README FILE: ORGANIZATION OF ON-ROAD PACKAGE AND FILE/FOLDER FURTHER DESCRIPTIONS (also, if trying to reproduce total emissions: remember after obtaining total NOx and VOC emissions for the whole former nonattainment area via MOVES to add at the very end of the calculations 0.03 tons/day for NOx and 0.05 tons/day for VOC to account for senior I/M exemption. It was an off-model calculation for the region, description of this technique is in the files described under items 2a-2c below)

1. “MaintPlanO3\_Appendix\_A-10” is the name of the folder containing all the on-road demonstration materials.
2. After clicking on “MaintPlanO3\_Appendix\_A-10” you will see these files:
   1. “ABM Development 1 Pager.docx”: Describes the new travel demand model that Atlanta is now using that is based on transportation activity instead of the simplified tour based methodology. The TDM is important in providing localized data for a variety of activity inputs for MOVES. The benefit of socioeconomic models and other factors are quickly visited.
   2. “Maintenance Plan Development Results.pptx”: Powerpoint presentation of MOVES output results with emissions of NOx and VOCs for 2014 and 2030, the basis for the Maintenance SIP MVEBs. Includes further discussion on analysis and results of sensitivity and uncertainty studies used to determine the allocation of Maintenance SIP safety margin for 2030 to on-road MVEBs with the final MVEB proposal to interagency (IAC) for approval
   3. “Ozone 2016 Maintenance Plan Modeling Assumptions.docx”: Contains the list of MOVES model assumptions for all the inputs into the model which was presented to and approved by IAC on 12/9/15.
   4. “GA\_PolkIHS\_Documentation Final.pdf”: Summarizes the methodology used by Polk/IHS to compile the datasets used for vehicle population and age in cooperation with GA EPD. The first half and last few pages of the pdf file concentrates on MOVES while the remainder applies to other projects not relevant here (e.g., compiling MOBILE6 weight based data for research purposes). Note that vehicle type 62 local data is not used for this SIP or conformity, but for other research purposes not relevant here
   5. “IHS-Polk Capabilities and MOVES2014 Reporting.pptx”: Presentation by Polk/IHS demonstrating their qualifications and capability to provide local data for MOVES inputs.
   6. This “README FILE”.
3. After clicking on “MaintPlanO3\_Appendix\_A-10” you will see these folders:
   1. “ARC Travel Model Postprocessing“ folder: Contains the scripts ARC uses to convert the raw TDM output into the various inputs used for MOVES. A brief explanation of this process and any manual techniques required to produce the input files for MOVES related to VMT, VMT fractions and speed distributions is provided.
   2. “MOVESrunspecs\_inputs\_outputs” folder, after clicking this folder you will see:
      1. “Emissions Output Summary SQL Queries” folder provides the MySQL scripts used to produce the emission output and reports provided in this demonstration with a quick comment on how to apply this script to various runs.
      2. “XLS\_CSV&RUNSPECFILES” folder: Contains both the input excel and csv files (and some .dat/.txt files) that one can populate a county database manager to produce the input database to run your MOVES run spec for every year and each county grouping (e.g., 13 and 2). From this one could reproduce the numbers “from scratch” if desired. **This folder also includes all the matching MOVES runspecs that were used by ARC**, as well as their final emissions compilations and report in excel. 2050 is included here for completeness for estimation of safety margin needs, even though in the end none of the results were used with 2030 data more appropriate for that analysis. The purpose of this safety margin test was to determine sensitivity to worst case scenarios. The percent increase due to worst case scenarios occurring is applied to the actual emissions modeled to determine the MVEB (and how much of the safety margin would be requested). This percentage increase determined in these tests apply in general, so if any small adjustments are made to inputs that would only slightly affect the calculated emissions, this test does not need to be repeated.
      3. “MOVESINPUTANDOUTPUTDATABASES” folder: If wanting to have a ready-made input database to run MOVES, this folder contains all these databases plus the output databases to compare results. Within the “baseline and maintenance year” folder are the input and output files used to determine the emissions levels for 2014 and 2030. Within the “safety margins” subfolder is a brief description of how activity was altered to determine the worst case scenario for estimating safety margin allotment. Output databases are provided also for detailed comparison for any tests a reviewer may conduct. 2050 runs ended up not being needed for the final safety margin analysis since the higher values were in 2030, not 2050 (a MOVES2014a improvement from the MOVES2010 series).
      4. “MaintenanceSIP2015\_ATL\_ozone\_summary\_20160301.xlsx” file: Contains emissions from all sectors. Provided so the reviewer can see how on-road mobile compares with other sources in the 15 county Atlanta maintenance area. This is just an FYI file.
      5. “TotalOutputEmissions SummaryUPDATED.xlsx” file: Provides detailed results of MOVES model runs down to the roadtype level, plus adds a note about adding a small level of emissions to account for I/M Senior Exemption.
4. Any further questions/comments contact Gil Grodzinsky (gil.grodzinsky@dnr.ga.gov).