

AMENDMENT
OF
MOVE2042
METROPOLITAN TRANSPORTATION PLAN
AIR QUALITY CONFORMITY ANALYSIS

CAPITAL REGION OZONE MAINTENANCE AREA



Adopted - 03/11/2020

PREPARED BY



in cooperation with





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EXECUTIVE SUMMARY

The five parishes comprising the Baton Rouge metropolitan study area: Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge, are currently designated by EPA as “maintenance” area for Ozone based on the 2008 8-hour standard (Figure 6). The federal transportation conformity regulations (40 CFR part 93), Criteria and Procedures for Determining Conformity to State and Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded Under Title 23 U.S.C. or the Federal Transit Act, requires Metropolitan Planning Organizations (MPOs) and state Departments of Transportation (DOTs) to make conformity determinations for Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) before they are adopted, approved, and accepted in nonattainment and air-quality maintenance areas.

The Capital Region Planning Commission (CRPC), and the Louisiana Department of Transportation and Development (LADOTD), in cooperation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the Louisiana Department of Environmental Quality (LDEQ), developed a financially constrained and air quality conformed long range plan MOVE 2042 which was approved on March 14, 2018. In accordance with the federal conformity regulations (as amended through April 2012), the adopted MTP and conformity must be updated every four years or amended when regionally significant projects are added, removed, or modified. CRPC in coordination with LADOTD and local governments identified several major changes to the regionally significant projects programmed in the current MOVE 2042. These changes include

1. **Addition of I-10 (LA 415 – I-10/I-12 Split) Widening:** This project was not included in the current plan due to financial constraint requirements. DOTD since then has worked with FHWA, Louisiana Division and identified Grant Anticipation Revenue Vehicle (GARVEE) bonds as the source of funds for implementing this project.
2. **Incorporation of MOVEBR projects:** MOVEBR is a \$1 billion road improvement program approved by the citizens of East Baton Rouge Parish and consists of about seventy (70) projects. This incorporation resulted in:
 - a. Addition of capacity projects that were not in the current plan
 - b. Removal of Highland-Burbank Connector project as this was in old tax proposal Green Light Plan but not in the new one.
 - c. Update timing and scope of MOVEBR projects currently programmed in the plan to reflect the new priorities.
3. **Modification of I-10 (WBR/IBR Parish Line – W. of BR290) rehabilitation project scope:** This project previously included addition of 1 new lane in each direction as part of the rehabilitation project. DOTD has since tweaked the scope to drop addition of new lanes from this project.
4. **Addition of Juban Road Extension (US 190 – LA 1026):** This project provides an important connection and significantly improves mobility for citizens travelling in north-south direction in

Livingston Parish. Livingston Parish Master Plan Committee has recently developed a list of transportation priorities. This project is one of their top priority and the Parish officials approached the MPO requesting federal funds for conducting pre-construction activities

5. **LA 44 (I-10 – Loosemore Rd):** This project was previously included in the amended Long-Range Plan (MTP 2037) but was accidentally left out of the current MOVE 2042 plan. LADOTD and the City of Gonzales requested that this project be added back as the project is ready to be authorized for construction.

In accordance with the federal conformity regulations, these changes triggered amendment of the MOVE 2042 plan and the conformity determination approved on March 14, 2018.

In order to demonstrate attainment and maintenance of the National Ambient Air Quality Standard (NAAQS) for ozone, the Clean Air Act Amendments of 1990 (CAAA) require that each state submit a State Implementation Plan (SIP) to the U.S. Environmental Protection Agency (EPA). In ozone nonattainment and maintenance areas, the SIP is a legally binding control strategy implementation plan that contains specific controls and strategies through which ozone-precursor emissions will be reduced and the ozone standard attained. For the Baton Rouge ozone maintenance area, the current applicable air quality SIP that is deemed adequate for transportation conformity purposes is a re-designation package prepared by LDEQ that contains motor vehicle emissions budgets (MVEBs).

The purpose of this report is to describe the proposed project changes to the MOVE 2042 plan, demonstrate fiscal constraint, document the air quality interagency process, and discuss the amended conformity analysis results. The results demonstrate that the total projected VOC and NO_x emissions within the Baton Rouge maintenance area are less than the proposed motor vehicle emissions budgets for these ozone-precursor pollutants and conforms to the State Implementation Plan.

The projects and timelines identified in this amended MTP and conformity supersede the projects and timelines in the current official documents once the new amended conformity is approved

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GLOSSARY

Advanced Transportation Management System – ATMS: Advanced traffic control center with emergency communications.

Clean Air Act Amendments of 1990 - CAAA: Legislation that identifies primary sources of certain criteria pollutants and calls for stringent new requirements regarding the attainment of the national ambient air quality standards (NAAQS).

Capital Region Planning Commission - CRPC: The Metropolitan Planning Organization (MPO) responsible for transportation planning activities within the Baton Rouge metropolitan area.

Environmental Protection Agency - EPA: The federal regulatory agency that is responsible for administering and enforcing federal environmental laws.

Federal Highway Administration - FHWA: An agency of the U.S. Department of Transportation, with federal jurisdiction pertaining to transportation projects and funding.

Highway Performance Monitoring System - HPMS: A process of statistical sampling and analysis of highway system networks that is used in the estimation of vehicle miles traveled (VMT).

Intelligent Transportation System – ITS: This term is used to refer to computer operated traffic devices with communications, buildings, personnel etc., manage traffic and traffic related emergencies.

Louisiana Department of Environmental Quality - LDEQ: State of Louisiana agency that has jurisdiction over environmental regulations.

Louisiana Department of Transportation and Development - LDOTD: State of Louisiana Agency with state jurisdiction pertaining to transportation projects and funding.

MAP-21 - Moving Ahead for Progress in the 21st Century is the new transportation Federal legislation dictating the procedures for programming federal transportation funds.

Metropolitan Area: An area with a population of at least 50,000 as defined by the U.S. Bureau of the Census.

Metropolitan Planning Organization - MPO: An organization that is established by the Governor and units of local government to carry out the transportation planning process required by Section 134 of Title 23 of the United States Code as amended by TEA-21.

Metropolitan Study Area: The area represented by the existing urbanized area and the contiguous area that is forecasted to be urbanized within 25 years.

Metropolitan Transportation Plan (MTP): A document that specifies transportation projects and programs to be implemented over a long range period. The MTP must be financially constrained, have a 20 year planning horizon, and demonstrate conformity with applicable State Implementation Plans before formal approval and adoption.

Mobile Sources: Mobile sources include motor vehicles, aircraft, ocean-going vessels, and other transportation modes. The principal mobile source pollutants are: carbon monoxide (CO), volatile organic compounds (VOCs), oxides of nitrogen (NOx), and particulate matter (PM).

Motor Vehicle Emissions Budgets - MVEBs: That portion of the total allowable emissions defined in the applicable state implementation plan (SIP), for a certain date, and for the purpose of meeting reasonable further progress milestones or attainment or maintenance of the NAAQS.

MOVES – Motor Vehicle Emissions Simulator: This is the current official EPA air quality emissions model that needs to be used for CMAQ and conformity analysis purposes.

National Ambient Air Quality Standards - NAAQS: Federal standards pursuant to section 109 of the Clean Air Act that establish permissible concentrations and exposure limits for criteria pollutants.

Nonattainment Area: A geographic region of the country that has been designated by the EPA as not meeting the NAAQS.

Oxides of Nitrogen – NOx: Compounds that contribute to the formation of ground level ozone.

Ozone: A secondary pollutant formed when volatile organic compounds and oxides of nitrogen combine in sunlight. It is associated with respiratory problems in humans and animals.

SAFETEA-LU: Prior Federal legislation dictating the procedures for programming federal transportation funds.

State Implementation Plan - SIP: A plan mandated by the CAAA that contains procedures to monitor, control, maintain, and enforce compliance with the national ambient air quality standards.

Statewide Transportation Improvement Program – STIP: Document that contains the statewide transportation improvements showing financial constraint and compliance with all applicable regulations.

Transportation Advisory Committee - TAC: A committee consisting of governmental institutions and providers of transportation in the Baton Rouge metropolitan area. Its purpose is to provide advice and recommendations regarding transportation issues in the area.

Traffic Analysis Zone - TAZ: Smallest analysis area in a travel demand-forecasting model.

Transportation Equity Act for the 21st Century - TEA 21: Prior Federal legislation dictating the procedures for the spending of federal transportation monies.

Transportation Improvement Program - TIP: A document developed pursuant to 23 CFR part 450 that specifies transportation projects programmed for the metropolitan area.

Transportation Management Area - TMA: An urbanized area with a population of at least 200,000.

Transportation Policy Committee - TPC: The committee responsible for formally adopting local plans and programs in the metropolitan area.

TransCAD: A travel-demand forecasting model used for projections of traffic volumes and vehicle speeds.

Volatile Organic Compounds – VOCs: Compounds that contribute to the formation of ground level ozone.

1 INTRODUCTION

Metropolitan Transportation Plan (MTP) 2042, which outlines regional solutions to existing and future transportation needs, was developed through a coordinated process between the Metropolitan Planning Organization (MPO), local jurisdictions, various agencies, and the public. It is a multimodal plan and outlines a comprehensive transportation system that best addresses projected travel needs of the public to the year 2042. The plan takes into account the projected needs and desires of all users of the transportation system; whether accessed by car, public transit, truck, rail, or bicycle, or for the purposes of work, school, commerce, or pleasure. The target years for this plan are 2022 for the short-range, 2032 for the intermediate-range, and 2042 for the long-range stages.

The five parishes comprising the Baton Rouge metropolitan area: Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge are currently designated by EPA as a “maintenance” area for the 2008 8-hour ozone NAAQS standard¹. The maintenance classification (effective March 21, 2017) is based primarily on locally monitored air quality data which indicate that the health-based 2008 8-hour ozone standard of 0.75 ppm has not exceeded in the Baton Rouge area to a level sufficient to warrant the attainment classification with maintenance. Due to the maintenance classification of the noted five parish area, the Capital Region Planning Commission (CRPC) acting as the technical staff of the Baton Rouge MPO, and the Louisiana Department of Transportation and Development (LADOTD), in cooperation with Federal Highway Administration (FHWA), Louisiana Department of Environmental Quality (LDEQ), Environmental Protection Agency (EPA), and the Federal Transit Administration (FTA), prepared the transportation conformity analysis for MOVE 2042 pursuant to state and federal conformity regulations (LAC 33:III.14.B and 40 CFR part 93, respectively). The conformity determination for MOVE 2042 was officially approved on March 14, 2018.

In accordance with the federal conformity regulations (as amended through April 2012), MOVE 2042 and the conformity determination must be updated before March 14, 2022, or amended if any major changes are made to the currently programmed regionally significant transportation projects. CRPC in coordination with LADOTD and local governments identified several major changes to the regionally significant projects programmed in the current MOVE 2042. These changes include

1. **Addition of I-10 (LA 415 – I-10/I-12 Split) Widening:** This project was not included in the current plan due to financial constraint requirements. DOTD since then has worked with FHWA, Louisiana Division and identified Grant Anticipation Revenue Vehicle (GARVEE) bonds as the source of funds for implementing this project.
2. **Incorporation of MOVEBR projects:** MOVEBR is a \$1 billion road improvement program approved by the citizens of East Baton Rouge Parish and consists of about seventy (70) projects. This incorporation resulted in:
 - a. Addition of capacity projects that were not in the current plan

¹ 73 FR15087. *Final Rule, July 20, 2012, Determination of Nonattainment and Reclassification of the Baton Rouge 8-hour Ozone Nonattainment Area; State of Louisiana.*

- b. Removal of Highland-Burbank Connector project as this was in old tax proposal Green Light Plan but not in the new one.
 - c. Update timing and scope of MOVEBR projects currently programmed in the plan to reflect the new priorities.
3. **Modification of I-10 (WBR/IBR Parish Line – W. of BR290) rehabilitation project scope:** This project previously included addition of 1 new lane in each direction as part of the rehabilitation project. DOTD has since tweaked the scope to drop addition of new lanes from this project.
4. **Addition of Juban Road Extension (US 190 – LA 1026):** This project provides an important connection and significantly improves mobility for citizens travelling in north-south direction in Livingston Parish. Livingston Parish Master Plan Committee has recently developed a list of transportation priorities. This project is one of their top priority and the Parish officials approached the MPO requesting federal funds for conducting pre-construction activities
5. **LA 44 (I-10 – Loosemore Rd):** This project was previously included in the amended Long Range Plan (MTP 2037) but was accidentally left out of the current plan. LADOTD and the City of Gonzales requested that this project be added back as the project is ready to be authorized for construction.

These changes triggered amendment of MOVE 2042 and also the conformity determination approved on March 14, 2018.

This document describes the planned changes to the projects programmed in MOVE 2042, how the amended plan and TIP are fiscally constraint, air quality inter-agency process, and the amended conformity analysis process and results.

2 MOVE 2042 AMENDMENT

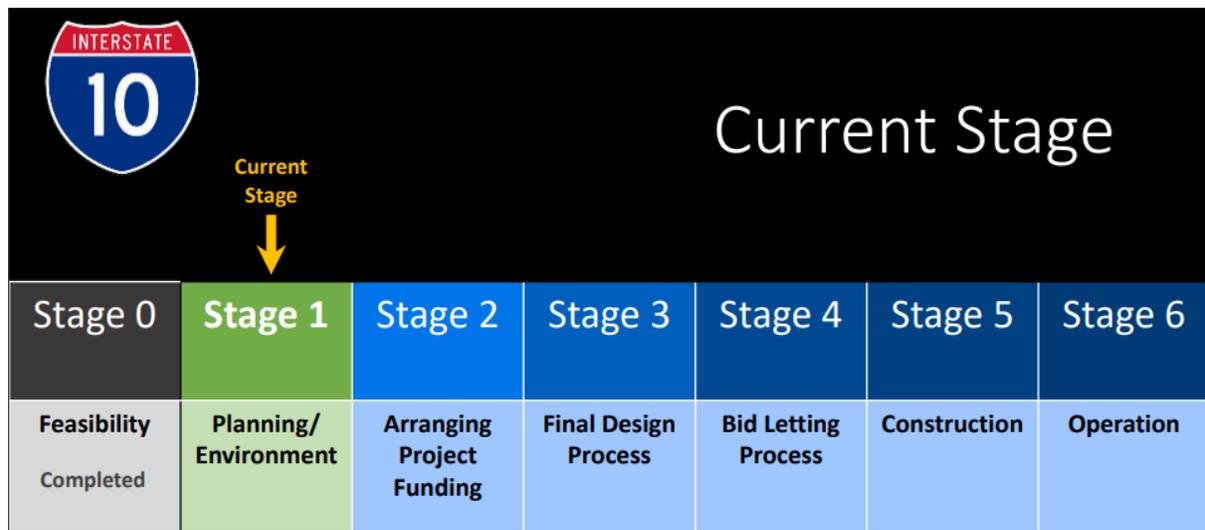
The Capital Region MPO 2042 Metropolitan Transportation Plan (MTP), the current conforming regional transportation plan, was approved by FHWA and EPA on March 14, 2018. The MOVE 2042 will continue to evolve as additional needs are identified and amendments to the plan are periodically made as new projects, funding, or programs arise. The section below summarizes all the identified project amendments that are included in this analysis.

2.1 Regional Significant Project Changes

CRPC in coordination with LADOTD and local governments identified the following major changes to the regionally significant projects programmed in the current MOVE 2042. The complete list of updated staged improvement projects and related maps are shown in Appendix A.

Addition of I-10 (LA 415 – I-10/I-12 Split) Widening:

The purpose of this project is to improve overall system operation of Interstate 10 (I-10) through the Baton Rouge area. The need of the project is to relieve congestion, improve operations, and extend the useful life of the facility. This project was not included in the current plan due to financial constraint requirements. The total probable cost of this widening cost is estimated to be around \$1.1 billion. DOTD has worked with FHWA, Louisiana Division and identified Grant Anticipation Revenue Vehicle (GARVEE) bonds as the source of funds for implementing this project.



Source: www.i10br.com

DOTD completed Stage 0 feasibility study and is currently finalizing the Stage 1 Environmental Assessment (EA). This project needs to be in the financial and air quality constrained long-range plan prior to FHWA approving the EA. The entire project is further broken down in to 8 logical sections and is expected to be completed by 2042. Figure 1 and Table 1 show/describe various sections of this project and the anticipated completion years.

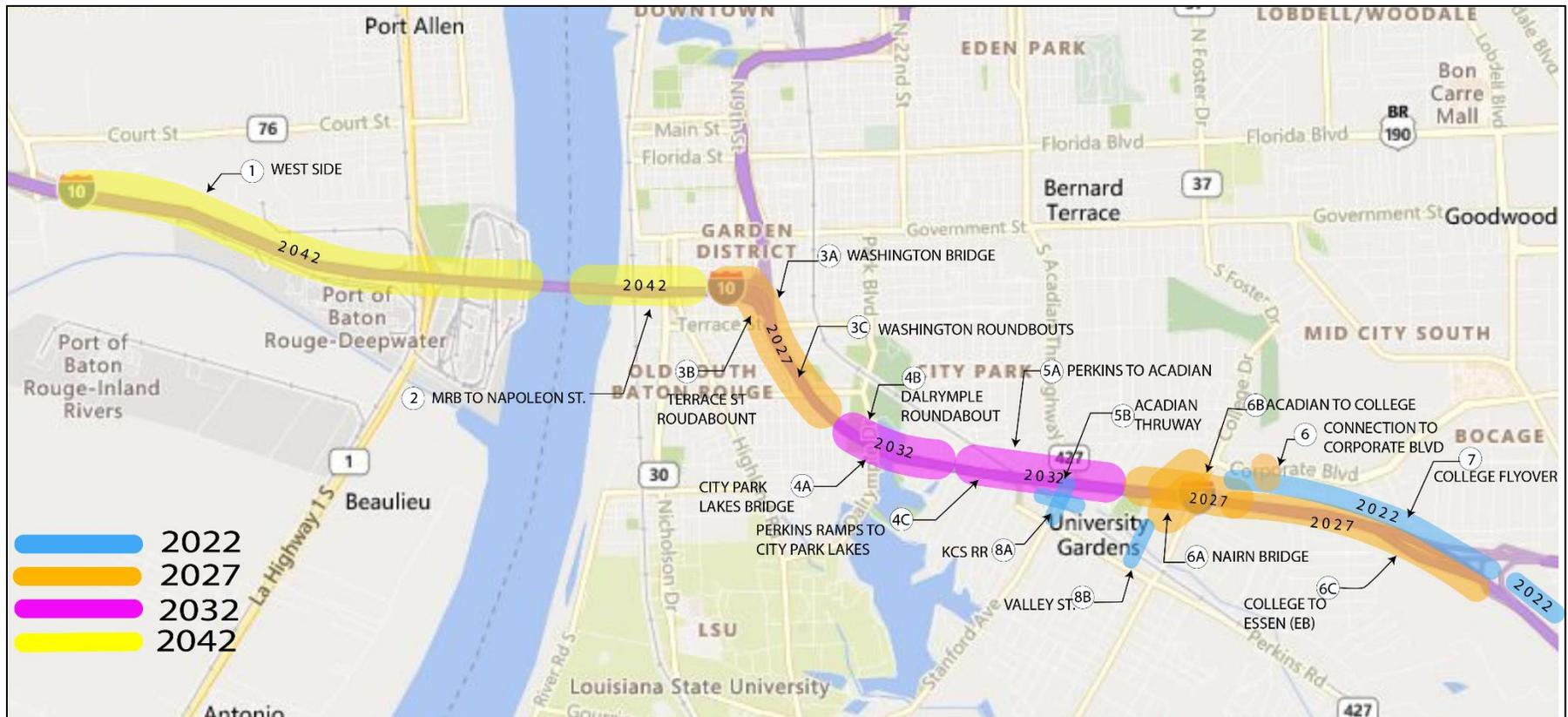


Figure 1: I-10 Widening Projects Limits and Phasing

Table 1: I-10 Widening Sections and Timing

| Segment | Segment Name | Limits | Description | Total Project Cost | Open to Traffic |
|---|--|--|---|--------------------|-----------------|
| All phases to be authorized in FFY 19-20 for Segments 8A, 8B, 7, 3A, 3B, 3C, 6A, 6B, 6C, 6D | | | | | |
| 8A | KCS RR | KCS RR: I-10 Overpass to East of Valley St | Includes KCS RR bridge and improvements to the RR tracks at the Valley St crossing | 7,683,096 | 19-20 |
| 8B | Valley St | Valley St North and South of KCS RR crossing | | | |
| 7 | College Dr Flyover | I-10 WB exit ramp at I-10/I-12 split to college | Includes I-10 WB roadway work, College Dr flyover bridge, frontage roads, soundwalls, and Trust Dr Alternative | 38,326,112 | 21-22 |
| 3A | Washington Bridge | I-110 Interchange to Grade Section West of Dalrymple | Bridge Replacment and roundabouts | 265,535,359 | 25-26 |
| 3B | Terrace St Roundabout | | | | |
| 3C | Washington Roundabouts | | | | |
| 6A | Narin Bridge | Acadian to I-10/I-12 Split EB Roadway, Replace Narin Dr Overpass and Sound Walls | College Drive eastbound bridge widening, mainline widening, new Narin Bridge overpass with sound wall replacement | 88,927,325 | 23-24 |
| 6B | Acadian to College | | | | |
| 6C | College to Essen (EB) | | | | |
| 4C | All ROW & Utility Rel/Soundwall & Drainage | Washington to College/City Park Lake to Perkins | All ROW & Utility Rel/Soundwall & Drainage between CPL & Perkins | 21,970,413 | 23-24 |
| ROW, Util and Design to be authorized in FFY 19-20 for Segments 4A, 4B, 4C, 5A, 5B. Construction for Segment 4C to be authorized in FFY 19-20. Construction for Segment 5B to be authorized in FFY 21-22 | | | | | |
| 4A | City Parks Lake Bridge | Grade Section West of Dalrymple to Grade Section East of City Park Lake Bridge | Bridge replacement and ramps to Dalrymple | 162,852,420 | 29-31 |
| 4B | Dalrymple Roundabout | | Roundabout and approach pavement | | |
| 5A | Perkins to Acadian | Grade Section west of Perkins and Acadian Bridge to Grade Section East of College Bridge | Bridge Replacement; removal of Perkins ramps and construction of Acadian interchange; interim bridge widening of College Bridge | 237,973,970 | 30-31 |
| 5B | Acadian Thruway | Perkins Rd to I-10 EB ramps | Reconstruct Acadian Thruway | | |
| ROW, Util and Design to be authorized in FFY 19-20 for Segments 1 & 2. Construction for Segments 1 & 2 to be authorized in FFY 32-33 | | | | | |
| 1 | West Side | LA 415 to MRB | Widening | 314,518,272 | 41-42 |
| 2 | MRB to Napoleon St | MRB to Nicholson (LA 30) | Shoulder widening and ramp gores on structure | | |

Incorporation of MOVEBR projects:

The MOVEBR Transportation and Infrastructure Improvements Program is the most significant transportation infrastructure investment in East Baton Rouge Parish history. The 1/2 cent sales tax proposition was approved by the voters of East Baton Rouge Parish on December 8, 2018. The tax became effective on April 1, 2019 and will continue for 30 years until March 31, 2049. Proceeds of the tax can only be spent on the approved list of projects. This is a \$1 billion road improvement program and consists of about seventy (70) projects that comprised of the following four categories:

- a. New capacity improvements,
- b. Improving existing corridors with increased mobility through signal synchronization, sidewalks, and cycling paths,
- c. Constructing community enhancement road projects such as road repair, ditches or drainage, lights, curbs, landscaping, and sidewalks, and
- d. Parishwide signalization/synchronization

Table 2: MOVEBR Project Prioritization

|    | | |
|--|--|--|
| Airline Hwy, North (Florida - I-110) | Claycut Rd. | Antioch (Jefferson to Tiger Bend) |
| Airline Hwy, South (Parish Line - Bluebonnet) |  Hooper Rd (Blackwater - Sullivan) | Drusilla Lane |
|  Ardenwood - Lobdell Connector (BRCC) |  Jefferson @ Bluebonnet Intersection | Flannery (Old Hammond Hwy - Florida) |
|  Ben Hur Realignment/Nicolson Intersection |  Jefferson @ Corporate Intersection | Greenwell St. @ Airline |
| Bluebonnet (Perkins to Picardy) | Lee Dr (Highland Rd - Perkins Rd) | Highland Rd (Perkins to Old Perkins) |
| College Drive | Mickens Rd (Hooper Rd - Joar Rd) | Highland Rd. @ Pecue Rd. |
|  Dijon Ave Phase II (Midway-Bluebonnet) | Nicholson Segment 2 (Bluebonnet - Ben Hur) | Hoo Shoo Too Rd (Jefferson to Tiger Bend) |
| Florida Blvd (I-110 - Airline Hwy) |  Old Hammond Hwy (Millerville - O'Neal) | Nicholson Segment 3 (Parish Line to Bluebonnet) |
|  Groom Rd. |  Perkins Rd (Pecue - Siegen) | Old Hammond (O'Neal to Florida) |
|  Harding at I-110 | Port Hudson - Pride Road (LA 964 - LA 19) | Old Hammond Hwy (Blvd de Province - Millerville) |
| Hennessy - Perkins Connector | Scenic Hwy. | Rollins Rd (LA 964 - LA 19) |
|  Highland @ Siegen | Sharp Rd. | Tiger Bend Rd (Jones Creek to Antioch) |
|  Jones Creek Rd (Tiger Bend to Airline) | Sherwood Forest Extn (Greenwell Spr. - Joar) |  Wax Rd/ Magnolia Bridge Rd (Sullivan Rd - Greenwell Springs) |
| McHost (LA 64 to Pride Port Hudson) | Staring Lane Extn (Nicholson - Burbank) | |
|  McHugh Rd (Groom - Lower Zachary) | Terrace St. | |
|  Midway (Dijon - Picardy) | Thomas Rd (Hwy 19 - Plank) | |
| Nicholson Dr Segment 1 (Brightside-Gourier) | | |
| North Blvd (incl. segment of S. Foster) | | |
|  Pecue Lane (Perkins Rd - Airline) | | |
|  Picardy-Perkins Connector | | |
| Plank Rd. | | |
|  South Choctaw (Flannery - Central Thruway) | | |

GREEN PRIORITY: Work begins on these projects immediately.

BLUE PRIORITY: Several projects in this priority are also expected to start within the next few months.

PURPLE PRIORITY: Projects begin as funding becomes available or as Green or Blue projects are completed.

 Expected to be in construction within 24-36 months

Table 2 shows approximately 50 projects from categories a and b that were prioritized based on the following criteria:

- **Readiness to Construct** – The project has already advanced into the design and right-of-way process
- **Safety** – The project will deliver measurable improvements to safety
- **Congestion Relief** – The project offers the largest congestion benefit, both locally and regionally
- **Complete Streets** – The project offers the best opportunities for different transportation modes including bikes, transit and pedestrian
- **Quality of life** – The project provides access to public and community spaces

MOVEBR Projects – MOVE 2042 Integration

Based on the Clean Air Act amendments of 1990, all regionally significant projects irrespective of funding source must be included in the air quality conforming regional transportation plan. Most of the projects in categories a and b results in increased capacity on roadways in EBR and on the MPO model network. Figure 2 shows the locations of MOVEBR projects. MOVEBR prioritization list shown in Table 2 gives a general idea of when the projects are expected to be implemented. It is important to know the timing of these projects for planning and conformity purposes. Based on the input received from the MOVEBR project prioritization committee, the following criteria was used for identifying the timing of when these projects will be completed and are operational.

Projects with shovels on the left (Table 2)

Irrespective of whether these projects are in the green or blue lists, all of them are included in Stage I (2019 – 2022) for planning/programming purposes. Benhur realignment, Dijon Ave Ph II, Midway, and Picardy-Perkins connector projects are expected to open to traffic by 2022. All the other projects with shovels are expected to be open to traffic by 2027 for conformity purposes.

Projects without shovels in green list (Table 2)

Nicholson Dr. Segment I is in the current plan and TIP and so is included in Stage I (2019 – 2022) for planning/programming purposes. All the other projects are included in Stage II (2023 – 2032) for planning/programming purposes. All of them are expected to open to traffic by 2027 for conformity purposes.

Projects without shovels in blue and purple lists (Table 2)

All these projects are included in Stage 2 (2023 – 2032) for planning/programming purposes and are expected to be open to traffic by 2032 for conformity purposes.

Some of the major capacity projects in MOVEBR program were already programmed in the approved MOVE 2042 plan. The timing of when these projects would be open to traffic was updated based on the above criteria. The scope of the projects was also updated to match with MOVEBR where applicable.

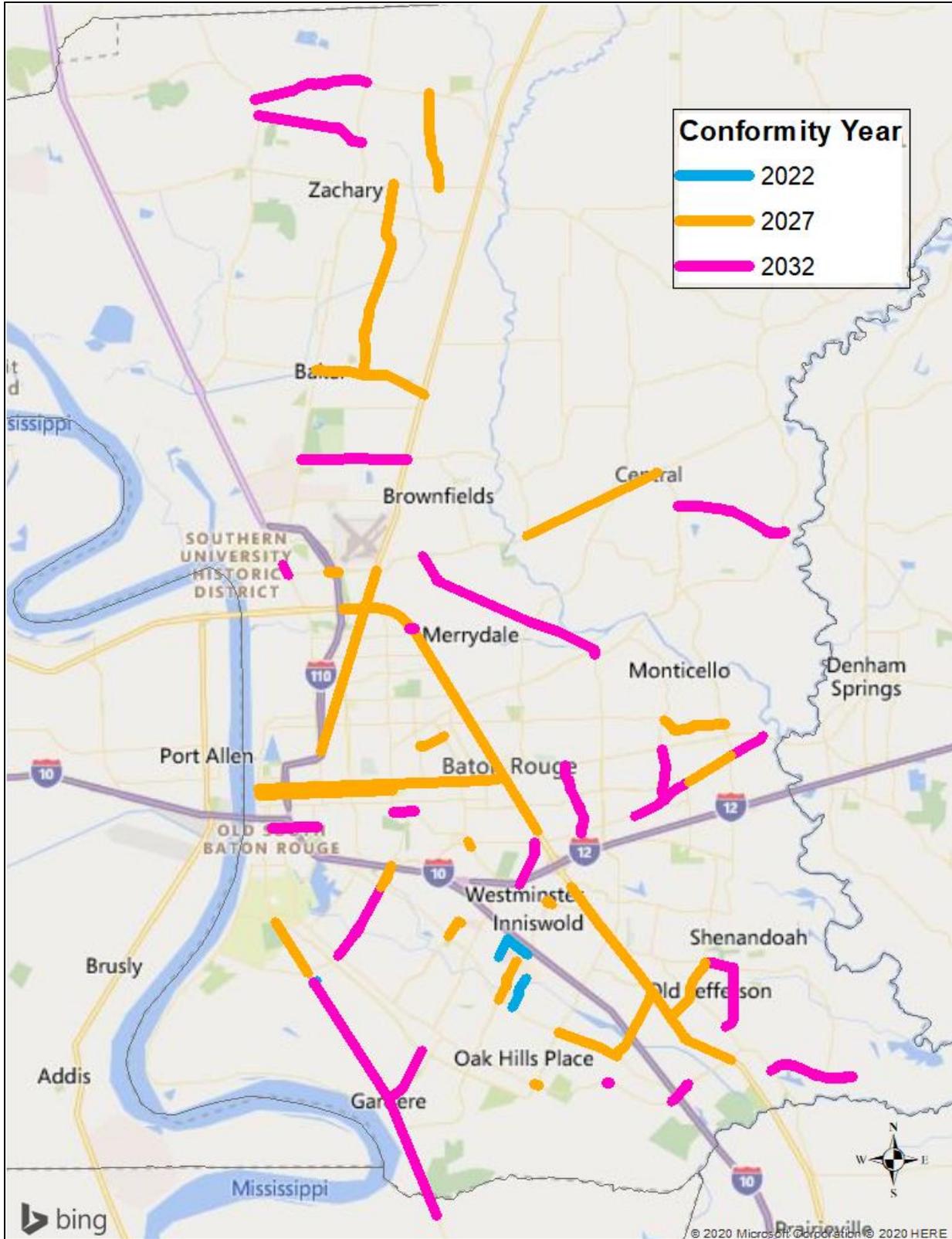


Figure 2: MOVEBR Projects – Conformity Years

Modification of I-10 (WBR/IBR Parish Line – W. of BR290) rehabilitation project scope:

This project previously included addition of 1 new lane in each direction as part of the roadway rehabilitation. DOTD has since tweaked the scope to drop addition of new lanes from this project. Figure 3 shows the location of this project. The cost of this project went down from \$80 to \$30 million.

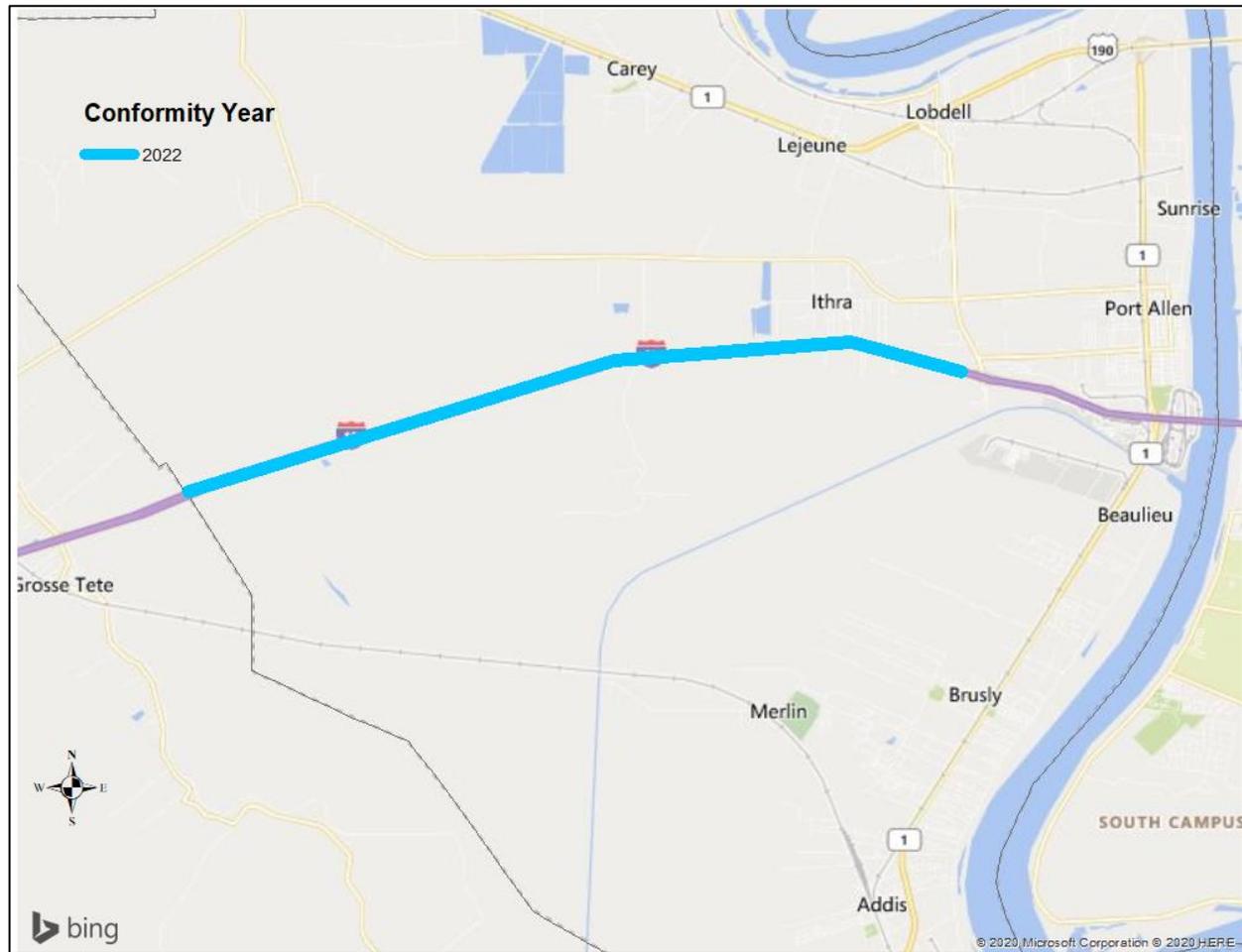


Figure 3: I-10 (EBR/IBR Parish Line – W. End of BR 290)

Addition of Juban Road Extension (US 190 – LA 1026):

This project provides an important new connection between US 190 and LA 1026 and significantly improves mobility for citizens travelling in north-south direction in Livingston Parish. Livingston Parish Master Plan Committee has recently developed a list of transportation priorities. This project is one of their top priority and the Parish officials approached the MPO requesting federal funds for conducting pre-construction activities.

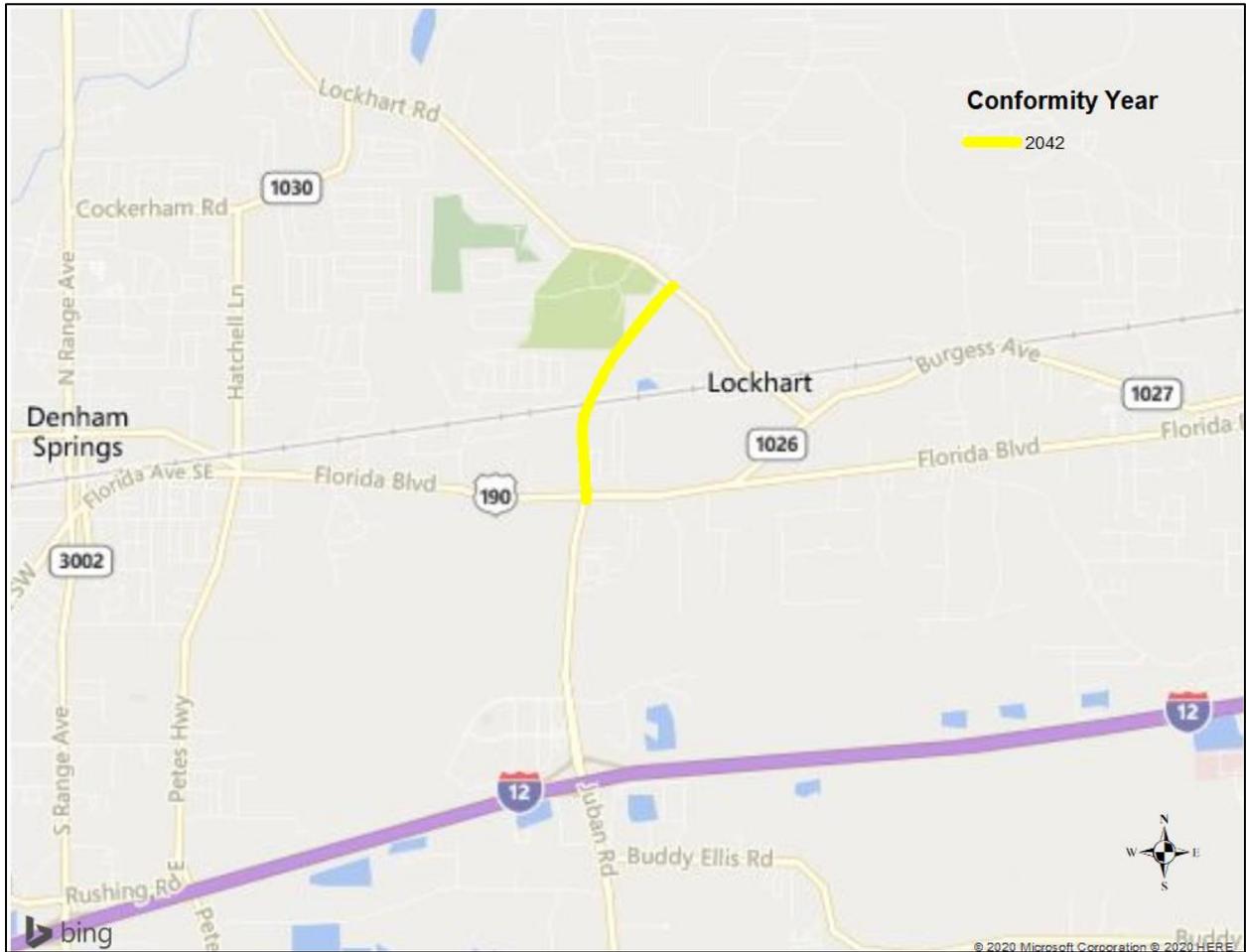


Figure 4: Juban Road Extension (US 190 – LA 1026)

LA 44 (I-10 – Loosemore Rd):

This project includes widening of LA 44 from where the four lane ends south of I-10 and a roundabout at the entrance of Conway subdivision. This project was previously included in the amended Long-Range Plan (MTP 2037) but was accidentally left out of the current plan. LADOTD and the City of Gonzales requested that this project be added back as it is ready to be authorized for construction and needs to be added back to the long range plan.

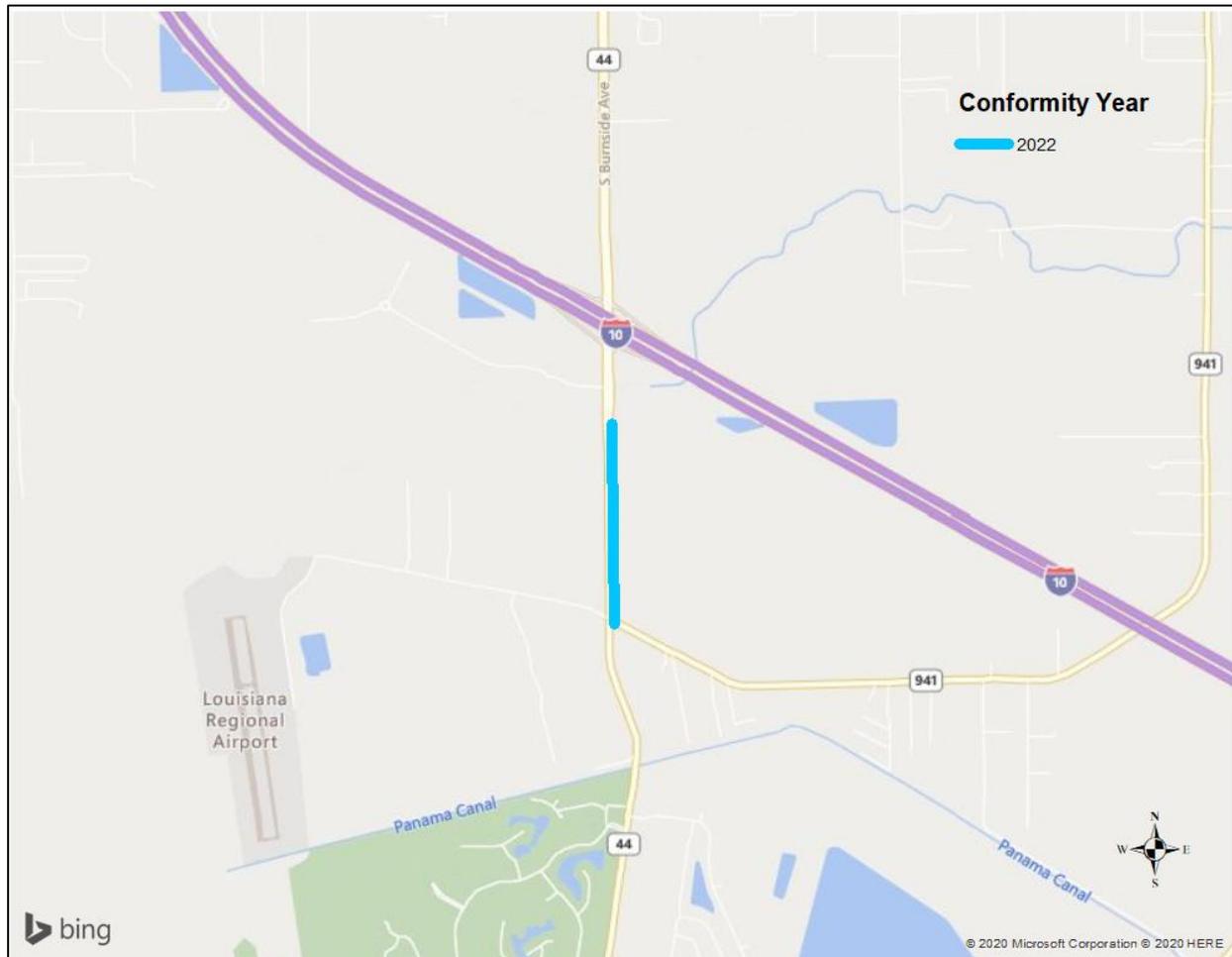


Figure 5: LA 44 (I 10 – Loosemore Rd)

2.2 Financially Constraint Demonstration

As per the original MOVE 2042, the anticipated state and Federal street and highway funding for the plan period (2018 – 2042) was projected to be \$2.21 billion. The estimated total cost of improvements as identified in the staged improvement program was within the projected budget. The transit expenses for the plan period were less than the projected transit revenues (\$864 million).

The current amendments to the long-range plan only affect the highway projects. Since MOVE 2042 was adopted by the MPO policy committee in January 2018, DOTD developed a policy guidance “Fiscal Constraint for Metropolitan Transportation Plans (MTPs) in Louisiana under FAST Act Performance Measures” for projecting revenues and analyzing fiscal constraint. The white paper on the new DOTD policy guidance is included in Appendix H. The following are the highlights of this new policy guidance:

- Urban Systems funding (i.e. STP>200K and STP<200K) should be forecast based on past allocations.

- Projections of other available funding, based on historic expenditures by DOTD, should be reduced by 20 percent in Stages 2 and 3 of MTPs to account for the shift of a larger share of funding to Interstate and other NHS preservation.
- With FHWA concurrence, one or more mega-preservation projects will be allowed within the fiscally constrained plan in Stages 2 and 3 even though all funding through construction cannot be identified at this time. Therefore, as DOTD arranges funding for these mega-preservation projects, no amendment to the plan, nor air quality conformity analyses, are required.

Fiscal constraint in a Metropolitan Transportation Plan will thus be defined as: **Projection of Urban Systems funding based on past allocations + projection of other funding based on 80% of past DOTD expenditures + funding needed for construction of one or more mega-preservation projects in Stages 2 and 3.**

Table 3: MOVE 2042 Amendment Financial Constraint

| Comprehensive Scenario (Current) | Financial Constraint Budget (Millions) | | | MOVE 2042 Amendment Plan Project Costs (Millions) | | | |
|-----------------------------------|--|--------------------|------------------------|---|---------------------------|--------------------|-------|
| | Plan_Stage | Regular Projection | MPO Funds Stages 2 & 3 | New Projection* | Capacity Related Projects | Line Item Projects | Total |
| I | 401 | | 401 | 196 | 140 | 336 | |
| II | 865 | 200 | 732 | 610 | 248 | 858 | |
| III | 955 | 200 | 804 | 383 | 451 | 834 | |
| Grand Total | 2,221 | 400 | 1,937 | 1,189 | 839 | 2,028 | |
| <i>* Based on New DOTD Policy</i> | | | | | | | |

Table 3 shows the breakdown of reasonable federal funds that can be expected by 2042 based on the new DOTD policy in Appendix H. The Plan Project Costs shown in the last column of table 3 does not include the MOVEBR, road transfer, GARVEE funds for mega preservation project on I-10, and any other local funds. As can be seen in table 3, the anticipated state and Federal street and highway funding for the plan period based on the new projection is 1.937 billion dollars. The total estimated cost of improvements in the staged improvement program is \$2.028 billion is about 5% more than the newly projected budget. This is within the acceptable limits of over programming. A detailed list of capacity related and line item projects are shown in Appendix A. Hence, the amended MOVE 2042 plan is financially constrained.

3 CONFORMITY ANALYSIS

Pursuant to sections 105 and 110 of 40 CFR part 93, in December of 2019, planning staff with CRPC, LDOTD, FHWA, EPA, and LDEQ began a series of interagency consultation meetings to discuss 8-hour ozone conformity requirements for the Baton Rouge area. The primary purpose of these consultations was to reach a consensus on general and specific methodologies required to complete the tasks for the forthcoming conformity analysis. Many topics were discussed at these meetings and they included, but were not limited to: the appropriate Motor Vehicles Emissions Budget (MVEB), latest planning assumptions, MOVES 2014a input data, VMT estimates for urban and rural areas, regionally significant projects to be analyzed for the Plan and TIP stages, fiscal constraint issues, exempt projects, and Plan year staging options.

It was agreed that in order to determine conformity for the Plan and TIP, the following eight (8) tasks were required at a minimum. Methodologies and other pertinent details are discussed in the narrative that follows the task outline below:

Task 1: Study Area Boundaries

Confirm metropolitan and rural-area nonattainment area boundaries; confirm census-based boundaries for the Baton Rouge urbanized area.

Task 2: Applicable Conformity Test Requirements

Determine applicable motor vehicle emissions budgets to be used for the demonstration of Plan and TIP conformity to the SIP.

Task 3: Horizon Year Analysis

Define action networks and scenarios for selected horizon years.

Task 4: Vehicle Miles of Travel (VMT) and Speeds

Develop VMT projections in the nonattainment area for all analysis years by functional class using HPMS data for the non-modeled area, and travel-demand network model VMT and speeds for the modeled area. Determine the average travel speeds for the rural roadway functional classes in the nonattainment area.

Task 5: MOVES Emissions Analysis

Use the MOVES 2014a emissions analysis software for the five parish Baton Rouge maintenance area.

Task 6: Conformity Determination

Determine the total on-road mobile source emissions for the Baton Rouge 5-parish maintenance area and compare with the SIP motor vehicle emissions budgets.

Task 7: Public Participation

Prepare a draft conformity document for review and approval by the MPO Transportation Policy Committee (TPC), and make it available for public inspection and comment.

3.1 STUDY AREA BOUNDARIES

The first step in the development of mobile source emissions estimates for the Baton Rouge nonattainment area is to identify the boundaries to be used. There are two boundaries that are significant with regard to the air quality conformity analysis: the metropolitan study area (hereinafter referred to as the “modeled area”) and the 5-parish maintenance area. The Baton Rouge maintenance area encompasses the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge (Figure 6). The metropolitan study area is totally within the maintenance area and is completely covered by the MPO network model.

3.2 APPLICABLE CONFORMITY TEST REQUIREMENTS

In order to make a positive conformity finding for the MTP and TIP, projected mobile source emissions (VOC and NO_x) for each analysis year must be lower than the MVEBs agreed upon the air quality interagency process and deemed adequate by the EPA. The minutes of the interagency meeting where the applicable MVEBs were discussed are shown in Appendix B. Table 4 below shows the MVEBs applicable to different analysis years.

Table 4: Analysis Years and Applicable MVEBs

| Analysis Years | MVEBs (tpd) | |
|--------------------|-------------|-----------------|
| | VOC | NO _x |
| 2022 | 13.19 | 14.37 |
| 2027, 2032, & 2042 | 11.55 | 10.95 |

The Louisiana Department of Environmental Quality (Department) submitted a formal request for re-designation to attainment for the 2008 8-hour Ozone National Ambient Air Quality Standard (NAAQS) and a maintenance plan for the 5-parish Baton Rouge Nonattainment Area (BRNA). This request is based on the monitoring data for the BRNA that shows a design value of 0.075 ppm or 75 ppb as of December 31, 2013. The maintenance plan SIP that was approved by EPA ([FR Doc. 2016–15408 Filed 6–28–16; 8:45 am]) contained MVEBs for 2022 (14.37 tpd) for NO_x, and 13.19 tpd for VOC; and MVEBs for 2027 (10.95 tpd for NO_x and 11.55 tpd for VOCs). Because the above mentioned are the latest approved budgets, they can be used to satisfy the budget test requirements of the transportation conformity rule.

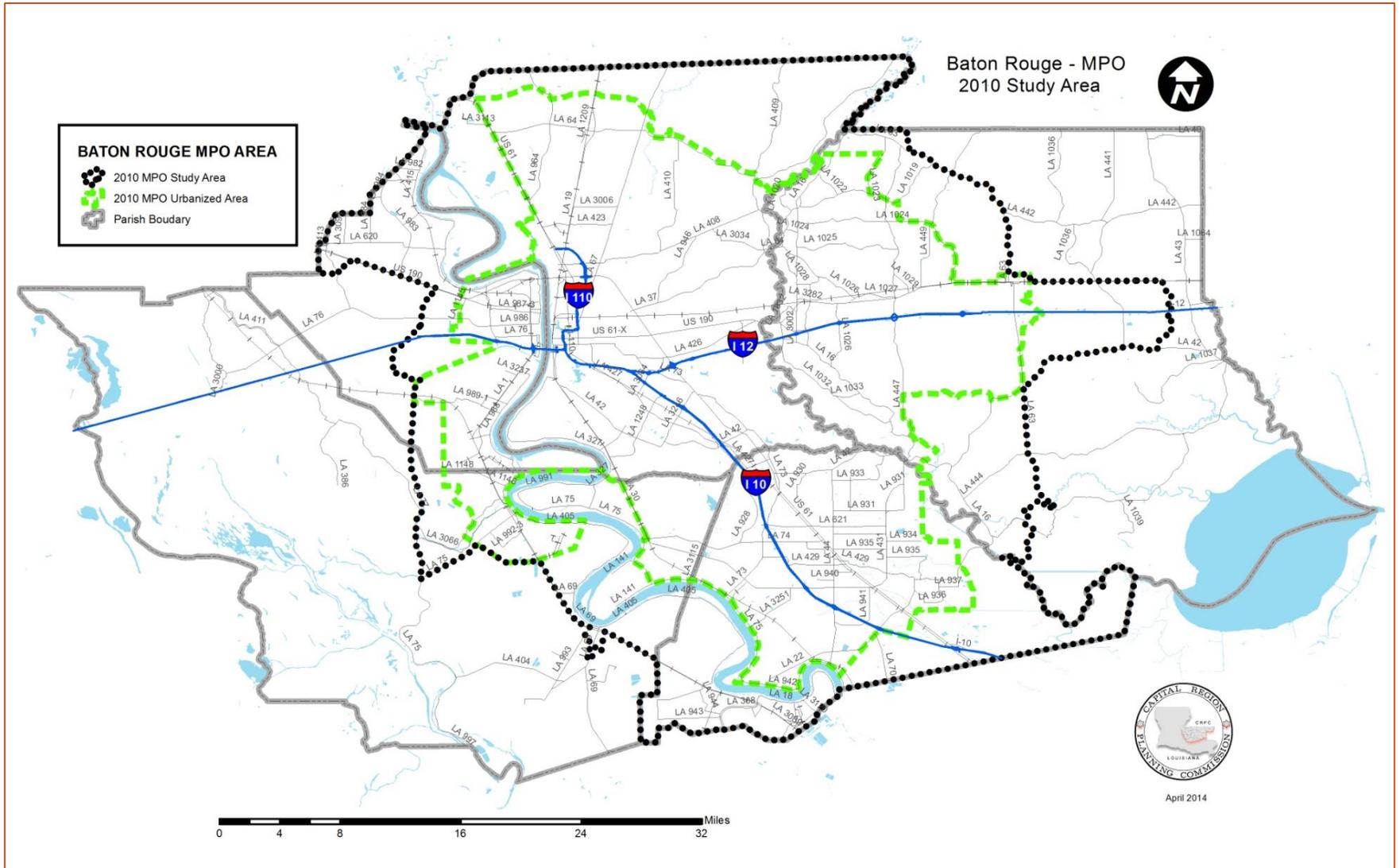


Figure 6: Capital Region Non-Attainment and Metropolitan Planning Area

3.3 CONFORMITY ANALYSIS YEARS

The conformity analysis years include the Baton Rouge 8-hour Ozone Maintenance Plan SIP MVEB budget year of 2027 and the MTP 2042 horizon years of 2022, 2032, and 2042. Horizon year is defined by incremental Plan stages that contain applicable projects that are expected to be operational before the end of each of the three Plan stages.

Table 5: MOVE 2042 Stages

| Analysis Scenarios | Years |
|--------------------|-----------|
| Stage 1 | 2018-2022 |
| Stage 2 | 2023-2032 |
| Stage 3 | 2033-2042 |

These conformity analysis years were selected through interagency consultation and meet the requirements of 40 CFR 93.106(a)(1) and 40 CFR 93.118(b).

3.4 ESTIMATION OF VMT AND VEHICLE SPEEDS

The Highway Performance Monitoring System (HPMS) is a standardized procedure by which States determine and report vehicle miles of travel to FHWA. Based on statistical expansion of a system of traffic counts, existing vehicle miles of travel (VMT) are estimated for each current year. The VMT represents Annual Average Daily Traffic (AADT), which is essentially an average day over the entire year including weekends.

USEPA recommends that the emissions estimates used for the conformity determination, re-designation package analysis or State Implementation (SIP) Development be based upon VMT quantities which are consistent with the reported HPMS totals for the region. Since the travel model is a simulation and provides only an approximation of actual conditions, it is inevitable that the traffic volumes produced by the model need to be adjusted to be precisely consistent with reported HPMS totals. Further, the issue of temporality must be accounted for: the model represents a typical, presumably average, weekday. HPMS represents Average Annual Daily Traffic (an overall average day of the year including weekend days). As the emissions estimate is computed for a typical August weekday, adjustments are needed to both the model VMT and reported HPMS VMT totals.

LADOTD provided 2015, 2022, 2032, and 2042 HPMS VMT (Appendix C) by functional class by Parish for both inside and outside CRPC's new boundary shown in Figure 3. The travel demand model was run to generate the VMT for 2015, 2022, 2027, 2032, and 2042. The VMT was aggregated by functional class similar to the HPMS data provided by LADOTD. Only a limited number of local streets are represented on the model network. The local streets are represented by centroid connectors. The total local road

VMT was calculated by adding the local street VMT, centroid connector VMT, and the intra-zonal VMT. The next step was to adjust the model VMT to inside model area HPMS VMT provided by LADOTD. Adjustment factors were calculated based on HPMS VMT data provided by LADOTD, which were then applied to all future year model projections to determine final adjusted Model VMT. The model area adjusted VMT by functional class was combined with corresponding outside model area (donut) VMT to get the data for the entire five parish non-attainment area. Since the emissions estimate should be computed for a typical August weekday, adjustments were made by applying the seasonal factors provided by LADOTD (Appendix C).

The most critical step was to adjust the model VMT to provided HPMS VMT data utilizing methodologies that are consistent with federal regulations. The HPMS adjustment factors were based on the ratio of base year 2015 HPMS VMT to the base year model VMT. Equations for calculating the base year HPMS adjustment factor and the adjusted VMT for conformity analysis years 2022, 2027, 2032, and 2042 are shown below:

$$\text{HPMS Adjustment Factor by Parish and HPMS Functional Class for Base Year (AF)} = \frac{\sum (\text{Base Year HPMS VMT by Parish and Functional Class})}{\sum (\text{Base Year Model VMT by Parish and Functional Class})}$$

This adjustment factor was applied to 2022, 2027, 2032 and 2042 model VMT to calculate the adjusted VMT by parish and by Functional Class. Seasonal factors were then applied to compute the VMT for a typical August weekday.

$$\text{Adjusted Model VMT Future Year (VMT}_{FY}) = \sum \text{Future Year Model VMT by Parish and Functional Class} \times \text{AF}_i \times \text{Seasonal Adjustment Factor}$$

The adjusted VMT data by Parish and roadway functional classification calculated is shown in Appendix C.

Vehicle speeds were derived by utilizing 15-minute travel time data from NAVTEQ travel time data. Twenty-four-hour Speed profiles were developed by MOVES roadway type (urban restricted, urban unrestricted, rural restricted, and rural unrestricted) for all the five parishes. A sample twenty-four-hour speed profile for urban restricted roadway type in East Baton Rouge Parish is shown below.

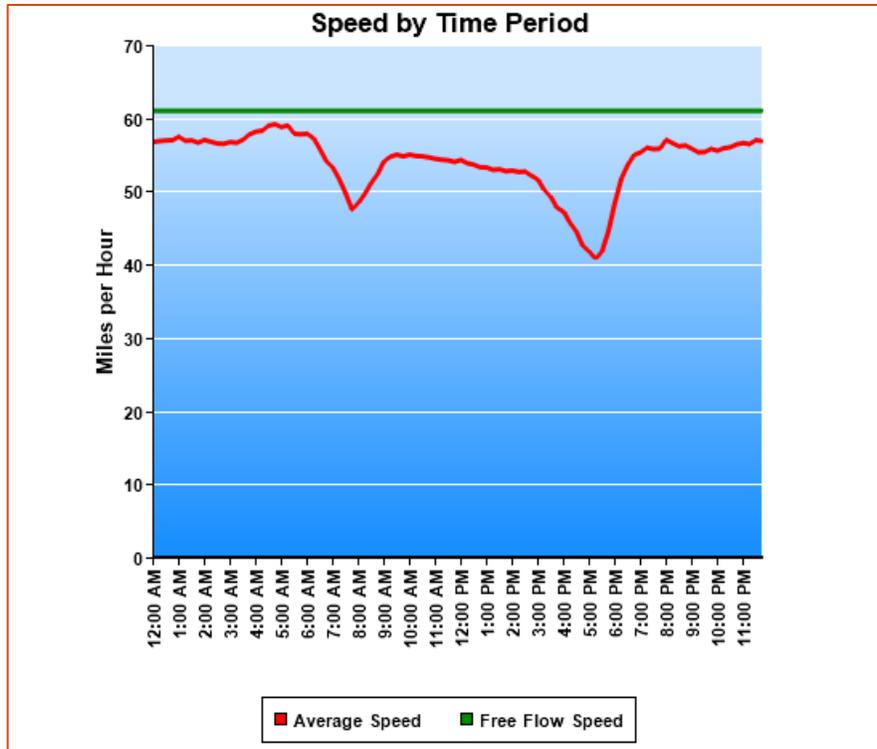


Figure 7: Twenty-four-hour speed profile for urban restricted roadway in EBR Parish

3.5 MOVES EMISSIONS ANALYSIS

MOVES 2014a model was run at county scale using inventory mode for each parish and analysis year utilizing the local defined and agreed upon inputs wherever possible. Following locally defined inputs were developed for each parish and for each of the conformity analysis year.

1. Avgspeeddistribution
2. Zonemonthhour
3. Fuelsupply
4. Hpmstypevmt
5. Imcoverage
6. Roadtypedist
7. Sourcetypeage
8. Sourcetypeyear

The MOVES output consisted of VOC and NO_x emissions in grams per day for each of criteria pollutant and parish. The VOC and NO_x emissions for each parish and analysis year were converted into tons per

day. The VOC and NOx emissions in tons per day for all the five parishes was aggregated to calculate the total emissions for the entire non-attainment area for a particular analysis year. This process was repeated for all the analysis years. The parish level emissions for all the analysis years are included in Appendix E.

3.6 PUBLIC PARTICIPATION

The public participation process follows the requirements of 40 CFR 93.105 and 23 CFR 450.316. This process is proactive and provides for public review and comment prior to formal action on this conformity determination for the MTP and TIP update.

The public involvement process provides for complete information, timely notice, full public access to key decisions, and reasonable public access to the technical and policy information with consideration of public input. This public participation process is documented in Appendices F.

These appendices include the affidavit of proof of publication of the public notice, the official minutes of the public hearing, the joint meeting of the TPC and the Technical Advisory Committee (TAC), the adopting resolution certifying the conformity analysis and adoption of the MTP and TIP, and conformity determination concurrence letters from participating state and federal agencies.

4 CONFORMITY ANALYSIS RESULTS

Tables 6 summarizes the Baton Rouge maintenance area regional emissions analysis results for amended MOVE 2042. As can be seen in this table, the total network emissions for all the analysis years 2022, 2027, 2032, and 2042 are less than the established MVEBs. Figure 8 shows the same information in graphical format.

Table 6: MOVE 2042 Air Quality Conformity Analysis - Emissions Summary

| Planned Completion | Motor Vehicle Emission Budgets (MVEB) | | Project Amendment Conformity | |
|--------------------|---------------------------------------|------|------------------------------|------|
| | Daily Emissions (tons/day) | | Daily Emissions (tons/day) | |
| | NOx | VOC | NOx | VOC |
| 2022 (Stage I) | 14.4 | 13.2 | 12.7 | 11.3 |
| 2027 Budget Yr | 11.0 | 11.6 | 7.9 | 7.8 |
| 2032 (Stage II) | 11.0 | 11.6 | 5.4 | 5.7 |
| 2042 (Stage III) | 11.0 | 11.6 | 5.1 | 5.0 |

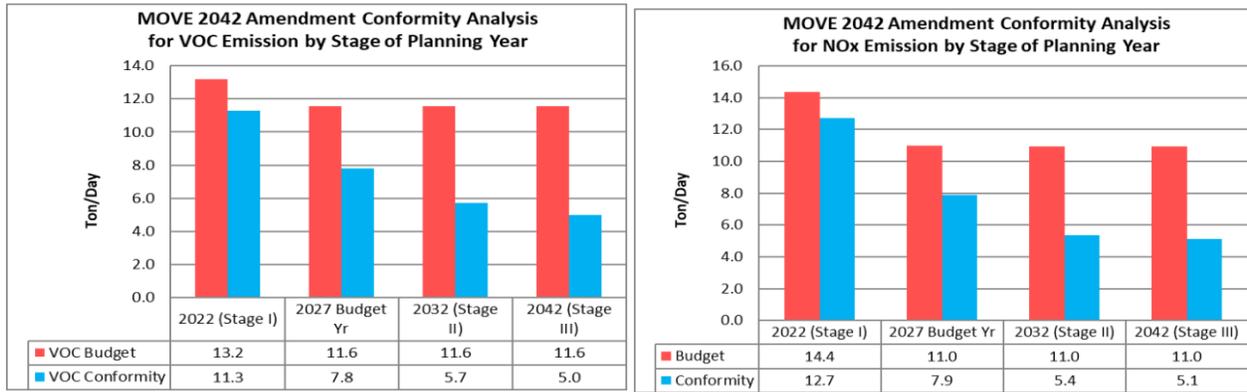


Figure 8: MOVE 2042 Amendment – Emission Budgets Vs. Conformity Test

Therefore, it is concluded that the regional emissions analysis performed for the Baton Rouge Nonattainment Area Transportation Plan 2042 and TIP (2018 – 2022) demonstrates conformity to applicable provisions of Louisiana’s Ozone SIP.

APPENDIX A

Baton Rouge Metropolitan Transportation Plan 2042 Planned Highway Capacity Projects

Appendix A includes the three staged highway improvement projects list from the amended Metropolitan Transportation Plan (MOVE 2042). Each table includes fields that identify the air quality conformity analysis year in which a particular project will probably open to traffic. Each stage and project meets the requirements of 40 CFR 93.106 and 93.108. Appendix also includes the line item projects and funding allocation by stage.

Long Range Transportation Plan (2018 - 2042) MOVE 2042 Amendment - Planned Projects by Stage

| Map_ID New | Parish | Project_Name | Project_Desc | Project_Location | Plan_Stage | Conformity_Year | Project Cost (Mil) | Fiscal Constraint Cost (Mil) |
|------------|--------|--|--|---|------------|-----------------|--------------------|------------------------------|
| 1 | ASC | LA 42 | Widen to 4 Lanes | US 61 to LA 44 | Let | 2022 | | |
| 3 | ASC | I-10 | Widen to 6 Lanes | Highland Rd to LA 73 | Let | 2022 | | |
| 5 | EBR | Sullivan Rd | Widen to 4 Lanes | Wax Rd - Hooper Rd (Central Woods to Hooper Rd) | Let | 2022 | | |
| 10 | EBR | Dijon Extension | New 2 Lane Road and local connectors | Essen Ln - Midway | Let | 2022 | | |
| 13 | ASC | Edenborne Pkwy | New 2 Lane Road | Emerson Pkwy - St. Landry | Let | 2022 | | |
| 14 | ASC | Edenborne Pkwy | New 2 Lane Road | Ashland Rd - St. Landry | Let | 2022 | | |
| 15 | ASC | St. Landry | Reconstruct 2 Lanes | LA 30 to Edenbourne Pkwy | Let | 2022 | | |
| 16 | EBR | LA 3064 (Essen Ln) | Widen to 6 Lanes | Perkins Rd to Essen Park Ave. | Let | 2022 | | |
| 17 | EBR | LA 73 | Reduce 4 Lane undivided to 3 Lane | East Blvd - Lobdell Ave | Let | 2022 | | |
| 19 | EBR | Antioch Extension | New 4 Lane Extension | Old Jefferson Hwy - Airline Hwy | Let | 2022 | | |
| 21 | LIV | I-12 | Widen to 6 Lanes | .5 mi W Satsuma - Satsuma Ramp | Let | 2022 | | |
| 23 | EBR | Jones Creek Rd | Widen to 5 Lanes | Tigerbend Rd to Coursey Blvd | Let | 2022 | | |
| 24 | EBR | O'Neal Ln | Widen to 4 Lanes | S. Harrell's Ferry Rd - George O'Neal Rd | Let | 2022 | | |
| 25 | EBR | I-12 | New WB On Ramp | Millerville Rd | Let | 2022 | | |
| 7 | EBR | Glen Oaks Dr | Reconstruction Center Turn Lane | Plank Rd to McClelland Dr | I | 2022 | 10.0 | 0.0 |
| 8 | EBR | Picardy-Perkins Rd connector | New 4 Lane roadway | Perkins Rd to Picardy Ave | I | 2022 | 40.0 | 0.0 |
| 11 | LIV | LA 1026 (Juban Rd) | Widen to 5 Lanes | I-12 to Florida Ave | I | 2022 | 7.5 | 7.5 |
| 26 | EBR | I-110 | Improve Safety on I-10 Near I-10/I-110 Interchange | Terrace Ave | I | 2022 | 8.7 | 8.7 |
| 9 | LIV | Cook Rd | New 4 Lane Roadway | Pete's Hwy to Juban Rd | I | 2022 | 11.5 | 11.5 |
| 6 | EBR | Staring Ln/Gardere Ln | New 4 Lane/ Widen to 4 Lanes | Burbank Dr to Nicholson Dr | I | 2027 | 14.0 | 12.0 |
| 4 | EBR | N Sherwood Forest Blvd | Widen to 5 Lanes | Choctaw Dr to Greenwell Springs Rd | I | 2022 | 18.5 | 18.5 |
| 27 | EBR | Pecue Ln | Widen to 4 Lanes Plus New I-10 Interchange | Perkins Rd to Airline Hwy | I | 2027 | 52.0 | 0.0 |
| 471 | EBR | LA 427 (Perkins Rd) | Widen to 4 Lanes | Siegen Ln to Pecue Ln | I | 2027 | 26.2 | 0.0 |
| 609 | EBR | S Choctaw Rd | Widen to 4 Lanes | Flannery Rd to Central Thwy | I | 2027 | 12.0 | 0.0 |
| 645 | EBR | LA 426 (Old Hammond Hwy) | Widen to 5 Lanes | Millerville Rd to O'Neal Ln | I | 2027 | 18.9 | 0.0 |
| 917 | EBR | McHost | Safety Improvements | LA 64 to Pride Port Hudson | I | 2022 | 10.0 | 0.0 |
| 917 | EBR | McHugh Rd | Paving and Drainage Improvements | Groom to Lower Zachary | I | 2022 | 8.0 | 0.0 |
| 927 | EBR | Ardenwood - Lobdell Connector | New Roadway | Ardenwood to Lobdell | I | 2027 | 3.0 | 0.0 |
| 927 | EBR | Jones Creek Ext | New 4-Lane Roadway | Tiger Bend to Airline | I | 2027 | 19.0 | 0.0 |
| 938 | EBR | Groom Rd | Improvements | LA 19 to Plank Rd | I | 2022 | 25.0 | 0.0 |
| 943 | EBR | Plank Rd | Movement Improvements | N. 22nd to Harding St | I | 2032 | 15.0 | 0.0 |
| 2210 | EBR | I-10 (LA 415 to Essen Lane) Ph 7 | New College Dr Flyover Exit Ramp | I-10 WB exit ramp at I-10/I-12 split to college | I | 2022 | 38.3 | 0.0 |
| | EBR | I-10 (LA 415 to Essen Lane) Ph 8 | KCS RR and Valley St Improvements | KCS RR & Valley St | I | | 7.7 | 0.0 |
| 2710, 2711 | EBR | I-10 (LA 415 to Essen Lane) Ph 6 | Sound Wall. Includes Trust Drive connection | Acadian - I-10/I-12 Split EB | I | 2027 | 88.9 | 0.0 |
| 2710, 2711 | EBR | I-10 (LA 415 to Essen Lane) Ph 3 | Bridge Replacement and Roundabouts | I-110 - West of Dalrymple | I | 2027 | 265.5 | 0.0 |
| 3210, 3211 | EBR | I-10 (LA 415 to Essen Lane) Ph 4 | Roundabouts | West of Dalrymple to East of City Park Lake | I | 2032 | 184.8 | 0.0 |
| 3210, 3211 | EBR | I-10 (LA 415 to Essen Lane) Ph 5 | Reconstruction | East of City Park Lake to College Dr | I | 2032 | 238.0 | 0.0 |
| | EBR | Ben Hur Realignment / Nicholson Intersection | Intersection Improvements | Ben Hur @ Nicholson | I | 2022 | 25.0 | 0.0 |
| | EBR | Jefferson | Turning Lane Extension | Jefferson @ Bluebonnet | I | | 2.0 | 0.0 |
| | EBR | Jefferson | Turning Lane Extension | Jefferson @ Corporate | I | | 2.0 | 0.0 |
| | EBR | Highland | Intersection Improvements | Highland @ Siegen | I | | 3.0 | 0.0 |
| | EBR | Harding Blvd | Intersection Improvements | Harding @ I-110 | I | | 5.0 | 0.0 |
| 432 | ASC | Duplessis Road Safety Widening | Improve roadway safety along Duplessis Rd | US 61 - LA 73 | I | 2027 | 3.1 | 3.1 |
| 551 | ASC | LA 44 | Widening and Roundabouts | I - 10 to Loosemoore Rd | I | 2022 | 3.5 | 3.5 |
| | EBR | Midway | New 2-Lane Roadway | Dijon to Picardy | I | 2022 | 6.5 | 6.5 |
| 553 | EBR | Dijon Extension Phase II | New Road | Midway to LA 1248 | I | 2022 | 16.4 | 8.0 |
| 460 | EBR | LA 408 (Hooper Rd) | Widen to 4 Lanes | Blackwater Rd to Sullivan Rd | I | 2027 | 50.0 | 12.0 |
| 927 | EBR | Bluebonnet | Additional Lane Capacity | Perkins to Picardy | I | 2027 | 19.0 | 19.0 |

Long Range Transportation Plan (2018 - 2042) MOVE 2042 Amendment - Planned Projects by Stage

| Map_ID New | Parish | Project_Name | Project_Desc | Project_Location | Plan_Stage | Conformity_Year | Project Cost (Mil) | Fiscal Constraint Cost (Mil) |
|------------|--------|----------------------------------|--|--|------------|-----------------|--------------------|------------------------------|
| 465 | EBR | LA 30 (Nicholson Dr) | Widen to 5 Lanes | Brightside Dr to Gourrier Ave | I | 2027 | 21.0 | 21.0 |
| | WBR | I-10 | Grade Raising | Iberville P/L - W End BR 290 | I | | 30.0 | 30.0 |
| 801 | ASC | LA 22/LA 70 (Crawford LeBlanc) | Widen to 4 Lanes | Study Area Boundary to I-10 | I | 2027 | 34.7 | 34.7 |
| 20 | EBR | LA 19 | Widening of LA 19 | LA 64 - Sunset Blvd | II | 2027 | 8.2 | 0.0 |
| | EBR | Terrace St | Movement Improvements | Highland to Perkins Rd | II | | 10.0 | 0.0 |
| 400 | EBR | LA 3034 (Wax Rd/Magnolia Bridge) | Widen to 5 Lanes | Sullivan Rd to Greenwell Springs Rd | II | 2032 | 38.0 | 0.0 |
| 462 | EBR | Jones Creek Rd Ext | New 4 Lane roadway | Jefferson Hwy to Tiger Bend Rd | II | 2027 | 29.4 | 0.0 |
| 621 | EBR | LA 426 (Old Hammond Hwy) | Widen to 4 Lanes | O'Neal Ln to Florida Blvd | II | 2032 | 12.0 | 0.0 |
| 629 | EBR | Tiger Bend Rd | Widen to 5 Lanes | Jones Creek Rd to Antioch Rd | II | 2032 | 16.0 | 0.0 |
| 710 | EBR | Mickens Rd | Widen to 4 Lanes | Hooper Rd to Joor Rd | II | 2032 | 25.0 | 0.0 |
| 818 | EBR | LA 30 (Nicholson Dr) | Widen to 5 Lanes | Brightside to EBR/IBR Parish Line | II | 2032 | 51.0 | 0.0 |
| 912 | EBR | Port Hudson - Pride Rd | Turning Movements, Shoulders, Drainage | LA 964 - LA 19 | II | 2032 | 18.0 | 0.0 |
| 914 | EBR | Sherwood Forest Ext | New Roadway | Greenwell Spr. - Joor | II | 2032 | 30.0 | 0.0 |
| 919 | EBR | Rollins Rd | Turning Movements, Shoulders, Drainage | LA 964 to LA 19 | II | 2032 | 18.0 | 0.0 |
| 920 | EBR | Thomas Rd | Turning Movements, Shoulders, Drainage | Hwy19 to Plank | II | 2032 | 28.6 | 0.0 |
| 926 | EBR | Antioch Rd | Safety, Mobility, Turning Lane, Drainage | Jefferson to Tigerbend | II | 2032 | 9.0 | 0.0 |
| 927 | EBR | Hennessy - Perkins Connector | New Roadway | Hennessey to Perkins | II | 2027 | 30.0 | 0.0 |
| 930 | EBR | Hoo Shoo Too Rd | Safety, Mobility, Turning Lane, Drainage | Jefferson to Tigerbend | II | 2032 | 12.0 | 0.0 |
| 939 | EBR | Scenic Hwy | Intersection Improvements | Harding to Swan | II | 2032 | 7.0 | 0.0 |
| 941 | EBR | Claycut | Access Management, Intersection Improvements | S. Foster Dr to Jefferson Hwy | II | 2032 | 3.0 | 0.0 |
| 942 | EBR | Drusilla Lane | New Turning Lane and Sidewalks | Jefferson to Old Hammond Hwy | II | 2032 | 7.0 | 0.0 |
| 944 | EBR | Sharp Rd | Mobility, Turning Lane, Drainage | Old Hammond Hwy to Florida | II | 2032 | 11.0 | 0.0 |
| 945 | EBR | North Blvd | Movement Improvements | I-110 to Foster/Florida | II | 2032 | 15.0 | 0.0 |
| 911, 912 | EBR | Lee Dr | Capacity and Turning Movements | Highland to Perkins | II | 2032 | 35.0 | 0.0 |
| | EBR | Flannery | Safety, Mobility, Turning Lane, Drainage | Old Hammond Hwy to Florida | II | 2032 | 17.0 | 0.0 |
| | EBR | Greenwell St. | Intersection Improvements | Greenwell St. @ Airline | II | | 2.0 | 0.0 |
| | EBR | Highland Rd. | Roundabout | Highland @ Pecue | II | | 3.0 | 0.0 |
| | EBR | Highland | Intersection / Interchange Improvements | Perkins to Old Perkins | II | | 10.8 | 0.0 |
| 614 | EBR | US 61 (Airline Hwy) Phase 1-C | Widen to 6 Lanes | Florida Blvd to Florline Blvd | II | 2027 | 2.0 | 1.0 |
| 12 | EBR | LA 426 (Old Hammond Hwy) | Widen to 4 Lanes | Boulevard de Province to Milleville | II | 2032 | 30.0 | 4.0 |
| 628 | EBR | Groom Rd Ext | New 2 Lane Roadway | Old Scenic Hwy to Samuels Rd | II | 2032 | 4.4 | 4.4 |
| 638 | LIV | LA 447 (Walker Rd) | Widen to 4 Lanes | Duff Rd to Burgess Ave | II | 2032 | 5.6 | 5.6 |
| 617 | EBR | US 190 (Florida Blvd) | Widen to 8 Lanes | Airline Hwy to Monterey Blvd | II | 2032 | 6.4 | 6.4 |
| 616 | EBR | US 61 (Airline Hwy) Phase 3 | Widen to 6 Lanes | Florline Blvd to Greenwell Springs Rd | II | 2027 | 13.0 | 6.5 |
| 606 | ASC | LA 940 (Orice Roth Rd) | Widen to 4 Lanes | E Ascension School Rd to Burnside Ave | II | 2032 | 7.2 | 7.2 |
| 704 | ASC | LA 73 (Old Jefferson Hwy) | Widen to 4 Lanes | Airline Hwy to LA 42 | II | 2032 | 7.4 | 7.4 |
| 641 | LIV | LA 1032 (4-H Club Rd) | Widen to 4 Lanes | Florida Ave to Vincent Rd | II | 2032 | 8.2 | 8.2 |
| 633 | LIV | LA 64 (Magnolia Beach Rd) | Widen to 4 Lanes | Amite River to N Range Ave | II | 2032 | 8.3 | 8.3 |
| 634 | LIV | LA 1026 (Juban Rd) | Widen to 5 Lanes | Wax Rd to I-12 | II | 2032 | 8.8 | 8.8 |
| 636 | LIV | LA 3003 (Rushing Rd) | Widen to 4 Lanes | 0.5 mi West of S Range Ave to Pete's Hwy | II | 2032 | 8.8 | 8.8 |
| 913 | EBR | College Dr | Access Management, Signalization, Capacity Imp | Perkins - I-10 | II | 2032 | 50.0 | 10.0 |
| 612 | EBR | Cedarcrest Ave | Widen to 4 Lanes | Airline Hwy to Old Hammond Hwy | II | 2032 | 10.9 | 10.9 |
| 602 | ASC | LA 73 (Old Jefferson Hwy) | Widen to 5 Lanes | LA 74 to I-10 | II | 2032 | 11.5 | 11.5 |
| 615 | EBR | US 61 (Airline Hwy) Phase 2-B | Widen to 6 Lanes | Greenwell Springs Rd to I-110 | II | 2027 | 29.0 | 14.5 |
| 631 | EBR | US 190 (Florida Ave) | Widen to 4 Lanes | Pete's Hwy to Burgess Ave | II | 2032 | 16.4 | 16.4 |
| 627 | EBR | LA 37 (Greenwell Springs Rd) | Widen to 5 Lanes | Sullivan Rd to Magnolia Bridge Rd | II | 2032 | 20.8 | 20.8 |
| 637 | LIV | LA 16 (Pete's Hwy) | Widen to 4 Lanes | Centerville St to Vincent Rd | II | 2032 | 21.9 | 21.9 |
| 642 | LIV | I-12 | Interchange Improvements | Pete's Hwy / Range Ave | II | 2032 | 22.6 | 22.6 |
| 946 | EBR | Florida Blvd | Access Management, Signalization, Capacity Imp | I-110 to Airline | II | 2032 | 48.0 | 24.0 |
| 601 | ASC | LA 73 (Old Jefferson Hwy) | Widen to 5 Lanes | I-10 to Airline Hwy | II | 2032 | 25.2 | 25.2 |

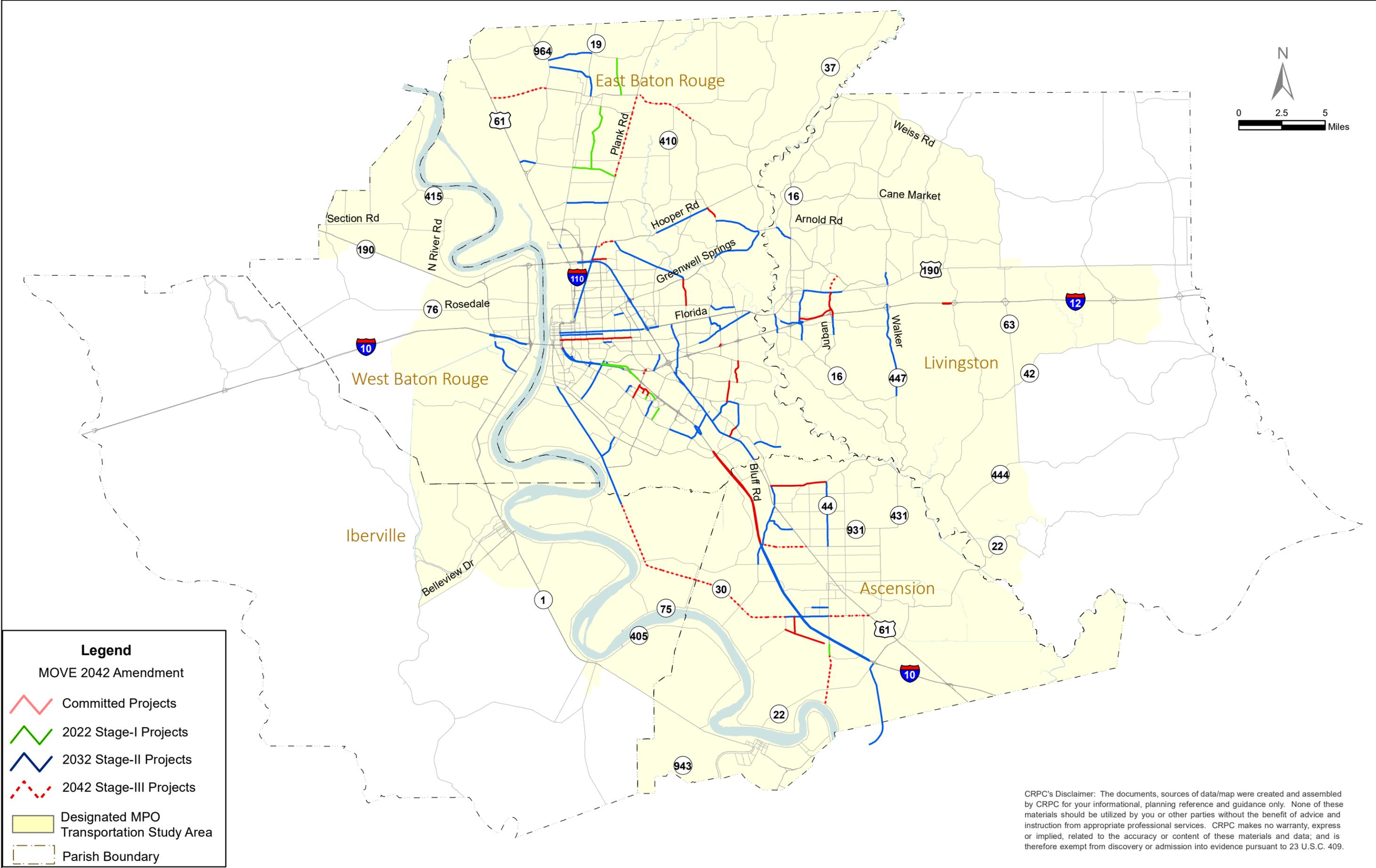
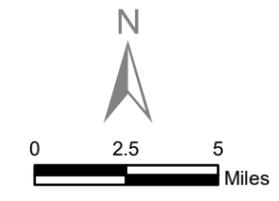
Long Range Transportation Plan (2018 - 2042) MOVE 2042 Amendment - Planned Projects by Stage

| Map_ID New | Parish | Project_Name | Project_Desc | Project_Location | Plan_Stage | Conformity _Year | Project Cost (Mil) | Fiscal Constraint Cost (Mil) |
|------------|--------|--------------------------------------|---|--|------------|---------------------|-----------------------|------------------------------------|
| 927 | EBR | US 61 (Airline Hwy) South | Widening | Bluebonnet - ASC/EBR Ph Line | II | 2027 | 51.0 | 26.0 |
| 701 | ASC | LA 44 (N Burnside Ave) | Widen to 4 Lanes | Cante Rd to LA 42 | II | 2032 | 27.4 | 27.4 |
| 604 | ASC | LA 30 (Nicholson Dr) | Widen to 5 Lanes | Ashland Rd to Burnside Ave | II | 2027 | 27.5 | 27.5 |
| 713 | LIV | LA 447 (Walker Rd) | Widen to 4 Lanes | I-12 to Hood Rd | II | 2032 | 40.1 | 40.1 |
| 714 | WBR | LA 1/I-10 Connector (LA415) | New 2 Lane Roadway | Lobdell Hwy to LA 1 | II | 2032 | 65.4 | 65.4 |
| 502 | ASC | I-10 | Widen to 6 Lanes | LA 73 to LA 22 | II | 2027 | 169.2 | 169.2 |
| 927 | WBR | I-10 (LA 415 to Essen Lane) Ph 1 & 2 | Widening, Shoulder Widening, Ramp Gores | LA 415 to Nicholson Exit | III | 2042 | 314.5 | 0.0 |
| 625 | EBR | LA 408 (Hooper Rd) | Widen to 6 Lanes | Plank Rd to Mickens Rd | III | 2042 | 9.4 | 9.4 |
| 623 | EBR | I-12 | New WB Exit Ramp | Essen Ln | III | 2042 | 17.5 | 17.5 |
| 632 | LIV | Juban Ext | New Roadway | US 190 to LA 1026 | III | 2042 | 17.6 | 17.6 |
| 702 | ASC | LA 621 | Widen to 4 Lanes | Old Jefferson Hwy to Airline Hwy | III | 2042 | 20.0 | 20.0 |
| 431 | ASC | LA 44 (N Burnside Ave) | Widen to 4 Lanes | Loosemoore Rd to River Rd | III | 2042 | 23.0 | 23.0 |
| 464 | EBR | LA 64 (Mt Pleasant-Zachary Rd) | Widen to 4 Lanes | US 61 to LA 964 | III | 2042 | 27.0 | 27.0 |
| 810 | ASC | LA 30 (Nicholson Dr) | Widen to 5 Lanes | Burnside Ave to Airline Hwy | III | 2042 | 28.2 | 28.2 |
| 707 | EBR | LA 64 (Greenwell Springs-Port | Widen to 4 Lanes | Plank Rd to Joor Rd | III | 2042 | 30.7 | 30.7 |
| 709 | EBR | LA 67 (Plank Rd) | Widen to 4 Lanes | Groom Rd to Main St | III | 2042 | 40.2 | 40.2 |
| 809 | ASC | LA 30 (Nicholson Dr) | Widen to 5 Lanes | IBR/ASC Parish Line to Ashland Rd | III | 2042 | 71.6 | 71.6 |
| 847 | IBR | LA 30 (Nicholson Dr) | Widen to 5 Lanes | EBR/IBR Parish Line to IBR/ASC Parish Line | III | 2042 | 98.1 | 98.1 |

Total Cost - All Capacity Projects **3,234.4** **1,189.3**

MOVE 2042 Amendment - Line Item Projects

| Line Item Category | Line Item Description | Stage I | Stage II | Stage III | Total |
|------------------------|--|------------|------------|------------|------------|
| Enhancement | Bike Paths, Sidewalks, Recreational Trails etc. | 10 | 17 | 31 | 58 |
| Safety | Safety Improvement Projects | 21 | 37 | 68 | 126 |
| Bridge | Bridge Inspections, Rehabilitation, Repairs etc. | 34 | 60 | 108 | 202 |
| Preventive Maintenance | Road maintenance and Rehabilitation | 50 | 90 | 162 | 302 |
| Operations | Intelligent Transportation System, Access management, Signal Improvements etc. | 18 | 32 | 59 | 109 |
| Miscellaneous | Other type of Projects | 7 | 12 | 23 | 42 |
| | | 140 | 248 | 451 | 839 |

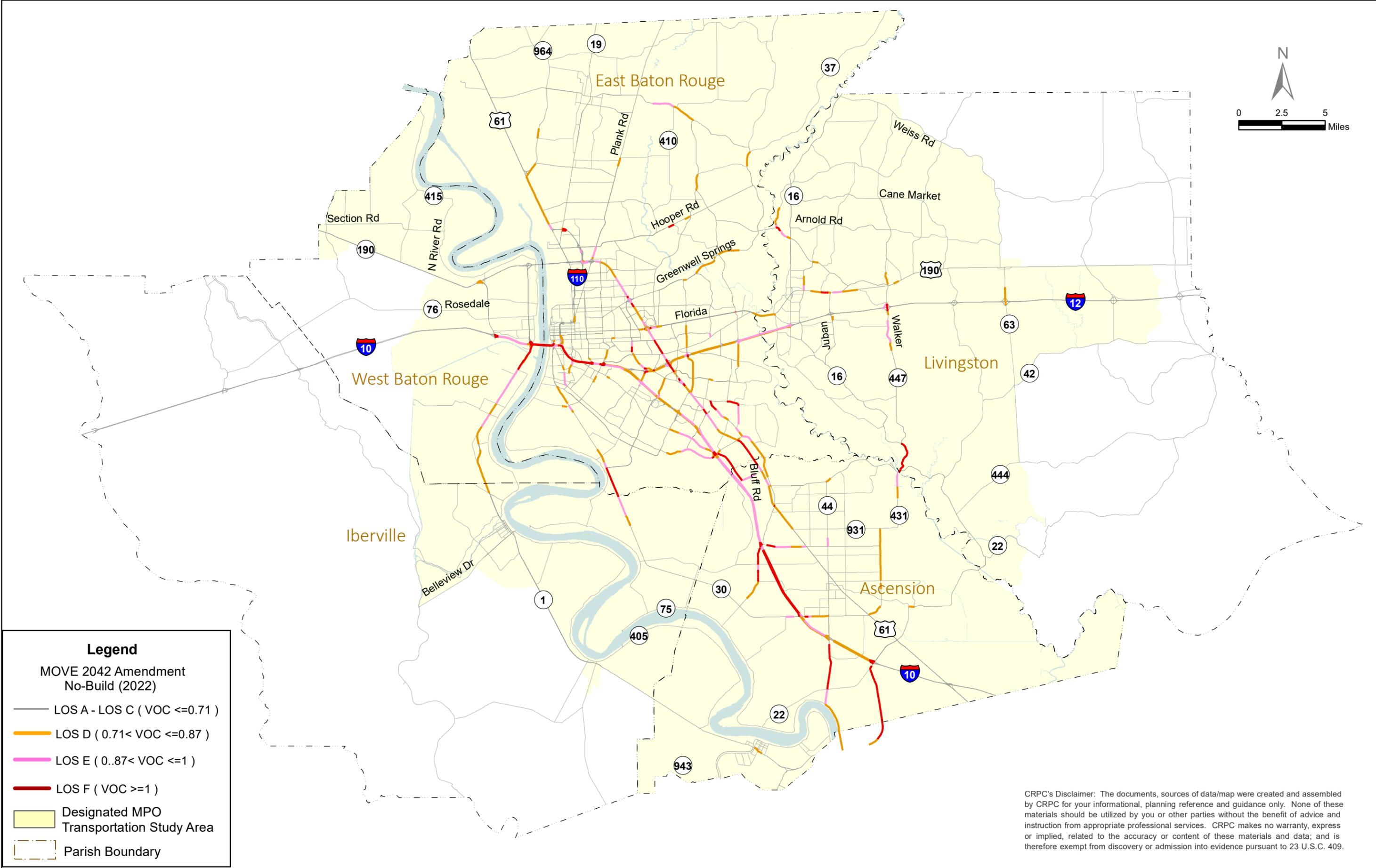
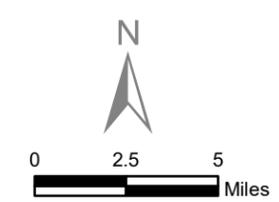


Legend

MOVE 2042 Amendment

- Committed Projects
- 2022 Stage-I Projects
- 2032 Stage-II Projects
- 2042 Stage-III Projects
- Designated MPO Transportation Study Area
- Parish Boundary

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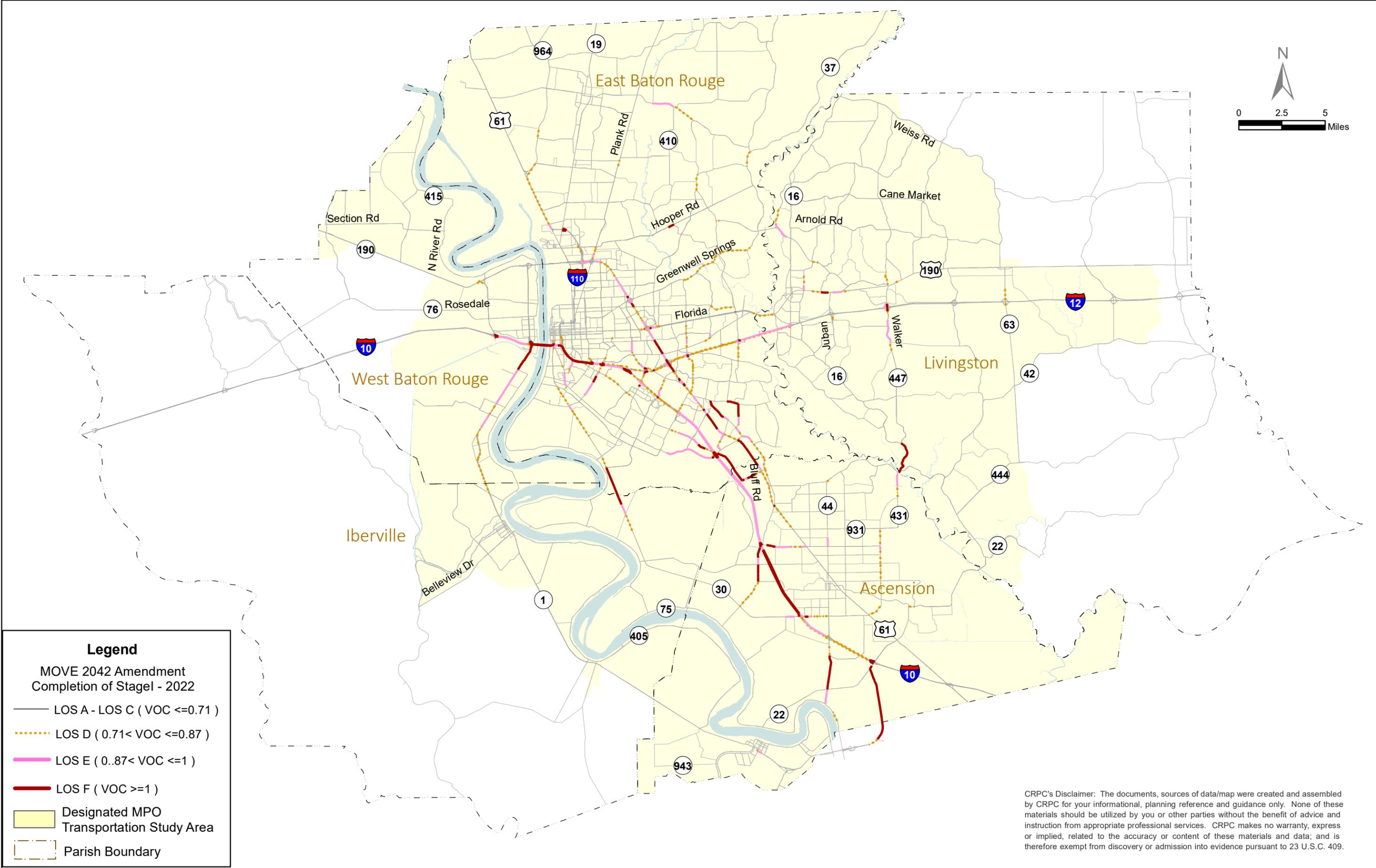
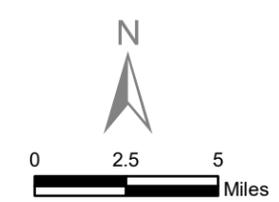


Legend

MOVE 2042 Amendment
No-Build (2022)

- LOS A - LOS C ($VOC \leq 0.71$)
- LOS D ($0.71 < VOC \leq 0.87$)
- LOS E ($0.87 < VOC \leq 1$)
- LOS F ($VOC \geq 1$)
- Designated MPO Transportation Study Area
- Parish Boundary

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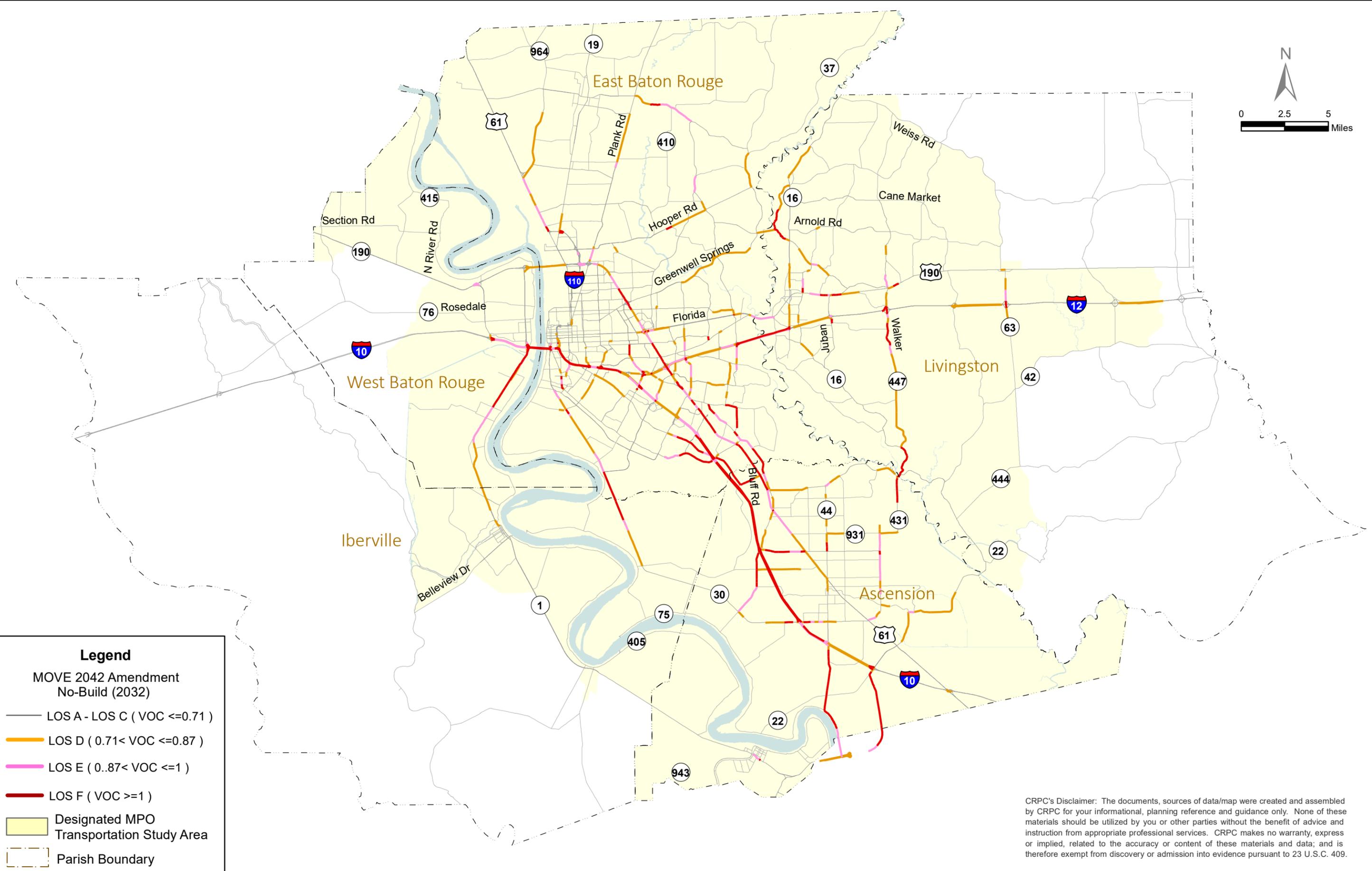
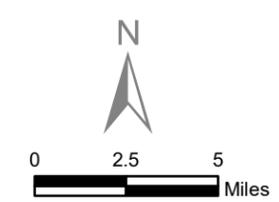


Legend

MOVE 2042 Amendment
Completion of Stager - 2022

- LOS A - LOS C (VOC <=0.71)
- - - LOS D (0.71 < VOC <=0.87)
- LOS E (0.87 < VOC <=1)
- LOS F (VOC >=1)
- Designated MPO Transportation Study Area
- - - Parish Boundary

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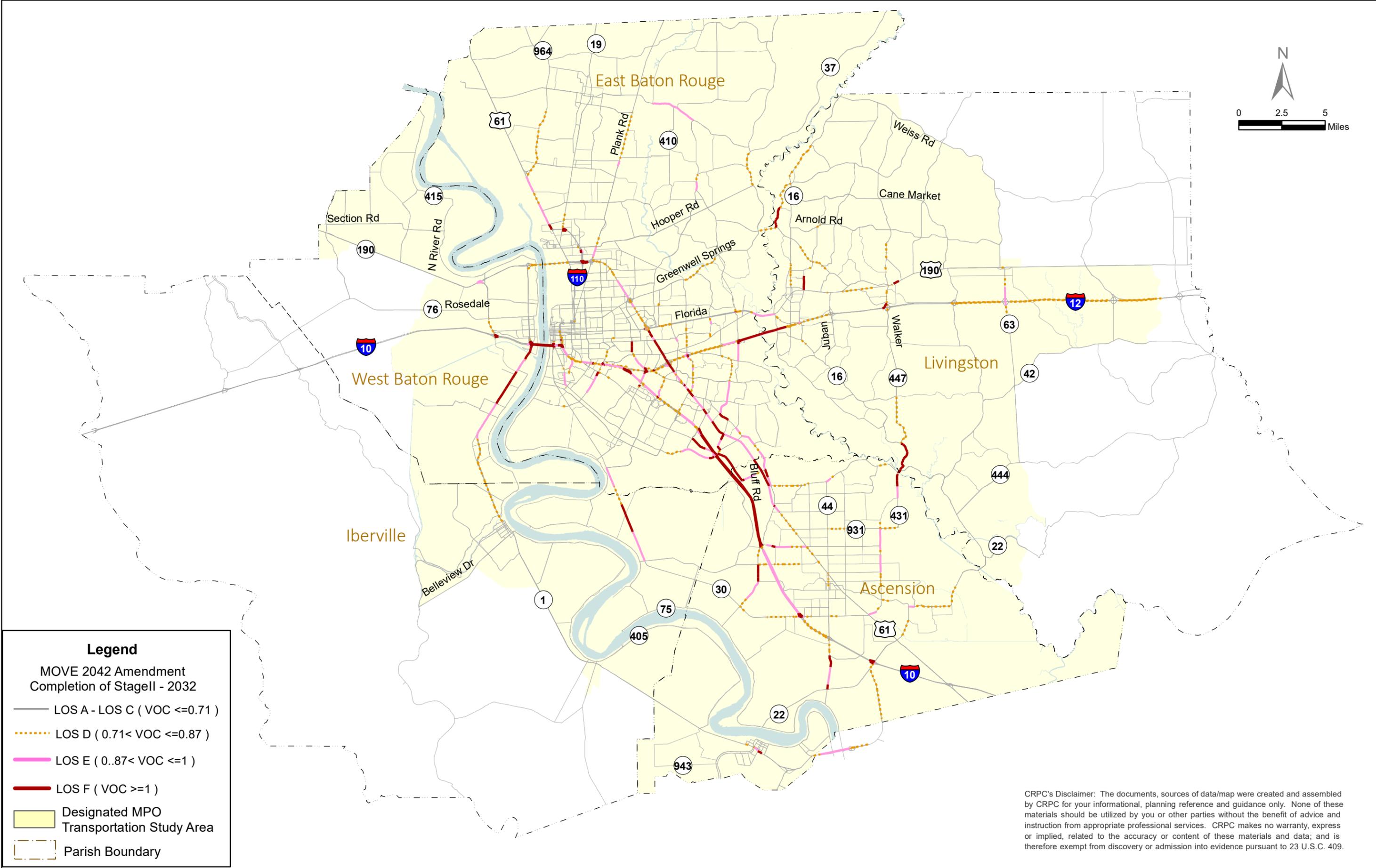
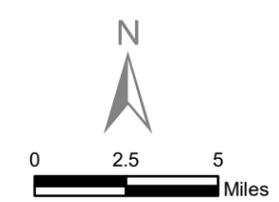


Legend

MOVE 2042 Amendment
No-Build (2032)

- LOS A - LOS C (VOC <=0.71)
- LOS D (0.71 < VOC <=0.87)
- LOS E (0.87 < VOC <=1)
- LOS F (VOC >=1)
- Designated MPO Transportation Study Area
- - - Parish Boundary

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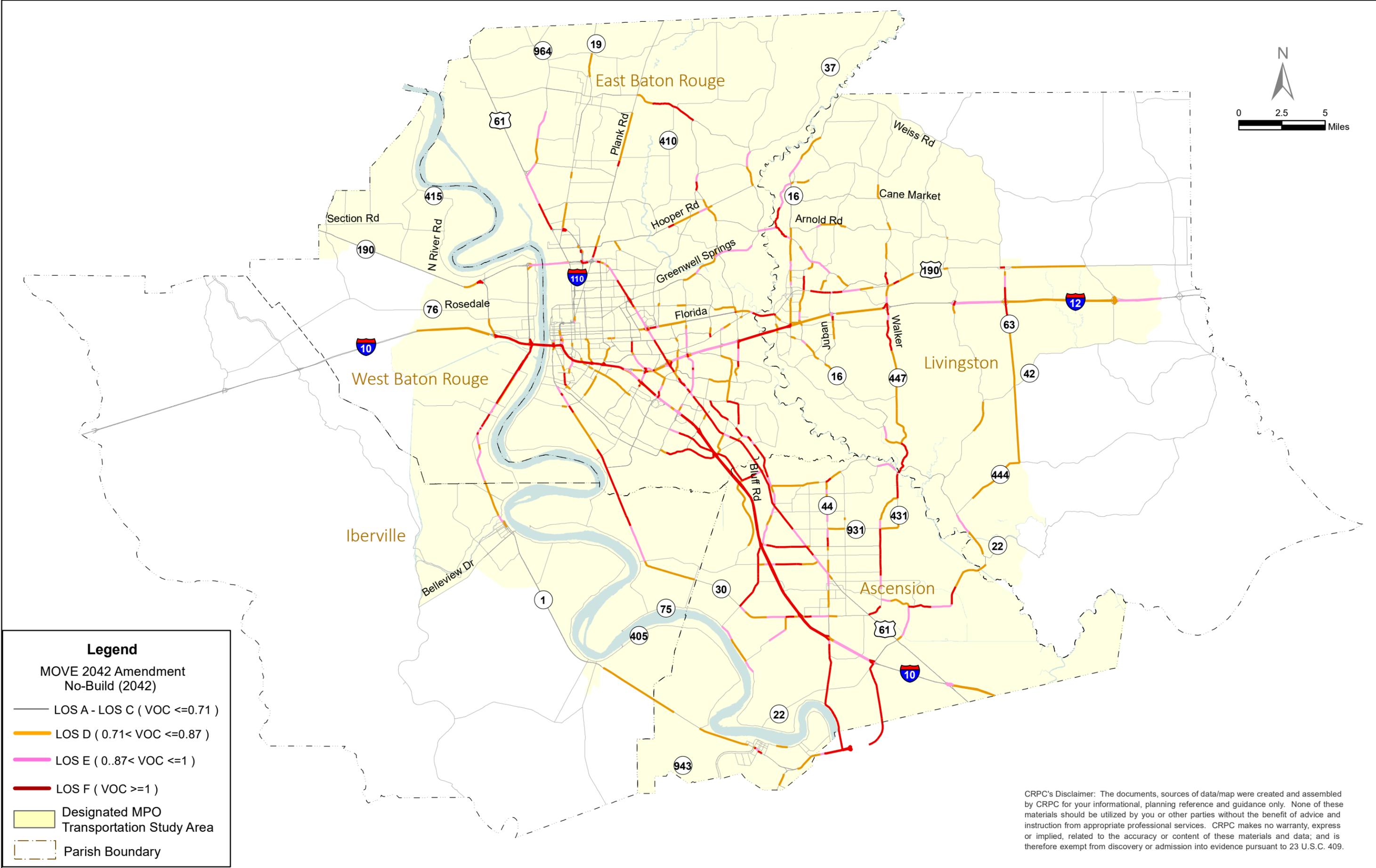
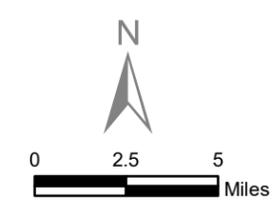


Legend

MOVE 2042 Amendment
Completion of Stage II - 2032

- LOS A - LOS C (VOC <=0.71)
- - - LOS D (0.71 < VOC <=0.87)
- LOS E (0.87 < VOC <=1)
- LOS F (VOC >=1)
- Designated MPO Transportation Study Area
- - - Parish Boundary

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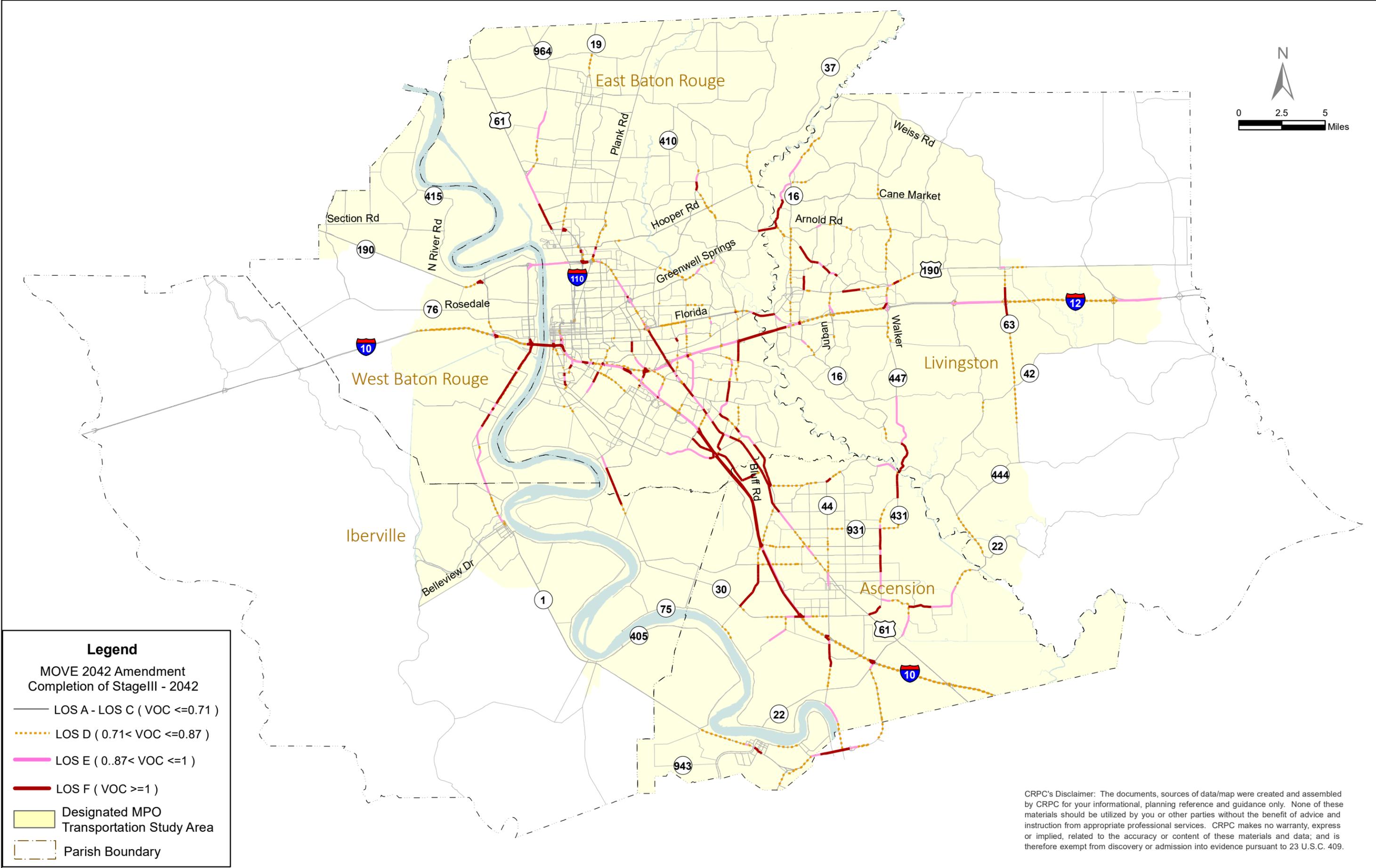
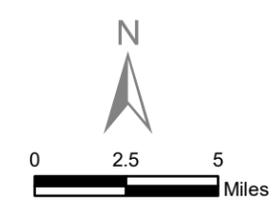


Legend

MOVE 2042 Amendment
No-Build (2042)

- LOS A - LOS C ($VOC \leq 0.71$)
- LOS D ($0.71 < VOC \leq 0.87$)
- LOS E ($0.87 < VOC \leq 1$)
- LOS F ($VOC \geq 1$)
- Designated MPO Transportation Study Area
- Parish Boundary

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Legend

MOVE 2042 Amendment
Completion of Stage III - 2042

- LOS A - LOS C (VOC <=0.71)
- - - LOS D (0.71 < VOC <=0.87)
- LOS E (0.87 < VOC <=1)
- LOS F (VOC >=1)
- Designated MPO Transportation Study Area
- - - Parish Boundary

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APPENDIX B

Capital Region MPO & Air Quality Interagency Meetings

Appendix A includes the three staged highway improvement projects list from the amended Metropolitan Transportation Plan (MOVE 2042). Each table includes fields that identify the air quality conformity analysis year in which a particular project will probably open to traffic



Capital Region Planning Commission

Ascension • East Baton Rouge • East Feliciana • Iberville • Livingston • Pointe Coupee • St. Helena
Tangipahoa • Washington • West Baton Rouge • West Feliciana

MOVE2042 Amendment Conformity Analysis Interagency Consultation Meeting

Thursday, December 12, 2019, 9:00 A.M.
Capital Region Planning Commission

Agenda

- Introductions
- Purpose of the Meeting
- Projects Changes
 1. I-10/I-12 College Dr Flyover Ramp Exemption Status
 2. LA 44 (I-10 – Loosemore) Widening Project
 3. I-10 (LA 415 – Essen Ln) Widening Project
 4. I-10 (LA 1 – WBR/IBR Parish Line) – Rehabilitation Project
 5. Juban Ext
 6. MOVEBR Projects
- MOVE2042 Amendment / Conformity Analysis Timeline
- MVEB Budgets
- EPA Model and Input Data for Conformity Analysis
(Same as the ones used for MOVE2042 Conformity?)
 1. MOVES 2014 A or B? MOVES 2014B
 2. HPMS Data
 3. IM Coverage
 4. Other MOVES inputs
- Other Business
 - a. New potential PM2.5 Standard, Timeline, and Impacts

MOVE 2042 Amendment - Conformity Analysis
Interagency Consultation Meeting Minutes
December 12, 2019 at 1:00 P.M
Capital Region Planning Commission Offices

Meeting Attendees

Dawn Sholmire - DOTD

John Fu – DOTD

Connie Porter Betts - DOTD

Carlos McCloud – FHWA

Mary Stringfellow – FHWA (By Phone)

Yasoob Zia – DEQ

Vivian Aucoin – DEQ

Jason Meyers - DEQ

Jamie Setze - CRPC

Ravi Ponnappureddy – CRPC

Pong Wu – CRPC

Jeff Riley - EPA (By Phone)

Purpose of the meeting

- Ravi Ponnappureddy, CRPC provided a quick overview of the agenda and the purpose of the Interagency meeting.

Project Changes

- I-10/I-12 College Dr Flyover Ramp Exemption Status
IA members unanimously agreed for the MPO to add this project to the TIP and for DOTD to move forward with the project with a condition that it must be included in the upcoming conformity analysis for MOVE2042 amendment. See attachment A for the timing of this project for planning and conformity purposes.
- LA 44 (I-10 – Loosemore) Widening Project
IA members unanimously agreed for the MPO to add this project to the TIP and for DOTD to move forward with the project with a condition that it must be included in the upcoming conformity analysis for MOVE2042 amendment. The project will be added in stage I of the plan and for conformity purposes and assumed to be open to traffic by 2022.
- I-10 (LA 415 – Essen Ln) Widening Project
Ravi Ponnappureddy showed the detailed project phasing plan (see Attachment A) provided by DOTD and explained when these project phases will be included in the amended plan and conformity documents.
- I-10 (LA 1 – WBR/IBR Parish Line) – Rehabilitation Project
Ravi Ponnappureddy explained that the scope of the project has changed. The initial plan was to add an extra lane in each direction as part of the rehabilitation project. This was coded as a capacity project in the current MOVE2042 conformity analysis / document. The updated scope does not include addition of new lanes. The model

network will be updated to reflect the updated scope. All the IA members agreed with this change.

- **Juban Rd. Ext**

Ravi Ponnappureddy explained the background of this project. Juban road is currently being widened to four lanes but dead ends at US190. Livingston Parish plans to extend Juban from US 190 to LA 1026/Lockhart Rd. This project was included in the past long-range plans but was dropped from MOVE2042 as there was lot of opposition in the Parish. The parish council and government were at odds. But now, both the council and parish government support this project and would like to conduct an Environmental Assessment utilizing federal transportation funds. CRPC's recommended adding this project to the amended plan and conformity documents.

- **MOVEBR Projects**

Ravi Ponnappureddy briefly explained about the MOVEBR tax proposal and the current status of the implementation process. He presented to the committee the prioritized projects list ([Download Link](#)) that was released by the City/Parish. Attachment B provides details about the planning and conformity timing of these projects.

Ravi Ponnappureddy also mentioned that MOVEBR proposal includes many non-capacity projects which cannot be analyzed using the regional Travel Demand Model. The project level (off-model) emission benefits of the signal upgrade and synchronization projects could be estimated later if needed for demonstrating conformity.

MOVE2042 Amendment / Conformity Analysis Timeline

- Ravi Ponnappureddy presented the draft timeline as shown in Attachment C. IA members agreed with the timeline but recommended to call another IA meeting prior to presenting the results to the TAC between February 19th and March 2nd.

MVEB Budgets, EPA Model and Input Data for Conformity Analysis

- All IA members unanimously agreed to using the same model version, parameters, and input files that were used during the development of current plan and conformity for the MOVE042 amendment process also.

Other Business

- **New potential PM2.5 Standard, Timeline, and Impacts:**

Ravi Ponnappureddy explained to the committee that Baton Rouge and Shreveport could be in non-attainment for PM2.5 depending on the new PM2.5 standard. The proposed standard will not impact the MOVE2042 amendment process but may have to be considered for the regular four-year long-range plan update in Fall 2021. Based on the feedback provided by Jeff Riley with EPA, following is the tentative timeline for the proposed/potential PM2.5 standard.

- Spring 2020 – PM2.5 proposal may be released
- End of 2020 – EPA’s review of new standard may be finalized
- Initial designations generally occur within 2 years of promulgation of the new standard
- Conformity analysis will be due within 1 year of the designations.

Next Meeting

- TBD (Between 02/19/2020 and 03/02/2020)

CAPITAL REGION PLANNING COMMISSION

333 North 19th Street
 Post Office Box 3355
 Baton Rouge, LA 70821-3355



Phone: 225.383.5203
 Fax: 225.383.3804
 E-Mail: CRPC@brgov.com

MOVE 2042 Amendment Conformity Analysis Air Quality Interagency Meeting - Sign-In Sheet Thursday, December 12, 2019, 9:00 A.M.

| Name | Agency | Email | Phone No. |
|-----------------------------|---------------------|---------------------------|--------------|
| Tamie Sette | CRPC | jsette@crpla.org | 383-5203 |
| Dawn R. Shoemire | DOTD | dawn.shoemire@la.gov | 848-4570 |
| Cornie Porter Betts | DOTD | Cornie.porter@la.gov | 225-379-1297 |
| John Fu | DOTD | john.fu@la.gov | 225-379-1408 |
| Jason Meyers | LDER | jason.meyers@la.gov | 225-219-3408 |
| Peng Wu | CRPC | pmu@crpla.org | 225-383-5203 |
| Yacoub Zia | LDER | Yacoub.Zia@la.gov | 225-219-3586 |
| Carlos B. McCloud | FHWA | Carlos.mccloud@dot.gov | |
| Wivan H. Aucoin | LDER - Air Planning | wivan.aucoin@la.gov | 225-219-3482 |
| Ravi Ponnareddy | CRPC | Ravi.ponnareddy@crpla.org | 225-353-5223 |
| on phone: Mary Stringfellow | | | |
| on phone: Sette Riley | | | |

MOVE 2042 Amendment - Conformity Analysis
Interagency Consultation Meeting Minutes
March 10, 2020 at 1:00 P.M
Capital Region Planning Commission Offices

Meeting Attendees

Dawn Sholmire - DOTD

John Fu – DOTD

Carlos McCloud – FHWA (Web Conf)

Mary Stringfellow – FHWA

Yasoob Zia – DEQ

Ravi Ponnareddy – CRPC

Jeff Riley - EPA (Web Conf)

Purpose of the meeting

Ravi Ponnareddy, CRPC explained that the main purpose of the meeting is to review the MOVE2042 Amendment Conformity and address any questions or concerns that IA committee members might have prior to review and approval by MPO Policy Committee.

Ravi provided a quick overview of how the analysis and the document were developed and opened the meeting for questions or comments from IA members. The minutes are organized as a series of questions/concerns from IA members and responses provided by Ravi Ponnareddy.

Mary Stringfellow

Q1: Is the I-110 @ Terrace Ave Ramp project in the plan and conformity documents?

Response: Yes. This project is modeled as opening to traffic by 2022.

Q2: Why are MVEB's and emissions lower in future years?

Response: 2027 was the attainment year and MVEBs are established for that year. Any year beyond 2027, will have the same MVEBs as the attainment year. Emissions estimated by MOVES and other emissions models are generally lower in the future years as they take in to account the improvement in fuel efficiency and increase in electric fleet.

Q3: Why is the total project cost in table 3 of the main document different from the total of all the projects in Appendix A? Try to update the document to address this issue.

Response: The total project cost in table 3 is a combination capacity related projects and line item projects whereas Appendix A only shows only the projects in staged improvement program. Appendix A will be updated to also include the line item projects.

Carlos McCloud

Q1: What year HPMS data was used for the analysis? Why was the latest available HPMS data not used?

Response: At the December 2019 IA meeting, it was unanimously agreed upon to use the same input datasets that were used while developing the original MOVE 2042 plan for the conformity amendment analysis also. The only change was the new VMT data that will be generated from the travel demand modeling runs based on the new staged improvement plan.

Yasoob Zia

Comment 1: The effective date of the 2008 ozone standard maintenance classification should be March 21, 2017 and not January 26, 2017. Yasoob requested Jeff to confirm the correct effective date.

Comment 2: Yasoob requested to correct spelling of Vivian's name in Appendix B – December 2019 AQ IA minutes.

Comment 3: Yasoob recommended to include explanation for zero (“0”) value records in the HPMS VMT data tables in Appendix C of the conformity document.

Ravi Ponnappureddy

Ravi mentioned that there are other minor changes such as updated screenshots from MOVES model that will be made in addition to addressing the comments mentioned above. The updated document will be shared back with all the IA members prior to review and approval by MPO policy committee.

APPENDIX C

HPMS VMT, Seasonal Factors, and Adjusted VMT

Appendix C includes the HPMS data and seasonal factors provided by DOTD. This also includes the adjusted VMT by functional class and by conformity analysis year. HPMS VMT data provided by DOTD is broken down by parish and functional classification for inside and outside MPO Travel Demand Model boundary. A value of zero “0” in these tables means that there is no VMT possible for that combination of parish, functional class, and model boundary. For example, the entire East Baton Rouge Parish is inside the model boundary. So, there will be no VMT in EBR that is outside the model boundary and this is represented as zero “0” VMT in DOTD’s table.

CAUTION: See the table starting at cell T1 to convert average daily vehicle miles traveled to daily vehicle miles traveled for a particular month.

Transmitted on 11/16/2017

| BATON ROUGE AREA PUBLIC ROADS | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|----------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|------------|
| INSIDE THE TRAVEL DEMAND MODEL | | | | | | | | | | | | | | | |
| 2015 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 301,116 | 0 | 209,164 | 82,619 | 83,804 | 32,226 | 708,929 | 1,026,299 | 0 | 577,558 | 409,883 | 266,871 | 232,001 | 2,512,612 | 3,221,541 |
| East Baton Rouge | 0 | 0 | 0 | 21,672 | 13,248 | 159,232 | 194,152 | 3,155,512 | 0 | 3,524,951 | 1,131,729 | 463,428 | 1,405,956 | 9,681,576 | 9,875,728 |
| Iberville | 0 | 92,973 | 0 | 29,332 | 77,295 | 51,329 | 250,929 | 0 | 0 | 103,297 | 103,893 | 80,021 | 45,281 | 332,492 | 583,421 |
| Livingston | 464,165 | 0 | 0 | 397,575 | 104,629 | 88,957 | 1,055,326 | 629,773 | 0 | 429,635 | 467,956 | 244,804 | 205,395 | 1,977,563 | 3,032,889 |
| West Baton Rouge | 14,806 | 128,744 | 0 | 19,426 | 26,763 | 47,116 | 236,855 | 283,417 | 0 | 542,881 | 11,816 | 35,514 | 42,344 | 915,972 | 1,152,827 |
| Total | 780,087 | 221,717 | 209,164 | 550,624 | 305,739 | 378,860 | 2,446,191 | 5,095,001 | 0 | 5,178,322 | 2,125,277 | 1,090,638 | 1,930,977 | 15,420,215 | 17,866,406 |

| BATON ROUGE AREA PUBLIC ROADS | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|----------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|-----------|
| OUTSIDE THE TRAVEL DEMAND MODEL | | | | | | | | | | | | | | | |
| 2015 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 0 | 0 | 3,284 | 10,721 | 0 | 259 | 14,264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,264 |
| East Baton Rouge | 0 | 0 | 0 | 11,700 | 562 | 1,183 | 13,445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,445 |
| Iberville | 705,365 | 21,916 | 0 | 76,956 | 11,921 | 58,571 | 874,729 | 0 | 0 | 0 | 0 | 28,944 | 0 | 28,944 | 903,673 |
| Livingston | 185,518 | 0 | 36,432 | 290,655 | 76,178 | 154,673 | 743,456 | 0 | 0 | 0 | 0 | 54,128 | 4,368 | 58,496 | 801,952 |
| West Baton Rouge | 558,590 | 125,280 | 0 | 32,676 | 7,766 | 6,775 | 731,087 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 731,087 |
| Total | 1,449,473 | 147,196 | 39,716 | 422,708 | 96,427 | 221,461 | 2,376,981 | 0 | 0 | 0 | 0 | 83,072 | 4,368 | 87,440 | 2,464,421 |

20,330,827

| BATON ROUGE AREA PUBLIC ROADS INSIDE THE TRAVEL DEMAND MODEL 2022 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|------------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|------------------|-------------------|-------------------|
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 317,199 | 0 | 220,336 | 87,032 | 88,280 | 33,947 | 746,794 | 1,081,115 | 0 | 608,406 | 431,775 | 281,125 | 244,392 | 2,646,813 | 3,393,607 |
| East Baton Rouge | 0 | 0 | 0 | 22,830 | 13,956 | 167,737 | 204,522 | 3,324,051 | 0 | 3,713,222 | 1,192,176 | 488,180 | 1,481,050 | 10,198,679 | 10,403,201 |
| Iberville | 0 | 97,939 | 0 | 30,899 | 81,423 | 54,071 | 264,331 | 0 | 0 | 108,814 | 109,442 | 84,295 | 47,700 | 350,251 | 614,582 |
| Livingston | 488,957 | 0 | 0 | 418,810 | 110,217 | 93,708 | 1,111,692 | 663,410 | 0 | 452,582 | 492,950 | 257,879 | 216,365 | 2,083,187 | 3,194,879 |
| West Baton Rouge | 15,597 | 135,620 | 0 | 20,464 | 28,192 | 49,633 | 249,506 | 298,555 | 0 | 571,877 | 12,447 | 37,411 | 44,606 | 964,895 | 1,214,401 |
| | | | | | | | | | | | | | | | |
| Total | 821,752 | 233,559 | 220,336 | 580,033 | 322,069 | 399,095 | 2,576,845 | 5,367,130 | 0 | 5,454,902 | 2,238,790 | 1,148,890 | 2,034,113 | 16,243,825 | 18,820,670 |

| BATON ROUGE AREA PUBLIC ROADS OUTSIDE THE TRAVEL DEMAND MODEL 2022 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
|---|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|------------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|------------------|
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 0 | 0 | 3,459 | 11,294 | 0 | 273 | 15,026 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,026 |
| East Baton Rouge | 0 | 0 | 0 | 12,325 | 592 | 1,246 | 14,163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,163 |
| Iberville | 743,039 | 23,087 | 0 | 81,066 | 12,558 | 61,699 | 921,449 | 0 | 0 | 0 | 0 | 30,490 | 0 | 30,490 | 951,939 |
| Livingston | 195,427 | 0 | 38,378 | 306,179 | 80,247 | 162,934 | 783,165 | 0 | 0 | 0 | 0 | 57,019 | 4,601 | 61,620 | 844,785 |
| West Baton Rouge | 588,425 | 131,971 | 0 | 34,421 | 8,181 | 7,137 | 770,135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 770,135 |
| | | | | | | | | | | | | | | | |
| Total | 1,526,891 | 155,058 | 41,837 | 445,285 | 101,577 | 233,289 | 2,503,938 | 0 | 0 | 0 | 0 | 87,509 | 4,601 | 92,110 | 2,596,048 |

21,416,718

| BATON ROUGE AREA PUBLIC ROADS | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|----------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|------------|
| INSIDE THE TRAVEL DEMAND MODEL | | | | | | | | | | | | | | | |
| 2027 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 329,210 | 0 | 228,679 | 90,327 | 91,623 | 35,233 | 775,072 | 1,122,052 | 0 | 631,444 | 448,125 | 291,770 | 253,647 | 2,747,038 | 3,522,110 |
| East Baton Rouge | 0 | 0 | 0 | 23,694 | 14,484 | 174,088 | 212,266 | 3,449,920 | 0 | 3,853,828 | 1,237,319 | 506,666 | 1,537,131 | 10,584,864 | 10,797,130 |
| Iberville | 0 | 101,647 | 0 | 32,069 | 84,507 | 56,118 | 274,341 | 0 | 0 | 112,935 | 113,586 | 87,487 | 49,506 | 363,513 | 637,854 |
| Livingston | 507,471 | 0 | 0 | 434,669 | 114,391 | 97,257 | 1,153,788 | 688,531 | 0 | 469,720 | 511,616 | 267,644 | 224,558 | 2,162,069 | 3,315,857 |
| West Baton Rouge | 16,187 | 140,756 | 0 | 21,238 | 29,260 | 51,512 | 258,953 | 309,860 | 0 | 593,532 | 12,918 | 38,827 | 46,295 | 1,001,432 | 1,260,385 |
| Total | 852,869 | 242,403 | 228,679 | 601,997 | 334,264 | 414,208 | 2,674,420 | 5,570,363 | 0 | 5,661,458 | 2,323,565 | 1,192,394 | 2,111,137 | 16,858,916 | 19,533,336 |

| BATON ROUGE AREA PUBLIC ROADS | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|----------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|-----------|
| OUTSIDE THE TRAVEL DEMAND MODEL | | | | | | | | | | | | | | | |
| 2027 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 0 | 0 | 3,590 | 11,721 | 0 | 283 | 15,595 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,595 |
| East Baton Rouge | 0 | 0 | 0 | 12,792 | 614 | 1,293 | 14,699 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,699 |
| Iberville | 771,175 | 23,961 | 0 | 84,136 | 13,033 | 64,036 | 956,341 | 0 | 0 | 0 | 0 | 31,644 | 0 | 31,644 | 987,985 |
| Livingston | 202,827 | 0 | 39,831 | 317,773 | 83,285 | 169,104 | 812,820 | 0 | 0 | 0 | 0 | 59,178 | 4,776 | 63,954 | 876,774 |
| West Baton Rouge | 610,706 | 136,969 | 0 | 35,725 | 8,491 | 7,407 | 799,297 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 799,297 |
| Total | 1,584,708 | 160,929 | 43,421 | 462,147 | 105,424 | 242,123 | 2,598,753 | 0 | 0 | 0 | 0 | 90,823 | 4,776 | 95,598 | 2,694,351 |

22,227,686

| BATON ROUGE AREA PUBLIC ROADS | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|----------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|------------|
| INSIDE THE TRAVEL DEMAND MODEL | | | | | | | | | | | | | | | |
| 2032 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 341,676 | 0 | 237,338 | 93,748 | 95,092 | 36,567 | 804,421 | 1,164,540 | 0 | 655,354 | 465,094 | 302,818 | 263,251 | 2,851,058 | 3,655,478 |
| East Baton Rouge | 0 | 0 | 0 | 24,591 | 15,032 | 180,680 | 220,304 | 3,580,555 | 0 | 3,999,757 | 1,284,171 | 525,851 | 1,595,336 | 10,985,672 | 11,205,976 |
| Iberville | 0 | 105,496 | 0 | 33,283 | 87,707 | 58,243 | 284,729 | 0 | 0 | 117,211 | 117,887 | 90,800 | 51,380 | 377,278 | 662,007 |
| Livingston | 526,687 | 0 | 0 | 451,128 | 118,722 | 100,939 | 1,197,477 | 714,603 | 0 | 487,506 | 530,989 | 277,779 | 233,061 | 2,243,938 | 3,441,415 |
| West Baton Rouge | 16,800 | 146,086 | 0 | 22,043 | 30,368 | 53,462 | 268,759 | 321,593 | 0 | 616,006 | 13,408 | 40,298 | 48,048 | 1,039,352 | 1,308,111 |
| Total | 885,164 | 251,582 | 237,338 | 624,792 | 346,922 | 429,892 | 2,775,690 | 5,781,291 | 0 | 5,875,835 | 2,411,549 | 1,237,546 | 2,191,077 | 17,497,298 | 20,272,988 |

| BATON ROUGE AREA PUBLIC ROADS | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|----------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|-----------|
| OUTSIDE THE TRAVEL DEMAND MODEL | | | | | | | | | | | | | | | |
| 2032 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 0 | 0 | 3,726 | 12,165 | 0 | 294 | 16,185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16,185 |
| East Baton Rouge | 0 | 0 | 0 | 13,276 | 638 | 1,342 | 15,256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,256 |
| Iberville | 800,377 | 24,868 | 0 | 87,322 | 13,527 | 66,460 | 992,554 | 0 | 0 | 0 | 0 | 32,843 | 0 | 32,843 | 1,025,397 |
| Livingston | 210,507 | 0 | 41,339 | 329,806 | 86,439 | 175,507 | 843,599 | 0 | 0 | 0 | 0 | 61,419 | 4,956 | 66,375 | 909,974 |
| West Baton Rouge | 633,831 | 142,155 | 0 | 37,077 | 8,812 | 7,688 | 829,563 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 829,563 |
| Total | 1,644,715 | 167,023 | 45,066 | 479,646 | 109,416 | 251,292 | 2,697,157 | 0 | 0 | 0 | 0 | 94,262 | 4,956 | 99,218 | 2,796,375 |

23,069,363

| BATON ROUGE AREA PUBLIC ROADS | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|----------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|------------|
| INSIDE THE TRAVEL DEMAND MODEL | | | | | | | | | | | | | | | |
| 2042 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 368,042 | 0 | 255,653 | 100,982 | 102,430 | 39,389 | 866,495 | 1,254,403 | 0 | 705,925 | 500,983 | 326,185 | 283,565 | 3,071,063 | 3,937,557 |
| East Baton Rouge | 0 | 0 | 0 | 26,489 | 16,192 | 194,623 | 237,304 | 3,856,853 | 0 | 4,308,403 | 1,383,266 | 566,429 | 1,718,442 | 11,833,393 | 12,070,697 |
| Iberville | 0 | 113,637 | 0 | 35,851 | 94,475 | 62,737 | 306,700 | 0 | 0 | 126,256 | 126,984 | 97,806 | 55,345 | 406,391 | 713,092 |
| Livingston | 567,330 | 0 | 0 | 485,940 | 127,884 | 108,728 | 1,289,882 | 769,746 | 0 | 525,125 | 571,963 | 299,214 | 251,046 | 2,417,094 | 3,706,976 |
| West Baton Rouge | 18,097 | 157,359 | 0 | 23,744 | 32,711 | 57,588 | 289,498 | 346,409 | 0 | 663,541 | 14,442 | 43,407 | 51,755 | 1,119,555 | 1,409,053 |
| Total | 953,468 | 270,996 | 255,653 | 673,005 | 373,692 | 463,065 | 2,989,879 | 6,227,411 | 0 | 6,329,251 | 2,597,639 | 1,333,042 | 2,360,154 | 18,847,496 | 21,837,375 |

| BATON ROUGE AREA PUBLIC ROADS | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|----------------------------|-----------------------------|-----------------------------|----------------|----------------|---------------------|------------------|--------------------------------|----------------------------|--------------------|----------------|----------------|-----------|
| OUTSIDE THE TRAVEL DEMAND MODEL | | | | | | | | | | | | | | | |
| 2042 AVERAGE DAILY VEHICLE MILES TRAVELED | | | | | | | | | | | | | | | |
| PARISH | INTERSTATE RURAL | PRINCIPAL ARTERIAL RURAL | MINOR ARTERIAL RURAL | MAJOR COLLECTOR RURAL | MINOR COLLECTOR RURAL | LOCAL RURAL | TOTAL RURAL | INTERSTATE URBAN | FREEWAY URBAN | PRINCIPAL ARTERIAL URBAN | MINOR ARTERIAL URBAN | COLLECTOR URBAN | LOCAL URBAN | TOTAL URBAN | TOTAL |
| Ascension | 0 | 0 | 4,014 | 13,104 | 0 | 317 | 17,434 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,434 |
| East Baton Rouge | 0 | 0 | 0 | 14,300 | 687 | 1,446 | 16,433 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16,433 |
| Iberville | 862,139 | 26,787 | 0 | 94,060 | 14,571 | 71,589 | 1,069,145 | 0 | 0 | 0 | 0 | 35,377 | 0 | 35,377 | 1,104,522 |
| Livingston | 226,751 | 0 | 44,529 | 355,256 | 93,109 | 189,050 | 908,696 | 0 | 0 | 0 | 0 | 66,158 | 5,339 | 71,497 | 980,193 |
| West Baton Rouge | 682,742 | 153,125 | 0 | 39,939 | 9,492 | 8,281 | 893,578 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 893,578 |
| Total | 1,771,631 | 179,912 | 48,543 | 516,659 | 117,859 | 270,683 | 2,905,286 | 0 | 0 | 0 | 0 | 101,535 | 5,339 | 106,874 | 3,012,161 |

24,849,536

SEASONAL ADJUSTMENT FACTORS: To convert the HPMS VMTs into VMTs for a particular month, **MULTIPLY** the factors in this table.

Transmitted on 11/16/2017

| FUNCTIONAL CLASSIFICATION | January | February | March | April | May | June | July | August | September | October | November | December |
|---|---------|----------|---------|---------|---------|---------|---------|---------|-----------|---------|----------|----------|
| 01 RURAL PRINCIPAL ARTERIAL - INTERSTATE | 1.08800 | 1.03100 | 1.01900 | 1.02200 | 0.98300 | 0.98400 | 0.98600 | 1.03000 | 0.99900 | 0.96100 | 0.95400 | 0.96100 |
| 02 RURAL PRINCIPAL ARTERIAL | 1.03700 | 0.99400 | 0.97900 | 0.99300 | 0.98400 | 1.00700 | 1.02200 | 1.01800 | 0.98300 | 0.97100 | 0.99700 | 1.02000 |
| 06 RURAL MINOR ARTERIAL | 1.02500 | 0.98900 | 0.98600 | 0.98700 | 0.98500 | 0.99500 | 1.01300 | 1.01300 | 0.99300 | 0.99300 | 1.00500 | 1.01800 |
| 07 RURAL MAJOR COLLECTOR | 1.05100 | 1.01100 | 1.00600 | 0.97500 | 0.97600 | 0.99000 | 1.03700 | 1.01200 | 0.97000 | 0.95700 | 0.99800 | 1.02500 |
| 08 RURAL MINOR COLLECTOR | 1.02500 | 0.98800 | 1.02600 | 1.14500 | 0.98800 | 0.99500 | 1.13300 | 0.99000 | 0.88000 | 0.90040 | 0.99400 | 0.99300 |
| 09 RURAL LOCAL | 1.02500 | 0.98800 | 1.02600 | 1.14500 | 0.98800 | 0.99500 | 1.13300 | 0.99000 | 0.88000 | 0.90040 | 0.99400 | 0.99300 |
| 11 URBAN PRINCIPAL ARTERIAL - INTERSTATE | 1.07700 | 1.03200 | 1.01600 | 1.01300 | 1.00000 | 0.97500 | 0.98100 | 1.01500 | 0.99100 | 0.96800 | 0.97000 | 0.97500 |
| 12 URBAN PRINCIPAL ARTERIAL OTHER FWYS & EXPWYS | 1.04200 | 1.01300 | 1.00300 | 0.99300 | 0.98500 | 0.99100 | 1.00900 | 1.01200 | 0.98500 | 0.97500 | 0.98700 | 1.00600 |
| 14 URBAN PRINCIPAL ARTERIAL OTHER | 1.03400 | 0.98900 | 1.00200 | 0.96500 | 0.97100 | 0.99800 | 1.04500 | 0.99600 | 0.97900 | 0.98100 | 1.01400 | 1.03500 |
| 16 URBAN MINOR ARTERIAL | 1.01400 | 0.98800 | 0.99600 | 0.98600 | 0.99100 | 1.00600 | 1.02200 | 1.00800 | 1.00200 | 0.97600 | 1.00300 | 1.01000 |
| 17 URBAN COLLECTOR | 1.01400 | 1.00900 | 0.99300 | 0.99300 | 0.98500 | 0.99200 | 1.11300 | 1.00500 | 0.92100 | 0.93400 | 1.00700 | 1.01000 |
| 19 URBAN LOCAL | 1.01400 | 1.00900 | 0.99300 | 0.99300 | 0.98500 | 0.99200 | 1.11300 | 1.00500 | 0.92100 | 0.93400 | 1.00700 | 1.01000 |

| FUNCTIONAL CLASSIFICATION | August | August |
|--|---------|--------|
| 01 RURAL PRINCIPAL ARTERIAL - INTERSTATE | 1.03000 | 1.030 |
| 02 RURAL PRINCIPAL ARTERIAL | 1.01800 | 1.018 |
| 06 RURAL MINOR ARTERIAL | 1.01300 | 1.013 |
| 07 RURAL MAJOR COLLECTOR | 1.01200 | 1.001 |
| 09 RURAL LOCAL | 0.99000 | 0.990 |

| | | |
|--|---------|-------|
| 11 URBAN PRINCIPAL ARTERIAL - INTERSTATE | 1.01500 | 1.015 |
| 14 URBAN PRINCIPAL ARTERIAL OTHER | 0.99600 | 0.996 |
| 16 URBAN MINOR ARTERIAL | 1.00800 | 1.008 |
| 17 URBAN COLLECTOR | 1.00500 | 1.005 |
| 19 URBAN LOCAL | 1.00500 | 1.005 |

**Modeling VMT (Vehicle Mile Traveled) Adjustment for MOVE
2042 Amentment Conformity Analysis**

| ROADWAY FUNCTIONAL CLASSIFICATION | | MOVE 2042 Stage I 2022 AADVMT | | MOVE 2042 Stage II 2032 AADVMT | | MOVE 2042 Stage III 2042 AADVMT | | 2027 Budget Year AADMT | |
|-----------------------------------|--------------------------|----------------------------------|------------------------|-----------------------------------|------------------------|------------------------------------|------------------------|------------------------|------------------------|
| | | Modeled VMT (2022) | Adjusted VMT (2022) | Modeled VMT (2032) | Adjusted VMT (2032) | Modeled VMT (2042) | Adjusted VMT (2042) | Modeled VMT (2027) | Adjusted VMT (2027) |
| TOTAL | INTERSTATE | 8,164,864 | 9,691,754 | 9,436,900 | 11,081,615 | 10,582,604 | 12,354,235 | 8,929,855 | 10,514,563 |
| | OTHER PRINCIPAL ARTERIAL | 7,954,790 | 8,109,848 | 9,109,702 | 9,276,726 | 10,040,748 | 10,220,659 | 8,473,409 | 8,634,339 |
| | MINOR ARTERIAL | 4,236,400 | 4,278,237 | 5,178,410 | 5,223,476 | 6,424,907 | 6,473,451 | 4,727,906 | 4,771,328 |
| | COLLECTOR | 2,803,135 | 3,437,507 | 3,300,064 | 3,983,388 | 4,129,902 | 4,865,955 | 2,980,882 | 3,639,275 |
| | LOCAL | 1,578,201 | 1,816,092 | 1,853,108 | 2,109,356 | 2,201,960 | 2,477,982 | 1,710,909 | 1,957,808 |
| | TOTAL | 24,737,390 | 27,333,438 | 28,878,184 | 31,674,560 | 33,380,121 | 36,392,282 | 26,822,962 | 29,517,312 |

APPENDIX D

MOVES 2014 Input Files

Appendix D includes screenshots of the Run Spec Summary, MOVES County Data Manager, and listings of all the data sets used for one of the Parishes in the maintenance area. It also includes daily Vehicle Miles traveled (VMT) by HPMS vehicle class and vehicle age distribution by source type for conformity analysis years 2022, 2027, 2032, and 2042.

Conformity Analysis for CRPC MOVE2042 Amendment -
MOVES2014a (MOTOR Vehicle Emission Simulator) Run specifications Summary Report:

The screenshot shows the 'RunSpec Summary' window in the MOVES County Data Manager. The window title is 'MOVES County Data Manager'. The interface includes a menu bar with the following items: Vehicle Type VMT, Hotelling, I/M Programs, Retrofit Data, Generic, Tools, Ramp Fraction, Road Type Distribution, Source Type Population, Starts, RunSpec Summary (highlighted), Database, Age Distribution, Average Speed Distribution, Fuel, and Meteorology Data. The main content area displays the following information:

Output Database Name: amendmentconformity_2022_033_out

Time Spans:

- Aggregate By: Hour
- Years: 2022
- Months: August
- Days: Weekdays
- Hours: Begin Hour: 00:00 - 00:59, End Hour: 23:00 - 23:59

Geographic Bounds:

- COUNTY geography
- Selection: LOUISIANA - East Baton Rouge Parish

On Road Vehicle Equipment:

- Compressed Natural Gas (CNG) - Transit Bus
- Diesel Fuel - Combination Long-haul Truck
- Diesel Fuel - Combination Short-haul Truck
- Diesel Fuel - Intercity Bus
- Diesel Fuel - Light Commercial Truck
- Diesel Fuel - Motor Home
- Diesel Fuel - Passenger Car
- Diesel Fuel - Passenger Truck
- Diesel Fuel - School Bus
- Diesel Fuel - Single Unit Long-haul Truck
- Diesel Fuel - Single Unit Short-haul Truck
- Diesel Fuel - Transit Bus
- Electricity - Passenger Car
- Electricity - Passenger Truck
- Gasoline - Combination Short-haul Truck
- Gasoline - Light Commercial Truck
- Gasoline - Motor Home
- Gasoline - Motorcycle

The bottom of the window features an orange bar with the text 'RunSpec Summary' and a 'Done' button.

MOVES County Data Manager

Vehicle Type VMT Hotelling I/M Programs Retrofit Data Generic Tools

Ramp Fraction Road Type Distribution Source Type Population Starts

RunSpec Summary Database Age Distribution Average Speed Distribution Fuel Meteorology Data

Gasoline - Motorcycle
Gasoline - Passenger Car
Gasoline - Passenger Truck
Gasoline - Refuse Truck
Gasoline - School Bus
Gasoline - Single Unit Long-haul Truck
Gasoline - Single Unit Short-haul Truck
Gasoline - Transit Bus

Road Types:
Off-Network
Rural Restricted Access
Rural Unrestricted Access
Urban Restricted Access
Urban Unrestricted Access

Separate ramp rates: false

Pollutants And Processes:
Extended Idle Exhaust Atmospheric CO2
Running Exhaust Carbon Monoxide (CO)
Start Exhaust Carbon Monoxide (CO)
Crankcase Running Exhaust Carbon Monoxide (CO)
Crankcase Start Exhaust Carbon Monoxide (CO)
Crankcase Extended Idle Exhaust Carbon Monoxide (CO)
Extended Idle Exhaust Carbon Monoxide (CO)
Running Exhaust Methane (CH4)
Start Exhaust Methane (CH4)
Crankcase Running Exhaust Methane (CH4)
Crankcase Start Exhaust Methane (CH4)
Crankcase Extended Idle Exhaust Methane (CH4)
Extended Idle Exhaust Methane (CH4)
Auxiliary Power Exhaust Methane (CH4)
Running Exhaust Nitrous Oxide (N2O)
Start Exhaust Nitrous Oxide (N2O)
Crankcase Running Exhaust Nitrous Oxide (N2O)
Crankcase Start Exhaust Nitrous Oxide (N2O)
Running Exhaust Non-Methane Hydrocarbons

RunSpec Summary

Done

MOVES County Data Manager

Vehicle Type VMT Hotelling I/M Programs Retrofit Data Generic Tools

Ramp Fraction Road Type Distribution Source Type Population Starts

RunSpec Summary Database Age Distribution Average Speed Distribution Fuel Meteorology Data

- Running Exhaust Non-Methane Hydrocarbons
- Start Exhaust Non-Methane Hydrocarbons
- Evap Permeation Non-Methane Hydrocarbons
- Evap Fuel Vapor Venting Non-Methane Hydrocarbons
- Evap Fuel Leaks Non-Methane Hydrocarbons
- Crankcase Running Exhaust Non-Methane Hydrocarbons
- Crankcase Start Exhaust Non-Methane Hydrocarbons
- Crankcase Extended Idle Exhaust Non-Methane Hydrocarbons
- Refueling Displacement Vapor Loss Non-Methane Hydrocarbons
- Refueling Spillage Loss Non-Methane Hydrocarbons
- Extended Idle Exhaust Non-Methane Hydrocarbons
- Running Exhaust Non-Methane Organic Gases
- Start Exhaust Non-Methane Organic Gases
- Evap Permeation Non-Methane Organic Gases
- Evap Fuel Vapor Venting Non-Methane Organic Gases
- Evap Fuel Leaks Non-Methane Organic Gases
- Crankcase Running Exhaust Non-Methane Organic Gases
- Crankcase Start Exhaust Non-Methane Organic Gases
- Crankcase Extended Idle Exhaust Non-Methane Organic Gases
- Refueling Displacement Vapor Loss Non-Methane Organic Gases
- Refueling Spillage Loss Non-Methane Organic Gases
- Extended Idle Exhaust Non-Methane Organic Gases
- Running Exhaust Oxides of Nitrogen (NOx)
- Start Exhaust Oxides of Nitrogen (NOx)
- Crankcase Running Exhaust Oxides of Nitrogen (NOx)
- Crankcase Start Exhaust Oxides of Nitrogen (NOx)
- Crankcase Extended Idle Exhaust Oxides of Nitrogen (NOx)
- Extended Idle Exhaust Oxides of Nitrogen (NOx)
- Running Exhaust Total Energy Consumption
- Start Exhaust Total Energy Consumption
- Extended Idle Exhaust Total Energy Consumption
- Auxiliary Power Exhaust Total Energy Consumption
- Running Exhaust Total Gaseous Hydrocarbons
- Start Exhaust Total Gaseous Hydrocarbons
- Evap Permeation Total Gaseous Hydrocarbons
- Evap Fuel Vapor Venting Total Gaseous Hydrocarbons
- Evap Fuel Leaks Total Gaseous Hydrocarbons

RunSpec Summary

Done

MOVES County Data Manager

Vehicle Type VMT Hotelling I/M Programs Retrofit Data Generic Tools
Ramp Fraction Road Type Distribution Source Type Population Starts
RunSpec Summary Database Age Distribution Average Speed Distribution Fuel Meteorology Data

Evap Fuel Leaks Total Gaseous Hydrocarbons
Crankcase Running Exhaust Total Gaseous Hydrocarbons
Crankcase Start Exhaust Total Gaseous Hydrocarbons
Crankcase Extended Idle Exhaust Total Gaseous Hydrocarbons
Refueling Displacement Vapor Loss Total Gaseous Hydrocarbons
Refueling Spillage Loss Total Gaseous Hydrocarbons
Extended Idle Exhaust Total Gaseous Hydrocarbons
Auxiliary Power Exhaust Total Gaseous Hydrocarbons
Running Exhaust Total Organic Gases
Start Exhaust Total Organic Gases
Evap Permeation Total Organic Gases
Evap Fuel Vapor Venting Total Organic Gases
Evap Fuel Leaks Total Organic Gases
Crankcase Running Exhaust Total Organic Gases
Crankcase Start Exhaust Total Organic Gases
Crankcase Extended Idle Exhaust Total Organic Gases
Refueling Displacement Vapor Loss Total Organic Gases
Refueling Spillage Loss Total Organic Gases
Extended Idle Exhaust Total Organic Gases
Running Exhaust Volatile Organic Compounds
Start Exhaust Volatile Organic Compounds
Evap Permeation Volatile Organic Compounds
Evap Fuel Vapor Venting Volatile Organic Compounds
Evap Fuel Leaks Volatile Organic Compounds
Crankcase Running Exhaust Volatile Organic Compounds
Crankcase Start Exhaust Volatile Organic Compounds
Crankcase Extended Idle Exhaust Volatile Organic Compounds
Refueling Displacement Vapor Loss Volatile Organic Compounds
Refueling Spillage Loss Volatile Organic Compounds
Extended Idle Exhaust Volatile Organic Compounds

Rate of Progress:
Rate of Progress calculations are disabled

Manage Input Data Sets:

RunSpec Summary

Done

MOVES County Data Manager [X]

Vehicle Type VMT | Hotelling | I/M Programs | Retrofit Data | Generic | Tools
Ramp Fraction | Road Type Distribution | Source Type Population | Starts
Run Spec Summary | Database | Age Distribution | Average Speed Distribution | Fuel | Meteorology Data

Select or create a database to hold the imported data.

Server: localhost [Refresh]
Database: 2022_amendmentconformity_22033_in [Create Database]
Log: [Clear All Imported Data]

2020-02-23 03:08:20.0 Meteorology Data Filled ZoneMonthHour table
2020-02-23 03:07:10.0 Fuel Filled avft table
2020-02-23 03:07:09.0 Fuel Filled FuelSupply table
2020-02-23 03:07:09.0 Fuel Filled FuelFormulation table
2020-02-23 03:07:09.0 Fuel Filled FuelUsageFraction table
2020-02-23 03:03:53.0 Average Speed Distribution Filled AvgSpeedDistribution table
2020-02-23 03:03:10.0 Age Distribution Filled SourceTypeAgeDistribution table
2020-02-23 03:02:01.0 Source Type Population Filled SourceTypeYear table
2020-02-23 03:00:52.0 Road Type Distribution Filled RoadTypeDistribution table
2020-02-23 02:59:58.0 I/M Programs Filled IMCoverage table
2020-02-23 02:59:26.0 Vehicle Type VMT Filled MonthVMTFraction table
2020-02-23 02:59:26.0 Vehicle Type VMT Filled DayVMTFraction table
2020-02-23 02:59:26.0 Vehicle Type VMT Filled HourVMTFraction table
2020-02-23 02:59:25.0 Vehicle Type VMT Filled HPMSVTypeYear table

Database

Done

MOVE 2042 Amendment Conformity Analysis
Daily Vehicle Mile Traveled by HPMS Vehicle Class

| Year | Vehicle Type | Daily Vehicle Miles Traveled | | | | | | |
|-----------------------------|--------------|------------------------------|------------------|-------------------|------------------|------------------|------------------|-------------------|
| | | HPMS Vtype | Ascension | EBR | Iberville | Livingston | WBR | Total |
| MOVE2042 - 2022 (Stage I) | 10 | Motorcycles | 59,547 | 141,956 | 14,153 | 51,414 | 17,575 | 284,645 |
| | 25 | Passenger Car | 4,703,413 | 12,109,159 | 1,469,070 | 4,687,340 | 2,421,772 | 25,390,755 |
| | 40 | Buses | 12,077 | 23,371 | 7,557 | 14,563 | 10,272 | 67,840 |
| | 50 | Signle Unit Trucks | 71,869 | 139,273 | 45,989 | 88,434 | 59,980 | 405,545 |
| | 60 | Combination Trucks | 209,834 | 404,576 | 135,276 | 258,838 | 176,129 | 1,184,654 |
| | Total | | 5,056,741 | 12,818,336 | 1,672,045 | 5,100,589 | 2,685,728 | 27,333,438 |
| MOVE2042 - 2032 (Stage II) | 10 | Motorcycles | 75,135 | 155,514 | 15,807 | 61,851 | 19,420 | 327,727 |
| | 25 | Passenger Car | 5,945,840 | 13,447,420 | 1,661,586 | 5,641,262 | 2,728,488 | 29,424,597 |
| | 40 | Buses | 15,221 | 25,967 | 8,494 | 17,532 | 11,466 | 78,679 |
| | 50 | Signle Unit Trucks | 90,693 | 154,416 | 51,670 | 106,446 | 66,941 | 470,166 |
| | 60 | Combination Trucks | 264,795 | 448,503 | 151,984 | 311,558 | 196,551 | 1,373,391 |
| | Total | | 6,391,684 | 14,231,820 | 1,889,540 | 6,138,650 | 3,022,866 | 31,674,560 |
| MOVE2042 - 2042 (Stage III) | 10 | Motorcycles | 91,128 | 170,905 | 18,763 | 73,844 | 22,022 | 376,663 |
| | 25 | Passenger Car | 7,211,453 | 14,778,370 | 1,972,389 | 6,735,124 | 3,093,934 | 33,791,270 |
| | 40 | Buses | 18,461 | 28,537 | 10,082 | 20,931 | 13,001 | 91,013 |
| | 50 | Signle Unit Trucks | 109,998 | 169,699 | 61,335 | 127,087 | 75,906 | 544,025 |
| | 60 | Combination Trucks | 321,159 | 492,893 | 180,412 | 371,971 | 222,876 | 1,589,312 |
| | Total | | 7,752,198 | 15,640,405 | 2,242,982 | 7,328,958 | 3,427,740 | 36,392,282 |
| 2027 Budget Year VMT | 10 | Motorcycles | 68,079 | 148,074 | 14,613 | 56,357 | 18,212 | 308,578 |
| | 25 | Passenger Car | 5,387,415 | 12,804,071 | 1,536,124 | 5,140,142 | 2,558,711 | 27,440,109 |
| | 40 | Buses | 13,791 | 24,724 | 7,852 | 15,975 | 10,752 | 72,344 |
| | 50 | Signle Unit Trucks | 82,175 | 147,028 | 47,768 | 96,991 | 62,775 | 432,670 |
| | 60 | Combination Trucks | 239,926 | 427,046 | 140,508 | 283,882 | 184,321 | 1,263,612 |
| | Total | | 5,791,386 | 13,550,943 | 1,746,865 | 5,593,346 | 2,834,772 | 29,517,312 |

Projecting a base year (2017) age distribution by source type to a future distribution (2022, 2027, 2032, 2042) for MOVES 2014a model inputs using a similar algorithm to what was used to generate the national projected age distributions in MOVES2014.

The charts on Chart-Worksheet allowing visually inspect the differences between the base year and analysis year age distributions (only 2017's and 2027's age distributions are displayed on Chart-Worksheet).

| Base Year Age Distribution by Source Type | | | | Projected Future Year Age Distribution by Source Type for MOVES 2014a Input | | | | | | | | | | | | | | | |
|---|---------|-------|-----------------|---|---------|-------|-----------------|------------------|---------|-------|-----------------|------------------|---------|-------|-----------------|------------------|---------|-------|-----------------|
| 2017 | | | | 2022 | | | | 2027 | | | | 2032 | | | | 2042 | | | |
| SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction |
| 11 | 2017 | 0 | 0.0397 | 11 | 2022 | 0 | 0.070155 | 11 | 2027 | 0 | 0.072172 | 11 | 2032 | 0 | 0.070823 | 11 | 2042 | 0 | 0.070644 |
| 11 | 2017 | 1 | 0.0368 | 11 | 2022 | 1 | 0.069253 | 11 | 2027 | 1 | 0.070986 | 11 | 2032 | 1 | 0.070876 | 11 | 2042 | 1 | 0.069691 |
| 11 | 2017 | 2 | 0.0338 | 11 | 2022 | 2 | 0.06701 | 11 | 2027 | 2 | 0.068612 | 11 | 2032 | 2 | 0.069473 | 11 | 2042 | 2 | 0.067061 |
| 11 | 2017 | 3 | 0.0324 | 11 | 2022 | 3 | 0.061911 | 11 | 2027 | 3 | 0.062546 | 11 | 2032 | 3 | 0.065193 | 11 | 2042 | 3 | 0.061745 |
| 11 | 2017 | 4 | 0.0294 | 11 | 2022 | 4 | 0.057426 | 11 | 2027 | 4 | 0.057894 | 11 | 2032 | 4 | 0.060864 | 11 | 2042 | 4 | 0.057715 |
| 11 | 2017 | 5 | 0.0279 | 11 | 2022 | 5 | 0.02961 | 11 | 2027 | 5 | 0.053475 | 11 | 2032 | 5 | 0.056545 | 11 | 2042 | 5 | 0.053537 |
| 11 | 2017 | 6 | 0.0191 | 11 | 2022 | 6 | 0.025567 | 11 | 2027 | 6 | 0.049344 | 11 | 2032 | 6 | 0.052051 | 11 | 2042 | 6 | 0.050255 |
| 11 | 2017 | 7 | 0.0103 | 11 | 2022 | 7 | 0.022402 | 11 | 2027 | 7 | 0.045654 | 11 | 2032 | 7 | 0.048162 | 11 | 2042 | 7 | 0.04734 |
| 11 | 2017 | 8 | 0.0971 | 11 | 2022 | 8 | 0.021474 | 11 | 2027 | 8 | 0.04218 | 11 | 2032 | 8 | 0.043904 | 11 | 2042 | 8 | 0.04456 |
| 11 | 2017 | 9 | 0.05 | 11 | 2022 | 9 | 0.019486 | 11 | 2027 | 9 | 0.039125 | 11 | 2032 | 9 | 0.040639 | 11 | 2042 | 9 | 0.041542 |
| 11 | 2017 | 10 | 0.0824 | 11 | 2022 | 10 | 0.018492 | 11 | 2027 | 10 | 0.020173 | 11 | 2032 | 10 | 0.037537 | 11 | 2042 | 10 | 0.039345 |
| 11 | 2017 | 11 | 0.0809 | 11 | 2022 | 11 | 0.012659 | 11 | 2027 | 11 | 0.017419 | 11 | 2032 | 11 | 0.034637 | 11 | 2042 | 11 | 0.037052 |
| 11 | 2017 | 12 | 0.0691 | 11 | 2022 | 12 | 0.006827 | 11 | 2027 | 12 | 0.015263 | 11 | 2032 | 12 | 0.032047 | 11 | 2042 | 12 | 0.034902 |
| 11 | 2017 | 13 | 0.0412 | 11 | 2022 | 13 | 0.064356 | 11 | 2027 | 13 | 0.01463 | 11 | 2032 | 13 | 0.029608 | 11 | 2042 | 13 | 0.032751 |
| 11 | 2017 | 14 | 0.0676 | 11 | 2022 | 14 | 0.033139 | 11 | 2027 | 14 | 0.013276 | 11 | 2032 | 14 | 0.027463 | 11 | 2042 | 14 | 0.030577 |
| 11 | 2017 | 15 | 0.05 | 11 | 2022 | 15 | 0.054613 | 11 | 2027 | 15 | 0.012598 | 11 | 2032 | 15 | 0.014161 | 11 | 2042 | 15 | 0.028407 |
| 11 | 2017 | 16 | 0.0441 | 11 | 2022 | 16 | 0.053619 | 11 | 2027 | 16 | 0.008625 | 11 | 2032 | 16 | 0.012227 | 11 | 2042 | 16 | 0.026149 |
| 11 | 2017 | 17 | 0.0338 | 11 | 2022 | 17 | 0.045798 | 11 | 2027 | 17 | 0.004651 | 11 | 2032 | 17 | 0.010713 | 11 | 2042 | 17 | 0.024195 |
| 11 | 2017 | 18 | 0.0235 | 11 | 2022 | 18 | 0.027307 | 11 | 2027 | 18 | 0.043846 | 11 | 2032 | 18 | 0.01027 | 11 | 2042 | 18 | 0.022056 |
| 11 | 2017 | 19 | 0.0265 | 11 | 2022 | 19 | 0.044804 | 11 | 2027 | 19 | 0.022578 | 11 | 2032 | 19 | 0.009319 | 11 | 2042 | 19 | 0.020416 |
| 11 | 2017 | 20 | 0.025 | 11 | 2022 | 20 | 0.033139 | 11 | 2027 | 20 | 0.037208 | 11 | 2032 | 20 | 0.008843 | 11 | 2042 | 20 | 0.018857 |
| 11 | 2017 | 21 | 0.0191 | 11 | 2022 | 21 | 0.029229 | 11 | 2027 | 21 | 0.036531 | 11 | 2032 | 21 | 0.006054 | 11 | 2042 | 21 | 0.017401 |
| 11 | 2017 | 22 | 0.0132 | 11 | 2022 | 22 | 0.022402 | 11 | 2027 | 22 | 0.031202 | 11 | 2032 | 22 | 0.003265 | 11 | 2042 | 22 | 0.016099 |
| 11 | 2017 | 23 | 0.0074 | 11 | 2022 | 23 | 0.015575 | 11 | 2027 | 23 | 0.018604 | 11 | 2032 | 23 | 0.030777 | 11 | 2042 | 23 | 0.014874 |
| 11 | 2017 | 24 | 0.0041485 | 11 | 2022 | 24 | 0.017564 | 11 | 2027 | 24 | 0.030525 | 11 | 2032 | 24 | 0.015848 | 11 | 2042 | 24 | 0.013797 |
| 11 | 2017 | 25 | 0.0023257 | 11 | 2022 | 25 | 0.01657 | 11 | 2027 | 25 | 0.022578 | 11 | 2032 | 25 | 0.026118 | 11 | 2042 | 25 | 0.007114 |
| 11 | 2017 | 26 | 0.0013038 | 11 | 2022 | 26 | 0.012659 | 11 | 2027 | 26 | 0.019914 | 11 | 2032 | 26 | 0.025643 | 11 | 2042 | 26 | 0.006143 |
| 11 | 2017 | 27 | 0.0007309 | 11 | 2022 | 27 | 0.008749 | 11 | 2027 | 27 | 0.015263 | 11 | 2032 | 27 | 0.021902 | 11 | 2042 | 27 | 0.005382 |
| 11 | 2017 | 28 | 0.0004098 | 11 | 2022 | 28 | 0.004905 | 11 | 2027 | 28 | 0.010612 | 11 | 2032 | 28 | 0.013059 | 11 | 2042 | 28 | 0.005159 |
| 11 | 2017 | 29 | 0.0002297 | 11 | 2022 | 29 | 0.00275 | 11 | 2027 | 29 | 0.011966 | 11 | 2032 | 29 | 0.021427 | 11 | 2042 | 29 | 0.004682 |
| 11 | 2017 | 30 | 0.0305517 | 11 | 2022 | 30 | 0.030552 | 11 | 2027 | 30 | 0.030552 | 11 | 2032 | 30 | 0.030552 | 11 | 2042 | 30 | 0.030552 |
| 21 | 2017 | 0 | 0.0543 | 21 | 2022 | 0 | 0.070155 | 21 | 2027 | 0 | 0.072172 | 21 | 2032 | 0 | 0.070823 | 21 | 2042 | 0 | 0.070644 |
| 21 | 2017 | 1 | 0.0508 | 21 | 2022 | 1 | 0.070842 | 21 | 2027 | 1 | 0.070595 | 21 | 2032 | 1 | 0.06996 | 21 | 2042 | 1 | 0.069753 |
| 21 | 2017 | 2 | 0.0473 | 21 | 2022 | 2 | 0.07196 | 21 | 2027 | 2 | 0.069837 | 21 | 2032 | 2 | 0.06906 | 21 | 2042 | 2 | 0.068825 |
| 21 | 2017 | 3 | 0.0438 | 21 | 2022 | 3 | 0.073176 | 21 | 2027 | 3 | 0.068668 | 21 | 2032 | 3 | 0.068131 | 21 | 2042 | 3 | 0.068084 |
| 21 | 2017 | 4 | 0.0405 | 21 | 2022 | 4 | 0.074398 | 21 | 2027 | 4 | 0.068695 | 21 | 2032 | 4 | 0.067004 | 21 | 2042 | 4 | 0.066979 |
| 21 | 2017 | 5 | 0.037 | 21 | 2022 | 5 | 0.05732 | 21 | 2027 | 5 | 0.068622 | 21 | 2032 | 5 | 0.065437 | 21 | 2042 | 5 | 0.065652 |
| 21 | 2017 | 6 | 0.0322 | 21 | 2022 | 6 | 0.053068 | 21 | 2027 | 6 | 0.068432 | 21 | 2032 | 6 | 0.063224 | 21 | 2042 | 6 | 0.063992 |
| 21 | 2017 | 7 | 0.0374 | 21 | 2022 | 7 | 0.04869 | 21 | 2027 | 7 | 0.068299 | 21 | 2032 | 7 | 0.061454 | 21 | 2042 | 7 | 0.06213 |
| 21 | 2017 | 8 | 0.0301 | 21 | 2022 | 8 | 0.044224 | 21 | 2027 | 8 | 0.067868 | 21 | 2032 | 8 | 0.059026 | 21 | 2042 | 8 | 0.059969 |
| 21 | 2017 | 9 | 0.0555 | 21 | 2022 | 9 | 0.040034 | 21 | 2027 | 9 | 0.067272 | 21 | 2032 | 9 | 0.057549 | 21 | 2042 | 9 | 0.057312 |
| 21 | 2017 | 10 | 0.0521 | 21 | 2022 | 10 | 0.035716 | 21 | 2027 | 10 | 0.050377 | 21 | 2032 | 10 | 0.05585 | 21 | 2042 | 10 | 0.054679 |
| 21 | 2017 | 11 | 0.052 | 21 | 2022 | 11 | 0.030303 | 21 | 2027 | 11 | 0.045241 | 21 | 2032 | 11 | 0.053993 | 21 | 2042 | 11 | 0.051668 |
| 21 | 2017 | 12 | 0.0563 | 21 | 2022 | 12 | 0.034268 | 21 | 2027 | 12 | 0.040197 | 21 | 2032 | 12 | 0.05215 | 21 | 2042 | 12 | 0.048447 |
| 21 | 2017 | 13 | 0.0424 | 21 | 2022 | 13 | 0.025828 | 21 | 2027 | 13 | 0.033769 | 21 | 2032 | 13 | 0.047986 | 21 | 2042 | 13 | 0.043126 |
| 21 | 2017 | 14 | 0.044 | 21 | 2022 | 14 | 0.042156 | 21 | 2027 | 14 | 0.026391 | 21 | 2032 | 14 | 0.041195 | 21 | 2042 | 14 | 0.035632 |
| 21 | 2017 | 15 | 0.0437 | 21 | 2022 | 15 | 0.034454 | 21 | 2027 | 15 | 0.019862 | 21 | 2032 | 15 | 0.026059 | 21 | 2042 | 15 | 0.028384 |
| 21 | 2017 | 16 | 0.0442 | 21 | 2022 | 16 | 0.02956 | 21 | 2027 | 16 | 0.013984 | 21 | 2032 | 16 | 0.019361 | 21 | 2042 | 16 | 0.021842 |
| 21 | 2017 | 17 | 0.0437 | 21 | 2022 | 17 | 0.027298 | 21 | 2027 | 17 | 0.013012 | 21 | 2032 | 17 | 0.01402 | 21 | 2042 | 17 | 0.016657 |
| 21 | 2017 | 18 | 0.0384 | 21 | 2022 | 18 | 0.018039 | 21 | 2027 | 18 | 0.008354 | 21 | 2032 | 18 | 0.009932 | 21 | 2042 | 18 | 0.012425 |
| 21 | 2017 | 19 | 0.0365 | 21 | 2022 | 19 | 0.017231 | 21 | 2027 | 19 | 0.0123 | 21 | 2032 | 19 | 0.006967 | 21 | 2042 | 19 | 0.009358 |
| 21 | 2017 | 20 | 0.0306 | 21 | 2022 | 20 | 0.016005 | 21 | 2027 | 20 | 0.009249 | 21 | 2032 | 20 | 0.004803 | 21 | 2042 | 20 | 0.006996 |
| 21 | 2017 | 21 | 0.0263 | 21 | 2022 | 21 | 0.015365 | 21 | 2027 | 21 | 0.007434 | 21 | 2032 | 21 | 0.003157 | 21 | 2042 | 21 | 0.005214 |
| 21 | 2017 | 22 | 0.0214 | 21 | 2022 | 22 | 0.014593 | 21 | 2027 | 22 | 0.006528 | 21 | 2032 | 22 | 0.002785 | 21 | 2042 | 22 | 0.003896 |
| 21 | 2017 | 23 | 0.0146 | 21 | 2022 | 23 | 0.012425 | 21 | 2027 | 23 | 0.004146 | 21 | 2032 | 23 | 0.001715 | 21 | 2042 | 23 | 0.002905 |
| 21 | 2017 | 24 | 0.0099607 | 21 | 2022 | 24 | 0.011519 | 21 | 2027 | 24 | 0.003838 | 21 | 2032 | 24 | 0.002443 | 21 | 2042 | 24 | 0.002166 |
| 21 | 2017 | 25 | 0.0067957 | 21 | 2022 | 25 | 0.009496 | 21 | 2027 | 25 | 0.00349 | 21 | 2032 | 25 | 0.001796 | 21 | 2042 | 25 | 0.001228 |
| 21 | 2017 | 26 | 0.0046363 | 21 | 2022 | 26 | 0.008044 | 21 | 2027 | 26 | 0.00329 | 21 | 2032 | 26 | 0.001416 | 21 | 2042 | 26 | 0.000836 |
| 21 | 2017 | 27 | 0.0031631 | 21 | 2022 | 27 | 0.006477 | 21 | 2027 | 27 | 0.003084 | 21 | 2032 | 27 | 0.001226 | 21 | 2042 | 27 | 0.000566 |
| 21 | 2017 | 28 | 0.0003442 | 21 | 2022 | 28 | 0.004385 | 21 | 2027 | 28 | 0.0026 | 21 | 2032 | 28 | 0.000771 | 21 | 2042 | 28 | 0.000381 |
| 21 | 2017 | 29 | 0 | 21 | 2022 | 29 | 0.002974 | 21 | 2027 | 29 | 0.002393 | 21 | 2032 | 29 | 0.000708 | 21 | 2042 | 29 | 0.000256 |
| 21 | 2017 | 30 | 0 | 21 | 2022 | 30 | 0 | 21 | 2027 | 30 | 0 | 21 | 2032 | 30 | 0 | 21 | 2042 | 30 | 0 |

| Base Year Age Distribution by Source Type | | | | Projected Future Year Age Distribution by Source Type for MOVES 2014a Input | | | | | | | | | | | | | | | |
|---|---------|--------|--------------|---|---------|--------|--------------|----------------|---------|--------|--------------|----------------|---------|--------|--------------|----------------|---------|--------|--------------|
| 2017 | | | | 2022 | | | | 2027 | | | | 2032 | | | | 2042 | | | |
| Source Type ID | Year ID | Age ID | Age Fraction | Source Type ID | Year ID | Age ID | Age Fraction | Source Type ID | Year ID | Age ID | Age Fraction | Source Type ID | Year ID | Age ID | Age Fraction | Source Type ID | Year ID | Age ID | Age Fraction |
| 31 | 2017 | 0 | 0.038015 | 31 | 2022 | 0 | 0.074051 | 31 | 2027 | 0 | 0.073298 | 31 | 2032 | 0 | 0.071597 | 31 | 2042 | 0 | 0.071414 |
| 31 | 2017 | 1 | 0.0344181 | 31 | 2022 | 1 | 0.076223 | 31 | 2027 | 1 | 0.072868 | 31 | 2032 | 1 | 0.070229 | 31 | 2042 | 1 | 0.069917 |
| 31 | 2017 | 2 | 0.030388 | 31 | 2022 | 2 | 0.078269 | 31 | 2027 | 2 | 0.07121 | 31 | 2032 | 2 | 0.069034 | 31 | 2042 | 2 | 0.068208 |
| 31 | 2017 | 3 | 0.0267445 | 31 | 2022 | 3 | 0.081503 | 31 | 2027 | 3 | 0.07056 | 31 | 2032 | 3 | 0.067928 | 31 | 2042 | 3 | 0.06704 |
| 31 | 2017 | 4 | 0.023141 | 31 | 2022 | 4 | 0.085299 | 31 | 2027 | 4 | 0.070962 | 31 | 2032 | 4 | 0.066454 | 31 | 2042 | 4 | 0.065194 |
| 31 | 2017 | 5 | 0.0191083 | 31 | 2022 | 5 | 0.041012 | 31 | 2027 | 5 | 0.072382 | 31 | 2032 | 5 | 0.06463 | 31 | 2042 | 5 | 0.062774 |
| 31 | 2017 | 6 | 0.0128231 | 31 | 2022 | 6 | 0.036245 | 31 | 2027 | 6 | 0.072776 | 31 | 2032 | 6 | 0.062861 | 31 | 2042 | 6 | 0.060024 |
| 31 | 2017 | 7 | 0.0075863 | 31 | 2022 | 7 | 0.030964 | 31 | 2027 | 7 | 0.072377 | 31 | 2032 | 7 | 0.059621 | 31 | 2042 | 7 | 0.057073 |
| 31 | 2017 | 8 | 0.0124522 | 31 | 2022 | 8 | 0.026114 | 31 | 2027 | 8 | 0.072319 | 31 | 2032 | 8 | 0.056834 | 31 | 2042 | 8 | 0.053648 |
| 31 | 2017 | 9 | 0.0347238 | 31 | 2022 | 9 | 0.021617 | 31 | 2027 | 9 | 0.072513 | 31 | 2032 | 9 | 0.05491 | 31 | 2042 | 9 | 0.050197 |
| 31 | 2017 | 10 | 0.0428637 | 31 | 2022 | 10 | 0.017038 | 31 | 2027 | 10 | 0.033328 | 31 | 2032 | 10 | 0.053695 | 31 | 2042 | 10 | 0.046556 |
| 31 | 2017 | 11 | 0.0681001 | 31 | 2022 | 11 | 0.018099 | 31 | 2027 | 11 | 0.028119 | 31 | 2032 | 11 | 0.051692 | 31 | 2042 | 11 | 0.042783 |
| 31 | 2017 | 12 | 0.0453481 | 31 | 2022 | 12 | 0.006143 | 31 | 2027 | 12 | 0.022923 | 31 | 2032 | 12 | 0.049203 | 31 | 2042 | 12 | 0.03908 |
| 31 | 2017 | 13 | 0.0427063 | 31 | 2022 | 13 | 0.009615 | 31 | 2027 | 13 | 0.018464 | 31 | 2032 | 13 | 0.047093 | 31 | 2042 | 13 | 0.035465 |
| 31 | 2017 | 14 | 0.048146 | 31 | 2022 | 14 | 0.025584 | 31 | 2027 | 14 | 0.014608 | 31 | 2032 | 14 | 0.04526 | 31 | 2042 | 14 | 0.031974 |
| 31 | 2017 | 15 | 0.0516497 | 31 | 2022 | 15 | 0.029634 | 31 | 2027 | 15 | 0.010828 | 31 | 2032 | 15 | 0.019648 | 31 | 2042 | 15 | 0.028178 |
| 31 | 2017 | 16 | 0.0628695 | 31 | 2022 | 16 | 0.044182 | 31 | 2027 | 16 | 0.006513 | 31 | 2032 | 16 | 0.015656 | 31 | 2042 | 16 | 0.024806 |
| 31 | 2017 | 17 | 0.0567023 | 31 | 2022 | 17 | 0.027621 | 31 | 2027 | 17 | 0.003454 | 31 | 2032 | 17 | 0.012056 | 31 | 2042 | 17 | 0.021284 |
| 31 | 2017 | 18 | 0.0401225 | 31 | 2022 | 18 | 0.024436 | 31 | 2027 | 18 | 0.005089 | 31 | 2032 | 18 | 0.009177 | 31 | 2042 | 18 | 0.01839 |
| 31 | 2017 | 19 | 0.0493228 | 31 | 2022 | 19 | 0.025926 | 31 | 2027 | 19 | 0.012773 | 31 | 2032 | 19 | 0.006874 | 31 | 2042 | 19 | 0.01615 |
| 31 | 2017 | 20 | 0.0530872 | 31 | 2022 | 20 | 0.026719 | 31 | 2027 | 20 | 0.014235 | 31 | 2032 | 20 | 0.004915 | 31 | 2042 | 20 | 0.0144 |
| 31 | 2017 | 21 | 0.0344337 | 31 | 2022 | 21 | 0.03138 | 31 | 2027 | 21 | 0.020503 | 31 | 2032 | 21 | 0.002863 | 31 | 2042 | 21 | 0.012692 |
| 31 | 2017 | 22 | 0.0344594 | 31 | 2022 | 22 | 0.027402 | 31 | 2027 | 22 | 0.012426 | 31 | 2032 | 22 | 0.001475 | 31 | 2042 | 22 | 0.011101 |
| 31 | 2017 | 23 | 0.0450006 | 31 | 2022 | 23 | 0.018855 | 31 | 2027 | 23 | 0.010701 | 31 | 2032 | 23 | 0.002119 | 31 | 2042 | 23 | 0.00981 |
| 31 | 2017 | 24 | 0.0609229 | 31 | 2022 | 24 | 0.022585 | 31 | 2027 | 24 | 0.011073 | 31 | 2032 | 24 | 0.005197 | 31 | 2042 | 24 | 0.00874 |
| 31 | 2017 | 25 | 0.0190815 | 31 | 2022 | 25 | 0.023774 | 31 | 2027 | 25 | 0.01117 | 31 | 2032 | 25 | 0.005677 | 31 | 2042 | 25 | 0.003592 |
| 31 | 2017 | 26 | 0.0034885 | 31 | 2022 | 26 | 0.015123 | 31 | 2027 | 26 | 0.012876 | 31 | 2032 | 26 | 0.008036 | 31 | 2042 | 26 | 0.002726 |
| 31 | 2017 | 27 | 3.14E-05 | 31 | 2022 | 27 | 0.01487 | 31 | 2027 | 27 | 0.011055 | 31 | 2032 | 27 | 0.004794 | 31 | 2042 | 27 | 0.002009 |
| 31 | 2017 | 28 | 1.815E-05 | 31 | 2022 | 28 | 0.019127 | 31 | 2027 | 28 | 0.007496 | 31 | 2032 | 28 | 0.004073 | 31 | 2042 | 28 | 0.001473 |
| 31 | 2017 | 29 | 1.114E-05 | 31 | 2022 | 29 | 0.025557 | 31 | 2027 | 29 | 0.008867 | 31 | 2032 | 29 | 0.004165 | 31 | 2042 | 29 | 0.001066 |
| 31 | 2017 | 30 | 0.0022338 | 31 | 2022 | 30 | 0.002234 | 31 | 2027 | 30 | 0.002234 | 31 | 2032 | 30 | 0.002234 | 31 | 2042 | 30 | 0.002234 |
| 32 | 2017 | 0 | 0.0386436 | 32 | 2022 | 0 | 0.074012 | 32 | 2027 | 0 | 0.073298 | 32 | 2032 | 0 | 0.071618 | 32 | 2042 | 0 | 0.071416 |
| 32 | 2017 | 1 | 0.036072 | 32 | 2022 | 1 | 0.076007 | 32 | 2027 | 1 | 0.072824 | 32 | 2032 | 1 | 0.070223 | 32 | 2042 | 1 | 0.069898 |
| 32 | 2017 | 2 | 0.0320666 | 32 | 2022 | 2 | 0.077879 | 32 | 2027 | 2 | 0.071085 | 32 | 2032 | 2 | 0.068997 | 32 | 2042 | 2 | 0.068171 |
| 32 | 2017 | 3 | 0.0284228 | 32 | 2022 | 3 | 0.080921 | 32 | 2027 | 3 | 0.070417 | 32 | 2032 | 3 | 0.067847 | 32 | 2042 | 3 | 0.066989 |
| 32 | 2017 | 4 | 0.0248227 | 32 | 2022 | 4 | 0.084478 | 32 | 2027 | 4 | 0.07066 | 32 | 2032 | 4 | 0.066379 | 32 | 2042 | 4 | 0.065127 |
| 32 | 2017 | 5 | 0.0208451 | 32 | 2022 | 5 | 0.041302 | 32 | 2027 | 5 | 0.071826 | 32 | 2032 | 5 | 0.064509 | 32 | 2042 | 5 | 0.062696 |
| 32 | 2017 | 6 | 0.01435 | 32 | 2022 | 6 | 0.037633 | 32 | 2027 | 6 | 0.07205 | 32 | 2032 | 6 | 0.062706 | 32 | 2042 | 6 | 0.059928 |
| 32 | 2017 | 7 | 0.0086818 | 32 | 2022 | 7 | 0.03237 | 32 | 2027 | 7 | 0.071499 | 32 | 2032 | 7 | 0.059404 | 32 | 2042 | 7 | 0.056961 |
| 32 | 2017 | 8 | 0.0133851 | 32 | 2022 | 8 | 0.027494 | 32 | 2027 | 8 | 0.071288 | 32 | 2032 | 8 | 0.056613 | 32 | 2042 | 8 | 0.053527 |
| 32 | 2017 | 9 | 0.0355417 | 32 | 2022 | 9 | 0.022972 | 32 | 2027 | 9 | 0.0713 | 32 | 2032 | 9 | 0.054573 | 32 | 2042 | 9 | 0.050078 |
| 32 | 2017 | 10 | 0.0420373 | 32 | 2022 | 10 | 0.018414 | 32 | 2027 | 10 | 0.033323 | 32 | 2032 | 10 | 0.053182 | 32 | 2042 | 10 | 0.046438 |
| 32 | 2017 | 11 | 0.0672606 | 32 | 2022 | 11 | 0.012083 | 32 | 2027 | 11 | 0.028987 | 32 | 2032 | 11 | 0.05108 | 32 | 2042 | 11 | 0.042659 |
| 32 | 2017 | 12 | 0.0448512 | 32 | 2022 | 12 | 0.006965 | 32 | 2027 | 12 | 0.023792 | 32 | 2032 | 12 | 0.048515 | 32 | 2042 | 12 | 0.038949 |
| 32 | 2017 | 13 | 0.0440143 | 32 | 2022 | 13 | 0.010239 | 32 | 2027 | 13 | 0.0193 | 32 | 2032 | 13 | 0.046334 | 32 | 2042 | 13 | 0.035323 |
| 32 | 2017 | 14 | 0.0481325 | 32 | 2022 | 14 | 0.025943 | 32 | 2027 | 14 | 0.015412 | 32 | 2032 | 14 | 0.044419 | 32 | 2042 | 14 | 0.031848 |
| 32 | 2017 | 15 | 0.0514863 | 32 | 2022 | 15 | 0.028792 | 32 | 2027 | 15 | 0.011619 | 32 | 2032 | 15 | 0.019608 | 32 | 2042 | 15 | 0.028045 |
| 32 | 2017 | 16 | 0.0621781 | 32 | 2022 | 16 | 0.04323 | 32 | 2027 | 16 | 0.007169 | 32 | 2032 | 16 | 0.016109 | 32 | 2042 | 16 | 0.024675 |
| 32 | 2017 | 17 | 0.0549607 | 32 | 2022 | 17 | 0.027064 | 32 | 2027 | 17 | 0.003887 | 32 | 2032 | 17 | 0.012489 | 32 | 2042 | 17 | 0.021147 |
| 32 | 2017 | 18 | 0.0398523 | 32 | 2022 | 18 | 0.02495 | 32 | 2027 | 18 | 0.00538 | 32 | 2032 | 18 | 0.009575 | 32 | 2042 | 18 | 0.018267 |
| 32 | 2017 | 19 | 0.0468376 | 32 | 2022 | 19 | 0.025677 | 32 | 2027 | 19 | 0.01286 | 32 | 2032 | 19 | 0.007239 | 32 | 2042 | 19 | 0.016006 |
| 32 | 2017 | 20 | 0.0516344 | 32 | 2022 | 20 | 0.026387 | 32 | 2027 | 20 | 0.013731 | 32 | 2032 | 20 | 0.005264 | 32 | 2042 | 20 | 0.014222 |
| 32 | 2017 | 21 | 0.033669 | 32 | 2022 | 21 | 0.030746 | 32 | 2027 | 21 | 0.019918 | 32 | 2032 | 21 | 0.003145 | 32 | 2042 | 21 | 0.012506 |
| 32 | 2017 | 22 | 0.0345427 | 32 | 2022 | 22 | 0.026313 | 32 | 2027 | 22 | 0.012088 | 32 | 2032 | 22 | 0.001657 | 32 | 2042 | 22 | 0.010915 |
| 32 | 2017 | 23 | 0.0423243 | 32 | 2022 | 23 | 0.018554 | 32 | 2027 | 23 | 0.010848 | 32 | 2032 | 23 | 0.002236 | 32 | 2042 | 23 | 0.009625 |
| 32 | 2017 | 24 | 0.0559483 | 32 | 2022 | 24 | 0.021247 | 32 | 2027 | 24 | 0.010888 | 32 | 2032 | 24 | 0.005222 | 32 | 2042 | 24 | 0.008554 |
| 32 | 2017 | 25 | 0.0178475 | 32 | 2022 | 25 | 0.022908 | 32 | 2027 | 25 | 0.010952 | 32 | 2032 | 25 | 0.005466 | 32 | 2042 | 25 | 0.003574 |
| 32 | 2017 | 26 | 0.003589 | 32 | 2022 | 26 | 0.01465 | 32 | 2027 | 26 | 0.012525 | 32 | 2032 | 26 | 0.007792 | 32 | 2042 | 26 | 0.002797 |
| 32 | 2017 | 27 | 0.0004106 | 32 | 2022 | 27 | 0.014767 | 32 | 2027 | 27 | 0.010539 | 32 | 2032 | 27 | 0.004655 | 32 | 2042 | 27 | 0.002076 |
| 32 | 2017 | 28 | 0.0003591 | 32 | 2022 | 28 | 0.017822 | 32 | 2027 | 28 | 0.007324 | 32 | 2032 | 28 | 0.004121 | 32 | 2042 | 28 | 0.001532 |
| 32 | 2017 | 29 | 0.0003021 | 32 | 2022 | 29 | 0.023251 | 32 | 2027 | 29 | 0.008282 | 32 | 2032 | 29 | 0.004088 | 32 | 2042 | 29 | 0.001119 |
| 32 | 2017 | 30 | 0.0049307 | 32 | 2022 | 30 | 0.004931 | 32 | 2027 | 30 | 0.004931 | 32 | 2032 | 30 | 0.004931 | 32 | 2042 | 30 | 0.004931 |
| 41 | 2017 | 0 | 0.0307 | 41 | 2022 | 0 | 0.056597 | 41 | 2027 | 0 | 0.059855 | 41 | 2032 | 0 | 0.061855 | 41 | 2042 | 0 | 0.062538 |
| 41 | 2017 | 1 | 0.0614 | 41 | 2022 | 1 | 0.055271 | 41 | 2027 | 1 | 0.057898 | 41 | 2032 | 1 | 0.060889 | 41 | 2042 | 1 | 0.061848 |
| 41 | 2017 | 2 | 0.0614 | 41 | 2022 | 2 | 0.054203 | 41 | 2027 | 2 | 0.055658 | 41 | 2032 | 2 | 0.059853 | 41 | 2042 | 2 | 0.062229 |
| 41 | 2017 | 3 | 0.0614 | 41 | 2022 | 3 | 0.052585 | 41 | 2027 | 3 | 0.053289 | 41 | 203 | | | | | | |

| Base Year Age Distribution by Source Type | | | | Projected Future Year Age Distribution by Source Type for MOVES 2014a Input | | | | | | | | | | | | | | | |
|---|---------|-------|-----------------|---|---------|-------|-----------------|------------------|---------|-------|-----------------|------------------|---------|-------|-----------------|------------------|---------|-------|-----------------|
| 2017 | | | | 2022 | | | | 2027 | | | | 2032 | | | | 2042 | | | |
| SourceT ypelD | Year ID | AgeID | Age Fraction | SourceT ypelD | Year ID | AgeID | Age Fraction | SourceT ypelD | Year ID | AgeID | Age Fraction | SourceT ypelD | Year ID | AgeID | Age Fraction | SourceT ypelD | Year ID | AgeID | Age Fraction |
| 41 | 2017 | 5 | 0.0614 | 41 | 2022 | 5 | 0.025823 | 41 | 2027 | 5 | 0.049559 | 41 | 2032 | 5 | 0.054967 | 41 | 2042 | 5 | 0.059071 |
| 41 | 2017 | 6 | 0.0614 | 41 | 2022 | 6 | 0.050901 | 41 | 2027 | 6 | 0.047521 | 41 | 2032 | 6 | 0.051959 | 41 | 2042 | 6 | 0.056554 |
| 41 | 2017 | 7 | 0.0614 | 41 | 2022 | 7 | 0.050148 | 41 | 2027 | 7 | 0.045809 | 41 | 2032 | 7 | 0.04888 | 41 | 2042 | 7 | 0.054184 |
| 41 | 2017 | 8 | 0.0614 | 41 | 2022 | 8 | 0.049039 | 41 | 2027 | 8 | 0.043278 | 41 | 2032 | 8 | 0.045255 | 41 | 2042 | 8 | 0.051077 |
| 41 | 2017 | 9 | 0.0613 | 41 | 2022 | 9 | 0.047981 | 41 | 2027 | 9 | 0.041135 | 41 | 2032 | 9 | 0.042015 | 41 | 2042 | 9 | 0.048386 |
| 41 | 2017 | 10 | 0.0611 | 41 | 2022 | 10 | 0.047276 | 41 | 2027 | 10 | 0.020404 | 41 | 2032 | 10 | 0.039897 | 41 | 2042 | 10 | 0.046052 |
| 41 | 2017 | 11 | 0.0607 | 41 | 2022 | 11 | 0.046578 | 41 | 2027 | 11 | 0.039492 | 41 | 2032 | 11 | 0.037376 | 41 | 2042 | 11 | 0.042975 |
| 41 | 2017 | 12 | 0.0595 | 41 | 2022 | 12 | 0.045906 | 41 | 2027 | 12 | 0.038272 | 41 | 2032 | 12 | 0.035252 | 41 | 2042 | 12 | 0.040102 |
| 41 | 2017 | 13 | 0.0568 | 41 | 2022 | 13 | 0.045211 | 41 | 2027 | 13 | 0.036733 | 41 | 2032 | 13 | 0.032532 | 41 | 2042 | 13 | 0.036756 |
| 41 | 2017 | 14 | 0.0511 | 41 | 2022 | 14 | 0.044466 | 41 | 2027 | 14 | 0.035324 | 41 | 2032 | 14 | 0.030235 | 41 | 2042 | 14 | 0.033601 |
| 41 | 2017 | 15 | 0.0406 | 41 | 2022 | 15 | 0.04366 | 41 | 2027 | 15 | 0.034235 | 41 | 2032 | 15 | 0.014676 | 41 | 2042 | 15 | 0.030646 |
| 41 | 2017 | 16 | 0.0254 | 41 | 2022 | 16 | 0.042724 | 41 | 2027 | 16 | 0.03311 | 41 | 2032 | 16 | 0.027737 | 41 | 2042 | 16 | 0.027436 |
| 41 | 2017 | 17 | 0.0121 | 41 | 2022 | 17 | 0.041266 | 41 | 2027 | 17 | 0.032089 | 41 | 2032 | 17 | 0.026287 | 41 | 2042 | 17 | 0.024466 |
| 41 | 2017 | 18 | 0.0099 | 41 | 2022 | 18 | 0.038788 | 41 | 2027 | 18 | 0.031008 | 41 | 2032 | 18 | 0.024631 | 41 | 2042 | 18 | 0.021424 |
| 41 | 2017 | 19 | 0.0081 | 41 | 2022 | 19 | 0.034369 | 41 | 2027 | 19 | 0.029964 | 41 | 2032 | 19 | 0.023148 | 41 | 2042 | 19 | 0.018831 |
| 41 | 2017 | 20 | 0.0066 | 41 | 2022 | 20 | 0.026689 | 41 | 2027 | 20 | 0.028636 | 41 | 2032 | 20 | 0.02166 | 41 | 2042 | 20 | 0.01668 |
| 41 | 2017 | 21 | 0.0054 | 41 | 2022 | 21 | 0.016443 | 41 | 2027 | 21 | 0.027528 | 41 | 2032 | 21 | 0.020467 | 41 | 2042 | 21 | 0.014778 |
| 41 | 2017 | 22 | 0.0044 | 41 | 2022 | 22 | 0.007714 | 41 | 2027 | 22 | 0.026143 | 41 | 2032 | 22 | 0.019397 | 41 | 2042 | 22 | 0.01319 |
| 41 | 2017 | 23 | 0.0037 | 41 | 2022 | 23 | 0.006214 | 41 | 2027 | 23 | 0.024109 | 41 | 2032 | 23 | 0.018286 | 41 | 2042 | 23 | 0.011499 |
| 41 | 2017 | 24 | 0.0031114 | 41 | 2022 | 24 | 0.005008 | 41 | 2027 | 24 | 0.020998 | 41 | 2032 | 24 | 0.017267 | 41 | 2042 | 24 | 0.010111 |
| 41 | 2017 | 25 | 0.0026164 | 41 | 2022 | 25 | 0.004048 | 41 | 2027 | 25 | 0.016158 | 41 | 2032 | 25 | 0.016312 | 41 | 2042 | 25 | 0.004645 |
| 41 | 2017 | 26 | 0.0022001 | 41 | 2022 | 26 | 0.003261 | 41 | 2027 | 26 | 0.009765 | 41 | 2032 | 26 | 0.015294 | 41 | 2042 | 26 | 0.008292 |
| 41 | 2017 | 27 | 0.0018501 | 41 | 2022 | 27 | 0.002617 | 41 | 2027 | 27 | 0.004502 | 41 | 2032 | 27 | 0.014189 | 41 | 2042 | 27 | 0.007428 |
| 41 | 2017 | 28 | 0.0015558 | 41 | 2022 | 28 | 0.002183 | 41 | 2027 | 28 | 0.003594 | 41 | 2032 | 28 | 0.012933 | 41 | 2042 | 28 | 0.006671 |
| 41 | 2017 | 29 | 6.624E-05 | 41 | 2022 | 29 | 0.001807 | 41 | 2027 | 29 | 0.002841 | 41 | 2032 | 29 | 0.010982 | 41 | 2042 | 29 | 0.005914 |
| 41 | 2017 | 30 | 0 | 41 | 2022 | 30 | 0 | 41 | 2027 | 30 | 0 | 41 | 2032 | 30 | 0 | 41 | 2042 | 30 | 0 |
| 42 | 2017 | 0 | 0.0307 | 42 | 2022 | 0 | 0.056688 | 42 | 2027 | 0 | 0.059968 | 42 | 2032 | 0 | 0.061855 | 42 | 2042 | 0 | 0.06261 |
| 42 | 2017 | 1 | 0.0614 | 42 | 2022 | 1 | 0.055397 | 42 | 2027 | 1 | 0.057882 | 42 | 2032 | 1 | 0.060769 | 42 | 2042 | 1 | 0.061841 |
| 42 | 2017 | 2 | 0.0614 | 42 | 2022 | 2 | 0.054227 | 42 | 2027 | 2 | 0.055686 | 42 | 2032 | 2 | 0.059767 | 42 | 2042 | 2 | 0.062263 |
| 42 | 2017 | 3 | 0.0614 | 42 | 2022 | 3 | 0.052559 | 42 | 2027 | 3 | 0.053334 | 42 | 2032 | 3 | 0.058682 | 42 | 2042 | 3 | 0.061691 |
| 42 | 2017 | 4 | 0.0614 | 42 | 2022 | 4 | 0.051174 | 42 | 2027 | 4 | 0.051157 | 42 | 2032 | 4 | 0.057294 | 42 | 2042 | 4 | 0.060953 |
| 42 | 2017 | 5 | 0.0614 | 42 | 2022 | 5 | 0.025817 | 42 | 2027 | 5 | 0.049621 | 42 | 2032 | 5 | 0.055064 | 42 | 2042 | 5 | 0.058956 |
| 42 | 2017 | 6 | 0.0614 | 42 | 2022 | 6 | 0.050889 | 42 | 2027 | 6 | 0.047612 | 42 | 2032 | 6 | 0.051938 | 42 | 2042 | 6 | 0.056531 |
| 42 | 2017 | 7 | 0.0614 | 42 | 2022 | 7 | 0.050136 | 42 | 2027 | 7 | 0.045813 | 42 | 2032 | 7 | 0.048898 | 42 | 2042 | 7 | 0.054112 |
| 42 | 2017 | 8 | 0.0614 | 42 | 2022 | 8 | 0.049028 | 42 | 2027 | 8 | 0.043241 | 42 | 2032 | 8 | 0.045287 | 42 | 2042 | 8 | 0.051033 |
| 42 | 2017 | 9 | 0.0613 | 42 | 2022 | 9 | 0.04797 | 42 | 2027 | 9 | 0.041079 | 42 | 2032 | 9 | 0.04206 | 42 | 2042 | 9 | 0.04836 |
| 42 | 2017 | 10 | 0.0611 | 42 | 2022 | 10 | 0.047265 | 42 | 2027 | 10 | 0.020391 | 42 | 2032 | 10 | 0.039942 | 42 | 2042 | 10 | 0.046061 |
| 42 | 2017 | 11 | 0.0607 | 42 | 2022 | 11 | 0.046568 | 42 | 2027 | 11 | 0.039469 | 42 | 2032 | 11 | 0.037443 | 42 | 2042 | 11 | 0.042899 |
| 42 | 2017 | 12 | 0.0595 | 42 | 2022 | 12 | 0.045895 | 42 | 2027 | 12 | 0.038249 | 42 | 2032 | 12 | 0.03525 | 42 | 2042 | 12 | 0.040052 |
| 42 | 2017 | 13 | 0.0568 | 42 | 2022 | 13 | 0.045201 | 42 | 2027 | 13 | 0.036711 | 42 | 2032 | 13 | 0.0325 | 42 | 2042 | 13 | 0.036819 |
| 42 | 2017 | 14 | 0.0511 | 42 | 2022 | 14 | 0.044456 | 42 | 2027 | 14 | 0.035302 | 42 | 2032 | 14 | 0.03019 | 42 | 2042 | 14 | 0.033678 |
| 42 | 2017 | 15 | 0.0406 | 42 | 2022 | 15 | 0.04365 | 42 | 2027 | 15 | 0.034214 | 42 | 2032 | 15 | 0.014665 | 42 | 2042 | 15 | 0.030707 |
| 42 | 2017 | 16 | 0.0254 | 42 | 2022 | 16 | 0.042715 | 42 | 2027 | 16 | 0.03309 | 42 | 2032 | 16 | 0.027717 | 42 | 2042 | 16 | 0.027431 |
| 42 | 2017 | 17 | 0.0121 | 42 | 2022 | 17 | 0.041257 | 42 | 2027 | 17 | 0.03207 | 42 | 2032 | 17 | 0.026268 | 42 | 2042 | 17 | 0.02448 |
| 42 | 2017 | 18 | 0.0099 | 42 | 2022 | 18 | 0.03878 | 42 | 2027 | 18 | 0.03099 | 42 | 2032 | 18 | 0.024613 | 42 | 2042 | 18 | 0.021444 |
| 42 | 2017 | 19 | 0.0081 | 42 | 2022 | 19 | 0.034361 | 42 | 2027 | 19 | 0.029946 | 42 | 2032 | 19 | 0.023132 | 42 | 2042 | 19 | 0.018855 |
| 42 | 2017 | 20 | 0.0066 | 42 | 2022 | 20 | 0.026683 | 42 | 2027 | 20 | 0.028619 | 42 | 2032 | 20 | 0.021644 | 42 | 2042 | 20 | 0.016703 |
| 42 | 2017 | 21 | 0.0054 | 42 | 2022 | 21 | 0.016439 | 42 | 2027 | 21 | 0.027512 | 42 | 2032 | 21 | 0.020452 | 42 | 2042 | 21 | 0.014808 |
| 42 | 2017 | 22 | 0.0044 | 42 | 2022 | 22 | 0.007712 | 42 | 2027 | 22 | 0.026127 | 42 | 2032 | 22 | 0.019383 | 42 | 2042 | 22 | 0.013192 |
| 42 | 2017 | 23 | 0.0037 | 42 | 2022 | 23 | 0.006213 | 42 | 2027 | 23 | 0.024094 | 42 | 2032 | 23 | 0.018273 | 42 | 2042 | 23 | 0.01149 |
| 42 | 2017 | 24 | 0.0031114 | 42 | 2022 | 24 | 0.005007 | 42 | 2027 | 24 | 0.020985 | 42 | 2032 | 24 | 0.017255 | 42 | 2042 | 24 | 0.010098 |
| 42 | 2017 | 25 | 0.0026164 | 42 | 2022 | 25 | 0.004047 | 42 | 2027 | 25 | 0.016148 | 42 | 2032 | 25 | 0.016301 | 42 | 2042 | 25 | 0.004643 |
| 42 | 2017 | 26 | 0.0022001 | 42 | 2022 | 26 | 0.00326 | 42 | 2027 | 26 | 0.009759 | 42 | 2032 | 26 | 0.015283 | 42 | 2042 | 26 | 0.008287 |
| 42 | 2017 | 27 | 0.0018501 | 42 | 2022 | 27 | 0.002616 | 42 | 2027 | 27 | 0.004499 | 42 | 2032 | 27 | 0.014178 | 42 | 2042 | 27 | 0.007425 |
| 42 | 2017 | 28 | 0.0015558 | 42 | 2022 | 28 | 0.002182 | 42 | 2027 | 28 | 0.003592 | 42 | 2032 | 28 | 0.012924 | 42 | 2042 | 28 | 0.006667 |
| 42 | 2017 | 29 | 6.624E-05 | 42 | 2022 | 29 | 0.001806 | 42 | 2027 | 29 | 0.002839 | 42 | 2032 | 29 | 0.010974 | 42 | 2042 | 29 | 0.005911 |
| 42 | 2017 | 30 | 0 | 42 | 2022 | 30 | 0 | 42 | 2027 | 30 | 0 | 42 | 2032 | 30 | 0 | 42 | 2042 | 30 | 0 |
| 43 | 2017 | 0 | 0.0392075 | 43 | 2022 | 0 | 0.056699 | 43 | 2027 | 0 | 0.059926 | 43 | 2032 | 0 | 0.061807 | 43 | 2042 | 0 | 0.062492 |
| 43 | 2017 | 1 | 0.0732341 | 43 | 2022 | 1 | 0.055835 | 43 | 2027 | 1 | 0.058174 | 43 | 2032 | 1 | 0.060625 | 43 | 2042 | 1 | 0.061879 |
| 43 | 2017 | 2 | 0.0684474 | 43 | 2022 | 2 | 0.055199 | 43 | 2027 | 2 | 0.056119 | 43 | 2032 | 2 | 0.05949 | 43 | 2042 | 2 | 0.062348 |
| 43 | 2017 | 3 | 0.0639603 | 43 | 2022 | 3 | 0.054218 | 43 | 2027 | 3 | 0.054142 | 43 | 2032 | 3 | 0.058368 | 43 | 2042 | 3 | 0.06171 |
| 43 | 2017 | 4 | 0.0597726 | 43 | 2022 | 4 | 0.0535 | 43 | 2027 | 4 | 0.052295 | 43 | 2032 | 4 | 0.057128 | 43 | 2042 | 4 | 0.06096 |
| 43 | 2017 | 5 | 0.0557897 | 43 | 2022 | 5 | 0.034938 | 43 | 2027 | 5 | 0.051145 | 43 | 2032 | 5 | 0.055093 | 43 | 2042 | 5 | 0.058989 |
| 43 | 2017 | 6 | 0.0521012 | 43 | 2022 | 6 | 0.064317 | 43 | 2027 | 6 | 0.049452 | 43 | 2032 | 6 | 0.052265 | 43 | 2042 | 6 | 0.056295 |
| 43 | 2017 | 7 | 0.0487069 | 43 | 2022 | 7 | 0.059223 | 43 | 2027 | 7 | 0.048057 | 43 | 2032 | 7 | 0.04934 | 43 | 2042 | 7 | 0.053762 |
| 43 | 2017 | 8 | 0.0455176 | 43 | 2022 | 8 | 0.054117 | 43 | 2027 | 8 | 0.045967 | 43 | 2032 | 8 | 0.04603 | 43 | 2042 | 8 | 0.05045 |
| 43 | 2017 | 9 | 0.0425226 | 43 | 2022 | 9 | 0.049483 | 43 | 2027 | | | | | | | | | | |

| Base Year Age Distribution by Source Type | | | | Projected Future Year Age Distribution by Source Type for MOVES 2014a Input | | | | | | | | | | | | | | | |
|---|---------|-------|--------------|---|---------|-------|--------------|--------------|---------|-------|--------------|--------------|---------|-------|--------------|--------------|---------|-------|--------------|
| 2017 | | | | 2022 | | | | 2027 | | | | 2032 | | | | 2042 | | | |
| SourceTypelD | Year ID | AgeID | Age Fraction | SourceTypelD | Year ID | AgeID | Age Fraction | SourceTypelD | Year ID | AgeID | Age Fraction | SourceTypelD | Year ID | AgeID | Age Fraction | SourceTypelD | Year ID | AgeID | Age Fraction |
| 43 | 2017 | 10 | 0.0397326 | 43 | 2022 | 10 | 0.045507 | 43 | 2027 | 10 | 0.028437 | 43 | 2032 | 10 | 0.04122 | 43 | 2042 | 10 | 0.045035 |
| 43 | 2017 | 11 | 0.037137 | 43 | 2022 | 11 | 0.041871 | 43 | 2027 | 11 | 0.051405 | 43 | 2032 | 11 | 0.038939 | 43 | 2042 | 11 | 0.041876 |
| 43 | 2017 | 12 | 0.0346464 | 43 | 2022 | 12 | 0.038578 | 43 | 2027 | 12 | 0.04656 | 43 | 2032 | 12 | 0.037023 | 43 | 2042 | 12 | 0.039008 |
| 43 | 2017 | 13 | 0.0323555 | 43 | 2022 | 13 | 0.035506 | 43 | 2027 | 13 | 0.041759 | 43 | 2032 | 13 | 0.034592 | 43 | 2042 | 13 | 0.035834 |
| 43 | 2017 | 14 | 0.0302539 | 43 | 2022 | 14 | 0.032677 | 43 | 2027 | 14 | 0.037527 | 43 | 2032 | 14 | 0.032566 | 43 | 2042 | 14 | 0.032858 |
| 43 | 2017 | 15 | 0.0282624 | 43 | 2022 | 15 | 0.030077 | 43 | 2027 | 15 | 0.033947 | 43 | 2032 | 15 | 0.020477 | 43 | 2042 | 15 | 0.030062 |
| 43 | 2017 | 16 | 0.0263657 | 43 | 2022 | 16 | 0.027692 | 43 | 2027 | 16 | 0.030661 | 43 | 2032 | 16 | 0.036144 | 43 | 2042 | 16 | 0.027011 |
| 43 | 2017 | 17 | 0.0246685 | 43 | 2022 | 17 | 0.025456 | 43 | 2027 | 17 | 0.02778 | 43 | 2032 | 17 | 0.032015 | 43 | 2042 | 17 | 0.024169 |
| 43 | 2017 | 18 | 0.0230712 | 43 | 2022 | 18 | 0.023407 | 43 | 2027 | 18 | 0.025086 | 43 | 2032 | 18 | 0.028032 | 43 | 2042 | 18 | 0.021327 |
| 43 | 2017 | 19 | 0.0215738 | 43 | 2022 | 19 | 0.021557 | 43 | 2027 | 19 | 0.022684 | 43 | 2032 | 19 | 0.02462 | 43 | 2042 | 19 | 0.018883 |
| 43 | 2017 | 20 | 0.0200815 | 43 | 2022 | 20 | 0.019682 | 43 | 2027 | 20 | 0.020322 | 43 | 2032 | 20 | 0.021502 | 43 | 2042 | 20 | 0.016866 |
| 43 | 2017 | 21 | 0.0187837 | 43 | 2022 | 21 | 0.018082 | 43 | 2027 | 21 | 0.01838 | 43 | 2032 | 21 | 0.018974 | 43 | 2042 | 21 | 0.015068 |
| 43 | 2017 | 22 | 0.0176424 | 43 | 2022 | 22 | 0.01666 | 43 | 2027 | 22 | 0.016613 | 43 | 2032 | 22 | 0.016811 | 43 | 2042 | 22 | 0.013558 |
| 43 | 2017 | 23 | 0.0167664 | 43 | 2022 | 23 | 0.015342 | 43 | 2027 | 23 | 0.014987 | 43 | 2032 | 23 | 0.01481 | 43 | 2042 | 23 | 0.011966 |
| 43 | 2017 | 24 | 0.015585 | 43 | 2022 | 24 | 0.014131 | 43 | 2027 | 24 | 0.013567 | 43 | 2032 | 24 | 0.013086 | 43 | 2042 | 24 | 0.010658 |
| 43 | 2017 | 25 | 0.0147269 | 43 | 2022 | 25 | 0.013048 | 43 | 2027 | 25 | 0.012275 | 43 | 2032 | 25 | 0.011589 | 43 | 2042 | 25 | 0.006343 |
| 43 | 2017 | 26 | 0.0136943 | 43 | 2022 | 26 | 0.012016 | 43 | 2027 | 26 | 0.011062 | 43 | 2032 | 26 | 0.010223 | 43 | 2042 | 26 | 0.010575 |
| 43 | 2017 | 27 | 0.0128748 | 43 | 2022 | 27 | 0.011116 | 43 | 2027 | 27 | 0.010016 | 43 | 2032 | 27 | 0.009026 | 43 | 2042 | 27 | 0.008854 |
| 43 | 2017 | 28 | 0.0122951 | 43 | 2022 | 28 | 0.010478 | 43 | 2027 | 28 | 0.00914 | 43 | 2032 | 28 | 0.008049 | 43 | 2042 | 28 | 0.00743 |
| 43 | 2017 | 29 | 0.0102229 | 43 | 2022 | 29 | 0.009588 | 43 | 2027 | 29 | 0.008256 | 43 | 2032 | 29 | 0.007104 | 43 | 2042 | 29 | 0.006155 |
| 43 | 2017 | 30 | 0 | 43 | 2022 | 30 | 0 | 43 | 2027 | 30 | 0 | 43 | 2032 | 30 | 0 | 43 | 2042 | 30 | 0 |
| 51 | 2017 | 0 | 0.0389304 | 51 | 2022 | 0 | 0.063256 | 51 | 2027 | 0 | 0.066156 | 51 | 2032 | 0 | 0.066645 | 51 | 2042 | 0 | 0.066694 |
| 51 | 2017 | 1 | 0.0728439 | 51 | 2022 | 1 | 0.062491 | 51 | 2027 | 1 | 0.064667 | 51 | 2032 | 1 | 0.065912 | 51 | 2042 | 1 | 0.066639 |
| 51 | 2017 | 2 | 0.0681281 | 51 | 2022 | 2 | 0.062245 | 51 | 2027 | 2 | 0.06264 | 51 | 2032 | 2 | 0.06529 | 51 | 2042 | 2 | 0.066381 |
| 51 | 2017 | 3 | 0.0637134 | 51 | 2022 | 3 | 0.061527 | 51 | 2027 | 3 | 0.060514 | 51 | 2032 | 3 | 0.064641 | 51 | 2042 | 3 | 0.065953 |
| 51 | 2017 | 4 | 0.0595996 | 51 | 2022 | 4 | 0.061307 | 51 | 2027 | 4 | 0.058667 | 51 | 2032 | 4 | 0.063485 | 51 | 2042 | 4 | 0.0656 |
| 51 | 2017 | 5 | 0.0557868 | 51 | 2022 | 5 | 0.034806 | 51 | 2027 | 5 | 0.057497 | 51 | 2032 | 5 | 0.061581 | 51 | 2042 | 5 | 0.063435 |
| 51 | 2017 | 6 | 0.0521747 | 51 | 2022 | 6 | 0.063776 | 51 | 2027 | 6 | 0.0553 | 51 | 2032 | 6 | 0.058258 | 51 | 2042 | 6 | 0.06034 |
| 51 | 2017 | 7 | 0.0487633 | 51 | 2022 | 7 | 0.058431 | 51 | 2027 | 7 | 0.053746 | 51 | 2032 | 7 | 0.054735 | 51 | 2042 | 7 | 0.057333 |
| 51 | 2017 | 8 | 0.0456529 | 51 | 2022 | 8 | 0.052951 | 51 | 2027 | 8 | 0.051124 | 51 | 2032 | 8 | 0.050366 | 51 | 2042 | 8 | 0.053402 |
| 51 | 2017 | 9 | 0.0426428 | 51 | 2022 | 9 | 0.048047 | 51 | 2027 | 9 | 0.049154 | 51 | 2032 | 9 | 0.046611 | 51 | 2042 | 9 | 0.049956 |
| 51 | 2017 | 10 | 0.0399337 | 51 | 2022 | 10 | 0.044074 | 51 | 2027 | 10 | 0.027264 | 51 | 2032 | 10 | 0.044312 | 51 | 2042 | 10 | 0.046974 |
| 51 | 2017 | 11 | 0.037325 | 51 | 2022 | 11 | 0.040346 | 51 | 2027 | 11 | 0.048633 | 51 | 2032 | 11 | 0.041183 | 51 | 2042 | 11 | 0.043168 |
| 51 | 2017 | 12 | 0.0349169 | 51 | 2022 | 12 | 0.036948 | 51 | 2027 | 12 | 0.043494 | 51 | 2032 | 12 | 0.038795 | 51 | 2042 | 12 | 0.039782 |
| 51 | 2017 | 13 | 0.0327095 | 51 | 2022 | 13 | 0.03385 | 51 | 2027 | 13 | 0.038352 | 51 | 2032 | 13 | 0.035665 | 51 | 2042 | 13 | 0.035952 |
| 51 | 2017 | 14 | 0.0305021 | 51 | 2022 | 14 | 0.030953 | 51 | 2027 | 14 | 0.033928 | 51 | 2032 | 14 | 0.033186 | 51 | 2042 | 14 | 0.032239 |
| 51 | 2017 | 15 | 0.0285958 | 51 | 2022 | 15 | 0.028395 | 51 | 2027 | 15 | 0.030389 | 51 | 2032 | 15 | 0.017838 | 51 | 2042 | 15 | 0.029042 |
| 51 | 2017 | 16 | 0.0266894 | 51 | 2022 | 16 | 0.025965 | 51 | 2027 | 16 | 0.027061 | 51 | 2032 | 16 | 0.03071 | 51 | 2042 | 16 | 0.025477 |
| 51 | 2017 | 17 | 0.0249837 | 51 | 2022 | 17 | 0.02379 | 51 | 2027 | 17 | 0.024176 | 51 | 2032 | 17 | 0.026593 | 51 | 2042 | 17 | 0.022204 |
| 51 | 2017 | 18 | 0.0233783 | 51 | 2022 | 18 | 0.021798 | 51 | 2027 | 18 | 0.021535 | 51 | 2032 | 18 | 0.022636 | 51 | 2042 | 18 | 0.018902 |
| 51 | 2017 | 19 | 0.0218732 | 51 | 2022 | 19 | 0.01989 | 51 | 2027 | 19 | 0.019186 | 51 | 2032 | 19 | 0.019358 | 51 | 2042 | 19 | 0.0162 |
| 51 | 2017 | 20 | 0.0204685 | 51 | 2022 | 20 | 0.01805 | 51 | 2027 | 20 | 0.016908 | 51 | 2032 | 20 | 0.016462 | 51 | 2042 | 20 | 0.013965 |
| 51 | 2017 | 21 | 0.0191642 | 51 | 2022 | 21 | 0.016481 | 51 | 2027 | 21 | 0.015059 | 51 | 2032 | 21 | 0.014163 | 51 | 2042 | 21 | 0.011998 |
| 51 | 2017 | 22 | 0.0177368 | 51 | 2022 | 22 | 0.015103 | 51 | 2027 | 22 | 0.01346 | 51 | 2032 | 22 | 0.012243 | 51 | 2042 | 22 | 0.010446 |
| 51 | 2017 | 23 | 0.0161948 | 51 | 2022 | 23 | 0.013816 | 51 | 2027 | 23 | 0.011983 | 51 | 2032 | 23 | 0.010504 | 51 | 2042 | 23 | 0.008861 |
| 51 | 2017 | 24 | 0.0154594 | 51 | 2022 | 24 | 0.012652 | 51 | 2027 | 24 | 0.010657 | 51 | 2032 | 24 | 0.009047 | 51 | 2042 | 24 | 0.007619 |
| 51 | 2017 | 25 | 0.0142732 | 51 | 2022 | 25 | 0.011708 | 51 | 2027 | 25 | 0.009544 | 51 | 2032 | 25 | 0.007838 | 51 | 2042 | 25 | 0.003783 |
| 51 | 2017 | 26 | 0.0136155 | 51 | 2022 | 26 | 0.010714 | 51 | 2027 | 26 | 0.008464 | 51 | 2032 | 26 | 0.006719 | 51 | 2042 | 26 | 0.006004 |
| 51 | 2017 | 27 | 0.0127027 | 51 | 2022 | 27 | 0.009703 | 51 | 2027 | 27 | 0.007556 | 51 | 2032 | 27 | 0.005802 | 51 | 2042 | 27 | 0.004796 |
| 51 | 2017 | 28 | 0.0114749 | 51 | 2022 | 28 | 0.00876 | 51 | 2027 | 28 | 0.006821 | 51 | 2032 | 28 | 0.005077 | 51 | 2042 | 28 | 0.003839 |
| 51 | 2017 | 29 | 0.0097664 | 51 | 2022 | 29 | 0.00817 | 51 | 2027 | 29 | 0.006064 | 51 | 2032 | 29 | 0.004342 | 51 | 2042 | 29 | 0.003019 |
| 51 | 2017 | 30 | 0 | 51 | 2022 | 30 | 0 | 51 | 2027 | 30 | 0 | 51 | 2032 | 30 | 0 | 51 | 2042 | 30 | 0 |
| 52 | 2017 | 0 | 0.0388092 | 52 | 2022 | 0 | 0.063174 | 52 | 2027 | 0 | 0.066033 | 52 | 2032 | 0 | 0.066694 | 52 | 2042 | 0 | 0.066949 |
| 52 | 2017 | 1 | 0.0726173 | 52 | 2022 | 1 | 0.062586 | 52 | 2027 | 1 | 0.064571 | 52 | 2032 | 1 | 0.066079 | 52 | 2042 | 1 | 0.066385 |
| 52 | 2017 | 2 | 0.0679162 | 52 | 2022 | 2 | 0.062248 | 52 | 2027 | 2 | 0.062599 | 52 | 2032 | 2 | 0.065221 | 52 | 2042 | 2 | 0.066356 |
| 52 | 2017 | 3 | 0.0635151 | 52 | 2022 | 3 | 0.06175 | 52 | 2027 | 3 | 0.0606 | 52 | 2032 | 3 | 0.064378 | 52 | 2042 | 3 | 0.066019 |
| 52 | 2017 | 4 | 0.0594142 | 52 | 2022 | 4 | 0.061667 | 52 | 2027 | 4 | 0.058701 | 52 | 2032 | 4 | 0.063639 | 52 | 2042 | 4 | 0.065508 |
| 52 | 2017 | 5 | 0.0556133 | 52 | 2022 | 5 | 0.034752 | 52 | 2027 | 5 | 0.057448 | 52 | 2032 | 5 | 0.061459 | 52 | 2042 | 5 | 0.063423 |
| 52 | 2017 | 6 | 0.0520124 | 52 | 2022 | 6 | 0.063677 | 52 | 2027 | 6 | 0.055408 | 52 | 2032 | 6 | 0.058164 | 52 | 2042 | 6 | 0.060303 |
| 52 | 2017 | 7 | 0.0486116 | 52 | 2022 | 7 | 0.05834 | 52 | 2027 | 7 | 0.053773 | 52 | 2032 | 7 | 0.054692 | 52 | 2042 | 7 | 0.057367 |
| 52 | 2017 | 8 | 0.0455108 | 52 | 2022 | 8 | 0.052869 | 52 | 2027 | 8 | 0.051332 | 52 | 2032 | 8 | 0.050431 | 52 | 2042 | 8 | 0.053416 |
| 52 | 2017 | 9 | 0.0425101 | 52 | 2022 | 9 | 0.047972 | 52 | 2027 | 9 | 0.049465 | 52 | 2032 | 9 | 0.046632 | 52 | 2042 | 9 | 0.049995 |
| 52 | 2017 | 10 | 0.0398095 | 52 | 2022 | 10 | 0.044005 | 52 | 2027 | 10 | 0.027234 | 52 | 2032 | 10 | 0.044268 | 52 | 2042 | 10 | 0.047008 |
| 52 | 2017 | 11 | 0.0372089 | 52 | 2022 | 11 | 0.040283 | 52 | 2027 | 11 | 0.048579 | 52 | 2032 | 11 | 0.041258 | 52 | 2042 | 11 | 0.043277 |
| 52 | 2017 | 12 | 0.0348083 | 52 | 2022 | 12 | 0.03689 | 52 | 2027 | 12 | 0.043446 | 52 | 2032 | 12 | 0.038809 | 52 | 2042 | 12 | 0.039739 |
| 52 | 2017 | 13 | 0.0326078 | 52 | 2022 | 13 | 0.033797 | 52 | 2027 | 13 | 0.03831 | 52 | 2032 | 13 | 0.035806 | 52 | | | |

| Base Year Age Distribution by Source Type | | | | Projected Future Year Age Distribution by Source Type for MOVES 2014a Input | | | | | | | | | | | | | | | |
|---|---------|-------|-----------------|---|---------|-------|-----------------|------------------|---------|-------|-----------------|------------------|---------|-------|-----------------|------------------|---------|-------|-----------------|
| 2017 | | | | 2022 | | | | 2027 | | | | 2032 | | | | 2042 | | | |
| SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction |
| 52 | 2017 | 15 | 0.0285068 | 52 | 2022 | 15 | 0.028351 | 52 | 2027 | 15 | 0.030355 | 52 | 2032 | 15 | 0.017816 | 52 | 2042 | 15 | 0.028984 |
| 52 | 2017 | 16 | 0.0266063 | 52 | 2022 | 16 | 0.025924 | 52 | 2027 | 16 | 0.027031 | 52 | 2032 | 16 | 0.030672 | 52 | 2042 | 16 | 0.025436 |
| 52 | 2017 | 17 | 0.0249059 | 52 | 2022 | 17 | 0.023753 | 52 | 2027 | 17 | 0.024149 | 52 | 2032 | 17 | 0.026561 | 52 | 2042 | 17 | 0.022186 |
| 52 | 2017 | 18 | 0.0233056 | 52 | 2022 | 18 | 0.021764 | 52 | 2027 | 18 | 0.021511 | 52 | 2032 | 18 | 0.022608 | 52 | 2042 | 18 | 0.018926 |
| 52 | 2017 | 19 | 0.0218052 | 52 | 2022 | 19 | 0.019859 | 52 | 2027 | 19 | 0.019165 | 52 | 2032 | 19 | 0.019334 | 52 | 2042 | 19 | 0.016207 |
| 52 | 2017 | 20 | 0.0204049 | 52 | 2022 | 20 | 0.018022 | 52 | 2027 | 20 | 0.01689 | 52 | 2032 | 20 | 0.016442 | 52 | 2042 | 20 | 0.013951 |
| 52 | 2017 | 21 | 0.0191046 | 52 | 2022 | 21 | 0.016455 | 52 | 2027 | 21 | 0.015042 | 52 | 2032 | 21 | 0.014146 | 52 | 2042 | 21 | 0.01202 |
| 52 | 2017 | 22 | 0.0177958 | 52 | 2022 | 22 | 0.015079 | 52 | 2027 | 22 | 0.013446 | 52 | 2032 | 22 | 0.012228 | 52 | 2042 | 22 | 0.01045 |
| 52 | 2017 | 23 | 0.0166625 | 52 | 2022 | 23 | 0.013795 | 52 | 2027 | 23 | 0.01197 | 52 | 2032 | 23 | 0.010491 | 52 | 2042 | 23 | 0.008896 |
| 52 | 2017 | 24 | 0.0156526 | 52 | 2022 | 24 | 0.012633 | 52 | 2027 | 24 | 0.010645 | 52 | 2032 | 24 | 0.009036 | 52 | 2042 | 24 | 0.007666 |
| 52 | 2017 | 25 | 0.0146707 | 52 | 2022 | 25 | 0.01169 | 52 | 2027 | 25 | 0.009534 | 52 | 2032 | 25 | 0.007828 | 52 | 2042 | 25 | 0.003778 |
| 52 | 2017 | 26 | 0.0137796 | 52 | 2022 | 26 | 0.010697 | 52 | 2027 | 26 | 0.008454 | 52 | 2032 | 26 | 0.006711 | 52 | 2042 | 26 | 0.005997 |
| 52 | 2017 | 27 | 0.0129232 | 52 | 2022 | 27 | 0.00975 | 52 | 2027 | 27 | 0.007548 | 52 | 2032 | 27 | 0.005795 | 52 | 2042 | 27 | 0.00479 |
| 52 | 2017 | 28 | 0.0120912 | 52 | 2022 | 28 | 0.009027 | 52 | 2027 | 28 | 0.006813 | 52 | 2032 | 28 | 0.00507 | 52 | 2042 | 28 | 0.003834 |
| 52 | 2017 | 29 | 0.0104133 | 52 | 2022 | 29 | 0.008285 | 52 | 2027 | 29 | 0.006057 | 52 | 2032 | 29 | 0.004337 | 52 | 2042 | 29 | 0.003015 |
| 52 | 2017 | 30 | 0 | 52 | 2022 | 30 | 0 | 52 | 2027 | 30 | 0 | 52 | 2032 | 30 | 0 | 52 | 2042 | 30 | 0 |
| 53 | 2017 | 0 | 0.0389377 | 53 | 2022 | 0 | 0.063369 | 53 | 2027 | 0 | 0.065896 | 53 | 2032 | 0 | 0.066681 | 53 | 2042 | 0 | 0.06694 |
| 53 | 2017 | 1 | 0.0728576 | 53 | 2022 | 1 | 0.062682 | 53 | 2027 | 1 | 0.064501 | 53 | 2032 | 1 | 0.066548 | 53 | 2042 | 1 | 0.066385 |
| 53 | 2017 | 2 | 0.0681409 | 53 | 2022 | 2 | 0.062884 | 53 | 2027 | 2 | 0.062689 | 53 | 2032 | 2 | 0.065719 | 53 | 2042 | 2 | 0.066356 |
| 53 | 2017 | 3 | 0.0637253 | 53 | 2022 | 3 | 0.061655 | 53 | 2027 | 3 | 0.061324 | 53 | 2032 | 3 | 0.064235 | 53 | 2042 | 3 | 0.065982 |
| 53 | 2017 | 4 | 0.0596107 | 53 | 2022 | 4 | 0.06124 | 53 | 2027 | 4 | 0.05869 | 53 | 2032 | 4 | 0.0633 | 53 | 2042 | 4 | 0.065489 |
| 53 | 2017 | 5 | 0.0557973 | 53 | 2022 | 5 | 0.034756 | 53 | 2027 | 5 | 0.057538 | 53 | 2032 | 5 | 0.061269 | 53 | 2042 | 5 | 0.063362 |
| 53 | 2017 | 6 | 0.0521845 | 53 | 2022 | 6 | 0.063686 | 53 | 2027 | 6 | 0.055409 | 53 | 2032 | 6 | 0.058042 | 53 | 2042 | 6 | 0.060249 |
| 53 | 2017 | 7 | 0.0487724 | 53 | 2022 | 7 | 0.058348 | 53 | 2027 | 7 | 0.05424 | 53 | 2032 | 7 | 0.054716 | 53 | 2042 | 7 | 0.057279 |
| 53 | 2017 | 8 | 0.0456614 | 53 | 2022 | 8 | 0.052876 | 53 | 2027 | 8 | 0.051175 | 53 | 2032 | 8 | 0.050982 | 53 | 2042 | 8 | 0.053318 |
| 53 | 2017 | 9 | 0.0426508 | 53 | 2022 | 9 | 0.047979 | 53 | 2027 | 9 | 0.049048 | 53 | 2032 | 9 | 0.046577 | 53 | 2042 | 9 | 0.049875 |
| 53 | 2017 | 10 | 0.0399412 | 53 | 2022 | 10 | 0.044012 | 53 | 2027 | 10 | 0.027196 | 53 | 2032 | 10 | 0.044293 | 53 | 2042 | 10 | 0.047019 |
| 53 | 2017 | 11 | 0.037332 | 53 | 2022 | 11 | 0.040289 | 53 | 2027 | 11 | 0.048513 | 53 | 2032 | 11 | 0.041217 | 53 | 2042 | 11 | 0.043602 |
| 53 | 2017 | 12 | 0.0349235 | 53 | 2022 | 12 | 0.036896 | 53 | 2027 | 12 | 0.043386 | 53 | 2032 | 12 | 0.039107 | 53 | 2042 | 12 | 0.04006 |
| 53 | 2017 | 13 | 0.0327157 | 53 | 2022 | 13 | 0.033802 | 53 | 2027 | 13 | 0.038257 | 53 | 2032 | 13 | 0.035661 | 53 | 2042 | 13 | 0.03574 |
| 53 | 2017 | 14 | 0.0305079 | 53 | 2022 | 14 | 0.030909 | 53 | 2027 | 14 | 0.033844 | 53 | 2032 | 14 | 0.033077 | 53 | 2042 | 14 | 0.032158 |
| 53 | 2017 | 15 | 0.0286011 | 53 | 2022 | 15 | 0.028355 | 53 | 2027 | 15 | 0.030314 | 53 | 2032 | 15 | 0.017773 | 53 | 2042 | 15 | 0.028907 |
| 53 | 2017 | 16 | 0.0266944 | 53 | 2022 | 16 | 0.025928 | 53 | 2027 | 16 | 0.026994 | 53 | 2032 | 16 | 0.030599 | 53 | 2042 | 16 | 0.025393 |
| 53 | 2017 | 17 | 0.0249883 | 53 | 2022 | 17 | 0.023756 | 53 | 2027 | 17 | 0.024116 | 53 | 2032 | 17 | 0.026497 | 53 | 2042 | 17 | 0.022205 |
| 53 | 2017 | 18 | 0.0233827 | 53 | 2022 | 18 | 0.021767 | 53 | 2027 | 18 | 0.021482 | 53 | 2032 | 18 | 0.022554 | 53 | 2042 | 18 | 0.019141 |
| 53 | 2017 | 19 | 0.0218773 | 53 | 2022 | 19 | 0.019862 | 53 | 2027 | 19 | 0.019138 | 53 | 2032 | 19 | 0.019288 | 53 | 2042 | 19 | 0.016194 |
| 53 | 2017 | 20 | 0.0204724 | 53 | 2022 | 20 | 0.018025 | 53 | 2027 | 20 | 0.016866 | 53 | 2032 | 20 | 0.016403 | 53 | 2042 | 20 | 0.013965 |
| 53 | 2017 | 21 | 0.0191678 | 53 | 2022 | 21 | 0.016458 | 53 | 2027 | 21 | 0.015021 | 53 | 2032 | 21 | 0.014112 | 53 | 2042 | 21 | 0.012013 |
| 53 | 2017 | 22 | 0.0177734 | 53 | 2022 | 22 | 0.015082 | 53 | 2027 | 22 | 0.013427 | 53 | 2032 | 22 | 0.012199 | 53 | 2042 | 22 | 0.010535 |
| 53 | 2017 | 23 | 0.0161624 | 53 | 2022 | 23 | 0.013797 | 53 | 2027 | 23 | 0.011953 | 53 | 2032 | 23 | 0.010466 | 53 | 2042 | 23 | 0.008863 |
| 53 | 2017 | 24 | 0.0154462 | 53 | 2022 | 24 | 0.012634 | 53 | 2027 | 24 | 0.010163 | 53 | 2032 | 24 | 0.009014 | 53 | 2042 | 24 | 0.007597 |
| 53 | 2017 | 25 | 0.0142525 | 53 | 2022 | 25 | 0.011691 | 53 | 2027 | 25 | 0.009521 | 53 | 2032 | 25 | 0.00781 | 53 | 2042 | 25 | 0.003771 |
| 53 | 2017 | 26 | 0.0136075 | 53 | 2022 | 26 | 0.010698 | 53 | 2027 | 26 | 0.008443 | 53 | 2032 | 26 | 0.006695 | 53 | 2042 | 26 | 0.005985 |
| 53 | 2017 | 27 | 0.0126917 | 53 | 2022 | 27 | 0.009686 | 53 | 2027 | 27 | 0.007538 | 53 | 2032 | 27 | 0.005781 | 53 | 2042 | 27 | 0.00478 |
| 53 | 2017 | 28 | 0.011435 | 53 | 2022 | 28 | 0.008728 | 53 | 2027 | 28 | 0.006804 | 53 | 2032 | 28 | 0.005058 | 53 | 2042 | 28 | 0.003826 |
| 53 | 2017 | 29 | 0.009728 | 53 | 2022 | 29 | 0.00815 | 53 | 2027 | 29 | 0.006049 | 53 | 2032 | 29 | 0.004327 | 53 | 2042 | 29 | 0.003009 |
| 53 | 2017 | 30 | 0 | 53 | 2022 | 30 | 0 | 53 | 2027 | 30 | 0 | 53 | 2032 | 30 | 0 | 53 | 2042 | 30 | 0 |
| 54 | 2017 | 0 | 0.0383405 | 54 | 2022 | 0 | 0.063045 | 54 | 2027 | 0 | 0.06595 | 54 | 2032 | 0 | 0.066784 | 54 | 2042 | 0 | 0.066961 |
| 54 | 2017 | 1 | 0.0717403 | 54 | 2022 | 1 | 0.062514 | 54 | 2027 | 1 | 0.064411 | 54 | 2032 | 1 | 0.06596 | 54 | 2042 | 1 | 0.066421 |
| 54 | 2017 | 2 | 0.0670959 | 54 | 2022 | 2 | 0.062305 | 54 | 2027 | 2 | 0.062532 | 54 | 2032 | 2 | 0.06515 | 54 | 2042 | 2 | 0.066381 |
| 54 | 2017 | 3 | 0.0627248 | 54 | 2022 | 3 | 0.061878 | 54 | 2027 | 3 | 0.060545 | 54 | 2032 | 3 | 0.06435 | 54 | 2042 | 3 | 0.066007 |
| 54 | 2017 | 4 | 0.0586966 | 54 | 2022 | 4 | 0.061986 | 54 | 2027 | 4 | 0.058717 | 54 | 2032 | 4 | 0.063613 | 54 | 2042 | 4 | 0.06549 |
| 54 | 2017 | 5 | 0.0549416 | 54 | 2022 | 5 | 0.034643 | 54 | 2027 | 5 | 0.057451 | 54 | 2032 | 5 | 0.061393 | 54 | 2042 | 5 | 0.063395 |
| 54 | 2017 | 6 | 0.0513842 | 54 | 2022 | 6 | 0.063478 | 54 | 2027 | 6 | 0.05546 | 54 | 2032 | 6 | 0.058031 | 54 | 2042 | 6 | 0.060313 |
| 54 | 2017 | 7 | 0.0480245 | 54 | 2022 | 7 | 0.058157 | 54 | 2027 | 7 | 0.053934 | 54 | 2032 | 7 | 0.054645 | 54 | 2042 | 7 | 0.057401 |
| 54 | 2017 | 8 | 0.0449612 | 54 | 2022 | 8 | 0.052703 | 54 | 2027 | 8 | 0.051546 | 54 | 2032 | 8 | 0.050396 | 54 | 2042 | 8 | 0.053467 |
| 54 | 2017 | 9 | 0.0419967 | 54 | 2022 | 9 | 0.047822 | 54 | 2027 | 9 | 0.049825 | 54 | 2032 | 9 | 0.046655 | 54 | 2042 | 9 | 0.05006 |
| 54 | 2017 | 10 | 0.0393287 | 54 | 2022 | 10 | 0.043867 | 54 | 2027 | 10 | 0.027205 | 54 | 2032 | 10 | 0.044279 | 54 | 2042 | 10 | 0.047059 |
| 54 | 2017 | 11 | 0.0367595 | 54 | 2022 | 11 | 0.040157 | 54 | 2027 | 11 | 0.048529 | 54 | 2032 | 11 | 0.041305 | 54 | 2042 | 11 | 0.043187 |
| 54 | 2017 | 12 | 0.0343879 | 54 | 2022 | 12 | 0.036775 | 54 | 2027 | 12 | 0.0434 | 54 | 2032 | 12 | 0.038934 | 54 | 2042 | 12 | 0.039685 |
| 54 | 2017 | 13 | 0.032214 | 54 | 2022 | 13 | 0.033691 | 54 | 2027 | 13 | 0.038269 | 54 | 2032 | 13 | 0.035963 | 54 | 2042 | 13 | 0.035779 |
| 54 | 2017 | 14 | 0.03004 | 54 | 2022 | 14 | 0.030808 | 54 | 2027 | 14 | 0.033855 | 54 | 2032 | 14 | 0.033642 | 54 | 2042 | 14 | 0.032294 |
| 54 | 2017 | 15 | 0.0281625 | 54 | 2022 | 15 | 0.028262 | 54 | 2027 | 15 | 0.030324 | 54 | 2032 | 15 | 0.017801 | 54 | 2042 | 15 | 0.028945 |
| 54 | 2017 | 16 | 0.026285 | 54 | 2022 | 16 | 0.025843 | 54 | 2027 | 16 | 0.027003 | 54 | 2032 | 16 | 0.030646 | 54 | 2042 | 16 | 0.025371 |
| 54 | 2017 | 17 | 0.0246051 | 54 | 2022 | 17 | 0.023679 | 54 | 2027 | 17 | 0.024124 | 54 | 2032 | 17 | 0.026538 | 54 | 2042 | 17 | 0.022161 |
| 54 | 2017 | 18 | 0.0230241 | 54 | 2022 | 18 | 0.021696 | 54 | 2027 | 18 | 0.021489 | 54 | 2032 | 18 | | | | | |

| Base Year Age Distribution by Source Type | | | | Projected Future Year Age Distribution by Source Type for MOVES 2014a Input | | | | | | | | | | | | | | | |
|---|---------|-------|-----------------|---|---------|-------|-----------------|------------------|---------|-------|-----------------|------------------|---------|-------|-----------------|------------------|---------|-------|-----------------|
| 2017 | | | | 2022 | | | | 2027 | | | | 2032 | | | | 2042 | | | |
| SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction | SourceT ypeID | Year ID | AgeID | Age Fraction |
| 54 | 2017 | 20 | 0.0201584 | 54 | 2022 | 20 | 0.017966 | 54 | 2027 | 20 | 0.016872 | 54 | 2032 | 20 | 0.016428 | 54 | 2042 | 20 | 0.013951 |
| 54 | 2017 | 21 | 0.0188738 | 54 | 2022 | 21 | 0.016404 | 54 | 2027 | 21 | 0.015026 | 54 | 2032 | 21 | 0.014134 | 54 | 2042 | 21 | 0.01203 |
| 54 | 2017 | 22 | 0.0180214 | 54 | 2022 | 22 | 0.015032 | 54 | 2027 | 22 | 0.013431 | 54 | 2032 | 22 | 0.012218 | 54 | 2042 | 22 | 0.010481 |
| 54 | 2017 | 23 | 0.0184875 | 54 | 2022 | 23 | 0.013751 | 54 | 2027 | 23 | 0.011957 | 54 | 2032 | 23 | 0.010483 | 54 | 2042 | 23 | 0.008932 |
| 54 | 2017 | 24 | 0.0164057 | 54 | 2022 | 24 | 0.012593 | 54 | 2027 | 24 | 0.010634 | 54 | 2032 | 24 | 0.009028 | 54 | 2042 | 24 | 0.007722 |
| 54 | 2017 | 25 | 0.0161978 | 54 | 2022 | 25 | 0.011653 | 54 | 2027 | 25 | 0.009524 | 54 | 2032 | 25 | 0.007822 | 54 | 2042 | 25 | 0.003774 |
| 54 | 2017 | 26 | 0.0144078 | 54 | 2022 | 26 | 0.010663 | 54 | 2027 | 26 | 0.008445 | 54 | 2032 | 26 | 0.006705 | 54 | 2042 | 26 | 0.00599 |
| 54 | 2017 | 27 | 0.0137683 | 54 | 2022 | 27 | 0.009963 | 54 | 2027 | 27 | 0.00754 | 54 | 2032 | 27 | 0.00579 | 54 | 2042 | 27 | 0.004784 |
| 54 | 2017 | 28 | 0.014486 | 54 | 2022 | 28 | 0.010106 | 54 | 2027 | 28 | 0.006806 | 54 | 2032 | 28 | 0.005066 | 54 | 2042 | 28 | 0.00383 |
| 54 | 2017 | 29 | 0.0129149 | 54 | 2022 | 29 | 0.008763 | 54 | 2027 | 29 | 0.006051 | 54 | 2032 | 29 | 0.004333 | 54 | 2042 | 29 | 0.003012 |
| 54 | 2017 | 30 | 0 | 54 | 2022 | 30 | 0 | 54 | 2027 | 30 | 0 | 54 | 2032 | 30 | 0 | 54 | 2042 | 30 | 0 |
| 61 | 2017 | 0 | 0.0388835 | 61 | 2022 | 0 | 0.051631 | 61 | 2027 | 0 | 0.055157 | 61 | 2032 | 0 | 0.057483 | 61 | 2042 | 0 | 0.058662 |
| 61 | 2017 | 1 | 0.0727563 | 61 | 2022 | 1 | 0.050827 | 61 | 2027 | 1 | 0.053206 | 61 | 2032 | 1 | 0.055904 | 61 | 2042 | 1 | 0.058133 |
| 61 | 2017 | 2 | 0.0680462 | 61 | 2022 | 2 | 0.050128 | 61 | 2027 | 2 | 0.051061 | 61 | 2032 | 2 | 0.05455 | 61 | 2042 | 2 | 0.059235 |
| 61 | 2017 | 3 | 0.0636367 | 61 | 2022 | 3 | 0.04882 | 61 | 2027 | 3 | 0.048992 | 61 | 2032 | 3 | 0.053308 | 61 | 2042 | 3 | 0.058467 |
| 61 | 2017 | 4 | 0.0595279 | 61 | 2022 | 4 | 0.047687 | 61 | 2027 | 4 | 0.047255 | 61 | 2032 | 4 | 0.051879 | 61 | 2042 | 4 | 0.057469 |
| 61 | 2017 | 5 | 0.0557197 | 61 | 2022 | 5 | 0.034784 | 61 | 2027 | 5 | 0.046279 | 61 | 2032 | 5 | 0.049984 | 61 | 2042 | 5 | 0.055532 |
| 61 | 2017 | 6 | 0.052112 | 61 | 2022 | 6 | 0.064354 | 61 | 2027 | 6 | 0.045003 | 61 | 2032 | 6 | 0.047476 | 61 | 2042 | 6 | 0.052842 |
| 61 | 2017 | 7 | 0.0487046 | 61 | 2022 | 7 | 0.05951 | 61 | 2027 | 7 | 0.04387 | 61 | 2032 | 7 | 0.044912 | 61 | 2042 | 7 | 0.050535 |
| 61 | 2017 | 8 | 0.045598 | 61 | 2022 | 8 | 0.054705 | 61 | 2027 | 8 | 0.041952 | 61 | 2032 | 8 | 0.042122 | 61 | 2042 | 8 | 0.047726 |
| 61 | 2017 | 9 | 0.0425915 | 61 | 2022 | 9 | 0.050302 | 61 | 2027 | 9 | 0.040263 | 61 | 2032 | 9 | 0.039753 | 61 | 2042 | 9 | 0.045327 |
| 61 | 2017 | 10 | 0.0398857 | 61 | 2022 | 10 | 0.046546 | 61 | 2027 | 10 | 0.029033 | 61 | 2032 | 10 | 0.038377 | 61 | 2042 | 10 | 0.043231 |
| 61 | 2017 | 11 | 0.0372801 | 61 | 2022 | 11 | 0.043032 | 61 | 2027 | 11 | 0.053042 | 61 | 2032 | 11 | 0.036734 | 61 | 2042 | 11 | 0.040434 |
| 61 | 2017 | 12 | 0.0348749 | 61 | 2022 | 12 | 0.03976 | 61 | 2027 | 12 | 0.04848 | 61 | 2032 | 12 | 0.035291 | 61 | 2042 | 12 | 0.037997 |
| 61 | 2017 | 13 | 0.0326702 | 61 | 2022 | 13 | 0.036795 | 61 | 2027 | 13 | 0.044016 | 61 | 2032 | 13 | 0.033221 | 61 | 2042 | 13 | 0.035347 |
| 61 | 2017 | 14 | 0.0304654 | 61 | 2022 | 14 | 0.033973 | 61 | 2027 | 14 | 0.039986 | 61 | 2032 | 14 | 0.031413 | 61 | 2042 | 14 | 0.03278 |
| 61 | 2017 | 15 | 0.0285614 | 61 | 2022 | 15 | 0.031447 | 61 | 2027 | 15 | 0.036572 | 61 | 2032 | 15 | 0.022323 | 61 | 2042 | 15 | 0.030407 |
| 61 | 2017 | 16 | 0.0266573 | 61 | 2022 | 16 | 0.029051 | 61 | 2027 | 16 | 0.033382 | 61 | 2032 | 16 | 0.040134 | 61 | 2042 | 16 | 0.027753 |
| 61 | 2017 | 17 | 0.0249536 | 61 | 2022 | 17 | 0.026863 | 61 | 2027 | 17 | 0.030482 | 61 | 2032 | 17 | 0.036143 | 61 | 2042 | 17 | 0.02527 |
| 61 | 2017 | 18 | 0.0233502 | 61 | 2022 | 18 | 0.024872 | 61 | 2027 | 18 | 0.027857 | 61 | 2032 | 18 | 0.032295 | 61 | 2042 | 18 | 0.022737 |
| 61 | 2017 | 19 | 0.0218469 | 61 | 2022 | 19 | 0.022923 | 61 | 2027 | 19 | 0.025407 | 61 | 2032 | 19 | 0.028899 | 61 | 2042 | 19 | 0.020612 |
| 61 | 2017 | 20 | 0.0204439 | 61 | 2022 | 20 | 0.021114 | 61 | 2027 | 20 | 0.023088 | 61 | 2032 | 20 | 0.025818 | 61 | 2042 | 20 | 0.018914 |
| 61 | 2017 | 21 | 0.0191411 | 61 | 2022 | 21 | 0.019476 | 61 | 2027 | 21 | 0.021067 | 61 | 2032 | 21 | 0.02321 | 61 | 2042 | 21 | 0.017384 |
| 61 | 2017 | 22 | 0.0177594 | 61 | 2022 | 22 | 0.018017 | 61 | 2027 | 22 | 0.019251 | 61 | 2032 | 22 | 0.02088 | 61 | 2042 | 22 | 0.016067 |
| 61 | 2017 | 23 | 0.0163771 | 61 | 2022 | 23 | 0.016659 | 61 | 2027 | 23 | 0.017594 | 61 | 2032 | 23 | 0.01877 | 61 | 2042 | 23 | 0.01451 |
| 61 | 2017 | 24 | 0.0155346 | 61 | 2022 | 24 | 0.015404 | 61 | 2027 | 24 | 0.016022 | 61 | 2032 | 24 | 0.016863 | 61 | 2042 | 24 | 0.013193 |
| 61 | 2017 | 25 | 0.0144258 | 61 | 2022 | 25 | 0.014329 | 61 | 2027 | 25 | 0.014669 | 61 | 2032 | 25 | 0.015208 | 61 | 2042 | 25 | 0.009011 |
| 61 | 2017 | 26 | 0.0136783 | 61 | 2022 | 26 | 0.013256 | 61 | 2027 | 26 | 0.013354 | 61 | 2032 | 26 | 0.013649 | 61 | 2042 | 26 | 0.015541 |
| 61 | 2017 | 27 | 0.0127872 | 61 | 2022 | 27 | 0.012154 | 61 | 2027 | 27 | 0.012205 | 61 | 2032 | 27 | 0.012284 | 61 | 2042 | 27 | 0.013445 |
| 61 | 2017 | 28 | 0.0117142 | 61 | 2022 | 28 | 0.011141 | 61 | 2027 | 28 | 0.011218 | 61 | 2032 | 28 | 0.011141 | 61 | 2042 | 28 | 0.011653 |
| 61 | 2017 | 29 | 0.0100164 | 61 | 2022 | 29 | 0.010441 | 61 | 2027 | 29 | 0.010236 | 61 | 2032 | 29 | 0.009977 | 61 | 2042 | 29 | 0.009997 |
| 61 | 2017 | 30 | 0 | 61 | 2022 | 30 | 0 | 61 | 2027 | 30 | 0 | 61 | 2032 | 30 | 0 | 61 | 2042 | 30 | 0 |
| 62 | 2017 | 0 | 0.0388341 | 62 | 2022 | 0 | 0.050807 | 62 | 2027 | 0 | 0.054382 | 62 | 2032 | 0 | 0.057575 | 62 | 2042 | 0 | 0.058728 |
| 62 | 2017 | 1 | 0.0726638 | 62 | 2022 | 1 | 0.049948 | 62 | 2027 | 1 | 0.052491 | 62 | 2032 | 1 | 0.055966 | 62 | 2042 | 1 | 0.058215 |
| 62 | 2017 | 2 | 0.0679597 | 62 | 2022 | 2 | 0.049249 | 62 | 2027 | 2 | 0.050464 | 62 | 2032 | 2 | 0.054442 | 62 | 2042 | 2 | 0.05941 |
| 62 | 2017 | 3 | 0.0635558 | 62 | 2022 | 3 | 0.04798 | 62 | 2027 | 3 | 0.048452 | 62 | 2032 | 3 | 0.052979 | 62 | 2042 | 3 | 0.058719 |
| 62 | 2017 | 4 | 0.0594522 | 62 | 2022 | 4 | 0.046936 | 62 | 2027 | 4 | 0.046798 | 62 | 2032 | 4 | 0.051392 | 62 | 2042 | 4 | 0.05786 |
| 62 | 2017 | 5 | 0.0556489 | 62 | 2022 | 5 | 0.034966 | 62 | 2027 | 5 | 0.045784 | 62 | 2032 | 5 | 0.049419 | 62 | 2042 | 5 | 0.055643 |
| 62 | 2017 | 6 | 0.0520457 | 62 | 2022 | 6 | 0.064691 | 62 | 2027 | 6 | 0.04446 | 62 | 2032 | 6 | 0.046969 | 62 | 2042 | 6 | 0.053121 |
| 62 | 2017 | 7 | 0.0486427 | 62 | 2022 | 7 | 0.059821 | 62 | 2027 | 7 | 0.043332 | 62 | 2032 | 7 | 0.044511 | 62 | 2042 | 7 | 0.050749 |
| 62 | 2017 | 8 | 0.04554 | 62 | 2022 | 8 | 0.054991 | 62 | 2027 | 8 | 0.041451 | 62 | 2032 | 8 | 0.041774 | 62 | 2042 | 8 | 0.047925 |
| 62 | 2017 | 9 | 0.0425373 | 62 | 2022 | 9 | 0.050565 | 62 | 2027 | 9 | 0.039841 | 62 | 2032 | 9 | 0.039479 | 62 | 2042 | 9 | 0.045457 |
| 62 | 2017 | 10 | 0.039835 | 62 | 2022 | 10 | 0.04679 | 62 | 2027 | 10 | 0.02934 | 62 | 2032 | 10 | 0.038072 | 62 | 2042 | 10 | 0.04325 |
| 62 | 2017 | 11 | 0.0372327 | 62 | 2022 | 11 | 0.043257 | 62 | 2027 | 11 | 0.053604 | 62 | 2032 | 11 | 0.036392 | 62 | 2042 | 11 | 0.040432 |
| 62 | 2017 | 12 | 0.0348306 | 62 | 2022 | 12 | 0.039968 | 62 | 2027 | 12 | 0.048993 | 62 | 2032 | 12 | 0.034955 | 62 | 2042 | 12 | 0.037878 |
| 62 | 2017 | 13 | 0.0326286 | 62 | 2022 | 13 | 0.036988 | 62 | 2027 | 13 | 0.044482 | 62 | 2032 | 13 | 0.032915 | 62 | 2042 | 13 | 0.035088 |
| 62 | 2017 | 14 | 0.0304267 | 62 | 2022 | 14 | 0.034151 | 62 | 2027 | 14 | 0.04041 | 62 | 2032 | 14 | 0.03117 | 62 | 2042 | 14 | 0.032435 |
| 62 | 2017 | 15 | 0.028525 | 62 | 2022 | 15 | 0.031611 | 62 | 2027 | 15 | 0.03696 | 62 | 2032 | 15 | 0.022622 | 62 | 2042 | 15 | 0.030029 |
| 62 | 2017 | 16 | 0.0266234 | 62 | 2022 | 16 | 0.029203 | 62 | 2027 | 16 | 0.033736 | 62 | 2032 | 16 | 0.040672 | 62 | 2042 | 16 | 0.027425 |
| 62 | 2017 | 17 | 0.0249219 | 62 | 2022 | 17 | 0.027004 | 62 | 2027 | 17 | 0.030805 | 62 | 2032 | 17 | 0.036628 | 62 | 2042 | 17 | 0.025015 |
| 62 | 2017 | 18 | 0.0233205 | 62 | 2022 | 18 | 0.025002 | 62 | 2027 | 18 | 0.028152 | 62 | 2032 | 18 | 0.032728 | 62 | 2042 | 18 | 0.022523 |
| 62 | 2017 | 19 | 0.0218192 | 62 | 2022 | 19 | 0.023043 | 62 | 2027 | 19 | 0.025676 | 62 | 2032 | 19 | 0.029287 | 62 | 2042 | 19 | 0.020446 |
| 62 | 2017 | 20 | 0.0204179 | 62 | 2022 | 20 | 0.021225 | 62 | 2027 | 20 | 0.023332 | 62 | 2032 | 20 | 0.026164 | 62 | 2042 | 20 | 0.018742 |
| 62 | 2017 | 21 | 0.0191168 | 62 | 2022 | 21 | 0.019578 | 62 | 2027 | 21 | 0.02129 | 62 | 2032 | 21 | 0.023522 | 62 | 2042 | 21 | 0.017202 |
| 62 | 2017 | 22 | 0.0177831 | 62 | 2022 | 22 | 0.018111 | 62 | 2027 | 22 | 0.019455 | 62 | 2032 | 22 | 0.02116 | 62 | 2042 | 22 | 0.015895 |
| 62 | 2017 | 23 | 0.0165699 | 62 | 2022 | 23 | 0.016746 | 62 | 2027 | 23 | 0.01778 | 62 | 2032 | 23 | 0. | | | | |

APPENDIX E

MOVES 2014 Emissions Analysis Results

Appendix E includes conformity analysis results (VOC and NO_x) for 2022, 2027, 2032, and 2042. The emissions are compared to the actual MVEBs to determine if the plan conforms to air quality budgets and requirements.

Air Quality Conformity Analysis for MOVE2042 Amendment

| Motor Vehicle Emission Budgets (MVEB) and Daily Emissions with MOVE 2042 Projects Completed in Stage I (2022) | | | | |
|---|--------------------------|-------------|-------------------------|-------------|
| Parish | 2022 (Stage I) Amendment | | | |
| | Emissions Budgets (MVEB) | | Project Plan Conformity | |
| | Daily Emissions | | Daily Emissions | |
| | NOx | VOC | NOx | VOC |
| Ascension Parish | 2.60 | 2.60 | 2.3 | 2.2 |
| East Baton Rouge Parish | 6.40 | 6.20 | 4.5 | 5.2 |
| Iberville Parish | 1.10 | 0.50 | 1.3 | 0.6 |
| Livingston Parish | 3.10 | 3.20 | 3.0 | 2.7 |
| West Baton Rouge Parish | 1.10 | 0.50 | 1.6 | 0.6 |
| Total | 14.4 | 13.0 | 12.7 | 11.3 |

| Motor Vehicle Emission Budgets (MVEB) and Daily Emissions with MOVE 2042 Projects Completed in Stage III (2042) | | | | |
|---|------------------------------|-------------|-------------------------|------------|
| Parish | 2042 (Stage II) Amendment | | | |
| | Emissions Budgets (MVEB2027) | | Project Plan Conformity | |
| | Daily Emissions | | Daily Emissions | |
| | NOx | VOC | NOx | VOC |
| Ascension Parish | 2.2 | 2.5 | 0.4 | 1.0 |
| East Baton Rouge Parish | 4.6 | 5 | 1.3 | 2.1 |
| Iberville Parish | 0.7 | 0.4 | 0.9 | 0.3 |
| Livingston Parish | 2.6 | 3.1 | 1.6 | 1.3 |
| West Baton Rouge Parish | 0.9 | 0.4 | 0.9 | 0.3 |
| Total | 11.0 | 11.4 | 5.1 | 5.0 |

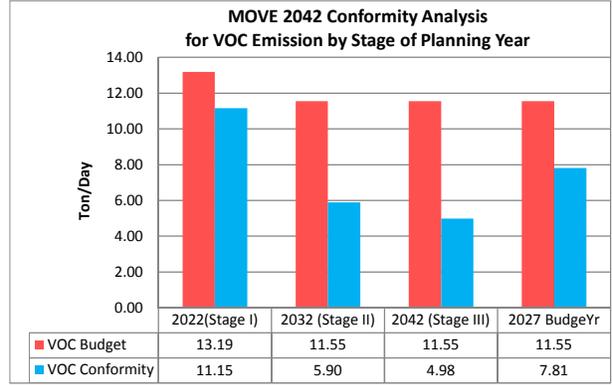
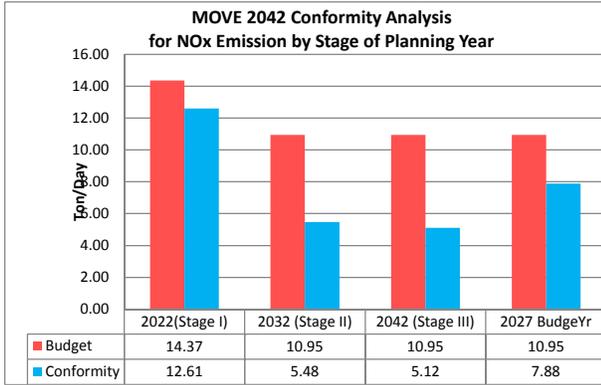
| Motor Vehicle Emission Budgets (MVEB) and Daily Emissions with MOVE 2042 Projects Completed in Stage II (2032) | | | | |
|--|------------------------------|-------------|-------------------------|------------|
| Parish | 2032 (Stage II) Amendment | | | |
| | Emissions Budgets (MVEB2027) | | Project Plan Conformity | |
| | Daily Emissions | | Daily Emissions | |
| | NOx | VOC | NOx | VOC |
| Ascension Parish | 2.2 | 2.5 | 0.5 | 1.2 |
| East Baton Rouge Parish | 4.6 | 5 | 1.7 | 2.5 |
| Iberville Parish | 0.7 | 0.4 | 0.8 | 0.3 |
| Livingston Parish | 2.6 | 3.1 | 1.5 | 1.4 |
| West Baton Rouge Parish | 0.9 | 0.4 | 0.9 | 0.3 |
| Total | 11.0 | 11.4 | 5.4 | 5.7 |

| Motor Vehicle Emission Budgets (MVEB) and Daily Emissions with MOVE 2042 Projects Completed in Budget (MVEB) Year 2027 | | | | |
|--|------------------------------|-------------|-------------------------|------------|
| Parish | 2027 Budget Year | | | |
| | Emissions Budgets (MVEB2027) | | Project Plan Conformity | |
| | Daily Emissions | | Daily Emissions | |
| | NOx | VOC | NOx | VOC |
| Ascension Parish | 2.2 | 2.5 | 1.5 | 1.6 |
| East Baton Rouge Parish | 4.6 | 5 | 2.4 | 3.4 |
| Iberville Parish | 0.7 | 0.4 | 0.9 | 0.3 |
| Livingston Parish | 2.6 | 3.1 | 2.0 | 2.1 |
| West Baton Rouge Parish | 0.9 | 0.4 | 1.1 | 0.4 |
| Total | 11.0 | 11.4 | 7.9 | 7.8 |

MOVE2042

| To42 | Motor Vehicle Emission Budgets (MVEB) | | Project Amendment Conformity | |
|------------------|---------------------------------------|-------|------------------------------|-------|
| | (tons/day) | | Daily Emissions (tons/day) | |
| | NOx | VOC | NOx | VOC |
| 2022 (Stage I) | 14.37 | 13.19 | 12.61 | 11.15 |
| 2032 (Stage II) | 10.95 | 11.55 | 5.48 | 5.90 |
| 2042 (Stage III) | 10.95 | 11.55 | 5.12 | 4.98 |

| Budget Year | NOx | | VOC | |
|------------------|-------|-------|-------|-------|
| 2022(Stage I) | 14.37 | 12.61 | 13.19 | 11.15 |
| 2032 (Stage II) | 10.95 | 5.48 | 11.55 | 5.90 |
| 2042 (Stage III) | 10.95 | 5.12 | 11.55 | 4.98 |
| 2027 BudgeYr | 10.95 | 7.88 | 11.55 | 7.81 |



APPENDIX F

Public Involvement/Participation

Appendix F includes proof of publication notice about the plan and conformity amendment process.

TO: MS. KRISTI BUNCH
VIA FAX # 388-0164 TELEPHONE # 225-388-0128
E-Mail: Legal.ads@theadvocate.com
FROM: RAVI PONNAPUREDDY
SUBJECT: LEGAL NOTICE
DATE: 02/19/2020

Please publish the following notice as soon as possible but no later than Wed, March 11.
Please send proof of publication and bill to the following:

Capital Region Planning Commission
333 North 19th Street
Baton Rouge, LA 70802

As always, thank you for your assistance in this matter. Call me or Kim Marousek at 225-383-5203 if there is a problem.

PUBLIC NOTICE

Baton Rouge Area Metropolitan Planning Organization (MPO)

The Baton Rouge, LA Urbanized Area Metropolitan Planning Organization's Technical Advisory and Transportation Policy Committees are scheduled to meet jointly on Wednesday, March 11, 2019 at 1:00 p.m. in the BREC Ballroom, 6201 Florida Blvd., Baton Rouge, LA.

Agenda

1. CALL TO ORDER/INTRODUCTIONS/PLEDGE

Hon. Riley L. "Pee Wee" Berthelot – TPC Chairman

2. APPROVAL OF MINUTES FROM LAST MEETING

Hon. Riley L. "Pee Wee" Berthelot – TPC Chairman

3. ELECTION OF OFFICERS FOR TRANSPORTATION POLICY COMMITTEE (TPC)

Hon. Riley L. "Pee Wee" Berthelot – TPC Chairman

4. ACTION ITEMS

- A. Transportation Improvement Program (2019-2022) Amendments – Highway Projects
- B. Capital Area Transit System – Preliminary Program of Projects for FY 2020
- C. Long Range Transportation Plan (MOVE2042) Amendment

5. NON-ACTION ITEMS

- A. CRPC Projects/Tasks Update
- B. FHWA Certification Review

6. OTHER BUSINESS

Hon. Riley L. "Pee Wee" Berthelot – TPC Chairman

7. ADJOURNMENT

Hon. Riley L. "Pee Wee" Berthelot – TPC Chairman

All the documents pertaining to the action items are available for public review and comment at the offices of the Capital Region Planning Commission (CRPC) located at 333 North 19th, Baton Rouge, LA. between 9:00 A.M. and 12:00 P.M. and 1:00 P.M. and 4:00 P.M. Monday through Friday. They can also be viewed on CRPC's website at www.crpcla.org. Written comments may be made to the CRPC, 333 N 19th St, Baton Rouge, LA. 70802. Documents will become effective after the required public review and comment period has been met.

ADA Notice: CRPC meetings are conducted in accessible locations and provision can be made for those persons of limited English proficiency. For special accommodations for

this meeting, contact Title VI/ADA/LEP Coordinator via phone 225-383-5203 or via email at info@crpcla.org at least one week in advance.

APPENDIX G

Conformity Determination Concurrence Letters

Appendix G includes plan and conformity determination concurrence letters from FHWA, FTA, EPA, and DOTD. The letters will be inserted after they are received from respective agencies.

APPENDIX H

DOTD's New Fiscal Constraint Policy Paper

Appendix H includes the new financial constraint policy paper that DOTD issued to all the MPOs for determining fiscal constraint of the long range plans.

Fiscal Constraint for Metropolitan Transportation Plans (MTPs) in Louisiana under FAST Act Performance Mandates

March 2018

In metropolitan planning, financial forecasts have traditionally been based on an extrapolation of past expenditures by DOTD plus anticipated urban systems (STP>200K or STP<200K) funding. Metropolitan transportation plans are then developed around those forecasts, particularly Stages 2 and 3.

The FAST Act includes performance mandates regarding bridge and pavement condition on the Interstate Highway System (IHS) and the remainder of the National Highway System (NHS). Failure to meet the performance mandates triggers financial penalties. The bridge condition performance mandate for IHS and other NHS routes is the same; no more than ten percent of the bridge infrastructure, based on deck area, may be classified as structurally deficient at any given time. For IHS pavement condition, the performance mandate is set at five percent or less classified as poor based on federal criteria. Each state DOT may establish a performance target for pavement condition on other NHS routes; however, once established, the state DOT is then obligated to meet that target. Each MPO can adopt the state target for other NHS pavement condition or establish their own target.

The FAST Act also includes a safety performance mandate. Failure to meet the established target precludes the transfer of safety funds for any other purpose. For planning purposes, it is prudent to assume all safety apportionments will be obligated for safety projects and none will be available for transfer for other purposes.

The financial forecast assumptions used in metropolitan planning need to change in light of the federal mandates regarding system condition. While overall statewide funding will remain constant, the general discretionary funding (i.e., historic funding by DOTD) will decrease as the funding dedicated to Interstate & NHS preservation increases to ensure compliance with the federal mandates. As noted above, safety funding will remain unchanged but it cannot be transferred to any other project types.

The Interstate and NHS preservation funding in metropolitan areas will not be allocated based on historic expenditures. Most of the rural Interstate pavements have been addressed and therefore more preservation funding will have to be shifted to the urban Interstate. Urban Interstate and some other NHS projects will often be large and complicated; constructability and maintenance of traffic are huge issues. In some cases, widening will be the only way to maintain traffic during construction. The public and elected officials throughout Louisiana were told this at the fall 2017 Highway Program/STIP hearings.

For planning purposes in metropolitan areas, the following DOTD policy guidance is provided:

- Urban Systems funding (i.e. STP>200K and STP<200K) should be forecast based on past allocations.
- Projections of other available funding, based on historic expenditures by DOTD, should be reduced by 20 percent in Stages 2 and 3 of MTPs to account for the shift of a larger share of funding to Interstate and other NHS preservation.
- With FHWA concurrence, one or more mega-preservation projects will be allowed within the fiscally constrained plan in Stages 2 and 3 even though all funding through construction cannot be identified at this time. Therefore, as DOTD arranges funding for these mega-preservation projects, no amendment to the plan, nor air quality conformity analyses, are required.

Fiscal constraint in a Metropolitan Transportation Plan will thus be defined as: **Projection of Urban Systems funding based on past allocations + projection of other funding based on 80% of past DOTD expenditures + funding needed for construction of one or more mega-preservation projects in Stages 2 and 3.**