

**Base Year 2017 Nonroad Model Emissions Inventory (Ozone Season Tons Per Day)- UPDATED using MOVES5.0.0 for 2015 Ozone NAAQS RR/MP (Washington, DC-MD-VA 2015 Ozone NAAQS Nonattainment Area)**

Pollutant	Initial BY2017 Inventory		Updated BY2017 Inventory		Difference (tpd)		Difference (%)	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
District of Columbia	1.37	2.06	1.60	2.06	-0.23	0.00	-16.7	0.0
Calvert	0.96	0.58	1.00	0.58	-0.04	0.00	-4.0	0.5
Charles	1.44	1.01	1.52	1.01	-0.08	0.00	-5.3	0.2
Fredrick	2.26	1.71	2.39	1.70	-0.13	0.01	-5.9	0.4
Montgomery	8.37	4.63	8.71	4.62	-0.34	0.01	-4.0	0.3
Prince George's	4.81	3.66	5.11	3.65	-0.30	0.01	-6.2	0.3
Arlington	0.75	2.32	0.99	2.32	-0.24	0.00	-31.7	0.1
Fairfax County	9.17	6.48	9.68	6.47	-0.51	0.01	-5.6	0.1
Fairfax City	0.32	0.12	0.32	0.12	0.00	0.00	-1.3	3.0
Falls Church City	0.19	0.07	0.20	0.06	-0.01	0.01	-2.9	7.3
Loudoun County	4.33	4.74	4.76	4.74	-0.43	0.00	-9.9	0.1
Prince William County	2.73	3.07	3.01	3.07	-0.28	0.00	-10.2	0.0
Manassas City	0.13	0.10	0.13	0.10	0.00	0.00	-3.4	3.0
Manassas Park City	0.18	0.06	0.18	0.06	0.00	0.00	-2.1	-3.4
Alexandria City	0.67	0.26	0.68	0.26	-0.01	0.00	-1.3	1.6
<b>District of Columbia</b>	<b>1.37</b>	<b>2.06</b>	<b>1.00</b>	<b>0.58</b>	<b>0.37</b>	<b>1.48</b>	<b>27.1</b>	<b>72.0</b>
<b>Maryland</b>	<b>17.84</b>	<b>11.59</b>	<b>17.72</b>	<b>10.98</b>	<b>0.12</b>	<b>0.61</b>	<b>0.7</b>	<b>5.3</b>
<b>Virginia</b>	<b>18.47</b>	<b>17.22</b>	<b>19.95</b>	<b>17.19</b>	<b>-1.48</b>	<b>0.03</b>	<b>-8.0</b>	<b>0.2</b>
<b>Washington Region Total</b>	<b>37.68</b>	<b>30.87</b>	<b>38.68</b>	<b>28.74</b>	<b>-1.00</b>	<b>2.13</b>	<b>-2.6</b>	<b>6.9</b>

Note: MOVES5.0 does not provide emissions for marine, aircraft, and railroad (othe than railway maintenance and airport GSE) sources.

MOVES5.0.0 was used to model nonroad sources and a few MAR sources namely, railway maintenance (DC & MD only) and airport GSEs (MD only).

VA did not use MOVES5.0.0 based railway maintenance and airport GSE emissions as they may provide these emissions separately like it did earlier using data from Airport GSE emissions were missing for DC in the model output.

Met data used earlier for developing the initial BY2017 EI submittal for nonroad inventoires were also used to develop nonroad emissions. The same met data we MOVES5.0.0 default fuel parameters were used.

m the NEI2017 effort for the initial BY2015 Emissions Inventory submittal.