental Protection. 06-096 CMR Chapter 139. *Transportation Conformity.* Effective September 19, 2007.

metropolitan planning areas, can also be found on MaineDOT's website at http://www.maine.gov/mdot/planning-process-programs/mpo.php.

### Transportation Plans

A transportation plan is a document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. Transportation plans, often called long-range transportation plans, establish a framework of goals, objectives, policies, and investment strategies for addressing anticipated challenges and future trends. Each MPO is responsible for preparing a long-range transportation plan that encompasses their metropolitan planning area.

This report documents the air quality conformity determination for the following long-range transportation plans:

- *Destination Tomorrow 2010*, PACTS MPO 2035 Long-Range Transportation Plan
- *KACTS MPO Long-Range Transportation Plan Update 2010-2030*

## INTERAGENCY CONSULTATION

Transportation conformity is a collaborative process among federal, state, and local agencies. Every three months, MaineDOT convenes an interagency consultation committee meeting with representatives from the following agencies:

- MaineDOT
- MaineDEP
- Maine Turnpike Authority (MTA)
- PACTS
- KACTS
- Androscoggin Transportation Resource Center (ATRC)
- Greater Portland Council of Governments (GPCOG)
- Southern Maine Regional Planning Commission (SMRPC)
- FHWA
- FTA
- EPA

The meetings are generally well attended by all parties and are held at the GPCOG offices in Portland or by teleconference. The consultation meetings have been held regularly since 1992. The general purposes of the interagency consultation meetings are to:

- Provide a forum for discussion and decision making regarding all areas of transportation conformity including, but not limited to, the development of the SIP, MVEBs, transportation plans, STIPS/TIPs and associated conformity documents

- Evaluate events that will trigger new conformity determinations
- Determine latest planning assumptions and emission models
- Identify projects requiring a regional emissions or hot-spot analysis
- Develop a format for presenting the transportation conformity determination
- Establish a public participation process for the conformity determination

The conformity analysis is prepared by MaineDOT with assistance from MaineDEP under the guidance of the interagency consultation committee. The decisions made by the consultation committee serve as the basis for the conformity analysis and the ultimate conformity determination. The conformity analysis and the applicable transportation plans and programs are made available for public review and comment.

The specific purposes of the interagency consultation meetings and the roles and responsibilities for the agencies (MaineDEP, MaineDOT, PACTS, and KACTS) responsible for performing the conformity analysis are established in Section 4 of Maine's transportation conformity regulation[6]. As part of the SIP, the interagency consultation procedures contained in Maine's transportation conformity regulation are federally enforceable.

## METHODOLOGY

The conformity process is complex, not in concept, but in detail. Simply stated, emission estimates from highway-related mobile sources in the Portland and Midcoast areas are developed by multiplying vehicle miles traveled (VMT) by composite emission factors generated by EPA's Mobile 6.2 model. The conformity process involves a number of key assumptions and socioeconomic inputs developed by MaineDOT, MaineDEP and the MPOs and reviewed by the interagency consultation committee. Figure 3, on page 8, summarizes the conformity process and highlights the key activities including, interagency consultation, travel demand modeling, emissions modeling, public review, and the final conformity determination. The analysis presented in this document was prepared by MaineDOT with technical assistance from MaineDEP and PACTS.

### Interagency Consultation

As illustrated in Figure 3, interagency consultation is the initial step in the transportation conformity process. The interagency consultation committee serves both a technical and regulatory reference and a decision-making body regarding key planning assumptions and other factors. Specifically, the committee identifies regionally-significant projects, determines the appropriate conformity tests and analysis years, evaluates projects for their VMT reduction (or creation) potential, and makes other key decisions when necessary. The interagency consultation committee is described in further detail in the previous section.

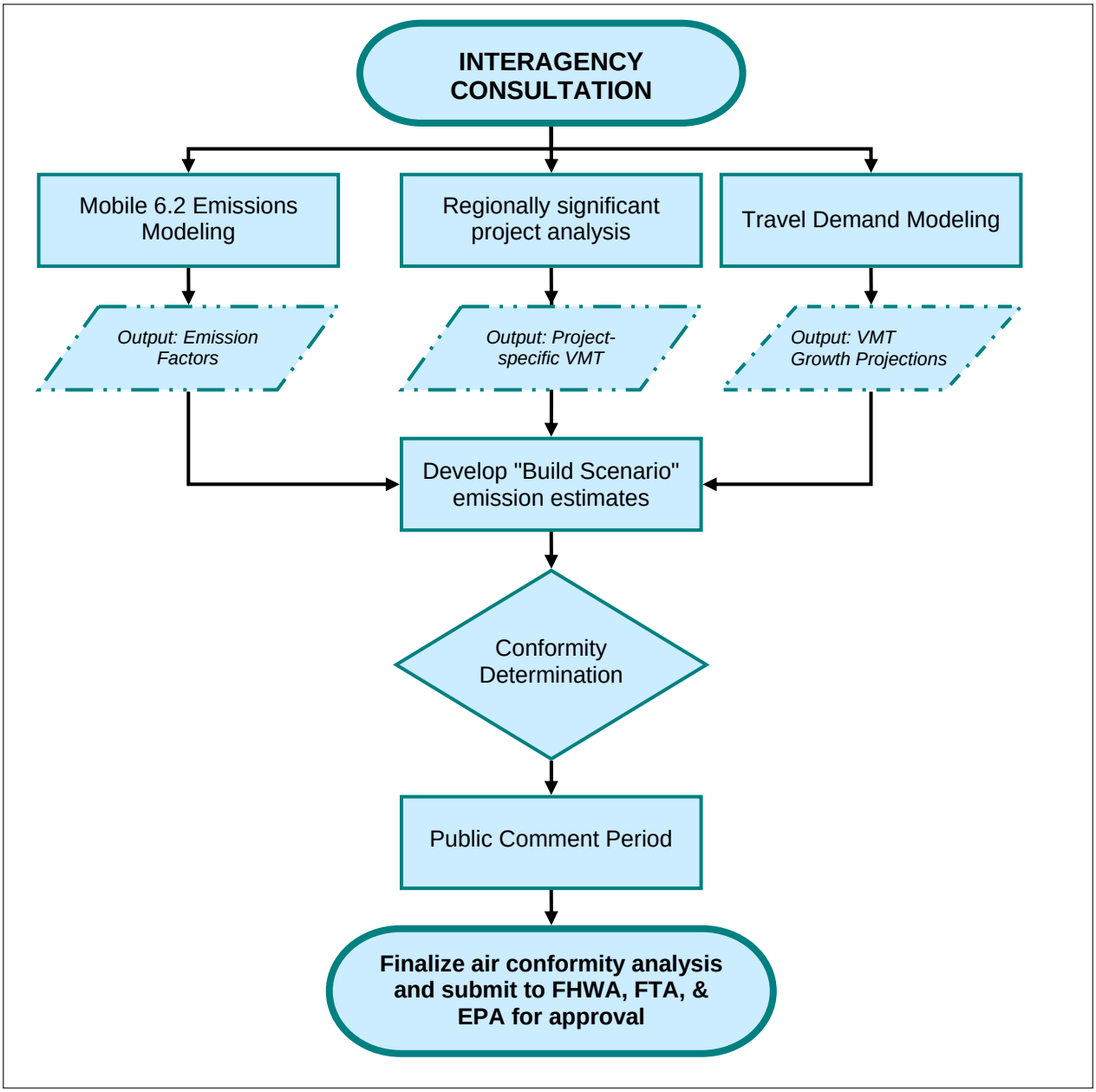
### Travel Demand Modeling

The transportation conformity rule stipulates that the conformity determination must be based on the most current planning assumptions and models. Thus, a critical element of the conformity analysis is the traffic demand estimate. Both MaineDOT and PACTS have developed travel demand models. These models use socioeconomic and transportation network data to estimate

[6] Ibid.

travel demand. In both cases, population and employment data are forecasted using a REMI[7] (Regional Economic Models, Inc.) model. Data from both the statewide (MaineDOT) and PACTS model are combined to provide estimates of VMT growth for the maintenance areas. The PACTS model provides growth estimates for all municipalities or portions of municipalities within the Portland Metropolitan Planning Area. The Statewide model provides the growth estimates for all other municipalities in Portland and Midcoast areas.

**Figure 3: Conformity Process Flow**




[7] A REMI model predicts, for each year in the future, the number and distribution of employment in a given region for a number of industry and occupational categories. The model also predicts other variables such as personal income, population, wage rates, output and value added at a detailed level.

*Statewide Travel Demand Model*

The statewide model relies on population demographics, employment, and economic activity in order to forecast VMT. A REMI model is used to establish base year and forecast year population and employment for nine regions in Maine. The travel demand model, based on the TRIPS modeling software, provides a standard forecast of statewide traffic growth that can be used to evaluate capital improvement projects, test transportation alternatives, and forecast VMT. The statewide model is specifically programmed to address recreational travel patterns that lead to peak traffic and congestion during the summer tourist season. During the development of the model, MaineDOT reviewed population increases in states that provide the largest number of visitors to Maine (Massachusetts, Connecticut, Rhode Island, New York, and New Jersey) and projected growth in service employment in order generate an estimate of recreational and seasonal trips.

*PACTS Travel Demand Model*

The PACTS Model has four inputs: population, households, employment and the transportation network (roadways and transit routes). The Model operates in three modules – briefly described below. Each of the modules contains a number of adjustable parameters. Adjustment of the parameters provides the necessary flexibility to make changes to the model to reflect actual conditions in the model area.

- Trip generation – determines how many trips will be made. Trips are produced based on the number and size of households and number of automobiles. Trips are attracted by places of employment with the number of trips varying depending on the type of employment. The number of trips produced must balance with the number of trips attracted.
- Trip distribution – determines where the trips will go and how the trips will be divided amongst the TAZ. (The PACTS Model has 720 internal TAZ or traffic analysis zones.)
- Trip assignment – assigns the trips to specific routes through 20 all-or-nothings iterations. Each iteration adds 5% of the total assignment to the network. The all-or-nothing method directs traffic to the path of least resistance when considering origin/destination, distance, free-flow speeds and tolls. VMT is then calculated by adding up the collective distances traveled by all of the trips assigned.

To determine the VMT impacts of a project the process described above is done twice. The first time the process is done on the base model (i.e., without the project) and the second time on the base model with the project added. The difference between the two processes is the predicted change in VMT as a result of the project.

*VMT Estimates*

Once the results of the travel demand modeling are finalized, the annual growth rates are then applied to a base year[8] of vehicle-miles traveled (VMT) to estimate traffic levels for the analysis years. Therefore, the final output of the travel demand modeling process is an estimation of average summer day VMT for the entire state, including Maine's two ozone maintenance areas. The annual rates of VMT growth, as produced by the PACTS and statewide travel demand models, are shown in Appendix C. Tables of estimated VMT used in this analysis are included in Appendices C and G.

[8] The base year VMT for this conformity determination is 2008. VMT estimates for all highways in the State were generated using actual traffic counts taken during the 2008 calendar year.

## Mobile 6.2 Emissions Modeling

Mobile 6.2 is a model developed by EPA that calculates emissions of Hydrocarbons (HC), Carbon Monoxide (CO), Nitrogen Oxides (NOx), Carbon Dioxide (CO2), Particulate Matter (PM), and toxics from cars, trucks, and motorcycles for specified vehicle fleet, fuel, temperature, and speed conditions.

As part of a cooperative agreement with MaineDOT, MaineDEP performed the MOBILE6.2 model analysis and conformity calculations. EPA Region 1 provided guidance on the setup and use of the MOBILE6.2 emissions model and reviewed the MOBILE6.2 input files that were used for developing the emission factors for the regional emissions analysis. The input files can be found in Appendix F, and the emissions factors can be found in Appendices H and I.

As noted above, Mobile 6.2 generates emission factors for certain pollutants based on a number of input factors including environmental conditions, vehicle fleet mix, emission controls, and fuel parameters. The following list provides a brief summary of several assumptions used in the regional emissions analysis for ozone precursors (VOC and NOx):

*Anti-Tampering Program (ATP) & Inspection and Maintenance (I/M)*

The ATP modeled in the conformity analysis includes annual inspections for catalytic converters for all light-duty gas vehicles and trucks (1983 models and newer). The model runs also include ATP and I/M for annual gas cap inspection and gas cap pressure testing for all light-duty gas vehicles and trucks (1974 models and newer) in Cumberland County only[9].

The State of Maine requires an On-Board Diagnostic (OBD) inspection for vehicles model year 1996 and newer in Cumberland County. However, the MOBILE6.2 model runs, on Pages F9 and F18, for Cumberland County did not include the OBD I/M modeling parameters. MaineDOT does not take credit for this program because the state does not have an electronic reporting system. Thus pass/failure rates are unclear. If the OBD program was included in the model runs, the analysis would result in even lower emissions in Cumberland County. Therefore, this omission does not affect the conformity tests on page 13.

*Fuel Parameters*

The fuel parameters specified in the emissions modeling include conventional gasoline (no RFG, national default value) with a summertime (May 1st through September 15) Reid vapor pressure (RVP) of 9.0 psi in Hancock and Waldo counties and a RVP of 7.8 psi in York, Cumberland, Androscoggin, Sagadahoc, Lincoln and Knox counties[10].

*Maine LEV (Low Emission Vehicles)*

All new vehicles sold in the U.S. are subject to emission standards set by either the federal government or the State of California. California is the only state with the authority to set its own vehicle standards; other states may adopt either the California or the federal standards. Maine has adopted California's LEV I and LEV II standards[11]. However, unlike California LEV, Maine LEV does not contain a provision for the denial of motor vehicle registrations for new vehicles that are not LEV certified. Thus, EPA determined that Maine may only take 90% credit for the Maine LEV program in transportation conformity analyses.

[9] MRSA 29-A §1751. *Motor vehicle inspection.* As amended 2001.
[10] Maine Department of Environmental Protection. 06-096 CMR Chapter 119. *Motor Vehicle Fuel Volatility Limit.* As amended June 1, 2000.
[11] Maine Department of Environmental Protection. 06-096 CMR Chapter 127. *New Motor Vehicle Emission Standards.* As amended December 19, 2005.

*Stage II Refueling*

The model runs also include Stage II ("at-the-pump") vapor recovery systems for gas stations in York, Cumberland, and Sagadahoc counties. However, only gas stations that exceed the applicability threshold of 1,000,000 gallons per year are subject to Stage II[12]. MaineDEP makes adjustments for vapor recovery system efficiency (86%) and Stage II station throughput for the three counties. As of January 1, 2012, Stage II is no longer required in Maine[13]; therefore, Stage II was not included in the model runs for 2016 and beyond.

## Build Scenario Emissions

MaineDOT and MaineDEP work together to bring together estimates of VMT at various speed ranges by the emission factors for those speeds as generated by EPA's Mobile 6.2 model. Output from the travel demand modeling process (build scenario VMT) is multiplied by the outputs from Mobile 6.2 emissions modeling process (area specific emission factors) to generate build scenario emissions for each maintenance area. The build scenario emissions are forecasts of highway-related motor vehicle emissions based several socioeconomic inputs and a comprehensive transportation network that includes all regionally significant transportation projects identified in the STIP and LRP.

## Conformity Determination

The conformity determination for ozone is completed by comparing VOC and NOx build scenario emission estimates for analysis years against the applicable conformity tests. In order for the plan or TIP/STIP to pass conformity for ozone the build scenario emissions must be less than or equal to the required tests given in Table 2. The next section describes the required tests (MVEBs and baseline emissions) in further detail.

The plan or STIP must also pass conformity for $PM_{10}$. As noted earlier, the conformity requirements for $PM_{10}$ are satisfied if the plan or STIP does not contain projects that significantly increase the number of diesel vehicles within the Presque Isle $PM_{10}$ maintenance area or if any new projects are not expected to cause or contribute to any new local violations or increase the frequency or severity of existing violations.

The final conformity determination and associated air quality analysis is reviewed by the interagency consultation committee prior to public release and federal approval.

## Public Comment

Air quality conformity analysis for LRPs require a 45 day comment period and conformity analysis for TIPs and STIPs require a 30 day comment period. Hard copies of all documents are made available at all MPOs, MaineDOT Regional Offices and federal depository libraries across the state. Comments are accepted for at least 30 days after notification for the TIP/STIP conformity analysis and up to 45 days after notification for the LRP conformity analysis. The conformity analysis is also available on the web at http://www.maine.gov/mdot/air-quality-noise/air-quaility-noise.php.

[12] Maine Department of Environmental Protection. 06-096 CMR Chapter 118. *Gasoline Dispensing Facilities Vapor Control.* As amended July 25, 1995.

[13] MRSA 38 § 585-E. *Gasoline station vapor recovery requirements.* As amended 2007.

## CONFORMITY TESTS

The MaineDEP is responsible for the development of the entire SIP. The MaineDEP identifies how pollution from all sources will be reduced sufficiently to meet the federal air quality standards in the Portland and Midcoast areas. As part of this process, MVEBs are developed by MaineDEP and approved by EPA. The MVEBs are the total allowable emissions from all highway-mobile sources within an area for a certain date. Maine currently has MVEBs for VOC and NOx in each ozone maintenance area. The MaineDEP consults with MaineDOT and the interagency consultation committee during the development of the SIP and MVEBs.

EPA's conformity rule requires that emissions in the "Build" scenario must be less than or equal to the MVEBs for the last year of the maintenance plan. The last year of Maine's maintenance plan for the Portland and Midcoast areas is 2016. The 2016 MVEBs are listed below. For any analysis years before 2016, emissions must be less than or equal to the MVEBs established for the most recent prior year. In areas without MVEBs, emissions must be less than or equal to 2002 baseline emissions. For example: Portland area build emissions in 2025 must be equal to or less than the 2016 MEVBs and build emissions for 2012 must be equal to or less than the 2007 MVEBs. The applicable conformity tests are shown in Table 2.

**Table 2: 8-Hour Ozone Conformity Tests**

| Area | Required Tests | Emissions Budget | | | |
|---|---|---|---|---|---|
| | | VOC | | NOx | |
| | | kg/day | tons/day | kg/day | tons/day |
| **Portland** | Build Emissions < or = 2007 MVEBs[14] | 18,253.15 | 20.115 | 36,200.54 | 39.893 |
| | Build Emissions < or = 2016 MVEBs[15] | 15,117.06 | 16.659 | 29,797.64 | 32.837 |
| **Midcoast** | Build Emissions < or = 2002 Baseline Emissions[16] | 6,185.12 | 6.816 | 10,269.51 | 11.317 |
| | Build Emissions < or = 2016 MVEBs | 3,414.70 | 3.763 | 5,666.97 | 6.245 |

In order for the plan or program to conform to the SIP, the analysis must pass the applicable tests for each analysis year. The analysis years for the Portland area are 2012, 2016, 2025, 2030, and 2035.

## ANALYSIS RESULTS

The following tables summarize the project analysis for all regionally significant transportation projects in the Portland area. The complete project analyses are located in Appendix A. A positive number indicates a reduction in emissions attributable to the project and a negative number indicates an emissions increase. All projects denoted "VMT FORECAST" were accounted for by the regional travel demand modeling. The VMT changes associated with these projects are captured in the overall VMT estimates for the maintenance area in Appendix C. The resulting increase or decrease in emissions from all regionally significant projects in the PACTS and KACTS Long Range Transportation Plans is, therefore, reflected in the conformity tests in Tables 4.

[14] 2007 MVEBs were found adequate by EPA on August 30, 2005 and became effective September 14, 2005. Office of the Federal Register, *Federal Register: August 30, 2005 (Volume 70, Number 167)*, (Government Printing Office), 51352-51353.
[15] 2016 MVEBs were approved by EPA on December 11, 2006 and became effective January 10, 2007. See footnote 1 for citation.
[16] 2002 is the base year for both of the Portland and Midcoast maintenance plans.

**Table 3: Portland Area Project Emission Reductions**

| Portland Area Project Emissions (kg per summer day ) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2012 | | 2016 | | 2025 | | 2030 | | 2035 | |
| PIN # | VOC | NOx | VOC | NOx | VOC | NOx | VOC | NOx | VOC | NOx |
| 8151.20 | VMT FORECAST | | | | | | | | | |
| 11086.00 | VMT FORECAST | | | | | | | | | |
| 11231.00 | VMT FORECAST | | | | | | | | | |
| 12800.00 | VMT FORECAST | | | | | | | | | |
| 15106.00 | VMT FORECAST | | | | | | | | | |
| 15633.00 | VMT FORECAST | | | | | | | | | |
| 17343.00 | VMT FORECAST | | | | | | | | | |
| 17628.00 | VMT FORECAST | | | | | | | | | |
| Freeport School Street Extension | VMT FORECAST | | | | | | | | | |
| 17460.00 | 0.252 | -0.484 | 0.415 | -0.045 | 0.414 | 0.169 | 0.502 | 0.307 | 0.589 | 0.368 |
| 17490.00 | 0 | 0 | 1.665 | 1.341 | 0.950 | 0.734 | 0.905 | 0.630 | 0.900 | 0.617 |
| Downeaster | 0 | 0 | 1.990 | 1.628 | 1.771 | 1.385 | 2.135 | 1.516 | 2.705 | 1.899 |
| **Total** | **0.252** | **-0.484** | **4.070** | **2.924** | **3.134** | **2.287** | **3.542** | **2.453** | **4.194** | **2.883** |

# CONFORMITY DETERMINATION

A regional emissions analysis for VOC and NOx was conducted for the Portland 8-hour Ozone Maintenance Areas. The analysis was conducted using the latest planning assumptions and emission models under the guidance of the interagency consultation committee. The results of the analysis in Tables 4 demonstrate that VOC and NOx emissions for the Portland area for each of the "build" scenarios are less than the applicable MVEBs and baseline emissions.

**Table 4: Portland Area Conformity Tests**

| Portland Area Conformity Tests (tons per summer day ) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2012 | | 2016 | | 2025 | | 2030 | | 2030 | |
| Test | VOC | NOx | VOC | NOx | VOC | NOx | VOC | NOx | VOC | NOx |
| Build | 11.044 | 19.298 | 8.706 | 12.448 | 5.947 | 6.429 | 5.850 | 5.365 | 5.945 | 5.152 |
| Budget | 20.115 | 39.893 | 16.659 | 32.837 | 16.659 | 32.837 | 16.659 | 32.837 | 16.659 | 32.837 |
| Result | PASS | PASS | PASS | PASS | PASS | PASS | PASS | PASS | PASS | PASS |

## Conclusion

The following pages demonstrate that all the required conformity tests were satisfied in the Portland 8-hour Ozone Maintenance Area for each analysis year. The regional emissions analysis demonstrates that the transportation-related emissions of VOC and NOx are less than the established budgets for each analysis year under the build scenarios for the Portland 8-hour Ozone Maintenance Area. Therefore, the PACTS and KACTS Long Range Transportation Plans conform to the current SIP and satisfy the conformity requirements of the Clean Air Act Amendments of 1990.

# -APPENDIX A-

# PROJECT ANALYSIS

**Table A-1: Portland Ozone Maintenance Area Highway & Transit Network**

| **2009 Network** *(Existing)* | | | |
|---|---|---|---|
| **PIN** | **Project** | **8-Hour Ozone Maintenance Area** | **Page** |
| 8151.20 | Gorham - Gorham Bypass (opened December 5, 2008) | Portland | A-2 |
| **2012 Network** *(2009 network plus following projects)* | | | |
| **PIN** | **Project** | **8-Hour Ozone Maintenance Area** | **Page** |
| 15634.00 | Portland - I-295 Exits 7 & 8 Improvements | Portland | A-3 |
| 11231.00 | South Portland - I-295 Exit 4-3 Southbound Auxiliary Lane | Portland | A-2 |
| 12800.00 | South Portland - I-295 Exit 3-4 Northbound Auxiliary Lane | Portland | A-2 |
| 15633.00 | Falmouth - I-295 Exit 11 (Falmouth Spur) Improvements | Portland | A-2 |
| 17460.00 | Brunswick - Greenwheels Explorer | Portland | A-4 |
| N/A | Portland to Brunswick Downeaster Expansion | Portland | A-6 |
| N/A | Freeport School Street Extension | Portland | A-2 |
| **2016** Network *(2012 network plus following projects)* | | | |
| **PIN** | **Project** | **8-Hour Ozone Maintenance Area** | **Page** |
| 11086.00 | Yarmouth - I-295 Exit 15 Improvements | Portland | A-2 |
| 15106.00 | Portland - South Portland - Veteran's Bridge Replacement | Portland | A-2 |
| 17628.00 | Portland - Somerset Street Extension | Portland | A-3 |
| 17343.00 | Scarborough - Intersection Improvements at Dunstan Corner | Portland | A-3 |
| 17490.00 | Yarmouth - Exit 15 Park and Ride | Portland | A-5 |
| **2020** Network *(2016 Network)* | | | |
| **2025** Network *(2016 Network)* | | | |
| **2030** Network *(2016 Network)* | | | |
| **2035** Network *(2016 Network)* | | | |

### PIN 8151.20, Gorham - Gorham Bypass

**Summary:**

PIN 8151.20 includes the construction of the Gorham Bypass (New Highway Construction) between Route 114 and Route 25 (opened in 2008). The existing and future VMT associated with this project are accounted for in the PACTS Travel Demand Model.

### PIN 11086.00, Yarmouth - I-295 Exit 15 Improvements and Park & Ride Lot

**Summary:**

PIN 11086.00 includes the realignment of the southbound on ramp at Exit 15 on I-295 in Yarmouth and the construction of a new northbound on ramp and a park and ride lot. The existing and future VMT associated with the ramp improvements are accounted for in the PACTS Travel Demand Model. The air quality analysis for the park and ride lot is included on page A-5 under PIN 17490.00.

### PIN 11231.00 and 12800.00, South Portland - I-295 Southbound and northbound auxiliary lanes

**Summary:**

PINs 11231 and 12800 include the construction of a southbound and northbound auxiliary lane between Exit 3 and Exit 4 on I-295 in South Portland (opened in 2010). The existing and future VMT associated with this project are accounted for in the PACTS Travel Demand Model.

### PIN 15106.00, Portland- South Portland - Veteran's Bridge Replacement

**Summary:**

PIN 15105 includes the replacement of the Veteran's Memorial Bridge and intersection reconfigurations. The existing and future VMT associated with this project are accounted for in the PACTS Travel Demand Model.

### PIN 15633.00, Falmouth - Falmouth Spur On ramp

**Summary:**

PIN 15633.00 includes the lengthening of the acceleration lane on I-295 northbound at the Falmouth Spur on-ramp. The existing and future VMT associated with this project are accounted for in the PACTS Travel Demand Model.

## PIN 15634.00, Portland - I-295 Exits 7 & 8 Improvements

### Summary:

PIN 15634.00 includes the construction of a southbound auxiliary lane between Exit 7 and Exit 8 on I-295 in Portland and the construction of additional lanes to both the northbound and southbound the Exit 7 off ramps. The project also includes the installation of a traffic signal at the intersection of the Exit 7 off ramps and coordination with the existing signal at the intersection of Franklin Street Arterial and Marginal Way. The existing and future VMT associated with this project are accounted for in the PACTS Travel Demand Model.

## PIN 17343.00 Scarborough - Intersection improvements at Dunstan Corner

### Summary:

PIN 17343.00 includes intersection improvements at U.S. Route 1, Payne Road, Pine Point Road, and Broad Turn Road, known locally as Dunstan Corner. The existing and future VMT associated with this project are accounted for in the PACTS Travel Demand Model.

## PIN 17628.00 Portland - Somerset Street Extension

### Summary:

PIN 17628.00 includes the extension of Somerset Street from Elm Street to Forest Avenue. The existing and future VMT associated with this project are accounted for in the PACTS Travel Demand Model.

## Freeport School Street Extension

### Summary:

This local project includes the extension of School Street to Bow Street in Freeport to support mixed-use development. The existing and future VMT associated with this project are accounted for in the PACTS Travel Demand Model.

## PIN 17460, Brunswick - Greenwheels Explorer Project Analysis

### Summary:

PIN 17460.00 includes operating and start-up assistance for the Greenwheels Explorer in Brunswick. The new service will feature 3 hybrid gasoline buses providing continuous service 5 days a week from one end of Brunswick to the other (Thornton Oaks and Parkview Hospital to Mid Coast Hospital).

### Table A-3: PIN 17460.00 Brunswick Shuttle Project Analysis

| Year | VMT Created (Hybrid Gasoline Buses) | | | VMT Reduced/Day (personal vehicles) | | Emissions Projections | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Round Trips/Day[1] | Milles per Trip | Bus Miles Traveled/Day | Daily Ridership[2] | VMT/Day[3] | HDGB Emission Factors (grams/mile) | | Personal Vehicles Emission Factors[4] (grams/mile) | | **Emissions (kg/day)** | |
| | | | | | | VOC | NOx | VOC | NOx | **VOC** | **NOx** |
| **2012** | 9 | 20 | 180 | 107 | 1313 | 3.206 | 6.222 | 0.584 | 0.448 | **0.252** | **-0.484** |
| **2016** | 9 | 20 | 180 | 131 | 1607 | 1.829 | 3.002 | 0.428 | 0.285 | **0.415** | **-0.045** |
| **2025** | 9 | 20 | 180 | 183 | 2245 | 1.115 | 1.166 | 0.253 | 0.156 | **0.414** | **0.169** |
| **2030** | 9 | 20 | 180 | 212 | 2601 | 1.011 | 0.375 | 0.243 | 0.133 | **0.502** | **0.307** |
| **2035** | 9 | 20 | 180 | 240 | 2945 | 0.992 | 0.274 | 0.241 | 0.131 | **0.589** | **0.368** |

### Notes

[1] Brunswick Shuttle will operate 5 days per week (250 days per year).

[2] Ridership projections from *"Wheels": A Model for Community Transportation in the Greater Brunswick Area* prepared by The Midcoast Collaborative for Access to Transportation, April 25, 2007.

[3] Assumes an average of 1.63 riders/vehicle based on the 2001 Federal Highway Administration (FHWA), National Household Travel Survey (NHTS)

[4] Assumes an average speed of 27 MPH (Urban Minor Arterial) for personal vehicles which include gasoline- and diesel-powered passenger cars, SUVs, and pickup trucks (LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12, and LDDT34).

## PIN 17490.00, Yarmouth - Park and Ride Lot Project Analysis

### Summary:

PIN 17490.00 includes the construction of a park and ride adjacent to Exit 15

### Table A-10: PIN 17490.00 Project Analysis

| Year | VMT Reduced (personal vehicles) | | Emissions Projections | | | |
|---|---|---|---|---|---|---|
| | Reduced Trips/Day[1,2] | Vehicle Miles Traveled/Day[3] | Personal Vehicles Emission Factors[4] (grams/mile) | | Emissions (kg/day) | |
| | | | VOC | NOx | **VOC** | **NOx** |
| **2012** | 0 | 0 | 0.504 | 0.468 | **0** | **0** |
| **2016** | 150 | 4500 | 0.370 | 0.298 | **1.665** | **1.341** |
| **2025** | 150 | 4500 | 0.211 | 0.163 | **0.950** | **0.734** |
| **2030** | 150 | 4500 | 0.201 | 0.140 | **0.905** | **0.630** |
| **2035** | 150 | 4500 | 0.200 | 0.137 | **0.900** | **0.617** |

### Notes

[1] Assumes new lot will be 50% occupied (250 out of 500 spaces) by 2016.

[2] Assumes all users will travel within the Portland Maintenance Area.

[3] Assumes an average round-trip length of 30 miles.

[4] Assumes an average speed of 59 MPH (Urban Interstate) for personal vehicles which include gasoline- and diesel-powered passenger cars, SUVs, and pickup trucks (LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12, and LDDT34).

## Portland to Brunswick - Downeaster Extension Project Analysis

### Summary:

This analysis examines the air quality impacts of the proposed extension of Downeaster Passenger Rail service to Brunswick.

### Table A-4: Downeaster Extension Project Analysis

| Year | VMT Reduced (passenger vehicles) | | | | Emission Projections (passenger vehicles) | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Train Passengers per Day[1] | Vehicle Trips/Day Reduced[2] | Brunswick, ME to NH Mileage | VMT/Day Removed | Avg. Speed | Emission Factors[3] | | **Emissions (kg/day)** | |
| | | | | | | VOC | NOx | **VOC** | **NOx** |
| **2012** | 0 | 0 | 76 | 0 | 61 | 0.501 | 0.473 | **0.000** | **0.000** |
| **2016** | 116 | 71 | 76 | 5,409 | 61 | 0.368 | 0.301 | **1.990** | **1.628** |
| **2025** | 180 | 110 | 76 | 8,393 | 61 | 0.211 | 0.165 | **1.771** | **1.385** |
| **2030** | 229 | 140 | 76 | 10,677 | 61 | 0.200 | 0.142 | **2.135** | **1.516** |
| **2035** | 293 | 180 | 76 | 13,661 | 61 | 0.198 | 0.139 | **2.705** | **1.899** |

**Assumptions**

[1] 100 passengers per day for the 1st year of operation increasing by 5% per year (from *Downeaster Portland North Expansion, Railroad Rehabilitation and Financing Program Application*, May 20, 2008

[2] Assumes an average of 1.63 riders/vehicle based on the 2001 Federal Highway Administration (FHWA), National Household Travel Survey (NHTS)

[3] Assumes an average speed of 67 MPH (Rural Interstate) for personal vehicles which include gasoline- and diesel-powered passenger cars, SUVs, and pickup trucks (LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12, and LDDT34)

# -B-

# VMT GROWTH PROJECTIONS

**VMT Growth Projections**

| CODE | COUNTY | SVMT Linear Growth Rate 1995 to 2015 | Average Summer DVMT Growth Increment 1995 to 2015 | SVMT Linear Growth Rate 2016 to 2035 | Average Summer DVMT Growth Increment 2016 to 2035 |
|---|---|---|---|---|---|
| 01 | ANDROSCOGGIN | 1.35% | 24,577 | 0.41% | 12,446 |
| 03 | AROOSTOOK | 1.92% | 8,951 | 0.31% | 7,078 |
| 05 | CUMBERLAND | 2.20% | 78,964 | 0.49% | 49,048 |
| 07 | FRANKLIN | 2.05% | 7,382 | 0.49% | 5,418 |
| 09 | HANCOCK | 3.43% | 18,181 | 0.31% | 7,948 |
| 11 | KENNEBEC | 1.91% | 29,247 | 0.45% | 21,311 |
| 13 | KNOX | 4.65% | 9,966 | 0.44% | 5,287 |
| 15 | LINCOLN | 1.53% | 8,018 | 0.25% | 3,341 |
| 17 | OXFORD | 1.37% | 18,459 | 0.40% | 7,515 |
| 19 | PENOBSCOT | 1.94% | 59,006 | 0.51% | 29,468 |
| 21 | PISCATAQUIS | 1.95% | 2,213 | 0.09% | 505 |
| 23 | SAGADAHOC | 0.03% | 9,255 | 0.32% | 4,742 |
| 25 | SOMERSET | 1.82% | 23,174 | 0.55% | 12,494 |
| 27 | WALDO | 1.44% | 15,258 | 0.58% | 7,926 |
| 29 | WASHINGTON | 0.31% | 19,853 | 0.50% | 6,949 |
| 31 | YORK | 1.13% | 60,063 | 0.54% | 40,437 |

| CODE | COUNTY | Growth Factor 1995 to 2035 |
|---|---|---|
| 01 | ANDROSCOGGIN | 1.374 |
| 03 | AROOSTOOK | 1.468 |
| 05 | CUMBERLAND | 1.580 |
| 07 | FRANKLIN | 1.550 |
| 09 | HANCOCK | 1.792 |
| 11 | KENNEBEC | 1.507 |
| 13 | KNOX | 2.101 |
| 15 | LINCOLN | 1.372 |
| 17 | OXFORD | 1.376 |
| 19 | PENOBSCOT | 1.530 |
| 21 | PISCATAQUIS | 1.414 |
| 23 | SAGADAHOC | 1.070 |
| 25 | SOMERSET | 1.515 |
| 27 | WALDO | 1.437 |
| 29 | WASHINGTON | 1.168 |
| 31 | YORK | 1.357 |

# -C-

# ANNUAL VMT PROJECTIONS

**Annual VMT Projections**

| | Year | Androscoggin | Cumberland | Hancock | Knox | Lincoln | Sagadahoc | Waldo | York |
|---|---|---|---|---|---|---|---|---|---|
| Actual | 1995 | 778,333,804 | 2,514,966,344 | 641,883,627 | 318,613,957 | 334,386,822 | 376,999,003 | 352,071,638 | 1,719,595,034 |
| | 1996 | 792,568,129 | 2,583,134,346 | 651,357,761 | 324,123,909 | 338,925,710 | 385,447,545 | 362,856,322 | 1,733,651,136 |
| | 1997 | 812,183,761 | 2,656,204,068 | 670,228,140 | 331,255,557 | 346,794,676 | 399,224,240 | 371,780,291 | 1,798,789,825 |
| | 1998 | 834,246,295 | 2,774,383,122 | 717,638,004 | 354,699,908 | 366,126,572 | 424,989,801 | 394,205,891 | 1,907,925,609 |
| | 1999 | 875,511,148 | 2,964,299,126 | 702,604,659 | 364,269,616 | 377,470,495 | 440,964,471 | 404,869,800 | 2,085,584,913 |
| | 2000 | 866,477,150 | 2,998,041,380 | 702,672,450 | 365,954,110 | 374,061,125 | 447,597,675 | 415,797,780 | 2,063,802,710 |
| | 2001 | 895,681,837 | 3,046,140,682 | 714,784,227 | 370,707,549 | 378,179,628 | 451,869,872 | 418,776,936 | 2,069,062,616 |
| | 2002 | 897,891,605 | 3,059,057,700 | 732,984,605 | 383,940,945 | 392,923,960 | 471,989,165 | 432,558,580 | 2,157,581,430 |
| | 2003 | 958,506,545 | 3,156,558,037 | 755,803,412 | 382,829,356 | 391,832,391 | 467,011,671 | 438,189,807 | 2,192,908,338 |
| | 2004 | 934,617,175 | 3,074,880,815 | 758,814,195 | 383,531,050 | 392,777,960 | 458,241,805 | 421,588,140 | 2,150,253,325 |
| | 2005 | 945,180,640 | 3,159,691,850 | 701,794,625 | 377,124,570 | 396,102,015 | 463,103,970 | 404,958,375 | 2,277,851,485 |
| | 2006 | 956,194,749 | 3,192,205,568 | 721,977,508 | 377,335,358 | 400,585,065 | 466,537,813 | 402,480,795 | 2,280,705,902 |
| | 2007 | 935,046,521 | 3,180,722,175 | 713,131,302 | 359,420,844 | 395,721,995 | 458,183,701 | 408,019,298 | 2,289,460,566 |
| | 2008 | 950,139,685 | 3,060,167,811 | 706,690,964 | 347,526,420 | 378,128,225 | 441,705,292 | 399,679,854 | 2,186,839,385 |
| | 2009 | 938,431,539 | 3,026,656,972 | 699,916,884 | 352,715,282 | 382,091,158 | 447,757,459 | 401,603,293 | 2,192,926,587 |
| Projected | 2010 | 946,323,942 | 3,053,616,410 | 705,136,165 | 355,825,528 | 384,460,151 | 450,661,592 | 406,389,326 | 2,211,716,996 |
| | 2011 | 954,216,344 | 3,080,841,934 | 710,355,446 | 358,935,773 | 386,829,144 | 453,565,725 | 411,175,358 | 2,230,507,405 |
| | 2012 | 962,108,747 | 3,108,067,457 | 715,574,728 | 362,046,019 | 389,198,137 | 456,469,858 | 415,961,391 | 2,249,297,814 |
| | 2013 | 970,001,150 | 3,133,110,179 | 720,794,009 | 365,156,265 | 391,567,130 | 459,373,992 | 420,747,424 | 2,267,600,891 |
| | 2014 | 977,893,552 | 3,158,152,901 | 726,013,290 | 368,266,511 | 393,936,123 | 462,278,125 | 425,533,456 | 2,285,903,968 |
| | 2015 | 985,785,955 | 3,183,195,624 | 731,232,571 | 371,376,757 | 396,305,116 | 465,182,258 | 430,319,489 | 2,304,207,046 |
| | 2016 | 989,782,734 | 3,200,440,212 | 733,514,231 | 373,026,753 | 397,292,245 | 466,670,254 | 432,805,667 | 2,316,847,102 |
| | 2017 | 993,779,514 | 3,215,075,606 | 735,795,890 | 374,676,750 | 398,279,375 | 468,158,250 | 435,291,844 | 2,329,124,161 |
| | 2018 | 997,776,293 | 3,229,711,000 | 738,077,549 | 376,326,747 | 399,266,504 | 469,646,245 | 437,778,022 | 2,341,401,220 |
| | 2019 | 1,001,773,072 | 3,244,346,394 | 740,359,209 | 377,976,744 | 400,253,634 | 471,134,241 | 440,264,199 | 2,353,678,279 |
| | 2020 | 1,005,769,851 | 3,258,981,788 | 742,640,868 | 379,626,741 | 401,240,764 | 472,622,237 | 442,750,376 | 2,365,955,338 |
| | 2021 | 1,009,766,630 | 3,273,617,181 | 744,922,527 | 381,276,738 | 402,227,893 | 474,110,232 | 445,236,554 | 2,378,232,397 |
| | 2022 | 1,013,763,410 | 3,288,252,575 | 747,204,186 | 382,926,735 | 403,215,023 | 475,598,228 | 447,722,731 | 2,390,509,456 |
| | 2023 | 1,017,760,189 | 3,302,887,969 | 749,485,846 | 384,576,732 | 404,202,152 | 477,086,224 | 450,208,909 | 2,402,786,515 |
| | 2024 | 1,021,756,968 | 3,317,523,363 | 751,767,505 | 386,226,729 | 405,189,282 | 478,574,219 | 452,695,086 | 2,415,063,574 |
| | 2025 | 1,025,753,747 | 3,332,158,757 | 754,049,164 | 387,876,726 | 406,176,412 | 480,062,215 | 455,181,264 | 2,427,340,634 |
| | 2026 | 1,029,750,527 | 3,347,150,979 | 756,330,823 | 389,526,723 | 407,163,541 | 481,550,211 | 457,667,441 | 2,439,564,928 |
| | 2027 | 1,033,747,306 | 3,362,143,200 | 758,612,483 | 391,176,720 | 408,150,671 | 483,038,206 | 460,153,619 | 2,451,789,223 |
| | 2028 | 1,037,744,085 | 3,377,135,422 | 760,894,142 | 392,826,717 | 409,137,800 | 484,526,202 | 462,639,796 | 2,464,013,518 |
| | 2029 | 1,041,740,864 | 3,392,127,644 | 763,175,801 | 394,476,713 | 410,124,930 | 486,014,198 | 465,125,974 | 2,476,237,813 |
| | 2030 | 1,045,737,644 | 3,407,119,865 | 765,457,461 | 396,126,710 | 411,112,060 | 487,502,193 | 467,612,151 | 2,488,462,108 |
| | 2031 | 1,049,734,423 | 3,424,635,017 | 767,739,120 | 397,776,707 | 412,099,189 | 488,990,189 | 470,098,328 | 2,500,926,165 |
| | 2032 | 1,053,731,202 | 3,442,150,169 | 770,020,779 | 399,426,704 | 413,086,319 | 490,478,185 | 472,584,506 | 2,513,390,222 |
| | 2033 | 1,057,727,981 | 3,459,665,321 | 772,302,438 | 401,076,701 | 414,073,448 | 491,966,180 | 475,070,683 | 2,525,854,279 |
| | 2034 | 1,061,724,761 | 3,477,180,473 | 774,584,098 | 402,726,698 | 415,060,578 | 493,454,176 | 477,556,861 | 2,538,318,337 |
| | 2035 | 1,065,721,540 | 3,494,695,625 | 776,865,757 | 404,376,695 | 416,047,708 | 494,942,172 | 480,043,038 | 2,550,782,394 |

# -D-

# 2009 VMT PER DAY

# UNFACTORED AND SEASONALLY FACTORED

2009 Vehicle Miles Travelled Per Day, Unfactored and Seasonally Factored

| County Code | County Name | Federal Urban or Rural | Summer Adj Factor | Local (9 & 19) | Principal Arterial Interstate (1 & 11) | Prin. Arterial, Other Frwy (12) | Other Principal Arterial (2 & 14) | Minor Arterials (6 & 16) | Major Collectors (7 & 17) | Minor Collectors (8) | Total Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | Androscoggin | Rural | | 185,426 | 48,390 | | 298,981 | 235,585 | 127,694 | 125,461 | 1,021,536 |
| | | | 1.14 | 210,179 | 56,467 | | 339,981 | 267,640 | 145,274 | 142,374 | 1,161,916 |
| | | Urban | | 169,152 | 199,142 | 37,148 | 570,256 | 276,760 | 297,051 | | 1,549,509 |
| | | | 1.14 | 191,544 | 230,778 | 42,063 | 645,705 | 313,738 | 336,539 | | 1,760,367 |
| | | | **Total Unfactored** | **354,577** | **247,532** | **37,148** | **869,237** | **512,345** | **424,745** | **125,461** | **2,571,045** |
| | | | **Total Seasonally Factored** | **401,723** | **287,245** | **42,063** | **985,686** | **581,378** | **481,813** | **142,374** | **2,922,283** |
| 03 | Aroostook | Rural | | 215,253 | 159,095 | | 381,819 | 338,903 | 477,431 | 138,972 | 1,711,473 |
| | | | 1.14 | 244,455 | 177,884 | | 431,805 | 385,695 | 550,307 | 158,430 | 1,948,577 |
| | | Urban | | 36,682 | 2,324 | 6,491 | 56,880 | 76,654 | 83,735 | | 262,766 |
| | | | 1.13 | 41,535 | 2,598 | 7,350 | 64,294 | 86,812 | 94,814 | | 297,403 |
| | | | **Total Unfactored** | **251,935** | **161,419** | **6,491** | **438,699** | **415,557** | **561,166** | **138,972** | **1,974,238** |
| | | | **Total Seasonally Factored** | **285,990** | **180,483** | **7,350** | **496,099** | **472,507** | **645,121** | **158,430** | **2,245,980** |
| 05 | Cumberland | Rural | | 513,463 | 1,371,873 | | 484,894 | 490,424 | 670,150 | 259,927 | 3,790,731 |
| | | | 1.16 | 593,480 | 1,586,098 | | 570,076 | 562,050 | 784,675 | 302,342 | 4,398,721 |
| | | Urban | | 384,407 | 1,161,219 | 322,943 | 672,001 | 844,222 | 1,116,687 | | 4,501,480 |
| | | | 1.14 | 436,639 | 1,332,156 | 372,302 | 763,439 | 960,883 | 1,282,175 | | 5,147,595 |
| | | | **Total Unfactored** | **897,870** | **2,533,092** | **322,943** | **1,156,895** | **1,334,647** | **1,786,837** | **259,927** | **8,292,211** |
| | | | **Total Seasonally Factored** | **1,030,119** | **2,918,254** | **372,302** | **1,333,515** | **1,522,933** | **2,066,850** | **302,342** | **9,546,315** |
| 07 | Franklin | Rural | | 113,176 | | | 270,398 | 237,707 | 271,785 | 29,002 | 922,066 |
| | | | 1.14 | 130,216 | | | 312,977 | 253,385 | 320,461 | 34,048 | 1,051,087 |
| | | | **Total Unfactored** | **1,011,046** | **2,533,092** | **322,943** | **1,427,292** | **1,572,353** | **2,058,621** | **288,928** | **9,214,277** |
| | | | **Total Seasonally Factored** | **1,160,335** | **2,918,254** | **372,302** | **1,646,492** | **1,776,317** | **2,387,312** | **336,390** | **10,597,403** |
| 09 | Hancock | Rural | | 281,043 | | | 436,380 | 398,181 | 549,175 | 252,801 | 1,917,581 |
| | | | 1.27 | 361,334 | | | 530,220 | 529,243 | 705,770 | 311,544 | 2,438,111 |
| | | | **Total Unfactored** | **1,292,090** | **2,533,092** | **322,943** | **1,863,673** | **1,970,534** | **2,607,796** | **541,729** | **11,131,858** |
| | | | **Total Seasonally Factored** | **1,521,670** | **2,918,254** | **372,302** | **2,176,712** | **2,305,561** | **3,093,082** | **647,934** | **13,035,514** |
| 11 | Kennebec | Rural | | 378,057 | 956,500 | | 141,108 | 622,092 | 677,954 | 196,151 | 2,971,862 |
| | | | 1.14 | 432,023 | 1,089,805 | | 162,622 | 710,431 | 777,031 | 225,805 | 3,397,718 |
| | | Urban | | 83,887 | 217,377 | | 27,061 | 452,245 | 228,271 | | 1,008,840 |
| | | | 1.13 | 94,919 | 245,066 | | 30,641 | 512,138 | 258,390 | | 1,141,153 |
| | | | **Total Unfactored** | **461,944** | **1,173,877** | **0** | **168,169** | **1,074,337** | **906,224** | **196,151** | **3,980,702** |
| | | | **Total Seasonally Factored** | **526,942** | **1,334,870** | **0** | **193,264** | **1,222,569** | **1,035,421** | **225,805** | **4,538,871** |

2009 Vehicle Miles Travelled Per Day, Unfactored and Seasonally Factored

| County Code | County Name | Federal Urban or Rural | Summer Adj Factor | Local (9 & 19) | Principal Arterial Interstate (1 & 11) | Prin. Arterial, Other Frwy (12) | Other Principal Arterial (2 & 14) | Minor Arterials (6 & 16) | Major Collectors (7 & 17) | Minor Collectors (8) | Total Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | Knox | Rural | | 152,056 | | | 211,555 | 213,392 | 179,463 | 101,605 | 858,069 |
| | | | 1.17 | 176,304 | | | 252,067 | 249,012 | 207,616 | 119,897 | 1,004,896 |
| | | Urban | | 15,757 | | | 46,062 | 17,451 | 29,004 | | 108,274 |
| | | | 1.16 | 17,903 | | | 53,751 | 20,364 | 33,273 | | 125,291 |
| **Total Unfactored** | | | | **167,813** | **0** | **0** | **257,617** | **230,843** | **208,467** | **101,605** | **966,343** |
| **Total Seasonally Factored** | | | | **194,207** | **0** | **0** | **305,818** | **269,376** | **240,890** | **119,897** | **1,130,187** |
| 15 | Lincoln | Rural | | 138,863 | | | 312,636 | 164,416 | 269,831 | 161,080 | 1,046,825 |
| | | | 1.24 | 170,194 | | | 383,327 | 209,790 | 330,932 | 198,967 | 1,293,211 |
| **Total Unfactored** | | | | **306,675** | **0** | **0** | **570,253** | **395,258** | **478,297** | **262,685** | **2,013,168** |
| **Total Seasonally Factored** | | | | **364,401** | **0** | **0** | **689,145** | **479,165** | **571,822** | **318,864** | **2,423,398** |
| 17 | Oxford | Rural | | 264,316 | | | 532,639 | 155,249 | 349,346 | 174,533 | 1,476,082 |
| | | | 1.17 | 302,911 | | | 628,528 | 177,039 | 410,569 | 201,023 | 1,720,071 |
| | | Urban | | 10,627 | | | 25,055 | 6,542 | 7,615 | | 49,839 |
| | | | 1.13 | 12,033 | | | 28,409 | 7,408 | 8,623 | | 56,472 |
| **Total Unfactored** | | | | **274,942** | **0** | **0** | **557,694** | **161,791** | **356,961** | **174,533** | **1,525,921** |
| **Total Seasonally Factored** | | | | **314,944** | **0** | **0** | **656,937** | **184,447** | **419,192** | **201,023** | **1,776,544** |
| 19 | Penobscot | Rural | | 334,686 | 1,075,683 | | 170,699 | 547,219 | 663,546 | 215,372 | 3,007,205 |
| | | | 1.14 | 379,702 | 1,211,028 | | 202,357 | 620,194 | 760,895 | 245,144 | 3,419,319 |
| | | Urban | | 218,068 | 430,714 | | 277,701 | 496,289 | 315,991 | | 1,738,764 |
| | | | 1.13 | 246,923 | 487,940 | | 314,636 | 561,952 | 357,872 | | 1,969,322 |
| **Total Unfactored** | | | | **552,754** | **1,506,397** | **0** | **448,400** | **1,043,508** | **979,537** | **215,372** | **4,745,968** |
| **Total Seasonally Factored** | | | | **626,625** | **1,698,967** | **0** | **516,992** | **1,182,146** | **1,118,766** | **245,144** | **5,388,642** |
| 21 | Piscataquis | Rural | | 80,022 | | | | 251,744 | 118,098 | 38,508 | 488,371 |
| | | | 1.16 | 93,080 | | | | 285,341 | 140,322 | 45,362 | 564,106 |
| **Total Unfactored** | | | | **632,776** | **1,506,397** | **0** | **448,400** | **1,295,252** | **1,097,635** | **253,880** | **5,234,339** |
| **Total Seasonally Factored** | | | | **719,705** | **1,698,967** | **0** | **516,992** | **1,467,488** | **1,259,089** | **290,506** | **5,952,748** |
| 23 | Sagadahoc | Rural | | 83,520 | 409,729 | | 236,344 | | 199,428 | 79,091 | 1,008,111 |
| | | | 1.17 | 99,344 | 478,123 | | 273,089 | | 234,377 | 92,789 | 1,177,721 |
| | | Urban | | 38,345 | | 30,361 | 55,027 | 19,522 | 75,367 | | 218,622 |
| | | | 1.14 | 43,422 | | 35,429 | 62,457 | 22,105 | 85,797 | | 249,209 |
| **Total Unfactored** | | | | **121,865** | **409,729** | **30,361** | **291,370** | **19,522** | **274,794** | **79,091** | **1,226,733** |
| **Total Seasonally Factored** | | | | **142,765** | **478,123** | **35,429** | **335,546** | **22,105** | **320,173** | **92,789** | **1,426,930** |

2009 Vehicle Miles Travelled Per Day, Unfactored and Seasonally Factored

| County Code | County Name | Federal Urban or Rural | Summer Adj Factor | Local (9 & 19) | Principal Arterial Interstate (1 & 11) | Prin. Arterial, Other Frwy (12) | Other Principal Arterial (2 & 14) | Minor Arterials (6 & 16) | Major Collectors (7 & 17) | Minor Collectors (8) | Total Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | Somerset | Rural | | 204,590 | 299,865 | | 545,272 | 220,412 | 403,445 | 55,278 | 1,728,862 |
| | | | 1.14 | 234,040 | 336,484 | | 633,469 | 248,425 | 460,129 | 62,967 | 1,975,515 |
| | | Urban | | 11,179 | | | 80,138 | | 32,952 | | 124,269 |
| | | | 1.15 | 12,658 | | | 92,616 | | 37,359 | | 142,633 |
| **Total Unfactored** | | | | **215,769** | **299,865** | **0** | **625,410** | **220,412** | **436,397** | **55,278** | **1,853,131** |
| **Total Seasonally Factored** | | | | **246,698** | **336,484** | **0** | **726,085** | **248,425** | **497,488** | **62,967** | **2,118,148** |
| 27 | Waldo | Rural | | 157,899 | 14,725 | | 416,189 | | 266,950 | 105,353 | 961,115 |
| | | | 1.16 | 180,627 | 16,515 | | 493,879 | | 305,694 | 120,797 | 1,117,511 |
| | | Urban | | 11,637 | | | 83,024 | 21,397 | 23,110 | | 139,168 |
| | | | 1.17 | 13,177 | | | 99,153 | 24,228 | 26,253 | | 162,811 |
| **Total Unfactored** | | | | **169,536** | **14,725** | **0** | **499,213** | **21,397** | **290,059** | **105,353** | **1,100,283** |
| **Total Seasonally Factored** | | | | **193,803** | **16,515** | **0** | **593,032** | **24,228** | **331,947** | **120,797** | **1,280,322** |
| 29 | Washington | Rural | | 125,527 | | | 254,884 | 241,466 | 351,132 | 84,797 | 1,057,805 |
| | | | 1.20 | 144,876 | | | 313,150 | 297,769 | 413,480 | 98,191 | 1,267,466 |
| **Total Unfactored** | | | | **295,062** | **14,725** | **0** | **754,097** | **262,863** | **641,192** | **190,150** | **2,158,088** |
| **Total Seasonally Factored** | | | | **338,680** | **16,515** | **0** | **906,182** | **321,997** | **745,427** | **218,987** | **2,547,788** |
| 31 | York | Rural | | 691,156 | 1,683,917 | | 482,789 | 761,681 | 661,451 | 325,515 | 4,606,509 |
| | | | 1.21 | 822,048 | 2,084,507 | | 547,088 | 917,731 | 808,171 | 383,807 | 5,563,351 |
| | | Urban | | 189,513 | 251,310 | 23,570 | 155,185 | 369,009 | 412,923 | | 1,401,509 |
| | | | 1.16 | 218,099 | 298,880 | 28,736 | 175,784 | 421,784 | 481,471 | | 1,624,755 |
| **Total Unfactored** | | | | **880,668** | **1,935,226** | **23,570** | **637,974** | **1,130,690** | **1,074,374** | **325,515** | **6,008,018** |
| **Total Seasonally Factored** | | | | **1,040,147** | **2,383,387** | **28,736** | **722,872** | **1,339,515** | **1,289,642** | **383,807** | **7,188,106** |
| | **Statewide** | **Rural** | **Unfactored** | **3,919,051** | **6,019,778** | **0** | **5,176,587** | **4,878,468** | **6,236,877** | **2,343,443** | **28,574,203** |
| | | | **Summer** | **4,574,814** | **7,036,910** | **0** | **6,074,635** | **5,713,746** | **7,355,706** | **2,743,487** | **33,499,298** |
| | | **Urban** | **Unfactored** | **1,169,253** | **2,262,085** | **420,513** | **2,048,389** | **2,580,092** | **2,622,706** | **0** | **11,103,039** |
| | | | **Summer** | **1,328,852** | **2,597,418** | **485,880** | **2,330,886** | **2,931,411** | **3,002,565** | **0** | **12,677,012** |

# -E-

# VMT DISTRIBUTION FOR MOBILE6.2 RUN YEARS

VMT Distribution for MOBILE6.2 Run Years
National Default from MOBILE6 Model

| Year | LDGV | LDGT1&2 | LDGT3&4 | HDGV | LDDV | LDDT | HDDV | MC | BUS | ALL VEH |
|---|---|---|---|---|---|---|---|---|---|---|
| 2012 | 32.71% | 40.43% | 13.89% | 3.59% | 0.03% | 0.20% | 8.32% | 0.54% | 0.29% | 100.00% |
| 2016 | 29.67% | 42.64% | 14.64% | 3.60% | 0.03% | 0.22% | 8.38% | 0.52% | 0.30% | 100.00% |
| 2025 | 27.88% | 43.88% | 15.07% | 3.64% | 0.03% | 0.22% | 8.46% | 0.51% | 0.30% | 99.99% |
| 2030 | 27.88% | 43.88% | 15.07% | 3.64% | 0.03% | 0.22% | 8.46% | 0.51% | 0.30% | 99.99% |
| 2035 | 27.88% | 43.88% | 15.07% | 3.64% | 0.03% | 0.22% | 8.46% | 0.51% | 0.30% | 99.99% |

# -F-

# MOBILE6.2
# INPUT FILES

```
* Run for PACTS KACTS 2035 Long Range Plan
* Androscoggin County - Analysis Years: 2012, 2016, 2025, 2030, and 2035
*
* With ATP catalyst removal; no I/M; no Stage II
* National LEV start 1999,  Tier 2 start 2004.
*
* This run is without Maine LEV II.  Users must also do a separate run with
* Maine LEV II and take 90% credit.


MOBILE6 INPUT FILE :
AGGREGATED OUTPUT  :
REPORT FILE        : AN
SPREADSHEET        : AN

RUN DATA
EXPRESS HC AS VOC  :
* EXPAND EVAPORATIVE :

94+ LDG IMP        : NLEVNE.D

ANTI-TAMP PROG     :
99 83 30 22222 11111111 1 11 096. 12111111

FUEL PROGRAM       : 1
FUEL RVP           : 7.8
MIN/MAX TEMP       : 63. 90.

* FC 6 - Speed 45 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2012 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2016 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2025 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2030 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0
```

```
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2035 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

* FC 7 - Speed 45 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2012 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2016 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2025 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2030 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2035 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

* FC 8 - Speed 46 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2012 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2016 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2016
```

```
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2025 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2030 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2035 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

* FC 9 - Speed 46 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2012 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2016 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2025 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2030 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2035 Speed 46 mph  (46) Rural Local [Arterial]
```

```
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

* Idling - Speed 2.5 - Arterial
*
SCENARIO RECORD    : Scenario Title : Idling
* 2012 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2016 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2025 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2030 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2035 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :
```

---

```
* Run for PACTS KACTS 2035 Long Range Plan
* Androscoggin County - Analysis Years: 2012, 2016, 2025, 2030, and 2035
*
* With ATP catalyst removal; no I/M; no Stage II
* National LEV start 1999,  Tier 2 start 2004.
*
* This run is with Maine LEV II.  Users must also do a separate run without
* Maine LEV II and take 90% credit.


MOBILE6 INPUT FILE :
```

```
AGGREGATED OUTPUT  :
REPORT FILE        : ANLEV
SPREADSHEET        : ANLEV

RUN DATA
EXPRESS HC AS VOC  :
* EXPAND EVAPORATIVE :

* Inputs for Maine's LEV II Program
94+ LDG IMP        : MELEV2.D
T2 EXH PHASE-IN    : LEV2EXH.D
T2 EVAP PHASE-IN   : LEV2EVAP.D
T2 CERT            : LEV2CERT.D

ANTI-TAMP PROG     :
99 83 30 22222 11111111 1 11 096. 12111111

FUEL PROGRAM       : 1
FUEL RVP           : 7.8
MIN/MAX TEMP       : 63. 90.

* FC 6 - Speed 45 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2012 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2016 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2025 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2030 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC6]
* 2035 Speed 45 mph (45) Minor Arterial [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0
```

```
* FC 7 - Speed 45 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2012 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2016 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2025 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2030 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC7]
* 2035 Speed 45 mph (45) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

* FC 8 - Speed 46 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2012 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2016 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2025 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2025
```

```
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2030 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC8]
* 2035 Speed 46 mph  (46) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

* FC 9 - Speed 46 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2012 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2016 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2025 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2030 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC9]
* 2035 Speed 46 mph  (46) Rural Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

* Idling - Speed 2.5 - Arterial
*
```

```
SCENARIO RECORD    : Scenario Title : Idling
* 2012 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2016 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2025 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2030 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2035 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :
```

---

```
* Run for PACTS KACTS 2035 Long Range Plan
* Cumberland County - Analysis Years: 2012, 2016, 2025, 2030, and 2035
*
* Assuming complete phase-out of Stage II program
*
* With ATP catalyst removal and gas cap; and gas cap pressure I/M and
Cumberland County OBD
* National LEV start 1999,  Tier 2 start 2004.
*
* This run is without Maine LEV II.  Users must also do a separate run with
* Maine LEV II and take 90% credit.
*

MOBILE6 INPUT FILE :
AGGREGATED OUTPUT  :
REPORT FILE        : CD
SPREADSHEET        : CD
```

```
RUN DATA
EXPRESS HC AS VOC  :
* EXPAND EVAPORATIVE :

94+ LDG IMP        : NLEVNE.D

ANTI-TAMP PROG     :
99 83 30 22222 11111111 1 11 096. 12111112

I/M PROGRAM        : 1 2000 2050 1 TRC OBD I/M
I/M MODEL YEARS    : 1 1996 2050
I/M VEHICLES       : 1 22222 11111111 1
I/M STRINGENCY     : 1 20.0
I/M WAIVER RATES   : 1 0.0 1.0
I/M COMPLIANCE     : 1 96.0
I/M GRACE PERIOD   : 1 1

I/M PROGRAM        : 2 2000 2050 1 TRC EVAP OBD & GC
I/M MODEL YEARS    : 2 1996 2050
I/M VEHICLES       : 2 22222 11111111 1
I/M COMPLIANCE     : 2 96.0
I/M GRACE PERIOD   : 2 1

FUEL PROGRAM       : 1
FUEL RVP           : 7.8
MIN/MAX TEMP       : 63. 90.

* FC 1 - Speed 67 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2012 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2016 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2025 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2030 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
```

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SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2035 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

* FC 2 - Speed 39 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2012 Speed 39 mph (39) Rural Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2016 Speed 39 mph (39) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2025 Speed 39 mph (39) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2030 Speed 39 mph (39) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2035 Speed 39 mph (39) Rural Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

* FC 6 - Speed 41 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2012 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2016 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
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ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2025 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2030 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2035 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

* FC 7 - Speed 42 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2012 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2016 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2025 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2030 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2035 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2035
```

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EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

* FC 8 - Speed 41 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2012 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2016 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2025 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2030 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2035 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

* FC 9 - Speed 44 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2012 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2016 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0
```

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SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2025 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2030 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2035 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

* FC 11 - Speed 58 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2012 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2016 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2025 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2030 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2035 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0
```

```
* FC 12 - Speed 46 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2012 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2016 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2025 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2030 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2035 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

* FC 14 - Speed 27 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2012 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2016 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2025 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2025
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EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2030 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2035 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

* FC 16 - Speed 26 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2012 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2016 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2025 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2030 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2035 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

* FC 17 - Speed 27 - Arterial
*
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SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2012 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2016 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2025 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2030 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2035 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

* FC 19 - Speed 31 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2012 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2016 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2025 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0
```

```
SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2030 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2035 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

* Idling - Speed 2.5 - Arterial
*
SCENARIO RECORD    : Scenario Title : Idling
* 2012 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2016 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2025 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2030 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2035 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :
```

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```
* Run for PACTS KACTS 2035 Long Range Plan
```

```
* Cumberland County - Analysis Years: 2012, 2016, 2025, 2030, and 2035
*
* Assuming complete phase-out of Stage II program
*
* With ATP catalyst removal and gas cap; and gas cap pressure I/M and
Cumberland County OBD
* National LEV start 1999,  Tier 2 start 2004.
*
* This run is with Maine LEV II.  Users must also do a separate run without
* Maine LEV II and take 90% credit.
*

MOBILE6 INPUT FILE :
AGGREGATED OUTPUT  :
REPORT FILE        : CDLEV
SPREADSHEET        : CDLEV

RUN DATA
EXPRESS HC AS VOC  :
* EXPAND EVAPORATIVE :

* Inputs for Maine's LEV II Program
94+ LDG IMP        : MELEV2.D
T2 EXH PHASE-IN    : LEV2EXH.D
T2 EVAP PHASE-IN   : LEV2EVAP.D
T2 CERT            : LEV2CERT.D

ANTI-TAMP PROG     :
99 83 30 22222 11111111 1 11 096. 12111112

I/M PROGRAM        : 1 2000 2050 1 TRC OBD I/M
I/M MODEL YEARS    : 1 1996 2050
I/M VEHICLES       : 1 22222 11111111 1
I/M STRINGENCY     : 1 20.0
I/M WAIVER RATES   : 1 0.0 1.0
I/M COMPLIANCE     : 1 96.0
I/M GRACE PERIOD   : 1 1

I/M PROGRAM        : 2 2000 2050 1 TRC EVAP OBD & GC
I/M MODEL YEARS    : 2 1996 2050
I/M VEHICLES       : 2 22222 11111111 1
I/M COMPLIANCE     : 2 96.0
I/M GRACE PERIOD   : 2 1

FUEL PROGRAM       : 1
FUEL RVP           : 7.8
MIN/MAX TEMP       : 63. 90.

* FC 1 - Speed 67 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2012 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
```

```
SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2016 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2025 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2030 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 67 [FC 1]
* 2035 Speed 67 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

* FC 2 - Speed 39 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2012 Speed 39 mph (39) Rural Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2016 Speed 39 mph (39) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2025 Speed 39 mph (39) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2030 Speed 39 mph (39) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0
```

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SCENARIO RECORD    : Scenario Title : ME speed 39 [FC2]
* 2035 Speed 39 mph (39) Rural Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

* FC 6 - Speed 41 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2012 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2016 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2025 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2030 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC6]
* 2035 Speed 41 mph (41) Minor Arterial [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

* FC 7 - Speed 42 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2012 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2016 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2016
```

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EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2025 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2030 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 42 [FC7]
* 2035 Speed 42 mph (42) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

* FC 8 - Speed 41 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2012 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2016 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2025 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2030 Speed 41 mph  (41) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 41 [FC8]
* 2035 Speed 41 mph  (41) Rural Minor Collector [Arterial]
```

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CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

* FC 9 - Speed 44 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2012 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2016 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2025 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2030 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC9]
* 2035 Speed 44 mph  (44) Rural Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

* FC 11 - Speed 58 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2012 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2016 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0
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SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2025 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2030 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2035 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

* FC 12 - Speed 46 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2012 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2016 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2025 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2030 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 46 [FC12]
* 2035 Speed 46 mph (46) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
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AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

* FC 14 - Speed 27 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2012 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2016 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2025 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2030 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC14]
* 2035 Speed 27 mph (27) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

* FC 16 - Speed 26 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2012 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2016 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2025 Speed 26 mph (26) Urban Minor Arterial[Arterial]
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CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2030 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC16]
* 2035 Speed 26 mph (26) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

* FC 17 - Speed 27 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2012 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2016 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2025 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2030 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2035 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

* FC 19 - Speed 31 - Arterial
```

```
*
SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2012 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2016 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2025 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2030 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 31 [FC19]
* 2035 Speed 31 mph (31) Urban Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

* Idling - Speed 2.5 - Arterial
*
SCENARIO RECORD    : Scenario Title : Idling
* 2012 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2016 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2025 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
```

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AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2030 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2035 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :
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* Run for PACTS KACTS 2035 Long Range Plan
* Sagadahoc County - Analysis Years: 2012, 2016, 2025, 2030, and 2035
*
* Run for years following phase-out of Stage II Refueling
*
* With ATP, catalyst removal; no I/M
* National LEV start 1999, Tier 2 start 2004.
*
* This run is without Maine LEV II.  Users must also do a separate run with
* Maine LEV II and take 90% credit.


MOBILE6 INPUT FILE :
AGGREGATED OUTPUT  :
REPORT FILE        : SC
SPREADSHEET        : SC

RUN DATA
EXPRESS HC AS VOC  :
* EXPAND EVAPORATIVE :

94+ LDG IMP        : NLEVNE.D

ANTI-TAMP PROG     :
99 83 30 22222 11111111 1 11 096. 12111111

FUEL PROGRAM       : 1
FUEL RVP           : 7.8
MIN/MAX TEMP       : 63. 90.

* FC 1 - Speed 69 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2012 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
```

```
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2016 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2025 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2030 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2035 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

* FC 2 - Speed 45 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2012 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2016 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2025 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2030 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
```

```
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2035 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

* FC 7 - Speed 47 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2012 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2016 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2025 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2030 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2035 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

* FC 8 - Speed 45 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2012 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
```

```
* 2016 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2025 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2030 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2035 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

* FC 9 - Speed 47 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2012 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2016 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2025 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2030 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0
```

```
SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2035 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

* FC 12 - Speed 44 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2012 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2016 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2025 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2030 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2035 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

* FC 14 - Speed 30 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2012 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2016 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
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ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2025 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2030 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2035 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

* FC 16 - Speed 23 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2012 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2016 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2025 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2030 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2035 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2035
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EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

* FC 17 - Speed 26 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2012 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2016 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2025 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2030 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2035 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

* FC 19 - Speed 29 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2012 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2016 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0
```

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SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2025 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2030 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2035 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

* Idling - Speed 2.5 - Arterial
*
SCENARIO RECORD    : Scenario Title : Idling
* 2012 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2016 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2025 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2030 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2035 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0
```

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END OF RUN         :
```

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```
* Run for PACTS KACTS 2035 Long Range Plan
* Sagadahoc County - Analysis Years: 2012, 2016, 2025, 2030, and 2035
*
* Run for years following phase-out of Stage II Refueling
*
* With ATP, catalyst removal; no I/M
* National LEV start 1999, Tier 2 start 2004.
*
* This run is with Maine LEV II.  Users must also do a separate run without
* Maine LEV II and take 90% credit.


MOBILE6 INPUT FILE :
AGGREGATED OUTPUT  :
REPORT FILE        : SCLEV
SPREADSHEET        : SCLEV

RUN DATA
EXPRESS HC AS VOC  :
* EXPAND EVAPORATIVE :

* Inputs for Maine's LEV II Program
94+ LDG IMP        : MELEV2.D
T2 EXH PHASE-IN    : LEV2EXH.D
T2 EVAP PHASE-IN   : LEV2EVAP.D
T2 CERT            : LEV2CERT.D

ANTI-TAMP PROG     :
99 83 30 22222 11111111 1 11 096. 12111111

FUEL PROGRAM       : 1
FUEL RVP           : 7.8
MIN/MAX TEMP       : 63. 90.

* FC 1 - Speed 69 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2012 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2016 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2025 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
```

```
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2030 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 69 [FC 1]
* 2035 Speed 69 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

* FC 2 - Speed 45 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2012 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2016 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2025 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2030 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC2]
* 2035 Speed 45 mph (45) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0

* FC 7 - Speed 47 - Arterial
```

```
*
SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2012 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2016 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2025 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2030 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC7]
* 2035 Speed 47 mph (47) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

* FC 8 - Speed 45 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2012 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2016 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2025 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
```

```
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2030 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 45 [FC8]
* 2035 Speed 45 mph  (45) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

* FC 9 - Speed 47 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2012 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2016 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2025 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2030 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 47 [FC9]
* 2035 Speed 47 mph  (47) Rural Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

* FC 12 - Speed 44 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2012 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
```

```
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2016 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2025 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2030 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC12]
* 2035 Speed 44 mph (44) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

* FC 14 - Speed 30 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2012 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2016 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2025 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
```

```
* 2030 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 30 [FC14]
* 2035 Speed 30 mph (30) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

* FC 16 - Speed 23 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2012 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2016 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2025 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2030 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 23 [FC16]
* 2035 Speed 23 mph (23) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

* FC 17 - Speed 26 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2012 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
```

```
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2016 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2025 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2030 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 26 [FC17]
* 2035 Speed 26 mph  (26)  Urban Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

* FC 19 - Speed 29 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2012 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2016 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2025 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2030 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
```

```
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC19]
* 2035 Speed 29 mph (29) Urban Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

* Idling - Speed 2.5 - Arterial
*
SCENARIO RECORD    : Scenario Title : Idling
* 2012 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2016 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2025 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2030 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2035 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :
```

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```
* Run for PACTS KACTS 2035 Long Range Plan
* York County - Analysis Years: 2012, 2016, 2025, 2030, and 2035
*
* Run for years after phase-out of Stage II refueling
*
* With ATP catalyst removal; no I/M
```

```
* National LEV start 1999,  Tier 2 start 2004.
*
* This run is without Maine LEV II.  Users must also do a separate run with
* Maine LEV II and take 90% credit.

MOBILE6 INPUT FILE :
AGGREGATED OUTPUT  :
REPORT FILE        : YK
SPREADSHEET        : YK

RUN DATA
EXPRESS HC AS VOC  :
EXPAND EVAPORATIVE :

94+ LDG IMP        : NLEVNE.D

ANTI-TAMP PROG     :
99 83 30 22222 11111111 1 11 096. 12111111

FUEL PROGRAM       : 1
FUEL RVP           : 7.8
MIN/MAX TEMP       : 63. 90.

* FC 1 - Speed 65 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2012 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2016 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2025 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2030 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2035 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
```

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ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

* FC 2 - Speed 44 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2012 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2016 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2025 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2030 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2035 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

* FC 6 - Speed 38 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2012 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2016 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
```

```
* 2025 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2030 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2035 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

* FC 7 - Speed 39 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2012 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2016 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2025 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2030 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2035 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0
```

```
* FC 8 - Speed 40 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2012 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2016 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2025 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2030 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2035 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

* FC 9 - Speed 43 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2012 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2016 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2025 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
```

```
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2030 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2035 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

* FC 11 - Speed 58 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2012 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2016 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2025 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2030 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2035 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

* FC 12 - Speed 38 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
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* 2012 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2016 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2025 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2030 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2035 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

* FC 14 - Speed 29 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2012 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2016 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2025 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0
```

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SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2030 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2035 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

* FC 16 - Speed 29 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2012 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2016 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2025 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2030 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2035 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

* FC 17 - Speed 27 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2012 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
```

```
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2016 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2025 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2030 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2035 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

* FC 19 - Speed 32 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2012 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2016 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2025 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2030 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2030
```

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EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2035 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

* Idling - Speed 2.5 - Arterial
*
SCENARIO RECORD    : Scenario Title : Idling
* 2012 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2016 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2025 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2030 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2035 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :
```

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```
* Run for PACTS KACTS 2035 Long Range Plan
* York County - Analysis Years: 2012, 2016, 2025, 2030, and 2035
*
* Run for years after phase-out of Stage II refueling
*
```

```
* With ATP catalyst removal; no I/M
* National LEV start 1999,  Tier 2 start 2004.
*
* This run is with Maine LEV II.  Users must also do a separate run without
* Maine LEV II and take 90% credit.

MOBILE6 INPUT FILE :
AGGREGATED OUTPUT  :
REPORT FILE        : YKLEV
SPREADSHEET        : YKLEV

RUN DATA
EXPRESS HC AS VOC  :
EXPAND EVAPORATIVE :

* Inputs for Maine's LEV II Program
94+ LDG IMP        : MELEV2.D
T2 EXH PHASE-IN    : LEV2EXH.D
T2 EVAP PHASE-IN   : LEV2EVAP.D
T2 CERT            : LEV2CERT.D

ANTI-TAMP PROG     :
99 83 30 22222 11111111 1 11 096. 12111111

FUEL PROGRAM       : 1
FUEL RVP           : 7.8
MIN/MAX TEMP       : 63. 90.

* FC 1 - Speed 65 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2012 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2016 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2025 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2030 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
```

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SCENARIO RECORD    : Scenario Title : ME speed 65 [FC 1]
* 2035 Speed 65 mph (greater than 61) Rural Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

* FC 2 - Speed 44 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2012 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2016 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2025 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2030 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 44 [FC2]
* 2035 Speed 44 mph (44) Other Principal Arterial [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

* FC 6 - Speed 38 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2012 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2016 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2016
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EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2025 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2030 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC6]
* 2035 Speed 38 mph (38) Minor Arterial [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

* FC 7 - Speed 39 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2012 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2016 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2025 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2030 Speed 39 mph (39) Rural Major Collector  [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 39 [FC7]
* 2035 Speed 39 mph (39) Rural Major Collector  [Arterial]
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CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

* FC 8 - Speed 40 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2012 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2016 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2025 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2030 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 40 [FC8]
* 2035 Speed 40 mph  (40) Rural Minor Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

* FC 9 - Speed 43 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2012 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2016 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0
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SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2025 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2030 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 43 [FC9]
* 2035 Speed 43 mph  (43) Rural Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

* FC 11 - Speed 58 - Freeway
*
SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2012 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2016 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2025 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2030 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 58 [FC11]
* 2035 Speed 58 mph (58) Urban Interstate [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
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AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

* FC 12 - Speed 38 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2012 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2016 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2025 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2030 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : Scenario Title : ME speed 38 [FC12]
* 2035 Speed 38 mph (38) Urban Principal arterial and Other [Freeway]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

* FC 14 - Speed 29 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2012 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2016 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2025 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
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CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2030 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC14]
* 2035 Speed 29 mph (29) Urban Other Principal Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

* FC 16 - Speed 29 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2012 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2016 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2025 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2030 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 29 [FC16]
* 2035 Speed 29 mph (29) Urban Minor Arterial[Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

* FC 17 - Speed 27 - Arterial
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*
SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2012 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2016 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2025 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2030 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 27 [FC17]
* 2035 Speed 27 mph  (27)  Urban Collector [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

* FC 19 - Speed 32 - Arterial
*
SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2012 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2016 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2025 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
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AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2030 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : ME speed 32 [FC19]
* 2035 Speed 32 mph (32) Urban Local [Arterial]
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

* Idling - Speed 2.5 - Arterial
*
SCENARIO RECORD    : Scenario Title : Idling
* 2012 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2016 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2016
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2025 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2025
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2030 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2030
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : Scenario Title : Idling
* 2035 Speed 0 mph (less than 2.5)
CALENDAR YEAR      : 2035
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

END OF RUN         :
```

# -G-

# TOWN VMT BY YEAR, FEDERAL FUNCTIONAL CLASS, AND AVERAGE SPEED

# Town VMT by Year, Federal Functional Class and Average Speed

## 01 Androscoggin County

Town name: **Durham**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 6 | 45 | 279 | 286 | 294 | 304 | 310 | 316 |
| 7 | 45 | 57,630 | 59,084 | 60,783 | 62,992 | 64,220 | 65,447 |
| 8 | 46 | 16,877 | 17,303 | 17,801 | 18,447 | 18,807 | 19,166 |
| 9 | 46 | 22,129 | 22,687 | 23,340 | 24,188 | 24,659 | 25,130 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Brunswick**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 67 | 155,321 | 159,394 | 164,141 | 170,211 | 173,583 | 176,955 |
| 7 | 42 | 36,941 | 37,910 | 39,039 | 40,482 | 41,284 | 42,087 |
| 9 | 44 | 55,999 | 57,467 | 59,178 | 61,367 | 62,582 | 63,798 |
| 12 | 46 | 216,080 | 221,745 | 228,349 | 236,794 | 241,485 | 246,176 |
| 14 | 27 | 54,427 | 55,854 | 57,517 | 59,644 | 60,826 | 62,008 |
| 16 | 26 | 61,133 | 62,736 | 64,604 | 66,993 | 68,320 | 69,648 |
| 17 | 27 | 136,021 | 139,587 | 143,744 | 149,060 | 152,013 | 154,966 |
| 19 | 31 | 41,470 | 42,557 | 43,825 | 45,445 | 46,346 | 47,246 |

Town name: **Cape Elizabeth**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 17 | 27 | 66,935 | 67,575 | 68,561 | 72,316 | 72,282 | 74,600 |
| 19 | 31 | 25,829 | 25,855 | 26,759 | 27,899 | 29,077 | 30,469 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Casco**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 39 | 62,337 | 63,971 | 65,877 | 68,313 | 69,666 | 71,019 |
| 6 | 41 | 32,454 | 33,305 | 34,297 | 35,565 | 36,270 | 36,974 |
| 8 | 41 | 20,022 | 20,547 | 21,158 | 21,941 | 22,376 | 22,810 |
| 9 | 44 | 19,473 | 19,984 | 20,579 | 21,340 | 21,763 | 22,185 |

Town name: **Cumberland**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 67 | 155,426 | 159,501 | 164,251 | 170,325 | 173,700 | 177,074 |
| 6 | 41 | 17,871 | 18,340 | 18,886 | 19,584 | 19,972 | 20,360 |
| 7 | 42 | 20,751 | 21,295 | 21,929 | 22,740 | 23,190 | 23,641 |
| 8 | 41 | 13,340 | 13,689 | 14,097 | 14,618 | 14,908 | 15,198 |
| 9 | 44 | 16,703 | 17,141 | 17,651 | 18,304 | 18,666 | 19,029 |
| 11 | 58 | 61,335 | 61,654 | 62,073 | 62,843 | 63,644 | 64,908 |
| 17 | 27 | 51,557 | 53,820 | 56,655 | 63,671 | 64,094 | 67,485 |
| 19 | 31 | 12,959 | 13,203 | 13,338 | 14,829 | 15,552 | 16,129 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Falmouth**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 67 | 236,018 | 242,206 | 249,419 | 258,643 | 263,767 | 268,891 |
| 6 | 41 | 24,898 | 25,551 | 26,312 | 27,285 | 27,826 | 28,366 |
| 7 | 42 | 59,804 | 61,372 | 63,200 | 65,537 | 66,835 | 68,134 |
| 8 | 41 | 12,588 | 12,918 | 13,303 | 13,795 | 14,068 | 14,341 |
| 9 | 44 | 25,968 | 26,649 | 27,443 | 28,458 | 29,021 | 29,585 |
| 11 | 58 | 197,089 | 199,634 | 203,060 | 208,596 | 212,230 | 218,061 |
| 14 | 27 | 8,852 | 9,084 | 9,355 | 9,701 | 9,893 | 10,085 |
| 16 | 26 | 25,074 | 25,656 | 26,434 | 28,041 | 28,833 | 29,720 |
| 17 | 27 | 119,778 | 124,889 | 128,498 | 140,021 | 143,410 | 151,317 |
| 19 | 31 | 10,508 | 11,327 | 12,851 | 13,773 | 15,292 | 16,360 |

Town name: **Freeport**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 67 | 286,989 | 294,513 | 303,284 | 314,500 | 320,731 | 326,961 |
| 7 | 42 | 37,652 | 38,639 | 39,790 | 41,261 | 42,079 | 42,896 |
| 8 | 41 | 26,343 | 27,034 | 27,839 | 28,868 | 29,440 | 30,012 |
| 9 | 44 | 32,011 | 32,850 | 33,829 | 35,080 | 35,775 | 36,470 |
| 11 | 58 | 73,930 | 75,222 | 77,655 | 81,011 | 82,820 | 84,548 |
| 17 | 27 | 80,110 | 83,942 | 86,817 | 91,827 | 96,232 | 100,098 |
| 19 | 31 | 12,622 | 13,316 | 14,172 | 15,556 | 16,367 | 17,312 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Frye Island**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0 | 0 | 0 | 0 | 0 |

Town name: **Gorham**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 39 | 7,746 | 7,949 | 8,186 | 8,489 | 8,657 | 8,825 |
| 6 | 41 | 75,030 | 76,997 | 79,290 | 82,222 | 83,851 | 85,480 |
| 7 | 42 | 65,524 | 67,242 | 69,244 | 71,805 | 73,227 | 74,650 |
| 8 | 41 | 4,269 | 4,381 | 4,511 | 4,678 | 4,771 | 4,863 |
| 9 | 44 | 43,988 | 45,141 | 46,486 | 48,205 | 49,160 | 50,115 |
| 14 | 27 | 58,931 | 60,476 | 62,277 | 64,580 | 65,859 | 67,139 |
| 16 | 26 | 99,239 | 101,527 | 106,642 | 114,100 | 117,049 | 122,160 |
| 17 | 27 | 76,346 | 78,056 | 82,349 | 87,016 | 89,969 | 93,464 |
| 19 | 31 | 23,811 | 24,471 | 26,383 | 30,286 | 32,043 | 33,353 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Gray**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 67 | 226,315 | 232,249 | 239,166 | 248,010 | 252,923 | 257,837 |
| 2 | 39 | 63,650 | 65,319 | 67,264 | 69,751 | 71,133 | 72,515 |
| 6 | 41 | 130,806 | 134,235 | 138,233 | 143,345 | 146,185 | 149,025 |
| 7 | 42 | 26,608 | 27,306 | 28,119 | 29,159 | 29,736 | 30,314 |
| 8 | 41 | 13,688 | 14,047 | 14,466 | 15,001 | 15,298 | 15,595 |
| 9 | 44 | 43,575 | 44,718 | 46,050 | 47,753 | 48,699 | 49,645 |

Town name: **Harpswell**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 42 | 82,985 | 85,161 | 87,697 | 90,940 | 92,742 | 94,544 |
| 8 | 41 | 10,870 | 11,155 | 11,487 | 11,912 | 12,148 | 12,384 |
| 9 | 44 | 8,372 | 8,592 | 8,848 | 9,175 | 9,357 | 9,538 |

Town name: **Long Island**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 31 | 175 | 180 | 185 | 192 | 196 | 199 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **New Gloucester**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 67 | 152,214 | 156,205 | 160,857 | 166,806 | 170,111 | 173,415 |
| 2 | 39 | 24,079 | 24,711 | 25,447 | 26,388 | 26,910 | 27,433 |
| 6 | 41 | 69,233 | 71,048 | 73,164 | 75,869 | 77,372 | 78,876 |
| 7 | 42 | 25,278 | 25,940 | 26,713 | 27,701 | 28,250 | 28,798 |
| 8 | 41 | 2,665 | 2,735 | 2,817 | 2,921 | 2,979 | 3,037 |
| 9 | 44 | 43,007 | 44,135 | 45,449 | 47,130 | 48,064 | 48,997 |

Town name: **North Yarmouth**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 42 | 35,536 | 36,468 | 37,554 | 38,943 | 39,714 | 40,486 |
| 8 | 41 | 8,449 | 8,671 | 8,929 | 9,259 | 9,443 | 9,626 |
| 9 | 44 | 13,597 | 13,953 | 14,369 | 14,900 | 15,195 | 15,491 |
| 17 | 27 | 13,491 | 13,736 | 14,178 | 15,405 | 16,057 | 16,665 |
| 19 | 31 | 1,688 | 1,667 | 1,562 | 1,749 | 1,810 | 1,840 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Portland**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 11 | 58 | 581,905 | 591,024 | 601,384 | 618,281 | 630,261 | 643,670 |
| 12 | 46 | 30,511 | 34,052 | 38,298 | 38,522 | 40,669 | 42,369 |
| 14 | 27 | 463,805 | 475,966 | 490,140 | 508,266 | 518,336 | 528,405 |
| 16 | 26 | 174,741 | 178,751 | 184,142 | 189,294 | 193,946 | 201,547 |
| 17 | 27 | 174,931 | 182,172 | 184,892 | 194,842 | 199,572 | 210,283 |
| 19 | 31 | 105,269 | 108,772 | 112,482 | 117,971 | 123,448 | 129,331 |

Town name: **Pownal**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 42 | 23,082 | 23,687 | 24,393 | 25,295 | 25,796 | 26,297 |
| 9 | 44 | 16,122 | 16,544 | 17,037 | 17,667 | 18,017 | 18,367 |

Town name: **Raymond**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 39 | 68,488 | 70,284 | 72,377 | 75,054 | 76,541 | 78,028 |
| 8 | 41 | 54,957 | 56,398 | 58,078 | 60,225 | 61,419 | 62,612 |
| 9 | 44 | 32,737 | 33,595 | 34,595 | 35,875 | 36,585 | 37,296 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Scarborough**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 67 | 373,815 | 383,616 | 395,041 | 409,650 | 417,765 | 425,881 |
| 7 | 42 | 11,774 | 12,082 | 12,442 | 12,902 | 13,158 | 13,414 |
| 8 | 41 | 50,074 | 51,387 | 52,917 | 54,874 | 55,961 | 57,048 |
| 9 | 44 | 34,972 | 35,889 | 36,957 | 38,324 | 39,083 | 39,843 |
| 11 | 58 | 59,160 | 60,809 | 62,260 | 65,238 | 66,568 | 68,464 |
| 12 | 46 | 22,646 | 23,423 | 24,253 | 25,267 | 26,172 | 26,987 |
| 16 | 26 | 270,684 | 280,554 | 290,063 | 307,241 | 314,961 | 327,402 |
| 17 | 27 | 202,985 | 207,086 | 212,776 | 219,228 | 225,924 | 233,551 |
| 19 | 31 | 45,879 | 49,159 | 52,208 | 57,674 | 59,142 | 61,496 |

Town name: **South Portland**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 11 | 58 | 222,993 | 237,635 | 242,109 | 248,098 | 253,464 | 259,102 |
| 12 | 46 | 76,777 | 79,816 | 82,626 | 85,721 | 87,971 | 91,009 |
| 14 | 27 | 38,180 | 39,181 | 40,348 | 41,840 | 42,669 | 43,498 |
| 16 | 26 | 195,584 | 199,388 | 205,298 | 213,185 | 216,203 | 223,352 |
| 17 | 27 | 118,038 | 120,234 | 124,072 | 128,459 | 131,214 | 136,209 |
| 19 | 31 | 69,482 | 71,698 | 76,922 | 76,915 | 78,167 | 81,070 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Standish**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 6 | 41 | 74,600 | 76,556 | 78,836 | 81,752 | 83,371 | 84,991 |
| 7 | 42 | 192,327 | 197,370 | 203,248 | 210,764 | 214,939 | 219,115 |
| 9 | 44 | 52,310 | 53,681 | 55,280 | 57,324 | 58,460 | 59,595 |

Town name: **Westbrook**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 9 | 44 | 212 | 217 | 224 | 232 | 237 | 241 |
| 12 | 46 | 26,289 | 27,065 | 28,653 | 29,271 | 31,217 | 32,573 |
| 14 | 27 | 101,976 | 104,649 | 107,766 | 111,751 | 113,965 | 116,179 |
| 16 | 26 | 125,059 | 127,559 | 131,137 | 138,006 | 140,918 | 145,138 |
| 17 | 27 | 101,018 | 103,020 | 106,706 | 115,191 | 117,714 | 124,203 |
| 19 | 31 | 479 | 492 | 506 | 525 | 535 | 546 |
| 19 | 31 | 41,155 | 42,416 | 44,247 | 50,110 | 55,088 | 56,334 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 05 Cumberland County

Town name: **Windham**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 39 | 165,829 | 170,177 | 175,245 | 181,726 | 185,326 | 188,926 |
| 6 | 41 | 80,287 | 82,392 | 84,845 | 87,983 | 89,726 | 91,469 |
| 7 | 42 | 52,469 | 53,845 | 55,448 | 57,499 | 58,638 | 59,777 |
| 8 | 41 | 29,927 | 30,712 | 31,626 | 32,796 | 33,445 | 34,095 |
| 9 | 44 | 50,959 | 52,295 | 53,853 | 55,844 | 56,951 | 58,057 |
| 14 | 27 | 37,268 | 38,246 | 39,385 | 40,841 | 41,650 | 42,459 |
| 16 | 26 | 9,370 | 9,598 | 10,069 | 10,635 | 11,417 | 11,921 |
| 17 | 27 | 45,605 | 46,287 | 47,809 | 52,296 | 54,193 | 55,403 |
| 19 | 31 | 10,448 | 10,423 | 10,765 | 12,897 | 14,319 | 15,019 |

Town name: **Yarmouth**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 9 | 44 | 2,890 | 2,965 | 3,054 | 3,167 | 3,229 | 3,292 |
| 11 | 58 | 135,744 | 137,207 | 142,505 | 146,206 | 148,137 | 151,470 |
| 17 | 27 | 95,361 | 98,546 | 97,125 | 103,204 | 107,340 | 110,537 |
| 19 | 31 | 34,865 | 36,771 | 37,695 | 41,137 | 43,275 | 44,798 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 23 Sagadahoc County

Town name: **Arrowsic**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 47 | 17,836 | 18,183 | 18,589 | 19,123 | 19,419 | 19,716 |
| 9 | 47 | 1,696 | 1,729 | 1,767 | 1,818 | 1,846 | 1,874 |

Town name: **Bath**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 47 | 777 | 792 | 810 | 833 | 846 | 859 |
| 8 | 45 | 2,423 | 2,470 | 2,525 | 2,598 | 2,638 | 2,678 |
| 9 | 47 | 7,814 | 7,966 | 8,144 | 8,378 | 8,508 | 8,637 |
| 12 | 44 | 35,429 | 36,118 | 36,925 | 37,985 | 38,574 | 39,162 |
| 14 | 30 | 5,043 | 5,142 | 5,256 | 5,407 | 5,491 | 5,575 |
| 16 | 23 | 2,838 | 2,893 | 2,957 | 3,042 | 3,089 | 3,137 |
| 17 | 26 | 56,944 | 58,052 | 59,350 | 61,053 | 61,999 | 62,945 |
| 19 | 29 | 23,201 | 23,652 | 24,181 | 24,875 | 25,260 | 25,646 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 23 Sagadahoc County

Town name: **Bowdoin**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 69 | 12,180 | 12,417 | 12,695 | 13,059 | 13,261 | 13,464 |
| 7 | 47 | 38,054 | 38,794 | 39,661 | 40,799 | 41,431 | 42,064 |
| 8 | 45 | 16,272 | 16,589 | 16,960 | 17,447 | 17,717 | 17,987 |
| 9 | 47 | 11,911 | 12,143 | 12,414 | 12,771 | 12,969 | 13,167 |

Town name: **Bowdoinham**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 69 | 192,318 | 196,060 | 200,441 | 206,193 | 209,389 | 212,584 |
| 7 | 47 | 27,760 | 28,300 | 28,932 | 29,762 | 30,224 | 30,685 |
| 8 | 45 | 2,665 | 2,717 | 2,778 | 2,858 | 2,902 | 2,946 |
| 9 | 47 | 8,356 | 8,519 | 8,709 | 8,959 | 9,098 | 9,237 |

Town name: **Georgetown**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 47 | 14,256 | 14,533 | 14,858 | 15,284 | 15,521 | 15,758 |
| 9 | 47 | 7,836 | 7,988 | 8,167 | 8,401 | 8,531 | 8,662 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 23 Sagadahoc County

Town name: **Perkins Twp Swan Island**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 9 | 47 | 38 | 39 | 40 | 41 | 42 | 43 |

Town name: **Phippsburg**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 47 | 34,019 | 34,681 | 35,456 | 36,474 | 37,039 | 37,604 |
| 8 | 45 | 9,568 | 9,754 | 9,972 | 10,258 | 10,417 | 10,576 |
| 9 | 47 | 14,774 | 15,061 | 15,398 | 15,840 | 16,085 | 16,331 |

Town name: **Richmond**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 69 | 130,178 | 132,711 | 135,677 | 139,570 | 141,733 | 143,896 |
| 7 | 47 | 50,273 | 51,251 | 52,396 | 53,900 | 54,735 | 55,570 |
| 8 | 45 | 5,136 | 5,236 | 5,353 | 5,506 | 5,591 | 5,677 |
| 9 | 47 | 8,928 | 9,102 | 9,305 | 9,572 | 9,721 | 9,869 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 23 Sagadahoc County

Town name: **Topsham**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 69 | 143,446 | 146,237 | 149,505 | 153,795 | 156,179 | 158,562 |
| 2 | 45 | 88,501 | 90,223 | 92,239 | 94,886 | 96,357 | 97,827 |
| 7 | 47 | 26,667 | 27,186 | 27,793 | 28,591 | 29,034 | 29,477 |
| 8 | 45 | 14,497 | 14,779 | 15,109 | 15,543 | 15,784 | 16,025 |
| 9 | 47 | 11,264 | 11,483 | 11,740 | 12,077 | 12,264 | 12,451 |
| 14 | 30 | 57,414 | 58,531 | 59,839 | 61,556 | 62,510 | 63,464 |
| 16 | 23 | 19,267 | 19,642 | 20,081 | 20,657 | 20,978 | 21,298 |
| 17 | 26 | 28,852 | 29,414 | 30,071 | 30,934 | 31,413 | 31,893 |
| 19 | 29 | 20,221 | 20,614 | 21,075 | 21,680 | 22,016 | 22,352 |

Town name: **West Bath**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 45 | 62,613 | 63,832 | 65,258 | 67,131 | 68,171 | 69,212 |
| 7 | 47 | 23,557 | 24,016 | 24,552 | 25,257 | 25,648 | 26,040 |
| 8 | 45 | 11,142 | 11,359 | 11,612 | 11,946 | 12,131 | 12,316 |
| 9 | 47 | 14,468 | 14,749 | 15,079 | 15,511 | 15,752 | 15,992 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

**23 Sagadahoc County**

Town name: **Woolwich**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 45 | 121,975 | 124,348 | 127,127 | 130,775 | 132,802 | 134,828 |
| 7 | 47 | 1,179 | 1,202 | 1,229 | 1,264 | 1,283 | 1,303 |
| 8 | 45 | 31,086 | 31,690 | 32,399 | 33,328 | 33,845 | 34,361 |
| 9 | 47 | 12,258 | 12,497 | 12,776 | 13,143 | 13,346 | 13,550 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Alfred**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 44 | 84,020 | 86,114 | 88,665 | 92,784 | 95,072 | 97,360 |
| 6 | 38 | 21,587 | 22,125 | 22,781 | 23,839 | 24,427 | 25,015 |
| 8 | 40 | 464 | 476 | 490 | 513 | 525 | 538 |
| 9 | 43 | 28,775 | 29,492 | 30,366 | 31,776 | 32,560 | 33,344 |

Town name: **Arundel**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 65 | 203,756 | 208,832 | 215,018 | 225,007 | 230,556 | 236,106 |
| 2 | 44 | 58,942 | 60,411 | 62,200 | 65,090 | 66,695 | 68,300 |
| 6 | 38 | 57,093 | 58,515 | 60,248 | 63,047 | 64,602 | 66,157 |
| 7 | 39 | 18,946 | 19,418 | 19,993 | 20,922 | 21,438 | 21,954 |
| 9 | 43 | 52,704 | 54,017 | 55,617 | 58,201 | 59,636 | 61,071 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Berwick**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 6 | 38 | 59,611 | 61,096 | 62,906 | 65,829 | 67,452 | 69,076 |
| 8 | 40 | 8,488 | 8,699 | 8,957 | 9,373 | 9,604 | 9,835 |
| 9 | 43 | 27,636 | 28,325 | 29,164 | 30,519 | 31,271 | 32,024 |
| 14 | 29 | 2,464 | 2,525 | 2,600 | 2,721 | 2,788 | 2,855 |
| 16 | 29 | 26,502 | 27,162 | 27,966 | 29,266 | 29,987 | 30,709 |
| 17 | 27 | 13,216 | 13,546 | 13,947 | 14,595 | 14,955 | 15,315 |
| 19 | 32 | 29,032 | 29,756 | 30,637 | 32,060 | 32,851 | 33,642 |

Town name: **Biddeford**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 65 | 161,526 | 165,550 | 170,454 | 178,373 | 182,772 | 187,171 |
| 2 | 44 | 33,822 | 34,665 | 35,691 | 37,349 | 38,271 | 39,192 |
| 6 | 38 | 43,906 | 45,000 | 46,333 | 48,485 | 49,681 | 50,877 |
| 7 | 39 | 16,371 | 16,779 | 17,276 | 18,079 | 18,525 | 18,971 |
| 8 | 40 | 30,926 | 31,697 | 32,636 | 34,152 | 34,994 | 35,836 |
| 9 | 43 | 24,160 | 24,762 | 25,496 | 26,680 | 27,338 | 27,996 |
| 16 | 29 | 56,026 | 56,635 | 57,670 | 59,298 | 60,316 | 61,941 |
| 17 | 27 | 106,897 | 112,129 | 114,455 | 119,672 | 122,216 | 126,646 |
| 19 | 32 | 28,661 | 29,008 | 30,114 | 32,166 | 33,042 | 34,398 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Buxton**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 44 | 38,923 | 39,893 | 41,074 | 42,983 | 44,043 | 45,103 |
| 7 | 39 | 34,038 | 34,886 | 35,920 | 37,588 | 38,515 | 39,442 |
| 8 | 40 | 77,153 | 79,075 | 81,418 | 85,200 | 87,301 | 89,402 |
| 9 | 43 | 40,928 | 41,948 | 43,191 | 45,197 | 46,312 | 47,426 |

Town name: **Dayton**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 39 | 49,066 | 50,288 | 51,778 | 54,183 | 55,519 | 56,856 |
| 8 | 40 | 2,412 | 2,472 | 2,545 | 2,663 | 2,729 | 2,795 |
| 9 | 43 | 11,125 | 11,402 | 11,740 | 12,285 | 12,588 | 12,891 |

Town name: **Eliot**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 39 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 40 | 1,840 | 1,886 | 1,942 | 2,032 | 2,082 | 2,132 |
| 9 | 43 | 3,062 | 3,138 | 3,231 | 3,381 | 3,464 | 3,548 |
| 16 | 29 | 88,320 | 90,520 | 93,202 | 97,531 | 99,937 | 102,342 |
| 17 | 27 | 36,271 | 37,175 | 38,276 | 40,054 | 41,042 | 42,030 |
| 19 | 32 | 14,383 | 14,741 | 15,178 | 15,883 | 16,274 | 16,666 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Hollis**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 44 | 40,310 | 41,314 | 42,538 | 44,514 | 45,612 | 46,710 |
| 7 | 39 | 62,565 | 64,123 | 66,023 | 69,090 | 70,794 | 72,498 |
| 8 | 40 | 21,764 | 22,306 | 22,967 | 24,034 | 24,627 | 25,219 |
| 9 | 43 | 24,925 | 25,546 | 26,303 | 27,525 | 28,204 | 28,883 |

Town name: **Kennebunk**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 65 | 234,674 | 240,521 | 247,645 | 259,150 | 265,541 | 271,933 |
| 6 | 38 | 41,183 | 42,209 | 43,459 | 45,478 | 46,600 | 47,721 |
| 7 | 39 | 125,899 | 129,035 | 132,858 | 139,030 | 142,458 | 145,887 |
| 8 | 40 | 45,241 | 46,368 | 47,742 | 49,960 | 51,192 | 52,424 |
| 9 | 43 | 45,729 | 46,868 | 48,257 | 50,499 | 51,744 | 52,990 |
| 19 | 32 | 0 | 0 | 0 | 0 | 0 | 0 |

Town name: **Kennebunkport**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 7 | 39 | 38,316 | 39,270 | 40,433 | 42,312 | 43,355 | 44,399 |
| 9 | 43 | 47,664 | 48,852 | 50,299 | 52,636 | 53,934 | 55,232 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Kittery**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 65 | 124,178 | 127,272 | 131,042 | 137,129 | 140,511 | 143,893 |
| 6 | 38 | 12,964 | 13,287 | 13,680 | 14,316 | 14,669 | 15,022 |
| 7 | 39 | 2,941 | 3,015 | 3,104 | 3,248 | 3,328 | 3,408 |
| 8 | 40 | 3,957 | 4,056 | 4,176 | 4,370 | 4,478 | 4,585 |
| 9 | 43 | 9,214 | 9,443 | 9,723 | 10,175 | 10,426 | 10,677 |
| 11 | 58 | 138,285 | 141,730 | 145,928 | 152,708 | 156,474 | 160,240 |
| 12 | 38 | 16,678 | 17,093 | 17,599 | 18,417 | 18,871 | 19,326 |
| 14 | 29 | 29,845 | 30,589 | 31,495 | 32,958 | 33,771 | 34,584 |
| 16 | 29 | 82,843 | 84,907 | 87,422 | 91,483 | 93,739 | 95,995 |
| 17 | 27 | 37,683 | 38,621 | 39,765 | 41,613 | 42,639 | 43,665 |
| 19 | 32 | 14,320 | 14,677 | 15,111 | 15,813 | 16,203 | 16,593 |

Town name: **Limington**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 6 | 38 | 40,510 | 41,519 | 42,749 | 44,735 | 45,838 | 46,942 |
| 7 | 39 | 30,067 | 30,816 | 31,728 | 33,202 | 34,021 | 34,840 |
| 8 | 40 | 3,700 | 3,792 | 3,904 | 4,085 | 4,186 | 4,287 |
| 9 | 43 | 16,751 | 17,169 | 17,677 | 18,498 | 18,955 | 19,411 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Lyman**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 44 | 78,313 | 80,264 | 82,641 | 86,480 | 88,613 | 90,746 |
| 7 | 39 | 21,396 | 21,929 | 22,579 | 23,628 | 24,210 | 24,793 |
| 8 | 40 | 23,357 | 23,939 | 24,648 | 25,793 | 26,429 | 27,066 |
| 9 | 43 | 23,366 | 23,948 | 24,658 | 25,803 | 26,440 | 27,076 |

Town name: **North Berwick**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 6 | 38 | 88,372 | 90,574 | 93,257 | 97,589 | 99,996 | 102,403 |
| 8 | 40 | 4,390 | 4,499 | 4,633 | 4,848 | 4,967 | 5,087 |
| 9 | 43 | 41,976 | 43,021 | 44,296 | 46,354 | 47,497 | 48,640 |

Town name: **Ogunquit**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 65 | 72,218 | 74,017 | 76,209 | 79,750 | 81,717 | 83,683 |
| 6 | 38 | 41,669 | 42,707 | 43,972 | 46,015 | 47,150 | 48,284 |
| 7 | 39 | 9,375 | 9,609 | 9,893 | 10,353 | 10,608 | 10,863 |
| 9 | 43 | 12,826 | 13,145 | 13,535 | 14,164 | 14,513 | 14,862 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Old Orchard Beach**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 12 | 38 | 759 | 755 | 791 | 797 | 797 | 826 |
| 17 | 27 | 82,667 | 86,264 | 89,872 | 93,711 | 96,266 | 100,759 |
| 19 | 32 | 27,331 | 29,235 | 30,740 | 34,703 | 36,749 | 37,749 |

Town name: **Saco**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 65 | 327,626 | 335,788 | 345,735 | 361,796 | 370,719 | 379,642 |
| 6 | 38 | 45,909 | 47,053 | 48,447 | 50,697 | 51,948 | 53,198 |
| 7 | 39 | 57,467 | 58,899 | 60,643 | 63,461 | 65,026 | 66,591 |
| 8 | 40 | 3,883 | 3,979 | 4,097 | 4,288 | 4,393 | 4,499 |
| 9 | 43 | 32,427 | 33,235 | 34,219 | 35,809 | 36,692 | 37,575 |
| 11 | 58 | 160,595 | 165,105 | 172,590 | 185,440 | 192,930 | 198,853 |
| 12 | 38 | 11,300 | 11,267 | 11,832 | 11,923 | 11,970 | 12,410 |
| 16 | 29 | 61,964 | 63,518 | 66,178 | 70,250 | 72,781 | 74,831 |
| 17 | 27 | 122,176 | 125,880 | 128,920 | 136,787 | 140,553 | 145,074 |
| 19 | 32 | 30,961 | 32,403 | 33,414 | 35,650 | 36,325 | 37,755 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Sanford**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 2 | 44 | 33,622 | 34,459 | 35,480 | 37,128 | 38,044 | 38,960 |
| 6 | 38 | 57,194 | 58,619 | 60,355 | 63,159 | 64,717 | 66,274 |
| 7 | 39 | 26,038 | 26,686 | 27,477 | 28,753 | 29,462 | 30,172 |
| 8 | 40 | 11,781 | 12,074 | 12,432 | 13,009 | 13,330 | 13,651 |
| 9 | 43 | 41,051 | 42,074 | 43,320 | 45,333 | 46,451 | 47,569 |
| 14 | 29 | 129,532 | 132,759 | 136,692 | 143,042 | 146,570 | 150,098 |
| 16 | 29 | 45,545 | 46,679 | 48,062 | 50,295 | 51,535 | 52,776 |
| 17 | 27 | 76,532 | 78,438 | 80,762 | 84,514 | 86,598 | 88,682 |
| 19 | 32 | 46,139 | 47,289 | 48,689 | 50,951 | 52,208 | 53,465 |

Town name: **South Berwick**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 6 | 38 | 24,683 | 25,298 | 26,047 | 27,258 | 27,930 | 28,602 |
| 7 | 39 | 9,153 | 9,381 | 9,659 | 10,108 | 10,357 | 10,607 |
| 9 | 43 | 19,955 | 20,452 | 21,058 | 22,036 | 22,579 | 23,123 |
| 16 | 29 | 60,585 | 62,095 | 63,934 | 66,904 | 68,554 | 70,204 |
| 17 | 27 | 6,029 | 6,179 | 6,362 | 6,657 | 6,822 | 6,986 |
| 19 | 32 | 26,147 | 26,799 | 27,592 | 28,874 | 29,586 | 30,299 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# Town VMT by Year, Federal Functional Class and Average Speed

## 31 York County

Town name: **Wells**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 65 | 450,227 | 461,444 | 475,113 | 497,184 | 509,446 | 521,708 |
| 2 | 44 | 53,363 | 54,692 | 56,312 | 58,928 | 60,382 | 61,835 |
| 6 | 38 | 183,615 | 188,190 | 193,764 | 202,766 | 207,767 | 212,768 |
| 7 | 39 | 14,420 | 14,779 | 15,217 | 15,924 | 16,316 | 16,709 |
| 8 | 40 | 26,185 | 26,838 | 27,633 | 28,916 | 29,630 | 30,343 |
| 9 | 43 | 74,763 | 76,626 | 78,896 | 82,561 | 84,597 | 86,634 |

Town name: **York**

| Functional Class | Average Speed | 2009 Summer Daily VMT | 2012 Summer Daily VMT | 2016 Summer Daily VMT | 2025 Summer Daily VMT | 2030 Summer Daily VMT | 2035 Summer Daily VMT |
|---|---|---|---|---|---|---|---|
| 1 | 65 | 510,303 | 523,016 | 538,509 | 563,526 | 577,424 | 591,322 |
| 6 | 38 | 157,180 | 161,096 | 165,868 | 173,574 | 177,854 | 182,135 |
| 7 | 39 | 106,220 | 108,866 | 112,091 | 117,298 | 120,191 | 123,084 |
| 8 | 40 | 39,544 | 40,529 | 41,730 | 43,668 | 44,745 | 45,822 |
| 9 | 43 | 82,029 | 84,072 | 86,563 | 90,584 | 92,818 | 95,052 |

AVERAGE DAILY VMT ADJUSTED TO SUMMER LEVELS



Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways _Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# -H-

# IDLING EMISSION FACTORS

# Idling Emission Factors

*Prepared using EPA's method of multiplying 2.5 speed emission factors by 2.5.*

| 2012 | 2.5 mph Emission Factors | | | Idle Factors | |
|---|---|---|---|---|---|
| County Name | VOC | NOX | Adjustment | VOC | NOX |
| Androscoggin | 4.268 | 1.713 | X 2.50 = | 10.669 | 4.282 |
| Cumberland | 3.705 | 1.502 | X 2.50 = | 9.263 | 3.754 |
| Sagadahoc | 4.268 | 1.713 | X 2.50 = | 10.669 | 4.282 |
| York | 4.268 | 1.713 | X 2.50 = | 10.669 | 4.282 |

| 2016 | 2.5 mph Emission Factors | | | Idle Factors | |
|---|---|---|---|---|---|
| County Name | VOC | NOX | Adjustment | VOC | NOX |
| Androscoggin | 3.313 | 1.141 | X 2.50 = | 8.283 | 2.852 |
| Cumberland | 2.715 | 0.906 | X 2.50 = | 6.788 | 2.265 |
| Sagadahoc | 3.313 | 1.141 | X 2.50 = | 8.283 | 2.852 |
| York | 3.313 | 1.141 | X 2.50 = | 8.283 | 2.852 |

| 2025 | 2.5 mph Emission Factors | | | Idle Factors | |
|---|---|---|---|---|---|
| County Name | VOC | NOX | Adjustment | VOC | NOX |
| Androscoggin | 2.602 | 0.681 | X 2.50 = | 6.504 | 1.702 |
| Cumberland | 1.953 | 0.426 | X 2.50 = | 4.881 | 1.066 |
| Sagadahoc | 2.602 | 0.681 | X 2.50 = | 6.504 | 1.702 |
| York | 2.602 | 0.681 | X 2.50 = | 6.504 | 1.702 |

| 2030 | 2.5 mph Emission Factors | | | Idle Factors | |
|---|---|---|---|---|---|
| County Name | VOC | NOX | Adjustment | VOC | NOX |
| Androscoggin | 2.564 | 0.598 | X 2.50 = | 6.410 | 1.495 |
| Cumberland | 1.923 | 0.345 | X 2.50 = | 4.807 | 0.862 |
| Sagadahoc | 2.564 | 0.598 | X 2.50 = | 6.410 | 1.495 |
| York | 2.564 | 0.598 | X 2.50 = | 6.410 | 1.495 |

| 2035 | 2.5 mph Emission Factors | | | Idle Factors | |
|---|---|---|---|---|---|
| County Name | VOC | NOX | Adjustment | VOC | NOX |
| Androscoggin | 2.556 | 0.574 | X 2.50 = | 6.391 | 1.435 |
| Cumberland | 1.917 | 0.321 | X 2.50 = | 4.793 | 0.802 |
| Sagadahoc | 2.556 | 0.574 | X 2.50 = | 6.391 | 1.435 |
| York | 2.556 | 0.574 | X 2.50 = | 6.391 | 1.435 |

# -I-

# MOBILE6.2 EMISSION FACTORS BY COUNTY AND YEAR

## VOC Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2012 | 60.7 or higher | 1 | | 0.494 | 0.571 | 0.571 |
| | 58 | 11 | | 0.495 | | 0.574 |
| | 47 | 7 | | | 0.594 | |
| | 47 | 9 | | | 0.594 | |
| | 46 | 8 | 0.597 | | | |
| | 46 | 9 | 0.597 | | | |
| | 46 | 12 | | 0.513 | | |
| | 45 | 7 | 0.600 | | | |
| | 45 | 8 | | | 0.600 | |
| | 45 | 6 | 0.600 | | | |
| | 45 | 2 | | | 0.602 | |
| | 44 | 9 | | 0.515 | | |
| | 44 | 12 | | | 0.605 | |
| | 44 | 2 | | | | 0.605 |
| | 43 | 9 | | | | 0.605 |
| | 42 | 7 | | 0.520 | | |
| | 41 | 6 | | 0.522 | | |
| | 41 | 8 | | 0.522 | | |
| | 40 | 8 | | | | 0.615 |
| | 39 | 7 | | | | 0.618 |
| | 39 | 2 | | 0.530 | | |
| | 38 | 12 | | | | 0.625 |
| | 38 | 6 | | | | 0.621 |
| | 32 | 19 | | | | 0.650 |
| | 31 | 19 | | 0.559 | | |
| | 30 | 14 | | | 0.663 | |
| | 29 | 14 | | | | 0.669 |
| | 29 | 16 | | | | 0.669 |
| | 29 | 19 | | | 0.669 | |
| | 27 | 14 | | 0.582 | | |
| | 27 | 17 | | 0.582 | | 0.684 |
| | 26 | 16 | | 0.589 | | |
| | 26 | 17 | | | 0.692 | |
| | 23 | 16 | | | 0.722 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## VOC Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2016 | 60.7 or higher | 1 | | 0.369 | 0.451 | 0.451 |
| | 58 | 11 | | 0.369 | | 0.453 |
| | 47 | 7 | | | 0.469 | |
| | 47 | 9 | | | 0.469 | |
| | 46 | 8 | 0.471 | | | |
| | 46 | 9 | 0.471 | | | |
| | 46 | 12 | | 0.380 | | |
| | 45 | 8 | | | 0.473 | |
| | 45 | 2 | | | 0.475 | |
| | 45 | 6 | 0.473 | | | |
| | 45 | 7 | 0.473 | | | |
| | 44 | 2 | | | | 0.478 |
| | 44 | 9 | | 0.382 | | |
| | 44 | 12 | | | 0.478 | |
| | 43 | 9 | | | | 0.478 |
| | 42 | 7 | | 0.385 | | |
| | 41 | 6 | | 0.387 | | |
| | 41 | 8 | | 0.387 | | |
| | 40 | 8 | | | | 0.485 |
| | 39 | 2 | | 0.393 | | |
| | 39 | 7 | | | | 0.488 |
| | 38 | 6 | | | | 0.491 |
| | 38 | 12 | | | | 0.493 |
| | 32 | 19 | | | | 0.513 |
| | 31 | 19 | | 0.414 | | |
| | 30 | 14 | | | 0.524 | |
| | 29 | 14 | | | | 0.529 |
| | 29 | 16 | | | | 0.529 |
| | 29 | 19 | | | 0.529 | |
| | 27 | 14 | | 0.432 | | |
| | 27 | 17 | | 0.432 | | 0.541 |
| | 26 | 16 | | 0.438 | | |
| | 26 | 17 | | | 0.547 | |
| | 23 | 16 | | | 0.571 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## VOC Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2025 | 60.7 or higher | 1 | | 0.221 | 0.312 | 0.312 |
| | 58 | 11 | | 0.221 | | 0.314 |
| | 47 | 7 | | | 0.325 | |
| | 47 | 9 | | | 0.325 | |
| | 46 | 9 | 0.327 | | | |
| | 46 | 12 | | 0.228 | | |
| | 46 | 8 | 0.327 | | | |
| | 45 | 6 | 0.329 | | | |
| | 45 | 7 | 0.329 | | | |
| | 45 | 8 | | | 0.329 | |
| | 45 | 2 | | | 0.331 | |
| | 44 | 2 | | | | 0.333 |
| | 44 | 9 | | 0.229 | | |
| | 44 | 12 | | | 0.333 | |
| | 43 | 9 | | | | 0.333 |
| | 42 | 7 | | 0.232 | | |
| | 41 | 8 | | 0.233 | | |
| | 41 | 6 | | 0.233 | | |
| | 40 | 8 | | | | 0.339 |
| | 39 | 2 | | 0.238 | | |
| | 39 | 7 | | | | 0.341 |
| | 38 | 6 | | | | 0.344 |
| | 38 | 12 | | | | 0.345 |
| | 32 | 19 | | | | 0.362 |
| | 31 | 19 | | 0.255 | | |
| | 30 | 14 | | | 0.371 | |
| | 29 | 16 | | | | 0.375 |
| | 29 | 19 | | | 0.375 | |
| | 29 | 14 | | | | 0.375 |
| | 27 | 17 | | 0.268 | | 0.385 |
| | 27 | 14 | | 0.268 | | |
| | 26 | 16 | | 0.272 | | |
| | 26 | 17 | | | 0.390 | |
| | 23 | 16 | | | 0.409 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## VOC Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2030 | 60.7 or higher | 1 | | 0.211 | 0.301 | 0.301 |
| | 58 | 11 | | 0.211 | | 0.302 |
| | 47 | 9 | | | 0.314 | |
| | 47 | 7 | | | 0.314 | |
| | 46 | 12 | | 0.217 | | |
| | 46 | 9 | 0.316 | | | |
| | 46 | 8 | 0.316 | | | |
| | 45 | 2 | | | 0.319 | |
| | 45 | 6 | 0.317 | | | |
| | 45 | 7 | 0.317 | | | |
| | 45 | 8 | | | 0.317 | |
| | 44 | 2 | | | | 0.321 |
| | 44 | 9 | | 0.219 | | |
| | 44 | 12 | | | 0.321 | |
| | 43 | 9 | | | | 0.321 |
| | 42 | 7 | | 0.222 | | |
| | 41 | 8 | | 0.223 | | |
| | 41 | 6 | | 0.223 | | |
| | 40 | 8 | | | | 0.327 |
| | 39 | 2 | | 0.227 | | |
| | 39 | 7 | | | | 0.329 |
| | 38 | 6 | | | | 0.332 |
| | 38 | 12 | | | | 0.333 |
| | 32 | 19 | | | | 0.350 |
| | 31 | 19 | | 0.244 | | |
| | 30 | 14 | | | 0.358 | |
| | 29 | 14 | | | | 0.362 |
| | 29 | 16 | | | | 0.362 |
| | 29 | 19 | | | 0.362 | |
| | 27 | 14 | | 0.257 | | |
| | 27 | 17 | | 0.257 | | 0.372 |
| | 26 | 16 | | 0.261 | | |
| | 26 | 17 | | | 0.377 | |
| | 23 | 16 | | | 0.396 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## VOC Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2035 | 60.7 or higher | 1 | | 0.209 | 0.298 | 0.298 |
| | 58 | 11 | | 0.209 | | 0.300 |
| | 47 | 9 | | | 0.311 | |
| | 47 | 7 | | | 0.311 | |
| | 46 | 8 | 0.313 | | | |
| | 46 | 9 | 0.313 | | | |
| | 46 | 12 | | 0.216 | | |
| | 45 | 2 | | | 0.317 | |
| | 45 | 6 | 0.315 | | | |
| | 45 | 7 | 0.315 | | | |
| | 45 | 8 | | | 0.315 | |
| | 44 | 2 | | | | 0.319 |
| | 44 | 12 | | | 0.319 | |
| | 44 | 9 | | 0.217 | | |
| | 43 | 9 | | | | 0.319 |
| | 42 | 7 | | 0.220 | | |
| | 41 | 6 | | 0.221 | | |
| | 41 | 8 | | 0.221 | | |
| | 40 | 8 | | | | 0.325 |
| | 39 | 2 | | 0.225 | | |
| | 39 | 7 | | | | 0.327 |
| | 38 | 12 | | | | 0.331 |
| | 38 | 6 | | | | 0.329 |
| | 32 | 19 | | | | 0.347 |
| | 31 | 19 | | 0.242 | | |
| | 30 | 14 | | | 0.356 | |
| | 29 | 14 | | | | 0.360 |
| | 29 | 16 | | | | 0.360 |
| | 29 | 19 | | | 0.360 | |
| | 27 | 14 | | 0.255 | | |
| | 27 | 17 | | 0.255 | | 0.369 |
| | 26 | 16 | | 0.259 | | |
| | 26 | 17 | | | 0.374 | |
| | 23 | 16 | | | 0.393 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## NOX Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2012 | 60.7 or higher | 1 | | 1.194 | 1.309 | 1.309 |
| | 58 | 11 | | 1.114 | | 1.228 |
| | 47 | 7 | | | 0.972 | |
| | 47 | 9 | | | 0.972 | |
| | 46 | 8 | 0.962 | | | |
| | 46 | 9 | 0.962 | | | |
| | 46 | 12 | | 0.900 | | |
| | 45 | 7 | 0.952 | | | |
| | 45 | 8 | | | 0.952 | |
| | 45 | 6 | 0.952 | | | |
| | 45 | 2 | | | 1.002 | |
| | 44 | 9 | | 0.835 | | |
| | 44 | 12 | | | 0.991 | |
| | 44 | 2 | | | | 0.991 |
| | 43 | 9 | | | | 0.940 |
| | 42 | 7 | | 0.823 | | |
| | 41 | 6 | | 0.816 | | |
| | 41 | 8 | | 0.816 | | |
| | 40 | 8 | | | | 0.920 |
| | 39 | 7 | | | | 0.917 |
| | 39 | 2 | | 0.848 | | |
| | 38 | 12 | | | | 0.956 |
| | 38 | 6 | | | | 0.914 |
| | 32 | 19 | | | | 0.909 |
| | 31 | 19 | | 0.800 | | |
| | 30 | 14 | | | 0.914 | |
| | 29 | 14 | | | | 0.920 |
| | 29 | 16 | | | | 0.920 |
| | 29 | 19 | | | 0.920 | |
| | 27 | 14 | | 0.818 | | |
| | 27 | 17 | | 0.818 | | 0.932 |
| | 26 | 16 | | 0.824 | | |
| | 26 | 17 | | | 0.940 | |
| | 23 | 16 | | | 0.967 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## NOX Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2016 | 60.7 or higher | 1 | | 0.711 | 0.838 | 0.838 |
| | 58 | 11 | | 0.665 | | 0.792 |
| | 47 | 7 | | | 0.640 | |
| | 47 | 9 | | | 0.640 | |
| | 46 | 8 | 0.634 | | | |
| | 46 | 9 | 0.634 | | | |
| | 46 | 12 | | 0.543 | | |
| | 45 | 8 | | | 0.628 | |
| | 45 | 2 | | | 0.661 | |
| | 45 | 6 | 0.628 | | | |
| | 45 | 7 | 0.628 | | | |
| | 44 | 2 | | | | 0.655 |
| | 44 | 9 | | 0.503 | | |
| | 44 | 12 | | | 0.655 | |
| | 43 | 9 | | | | 0.621 |
| | 42 | 7 | | 0.496 | | |
| | 41 | 6 | | 0.492 | | |
| | 41 | 8 | | 0.492 | | |
| | 40 | 8 | | | | 0.609 |
| | 39 | 2 | | 0.513 | | |
| | 39 | 7 | | | | 0.608 |
| | 38 | 6 | | | | 0.606 |
| | 38 | 12 | | | | 0.634 |
| | 32 | 19 | | | | 0.604 |
| | 31 | 19 | | 0.483 | | |
| | 30 | 14 | | | 0.607 | |
| | 29 | 14 | | | | 0.610 |
| | 29 | 16 | | | | 0.610 |
| | 29 | 19 | | | 0.610 | |
| | 27 | 14 | | 0.494 | | |
| | 27 | 17 | | 0.494 | | 0.619 |
| | 26 | 16 | | 0.497 | | |
| | 26 | 17 | | | 0.624 | |
| | 23 | 16 | | | 0.641 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## NOX Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2025 | 60.7 or higher | 1 | | 0.298 | 0.438 | 0.438 |
| | 58 | 11 | | 0.281 | | 0.420 |
| | 47 | 7 | | | 0.363 | |
| | 47 | 9 | | | 0.363 | |
| | 46 | 9 | 0.360 | | | |
| | 46 | 12 | | 0.234 | | |
| | 46 | 8 | 0.360 | | | |
| | 45 | 6 | 0.357 | | | |
| | 45 | 7 | 0.357 | | | |
| | 45 | 8 | | | 0.357 | |
| | 45 | 2 | | | 0.366 | |
| | 44 | 2 | | | | 0.363 |
| | 44 | 9 | | 0.223 | | |
| | 44 | 12 | | | 0.363 | |
| | 43 | 9 | | | | 0.354 |
| | 42 | 7 | | 0.220 | | |
| | 41 | 8 | | 0.219 | | |
| | 41 | 6 | | 0.219 | | |
| | 40 | 8 | | | | 0.348 |
| | 39 | 2 | | 0.221 | | |
| | 39 | 7 | | | | 0.347 |
| | 38 | 6 | | | | 0.347 |
| | 38 | 12 | | | | 0.353 |
| | 32 | 19 | | | | 0.346 |
| | 31 | 19 | | 0.215 | | |
| | 30 | 14 | | | 0.348 | |
| | 29 | 16 | | | | 0.351 |
| | 29 | 19 | | | 0.351 | |
| | 29 | 14 | | | | 0.351 |
| | 27 | 17 | | 0.221 | | 0.356 |
| | 27 | 14 | | 0.221 | | |
| | 26 | 16 | | 0.223 | | |
| | 26 | 17 | | | 0.359 | |
| | 23 | 16 | | | 0.371 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## NOX Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2030 | 60.7 or higher | 1 | | 0.225 | 0.364 | 0.364 |
| | 58 | 11 | | 0.214 | | 0.352 |
| | 47 | 9 | | | 0.311 | |
| | 47 | 7 | | | 0.311 | |
| | 46 | 12 | | 0.180 | | |
| | 46 | 9 | 0.309 | | | |
| | 46 | 8 | 0.309 | | | |
| | 45 | 2 | | | 0.312 | |
| | 45 | 6 | 0.307 | | | |
| | 45 | 7 | 0.307 | | | |
| | 45 | 8 | | | 0.307 | |
| | 44 | 2 | | | | 0.310 |
| | 44 | 9 | | 0.173 | | |
| | 44 | 12 | | | 0.310 | |
| | 43 | 9 | | | | 0.305 |
| | 42 | 7 | | 0.171 | | |
| | 41 | 8 | | 0.170 | | |
| | 41 | 6 | | 0.170 | | |
| | 40 | 8 | | | | 0.300 |
| | 39 | 2 | | 0.170 | | |
| | 39 | 7 | | | | 0.299 |
| | 38 | 6 | | | | 0.298 |
| | 38 | 12 | | | | 0.302 |
| | 32 | 19 | | | | 0.299 |
| | 31 | 19 | | 0.168 | | |
| | 30 | 14 | | | 0.301 | |
| | 29 | 14 | | | | 0.303 |
| | 29 | 16 | | | | 0.303 |
| | 29 | 19 | | | 0.303 | |
| | 27 | 14 | | 0.172 | | |
| | 27 | 17 | | 0.172 | | 0.308 |
| | 26 | 16 | | 0.174 | | |
| | 26 | 17 | | | 0.310 | |
| | 23 | 16 | | | 0.320 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

## NOX Composite Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2035 | 60.7 or higher | 1 | | 0.204 | 0.342 | 0.342 |
| | 58 | 11 | | 0.194 | | 0.332 |
| | 47 | 9 | | | 0.297 | |
| | 47 | 7 | | | 0.297 | |
| | 46 | 8 | 0.295 | | | |
| | 46 | 9 | 0.295 | | | |
| | 46 | 12 | | 0.166 | | |
| | 45 | 2 | | | 0.298 | |
| | 45 | 6 | 0.293 | | | |
| | 45 | 7 | 0.293 | | | |
| | 45 | 8 | | | 0.293 | |
| | 44 | 2 | | | | 0.296 |
| | 44 | 12 | | | 0.296 | |
| | 44 | 9 | | 0.160 | | |
| | 43 | 9 | | | | 0.291 |
| | 42 | 7 | | 0.158 | | |
| | 41 | 6 | | 0.157 | | |
| | 41 | 8 | | 0.157 | | |
| | 40 | 8 | | | | 0.287 |
| | 39 | 2 | | 0.157 | | |
| | 39 | 7 | | | | 0.286 |
| | 38 | 12 | | | | 0.289 |
| | 38 | 6 | | | | 0.286 |
| | 32 | 19 | | | | 0.286 |
| | 31 | 19 | | 0.155 | | |
| | 30 | 14 | | | 0.288 | |
| | 29 | 14 | | | | 0.290 |
| | 29 | 16 | | | | 0.290 |
| | 29 | 19 | | | 0.290 | |
| | 27 | 14 | | 0.160 | | |
| | 27 | 17 | | 0.160 | | 0.295 |
| | 26 | 16 | | 0.161 | | |
| | 26 | 17 | | | 0.297 | |
| | 23 | 16 | | | 0.306 | |

HPMS Federal Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# -J-

# EMISSIONS BY TOWN AND YEAR

# 2012 Portland, Maine Ozone Maintenance Area

## 01 Androscoggin County

Durham

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 45 | 286 | 0.600 | 0.171 | 0.952 | 0.272 |
| 7 | 45 | 59,084 | 0.600 | 35.462 | 0.952 | 56.218 |
| 8 | 46 | 17,303 | 0.597 | 10.333 | 0.962 | 16.638 |
| 9 | 46 | 22,687 | 0.597 | 13.549 | 0.962 | 21.816 |
| | | | *Total for Durham:* | **59.515** | | **94.944** |
| | | **Total for Androscoggin County:** | | **59.515 kg** | | **94.944 kg** |

## 05 Cumberland County

Brunswick

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 159,394 | 0.494 | 78.788 | 1.194 | 190.268 |
| 7 | 42 | 37,910 | 0.520 | 19.717 | 0.823 | 31.215 |
| 9 | 44 | 57,467 | 0.515 | 29.601 | 0.835 | 48.008 |
| 12 | 46 | 221,745 | 0.513 | 113.778 | 0.900 | 199.460 |
| 14 | 27 | 55,854 | 0.582 | 32.513 | 0.818 | 45.711 |
| 16 | 26 | 62,736 | 0.589 | 36.958 | 0.824 | 51.719 |
| 17 | 27 | 139,587 | 0.582 | 81.254 | 0.818 | 114.238 |
| 19 | 31 | 42,557 | 0.559 | 23.790 | 0.800 | 34.059 |
| | | | *Total for Brunswick:* | **416.397** | | **714.678** |

Cape Elizabeth

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 17 | 27 | 67,575 | 0.582 | 39.335 | 0.818 | 55.303 |
| 19 | 31 | 25,855 | 0.559 | 14.453 | 0.800 | 20.692 |
| | | | *Total for Cape Elizabeth:* | **53.789** | | **75.995** |

Casco

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 63,971 | 0.530 | 33.911 | 0.848 | 54.267 |
| 6 | 41 | 33,305 | 0.522 | 17.388 | 0.816 | 27.190 |
| 8 | 41 | 20,547 | 0.522 | 10.727 | 0.816 | 16.774 |
| 9 | 44 | 19,984 | 0.515 | 10.294 | 0.835 | 16.694 |
| | | | *Total for Casco:* | **72.321** | | **114.926** |

Cumberland

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 159,501 | 0.494 | 78.841 | 1.194 | 190.397 |
| 6 | 41 | 18,340 | 0.522 | 9.575 | 0.816 | 14.973 |
| 7 | 42 | 21,295 | 0.520 | 11.075 | 0.823 | 17.534 |
| 8 | 41 | 13,689 | 0.522 | 7.147 | 0.816 | 11.176 |
| 9 | 44 | 17,141 | 0.515 | 8.829 | 0.835 | 14.319 |
| 11 | 58 | 61,654 | 0.495 | 30.537 | 1.114 | 68.658 |
| 17 | 27 | 53,820 | 0.582 | 31.329 | 0.818 | 44.047 |
| 19 | 31 | 13,203 | 0.559 | 7.381 | 0.800 | 10.567 |
| | | | *Total for Cumberland:* | **184.715** | | **371.670** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Falmouth

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 242,206 | 0.494 | 119.722 | 1.194 | 289.121 |
| 6 | 41 | 25,551 | 0.522 | 13.340 | 0.816 | 20.860 |
| 7 | 42 | 61,372 | 0.520 | 31.920 | 0.823 | 50.534 |
| 8 | 41 | 12,918 | 0.522 | 6.744 | 0.816 | 10.546 |
| 9 | 44 | 26,649 | 0.515 | 13.727 | 0.835 | 22.263 |
| 11 | 58 | 199,634 | 0.495 | 98.879 | 1.114 | 222.313 |
| 14 | 27 | 9,084 | 0.582 | 5.288 | 0.818 | 7.435 |
| 16 | 26 | 25,656 | 0.589 | 15.114 | 0.824 | 21.151 |
| 17 | 27 | 124,889 | 0.582 | 72.698 | 0.818 | 102.209 |
| 19 | 31 | 11,327 | 0.559 | 6.332 | 0.800 | 9.065 |
| | | | *Total for Falmouth:* | **383.764** | | **755.497** |

Freeport

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 294,513 | 0.494 | 145.578 | 1.194 | 351.561 |
| 7 | 42 | 38,639 | 0.520 | 20.096 | 0.823 | 31.815 |
| 8 | 41 | 27,034 | 0.522 | 14.114 | 0.816 | 22.070 |
| 9 | 44 | 32,850 | 0.515 | 16.921 | 0.835 | 27.443 |
| 11 | 58 | 75,222 | 0.495 | 37.258 | 1.114 | 83.768 |
| 17 | 27 | 83,942 | 0.582 | 48.863 | 0.818 | 68.698 |
| 19 | 31 | 13,316 | 0.559 | 7.444 | 0.800 | 10.657 |
| | | | *Total for Freeport:* | **290.274** | | **596.013** |

Frye Island

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.515 | 0.000 | 0.835 | 0.000 |
| | | | *Total for Frye Island:* | **0.000** | | **0.000** |

Gorham

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 7,949 | 0.530 | 4.214 | 0.848 | 6.743 |
| 6 | 41 | 76,997 | 0.522 | 40.200 | 0.816 | 62.861 |
| 7 | 42 | 67,242 | 0.520 | 34.972 | 0.823 | 55.367 |
| 8 | 41 | 4,381 | 0.522 | 2.287 | 0.816 | 3.576 |
| 9 | 44 | 45,141 | 0.515 | 23.252 | 0.835 | 37.711 |
| 14 | 27 | 60,476 | 0.582 | 35.203 | 0.818 | 49.494 |
| 16 | 26 | 101,527 | 0.589 | 59.809 | 0.824 | 83.699 |
| 17 | 27 | 78,056 | 0.582 | 45.437 | 0.818 | 63.881 |
| 19 | 31 | 24,471 | 0.559 | 13.679 | 0.800 | 19.584 |
| | | | *Total for Gorham:* | **259.054** | | **382.916** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

### Gray

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 232,249 | 0.494 | 114.801 | 1.194 | 277.236 |
| 2 | 39 | 65,319 | 0.530 | 34.625 | 0.848 | 55.410 |
| 6 | 41 | 134,235 | 0.522 | 70.084 | 0.816 | 109.590 |
| 7 | 42 | 27,306 | 0.520 | 14.202 | 0.823 | 22.484 |
| 8 | 41 | 14,047 | 0.522 | 7.334 | 0.816 | 11.468 |
| 9 | 44 | 44,718 | 0.515 | 23.034 | 0.835 | 37.357 |
| | | | *Total for Gray:* | **264.080** | | **513.544** |

### Harpswell

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 85,161 | 0.520 | 44.292 | 0.823 | 70.122 |
| 8 | 41 | 11,155 | 0.522 | 5.824 | 0.816 | 9.107 |
| 9 | 44 | 8,592 | 0.515 | 4.426 | 0.835 | 7.178 |
| | | | *Total for Harpswell:* | **54.542** | | **86.406** |

### Long Island

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.515 | 0.000 | 0.835 | 0.000 |
| 19 | 31 | 180 | 0.559 | 0.100 | 0.800 | 0.144 |
| | | | *Total for Long Island:* | **0.100** | | **0.144** |

### New Gloucester

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 156,205 | 0.494 | 77.212 | 1.194 | 186.462 |
| 2 | 39 | 24,711 | 0.530 | 13.099 | 0.848 | 20.962 |
| 6 | 41 | 71,048 | 0.522 | 37.094 | 0.816 | 58.003 |
| 7 | 42 | 25,940 | 0.520 | 13.492 | 0.823 | 21.359 |
| 8 | 41 | 2,735 | 0.522 | 1.428 | 0.816 | 2.233 |
| 9 | 44 | 44,135 | 0.515 | 22.734 | 0.835 | 36.870 |
| | | | *Total for New Gloucester:* | **165.059** | | **325.891** |

### North Yarmouth

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 36,468 | 0.520 | 18.967 | 0.823 | 30.028 |
| 8 | 41 | 8,671 | 0.522 | 4.527 | 0.816 | 7.079 |
| 9 | 44 | 13,953 | 0.515 | 7.187 | 0.835 | 11.657 |
| 17 | 27 | 13,736 | 0.582 | 7.996 | 0.818 | 11.241 |
| 19 | 31 | 1,667 | 0.559 | 0.932 | 0.800 | 1.334 |
| | | | *Total for North Yarmouth:* | **39.609** | | **61.338** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Portland

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 591,024 | 0.495 | 292.734 | 1.114 | 658.164 |
| 12 | 46 | 34,052 | 0.513 | 17.472 | 0.900 | 30.630 |
| 14 | 27 | 475,966 | 0.582 | 277.060 | 0.818 | 389.530 |
| 16 | 26 | 178,751 | 0.589 | 105.302 | 0.824 | 147.362 |
| 17 | 27 | 182,172 | 0.582 | 106.042 | 0.818 | 149.090 |
| 19 | 31 | 108,772 | 0.559 | 60.804 | 0.800 | 87.051 |
| | | | *Total for Portland:* | **859.414** | | **1,461.827** |

Pownal

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 23,687 | 0.520 | 12.320 | 0.823 | 19.504 |
| 9 | 44 | 16,544 | 0.515 | 8.522 | 0.835 | 13.821 |
| | | | *Total for Pownal:* | **20.842** | | **33.325** |

Raymond

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 70,284 | 0.530 | 37.258 | 0.848 | 59.622 |
| 8 | 41 | 56,398 | 0.522 | 29.445 | 0.816 | 46.043 |
| 9 | 44 | 33,595 | 0.515 | 17.305 | 0.835 | 28.065 |
| | | | *Total for Raymond:* | **84.008** | | **133.731** |

Scarborough

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 383,616 | 0.494 | 189.622 | 1.194 | 457.923 |
| 7 | 42 | 12,082 | 0.520 | 6.284 | 0.823 | 9.949 |
| 8 | 41 | 51,387 | 0.522 | 26.829 | 0.816 | 41.952 |
| 9 | 44 | 35,889 | 0.515 | 18.486 | 0.835 | 29.981 |
| 11 | 58 | 60,809 | 0.495 | 30.119 | 1.114 | 67.717 |
| 12 | 46 | 23,423 | 0.513 | 12.018 | 0.900 | 21.069 |
| 16 | 26 | 280,554 | 0.589 | 165.274 | 0.824 | 231.289 |
| 17 | 27 | 207,086 | 0.582 | 120.545 | 0.818 | 169.479 |
| 19 | 31 | 49,159 | 0.559 | 27.480 | 0.800 | 39.342 |
| | | | *Total for Scarborough:* | **596.657** | | **1,068.701** |

South Portland

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 237,635 | 0.495 | 117.701 | 1.114 | 264.631 |
| 12 | 46 | 79,816 | 0.513 | 40.953 | 0.900 | 71.794 |
| 14 | 27 | 39,181 | 0.582 | 22.807 | 0.818 | 32.066 |
| 16 | 26 | 199,388 | 0.589 | 117.459 | 0.824 | 164.375 |
| 17 | 27 | 120,234 | 0.582 | 69.988 | 0.818 | 98.399 |
| 19 | 31 | 71,698 | 0.559 | 40.079 | 0.800 | 57.380 |
| | | | *Total for South Portland:* | **408.988** | | **688.646** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Standish

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 41 | 76,556 | 0.522 | 39.970 | 0.816 | 62.501 |
| 7 | 42 | 197,370 | 0.520 | 102.652 | 0.823 | 162.514 |
| 9 | 44 | 53,681 | 0.515 | 27.651 | 0.835 | 44.845 |
| | | | *Total for Standish:* | **170.273** | | **269.860** |

Westbrook

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 217 | 0.515 | 0.112 | 0.835 | 0.182 |
| 12 | 46 | 27,065 | 0.513 | 13.887 | 0.900 | 24.345 |
| 14 | 27 | 104,649 | 0.582 | 60.916 | 0.818 | 85.645 |
| 16 | 26 | 127,559 | 0.589 | 75.145 | 0.824 | 105.159 |
| 17 | 27 | 103,020 | 0.582 | 59.968 | 0.818 | 84.311 |
| 19 | 31 | 42,416 | 0.559 | 23.711 | 0.800 | 33.946 |
| 19 | 31 | 492 | 0.559 | 0.275 | 0.800 | 0.393 |
| | | | *Total for Westbrook:* | **234.013** | | **333.981** |

Windham

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 170,177 | 0.530 | 90.211 | 0.848 | 144.361 |
| 6 | 41 | 82,392 | 0.522 | 43.017 | 0.816 | 67.265 |
| 7 | 42 | 53,845 | 0.520 | 28.005 | 0.823 | 44.336 |
| 8 | 41 | 30,712 | 0.522 | 16.034 | 0.816 | 25.073 |
| 9 | 44 | 52,295 | 0.515 | 26.937 | 0.835 | 43.688 |
| 14 | 27 | 38,246 | 0.582 | 22.263 | 0.818 | 31.300 |
| 16 | 26 | 9,598 | 0.589 | 5.654 | 0.824 | 7.913 |
| 17 | 27 | 46,287 | 0.582 | 26.943 | 0.818 | 37.881 |
| 19 | 31 | 10,423 | 0.559 | 5.827 | 0.800 | 8.342 |
| | | | *Total for Windham:* | **264.891** | | **410.157** |

Yarmouth

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 2,965 | 0.515 | 1.527 | 0.835 | 2.477 |
| 11 | 58 | 137,207 | 0.495 | 67.959 | 1.114 | 152.794 |
| 17 | 27 | 98,546 | 0.582 | 57.363 | 0.818 | 80.650 |
| 19 | 31 | 36,771 | 0.559 | 20.555 | 0.800 | 29.428 |
| | | | *Total for Yarmouth:* | **147.405** | | **265.349** |
| | | | **Total for Cumberland County:** | **4,970.196 kg** | | **8,664.592 kg** |

## 23 Sagadahoc County

Arrowsic

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 18,183 | 0.594 | 10.804 | 0.972 | 17.667 |
| 9 | 47 | 1,729 | 0.594 | 1.027 | 0.972 | 1.680 |
| | | | *Total for Arrowsic:* | **11.832** | | **19.346** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Bath

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 792 | 0.594 | 0.471 | 0.972 | 0.769 |
| 8 | 45 | 2,470 | 0.600 | 1.483 | 0.952 | 2.350 |
| 9 | 47 | 7,966 | 0.594 | 4.733 | 0.972 | 7.740 |
| 12 | 44 | 36,118 | 0.605 | 21.862 | 0.991 | 35.775 |
| 14 | 30 | 5,142 | 0.663 | 3.409 | 0.914 | 4.697 |
| 16 | 23 | 2,893 | 0.722 | 2.089 | 0.967 | 2.796 |
| 17 | 26 | 58,052 | 0.692 | 40.184 | 0.940 | 54.540 |
| 19 | 29 | 23,652 | 0.669 | 15.828 | 0.920 | 21.748 |
| | | | *Total for Bath:* | **90.060** | | **130.416** |

Bowdoin

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 12,417 | 0.571 | 7.094 | 1.309 | 16.251 |
| 7 | 47 | 38,794 | 0.594 | 23.051 | 0.972 | 37.692 |
| 8 | 45 | 16,589 | 0.600 | 9.957 | 0.952 | 15.785 |
| 9 | 47 | 12,143 | 0.594 | 7.215 | 0.972 | 11.798 |
| | | | *Total for Bowdoin:* | **47.318** | | **81.526** |

Bowdoinham

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 196,060 | 0.571 | 112.009 | 1.309 | 256.584 |
| 7 | 47 | 28,300 | 0.594 | 16.816 | 0.972 | 27.496 |
| 8 | 45 | 2,717 | 0.600 | 1.631 | 0.952 | 2.586 |
| 9 | 47 | 8,519 | 0.594 | 5.062 | 0.972 | 8.277 |
| | | | *Total for Bowdoinham:* | **135.518** | | **294.942** |

Georgetown

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 14,533 | 0.594 | 8.636 | 0.972 | 14.120 |
| 9 | 47 | 7,988 | 0.594 | 4.747 | 0.972 | 7.761 |
| | | | *Total for Georgetown:* | **13.382** | | **21.882** |

Perkins Twp Swan Island

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 47 | 39 | 0.594 | 0.023 | 0.972 | 0.038 |
| | | | *Total for Perkins Twp Swan Island:* | **0.023** | | **0.038** |

Phippsburg

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 34,681 | 0.594 | 20.608 | 0.972 | 33.696 |
| 8 | 45 | 9,754 | 0.600 | 5.854 | 0.952 | 9.281 |
| 9 | 47 | 15,061 | 0.594 | 8.949 | 0.972 | 14.634 |
| | | | *Total for Phippsburg:* | **35.411** | | **57.611** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Richmond

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 132,711 | 0.571 | 75.818 | 1.309 | 173.679 |
| 7 | 47 | 51,251 | 0.594 | 30.453 | 0.972 | 49.795 |
| 8 | 45 | 5,236 | 0.600 | 3.142 | 0.952 | 4.982 |
| 9 | 47 | 9,102 | 0.594 | 5.408 | 0.972 | 8.843 |
| | | | *Total for Richmond:* | **114.822** | | **237.300** |

Topsham

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 146,237 | 0.571 | 83.545 | 1.309 | 191.381 |
| 2 | 45 | 90,223 | 0.602 | 54.341 | 1.002 | 90.358 |
| 7 | 47 | 27,186 | 0.594 | 16.154 | 0.972 | 26.414 |
| 8 | 45 | 14,779 | 0.600 | 8.870 | 0.952 | 14.062 |
| 9 | 47 | 11,483 | 0.594 | 6.823 | 0.972 | 11.157 |
| 14 | 30 | 58,531 | 0.663 | 38.812 | 0.914 | 53.468 |
| 16 | 23 | 19,642 | 0.722 | 14.186 | 0.967 | 18.984 |
| 17 | 26 | 29,414 | 0.692 | 20.360 | 0.940 | 27.634 |
| 19 | 29 | 20,614 | 0.669 | 13.795 | 0.920 | 18.955 |
| | | | *Total for Topsham:* | **256.887** | | **452.413** |

West Bath

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 63,832 | 0.602 | 38.446 | 1.002 | 63.928 |
| 7 | 47 | 24,016 | 0.594 | 14.270 | 0.972 | 23.334 |
| 8 | 45 | 11,359 | 0.600 | 6.817 | 0.952 | 10.808 |
| 9 | 47 | 14,749 | 0.594 | 8.764 | 0.972 | 14.330 |
| | | | *Total for West Bath:* | **68.297** | | **112.399** |

Woolwich

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 124,348 | 0.602 | 74.895 | 1.002 | 124.535 |
| 7 | 47 | 1,202 | 0.594 | 0.714 | 0.972 | 1.168 |
| 8 | 45 | 31,690 | 0.600 | 19.021 | 0.952 | 30.153 |
| 9 | 47 | 12,497 | 0.594 | 7.426 | 0.972 | 12.142 |
| | | | *Total for Woolwich:* | **102.055** | | **167.998** |
| | | **Total for Sagadahoc County:** | | **875.605 kg** | | **1,575.870 kg** |

## 31 York County

Alfred

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 86,114 | 0.605 | 52.125 | 0.991 | 85.296 |
| 6 | 38 | 22,125 | 0.621 | 13.744 | 0.914 | 20.231 |
| 8 | 40 | 476 | 0.615 | 0.293 | 0.920 | 0.438 |
| 9 | 43 | 29,492 | 0.605 | 17.849 | 0.940 | 27.708 |
| | | | *Total for Alfred:* | **84.010** | | **133.673** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 31 York County

Arundel

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 208,832 | 0.571 | 119.306 | 1.309 | 273.299 |
| 2 | 44 | 60,411 | 0.605 | 36.567 | 0.991 | 59.837 |
| 6 | 38 | 58,515 | 0.621 | 36.350 | 0.914 | 53.506 |
| 7 | 39 | 19,418 | 0.618 | 12.004 | 0.917 | 17.814 |
| 9 | 43 | 54,017 | 0.605 | 32.691 | 0.940 | 50.749 |
| | | | *Total for Arundel:* | **236.917** | | **455.204** |

Berwick

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 61,096 | 0.621 | 37.953 | 0.914 | 55.867 |
| 8 | 40 | 8,699 | 0.615 | 5.351 | 0.920 | 8.007 |
| 9 | 43 | 28,325 | 0.605 | 17.142 | 0.940 | 26.611 |
| 14 | 29 | 2,525 | 0.669 | 1.690 | 0.920 | 2.322 |
| 16 | 29 | 27,162 | 0.669 | 18.177 | 0.920 | 24.975 |
| 17 | 27 | 13,546 | 0.684 | 9.268 | 0.932 | 12.630 |
| 19 | 32 | 29,756 | 0.650 | 19.344 | 0.909 | 27.060 |
| | | | *Total for Berwick:* | **108.925** | | **157.471** |

Biddeford

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 165,550 | 0.571 | 94.579 | 1.309 | 216.656 |
| 2 | 44 | 34,665 | 0.605 | 20.982 | 0.991 | 34.335 |
| 6 | 38 | 45,000 | 0.621 | 27.954 | 0.914 | 41.148 |
| 7 | 39 | 16,779 | 0.618 | 10.373 | 0.917 | 15.393 |
| 8 | 40 | 31,697 | 0.615 | 19.497 | 0.920 | 29.174 |
| 9 | 43 | 24,762 | 0.605 | 14.986 | 0.940 | 23.264 |
| 16 | 29 | 56,635 | 0.669 | 37.900 | 0.920 | 52.076 |
| 17 | 27 | 112,129 | 0.684 | 76.719 | 0.932 | 104.549 |
| 19 | 32 | 29,008 | 0.650 | 18.858 | 0.909 | 26.380 |
| | | | *Total for Biddeford:* | **321.848** | | **542.975** |

Buxton

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 39,893 | 0.605 | 24.147 | 0.991 | 39.514 |
| 7 | 39 | 34,886 | 0.618 | 21.567 | 0.917 | 32.005 |
| 8 | 40 | 79,075 | 0.615 | 48.639 | 0.920 | 72.781 |
| 9 | 43 | 41,948 | 0.605 | 25.387 | 0.940 | 39.410 |
| | | | *Total for Buxton:* | **119.740** | | **183.709** |

Dayton

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 50,288 | 0.618 | 31.088 | 0.917 | 46.134 |
| 8 | 40 | 2,472 | 0.615 | 1.520 | 0.920 | 2.275 |
| 9 | 43 | 11,402 | 0.605 | 6.901 | 0.940 | 10.712 |
| | | | *Total for Dayton:* | **39.509** | | **59.122** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 31 York County

Eliot

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 0 | 0.618 | 0.000 | 0.917 | 0.000 |
| 8 | 40 | 1,886 | 0.615 | 1.160 | 0.920 | 1.736 |
| 9 | 43 | 3,138 | 0.605 | 1.899 | 0.940 | 2.948 |
| 16 | 29 | 90,520 | 0.669 | 60.576 | 0.920 | 83.233 |
| 17 | 27 | 37,175 | 0.684 | 25.435 | 0.932 | 34.662 |
| 19 | 32 | 14,741 | 0.650 | 9.583 | 0.909 | 13.405 |
| | | | *Total for Eliot:* | **98.653** | | **135.984** |

Hollis

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 41,314 | 0.605 | 25.008 | 0.991 | 40.922 |
| 7 | 39 | 64,123 | 0.618 | 39.641 | 0.917 | 58.827 |
| 8 | 40 | 22,306 | 0.615 | 13.721 | 0.920 | 20.531 |
| 9 | 43 | 25,546 | 0.605 | 15.461 | 0.940 | 24.001 |
| | | | *Total for Hollis:* | **93.830** | | **144.280** |

Kennebunk

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 240,521 | 0.571 | 137.409 | 1.309 | 314.769 |
| 6 | 38 | 42,209 | 0.621 | 26.220 | 0.914 | 38.596 |
| 7 | 39 | 129,035 | 0.618 | 79.770 | 0.917 | 118.377 |
| 8 | 40 | 46,368 | 0.615 | 28.521 | 0.920 | 42.677 |
| 9 | 43 | 46,868 | 0.605 | 28.365 | 0.940 | 44.033 |
| 19 | 32 | 0 | 0.650 | 0.000 | 0.909 | 0.000 |
| | | | *Total for Kennebunk:* | **300.285** | | **558.452** |

Kennebunkport

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 39,270 | 0.618 | 24.277 | 0.917 | 36.026 |
| 9 | 43 | 48,852 | 0.605 | 29.565 | 0.940 | 45.896 |
| | | | *Total for Kennebunkport:* | **53.842** | | **81.923** |

Kittery

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 127,272 | 0.571 | 72.710 | 1.309 | 166.560 |
| 6 | 38 | 13,287 | 0.621 | 8.254 | 0.914 | 12.149 |
| 7 | 39 | 3,015 | 0.618 | 1.864 | 0.917 | 2.766 |
| 8 | 40 | 4,056 | 0.615 | 2.495 | 0.920 | 3.733 |
| 9 | 43 | 9,443 | 0.605 | 5.715 | 0.940 | 8.872 |
| 11 | 58 | 141,730 | 0.574 | 81.396 | 1.228 | 174.002 |
| 12 | 38 | 17,093 | 0.625 | 10.685 | 0.956 | 16.348 |
| 14 | 29 | 30,589 | 0.669 | 20.470 | 0.920 | 28.126 |
| 16 | 29 | 84,907 | 0.669 | 56.819 | 0.920 | 78.072 |
| 17 | 27 | 38,621 | 0.684 | 26.425 | 0.932 | 36.011 |
| 19 | 32 | 14,677 | 0.650 | 9.541 | 0.909 | 13.347 |
| | | | *Total for Kittery:* | **296.373** | | **539.985** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 31 York County

Limington

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 41,519 | 0.621 | 25.792 | 0.914 | 37.965 |
| 7 | 39 | 30,816 | 0.618 | 19.050 | 0.917 | 28.270 |
| 8 | 40 | 3,792 | 0.615 | 2.332 | 0.920 | 3.490 |
| 9 | 43 | 17,169 | 0.605 | 10.390 | 0.940 | 16.130 |
| | | | *Total for Limington:* | **57.565** | | **85.855** |

Lyman

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 80,264 | 0.605 | 48.584 | 0.991 | 79.501 |
| 7 | 39 | 21,929 | 0.618 | 13.557 | 0.917 | 20.118 |
| 8 | 40 | 23,939 | 0.615 | 14.725 | 0.920 | 22.034 |
| 9 | 43 | 23,948 | 0.605 | 14.494 | 0.940 | 22.500 |
| | | | *Total for Lyman:* | **91.359** | | **144.152** |

North Berwick

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 90,574 | 0.621 | 56.264 | 0.914 | 82.820 |
| 8 | 40 | 4,499 | 0.615 | 2.768 | 0.920 | 4.141 |
| 9 | 43 | 43,021 | 0.605 | 26.037 | 0.940 | 40.419 |
| | | | *Total for North Berwick:* | **85.068** | | **127.380** |

Ogunquit

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 74,017 | 0.571 | 42.286 | 1.309 | 96.866 |
| 6 | 38 | 42,707 | 0.621 | 26.529 | 0.914 | 39.051 |
| 7 | 39 | 9,609 | 0.618 | 5.940 | 0.917 | 8.815 |
| 9 | 43 | 13,145 | 0.605 | 7.956 | 0.940 | 12.350 |
| | | | *Total for Ogunquit:* | **82.711** | | **157.082** |

Old Orchard Beach

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 12 | 38 | 755 | 0.625 | 0.472 | 0.956 | 0.722 |
| 17 | 27 | 86,264 | 0.684 | 59.022 | 0.932 | 80.433 |
| 19 | 32 | 29,235 | 0.650 | 19.006 | 0.909 | 26.586 |
| | | | *Total for Old Orchard Beach:* | **78.500** | | **107.741** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 31 York County

Saco

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 335,788 | 0.571 | 191.836 | 1.309 | 439.446 |
| 6 | 38 | 47,053 | 0.621 | 29.229 | 0.914 | 43.025 |
| 7 | 39 | 58,899 | 0.618 | 36.411 | 0.917 | 54.034 |
| 8 | 40 | 3,979 | 0.615 | 2.448 | 0.920 | 3.663 |
| 9 | 43 | 33,235 | 0.605 | 20.114 | 0.940 | 31.224 |
| 11 | 58 | 165,105 | 0.574 | 94.820 | 1.228 | 202.700 |
| 12 | 38 | 11,267 | 0.625 | 7.043 | 0.956 | 10.775 |
| 16 | 29 | 63,518 | 0.669 | 42.506 | 0.920 | 58.405 |
| 17 | 27 | 125,880 | 0.684 | 86.127 | 0.932 | 117.371 |
| 19 | 32 | 32,403 | 0.650 | 21.065 | 0.909 | 29.468 |
| | | | *Total for Saco:* | **531.599** | | **990.109** |

Sanford

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 34,459 | 0.605 | 20.858 | 0.991 | 34.132 |
| 6 | 38 | 58,619 | 0.621 | 36.414 | 0.914 | 53.601 |
| 7 | 39 | 26,686 | 0.618 | 16.497 | 0.917 | 24.482 |
| 8 | 40 | 12,074 | 0.615 | 7.427 | 0.920 | 11.113 |
| 9 | 43 | 42,074 | 0.605 | 25.463 | 0.940 | 39.529 |
| 14 | 29 | 132,759 | 0.669 | 88.842 | 0.920 | 122.072 |
| 16 | 29 | 46,679 | 0.669 | 31.238 | 0.920 | 42.922 |
| 17 | 27 | 78,438 | 0.684 | 53.667 | 0.932 | 73.136 |
| 19 | 32 | 47,289 | 0.650 | 30.742 | 0.909 | 43.004 |
| | | | *Total for Sanford:* | **311.150** | | **443.990** |

South Berwick

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 25,298 | 0.621 | 15.715 | 0.914 | 23.133 |
| 7 | 39 | 9,381 | 0.618 | 5.800 | 0.917 | 8.606 |
| 9 | 43 | 20,452 | 0.605 | 12.377 | 0.940 | 19.214 |
| 16 | 29 | 62,095 | 0.669 | 41.554 | 0.920 | 57.096 |
| 17 | 27 | 6,179 | 0.684 | 4.228 | 0.932 | 5.761 |
| 19 | 32 | 26,799 | 0.650 | 17.422 | 0.909 | 24.371 |
| | | | *Total for South Berwick:* | **97.095** | | **138.181** |

Wells

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 461,444 | 0.571 | 263.623 | 1.309 | 603.891 |
| 2 | 44 | 54,692 | 0.605 | 33.105 | 0.991 | 54.173 |
| 6 | 38 | 188,190 | 0.621 | 116.904 | 0.914 | 172.081 |
| 7 | 39 | 14,779 | 0.618 | 9.136 | 0.917 | 13.558 |
| 8 | 40 | 26,838 | 0.615 | 16.508 | 0.920 | 24.702 |
| 9 | 43 | 76,626 | 0.605 | 46.374 | 0.940 | 71.990 |
| | | | *Total for Wells:* | **485.650** | | **940.395** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2012 Portland, Maine Ozone Maintenance Area

## 31 York County

York

| HPMS FFC | Avg Speed | 2012 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 523,016 | 0.571 | 298.799 | 1.309 | 684.471 |
| 6 | 38 | 161,096 | 0.621 | 100.073 | 0.914 | 147.306 |
| 7 | 39 | 108,866 | 0.618 | 67.301 | 0.917 | 99.874 |
| 8 | 40 | 40,529 | 0.615 | 24.930 | 0.920 | 37.303 |
| 9 | 43 | 84,072 | 0.605 | 50.881 | 0.940 | 78.986 |
| | | | *Total for York:* | **541.983** | | **1,047.940** |
| | | | **Total for York County:** | **4,116.611 kg** | | **7,175.605 kg** |
| | | **2012 Portland, Maine Ozone Maintenance Area:** | | **10,021.927 kg** | | **17,511.012 kg** |
| | | | | **11.044 tons** | | **19.297 tons** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 01 Androscoggin County

Durham

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 45 | 294 | 0.473 | 0.139 | 0.628 | 0.185 |
| 7 | 45 | 60,783 | 0.473 | 28.726 | 0.628 | 38.178 |
| 8 | 46 | 17,801 | 0.471 | 8.375 | 0.634 | 11.287 |
| 9 | 46 | 23,340 | 0.471 | 10.981 | 0.634 | 14.800 |
| | | | *Total for Durham:* | **48.221** | | **64.449** |
| | | **Total for Androscoggin County:** | | **48.221 kg** | | **64.449 kg** |

## 05 Cumberland County

Brunswick

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 164,141 | 0.369 | 60.486 | 0.711 | 116.753 |
| 7 | 42 | 39,039 | 0.385 | 15.046 | 0.496 | 19.359 |
| 9 | 44 | 59,178 | 0.382 | 22.577 | 0.503 | 29.767 |
| 12 | 46 | 228,349 | 0.380 | 86.864 | 0.543 | 123.994 |
| 14 | 27 | 57,517 | 0.432 | 24.870 | 0.494 | 28.408 |
| 16 | 26 | 64,604 | 0.438 | 28.316 | 0.497 | 32.108 |
| 17 | 27 | 143,744 | 0.432 | 62.155 | 0.494 | 70.995 |
| 19 | 31 | 43,825 | 0.414 | 18.161 | 0.483 | 21.163 |
| | | | *Total for Brunswick:* | **318.474** | | **442.547** |

Cape Elizabeth

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 17 | 27 | 68,561 | 0.432 | 29.646 | 0.494 | 33.862 |
| 19 | 31 | 26,759 | 0.414 | 11.089 | 0.483 | 12.922 |
| | | | *Total for Cape Elizabeth:* | **40.735** | | **46.784** |

Casco

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 65,877 | 0.393 | 25.909 | 0.513 | 33.788 |
| 6 | 41 | 34,297 | 0.387 | 13.287 | 0.492 | 16.874 |
| 8 | 41 | 21,158 | 0.387 | 8.197 | 0.492 | 10.410 |
| 9 | 44 | 20,579 | 0.382 | 7.851 | 0.503 | 10.351 |
| | | | *Total for Casco:* | **55.243** | | **71.423** |

Cumberland

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 164,251 | 0.369 | 60.527 | 0.711 | 116.832 |
| 6 | 41 | 18,886 | 0.387 | 7.316 | 0.492 | 9.292 |
| 7 | 42 | 21,929 | 0.385 | 8.451 | 0.496 | 10.875 |
| 8 | 41 | 14,097 | 0.387 | 5.461 | 0.492 | 6.936 |
| 9 | 44 | 17,651 | 0.382 | 6.734 | 0.503 | 8.878 |
| 11 | 58 | 62,073 | 0.369 | 22.880 | 0.665 | 41.297 |
| 17 | 27 | 56,655 | 0.432 | 24.498 | 0.494 | 27.982 |
| 19 | 31 | 13,338 | 0.414 | 5.527 | 0.483 | 6.441 |
| | | | *Total for Cumberland:* | **141.394** | | **228.532** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Falmouth

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 249,419 | 0.369 | 91.911 | 0.711 | 177.412 |
| 6 | 41 | 26,312 | 0.387 | 10.193 | 0.492 | 12.946 |
| 7 | 42 | 63,200 | 0.385 | 24.357 | 0.496 | 31.341 |
| 8 | 41 | 13,303 | 0.387 | 5.153 | 0.492 | 6.545 |
| 9 | 44 | 27,443 | 0.382 | 10.469 | 0.503 | 13.804 |
| 11 | 58 | 203,060 | 0.369 | 74.848 | 0.665 | 135.096 |
| 14 | 27 | 9,355 | 0.432 | 4.045 | 0.494 | 4.620 |
| 16 | 26 | 26,434 | 0.438 | 11.586 | 0.497 | 13.138 |
| 17 | 27 | 128,498 | 0.432 | 55.563 | 0.494 | 63.465 |
| 19 | 31 | 12,851 | 0.414 | 5.325 | 0.483 | 6.206 |
| | | | *Total for Falmouth:* | **293.452** | | **464.572** |

Freeport

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 303,284 | 0.369 | 111.760 | 0.711 | 215.726 |
| 7 | 42 | 39,790 | 0.385 | 15.335 | 0.496 | 19.732 |
| 8 | 41 | 27,839 | 0.387 | 10.785 | 0.492 | 13.697 |
| 9 | 44 | 33,829 | 0.382 | 12.906 | 0.503 | 17.016 |
| 11 | 58 | 77,655 | 0.369 | 28.624 | 0.665 | 51.664 |
| 17 | 27 | 86,817 | 0.432 | 37.539 | 0.494 | 42.879 |
| 19 | 31 | 14,172 | 0.414 | 5.873 | 0.483 | 6.844 |
| | | | *Total for Freeport:* | **222.822** | | **367.557** |

Frye Island

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.382 | 0.000 | 0.503 | 0.000 |
| | | | *Total for Frye Island:* | **0.000** | | **0.000** |

Gorham

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 8,186 | 0.393 | 3.220 | 0.513 | 4.199 |
| 6 | 41 | 79,290 | 0.387 | 30.717 | 0.492 | 39.011 |
| 7 | 42 | 69,244 | 0.385 | 26.687 | 0.496 | 34.338 |
| 8 | 41 | 4,511 | 0.387 | 1.748 | 0.492 | 2.220 |
| 9 | 44 | 46,486 | 0.382 | 17.734 | 0.503 | 23.382 |
| 14 | 27 | 62,277 | 0.432 | 26.929 | 0.494 | 30.759 |
| 16 | 26 | 106,642 | 0.438 | 46.741 | 0.497 | 53.001 |
| 17 | 27 | 82,349 | 0.432 | 35.608 | 0.494 | 40.672 |
| 19 | 31 | 26,383 | 0.414 | 10.933 | 0.483 | 12.740 |
| | | | *Total for Gorham:* | **200.316** | | **240.321** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Gray

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 239,166 | 0.369 | 88.132 | 0.711 | 170.118 |
| 2 | 39 | 67,264 | 0.393 | 26.455 | 0.513 | 34.500 |
| 6 | 41 | 138,233 | 0.387 | 53.551 | 0.492 | 68.011 |
| 7 | 42 | 28,119 | 0.385 | 10.837 | 0.496 | 13.944 |
| 8 | 41 | 14,466 | 0.387 | 5.604 | 0.492 | 7.117 |
| 9 | 44 | 46,050 | 0.382 | 17.568 | 0.503 | 23.163 |
| | | | *Total for Gray:* | **202.148** | | **316.853** |

Harpswell

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 87,697 | 0.385 | 33.798 | 0.496 | 43.489 |
| 8 | 41 | 11,487 | 0.387 | 4.450 | 0.492 | 5.651 |
| 9 | 44 | 8,848 | 0.382 | 3.375 | 0.503 | 4.450 |
| | | | *Total for Harpswell:* | **41.624** | | **53.591** |

Long Island

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.382 | 0.000 | 0.503 | 0.000 |
| 19 | 31 | 185 | 0.414 | 0.077 | 0.483 | 0.089 |
| | | | *Total for Long Island:* | **0.077** | | **0.089** |

New Gloucester

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 160,857 | 0.369 | 59.276 | 0.711 | 114.418 |
| 2 | 39 | 25,447 | 0.393 | 10.008 | 0.513 | 13.052 |
| 6 | 41 | 73,164 | 0.387 | 28.344 | 0.492 | 35.997 |
| 7 | 42 | 26,713 | 0.385 | 10.295 | 0.496 | 13.247 |
| 8 | 41 | 2,817 | 0.387 | 1.091 | 0.492 | 1.386 |
| 9 | 44 | 45,449 | 0.382 | 17.339 | 0.503 | 22.861 |
| | | | *Total for New Gloucester:* | **126.353** | | **200.960** |

North Yarmouth

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 37,554 | 0.385 | 14.473 | 0.496 | 18.623 |
| 8 | 41 | 8,929 | 0.387 | 3.459 | 0.492 | 4.393 |
| 9 | 44 | 14,369 | 0.382 | 5.482 | 0.503 | 7.227 |
| 17 | 27 | 14,178 | 0.432 | 6.130 | 0.494 | 7.002 |
| 19 | 31 | 1,562 | 0.414 | 0.647 | 0.483 | 0.754 |
| | | | *Total for North Yarmouth:* | **30.192** | | **38.001** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Portland

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 601,384 | 0.369 | 221.670 | 0.665 | 400.101 |
| 12 | 46 | 38,298 | 0.380 | 14.569 | 0.543 | 20.796 |
| 14 | 27 | 490,140 | 0.432 | 211.937 | 0.494 | 242.080 |
| 16 | 26 | 184,142 | 0.438 | 80.709 | 0.497 | 91.518 |
| 17 | 27 | 184,892 | 0.432 | 79.947 | 0.494 | 91.318 |
| 19 | 31 | 112,482 | 0.414 | 46.613 | 0.483 | 54.318 |
| | | | *Total for Portland:* | **655.444** | | **900.131** |

Pownal

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 24,393 | 0.385 | 9.401 | 0.496 | 12.096 |
| 9 | 44 | 17,037 | 0.382 | 6.500 | 0.503 | 8.570 |
| | | | *Total for Pownal:* | **15.901** | | **20.666** |

Raymond

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 72,377 | 0.393 | 28.466 | 0.513 | 37.122 |
| 8 | 41 | 58,078 | 0.387 | 22.499 | 0.492 | 28.574 |
| 9 | 44 | 34,595 | 0.382 | 13.198 | 0.503 | 17.401 |
| | | | *Total for Raymond:* | **64.163** | | **83.098** |

Scarborough

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 395,041 | 0.369 | 145.573 | 0.711 | 280.993 |
| 7 | 42 | 12,442 | 0.385 | 4.795 | 0.496 | 6.170 |
| 8 | 41 | 52,917 | 0.387 | 20.500 | 0.492 | 26.035 |
| 9 | 44 | 36,957 | 0.382 | 14.099 | 0.503 | 18.590 |
| 11 | 58 | 62,260 | 0.369 | 22.949 | 0.665 | 41.421 |
| 12 | 46 | 24,253 | 0.380 | 9.226 | 0.543 | 13.169 |
| 16 | 26 | 290,063 | 0.438 | 127.135 | 0.497 | 144.161 |
| 17 | 27 | 212,776 | 0.432 | 92.004 | 0.494 | 105.090 |
| 19 | 31 | 52,208 | 0.414 | 21.635 | 0.483 | 25.211 |
| | | | *Total for Scarborough:* | **457.916** | | **660.841** |

South Portland

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 242,109 | 0.369 | 89.241 | 0.665 | 161.075 |
| 12 | 46 | 82,626 | 0.380 | 31.431 | 0.543 | 44.866 |
| 14 | 27 | 40,348 | 0.432 | 17.447 | 0.494 | 19.928 |
| 16 | 26 | 205,298 | 0.438 | 89.982 | 0.497 | 102.033 |
| 17 | 27 | 124,072 | 0.432 | 53.649 | 0.494 | 61.279 |
| 19 | 31 | 76,922 | 0.414 | 31.877 | 0.483 | 37.146 |
| | | | *Total for South Portland:* | **313.627** | | **426.328** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Standish

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 41 | 78,836 | 0.387 | 30.541 | 0.492 | 38.787 |
| 7 | 42 | 203,248 | 0.385 | 78.332 | 0.496 | 100.791 |
| 9 | 44 | 55,280 | 0.382 | 21.089 | 0.503 | 27.806 |
| | | | *Total for Standish:* | **129.962** | | **167.384** |

Westbrook

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 224 | 0.382 | 0.085 | 0.503 | 0.113 |
| 12 | 46 | 28,653 | 0.380 | 10.900 | 0.543 | 15.559 |
| 14 | 27 | 107,766 | 0.432 | 46.598 | 0.494 | 53.226 |
| 16 | 26 | 131,137 | 0.438 | 57.477 | 0.497 | 65.175 |
| 17 | 27 | 106,706 | 0.432 | 46.140 | 0.494 | 52.702 |
| 19 | 31 | 44,247 | 0.414 | 18.336 | 0.483 | 21.367 |
| 19 | 31 | 506 | 0.414 | 0.210 | 0.483 | 0.244 |
| | | | *Total for Westbrook:* | **179.746** | | **208.385** |

Windham

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 175,245 | 0.393 | 68.924 | 0.513 | 89.883 |
| 6 | 41 | 84,845 | 0.387 | 32.869 | 0.492 | 41.744 |
| 7 | 42 | 55,448 | 0.385 | 21.370 | 0.496 | 27.497 |
| 8 | 41 | 31,626 | 0.387 | 12.252 | 0.492 | 15.560 |
| 9 | 44 | 53,853 | 0.382 | 20.545 | 0.503 | 27.088 |
| 14 | 27 | 39,385 | 0.432 | 17.030 | 0.494 | 19.452 |
| 16 | 26 | 10,069 | 0.438 | 4.413 | 0.497 | 5.004 |
| 17 | 27 | 47,809 | 0.432 | 20.672 | 0.494 | 23.613 |
| 19 | 31 | 10,765 | 0.414 | 4.461 | 0.483 | 5.198 |
| | | | *Total for Windham:* | **202.536** | | **255.039** |

Yarmouth

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 3,054 | 0.382 | 1.165 | 0.503 | 1.536 |
| 11 | 58 | 142,505 | 0.369 | 52.527 | 0.665 | 94.809 |
| 17 | 27 | 97,125 | 0.432 | 41.997 | 0.494 | 47.970 |
| 19 | 31 | 37,695 | 0.414 | 15.621 | 0.483 | 18.203 |
| | | | *Total for Yarmouth:* | **111.310** | | **162.518** |
| | | | **Total for Cumberland County:** | **3,803.435 kg** | | **5,355.621 kg** |

## 23 Sagadahoc County

Arrowsic

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 18,589 | 0.469 | 8.709 | 0.640 | 11.899 |
| 9 | 47 | 1,767 | 0.469 | 0.828 | 0.640 | 1.131 |
| | | | *Total for Arrowsic:* | **9.537** | | **13.030** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Bath

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 810 | 0.469 | 0.379 | 0.640 | 0.518 |
| 8 | 45 | 2,525 | 0.473 | 1.194 | 0.628 | 1.586 |
| 9 | 47 | 8,144 | 0.469 | 3.816 | 0.640 | 5.213 |
| 12 | 44 | 36,925 | 0.478 | 17.632 | 0.655 | 24.186 |
| 14 | 30 | 5,256 | 0.524 | 2.752 | 0.607 | 3.190 |
| 16 | 23 | 2,957 | 0.571 | 1.688 | 0.641 | 1.896 |
| 17 | 26 | 59,350 | 0.547 | 32.441 | 0.624 | 37.034 |
| 19 | 29 | 24,181 | 0.529 | 12.780 | 0.610 | 14.750 |
| | | | *Total for Bath:* | **72.680** | | **88.374** |

Bowdoin

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 12,695 | 0.451 | 5.722 | 0.838 | 10.642 |
| 7 | 47 | 39,661 | 0.469 | 18.581 | 0.640 | 25.387 |
| 8 | 45 | 16,960 | 0.473 | 8.015 | 0.628 | 10.652 |
| 9 | 47 | 12,414 | 0.469 | 5.816 | 0.640 | 7.947 |
| | | | *Total for Bowdoin:* | **38.134** | | **54.628** |

Bowdoinham

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 200,441 | 0.451 | 90.339 | 0.838 | 168.030 |
| 7 | 47 | 28,932 | 0.469 | 13.555 | 0.640 | 18.519 |
| 8 | 45 | 2,778 | 0.473 | 1.313 | 0.628 | 1.745 |
| 9 | 47 | 8,709 | 0.469 | 4.080 | 0.640 | 5.575 |
| | | | *Total for Bowdoinham:* | **109.287** | | **193.869** |

Georgetown

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 14,858 | 0.469 | 6.961 | 0.640 | 9.510 |
| 9 | 47 | 8,167 | 0.469 | 3.826 | 0.640 | 5.228 |
| | | | *Total for Georgetown:* | **10.787** | | **14.738** |

Perkins Twp Swan Island

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 47 | 40 | 0.469 | 0.019 | 0.640 | 0.026 |
| | | | *Total for Perkins Twp Swan Island:* | **0.019** | | **0.026** |

Phippsburg

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 35,456 | 0.469 | 16.611 | 0.640 | 22.696 |
| 8 | 45 | 9,972 | 0.473 | 4.713 | 0.628 | 6.263 |
| 9 | 47 | 15,398 | 0.469 | 7.214 | 0.640 | 9.856 |
| | | | *Total for Phippsburg:* | **28.538** | | **38.815** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Richmond

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 135,677 | 0.451 | 61.150 | 0.838 | 113.738 |
| 7 | 47 | 52,396 | 0.469 | 24.548 | 0.640 | 33.539 |
| 8 | 45 | 5,353 | 0.473 | 2.530 | 0.628 | 3.362 |
| 9 | 47 | 9,305 | 0.469 | 4.360 | 0.640 | 5.956 |
| | | | *Total for Richmond:* | **92.586** | | **156.595** |

Topsham

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 149,505 | 0.451 | 67.382 | 0.838 | 125.330 |
| 2 | 45 | 92,239 | 0.475 | 43.777 | 0.661 | 60.979 |
| 7 | 47 | 27,793 | 0.469 | 13.021 | 0.640 | 17.790 |
| 8 | 45 | 15,109 | 0.473 | 7.141 | 0.628 | 9.490 |
| 9 | 47 | 11,740 | 0.469 | 5.500 | 0.640 | 7.515 |
| 14 | 30 | 59,839 | 0.524 | 31.326 | 0.607 | 36.316 |
| 16 | 23 | 20,081 | 0.571 | 11.458 | 0.641 | 12.874 |
| 17 | 26 | 30,071 | 0.547 | 16.437 | 0.624 | 18.764 |
| 19 | 29 | 21,075 | 0.529 | 11.138 | 0.610 | 12.856 |
| | | | *Total for Topsham:* | **207.179** | | **301.915** |

West Bath

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 65,258 | 0.475 | 30.972 | 0.661 | 43.142 |
| 7 | 47 | 24,552 | 0.469 | 11.503 | 0.640 | 15.716 |
| 8 | 45 | 11,612 | 0.473 | 5.488 | 0.628 | 7.294 |
| 9 | 47 | 15,079 | 0.469 | 7.064 | 0.640 | 9.652 |
| | | | *Total for West Bath:* | **55.027** | | **75.804** |

Woolwich

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 127,127 | 0.475 | 60.334 | 0.661 | 84.044 |
| 7 | 47 | 1,229 | 0.469 | 0.576 | 0.640 | 0.786 |
| 8 | 45 | 32,399 | 0.473 | 15.312 | 0.628 | 20.350 |
| 9 | 47 | 12,776 | 0.469 | 5.986 | 0.640 | 8.178 |
| | | | *Total for Woolwich:* | **82.207** | | **113.357** |
| | | **Total for Sagadahoc County:** | | **705.981 kg** | | **1,051.152 kg** |

## 31 York County

Alfred

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 88,665 | 0.478 | 42.337 | 0.655 | 58.075 |
| 6 | 38 | 22,781 | 0.491 | 11.174 | 0.606 | 13.805 |
| 8 | 40 | 490 | 0.485 | 0.237 | 0.609 | 0.298 |
| 9 | 43 | 30,366 | 0.478 | 14.500 | 0.621 | 18.860 |
| | | | *Total for Alfred:* | **68.248** | | **91.039** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 31 York County

Arundel

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 215,018 | 0.451 | 96.909 | 0.838 | 180.250 |
| 2 | 44 | 62,200 | 0.478 | 29.701 | 0.655 | 40.741 |
| 6 | 38 | 60,248 | 0.491 | 29.552 | 0.606 | 36.511 |
| 7 | 39 | 19,993 | 0.488 | 9.747 | 0.608 | 12.156 |
| 9 | 43 | 55,617 | 0.478 | 26.557 | 0.621 | 34.544 |
| | | | *Total for Arundel:* | **192.465** | | **304.201** |

Berwick

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 62,906 | 0.491 | 30.856 | 0.606 | 38.121 |
| 8 | 40 | 8,957 | 0.485 | 4.340 | 0.609 | 5.455 |
| 9 | 43 | 29,164 | 0.478 | 13.926 | 0.621 | 18.114 |
| 14 | 29 | 2,600 | 0.529 | 1.374 | 0.610 | 1.586 |
| 16 | 29 | 27,966 | 0.529 | 14.780 | 0.610 | 17.060 |
| 17 | 27 | 13,947 | 0.541 | 7.538 | 0.619 | 8.633 |
| 19 | 32 | 30,637 | 0.513 | 15.701 | 0.604 | 18.502 |
| | | | *Total for Berwick:* | **88.515** | | **107.470** |

Biddeford

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 170,454 | 0.451 | 76.824 | 0.838 | 142.892 |
| 2 | 44 | 35,691 | 0.478 | 17.043 | 0.655 | 23.378 |
| 6 | 38 | 46,333 | 0.491 | 22.726 | 0.606 | 28.078 |
| 7 | 39 | 17,276 | 0.488 | 8.422 | 0.608 | 10.504 |
| 8 | 40 | 32,636 | 0.485 | 15.812 | 0.609 | 19.875 |
| 9 | 43 | 25,496 | 0.478 | 12.174 | 0.621 | 15.835 |
| 16 | 29 | 57,670 | 0.529 | 30.478 | 0.610 | 35.178 |
| 17 | 27 | 114,455 | 0.541 | 61.863 | 0.619 | 70.848 |
| 19 | 32 | 30,114 | 0.513 | 15.434 | 0.604 | 18.186 |
| | | | *Total for Biddeford:* | **260.776** | | **364.774** |

Buxton

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 41,074 | 0.478 | 19.613 | 0.655 | 26.904 |
| 7 | 39 | 35,920 | 0.488 | 17.511 | 0.608 | 21.839 |
| 8 | 40 | 81,418 | 0.485 | 39.447 | 0.609 | 49.583 |
| 9 | 43 | 43,191 | 0.478 | 20.623 | 0.621 | 26.826 |
| | | | *Total for Buxton:* | **97.194** | | **125.152** |

Dayton

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 51,778 | 0.488 | 25.242 | 0.608 | 31.481 |
| 8 | 40 | 2,545 | 0.485 | 1.233 | 0.609 | 1.550 |
| 9 | 43 | 11,740 | 0.478 | 5.606 | 0.621 | 7.292 |
| | | | *Total for Dayton:* | **32.080** | | **40.322** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 31 York County

Eliot

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 0 | 0.488 | 0.000 | 0.608 | 0.000 |
| 8 | 40 | 1,942 | 0.485 | 0.941 | 0.609 | 1.182 |
| 9 | 43 | 3,231 | 0.478 | 1.543 | 0.621 | 2.007 |
| 16 | 29 | 93,202 | 0.529 | 49.257 | 0.610 | 56.853 |
| 17 | 27 | 38,276 | 0.541 | 20.688 | 0.619 | 23.693 |
| 19 | 32 | 15,178 | 0.513 | 7.778 | 0.604 | 9.166 |
| | | | *Total for Eliot:* | **80.207** | | **92.901** |

Hollis

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 42,538 | 0.478 | 20.312 | 0.655 | 27.862 |
| 7 | 39 | 66,023 | 0.488 | 32.186 | 0.608 | 40.142 |
| 8 | 40 | 22,967 | 0.485 | 11.128 | 0.609 | 13.987 |
| 9 | 43 | 26,303 | 0.478 | 12.560 | 0.621 | 16.337 |
| | | | *Total for Hollis:* | **76.185** | | **98.328** |

Kennebunk

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 247,645 | 0.451 | 111.614 | 0.838 | 207.601 |
| 6 | 38 | 43,459 | 0.491 | 21.317 | 0.606 | 26.336 |
| 7 | 39 | 132,858 | 0.488 | 64.768 | 0.608 | 80.777 |
| 8 | 40 | 47,742 | 0.485 | 23.131 | 0.609 | 29.075 |
| 9 | 43 | 48,257 | 0.478 | 23.043 | 0.621 | 29.972 |
| 19 | 32 | 0 | 0.513 | 0.000 | 0.604 | 0.000 |
| | | | *Total for Kennebunk:* | **243.872** | | **373.762** |

Kennebunkport

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 40,433 | 0.488 | 19.711 | 0.608 | 24.584 |
| 9 | 43 | 50,299 | 0.478 | 24.018 | 0.621 | 31.241 |
| | | | *Total for Kennebunkport:* | **43.729** | | **55.824** |

Kittery

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 131,042 | 0.451 | 59.060 | 0.838 | 109.852 |
| 6 | 38 | 13,680 | 0.491 | 6.710 | 0.606 | 8.290 |
| 7 | 39 | 3,104 | 0.488 | 1.513 | 0.608 | 1.887 |
| 8 | 40 | 4,176 | 0.485 | 2.023 | 0.609 | 2.543 |
| 9 | 43 | 9,723 | 0.478 | 4.643 | 0.621 | 6.039 |
| 11 | 58 | 145,928 | 0.453 | 66.062 | 0.792 | 115.619 |
| 12 | 38 | 17,599 | 0.493 | 8.668 | 0.634 | 11.158 |
| 14 | 29 | 31,495 | 0.529 | 16.645 | 0.610 | 19.212 |
| 16 | 29 | 87,422 | 0.529 | 46.202 | 0.610 | 53.327 |
| 17 | 27 | 39,765 | 0.541 | 21.493 | 0.619 | 24.615 |
| 19 | 32 | 15,111 | 0.513 | 7.745 | 0.604 | 9.126 |
| | | | *Total for Kittery:* | **240.764** | | **361.668** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 31 York County

Limington

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 42,749 | 0.491 | 20.968 | 0.606 | 25.906 |
| 7 | 39 | 31,728 | 0.488 | 15.468 | 0.608 | 19.291 |
| 8 | 40 | 3,904 | 0.485 | 1.892 | 0.609 | 2.378 |
| 9 | 43 | 17,677 | 0.478 | 8.441 | 0.621 | 10.979 |
| | | | *Total for Limington:* | **46.768** | | **58.554** |

Lyman

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 82,641 | 0.478 | 39.461 | 0.655 | 54.130 |
| 7 | 39 | 22,579 | 0.488 | 11.007 | 0.608 | 13.728 |
| 8 | 40 | 24,648 | 0.485 | 11.942 | 0.609 | 15.011 |
| 9 | 43 | 24,658 | 0.478 | 11.774 | 0.621 | 15.315 |
| | | | *Total for Lyman:* | **74.184** | | **98.184** |

North Berwick

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 93,257 | 0.491 | 45.742 | 0.606 | 56.513 |
| 8 | 40 | 4,633 | 0.485 | 2.244 | 0.609 | 2.821 |
| 9 | 43 | 44,296 | 0.478 | 21.151 | 0.621 | 27.512 |
| | | | *Total for North Berwick:* | **69.138** | | **86.847** |

Ogunquit

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 76,209 | 0.451 | 34.348 | 0.838 | 63.886 |
| 6 | 38 | 43,972 | 0.491 | 21.568 | 0.606 | 26.647 |
| 7 | 39 | 9,893 | 0.488 | 4.823 | 0.608 | 6.015 |
| 9 | 43 | 13,535 | 0.478 | 6.463 | 0.621 | 8.406 |
| | | | *Total for Ogunquit:* | **67.202** | | **104.955** |

Old Orchard Beach

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 12 | 38 | 791 | 0.493 | 0.390 | 0.634 | 0.502 |
| 17 | 27 | 89,872 | 0.541 | 48.576 | 0.619 | 55.631 |
| 19 | 32 | 30,740 | 0.513 | 15.754 | 0.604 | 18.564 |
| | | | *Total for Old Orchard Beach:* | **64.720** | | **74.697** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 31 York County

Saco

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 345,735 | 0.451 | 155.823 | 0.838 | 289.829 |
| 6 | 38 | 48,447 | 0.491 | 23.763 | 0.606 | 29.359 |
| 7 | 39 | 60,643 | 0.488 | 29.564 | 0.608 | 36.871 |
| 8 | 40 | 4,097 | 0.485 | 1.985 | 0.609 | 2.495 |
| 9 | 43 | 34,219 | 0.478 | 16.340 | 0.621 | 21.254 |
| 11 | 58 | 172,590 | 0.453 | 78.131 | 0.792 | 136.743 |
| 12 | 38 | 11,832 | 0.493 | 5.827 | 0.634 | 7.501 |
| 16 | 29 | 66,178 | 0.529 | 34.975 | 0.610 | 40.368 |
| 17 | 27 | 128,920 | 0.541 | 69.681 | 0.619 | 79.801 |
| 19 | 32 | 33,414 | 0.513 | 17.125 | 0.604 | 20.179 |
| | | | *Total for Saco:* | **433.214** | | **664.401** |

Sanford

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 35,480 | 0.478 | 16.942 | 0.655 | 23.239 |
| 6 | 38 | 60,355 | 0.491 | 29.604 | 0.606 | 36.575 |
| 7 | 39 | 27,477 | 0.488 | 13.395 | 0.608 | 16.706 |
| 8 | 40 | 12,432 | 0.485 | 6.023 | 0.609 | 7.571 |
| 9 | 43 | 43,320 | 0.478 | 20.685 | 0.621 | 26.906 |
| 14 | 29 | 136,692 | 0.529 | 72.242 | 0.610 | 83.382 |
| 16 | 29 | 48,062 | 0.529 | 25.401 | 0.610 | 29.318 |
| 17 | 27 | 80,762 | 0.541 | 43.652 | 0.619 | 49.992 |
| 19 | 32 | 48,689 | 0.513 | 24.953 | 0.604 | 29.404 |
| | | | *Total for Sanford:* | **252.897** | | **303.093** |

South Berwick

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 26,047 | 0.491 | 12.776 | 0.606 | 15.785 |
| 7 | 39 | 9,659 | 0.488 | 4.709 | 0.608 | 5.873 |
| 9 | 43 | 21,058 | 0.478 | 10.055 | 0.621 | 13.079 |
| 16 | 29 | 63,934 | 0.529 | 33.789 | 0.610 | 39.000 |
| 17 | 27 | 6,362 | 0.541 | 3.439 | 0.619 | 3.938 |
| 19 | 32 | 27,592 | 0.513 | 14.141 | 0.604 | 16.663 |
| | | | *Total for South Berwick:* | **78.909** | | **94.337** |

Wells

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 475,113 | 0.451 | 214.133 | 0.838 | 398.287 |
| 2 | 44 | 56,312 | 0.478 | 26.889 | 0.655 | 36.885 |
| 6 | 38 | 193,764 | 0.491 | 95.041 | 0.606 | 117.421 |
| 7 | 39 | 15,217 | 0.488 | 7.418 | 0.608 | 9.252 |
| 8 | 40 | 27,633 | 0.485 | 13.388 | 0.609 | 16.828 |
| 9 | 43 | 78,896 | 0.478 | 37.673 | 0.621 | 49.002 |
| | | | *Total for Wells:* | **394.543** | | **627.675** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2016 Portland, Maine Ozone Maintenance Area

## 31 York County

York

| HPMS FFC | Avg Speed | 2016 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 538,509 | 0.451 | 242.706 | 0.838 | 451.432 |
| 6 | 38 | 165,868 | 0.491 | 81.358 | 0.606 | 100.516 |
| 7 | 39 | 112,091 | 0.488 | 54.644 | 0.608 | 68.151 |
| 8 | 40 | 41,730 | 0.485 | 20.218 | 0.609 | 25.413 |
| 9 | 43 | 86,563 | 0.478 | 41.334 | 0.621 | 53.764 |
| | | | *Total for York:* | **440.261** | | **699.277** |
| | | | **Total for York County:** | **3,345.873 kg** | | **4,827.460 kg** |
| | | **2016 Portland, Maine Ozone Maintenance Area:** | | **7,903.510 kg** | | **11,298.682 kg** |
| | | | | **8.710 tons** | | **12.451 tons** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 01 Androscoggin County

Durham

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 45 | 304 | 0.329 | 0.100 | 0.357 | 0.109 |
| 7 | 45 | 62,992 | 0.329 | 20.712 | 0.357 | 22.513 |
| 8 | 46 | 18,447 | 0.327 | 6.029 | 0.360 | 6.648 |
| 9 | 46 | 24,188 | 0.327 | 7.905 | 0.360 | 8.717 |
| | | | *Total for Durham:* | **34.745** | | **37.988** |
| | | **Total for Androscoggin County:** | | **34.745 kg** | | **37.988 kg** |

## 05 Cumberland County

Brunswick

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 170,211 | 0.221 | 37.582 | 0.298 | 50.655 |
| 7 | 42 | 40,482 | 0.232 | 9.376 | 0.220 | 8.918 |
| 9 | 44 | 61,367 | 0.229 | 14.028 | 0.223 | 13.703 |
| 12 | 46 | 236,794 | 0.228 | 53.894 | 0.234 | 55.481 |
| 14 | 27 | 59,644 | 0.268 | 15.961 | 0.221 | 13.199 |
| 16 | 26 | 66,993 | 0.272 | 18.195 | 0.223 | 14.960 |
| 17 | 27 | 149,060 | 0.268 | 39.888 | 0.221 | 32.987 |
| 19 | 31 | 45,445 | 0.255 | 11.566 | 0.215 | 9.780 |
| | | | *Total for Brunswick:* | **200.491** | | **199.683** |

Cape Elizabeth

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 17 | 27 | 72,316 | 0.268 | 19.352 | 0.221 | 16.004 |
| 19 | 31 | 27,899 | 0.255 | 7.100 | 0.215 | 6.004 |
| | | | *Total for Cape Elizabeth:* | **26.452** | | **22.007** |

Casco

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 68,313 | 0.238 | 16.224 | 0.221 | 15.111 |
| 6 | 41 | 35,565 | 0.233 | 8.272 | 0.219 | 7.796 |
| 8 | 41 | 21,941 | 0.233 | 5.103 | 0.219 | 4.809 |
| 9 | 44 | 21,340 | 0.229 | 4.878 | 0.223 | 4.765 |
| | | | *Total for Casco:* | **34.478** | | **32.481** |

Cumberland

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 170,325 | 0.221 | 37.608 | 0.298 | 50.689 |
| 6 | 41 | 19,584 | 0.233 | 4.555 | 0.219 | 4.293 |
| 7 | 42 | 22,740 | 0.232 | 5.267 | 0.220 | 5.010 |
| 8 | 41 | 14,618 | 0.233 | 3.400 | 0.219 | 3.204 |
| 9 | 44 | 18,304 | 0.229 | 4.184 | 0.223 | 4.087 |
| 11 | 58 | 62,843 | 0.221 | 13.869 | 0.281 | 17.634 |
| 17 | 27 | 63,671 | 0.268 | 17.038 | 0.221 | 14.090 |
| 19 | 31 | 14,829 | 0.255 | 3.774 | 0.215 | 3.191 |
| | | | *Total for Cumberland:* | **89.696** | | **102.198** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Falmouth

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 258,643 | 0.221 | 57.108 | 0.298 | 76.972 |
| 6 | 41 | 27,285 | 0.233 | 6.347 | 0.219 | 5.981 |
| 7 | 42 | 65,537 | 0.232 | 15.178 | 0.220 | 14.438 |
| 8 | 41 | 13,795 | 0.233 | 3.209 | 0.219 | 3.024 |
| 9 | 44 | 28,458 | 0.229 | 6.505 | 0.223 | 6.355 |
| 11 | 58 | 208,596 | 0.221 | 46.037 | 0.281 | 58.532 |
| 14 | 27 | 9,701 | 0.268 | 2.596 | 0.221 | 2.147 |
| 16 | 26 | 28,041 | 0.272 | 7.616 | 0.223 | 6.261 |
| 17 | 27 | 140,021 | 0.268 | 37.470 | 0.221 | 30.987 |
| 19 | 31 | 13,773 | 0.255 | 3.505 | 0.215 | 2.964 |
| | | | *Total for Falmouth:* | **185.571** | | **207.660** |

Freeport

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 314,500 | 0.221 | 69.442 | 0.298 | 93.595 |
| 7 | 42 | 41,261 | 0.232 | 9.556 | 0.220 | 9.090 |
| 8 | 41 | 28,868 | 0.233 | 6.715 | 0.219 | 6.328 |
| 9 | 44 | 35,080 | 0.229 | 8.019 | 0.223 | 7.833 |
| 11 | 58 | 81,011 | 0.221 | 17.879 | 0.281 | 22.732 |
| 17 | 27 | 91,827 | 0.268 | 24.573 | 0.221 | 20.321 |
| 19 | 31 | 15,556 | 0.255 | 3.959 | 0.215 | 3.348 |
| | | | *Total for Freeport:* | **140.142** | | **163.247** |

Frye Island

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.229 | 0.000 | 0.223 | 0.000 |
| | | | *Total for Frye Island:* | **0.000** | | **0.000** |

Gorham

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 8,489 | 0.238 | 2.016 | 0.221 | 1.878 |
| 6 | 41 | 82,222 | 0.233 | 19.125 | 0.219 | 18.023 |
| 7 | 42 | 71,805 | 0.232 | 16.630 | 0.220 | 15.819 |
| 8 | 41 | 4,678 | 0.233 | 1.088 | 0.219 | 1.025 |
| 9 | 44 | 48,205 | 0.229 | 11.020 | 0.223 | 10.764 |
| 14 | 27 | 64,580 | 0.268 | 17.282 | 0.221 | 14.292 |
| 16 | 26 | 114,100 | 0.272 | 30.989 | 0.223 | 25.478 |
| 17 | 27 | 87,016 | 0.268 | 23.286 | 0.221 | 19.257 |
| 19 | 31 | 30,286 | 0.255 | 7.708 | 0.215 | 6.518 |
| | | | *Total for Gorham:* | **129.143** | | **113.053** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Gray

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 248,010 | 0.221 | 54.761 | 0.298 | 73.808 |
| 2 | 39 | 69,751 | 0.238 | 16.566 | 0.221 | 15.429 |
| 6 | 41 | 143,345 | 0.233 | 33.342 | 0.219 | 31.421 |
| 7 | 42 | 29,159 | 0.232 | 6.753 | 0.220 | 6.424 |
| 8 | 41 | 15,001 | 0.233 | 3.489 | 0.219 | 3.288 |
| 9 | 44 | 47,753 | 0.229 | 10.916 | 0.223 | 10.663 |
| | | | *Total for Gray:* | **125.827** | | **141.033** |

Harpswell

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 90,940 | 0.232 | 21.062 | 0.220 | 20.034 |
| 8 | 41 | 11,912 | 0.233 | 2.771 | 0.219 | 2.611 |
| 9 | 44 | 9,175 | 0.229 | 2.097 | 0.223 | 2.049 |
| | | | *Total for Harpswell:* | **25.930** | | **24.694** |

Long Island

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.229 | 0.000 | 0.223 | 0.000 |
| 19 | 31 | 192 | 0.255 | 0.049 | 0.215 | 0.041 |
| | | | *Total for Long Island:* | **0.049** | | **0.041** |

New Gloucester

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 166,806 | 0.221 | 36.831 | 0.298 | 49.641 |
| 2 | 39 | 26,388 | 0.238 | 6.267 | 0.221 | 5.837 |
| 6 | 41 | 75,869 | 0.233 | 17.647 | 0.219 | 16.631 |
| 7 | 42 | 27,701 | 0.232 | 6.415 | 0.220 | 6.102 |
| 8 | 41 | 2,921 | 0.233 | 0.679 | 0.219 | 0.640 |
| 9 | 44 | 47,130 | 0.229 | 10.774 | 0.223 | 10.524 |
| | | | *Total for New Gloucester:* | **78.614** | | **89.376** |

North Yarmouth

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 38,943 | 0.232 | 9.019 | 0.220 | 8.579 |
| 8 | 41 | 9,259 | 0.233 | 2.154 | 0.219 | 2.030 |
| 9 | 44 | 14,900 | 0.229 | 3.406 | 0.223 | 3.327 |
| 17 | 27 | 15,405 | 0.268 | 4.122 | 0.221 | 3.409 |
| 19 | 31 | 1,749 | 0.255 | 0.445 | 0.215 | 0.376 |
| | | | *Total for North Yarmouth:* | **19.147** | | **17.722** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Portland

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 618,281 | 0.221 | 136.455 | 0.281 | 173.490 |
| 12 | 46 | 38,522 | 0.228 | 8.768 | 0.234 | 9.026 |
| 14 | 27 | 508,266 | 0.268 | 136.012 | 0.221 | 112.479 |
| 16 | 26 | 189,294 | 0.272 | 51.412 | 0.223 | 42.269 |
| 17 | 27 | 194,842 | 0.268 | 52.140 | 0.221 | 43.119 |
| 19 | 31 | 117,971 | 0.255 | 30.024 | 0.215 | 25.387 |
| | | | *Total for Portland:* | **414.810** | | **405.770** |

Pownal

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 25,295 | 0.232 | 5.858 | 0.220 | 5.572 |
| 9 | 44 | 17,667 | 0.229 | 4.039 | 0.223 | 3.945 |
| | | | *Total for Pownal:* | **9.897** | | **9.518** |

Raymond

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 75,054 | 0.238 | 17.825 | 0.221 | 16.602 |
| 8 | 41 | 60,225 | 0.233 | 14.008 | 0.219 | 13.201 |
| 9 | 44 | 35,875 | 0.229 | 8.201 | 0.223 | 8.011 |
| | | | *Total for Raymond:* | **40.035** | | **37.814** |

Scarborough

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 409,650 | 0.221 | 90.451 | 0.298 | 121.912 |
| 7 | 42 | 12,902 | 0.232 | 2.988 | 0.220 | 2.842 |
| 8 | 41 | 54,874 | 0.233 | 12.764 | 0.219 | 12.028 |
| 9 | 44 | 38,324 | 0.229 | 8.761 | 0.223 | 8.558 |
| 11 | 58 | 65,238 | 0.221 | 14.398 | 0.281 | 18.306 |
| 12 | 46 | 25,267 | 0.228 | 5.751 | 0.234 | 5.920 |
| 16 | 26 | 307,241 | 0.272 | 83.447 | 0.223 | 68.607 |
| 17 | 27 | 219,228 | 0.268 | 58.665 | 0.221 | 48.515 |
| 19 | 31 | 57,674 | 0.255 | 14.678 | 0.215 | 12.412 |
| | | | *Total for Scarborough:* | **291.902** | | **299.100** |

South Portland

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 248,098 | 0.221 | 54.755 | 0.281 | 69.616 |
| 12 | 46 | 85,721 | 0.228 | 19.510 | 0.234 | 20.085 |
| 14 | 27 | 41,840 | 0.268 | 11.196 | 0.221 | 9.259 |
| 16 | 26 | 213,185 | 0.272 | 57.901 | 0.223 | 47.604 |
| 17 | 27 | 128,459 | 0.268 | 34.376 | 0.221 | 28.428 |
| 19 | 31 | 76,915 | 0.255 | 19.575 | 0.215 | 16.552 |
| | | | *Total for South Portland:* | **197.313** | | **191.544** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Standish

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 41 | 81,752 | 0.233 | 19.015 | 0.219 | 17.920 |
| 7 | 42 | 210,764 | 0.232 | 48.813 | 0.220 | 46.431 |
| 9 | 44 | 57,324 | 0.229 | 13.104 | 0.223 | 12.800 |
| | | | *Total for Standish:* | **80.933** | | **77.152** |

Westbrook

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 232 | 0.229 | 0.053 | 0.223 | 0.052 |
| 12 | 46 | 29,271 | 0.228 | 6.662 | 0.234 | 6.858 |
| 14 | 27 | 111,751 | 0.268 | 29.905 | 0.221 | 24.731 |
| 16 | 26 | 138,006 | 0.272 | 37.483 | 0.223 | 30.817 |
| 17 | 27 | 115,191 | 0.268 | 30.825 | 0.221 | 25.492 |
| 19 | 31 | 50,110 | 0.255 | 12.753 | 0.215 | 10.784 |
| 19 | 31 | 525 | 0.255 | 0.134 | 0.215 | 0.113 |
| | | | *Total for Westbrook:* | **117.814** | | **98.846** |

Windham

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 181,726 | 0.238 | 43.160 | 0.221 | 40.198 |
| 6 | 41 | 87,983 | 0.233 | 20.465 | 0.219 | 19.286 |
| 7 | 42 | 57,499 | 0.232 | 13.317 | 0.220 | 12.667 |
| 8 | 41 | 32,796 | 0.233 | 7.628 | 0.219 | 7.189 |
| 9 | 44 | 55,844 | 0.229 | 12.766 | 0.223 | 12.470 |
| 14 | 27 | 40,841 | 0.268 | 10.929 | 0.221 | 9.038 |
| 16 | 26 | 10,635 | 0.272 | 2.888 | 0.223 | 2.375 |
| 17 | 27 | 52,296 | 0.268 | 13.994 | 0.221 | 11.573 |
| 19 | 31 | 12,897 | 0.255 | 3.282 | 0.215 | 2.775 |
| | | | *Total for Windham:* | **128.430** | | **117.571** |

Yarmouth

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 3,167 | 0.229 | 0.724 | 0.223 | 0.707 |
| 11 | 58 | 146,206 | 0.221 | 32.268 | 0.281 | 41.026 |
| 17 | 27 | 103,204 | 0.268 | 27.617 | 0.221 | 22.839 |
| 19 | 31 | 41,137 | 0.255 | 10.469 | 0.215 | 8.853 |
| | | | *Total for Yarmouth:* | **71.078** | | **73.424** |
| | | **Total for Cumberland County:** | | **2,407.752 kg** | | **2,423.933 kg** |

## 23 Sagadahoc County

Arrowsic

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 19,123 | 0.325 | 6.213 | 0.363 | 6.932 |
| 9 | 47 | 1,818 | 0.325 | 0.591 | 0.363 | 0.659 |
| | | | *Total for Arrowsic:* | **6.804** | | **7.591** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Bath

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 833 | 0.325 | 0.271 | 0.363 | 0.302 |
| 8 | 45 | 2,598 | 0.329 | 0.854 | 0.357 | 0.929 |
| 9 | 47 | 8,378 | 0.325 | 2.722 | 0.363 | 3.037 |
| 12 | 44 | 37,985 | 0.333 | 12.641 | 0.363 | 13.770 |
| 14 | 30 | 5,407 | 0.371 | 2.005 | 0.348 | 1.884 |
| 16 | 23 | 3,042 | 0.409 | 1.244 | 0.371 | 1.127 |
| 17 | 26 | 61,053 | 0.390 | 23.798 | 0.359 | 21.942 |
| 19 | 29 | 24,875 | 0.375 | 9.323 | 0.351 | 8.741 |
| | | | *Total for Bath:* | **52.859** | | **51.731** |

Bowdoin

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 13,059 | 0.312 | 4.074 | 0.438 | 5.716 |
| 7 | 47 | 40,799 | 0.325 | 13.256 | 0.363 | 14.790 |
| 8 | 45 | 17,447 | 0.329 | 5.736 | 0.357 | 6.235 |
| 9 | 47 | 12,771 | 0.325 | 4.149 | 0.363 | 4.629 |
| | | | *Total for Bowdoin:* | **27.216** | | **31.370** |

Bowdoinham

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 206,193 | 0.312 | 64.332 | 0.438 | 90.251 |
| 7 | 47 | 29,762 | 0.325 | 9.670 | 0.363 | 10.789 |
| 8 | 45 | 2,858 | 0.329 | 0.940 | 0.357 | 1.021 |
| 9 | 47 | 8,959 | 0.325 | 2.911 | 0.363 | 3.248 |
| | | | *Total for Bowdoinham:* | **77.853** | | **105.309** |

Georgetown

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 15,284 | 0.325 | 4.966 | 0.363 | 5.541 |
| 9 | 47 | 8,401 | 0.325 | 2.730 | 0.363 | 3.045 |
| | | | *Total for Georgetown:* | **7.695** | | **8.586** |

Perkins Twp Swan Island

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 47 | 41 | 0.325 | 0.013 | 0.363 | 0.015 |
| | | | *Total for Perkins Twp Swan Island:* | **0.013** | | **0.015** |

Phippsburg

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 36,474 | 0.325 | 11.850 | 0.363 | 13.222 |
| 8 | 45 | 10,258 | 0.329 | 3.373 | 0.357 | 3.666 |
| 9 | 47 | 15,840 | 0.325 | 5.146 | 0.363 | 5.742 |
| | | | *Total for Phippsburg:* | **20.369** | | **22.630** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Richmond

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 139,570 | 0.312 | 43.546 | 0.438 | 61.090 |
| 7 | 47 | 53,900 | 0.325 | 17.512 | 0.363 | 19.539 |
| 8 | 45 | 5,506 | 0.329 | 1.810 | 0.357 | 1.968 |
| 9 | 47 | 9,572 | 0.325 | 3.110 | 0.363 | 3.470 |
| | | | *Total for Richmond:* | **65.978** | | **86.066** |

Topsham

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 153,795 | 0.312 | 47.984 | 0.438 | 67.316 |
| 2 | 45 | 94,886 | 0.331 | 31.388 | 0.366 | 34.681 |
| 7 | 47 | 28,591 | 0.325 | 9.289 | 0.363 | 10.364 |
| 8 | 45 | 15,543 | 0.329 | 5.110 | 0.357 | 5.555 |
| 9 | 47 | 12,077 | 0.325 | 3.924 | 0.363 | 4.378 |
| 14 | 30 | 61,556 | 0.371 | 22.825 | 0.348 | 21.446 |
| 16 | 23 | 20,657 | 0.409 | 8.449 | 0.371 | 7.654 |
| 17 | 26 | 30,934 | 0.390 | 12.058 | 0.359 | 11.118 |
| 19 | 29 | 21,680 | 0.375 | 8.126 | 0.351 | 7.618 |
| | | | *Total for Topsham:* | **149.153** | | **170.130** |

West Bath

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 67,131 | 0.331 | 22.207 | 0.366 | 24.536 |
| 7 | 47 | 25,257 | 0.325 | 8.206 | 0.363 | 9.156 |
| 8 | 45 | 11,946 | 0.329 | 3.928 | 0.357 | 4.269 |
| 9 | 47 | 15,511 | 0.325 | 5.040 | 0.363 | 5.623 |
| | | | *Total for West Bath:* | **39.380** | | **43.584** |

Woolwich

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 130,775 | 0.331 | 43.260 | 0.366 | 47.798 |
| 7 | 47 | 1,264 | 0.325 | 0.411 | 0.363 | 0.458 |
| 8 | 45 | 33,328 | 0.329 | 10.958 | 0.357 | 11.912 |
| 9 | 47 | 13,143 | 0.325 | 4.270 | 0.363 | 4.764 |
| | | | *Total for Woolwich:* | **58.899** | | **64.932** |
| | | **Total for Sagadahoc County:** | | **506.221 kg** | | **591.945 kg** |

## 31 York County

Alfred

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 92,784 | 0.333 | 30.878 | 0.363 | 33.634 |
| 6 | 38 | 23,839 | 0.344 | 8.193 | 0.347 | 8.279 |
| 8 | 40 | 513 | 0.339 | 0.174 | 0.348 | 0.179 |
| 9 | 43 | 31,776 | 0.333 | 10.575 | 0.354 | 11.262 |
| | | | *Total for Alfred:* | **49.821** | | **53.353** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 31 York County

Arundel

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 225,007 | 0.312 | 70.202 | 0.438 | 98.486 |
| 2 | 44 | 65,090 | 0.333 | 21.662 | 0.363 | 23.595 |
| 6 | 38 | 63,047 | 0.344 | 21.669 | 0.347 | 21.896 |
| 7 | 39 | 20,922 | 0.341 | 7.130 | 0.347 | 7.268 |
| 9 | 43 | 58,201 | 0.333 | 19.369 | 0.354 | 20.626 |
| | | | *Total for Arundel:* | **140.033** | | **171.872** |

Berwick

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 65,829 | 0.344 | 22.625 | 0.347 | 22.862 |
| 8 | 40 | 9,373 | 0.339 | 3.176 | 0.348 | 3.266 |
| 9 | 43 | 30,519 | 0.333 | 10.157 | 0.354 | 10.816 |
| 14 | 29 | 2,721 | 0.375 | 1.020 | 0.351 | 0.956 |
| 16 | 29 | 29,266 | 0.375 | 10.969 | 0.351 | 10.284 |
| 17 | 27 | 14,595 | 0.385 | 5.616 | 0.356 | 5.202 |
| 19 | 32 | 32,060 | 0.362 | 11.599 | 0.346 | 11.106 |
| | | | *Total for Berwick:* | **65.161** | | **64.491** |

Biddeford

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 178,373 | 0.312 | 55.652 | 0.438 | 78.074 |
| 2 | 44 | 37,349 | 0.333 | 12.430 | 0.363 | 13.539 |
| 6 | 38 | 48,485 | 0.344 | 16.664 | 0.347 | 16.839 |
| 7 | 39 | 18,079 | 0.341 | 6.161 | 0.347 | 6.281 |
| 8 | 40 | 34,152 | 0.339 | 11.571 | 0.348 | 11.898 |
| 9 | 43 | 26,680 | 0.333 | 8.879 | 0.354 | 9.455 |
| 16 | 29 | 59,298 | 0.375 | 22.225 | 0.351 | 20.837 |
| 17 | 27 | 119,672 | 0.385 | 46.050 | 0.356 | 42.651 |
| 19 | 32 | 32,166 | 0.362 | 11.638 | 0.346 | 11.142 |
| | | | *Total for Biddeford:* | **191.270** | | **210.717** |

Buxton

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 42,983 | 0.333 | 14.305 | 0.363 | 15.581 |
| 7 | 39 | 37,588 | 0.341 | 12.810 | 0.347 | 13.058 |
| 8 | 40 | 85,200 | 0.339 | 28.866 | 0.348 | 29.684 |
| 9 | 43 | 45,197 | 0.333 | 15.042 | 0.354 | 16.018 |
| | | | *Total for Buxton:* | **71.022** | | **74.341** |

Dayton

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 54,183 | 0.341 | 18.466 | 0.347 | 18.823 |
| 8 | 40 | 2,663 | 0.339 | 0.902 | 0.348 | 0.928 |
| 9 | 43 | 12,285 | 0.333 | 4.089 | 0.354 | 4.354 |
| | | | *Total for Dayton:* | **23.456** | | **24.105** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 31 York County

Eliot

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 0 | 0.341 | 0.000 | 0.347 | 0.000 |
| 8 | 40 | 2,032 | 0.339 | 0.688 | 0.348 | 0.708 |
| 9 | 43 | 3,381 | 0.333 | 1.125 | 0.354 | 1.198 |
| 16 | 29 | 97,531 | 0.375 | 36.555 | 0.351 | 34.273 |
| 17 | 27 | 40,054 | 0.385 | 15.413 | 0.356 | 14.275 |
| 19 | 32 | 15,883 | 0.362 | 5.746 | 0.346 | 5.502 |
| | | | *Total for Eliot:* | **59.528** | | **55.956** |

Hollis

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 44,514 | 0.333 | 14.814 | 0.363 | 16.136 |
| 7 | 39 | 69,090 | 0.341 | 23.546 | 0.347 | 24.002 |
| 8 | 40 | 24,034 | 0.339 | 8.143 | 0.348 | 8.373 |
| 9 | 43 | 27,525 | 0.333 | 9.160 | 0.354 | 9.755 |
| | | | *Total for Hollis:* | **55.663** | | **58.267** |

Kennebunk

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 259,150 | 0.312 | 80.855 | 0.438 | 113.430 |
| 6 | 38 | 45,478 | 0.344 | 15.631 | 0.347 | 15.795 |
| 7 | 39 | 139,030 | 0.341 | 47.381 | 0.347 | 48.299 |
| 8 | 40 | 49,960 | 0.339 | 16.926 | 0.348 | 17.406 |
| 9 | 43 | 50,499 | 0.333 | 16.806 | 0.354 | 17.897 |
| 19 | 32 | 0 | 0.362 | 0.000 | 0.346 | 0.000 |
| | | | *Total for Kennebunk:* | **177.599** | | **212.826** |

Kennebunkport

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 42,312 | 0.341 | 14.420 | 0.347 | 14.699 |
| 9 | 43 | 52,636 | 0.333 | 17.517 | 0.354 | 18.654 |
| | | | *Total for Kennebunkport:* | **31.937** | | **33.353** |

Kittery

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 137,129 | 0.312 | 42.784 | 0.438 | 60.022 |
| 6 | 38 | 14,316 | 0.344 | 4.920 | 0.347 | 4.972 |
| 7 | 39 | 3,248 | 0.341 | 1.107 | 0.347 | 1.128 |
| 8 | 40 | 4,370 | 0.339 | 1.480 | 0.348 | 1.522 |
| 9 | 43 | 10,175 | 0.333 | 3.386 | 0.354 | 3.606 |
| 11 | 58 | 152,708 | 0.314 | 47.935 | 0.420 | 64.076 |
| 12 | 38 | 18,417 | 0.345 | 6.350 | 0.353 | 6.507 |
| 14 | 29 | 32,958 | 0.375 | 12.353 | 0.351 | 11.581 |
| 16 | 29 | 91,483 | 0.375 | 34.288 | 0.351 | 32.147 |
| 17 | 27 | 41,613 | 0.385 | 16.013 | 0.356 | 14.831 |
| 19 | 32 | 15,813 | 0.362 | 5.721 | 0.346 | 5.478 |
| | | | *Total for Kittery:* | **176.338** | | **205.870** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 31 York County

Limington

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 44,735 | 0.344 | 15.375 | 0.347 | 15.536 |
| 7 | 39 | 33,202 | 0.341 | 11.315 | 0.347 | 11.535 |
| 8 | 40 | 4,085 | 0.339 | 1.384 | 0.348 | 1.423 |
| 9 | 43 | 18,498 | 0.333 | 6.156 | 0.354 | 6.556 |
| | | | *Total for Limington:* | **34.231** | | **35.050** |

Lyman

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 86,480 | 0.333 | 28.781 | 0.363 | 31.349 |
| 7 | 39 | 23,628 | 0.341 | 8.052 | 0.347 | 8.208 |
| 8 | 40 | 25,793 | 0.339 | 8.739 | 0.348 | 8.986 |
| 9 | 43 | 25,803 | 0.333 | 8.587 | 0.354 | 9.145 |
| | | | *Total for Lyman:* | **54.159** | | **57.688** |

North Berwick

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 97,589 | 0.344 | 33.541 | 0.347 | 33.893 |
| 8 | 40 | 4,848 | 0.339 | 1.642 | 0.348 | 1.689 |
| 9 | 43 | 46,354 | 0.333 | 15.426 | 0.354 | 16.428 |
| | | | *Total for North Berwick:* | **50.610** | | **52.009** |

Ogunquit

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 79,750 | 0.312 | 24.882 | 0.438 | 34.906 |
| 6 | 38 | 46,015 | 0.344 | 15.815 | 0.347 | 15.981 |
| 7 | 39 | 10,353 | 0.341 | 3.528 | 0.347 | 3.597 |
| 9 | 43 | 14,164 | 0.333 | 4.714 | 0.354 | 5.020 |
| | | | *Total for Ogunquit:* | **48.939** | | **59.503** |

Old Orchard Beach

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 12 | 38 | 797 | 0.345 | 0.275 | 0.353 | 0.282 |
| 17 | 27 | 93,711 | 0.385 | 36.060 | 0.356 | 33.399 |
| 19 | 32 | 34,703 | 0.362 | 12.556 | 0.346 | 12.021 |
| | | | *Total for Old Orchard Beach:* | **48.890** | | **45.701** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

## 31 York County

Saco

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 361,796 | 0.312 | 112.880 | 0.438 | 158.358 |
| 6 | 38 | 50,697 | 0.344 | 17.425 | 0.347 | 17.607 |
| 7 | 39 | 63,461 | 0.341 | 21.627 | 0.347 | 22.046 |
| 8 | 40 | 4,288 | 0.339 | 1.453 | 0.348 | 1.494 |
| 9 | 43 | 35,809 | 0.333 | 11.917 | 0.354 | 12.691 |
| 11 | 58 | 185,440 | 0.314 | 58.210 | 0.420 | 77.811 |
| 12 | 38 | 11,923 | 0.345 | 4.111 | 0.353 | 4.213 |
| 16 | 29 | 70,250 | 0.375 | 26.330 | 0.351 | 24.686 |
| 17 | 27 | 136,787 | 0.385 | 52.636 | 0.356 | 48.751 |
| 19 | 32 | 35,650 | 0.362 | 12.898 | 0.346 | 12.349 |
| | | | *Total for Saco:* | **319.487** | | **380.005** |

Sanford

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 37,128 | 0.333 | 12.356 | 0.363 | 13.459 |
| 6 | 38 | 63,159 | 0.344 | 21.708 | 0.347 | 21.935 |
| 7 | 39 | 28,753 | 0.341 | 9.799 | 0.347 | 9.989 |
| 8 | 40 | 13,009 | 0.339 | 4.408 | 0.348 | 4.532 |
| 9 | 43 | 45,333 | 0.333 | 15.087 | 0.354 | 16.066 |
| 14 | 29 | 143,042 | 0.375 | 53.612 | 0.351 | 50.265 |
| 16 | 29 | 50,295 | 0.375 | 18.851 | 0.351 | 17.674 |
| 17 | 27 | 84,514 | 0.385 | 32.521 | 0.356 | 30.121 |
| 19 | 32 | 50,951 | 0.362 | 18.434 | 0.346 | 17.650 |
| | | | *Total for Sanford:* | **186.775** | | **181.690** |

South Berwick

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 27,258 | 0.344 | 9.368 | 0.347 | 9.467 |
| 7 | 39 | 10,108 | 0.341 | 3.445 | 0.347 | 3.512 |
| 9 | 43 | 22,036 | 0.333 | 7.334 | 0.354 | 7.809 |
| 16 | 29 | 66,904 | 0.375 | 25.076 | 0.351 | 23.510 |
| 17 | 27 | 6,657 | 0.385 | 2.562 | 0.356 | 2.373 |
| 19 | 32 | 28,874 | 0.362 | 10.447 | 0.346 | 10.002 |
| | | | *Total for South Berwick:* | **58.231** | | **56.672** |

Wells

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 497,184 | 0.312 | 155.121 | 0.438 | 217.618 |
| 2 | 44 | 58,928 | 0.333 | 19.611 | 0.363 | 21.362 |
| 6 | 38 | 202,766 | 0.344 | 69.691 | 0.347 | 70.421 |
| 7 | 39 | 15,924 | 0.341 | 5.427 | 0.347 | 5.532 |
| 8 | 40 | 28,916 | 0.339 | 9.797 | 0.348 | 10.075 |
| 9 | 43 | 82,561 | 0.333 | 27.476 | 0.354 | 29.260 |
| | | | *Total for Wells:* | **287.124** | | **354.266** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2025 Portland, Maine Ozone Maintenance Area

31 York County

York

| HPMS FFC | Avg Speed | 2025 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 563,526 | 0.312 | 175.820 | 0.438 | 246.655 |
| 6 | 38 | 173,574 | 0.344 | 59.657 | 0.347 | 60.282 |
| 7 | 39 | 117,298 | 0.341 | 39.975 | 0.347 | 40.749 |
| 8 | 40 | 43,668 | 0.339 | 14.795 | 0.348 | 15.214 |
| 9 | 43 | 90,584 | 0.333 | 30.146 | 0.354 | 32.103 |
| | | | *Total for York:* | **320.394** | | **395.004** |
| | | | **Total for York County:** | **2,450.668 kg** | | **2,782.740 kg** |
| | | **2025 Portland, Maine Ozone Maintenance Area:** | | **5,399.386 kg** | | **5,836.606 kg** |
| | | | | **5.950 tons** | | **6.432 tons** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 01 Androscoggin County

Durham

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 45 | 310 | 0.317 | 0.098 | 0.307 | 0.095 |
| 7 | 45 | 64,220 | 0.317 | 20.358 | 0.307 | 19.690 |
| 8 | 46 | 18,807 | 0.316 | 5.941 | 0.309 | 5.804 |
| 9 | 46 | 24,659 | 0.316 | 7.790 | 0.309 | 7.610 |
| | | | *Total for Durham:* | **34.187** | | **33.198** |
| | | **Total for Androscoggin County:** | | **34.187 kg** | | **33.198 kg** |

## 05 Cumberland County

Brunswick

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 173,583 | 0.211 | 36.591 | 0.225 | 39.004 |
| 7 | 42 | 41,284 | 0.222 | 9.149 | 0.171 | 7.076 |
| 9 | 44 | 62,582 | 0.219 | 13.687 | 0.173 | 10.852 |
| 12 | 46 | 241,485 | 0.217 | 52.354 | 0.180 | 43.347 |
| 14 | 27 | 60,826 | 0.257 | 15.614 | 0.172 | 10.486 |
| 16 | 26 | 68,320 | 0.261 | 17.811 | 0.174 | 11.915 |
| 17 | 27 | 152,013 | 0.257 | 39.022 | 0.172 | 26.207 |
| 19 | 31 | 46,346 | 0.244 | 11.290 | 0.168 | 7.800 |
| | | | *Total for Brunswick:* | **195.517** | | **156.687** |

Cape Elizabeth

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 17 | 27 | 72,282 | 0.257 | 18.555 | 0.172 | 12.461 |
| 19 | 31 | 29,077 | 0.244 | 7.083 | 0.168 | 4.894 |
| | | | *Total for Cape Elizabeth:* | **25.638** | | **17.355** |

Casco

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 69,666 | 0.227 | 15.793 | 0.170 | 11.864 |
| 6 | 41 | 36,270 | 0.223 | 8.077 | 0.170 | 6.177 |
| 8 | 41 | 22,376 | 0.223 | 4.983 | 0.170 | 3.811 |
| 9 | 44 | 21,763 | 0.219 | 4.759 | 0.173 | 3.774 |
| | | | *Total for Casco:* | **33.613** | | **25.625** |

Cumberland

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 173,700 | 0.211 | 36.616 | 0.225 | 39.030 |
| 6 | 41 | 19,972 | 0.223 | 4.448 | 0.170 | 3.401 |
| 7 | 42 | 23,190 | 0.222 | 5.139 | 0.171 | 3.975 |
| 8 | 41 | 14,908 | 0.223 | 3.320 | 0.170 | 2.539 |
| 9 | 44 | 18,666 | 0.219 | 4.082 | 0.173 | 3.237 |
| 11 | 58 | 63,644 | 0.211 | 13.416 | 0.214 | 13.594 |
| 17 | 27 | 64,094 | 0.257 | 16.453 | 0.172 | 11.050 |
| 19 | 31 | 15,552 | 0.244 | 3.789 | 0.168 | 2.617 |
| | | | *Total for Cumberland:* | **87.263** | | **79.444** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Falmouth

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 263,767 | 0.211 | 55.602 | 0.225 | 59.268 |
| 6 | 41 | 27,826 | 0.223 | 6.197 | 0.170 | 4.739 |
| 7 | 42 | 66,835 | 0.222 | 14.811 | 0.171 | 11.456 |
| 8 | 41 | 14,068 | 0.223 | 3.133 | 0.170 | 2.396 |
| 9 | 44 | 29,021 | 0.219 | 6.347 | 0.173 | 5.032 |
| 11 | 58 | 212,230 | 0.211 | 44.738 | 0.214 | 45.332 |
| 14 | 27 | 9,893 | 0.257 | 2.540 | 0.172 | 1.706 |
| 16 | 26 | 28,833 | 0.261 | 7.517 | 0.174 | 5.028 |
| 17 | 27 | 143,410 | 0.257 | 36.813 | 0.172 | 24.724 |
| 19 | 31 | 15,292 | 0.244 | 3.725 | 0.168 | 2.574 |
| | | | *Total for Falmouth:* | **181.422** | | **162.255** |

Freeport

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 320,731 | 0.211 | 67.610 | 0.225 | 72.068 |
| 7 | 42 | 42,079 | 0.222 | 9.325 | 0.171 | 7.212 |
| 8 | 41 | 29,440 | 0.223 | 6.556 | 0.170 | 5.014 |
| 9 | 44 | 35,775 | 0.219 | 7.824 | 0.173 | 6.203 |
| 11 | 58 | 82,820 | 0.211 | 17.459 | 0.214 | 17.690 |
| 17 | 27 | 96,232 | 0.257 | 24.703 | 0.172 | 16.590 |
| 19 | 31 | 16,367 | 0.244 | 3.987 | 0.168 | 2.755 |
| | | | *Total for Freeport:* | **137.463** | | **127.533** |

Frye Island

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.219 | 0.000 | 0.173 | 0.000 |
| | | | *Total for Frye Island:* | **0.000** | | **0.000** |

Gorham

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 8,657 | 0.227 | 1.963 | 0.170 | 1.474 |
| 6 | 41 | 83,851 | 0.223 | 18.674 | 0.170 | 14.280 |
| 7 | 42 | 73,227 | 0.222 | 16.227 | 0.171 | 12.551 |
| 8 | 41 | 4,771 | 0.223 | 1.062 | 0.170 | 0.812 |
| 9 | 44 | 49,160 | 0.219 | 10.751 | 0.173 | 8.524 |
| 14 | 27 | 65,859 | 0.257 | 16.906 | 0.172 | 11.354 |
| 16 | 26 | 117,049 | 0.261 | 30.515 | 0.174 | 20.413 |
| 17 | 27 | 89,969 | 0.257 | 23.095 | 0.172 | 15.511 |
| 19 | 31 | 32,043 | 0.244 | 7.806 | 0.168 | 5.393 |
| | | | *Total for Gorham:* | **126.999** | | **90.313** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Gray

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 252,923 | 0.211 | 53.316 | 0.225 | 56.832 |
| 2 | 39 | 71,133 | 0.227 | 16.126 | 0.170 | 12.114 |
| 6 | 41 | 146,185 | 0.223 | 32.555 | 0.170 | 24.895 |
| 7 | 42 | 29,736 | 0.222 | 6.590 | 0.171 | 5.097 |
| 8 | 41 | 15,298 | 0.223 | 3.407 | 0.170 | 2.605 |
| 9 | 44 | 48,699 | 0.219 | 10.650 | 0.173 | 8.444 |
| | | | *Total for Gray:* | **122.644** | | **109.988** |

Harpswell

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 92,742 | 0.222 | 20.552 | 0.171 | 15.896 |
| 8 | 41 | 12,148 | 0.223 | 2.705 | 0.170 | 2.069 |
| 9 | 44 | 9,357 | 0.219 | 2.046 | 0.173 | 1.622 |
| | | | *Total for Harpswell:* | **25.303** | | **19.587** |

Long Island

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.219 | 0.000 | 0.173 | 0.000 |
| 19 | 31 | 196 | 0.244 | 0.048 | 0.168 | 0.033 |
| | | | *Total for Long Island:* | **0.048** | | **0.033** |

New Gloucester

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 170,111 | 0.211 | 35.859 | 0.225 | 38.224 |
| 2 | 39 | 26,910 | 0.227 | 6.101 | 0.170 | 4.583 |
| 6 | 41 | 77,372 | 0.223 | 17.231 | 0.170 | 13.177 |
| 7 | 42 | 28,250 | 0.222 | 6.260 | 0.171 | 4.842 |
| 8 | 41 | 2,979 | 0.223 | 0.663 | 0.170 | 0.507 |
| 9 | 44 | 48,064 | 0.219 | 10.512 | 0.173 | 8.334 |
| | | | *Total for New Gloucester:* | **76.626** | | **69.667** |

North Yarmouth

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 39,714 | 0.222 | 8.801 | 0.171 | 6.807 |
| 8 | 41 | 9,443 | 0.223 | 2.103 | 0.170 | 1.608 |
| 9 | 44 | 15,195 | 0.219 | 3.323 | 0.173 | 2.635 |
| 17 | 27 | 16,057 | 0.257 | 4.122 | 0.172 | 2.768 |
| 19 | 31 | 1,810 | 0.244 | 0.441 | 0.168 | 0.305 |
| | | | *Total for North Yarmouth:* | **18.790** | | **14.123** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Portland

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 630,261 | 0.211 | 132.859 | 0.214 | 134.624 |
| 12 | 46 | 40,669 | 0.217 | 8.817 | 0.180 | 7.300 |
| 14 | 27 | 518,336 | 0.257 | 133.057 | 0.172 | 89.361 |
| 16 | 26 | 193,946 | 0.261 | 50.562 | 0.174 | 33.824 |
| 17 | 27 | 199,572 | 0.257 | 51.230 | 0.172 | 34.406 |
| 19 | 31 | 123,448 | 0.244 | 30.072 | 0.168 | 20.776 |
| | | | *Total for Portland:* | **406.597** | | **320.292** |

Pownal

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 25,796 | 0.222 | 5.716 | 0.171 | 4.421 |
| 9 | 44 | 18,017 | 0.219 | 3.940 | 0.173 | 3.124 |
| | | | *Total for Pownal:* | **9.657** | | **7.546** |

Raymond

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 76,541 | 0.227 | 17.352 | 0.170 | 13.035 |
| 8 | 41 | 61,419 | 0.223 | 13.678 | 0.170 | 10.460 |
| 9 | 44 | 36,585 | 0.219 | 8.001 | 0.173 | 6.344 |
| | | | *Total for Raymond:* | **39.031** | | **29.838** |

Scarborough

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 417,765 | 0.211 | 88.065 | 0.225 | 93.872 |
| 7 | 42 | 13,158 | 0.222 | 2.916 | 0.171 | 2.255 |
| 8 | 41 | 55,961 | 0.223 | 12.463 | 0.170 | 9.530 |
| 9 | 44 | 39,083 | 0.219 | 8.548 | 0.173 | 6.777 |
| 11 | 58 | 66,568 | 0.211 | 14.033 | 0.214 | 14.219 |
| 12 | 46 | 26,172 | 0.217 | 5.674 | 0.180 | 4.698 |
| 16 | 26 | 314,961 | 0.261 | 82.110 | 0.174 | 54.929 |
| 17 | 27 | 225,924 | 0.257 | 57.995 | 0.172 | 38.949 |
| 19 | 31 | 59,142 | 0.244 | 14.407 | 0.168 | 9.954 |
| | | | *Total for Scarborough:* | **286.210** | | **235.183** |

South Portland

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 253,464 | 0.211 | 53.430 | 0.214 | 54.140 |
| 12 | 46 | 87,971 | 0.217 | 19.072 | 0.180 | 15.791 |
| 14 | 27 | 42,669 | 0.257 | 10.953 | 0.172 | 7.356 |
| 16 | 26 | 216,203 | 0.261 | 56.364 | 0.174 | 37.706 |
| 17 | 27 | 131,214 | 0.257 | 33.683 | 0.172 | 22.621 |
| 19 | 31 | 78,167 | 0.244 | 19.041 | 0.168 | 13.155 |
| | | | *Total for South Portland:* | **192.544** | | **150.769** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Standish

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 41 | 83,371 | 0.223 | 18.567 | 0.170 | 14.198 |
| 7 | 42 | 214,939 | 0.222 | 47.631 | 0.171 | 36.841 |
| 9 | 44 | 58,460 | 0.219 | 12.785 | 0.173 | 10.137 |
| | | | *Total for Standish:* | **78.983** | | **61.176** |

Westbrook

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 237 | 0.219 | 0.052 | 0.173 | 0.041 |
| 12 | 46 | 31,217 | 0.217 | 6.768 | 0.180 | 5.603 |
| 14 | 27 | 113,965 | 0.257 | 29.255 | 0.172 | 19.648 |
| 16 | 26 | 140,918 | 0.261 | 36.737 | 0.174 | 24.576 |
| 17 | 27 | 117,714 | 0.257 | 30.217 | 0.172 | 20.294 |
| 19 | 31 | 55,088 | 0.244 | 13.419 | 0.168 | 9.271 |
| 19 | 31 | 535 | 0.244 | 0.130 | 0.168 | 0.090 |
| | | | *Total for Westbrook:* | **116.579** | | **79.523** |

Windham

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 185,326 | 0.227 | 42.013 | 0.170 | 31.561 |
| 6 | 41 | 89,726 | 0.223 | 19.982 | 0.170 | 15.280 |
| 7 | 42 | 58,638 | 0.222 | 12.994 | 0.171 | 10.051 |
| 8 | 41 | 33,445 | 0.223 | 7.448 | 0.170 | 5.696 |
| 9 | 44 | 56,951 | 0.219 | 12.455 | 0.173 | 9.875 |
| 14 | 27 | 41,650 | 0.257 | 10.692 | 0.172 | 7.180 |
| 16 | 26 | 11,417 | 0.261 | 2.976 | 0.174 | 1.991 |
| 17 | 27 | 54,193 | 0.257 | 13.911 | 0.172 | 9.343 |
| 19 | 31 | 14,319 | 0.244 | 3.488 | 0.168 | 2.410 |
| | | | *Total for Windham:* | **125.960** | | **93.387** |

Yarmouth

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 3,229 | 0.219 | 0.706 | 0.173 | 0.560 |
| 11 | 58 | 148,137 | 0.211 | 31.227 | 0.214 | 31.642 |
| 17 | 27 | 107,340 | 0.257 | 27.554 | 0.172 | 18.505 |
| 19 | 31 | 43,275 | 0.244 | 10.542 | 0.168 | 7.283 |
| | | | *Total for Yarmouth:* | **70.030** | | **57.991** |
| | | **Total for Cumberland County:** | | **2,356.914 kg** | | **1,908.314 kg** |

## 23 Sagadahoc County

Arrowsic

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 19,419 | 0.314 | 6.096 | 0.311 | 6.032 |
| 9 | 47 | 1,846 | 0.314 | 0.580 | 0.311 | 0.573 |
| | | | *Total for Arrowsic:* | **6.675** | | **6.605** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Bath

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 846 | 0.314 | 0.265 | 0.311 | 0.263 |
| 8 | 45 | 2,638 | 0.317 | 0.836 | 0.307 | 0.809 |
| 9 | 47 | 8,508 | 0.314 | 2.671 | 0.311 | 2.642 |
| 12 | 44 | 38,574 | 0.321 | 12.378 | 0.310 | 11.942 |
| 14 | 30 | 5,491 | 0.358 | 1.965 | 0.301 | 1.650 |
| 16 | 23 | 3,089 | 0.396 | 1.223 | 0.320 | 0.987 |
| 17 | 26 | 61,999 | 0.377 | 23.374 | 0.310 | 19.195 |
| 19 | 29 | 25,260 | 0.362 | 9.144 | 0.303 | 7.641 |
| | | | *Total for Bath:* | **51.857** | | **45.130** |

Bowdoin

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 13,261 | 0.301 | 3.992 | 0.364 | 4.826 |
| 7 | 47 | 41,431 | 0.314 | 13.005 | 0.311 | 12.869 |
| 8 | 45 | 17,717 | 0.317 | 5.616 | 0.307 | 5.432 |
| 9 | 47 | 12,969 | 0.314 | 4.071 | 0.311 | 4.028 |
| | | | *Total for Bowdoin:* | **26.684** | | **27.155** |

Bowdoinham

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 209,389 | 0.301 | 63.026 | 0.364 | 76.197 |
| 7 | 47 | 30,224 | 0.314 | 9.487 | 0.311 | 9.387 |
| 8 | 45 | 2,902 | 0.317 | 0.920 | 0.307 | 0.890 |
| 9 | 47 | 9,098 | 0.314 | 2.856 | 0.311 | 2.826 |
| | | | *Total for Bowdoinham:* | **76.289** | | **89.300** |

Georgetown

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 15,521 | 0.314 | 4.872 | 0.311 | 4.821 |
| 9 | 47 | 8,531 | 0.314 | 2.678 | 0.311 | 2.650 |
| | | | *Total for Georgetown:* | **7.550** | | **7.471** |

Perkins Twp Swan Island

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 47 | 42 | 0.314 | 0.013 | 0.311 | 0.013 |
| | | | *Total for Perkins Twp Swan Island:* | **0.013** | | **0.013** |

Phippsburg

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 37,039 | 0.314 | 11.627 | 0.311 | 11.504 |
| 8 | 45 | 10,417 | 0.317 | 3.302 | 0.307 | 3.194 |
| 9 | 47 | 16,085 | 0.314 | 5.049 | 0.311 | 4.996 |
| | | | *Total for Phippsburg:* | **19.978** | | **19.694** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Richmond

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 141,733 | 0.301 | 42.662 | 0.364 | 51.577 |
| 7 | 47 | 54,735 | 0.314 | 17.181 | 0.311 | 17.001 |
| 8 | 45 | 5,591 | 0.317 | 1.772 | 0.307 | 1.714 |
| 9 | 47 | 9,721 | 0.314 | 3.051 | 0.311 | 3.019 |
| | | | *Total for Richmond:* | **64.667** | | **73.311** |

Topsham

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 156,179 | 0.301 | 47.010 | 0.364 | 56.834 |
| 2 | 45 | 96,357 | 0.319 | 30.728 | 0.312 | 30.025 |
| 7 | 47 | 29,034 | 0.314 | 9.114 | 0.311 | 9.018 |
| 8 | 45 | 15,784 | 0.317 | 5.003 | 0.307 | 4.839 |
| 9 | 47 | 12,264 | 0.314 | 3.850 | 0.311 | 3.809 |
| 14 | 30 | 62,510 | 0.358 | 22.372 | 0.301 | 18.784 |
| 16 | 23 | 20,978 | 0.396 | 8.307 | 0.320 | 6.704 |
| 17 | 26 | 31,413 | 0.377 | 11.843 | 0.310 | 9.726 |
| 19 | 29 | 22,016 | 0.362 | 7.970 | 0.303 | 6.660 |
| | | | *Total for Topsham:* | **146.197** | | **146.399** |

West Bath

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 68,171 | 0.319 | 21.740 | 0.312 | 21.242 |
| 7 | 47 | 25,648 | 0.314 | 8.051 | 0.311 | 7.966 |
| 8 | 45 | 12,131 | 0.317 | 3.845 | 0.307 | 3.719 |
| 9 | 47 | 15,752 | 0.314 | 4.944 | 0.311 | 4.892 |
| | | | *Total for West Bath:* | **38.581** | | **37.820** |

Woolwich

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 132,802 | 0.319 | 42.350 | 0.312 | 41.381 |
| 7 | 47 | 1,283 | 0.314 | 0.403 | 0.311 | 0.399 |
| 8 | 45 | 33,845 | 0.317 | 10.729 | 0.307 | 10.377 |
| 9 | 47 | 13,346 | 0.314 | 4.189 | 0.311 | 4.145 |
| | | | *Total for Woolwich:* | **57.672** | | **56.302** |
| | | **Total for Sagadahoc County:** | | **496.163 kg** | | **509.199 kg** |

## 31 York County

Alfred

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 95,072 | 0.321 | 30.509 | 0.310 | 29.434 |
| 6 | 38 | 24,427 | 0.332 | 8.107 | 0.298 | 7.289 |
| 8 | 40 | 525 | 0.327 | 0.172 | 0.300 | 0.157 |
| 9 | 43 | 32,560 | 0.321 | 10.449 | 0.305 | 9.915 |
| | | | *Total for Alfred:* | **49.236** | | **46.795** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 31 York County

Arundel

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 230,556 | 0.301 | 69.397 | 0.364 | 83.899 |
| 2 | 44 | 66,695 | 0.321 | 21.402 | 0.310 | 20.649 |
| 6 | 38 | 64,602 | 0.332 | 21.442 | 0.298 | 19.277 |
| 7 | 39 | 21,438 | 0.329 | 7.051 | 0.299 | 6.419 |
| 9 | 43 | 59,636 | 0.321 | 19.137 | 0.305 | 18.159 |
| | | | *Total for Arundel:* | **138.430** | | **148.403** |

Berwick

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 67,452 | 0.332 | 22.387 | 0.298 | 20.128 |
| 8 | 40 | 9,604 | 0.327 | 3.140 | 0.300 | 2.876 |
| 9 | 43 | 31,271 | 0.321 | 10.035 | 0.305 | 9.522 |
| 14 | 29 | 2,788 | 0.362 | 1.009 | 0.303 | 0.843 |
| 16 | 29 | 29,987 | 0.362 | 10.855 | 0.303 | 9.071 |
| 17 | 27 | 14,955 | 0.372 | 5.562 | 0.308 | 4.599 |
| 19 | 32 | 32,851 | 0.350 | 11.495 | 0.299 | 9.806 |
| | | | *Total for Berwick:* | **64.483** | | **56.845** |

Biddeford

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 182,772 | 0.301 | 55.014 | 0.364 | 66.511 |
| 2 | 44 | 38,271 | 0.321 | 12.281 | 0.310 | 11.849 |
| 6 | 38 | 49,681 | 0.332 | 16.489 | 0.298 | 14.825 |
| 7 | 39 | 18,525 | 0.329 | 6.093 | 0.299 | 5.546 |
| 8 | 40 | 34,994 | 0.327 | 11.440 | 0.300 | 10.481 |
| 9 | 43 | 27,338 | 0.321 | 8.773 | 0.305 | 8.324 |
| 16 | 29 | 60,316 | 0.362 | 21.834 | 0.303 | 18.246 |
| 17 | 27 | 122,216 | 0.372 | 45.452 | 0.308 | 37.581 |
| 19 | 32 | 33,042 | 0.350 | 11.561 | 0.299 | 9.863 |
| | | | *Total for Biddeford:* | **188.937** | | **183.226** |

Buxton

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 44,043 | 0.321 | 14.133 | 0.310 | 13.636 |
| 7 | 39 | 38,515 | 0.329 | 12.668 | 0.299 | 11.531 |
| 8 | 40 | 87,301 | 0.327 | 28.539 | 0.300 | 26.147 |
| 9 | 43 | 46,312 | 0.321 | 14.861 | 0.305 | 14.102 |
| | | | *Total for Buxton:* | **70.201** | | **65.416** |

Dayton

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 55,519 | 0.329 | 18.260 | 0.299 | 16.622 |
| 8 | 40 | 2,729 | 0.327 | 0.892 | 0.300 | 0.817 |
| 9 | 43 | 12,588 | 0.321 | 4.040 | 0.305 | 3.833 |
| | | | *Total for Dayton:* | **23.192** | | **21.273** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 31 York County

Eliot

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 0 | 0.329 | 0.000 | 0.299 | 0.000 |
| 8 | 40 | 2,082 | 0.327 | 0.681 | 0.300 | 0.624 |
| 9 | 43 | 3,464 | 0.321 | 1.112 | 0.305 | 1.055 |
| 16 | 29 | 99,937 | 0.362 | 36.177 | 0.303 | 30.231 |
| 17 | 27 | 41,042 | 0.372 | 15.264 | 0.308 | 12.620 |
| 19 | 32 | 16,274 | 0.350 | 5.694 | 0.299 | 4.858 |
| | | | *Total for Eliot:* | **58.927** | | **49.388** |

Hollis

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 45,612 | 0.321 | 14.637 | 0.310 | 14.122 |
| 7 | 39 | 70,794 | 0.329 | 23.284 | 0.299 | 21.196 |
| 8 | 40 | 24,627 | 0.327 | 8.050 | 0.300 | 7.376 |
| 9 | 43 | 28,204 | 0.321 | 9.051 | 0.305 | 8.588 |
| | | | *Total for Hollis:* | **55.022** | | **51.281** |

Kennebunk

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 265,541 | 0.301 | 79.928 | 0.364 | 96.630 |
| 6 | 38 | 46,600 | 0.332 | 15.466 | 0.298 | 13.905 |
| 7 | 39 | 142,458 | 0.329 | 46.855 | 0.299 | 42.652 |
| 8 | 40 | 51,192 | 0.327 | 16.735 | 0.300 | 15.332 |
| 9 | 43 | 51,744 | 0.321 | 16.605 | 0.305 | 15.756 |
| 19 | 32 | 0 | 0.350 | 0.000 | 0.299 | 0.000 |
| | | | *Total for Kennebunk:* | **175.588** | | **184.276** |

Kennebunkport

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 43,355 | 0.329 | 14.260 | 0.299 | 12.981 |
| 9 | 43 | 53,934 | 0.321 | 17.307 | 0.305 | 16.423 |
| | | | *Total for Kennebunkport:* | **31.567** | | **29.403** |

Kittery

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 140,511 | 0.301 | 42.294 | 0.364 | 51.132 |
| 6 | 38 | 14,669 | 0.332 | 4.869 | 0.298 | 4.377 |
| 7 | 39 | 3,328 | 0.329 | 1.095 | 0.299 | 0.996 |
| 8 | 40 | 4,478 | 0.327 | 1.464 | 0.300 | 1.341 |
| 9 | 43 | 10,426 | 0.321 | 3.346 | 0.305 | 3.175 |
| 11 | 58 | 156,474 | 0.302 | 47.271 | 0.352 | 55.032 |
| 12 | 38 | 18,871 | 0.333 | 6.282 | 0.302 | 5.690 |
| 14 | 29 | 33,771 | 0.362 | 12.225 | 0.303 | 10.216 |
| 16 | 29 | 93,739 | 0.362 | 33.934 | 0.303 | 28.356 |
| 17 | 27 | 42,639 | 0.372 | 15.857 | 0.308 | 13.111 |
| 19 | 32 | 16,203 | 0.350 | 5.670 | 0.299 | 4.837 |
| | | | *Total for Kittery:* | **174.305** | | **178.263** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 31 York County

Limington

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 45,838 | 0.332 | 15.214 | 0.298 | 13.678 |
| 7 | 39 | 34,021 | 0.329 | 11.190 | 0.299 | 10.186 |
| 8 | 40 | 4,186 | 0.327 | 1.368 | 0.300 | 1.254 |
| 9 | 43 | 18,955 | 0.321 | 6.083 | 0.305 | 5.772 |
| | | | *Total for Limington:* | **33.854** | | **30.890** |

Lyman

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 88,613 | 0.321 | 28.436 | 0.310 | 27.435 |
| 7 | 39 | 24,210 | 0.329 | 7.963 | 0.299 | 7.249 |
| 8 | 40 | 26,429 | 0.327 | 8.640 | 0.300 | 7.916 |
| 9 | 43 | 26,440 | 0.321 | 8.484 | 0.305 | 8.051 |
| | | | *Total for Lyman:* | **53.523** | | **50.650** |

North Berwick

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 99,996 | 0.332 | 33.189 | 0.298 | 29.839 |
| 8 | 40 | 4,967 | 0.327 | 1.624 | 0.300 | 1.488 |
| 9 | 43 | 47,497 | 0.321 | 15.242 | 0.305 | 14.463 |
| | | | *Total for North Berwick:* | **50.054** | | **45.789** |

Ogunquit

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 81,717 | 0.301 | 24.597 | 0.364 | 29.737 |
| 6 | 38 | 47,150 | 0.332 | 15.649 | 0.298 | 14.069 |
| 7 | 39 | 10,608 | 0.329 | 3.489 | 0.299 | 3.176 |
| 9 | 43 | 14,513 | 0.321 | 4.657 | 0.305 | 4.419 |
| | | | *Total for Ogunquit:* | **48.392** | | **51.401** |

Old Orchard Beach

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 12 | 38 | 797 | 0.333 | 0.265 | 0.302 | 0.240 |
| 17 | 27 | 96,266 | 0.372 | 35.801 | 0.308 | 29.602 |
| 19 | 32 | 36,749 | 0.350 | 12.858 | 0.299 | 10.970 |
| | | | *Total for Old Orchard Beach:* | **48.925** | | **40.812** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 31 York County

Saco

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 370,719 | 0.301 | 111.586 | 0.364 | 134.905 |
| 6 | 38 | 51,948 | 0.332 | 17.241 | 0.298 | 15.501 |
| 7 | 39 | 65,026 | 0.329 | 21.387 | 0.299 | 19.469 |
| 8 | 40 | 4,393 | 0.327 | 1.436 | 0.300 | 1.316 |
| 9 | 43 | 36,692 | 0.321 | 11.775 | 0.305 | 11.173 |
| 11 | 58 | 192,930 | 0.302 | 58.284 | 0.352 | 67.854 |
| 12 | 38 | 11,970 | 0.333 | 3.985 | 0.302 | 3.609 |
| 16 | 29 | 72,781 | 0.362 | 26.347 | 0.303 | 22.016 |
| 17 | 27 | 140,553 | 0.372 | 52.272 | 0.308 | 43.220 |
| 19 | 32 | 36,325 | 0.350 | 12.710 | 0.299 | 10.843 |
| | | | *Total for Saco:* | **317.023** | | **329.905** |

Sanford

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 38,044 | 0.321 | 12.208 | 0.310 | 11.778 |
| 6 | 38 | 64,717 | 0.332 | 21.479 | 0.298 | 19.311 |
| 7 | 39 | 29,462 | 0.329 | 9.690 | 0.299 | 8.821 |
| 8 | 40 | 13,330 | 0.327 | 4.358 | 0.300 | 3.992 |
| 9 | 43 | 46,451 | 0.321 | 14.906 | 0.305 | 14.144 |
| 14 | 29 | 146,570 | 0.362 | 53.058 | 0.303 | 44.337 |
| 16 | 29 | 51,535 | 0.362 | 18.656 | 0.303 | 15.589 |
| 17 | 27 | 86,598 | 0.372 | 32.206 | 0.308 | 26.629 |
| 19 | 32 | 52,208 | 0.350 | 18.268 | 0.299 | 15.584 |
| | | | *Total for Sanford:* | **184.829** | | **160.187** |

South Berwick

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 27,930 | 0.332 | 9.270 | 0.298 | 8.334 |
| 7 | 39 | 10,357 | 0.329 | 3.407 | 0.299 | 3.101 |
| 9 | 43 | 22,579 | 0.321 | 7.246 | 0.305 | 6.875 |
| 16 | 29 | 68,554 | 0.362 | 24.817 | 0.303 | 20.738 |
| 17 | 27 | 6,822 | 0.372 | 2.537 | 0.308 | 2.098 |
| 19 | 32 | 29,586 | 0.350 | 10.352 | 0.299 | 8.832 |
| | | | *Total for South Berwick:* | **57.628** | | **49.977** |

Wells

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 509,446 | 0.301 | 153.343 | 0.364 | 185.388 |
| 2 | 44 | 60,382 | 0.321 | 19.376 | 0.310 | 18.694 |
| 6 | 38 | 207,767 | 0.332 | 68.958 | 0.298 | 61.998 |
| 7 | 39 | 16,316 | 0.329 | 5.366 | 0.299 | 4.885 |
| 8 | 40 | 29,630 | 0.327 | 9.686 | 0.300 | 8.874 |
| 9 | 43 | 84,597 | 0.321 | 27.147 | 0.305 | 25.760 |
| | | | *Total for Wells:* | **283.877** | | **305.598** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2030 Portland, Maine Ozone Maintenance Area

## 31 York County

York

| HPMS FFC | Avg Speed | 2030 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 577,424 | 0.301 | 173.805 | 0.364 | 210.125 |
| 6 | 38 | 177,854 | 0.332 | 59.030 | 0.298 | 53.072 |
| 7 | 39 | 120,191 | 0.329 | 39.531 | 0.299 | 35.985 |
| 8 | 40 | 44,745 | 0.327 | 14.627 | 0.300 | 13.401 |
| 9 | 43 | 92,818 | 0.321 | 29.785 | 0.305 | 28.263 |
| | | | *Total for York:* | **316.778** | | **340.846** |
| | | | **Total for York County:** | **2,424.773 kg** | | **2,420.625 kg** |
| | | **2030 Portland, Maine Ozone Maintenance Area:** | | **5,312.037 kg** | | **4,871.336 kg** |
| | | | | **5.854 tons** | | **5.368 tons** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 01 Androscoggin County

Durham

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 45 | 316 | 0.315 | 0.100 | 0.293 | 0.093 |
| 7 | 45 | 65,447 | 0.315 | 20.609 | 0.293 | 19.156 |
| 8 | 46 | 19,166 | 0.313 | 5.999 | 0.295 | 5.646 |
| 9 | 46 | 25,130 | 0.313 | 7.866 | 0.295 | 7.403 |
| | | | *Total for Durham:* | **34.574** | | **32.299** |
| | | **Total for Androscoggin County:** | | **34.574 kg** | | **32.299 kg** |

## 05 Cumberland County

Brunswick

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 176,955 | 0.209 | 36.948 | 0.204 | 36.046 |
| 7 | 42 | 42,087 | 0.220 | 9.242 | 0.158 | 6.667 |
| 9 | 44 | 63,798 | 0.217 | 13.825 | 0.160 | 10.233 |
| 12 | 46 | 246,176 | 0.216 | 53.100 | 0.166 | 40.742 |
| 14 | 27 | 62,008 | 0.255 | 15.787 | 0.160 | 9.946 |
| 16 | 26 | 69,648 | 0.259 | 18.018 | 0.161 | 11.241 |
| 17 | 27 | 154,966 | 0.255 | 39.454 | 0.160 | 24.857 |
| 19 | 31 | 47,246 | 0.242 | 11.415 | 0.155 | 7.342 |
| | | | *Total for Brunswick:* | **197.790** | | **147.073** |

Cape Elizabeth

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 17 | 27 | 74,600 | 0.255 | 18.993 | 0.160 | 11.966 |
| 19 | 31 | 30,469 | 0.242 | 7.361 | 0.155 | 4.735 |
| | | | *Total for Cape Elizabeth:* | **26.354** | | **16.701** |

Casco

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 71,019 | 0.225 | 15.958 | 0.157 | 11.178 |
| 6 | 41 | 36,974 | 0.221 | 8.160 | 0.157 | 5.820 |
| 8 | 41 | 22,810 | 0.221 | 5.034 | 0.157 | 3.590 |
| 9 | 44 | 22,185 | 0.217 | 4.808 | 0.160 | 3.559 |
| | | | *Total for Casco:* | **33.960** | | **24.147** |

Cumberland

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 177,074 | 0.209 | 36.973 | 0.204 | 36.070 |
| 6 | 41 | 20,360 | 0.221 | 4.494 | 0.157 | 3.205 |
| 7 | 42 | 23,641 | 0.220 | 5.192 | 0.158 | 3.745 |
| 8 | 41 | 15,198 | 0.221 | 3.354 | 0.157 | 2.392 |
| 9 | 44 | 19,029 | 0.217 | 4.124 | 0.160 | 3.052 |
| 11 | 58 | 64,908 | 0.209 | 13.553 | 0.194 | 12.573 |
| 17 | 27 | 67,485 | 0.255 | 17.182 | 0.160 | 10.825 |
| 19 | 31 | 16,129 | 0.242 | 3.897 | 0.155 | 2.506 |
| | | | *Total for Cumberland:* | **88.767** | | **74.368** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Falmouth

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 268,891 | 0.209 | 56.144 | 0.204 | 54.773 |
| 6 | 41 | 28,366 | 0.221 | 6.260 | 0.157 | 4.465 |
| 7 | 42 | 68,134 | 0.220 | 14.962 | 0.158 | 10.792 |
| 8 | 41 | 14,341 | 0.221 | 3.165 | 0.157 | 2.257 |
| 9 | 44 | 29,585 | 0.217 | 6.411 | 0.160 | 4.745 |
| 11 | 58 | 218,061 | 0.209 | 45.531 | 0.194 | 42.238 |
| 14 | 27 | 10,085 | 0.255 | 2.568 | 0.160 | 1.618 |
| 16 | 26 | 29,720 | 0.259 | 7.688 | 0.161 | 4.797 |
| 17 | 27 | 151,317 | 0.255 | 38.525 | 0.160 | 24.271 |
| 19 | 31 | 16,360 | 0.242 | 3.952 | 0.155 | 2.542 |
| | | | *Total for Falmouth:* | **185.208** | | **152.500** |

Freeport

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 326,961 | 0.209 | 68.270 | 0.204 | 66.602 |
| 7 | 42 | 42,896 | 0.220 | 9.420 | 0.158 | 6.795 |
| 8 | 41 | 30,012 | 0.221 | 6.624 | 0.157 | 4.724 |
| 9 | 44 | 36,470 | 0.217 | 7.903 | 0.160 | 5.850 |
| 11 | 58 | 84,548 | 0.209 | 17.654 | 0.194 | 16.377 |
| 17 | 27 | 100,098 | 0.255 | 25.485 | 0.160 | 16.056 |
| 19 | 31 | 17,312 | 0.242 | 4.182 | 0.155 | 2.690 |
| | | | *Total for Freeport:* | **139.537** | | **119.093** |

Frye Island

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.217 | 0.000 | 0.160 | 0.000 |
| | | | *Total for Frye Island:* | **0.000** | | **0.000** |

Gorham

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 8,825 | 0.225 | 1.983 | 0.157 | 1.389 |
| 6 | 41 | 85,480 | 0.221 | 18.866 | 0.157 | 13.455 |
| 7 | 42 | 74,650 | 0.220 | 16.393 | 0.158 | 11.825 |
| 8 | 41 | 4,863 | 0.221 | 1.073 | 0.157 | 0.765 |
| 9 | 44 | 50,115 | 0.217 | 10.860 | 0.160 | 8.038 |
| 14 | 27 | 67,139 | 0.255 | 17.094 | 0.160 | 10.769 |
| 16 | 26 | 122,160 | 0.259 | 31.603 | 0.161 | 19.717 |
| 17 | 27 | 93,464 | 0.255 | 23.796 | 0.160 | 14.992 |
| 19 | 31 | 33,353 | 0.242 | 8.058 | 0.155 | 5.183 |
| | | | *Total for Gorham:* | **129.725** | | **86.132** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Gray

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 257,837 | 0.209 | 53.836 | 0.204 | 52.521 |
| 2 | 39 | 72,515 | 0.225 | 16.294 | 0.157 | 11.414 |
| 6 | 41 | 149,025 | 0.221 | 32.890 | 0.157 | 23.457 |
| 7 | 42 | 30,314 | 0.220 | 6.657 | 0.158 | 4.802 |
| 8 | 41 | 15,595 | 0.221 | 3.442 | 0.157 | 2.455 |
| 9 | 44 | 49,645 | 0.217 | 10.758 | 0.160 | 7.963 |
| | | | *Total for Gray:* | **123.877** | | **102.611** |

Harpswell

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 94,544 | 0.220 | 20.762 | 0.158 | 14.976 |
| 8 | 41 | 12,384 | 0.221 | 2.733 | 0.157 | 1.949 |
| 9 | 44 | 9,538 | 0.217 | 2.067 | 0.160 | 1.530 |
| | | | *Total for Harpswell:* | **25.562** | | **18.455** |

Long Island

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 0 | 0.217 | 0.000 | 0.160 | 0.000 |
| 19 | 31 | 199 | 0.242 | 0.048 | 0.155 | 0.031 |
| | | | *Total for Long Island:* | **0.048** | | **0.031** |

New Gloucester

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 173,415 | 0.209 | 36.209 | 0.204 | 35.325 |
| 2 | 39 | 27,433 | 0.225 | 6.164 | 0.157 | 4.318 |
| 6 | 41 | 78,876 | 0.221 | 17.408 | 0.157 | 12.415 |
| 7 | 42 | 28,798 | 0.220 | 6.324 | 0.158 | 4.562 |
| 8 | 41 | 3,037 | 0.221 | 0.670 | 0.157 | 0.478 |
| 9 | 44 | 48,997 | 0.217 | 10.618 | 0.160 | 7.859 |
| | | | *Total for New Gloucester:* | **77.393** | | **64.957** |

North Yarmouth

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 40,486 | 0.220 | 8.891 | 0.158 | 6.413 |
| 8 | 41 | 9,626 | 0.221 | 2.124 | 0.157 | 1.515 |
| 9 | 44 | 15,491 | 0.217 | 3.357 | 0.160 | 2.485 |
| 17 | 27 | 16,665 | 0.255 | 4.243 | 0.160 | 2.673 |
| 19 | 31 | 1,840 | 0.242 | 0.445 | 0.155 | 0.286 |
| | | | *Total for North Yarmouth:* | **19.060** | | **13.372** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Portland

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 643,670 | 0.209 | 134.398 | 0.194 | 124.679 |
| 12 | 46 | 42,369 | 0.216 | 9.139 | 0.166 | 7.012 |
| 14 | 27 | 528,405 | 0.255 | 134.532 | 0.160 | 84.756 |
| 16 | 26 | 201,547 | 0.259 | 52.140 | 0.161 | 32.530 |
| 17 | 27 | 210,283 | 0.255 | 53.538 | 0.160 | 33.729 |
| 19 | 31 | 129,331 | 0.242 | 31.246 | 0.155 | 20.098 |
| | | | *Total for Portland:* | **414.994** | | **302.804** |

Pownal

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 42 | 26,297 | 0.220 | 5.775 | 0.158 | 4.165 |
| 9 | 44 | 18,367 | 0.217 | 3.980 | 0.160 | 2.946 |
| | | | *Total for Pownal:* | **9.755** | | **7.112** |

Raymond

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 78,028 | 0.225 | 17.533 | 0.157 | 12.282 |
| 8 | 41 | 62,612 | 0.221 | 13.818 | 0.157 | 9.855 |
| 9 | 44 | 37,296 | 0.217 | 8.082 | 0.160 | 5.982 |
| | | | *Total for Raymond:* | **39.433** | | **28.119** |

Scarborough

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 67 | 425,881 | 0.209 | 88.924 | 0.204 | 86.752 |
| 7 | 42 | 13,414 | 0.220 | 2.946 | 0.158 | 2.125 |
| 8 | 41 | 57,048 | 0.221 | 12.591 | 0.157 | 8.979 |
| 9 | 44 | 39,843 | 0.217 | 8.634 | 0.160 | 6.391 |
| 11 | 58 | 68,464 | 0.209 | 14.295 | 0.194 | 13.261 |
| 12 | 46 | 26,987 | 0.216 | 5.821 | 0.166 | 4.466 |
| 16 | 26 | 327,402 | 0.259 | 84.699 | 0.161 | 52.843 |
| 17 | 27 | 233,551 | 0.255 | 59.462 | 0.160 | 37.462 |
| 19 | 31 | 61,496 | 0.242 | 14.858 | 0.155 | 9.557 |
| | | | *Total for Scarborough:* | **292.229** | | **221.835** |

South Portland

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 11 | 58 | 259,102 | 0.209 | 54.101 | 0.194 | 50.188 |
| 12 | 46 | 91,009 | 0.216 | 19.631 | 0.166 | 15.062 |
| 14 | 27 | 43,498 | 0.255 | 11.075 | 0.160 | 6.977 |
| 16 | 26 | 223,352 | 0.259 | 57.781 | 0.161 | 36.049 |
| 17 | 27 | 136,209 | 0.255 | 34.679 | 0.160 | 21.848 |
| 19 | 31 | 81,070 | 0.242 | 19.586 | 0.155 | 12.598 |
| | | | *Total for South Portland:* | **196.852** | | **142.722** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 05 Cumberland County

Standish

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 41 | 84,991 | 0.221 | 18.758 | 0.157 | 13.378 |
| 7 | 42 | 219,115 | 0.220 | 48.118 | 0.158 | 34.708 |
| 9 | 44 | 59,595 | 0.217 | 12.914 | 0.160 | 9.559 |
| | | | *Total for Standish:* | **79.789** | | **57.645** |

Westbrook

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 241 | 0.217 | 0.052 | 0.160 | 0.039 |
| 12 | 46 | 32,573 | 0.216 | 7.026 | 0.166 | 5.391 |
| 14 | 27 | 116,179 | 0.255 | 29.579 | 0.160 | 18.635 |
| 16 | 26 | 145,138 | 0.259 | 37.547 | 0.161 | 23.425 |
| 17 | 27 | 124,203 | 0.255 | 31.622 | 0.160 | 19.922 |
| 19 | 31 | 56,334 | 0.242 | 13.610 | 0.155 | 8.754 |
| 19 | 31 | 546 | 0.242 | 0.132 | 0.155 | 0.085 |
| | | | *Total for Westbrook:* | **119.569** | | **76.251** |

Windham

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 39 | 188,926 | 0.225 | 42.452 | 0.157 | 29.737 |
| 6 | 41 | 91,469 | 0.221 | 20.187 | 0.157 | 14.397 |
| 7 | 42 | 59,777 | 0.220 | 13.127 | 0.158 | 9.469 |
| 8 | 41 | 34,095 | 0.221 | 7.525 | 0.157 | 5.367 |
| 9 | 44 | 58,057 | 0.217 | 12.581 | 0.160 | 9.312 |
| 14 | 27 | 42,459 | 0.255 | 10.810 | 0.160 | 6.810 |
| 16 | 26 | 11,921 | 0.259 | 3.084 | 0.161 | 1.924 |
| 17 | 27 | 55,403 | 0.255 | 14.106 | 0.160 | 8.887 |
| 19 | 31 | 15,019 | 0.242 | 3.629 | 0.155 | 2.334 |
| | | | *Total for Windham:* | **127.500** | | **88.237** |

Yarmouth

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 44 | 3,292 | 0.217 | 0.713 | 0.160 | 0.528 |
| 11 | 58 | 151,470 | 0.209 | 31.627 | 0.194 | 29.340 |
| 17 | 27 | 110,537 | 0.255 | 28.143 | 0.160 | 17.730 |
| 19 | 31 | 44,798 | 0.242 | 10.823 | 0.155 | 6.962 |
| | | | *Total for Yarmouth:* | **71.306** | | **54.560** |
| | | **Total for Cumberland County:** | | **2,398.710 kg** | | **1,798.724 kg** |

## 23 Sagadahoc County

Arrowsic

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 19,716 | 0.311 | 6.132 | 0.297 | 5.848 |
| 9 | 47 | 1,874 | 0.311 | 0.583 | 0.297 | 0.556 |
| | | | *Total for Arrowsic:* | **6.715** | | **6.404** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Bath

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 859 | 0.311 | 0.267 | 0.297 | 0.255 |
| 8 | 45 | 2,678 | 0.315 | 0.843 | 0.293 | 0.784 |
| 9 | 47 | 8,637 | 0.311 | 2.686 | 0.297 | 2.562 |
| 12 | 44 | 39,162 | 0.319 | 12.489 | 0.296 | 11.576 |
| 14 | 30 | 5,575 | 0.356 | 1.984 | 0.288 | 1.603 |
| 16 | 23 | 3,137 | 0.393 | 1.233 | 0.306 | 0.959 |
| 17 | 26 | 62,945 | 0.374 | 23.542 | 0.297 | 18.670 |
| 19 | 29 | 25,646 | 0.360 | 9.230 | 0.290 | 7.427 |
| | | | *Total for Bath:* | **52.274** | | **43.836** |

Bowdoin

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 13,464 | 0.298 | 4.014 | 0.342 | 4.603 |
| 7 | 47 | 42,064 | 0.311 | 13.082 | 0.297 | 12.476 |
| 8 | 45 | 17,987 | 0.315 | 5.664 | 0.293 | 5.265 |
| 9 | 47 | 13,167 | 0.311 | 4.095 | 0.297 | 3.905 |
| | | | *Total for Bowdoin:* | **26.854** | | **26.249** |

Bowdoinham

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 212,584 | 0.298 | 63.371 | 0.342 | 72.683 |
| 7 | 47 | 30,685 | 0.311 | 9.543 | 0.297 | 9.101 |
| 8 | 45 | 2,946 | 0.315 | 0.928 | 0.293 | 0.862 |
| 9 | 47 | 9,237 | 0.311 | 2.873 | 0.297 | 2.740 |
| | | | *Total for Bowdoinham:* | **76.715** | | **85.386** |

Georgetown

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 15,758 | 0.311 | 4.901 | 0.297 | 4.674 |
| 9 | 47 | 8,662 | 0.311 | 2.694 | 0.297 | 2.569 |
| | | | *Total for Georgetown:* | **7.594** | | **7.243** |

Perkins Twp Swan Island

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 9 | 47 | 43 | 0.311 | 0.013 | 0.297 | 0.013 |
| | | | *Total for Perkins Twp Swan Island:* | **0.013** | | **0.013** |

Phippsburg

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 47 | 37,604 | 0.311 | 11.695 | 0.297 | 11.153 |
| 8 | 45 | 10,576 | 0.315 | 3.330 | 0.293 | 3.096 |
| 9 | 47 | 16,331 | 0.311 | 5.079 | 0.297 | 4.844 |
| | | | *Total for Phippsburg:* | **20.104** | | **19.093** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 23 Sagadahoc County

Richmond

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 143,896 | 0.298 | 42.896 | 0.342 | 49.198 |
| 7 | 47 | 55,570 | 0.311 | 17.282 | 0.297 | 16.482 |
| 8 | 45 | 5,677 | 0.315 | 1.788 | 0.293 | 1.662 |
| 9 | 47 | 9,869 | 0.311 | 3.069 | 0.297 | 2.927 |
| | | | *Total for Richmond:* | **65.035** | | **70.269** |

Topsham

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 69 | 158,562 | 0.298 | 47.267 | 0.342 | 54.213 |
| 2 | 45 | 97,827 | 0.317 | 31.001 | 0.298 | 29.113 |
| 7 | 47 | 29,477 | 0.311 | 9.167 | 0.297 | 8.743 |
| 8 | 45 | 16,025 | 0.315 | 5.046 | 0.293 | 4.690 |
| 9 | 47 | 12,451 | 0.311 | 3.872 | 0.297 | 3.693 |
| 14 | 30 | 63,464 | 0.356 | 22.587 | 0.288 | 18.252 |
| 16 | 23 | 21,298 | 0.393 | 8.372 | 0.306 | 6.511 |
| 17 | 26 | 31,893 | 0.374 | 11.928 | 0.297 | 9.459 |
| 19 | 29 | 22,352 | 0.360 | 8.044 | 0.290 | 6.473 |
| | | | *Total for Topsham:* | **147.286** | | **141.148** |

West Bath

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 69,212 | 0.317 | 21.933 | 0.298 | 20.597 |
| 7 | 47 | 26,040 | 0.311 | 8.098 | 0.297 | 7.723 |
| 8 | 45 | 12,316 | 0.315 | 3.878 | 0.293 | 3.605 |
| 9 | 47 | 15,992 | 0.311 | 4.974 | 0.297 | 4.743 |
| | | | *Total for West Bath:* | **38.883** | | **36.669** |

Woolwich

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 45 | 134,828 | 0.317 | 42.727 | 0.298 | 40.125 |
| 7 | 47 | 1,303 | 0.311 | 0.405 | 0.297 | 0.386 |
| 8 | 45 | 34,361 | 0.315 | 10.820 | 0.293 | 10.058 |
| 9 | 47 | 13,550 | 0.311 | 4.214 | 0.297 | 4.019 |
| | | | *Total for Woolwich:* | **58.167** | | **54.588** |
| | | **Total for Sagadahoc County:** | | **499.641 kg** | | **490.896 kg** |

## 31 York County

Alfred

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 97,360 | 0.319 | 31.048 | 0.296 | 28.780 |
| 6 | 38 | 25,015 | 0.329 | 8.227 | 0.286 | 7.142 |
| 8 | 40 | 538 | 0.325 | 0.175 | 0.287 | 0.154 |
| 9 | 43 | 33,344 | 0.319 | 10.633 | 0.291 | 9.690 |
| | | | *Total for Alfred:* | **50.084** | | **45.765** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 31 York County

Arundel

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 236,106 | 0.298 | 70.383 | 0.342 | 80.725 |
| 2 | 44 | 68,300 | 0.319 | 21.781 | 0.296 | 20.190 |
| 6 | 38 | 66,157 | 0.329 | 21.759 | 0.286 | 18.888 |
| 7 | 39 | 21,954 | 0.327 | 7.177 | 0.286 | 6.270 |
| 9 | 43 | 61,071 | 0.319 | 19.476 | 0.291 | 17.747 |
| | | | *Total for Arundel:* | **140.576** | | **143.819** |

Berwick

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 69,076 | 0.329 | 22.719 | 0.286 | 19.721 |
| 8 | 40 | 9,835 | 0.325 | 3.196 | 0.287 | 2.819 |
| 9 | 43 | 32,024 | 0.319 | 10.212 | 0.291 | 9.306 |
| 14 | 29 | 2,855 | 0.360 | 1.028 | 0.290 | 0.827 |
| 16 | 29 | 30,709 | 0.360 | 11.052 | 0.290 | 8.893 |
| 17 | 27 | 15,315 | 0.369 | 5.651 | 0.295 | 4.512 |
| 19 | 32 | 33,642 | 0.347 | 11.670 | 0.286 | 9.605 |
| | | | *Total for Berwick:* | **65.528** | | **55.683** |

Biddeford

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 187,171 | 0.298 | 55.796 | 0.342 | 63.994 |
| 2 | 44 | 39,192 | 0.319 | 12.498 | 0.296 | 11.585 |
| 6 | 38 | 50,877 | 0.329 | 16.733 | 0.286 | 14.525 |
| 7 | 39 | 18,971 | 0.327 | 6.202 | 0.286 | 5.418 |
| 8 | 40 | 35,836 | 0.325 | 11.643 | 0.287 | 10.271 |
| 9 | 43 | 27,996 | 0.319 | 8.928 | 0.291 | 8.136 |
| 16 | 29 | 61,941 | 0.360 | 22.293 | 0.290 | 17.938 |
| 17 | 27 | 126,646 | 0.369 | 46.732 | 0.295 | 37.310 |
| 19 | 32 | 34,398 | 0.347 | 11.933 | 0.286 | 9.821 |
| | | | *Total for Biddeford:* | **192.758** | | **178.997** |

Buxton

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 45,103 | 0.319 | 14.383 | 0.296 | 13.332 |
| 7 | 39 | 39,442 | 0.327 | 12.894 | 0.286 | 11.265 |
| 8 | 40 | 89,402 | 0.325 | 29.047 | 0.287 | 25.623 |
| 9 | 43 | 47,426 | 0.319 | 15.124 | 0.291 | 13.782 |
| | | | *Total for Buxton:* | **71.448** | | **64.002** |

Dayton

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 56,856 | 0.327 | 18.586 | 0.286 | 16.238 |
| 8 | 40 | 2,795 | 0.325 | 0.908 | 0.287 | 0.801 |
| 9 | 43 | 12,891 | 0.319 | 4.111 | 0.291 | 3.746 |
| | | | *Total for Dayton:* | **23.605** | | **20.785** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 31 York County

Eliot

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 0 | 0.327 | 0.000 | 0.286 | 0.000 |
| 8 | 40 | 2,132 | 0.325 | 0.693 | 0.287 | 0.611 |
| 9 | 43 | 3,548 | 0.319 | 1.131 | 0.291 | 1.031 |
| 16 | 29 | 102,342 | 0.360 | 36.833 | 0.290 | 29.638 |
| 17 | 27 | 42,030 | 0.369 | 15.509 | 0.295 | 12.382 |
| 19 | 32 | 16,666 | 0.347 | 5.781 | 0.286 | 4.758 |
| | | | *Total for Eliot:* | **59.948** | | **48.421** |

Hollis

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 46,710 | 0.319 | 14.896 | 0.296 | 13.807 |
| 7 | 39 | 72,498 | 0.327 | 23.700 | 0.286 | 20.705 |
| 8 | 40 | 25,219 | 0.325 | 8.194 | 0.287 | 7.228 |
| 9 | 43 | 28,883 | 0.319 | 9.211 | 0.291 | 8.393 |
| | | | *Total for Hollis:* | **56.000** | | **50.134** |

Kennebunk

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 271,933 | 0.298 | 81.063 | 0.342 | 92.974 |
| 6 | 38 | 47,721 | 0.329 | 15.696 | 0.286 | 13.624 |
| 7 | 39 | 145,887 | 0.327 | 47.691 | 0.286 | 41.665 |
| 8 | 40 | 52,424 | 0.325 | 17.033 | 0.287 | 15.025 |
| 9 | 43 | 52,990 | 0.319 | 16.898 | 0.291 | 15.399 |
| 19 | 32 | 0 | 0.347 | 0.000 | 0.286 | 0.000 |
| | | | *Total for Kennebunk:* | **178.380** | | **178.687** |

Kennebunkport

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 7 | 39 | 44,399 | 0.327 | 14.514 | 0.286 | 12.680 |
| 9 | 43 | 55,232 | 0.319 | 17.613 | 0.291 | 16.050 |
| | | | *Total for Kennebunkport:* | **32.127** | | **28.731** |

Kittery

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 143,893 | 0.298 | 42.895 | 0.342 | 49.197 |
| 6 | 38 | 15,022 | 0.329 | 4.941 | 0.286 | 4.289 |
| 7 | 39 | 3,408 | 0.327 | 1.114 | 0.286 | 0.973 |
| 8 | 40 | 4,585 | 0.325 | 1.490 | 0.287 | 1.314 |
| 9 | 43 | 10,677 | 0.319 | 3.405 | 0.291 | 3.103 |
| 11 | 58 | 160,240 | 0.300 | 48.088 | 0.332 | 53.168 |
| 12 | 38 | 19,326 | 0.331 | 6.395 | 0.289 | 5.577 |
| 14 | 29 | 34,584 | 0.360 | 12.447 | 0.290 | 10.015 |
| 16 | 29 | 95,995 | 0.360 | 34.549 | 0.290 | 27.800 |
| 17 | 27 | 43,665 | 0.369 | 16.112 | 0.295 | 12.864 |
| 19 | 32 | 16,593 | 0.347 | 5.756 | 0.286 | 4.737 |
| | | | *Total for Kittery:* | **177.191** | | **173.038** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 31 York County

Limington

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 46,942 | 0.329 | 15.439 | 0.286 | 13.402 |
| 7 | 39 | 34,840 | 0.327 | 11.389 | 0.286 | 9.950 |
| 8 | 40 | 4,287 | 0.325 | 1.393 | 0.287 | 1.229 |
| 9 | 43 | 19,411 | 0.319 | 6.190 | 0.291 | 5.641 |
| | | | *Total for Limington:* | **34.411** | | **30.222** |

Lyman

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 90,746 | 0.319 | 28.939 | 0.296 | 26.825 |
| 7 | 39 | 24,793 | 0.327 | 8.105 | 0.286 | 7.081 |
| 8 | 40 | 27,066 | 0.325 | 8.794 | 0.287 | 7.757 |
| 9 | 43 | 27,076 | 0.319 | 8.635 | 0.291 | 7.868 |
| | | | *Total for Lyman:* | **54.472** | | **49.531** |

North Berwick

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 102,403 | 0.329 | 33.680 | 0.286 | 29.236 |
| 8 | 40 | 5,087 | 0.325 | 1.653 | 0.287 | 1.458 |
| 9 | 43 | 48,640 | 0.319 | 15.511 | 0.291 | 14.135 |
| | | | *Total for North Berwick:* | **50.844** | | **44.829** |

Ogunquit

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 83,683 | 0.298 | 24.946 | 0.342 | 28.611 |
| 6 | 38 | 48,284 | 0.329 | 15.881 | 0.286 | 13.785 |
| 7 | 39 | 10,863 | 0.327 | 3.551 | 0.286 | 3.103 |
| 9 | 43 | 14,862 | 0.319 | 4.740 | 0.291 | 4.319 |
| | | | *Total for Ogunquit:* | **49.118** | | **49.818** |

Old Orchard Beach

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 12 | 38 | 826 | 0.331 | 0.273 | 0.289 | 0.238 |
| 17 | 27 | 100,759 | 0.369 | 37.180 | 0.295 | 29.684 |
| 19 | 32 | 37,749 | 0.347 | 13.095 | 0.286 | 10.777 |
| | | | *Total for Old Orchard Beach:* | **50.549** | | **40.699** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 31 York County

Saco

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 379,642 | 0.298 | 113.171 | 0.342 | 129.800 |
| 6 | 38 | 53,198 | 0.329 | 17.497 | 0.286 | 15.188 |
| 7 | 39 | 66,591 | 0.327 | 21.769 | 0.286 | 19.018 |
| 8 | 40 | 4,499 | 0.325 | 1.462 | 0.287 | 1.289 |
| 9 | 43 | 37,575 | 0.319 | 11.983 | 0.291 | 10.919 |
| 11 | 58 | 198,853 | 0.300 | 59.676 | 0.332 | 65.979 |
| 12 | 38 | 12,410 | 0.331 | 4.106 | 0.289 | 3.581 |
| 16 | 29 | 74,831 | 0.360 | 26.932 | 0.290 | 21.671 |
| 17 | 27 | 145,074 | 0.369 | 53.532 | 0.295 | 42.739 |
| 19 | 32 | 37,755 | 0.347 | 13.097 | 0.286 | 10.779 |
| | | | *Total for Saco:* | **323.224** | | **320.964** |

Sanford

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 2 | 44 | 38,960 | 0.319 | 12.424 | 0.296 | 11.516 |
| 6 | 38 | 66,274 | 0.329 | 21.798 | 0.286 | 18.921 |
| 7 | 39 | 30,172 | 0.327 | 9.863 | 0.286 | 8.617 |
| 8 | 40 | 13,651 | 0.325 | 4.435 | 0.287 | 3.912 |
| 9 | 43 | 47,569 | 0.319 | 15.170 | 0.291 | 13.824 |
| 14 | 29 | 150,098 | 0.360 | 54.020 | 0.290 | 43.468 |
| 16 | 29 | 52,776 | 0.360 | 18.994 | 0.290 | 15.284 |
| 17 | 27 | 88,682 | 0.369 | 32.724 | 0.295 | 26.126 |
| 19 | 32 | 53,465 | 0.347 | 18.547 | 0.286 | 15.264 |
| | | | *Total for Sanford:* | **187.975** | | **156.933** |

South Berwick

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 6 | 38 | 28,602 | 0.329 | 9.407 | 0.286 | 8.166 |
| 7 | 39 | 10,607 | 0.327 | 3.467 | 0.286 | 3.029 |
| 9 | 43 | 23,123 | 0.319 | 7.374 | 0.291 | 6.719 |
| 16 | 29 | 70,204 | 0.360 | 25.266 | 0.290 | 20.331 |
| 17 | 27 | 6,986 | 0.369 | 2.578 | 0.295 | 2.058 |
| 19 | 32 | 30,299 | 0.347 | 10.511 | 0.286 | 8.650 |
| | | | *Total for South Berwick:* | **58.603** | | **48.954** |

Wells

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 521,708 | 0.298 | 155.521 | 0.342 | 178.372 |
| 2 | 44 | 61,835 | 0.319 | 19.719 | 0.296 | 18.278 |
| 6 | 38 | 212,768 | 0.329 | 69.979 | 0.286 | 60.745 |
| 7 | 39 | 16,709 | 0.327 | 5.462 | 0.286 | 4.772 |
| 8 | 40 | 30,343 | 0.325 | 9.858 | 0.287 | 8.696 |
| 9 | 43 | 86,634 | 0.319 | 27.627 | 0.291 | 25.176 |
| | | | *Total for Wells:* | **288.168** | | **296.040** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

# 2035 Portland, Maine Ozone Maintenance Area

## 31 York County

York

| HPMS FFC | Avg Speed | 2035 Summer DVMT | VOC EF | VOC (kg) | NOX EF | NOX (kg) |
|---|---|---|---|---|---|---|
| 1 | 65 | 591,322 | 0.298 | 176.273 | 0.342 | 202.173 |
| 6 | 38 | 182,135 | 0.329 | 59.904 | 0.286 | 52.000 |
| 7 | 39 | 123,084 | 0.327 | 40.236 | 0.286 | 35.153 |
| 8 | 40 | 45,822 | 0.325 | 14.888 | 0.287 | 13.133 |
| 9 | 43 | 95,052 | 0.319 | 30.312 | 0.291 | 27.622 |
| | | | *Total for York:* | **321.614** | | **330.080** |
| | | | **Total for York County:** | **2,466.622 kg** | | **2,356.132 kg** |
| | | **2035 Portland, Maine Ozone Maintenance Area:** | | **5,399.546 kg** | | **4,678.051 kg** |
| | | | | **5.950 tons** | | **5.155 tons** |

HPMS Functional Class Codes:
Rural: 1=Interstate; 2=Other Principal Arterial; 6=Minor Arterial; 7=Major Collector; 8=Minor Collector; 9=Local
Urban: 11=Interstate; 12=Other Freeways  Expressways, 14=Other Principal Arterial; 16=Minor Arterial; 17=Collector; 19=Local
**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario.  All other classes are run using the ARTERIAL roadway scenario.**

# -K-

# COMMUTER COMPOSITE EMISSION FACTORS BY COUNTY AND YEAR

## VOC Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2012 | 60.7 or higher | 1 | | 0.501 | 0.589 | 0.589 |
| | 58 | 11 | | 0.504 | | 0.594 |
| | 47 | 7 | | | 0.616 | |
| | 47 | 9 | | | 0.616 | |
| | 46 | 8 | 0.619 | | | |
| | 46 | 9 | 0.619 | | | |
| | 46 | 12 | | 0.522 | | |
| | 45 | 2 | | | 0.624 | |
| | 45 | 6 | 0.621 | | | |
| | 45 | 7 | 0.621 | | | |
| | 45 | 8 | | | 0.621 | |
| | 44 | 2 | | | | 0.627 |
| | 44 | 9 | | 0.523 | | |
| | 44 | 12 | | | 0.627 | |
| | 43 | 9 | | | | 0.626 |
| | 42 | 7 | | 0.527 | | |
| | 41 | 6 | | 0.529 | | |
| | 41 | 8 | | 0.529 | | |
| | 40 | 8 | | | | 0.634 |
| | 39 | 2 | | 0.537 | | |
| | 39 | 7 | | | | 0.637 |
| | 38 | 6 | | | | 0.640 |
| | 38 | 12 | | | | 0.644 |
| | 32 | 19 | | | | 0.665 |
| | 31 | 19 | | 0.559 | | |
| | 30 | 14 | | | 0.677 | |
| | 29 | 14 | | | | 0.682 |
| | 29 | 16 | | | | 0.682 |
| | 29 | 19 | | | 0.682 | |
| | 27 | 14 | | 0.578 | | |
| | 27 | 17 | | 0.578 | | 0.695 |
| | 26 | 16 | | 0.584 | | |
| | 26 | 17 | | | 0.702 | |
| | 23 | 16 | | | 0.729 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.

**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## VOC Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2016 | 60.7 or higher | 1 | | 0.368 | 0.463 | 0.463 |
| | 58 | 11 | | 0.370 | | 0.466 |
| | 47 | 7 | | | 0.483 | |
| | 47 | 9 | | | 0.483 | |
| | 46 | 8 | 0.485 | | | |
| | 46 | 9 | 0.485 | | | |
| | 46 | 12 | | 0.382 | | |
| | 45 | 2 | | | 0.490 | |
| | 45 | 6 | 0.488 | | | |
| | 45 | 7 | 0.488 | | | |
| | 45 | 8 | | | 0.488 | |
| | 44 | 2 | | | | 0.492 |
| | 44 | 9 | | 0.383 | | |
| | 44 | 12 | | | 0.492 | |
| | 43 | 9 | | | | 0.492 |
| | 42 | 7 | | 0.386 | | |
| | 41 | 6 | | 0.387 | | |
| | 41 | 8 | | 0.387 | | |
| | 40 | 8 | | | | 0.499 |
| | 39 | 2 | | 0.393 | | |
| | 39 | 7 | | | | 0.501 |
| | 38 | 6 | | | | 0.503 |
| | 38 | 12 | | | | 0.506 |
| | 32 | 19 | | | | 0.523 |
| | 31 | 19 | | 0.409 | | |
| | 30 | 14 | | | 0.532 | |
| | 29 | 14 | | | | 0.537 |
| | 29 | 16 | | | | 0.537 |
| | 29 | 19 | | | 0.537 | |
| | 27 | 14 | | 0.424 | | |
| | 27 | 17 | | 0.424 | | 0.547 |
| | 26 | 16 | | 0.428 | | |
| | 26 | 17 | | | 0.552 | |
| | 23 | 16 | | | 0.574 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## VOC Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2025 | 60.7 or higher | 1 | | 0.211 | 0.316 | 0.316 |
| | 58 | 11 | | 0.211 | | 0.318 |
| | 47 | 7 | | | 0.332 | |
| | 47 | 9 | | | 0.332 | |
| | 46 | 8 | 0.334 | | | |
| | 46 | 9 | 0.334 | | | |
| | 46 | 12 | | 0.219 | | |
| | 45 | 2 | | | 0.337 | |
| | 45 | 6 | 0.335 | | | |
| | 45 | 7 | 0.335 | | | |
| | 45 | 8 | | | 0.335 | |
| | 44 | 2 | | | | 0.339 |
| | 44 | 9 | | 0.220 | | |
| | 44 | 12 | | | 0.339 | |
| | 43 | 9 | | | | 0.339 |
| | 42 | 7 | | 0.223 | | |
| | 41 | 6 | | 0.223 | | |
| | 41 | 8 | | 0.223 | | |
| | 40 | 8 | | | | 0.344 |
| | 39 | 2 | | 0.227 | | |
| | 39 | 7 | | | | 0.346 |
| | 38 | 6 | | | | 0.348 |
| | 38 | 12 | | | | 0.350 |
| | 32 | 19 | | | | 0.365 |
| | 31 | 19 | | 0.239 | | |
| | 30 | 14 | | | 0.372 | |
| | 29 | 14 | | | | 0.376 |
| | 29 | 16 | | | | 0.376 |
| | 29 | 19 | | | 0.376 | |
| | 27 | 14 | | 0.250 | | |
| | 27 | 17 | | 0.250 | | 0.384 |
| | 26 | 16 | | 0.253 | | |
| | 26 | 17 | | | 0.389 | |
| | 23 | 16 | | | 0.406 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## VOC Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2030 | 60.7 or higher | 1 | | 0.200 | 0.304 | 0.304 |
| | 58 | 11 | | 0.201 | | 0.307 |
| | 47 | 7 | | | 0.321 | |
| | 47 | 9 | | | 0.321 | |
| | 46 | 8 | 0.322 | | | |
| | 46 | 9 | 0.322 | | | |
| | 46 | 12 | | 0.209 | | |
| | 45 | 2 | | | 0.325 | |
| | 45 | 6 | 0.324 | | | |
| | 45 | 7 | 0.324 | | | |
| | 45 | 8 | | | 0.324 | |
| | 44 | 2 | | | | 0.327 |
| | 44 | 9 | | 0.210 | | |
| | 44 | 12 | | | 0.327 | |
| | 43 | 9 | | | | 0.327 |
| | 42 | 7 | | 0.212 | | |
| | 41 | 6 | | 0.213 | | |
| | 41 | 8 | | 0.213 | | |
| | 40 | 8 | | | | 0.333 |
| | 39 | 2 | | 0.217 | | |
| | 39 | 7 | | | | 0.334 |
| | 38 | 6 | | | | 0.336 |
| | 38 | 12 | | | | 0.338 |
| | 32 | 19 | | | | 0.352 |
| | 31 | 19 | | 0.229 | | |
| | 30 | 14 | | | 0.360 | |
| | 29 | 14 | | | | 0.363 |
| | 29 | 16 | | | | 0.363 |
| | 29 | 19 | | | 0.363 | |
| | 27 | 14 | | 0.239 | | |
| | 27 | 17 | | 0.239 | | 0.371 |
| | 26 | 16 | | 0.243 | | |
| | 26 | 17 | | | 0.376 | |
| | 23 | 16 | | | 0.393 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## VOC Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2035 | 60.7 or higher | 1 | | 0.198 | 0.302 | 0.302 |
| | 58 | 11 | | 0.200 | | 0.305 |
| | 47 | 7 | | | 0.318 | |
| | 47 | 9 | | | 0.318 | |
| | 46 | 8 | 0.320 | | | |
| | 46 | 9 | 0.320 | | | |
| | 46 | 12 | | 0.208 | | |
| | 45 | 2 | | | 0.323 | |
| | 45 | 6 | 0.322 | | | |
| | 45 | 7 | 0.322 | | | |
| | 45 | 8 | | | 0.322 | |
| | 44 | 2 | | | | 0.325 |
| | 44 | 9 | | 0.208 | | |
| | 44 | 12 | | | 0.325 | |
| | 43 | 9 | | | | 0.325 |
| | 42 | 7 | | 0.211 | | |
| | 41 | 6 | | 0.211 | | |
| | 41 | 8 | | 0.211 | | |
| | 40 | 8 | | | | 0.330 |
| | 39 | 2 | | 0.215 | | |
| | 39 | 7 | | | | 0.332 |
| | 38 | 6 | | | | 0.334 |
| | 38 | 12 | | | | 0.336 |
| | 32 | 19 | | | | 0.350 |
| | 31 | 19 | | 0.227 | | |
| | 30 | 14 | | | 0.358 | |
| | 29 | 14 | | | | 0.361 |
| | 29 | 16 | | | | 0.361 |
| | 29 | 19 | | | 0.361 | |
| | 27 | 14 | | 0.238 | | |
| | 27 | 17 | | 0.238 | | 0.369 |
| | 26 | 16 | | 0.241 | | |
| | 26 | 17 | | | 0.374 | |
| | 23 | 16 | | | 0.391 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## NOX Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2012 | 60.7 or higher | 1 | | 0.473 | 0.604 | 0.604 |
| | 58 | 11 | | 0.468 | | 0.598 |
| | 47 | 7 | | | 0.568 | |
| | 47 | 9 | | | 0.568 | |
| | 46 | 8 | 0.567 | | | |
| | 46 | 9 | 0.567 | | | |
| | 46 | 12 | | 0.446 | | |
| | 45 | 2 | | | 0.573 | |
| | 45 | 6 | 0.565 | | | |
| | 45 | 7 | 0.565 | | | |
| | 45 | 8 | | | 0.565 | |
| | 44 | 2 | | | | 0.571 |
| | 44 | 9 | | 0.436 | | |
| | 44 | 12 | | | 0.571 | |
| | 43 | 9 | | | | 0.562 |
| | 42 | 7 | | 0.433 | | |
| | 41 | 6 | | 0.432 | | |
| | 41 | 8 | | 0.432 | | |
| | 40 | 8 | | | | 0.557 |
| | 39 | 2 | | 0.435 | | |
| | 39 | 7 | | | | 0.556 |
| | 38 | 6 | | | | 0.555 |
| | 38 | 12 | | | | 0.562 |
| | 32 | 19 | | | | 0.557 |
| | 31 | 19 | | 0.432 | | |
| | 30 | 14 | | | 0.562 | |
| | 29 | 14 | | | | 0.566 |
| | 29 | 16 | | | | 0.566 |
| | 29 | 19 | | | 0.566 | |
| | 27 | 14 | | 0.444 | | |
| | 27 | 17 | | 0.444 | | 0.575 |
| | 26 | 16 | | 0.448 | | |
| | 26 | 17 | | | 0.580 | |
| | 23 | 16 | | | 0.597 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## NOX Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2016 | 60.7 or higher | 1 | | 0.301 | 0.447 | 0.447 |
| | 58 | 11 | | 0.298 | | 0.443 |
| | 47 | 7 | | | 0.421 | |
| | 47 | 9 | | | 0.421 | |
| | 46 | 8 | 0.420 | | | |
| | 46 | 9 | 0.420 | | | |
| | 46 | 12 | | 0.284 | | |
| | 45 | 2 | | | 0.425 | |
| | 45 | 6 | 0.419 | | | |
| | 45 | 7 | 0.419 | | | |
| | 45 | 8 | | | 0.419 | |
| | 44 | 2 | | | | 0.423 |
| | 44 | 9 | | 0.278 | | |
| | 44 | 12 | | | 0.423 | |
| | 43 | 9 | | | | 0.416 |
| | 42 | 7 | | 0.276 | | |
| | 41 | 6 | | 0.275 | | |
| | 41 | 8 | | 0.275 | | |
| | 40 | 8 | | | | 0.413 |
| | 39 | 2 | | 0.277 | | |
| | 39 | 7 | | | | 0.412 |
| | 38 | 6 | | | | 0.411 |
| | 38 | 12 | | | | 0.417 |
| | 32 | 19 | | | | 0.414 |
| | 31 | 19 | | 0.275 | | |
| | 30 | 14 | | | 0.417 | |
| | 29 | 14 | | | | 0.420 |
| | 29 | 16 | | | | 0.420 |
| | 29 | 19 | | | 0.420 | |
| | 27 | 14 | | 0.283 | | |
| | 27 | 17 | | 0.283 | | 0.427 |
| | 26 | 16 | | 0.285 | | |
| | 26 | 17 | | | 0.430 | |
| | 23 | 16 | | | 0.443 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## NOX Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2025 | 60.7 or higher | 1 | | 0.165 | 0.325 | 0.325 |
| | 58 | 11 | | 0.163 | | 0.322 |
| | 47 | 7 | | | 0.306 | |
| | 47 | 9 | | | 0.306 | |
| | 46 | 8 | 0.305 | | | |
| | 46 | 9 | 0.305 | | | |
| | 46 | 12 | | 0.155 | | |
| | 45 | 2 | | | 0.309 | |
| | 45 | 6 | 0.304 | | | |
| | 45 | 7 | 0.304 | | | |
| | 45 | 8 | | | 0.304 | |
| | 44 | 2 | | | | 0.308 |
| | 44 | 9 | | 0.151 | | |
| | 44 | 12 | | | 0.308 | |
| | 43 | 9 | | | | 0.302 |
| | 42 | 7 | | 0.150 | | |
| | 41 | 6 | | 0.150 | | |
| | 41 | 8 | | 0.150 | | |
| | 40 | 8 | | | | 0.299 |
| | 39 | 2 | | 0.151 | | |
| | 39 | 7 | | | | 0.299 |
| | 38 | 6 | | | | 0.298 |
| | 38 | 12 | | | | 0.303 |
| | 32 | 19 | | | | 0.300 |
| | 31 | 19 | | 0.150 | | |
| | 30 | 14 | | | 0.302 | |
| | 29 | 14 | | | | 0.305 |
| | 29 | 16 | | | | 0.305 |
| | 29 | 19 | | | 0.305 | |
| | 27 | 14 | | 0.154 | | |
| | 27 | 17 | | 0.154 | | 0.310 |
| | 26 | 16 | | 0.156 | | |
| | 26 | 17 | | | 0.313 | |
| | 23 | 16 | | | 0.322 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## NOX Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2030 | 60.7 or higher | 1 | | 0.142 | 0.302 | 0.302 |
| | 58 | 11 | | 0.140 | | 0.299 |
| | 47 | 7 | | | 0.283 | |
| | 47 | 9 | | | 0.283 | |
| | 46 | 8 | 0.282 | | | |
| | 46 | 9 | 0.282 | | | |
| | 46 | 12 | | 0.133 | | |
| | 45 | 2 | | | 0.286 | |
| | 45 | 6 | 0.281 | | | |
| | 45 | 7 | 0.281 | | | |
| | 45 | 8 | | | 0.281 | |
| | 44 | 2 | | | | 0.285 |
| | 44 | 9 | | 0.129 | | |
| | 44 | 12 | | | 0.285 | |
| | 43 | 9 | | | | 0.280 |
| | 42 | 7 | | 0.128 | | |
| | 41 | 6 | | 0.128 | | |
| | 41 | 8 | | 0.128 | | |
| | 40 | 8 | | | | 0.277 |
| | 39 | 2 | | 0.129 | | |
| | 39 | 7 | | | | 0.276 |
| | 38 | 6 | | | | 0.276 |
| | 38 | 12 | | | | 0.280 |
| | 32 | 19 | | | | 0.277 |
| | 31 | 19 | | 0.128 | | |
| | 30 | 14 | | | 0.280 | |
| | 29 | 14 | | | | 0.282 |
| | 29 | 16 | | | | 0.282 |
| | 29 | 19 | | | 0.282 | |
| | 27 | 14 | | 0.132 | | |
| | 27 | 17 | | 0.132 | | 0.287 |
| | 26 | 16 | | 0.133 | | |
| | 26 | 17 | | | 0.289 | |
| | 23 | 16 | | | 0.299 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**

## NOX Commuter Emission Factors by County

*(Emission factors calculated for 90% credit for Maine LEV II Program.)*

| Year | Avg Speed | HPMS FFC | Androscoggin | Cumberland | Sagadahoc | York |
|---|---|---|---|---|---|---|
| 2035 | 60.7 or higher | 1 | | 0.139 | 0.299 | 0.299 |
| | 58 | 11 | | 0.137 | | 0.296 |
| | 47 | 7 | | | 0.280 | |
| | 47 | 9 | | | 0.280 | |
| | 46 | 8 | 0.279 | | | |
| | 46 | 9 | 0.279 | | | |
| | 46 | 12 | | 0.130 | | |
| | 45 | 2 | | | 0.283 | |
| | 45 | 6 | 0.278 | | | |
| | 45 | 7 | 0.278 | | | |
| | 45 | 8 | | | 0.278 | |
| | 44 | 2 | | | | 0.282 |
| | 44 | 9 | | 0.126 | | |
| | 44 | 12 | | | 0.282 | |
| | 43 | 9 | | | | 0.277 |
| | 42 | 7 | | 0.126 | | |
| | 41 | 6 | | 0.125 | | |
| | 41 | 8 | | 0.125 | | |
| | 40 | 8 | | | | 0.274 |
| | 39 | 2 | | 0.126 | | |
| | 39 | 7 | | | | 0.273 |
| | 38 | 6 | | | | 0.273 |
| | 38 | 12 | | | | 0.277 |
| | 32 | 19 | | | | 0.274 |
| | 31 | 19 | | 0.125 | | |
| | 30 | 14 | | | 0.277 | |
| | 29 | 14 | | | | 0.279 |
| | 29 | 16 | | | | 0.279 |
| | 29 | 19 | | | 0.279 | |
| | 27 | 14 | | 0.129 | | |
| | 27 | 17 | | 0.129 | | 0.284 |
| | 26 | 16 | | 0.131 | | |
| | 26 | 17 | | | 0.286 | |
| | 23 | 16 | | | 0.295 | |

Commuter Vehicle Class Emission Factors are a composite of the following MOBILE6.2 Vehicle Classes: LDGV, LDGT1, LDGT2, LDGT3, LDGT4, LDDV, LDDT12 and LDDT34.



**Classes 1, 2, 11 and 12 are run using the FREEWAY roadway scenario. All other classes are run using the ARTERIAL roadway scenario.**