

**PRELIMINARY DRAFT EMISSION INVENTORY RESULTS: REGIONAL TOTALS**  
**2002 Base, 2008 and 2009 Controlled Emissions by Source**  
**for the Washington, DC-MD-VA 8-Hour Ozone Nonattainment Area**

**VOC Emissions by Source**

	<b>2002</b>	<b>2008 Controlled</b>	<b>2009 Controlled</b>
	<b>t/d</b>	<b>t/d</b>	<b>t/d</b>
<b>Point</b> <sup>1</sup>	12.91	13.00	13.30
<b>Area</b> <sup>2</sup>	201.66	194.90	196.01
<b>Non-road</b> <sup>3</sup>	123.55	89.80	85.90
<b>On-road</b> <sup>4</sup>	117.20	70.27	
<b>Total</b>	<b>455.32</b>		

**NOx Emissions by Source**

	<b>2002</b>	<b>2008 Controlled</b>	<b>2009 Controlled</b>
	<b>t/d</b>	<b>t/d</b>	<b>t/d</b>
<b>Point</b> <sup>1</sup>	220.60	226.75	226.78
<b>Area</b> <sup>2</sup>	35.72	39.24	40.20
<b>Non-road</b> <sup>3</sup>	73.85	64.55	62.47
<b>On-road</b> <sup>4</sup>	266.73	160.14	
<b>Total</b>	<b>596.90</b>		

<sup>1</sup> 2002 Maryland data includes all types of Andrews AFB emissions.

<sup>2</sup> Projected 2008 and 2009 controlled inventories were created by growing base 2002 emissions using cooperative forecast 7.0 and applying appropriate controls.

<sup>3</sup> Nonroad inventories were created using NONROAD ver. 2005.0.0 model and new 8-hour ozone met and fuel inputs. Nonroad inventories do not include airport and locomotive emissions. Those emissions are included in area source category. NONROAD model generated GSE emissions for Arlington (DCA) and Loudoun (IAD) counties were replaced by those provided by MWAA. MWAA used EDMS model to create GSE emissions for DCA and IAD, which were then assigned to Arlington and Fairfax/Loudoun (50%/50%) counties respectively. NONROAD model GSE emissions for Manassas Park city were retained.

<sup>4</sup> 2002 inventory was created using 2002 Registration data and Diesel Sales Fraction, NOx Rebuild Effect values, hourly meteorological parameters, and new Rural Local Road modeling methodology. 2008 and 2009 inventories will be created using 2005 Registration data, 2008 and 2009 Diesel Sales Fractions and NOx Rebuild Effect values respectively, hourly meteorological parameters, and new Rural Local Road modeling methodology.