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Statistical Analysis of the Effect of
Inspection and Maintenance on Carbon Monoxide
Air Quality in Portland, Oregon

By

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Final Report

on

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EPA Summary and Interpretation of Contract # 68-03-2931:

STATISTICAL ANALYSIS OF THE EFFECT OF
INSPECTION AND MAINTENANCE ON CARBON
MONOXIDE AIR QUALITY IN PORTLAND, OREGON

This study, conducted for EPA by Dr. George Tiao of the University of Wisconsin and his associates Johannes Ledolter and Gregory Hudak, compared CO air quality trends in Portland and Eugene, Oregon. Statistical models which accounted for local meteorological, traffic and air quality monitoring effects were constructed to determine if the biennial inspection and maintenance (I/M) program in Portland, which became mandatory in July of 1975, caused a significant improvement in CO air quality for the years 1975 through 1979. Because Eugene did not have an I/M program and because it was geographically close to Portland, it was used as a comparison site for studying the effect of the I/M program.

As explained below, and in detail in the report, the study found a CO air quality improvement attributable to the biennial I/M program in Portland. In the years when most Portland vehicles received their inspections, ambient CO concentrations were 8% to 15% less than they would have been without the I/M program. Based on this finding of the study, EPA calculates that the ambient CO improvement due to an annual I/M program that inspected every subject vehicle each year would have been 10% to 19%.

Three statistical approaches were used to analyze CO data for years 1970 through 1979 from four Portland monitoring sites and one Eugene site. The first approach related daily average ambient CO levels to wind speed and traffic counts in order to determine the true trend in CO concentrations over time. Wind speed and traffic counts were used because these variables resulted in the most successful fit to the CO data. The model shows an average annual reduction in CO concentrations of 3.4% to 7.3% per year for the Portland sites.[10]* A comparable number for Eugene could not be found because the CO monitor in Eugene was altered during 1975, making it undesirable to use the same type of analysis as used for the Portland sites. This first approach was a preliminary step and by itself does not tell anything about the effect of the Portland I/M program.

The second approach related monthly averages of CO concentrations to monthly averages of traffic volume and relative humidity, CO sampling probe changes at certain monitors, disruptions in traffic patterns, and a long term trend due to the Federal vehicle emission standards. The effect of I/M is represented

* Numbers in brackets refer to page numbers or tables in the report.

in the model by a variable which accounts for monthly inspection volumes in years 1975 through 1979. This is done by using the sum of the monthly inspection volumes for the current and preceding months, except that the volumes for preceding months are progressively discounted to account for emission deterioration after repair. This model shows that an average annual reduction in CO concentrations of 5% over the entire 1970 through 1979 period can be attributed to the Federal vehicle emission standards at one Portland site (CAMS) [29]. In addition, a sizable CO benefit can be attributed to the I/M program at that site. Because of the I/M program, the average CO concentration over the 1975 through 1979 period was 6% to 12% less than it would have been otherwise [30]. The I/M benefit was greater than this average in even-numbered years and lower in odd-numbered years, due to the biennial nature of the I/M program. For example, the estimate of the I/M benefit is 8% to 15% for both 1976 and 1978, which are the years in which inspection volumes were highest [Table 4.4]. None of the other Portland sites shows evidence of a CO reduction due to I/M. However, the report notes that the CAMS site had more complete CO data for 1970 through 1979 than any other Portland site and therefore the results from this site can be considered the most reliable. EPA notes that only one of the three other sites is in downtown Portland, and that the CAMS site generally has the highest CO readings of all four sites.

The analysis of the Eugene data showed no evidence of an I/M effect on CO levels in Eugene; this was expected since Eugene does not have an I/M program and supports the validity of the modeling approach used to determine the impact of I/M in Portland.

The third approach related averages of hourly CO observations over three-hour periods at the CAMS site for the peak weekday traffic hours in summer and winter (6-9 a.m. and 3-6 p.m., June-September and November-February) to traffic and meteorological observations. As in the second model, variables were included to account for probe changes and traffic disruptions. The I/M program was again represented by the discounted total of monthly inspection volumes. The third approach demonstrated that an average reduction in CO levels of 8% to 15% can be attributed to the Portland I/M program for years 1975 through 1979 [40]. The estimate of I/M benefit for 1976 is from 11% to 20% and for 1978 is from 12% to 21%, due to higher inspection volumes during these years as explained above.* These findings confirm the results of the second approach. Other Portland sites were not examined using the third approach because the necessary traffic observations were not available.

As mentioned previously, one setback for this study was the fact that no monitoring site had complete data for years 1970-1979, and that several sites had large gaps in the data. Another problem was that CO sampling probe changes occurred at several monitoring sites and a disruption in traffic occurred at one site (CAMS). The range of benefits listed above reflects the inclusion or exclusion of indicator variables for probe changes and traffic disruptions.

* The 1976 and 1978 benefit estimates were not listed in the report, but were calculated using the procedure described on page 40 of the report, as recommended by Dr. J. Ledolter, an associate author of the report.

In addition, it must be remembered that the estimates of I/M benefit listed in the study reflect CO air quality improvement from Portland's biennial I/M program. Other I/M programs will have annual inspections and therefore the air quality benefit from these programs will be greater than that of the Portland program. Based on the report's benefit estimates for 1976 and 1978, EPA has estimated what the air quality benefit would have been from an annual I/M program by accounting for increased inspection volume* in an annual program:

<u>Year</u>	<u>Tiao Estimated</u>	<u>EPA Estimated</u>
	<u>CO Air Quality Benefit For</u> <u>Biennial I/M**</u>	<u>CO Air Quality Benefit For</u> <u>Annual I/M**</u>
1976	8%-15%	10%-19%
1978	8%-15%	10%-19%

This 10% to 19% estimate of the CO air quality benefit for an annual I/M program can be compared to the benefit predicted by MOBILE2, EPA's mobile source emission factor model. MOBILE2 predicts that an annual I/M program, similar to the Portland I/M program in other respects, would have produced a CO air quality benefit of 14% in 1976 and 28% in 1978.*** These MOBILE2 predictions compare favorably with the estimates based on actual CO air quality data.

* Listed below in the first column are the actual Portland annual inspection volumes (including initial test and retest) from Table 1.2 of the report. The second column gives an estimate of the number of initial inspections if the program had been annual, as provided by Bill Jasper of Oregon DEQ. The third column adjusts the second column by multiplying by 1.4, to make the third column comparable with the first by accounting for the 40 percent failure rate on the initial test.

<u>Year</u>	<u>Actual Number</u> <u>of Inspections</u> <u>and Reinspections</u>	<u>Number of Initial</u> <u>Inspections Assuming</u> <u>an Annual Program</u>	<u>Number of Inspections</u> <u>and Reinspections</u> <u>Assuming an Annual Program</u>
1976	589,405	518,000	725,200
1978	577,022	527,000	737,800

** Second approach.

*** MOBILE2 input parameters: I/M started on July 1, 1975; 40% stringency factor; all model years subject to inspection; and no mechanic training program.

1. Introduction and Description of Data Base

1.1 Principal objectives and summary of findings

This report presents a statistical analysis of carbon monoxide concentrations over the period 1970 to 1979 at five air monitoring sites in the state of Oregon. Four of the sites (CAMS, Hollywood, Lloyd, and Alder) are located in Portland where the car inspection and maintenance (I/M) program has been in effect since 1975, and the remaining site is located in Eugene which is not covered by this program. The principal objectives of this study are to assess the trend in the CO concentrations which can be associated with the Federal emission standards and to determine whether or not the I/M program in the Portland area has any effect on the concentration level.

A description of the carbon monoxide, traffic and meteorological data used in the analysis is given in this section. Section 2 presents a preliminary exploratory analysis of the data including various summary statistics and graphical presentations of the main features of the variables. In Section 3 diurnal models relating CO to traffic and meteorological factors are constructed. Such models serve to identify the major exogenous variables affecting CO. In Section 4, intervention time series models for monthly means of CO readings are given. Traffic volume adjusted by relative humidity (a proxy for mixing height) is used as an exogenous variable, and appropriate nonlinear functional forms to model the effects of Federal emission standards and the I/M program are constructed. Finally in Section 5, a linear regression trend analysis of peak hour (6-9 am and 3-6 pm) CO concentrations with exogenous traffic and

meteorological variables is given.

Our principal findings are as follows:

(i) At all Portland sites, one can observe a reduction in ambient CO concentrations over the 1970-79 period, with the average reduction ranging from 3.4% to 7.3% per year. The reduction in Eugene is much less, the average being 1.9% per year.

(ii) Based on the models for monthly means of CO at the CAMS site in Portland and the "control" site at Eugene, an estimated reduction in CO emissions (and, therefore, CO concentrations) of 5% per year can be attributed to the Federal emission standards. In addition, there is evidence to indicate that the I/M program has had an additional beneficial effect in reducing CO concentrations. During the period in which the I/M program was in effect, one can attribute to the program an average annual reduction of 6 to 12 percent of what the CO ambient levels would have been without the program. This period includes years in which few vehicles were inspected. In 1976 and 1978, years in which most vehicles in the biennial I/M program were inspected, the reduction attributable to the program is estimated to range from 8 to 15 percent.

(iii) The regression analysis of peak hour CO readings at CAMS and Eugene indicates a higher annual reduction associated with the Federal standards. The estimated average yearly benefit of the I/M program, ranging from 8% to 15%, is in good agreement with the findings based on models for the monthly means.

1.2 The Oregon car inspection and maintenance program

The United States Clean Air Act Amendments of 1977 require that certain states implement car inspection and maintenance programs (I/M programs) in certain of their major cities to reduce hydrocarbon (HC) and carbon monoxide (CO) emissions from light duty vehicles. The Oregon Department of Environmental Quality (DEQ) initiated in 1974 on a trial basis a motor vehicle inspection program within the boundaries of the Metropolitan Service District which includes the city of Portland. This I/M program became mandatory in July, 1975. By state law, vehicles registered within this area must comply with the state emissions control standards for HC and CO and obtain a certificate of compliance prior to registration renewal--see Rutherford and Waring (1980).

Since car registrations in Oregon are valid for a two year period (starting with January 1974), the CO and HC emissions inspection is required every two years. Data on the annual number of inspections, the number of rejections and failure rates obtained from the Oregon DEQ are given in Table 1.1 and plotted in Figure 1.1. Due to the biennial registration system, initially more cars are inspected in even years as compared with odd years. In 1976, for example, all cars which were licensed in 1974 for a two year period, had to be inspected. Testing volume will gradually stabilize as the vehicles involved in the initial testing become a smaller proportion of the fleet. It is expected that by 1983 approximately the same number of cars will be inspected in each year. Excluding the initial year of operation (1975) the failure rates among all inspections have been fairly constant between 21 and 23 percent. However, these failure rates included initial inspection and reinspection tests. Failure rates on the initial test were at a level of approximately 40 percent (James Rutherford,

personal communication).

For more detailed information about the Portland I/M program, monthly inspection figures have also been obtained from the Oregon DEQ. These are given in Table 1.2 and are plotted in Figure 1.2.

1.3 Carbon monoxide data

The data consists of hourly CO concentrations recorded at 4 Portland sites and one Eugene site. The Portland CO measurement locations are: CAMS (at 718 West Burnside in downtown Portland), Alder (at the intersection of 4th and Alder), Hollywood (at the intersection of 41st and Sandy Blvd.), and Lloyd Center (at 1420 NE Halsey). The Eugene station is at 11th and Willamette in downtown Eugene. It was chosen as a control site since cars in Eugene are not subject to the Portland I/M program. The locations of the CO measurement sites are indicated on the maps of Portland (Figure 1.3) and Eugene (Figure 1.4).

The hourly data on CO concentrations at these 5 stations vary in length: CAMS (70/1-79/12), Hollywood (73/1-79/12); Alder (75/9-79/12), Lloyd (75/11-79/12) and Eugene (71/5-79/12). Missing data occur at all 5 sites, but the worst is at Eugene where several months of data are completely missing.

1.4 Traffic

Many studies have shown that ambient CO concentrations are approximately proportional to traffic, (Tiao, Box and Hamming (1975), Tiao and Hillmer (1978), Ledolter and Tiao (1979b)). It is therefore necessary to incorporate possible changes in traffic into the trend analysis. Ideally, one would want to use traffic data recorded at the CO measurement sites. Unfortunately, apart from a 14 month period (from 1978/2-1979/4) of hourly traffic counts at the Eugene

station (11th and Willamette), such data are not available.

Thus, traffic data had to be obtained from other locations in the Portland and Eugene area which could be judged representative of the local traffic at the CO receptors. As traffic indicator for the Eugene station at 11th and Willamette, we used a monthly average of daily traffic counts recorded at the state operated Franklin station (at US 99 Pacific Highway West, approximately .02 miles NW of 11th Avenue). A previous analysis by the Oregon Department of Transportation of overlapping traffic counts at the 11th and Willamette, and the Franklin station has shown that they are highly correlated ($R^2 = .78$). For the Portland CO stations, we used the monthly average of daily traffic counts on I 80N, Columbia River Highway at NE 21st Avenue, which is a major tributary to the downtown Portland area. For the location of the traffic counters in relation to the CO receptors see Figures 1.3 and 1.4.

1.5 Meteorological data

Apart from traffic, variations in the CO concentrations are to a large extent affected by the meteorological conditions. Meteorological data were obtained from the National Climatic Center (NCC) for monitoring stations at the Portland and Eugene airports. Data on wind speed, wind direction, temperature, relative humidity and precipitation frequency were obtained for the time period 1970/1-1979/12. In addition to the NCC data which are recorded at three hour intervals (midnight, 3 am, 6 am, 9 am, noon, 3 pm, 6 pm, and 9 pm) we used hourly data on wind speed and wind direction supplied by the Oregon Department of Air Quality. In downtown Portland, wind speed and

direction were measured at the Hughes Building (1970/12-1977/2) and at the Federal Building (1977/4-1979/12). These stations are in closer proximity to the downtown CO receptors (especially at CAMS and Alder) than the NCC station at the Portland airport. For Eugene the Oregon DEQ supplied wind speed and direction data for a station at Oakway Mall. However due to frequent gaps in the data, they are not used in our trend analysis.

Previous studies on CO have shown that the vertical diffusion of CO depends on the inversion (or mixing) height. Unfortunately mixing height data were only available at Salem, Oregon, which is approximately 45 miles from Portland and 60 miles from Eugene. There is some question whether the mixing height data for Salem are representative of the Portland and Eugene mixing heights. Nevertheless we obtained daily morning and afternoon mixing heights for the NCC station at Salem for the period 1970/1-1978/12.

1.6 Additional background

Several of the CO receptors were moved during the time span considered in our analysis. The receptor at CAMS, which originally was constructed at 18'6" height, was extended downward to 14'4" in 1972/9. In 1978/3 the probe was moved 20 ft. and extended to 12 ft. height. Beginning in 1976 the Burnside traffic pattern was changed, parking was removed and one lane was added to both east and westbound lanes. Construction disrupted traffic for most of a one year period.

The receptor at Hollywood, originally established at the intersection of 41st on Sandy Blvd. at 7 ft. height, was moved in 1975/10 to 12 ft. height and 33 ft. from the intersection.

In August 1975 the Eugene CO receptor was lowered 2 ft. and moved 18 ft. closer to the road. At Alder and Lloyd no changes in the CO measurement stations were made.

2. Summary Statistics and Graphical Descriptions of the Data

In this section we give summary statistics and various graphical representations of the CO concentrations, the traffic counts and the meteorological data on wind speed, wind direction, temperature, relative humidity, precipitation and mixing height. These preliminary summaries are a necessary first step in any statistical analysis. They serve to (i) bring out the main features of the data and (ii) provide the background for the various statistical models (diurnal models, time series intervention models, regression models) in Sections 3-5 where we relate the CO concentrations to traffic and meteorological variables.

2.1 Analysis of CO-data

The summary statistics and graphical representations of the CO data at the 4 Portland stations and one Eugene station include:

(a) Plots of monthly averages (Figures 2.1a-e): Due to meteorological factors the CO concentrations are seasonal, with high CO concentrations occurring in the winter and low concentrations in the summer. Looking at the concentrations over time we can notice reductions in CO at all 5 stations. These reductions will be quantified in Section 2.2. The monthly averages are also calculated separately for weekdays (Monday through Friday) and weekends (Saturday, Sunday). The weekend averages are considerably lower than the weekday averages (Figures 2.2a-e). This is due to the lower weekend traffic volume.

(b) Composite plots of monthly 25th, 50th, 75th, and 95th percentiles (Figures 2.3a-e): In addition to plots of the monthly means in (a) it is

also informative to study the various percentiles of the empirical frequency distribution to see how the observations are distributed within each month. The 50th percentile (or median) is a robust measure of the center of the distribution; the distance between the 25th and 75th percentile is called the interquartile range and provides a measure of the variation in the data. The 95th percentile describes the upper tail of the distribution. Looking at the time series plots of the 95th percentiles one can clearly notice a reduction in the high CO concentrations at all 5 stations.

(c) Two way tables of monthly CO averages and of monthly 95th percentiles (Tables 2.1a-e): Each row consists of monthly means (monthly 95th percentiles) of a particular year; each column consists of means (95th percentiles) for a particular month over different years. The row (column) means and standard deviations are also given. Such representations are useful to discern seasonal and overall trend in the data.

(d) Diurnal diagrams of hourly CO averages, separated according to weekday/weekend and summer (June-September)/winter (November-February)-- Figures 2.4a, b and 2.5a, b: The weekday diurnal diagrams (Figures 2.4a, b) are noticeably different from the weekend diurnal patterns (Figures 2.5a, b). This is due to different traffic patterns. The weekday diurnal CO pattern is characterized by two peaks, which correspond to the morning and afternoon rush hour traffic. The weekend CO diagrams typically have only one peak occurring in the afternoon.

The winter and summer CO patterns are similar in shape. However, the winter CO patterns are almost uniformly higher than the ones in the summer. This is readily explained by changes in the meteorology, as explained in Section 2.4.

Looking at the diurnal diagrams over time one can also assess the trend in the CO concentrations, keeping the season and the type of day (weekday/weekend) constant. Decreases at the 4 Portland and the one Eugene stations can be noticed.

(e) Two way tables of monthly averages of hourly CO (Tables 2.2a-e): Each row in such a table expresses the average diurnal CO pattern for a particular month; each column indicates the chronological variation of the pollutant concentration for a particular hour. The entries can also be classified according to the overall percentiles of the monthly hourly averages. The 50th, 75th and 95th percentiles are given at the bottom of the tables. To facilitate the trend analysis we can choose different colors for the 4 ranges (below 50th, between 50th and 75th, between 75th and 95th, above 95th percentile). In Tables 2.3a-e and 2.4a-e, similar monthly averages are given separately for the weekdays and the weekends.

2.2 A preliminary CO trend analysis

We now give a preliminary trend analysis of the CO concentrations based on the CO data alone. Such analysis does not account for possible changes in traffic and the meteorological variables.

At CAMS the CO average for 1970 and 1971 ($4.85 \mu\text{g}/\text{m}^3$) was reduced to $3.55 \mu\text{g}/\text{m}^3$ in 1978-79. This corresponds to a reduction of 26.8 percent, or 3.4 percent a year.

At Hollywood the reduction from $5.7 \mu\text{g}/\text{m}^3$ in 1973 to $3.2 \mu\text{g}/\text{m}^3$ in 1979 amounted to 43.9 percent, or 7.3 percent a year.

At Lloyd the reduction from $3.0 \mu\text{g}/\text{m}^3$ in 1976 to $2.5 \mu\text{g}/\text{m}^3$ in 1979 amounted to 16.7 percent, or 5.6 percent a year.

At Alder the reduction from $3.7 \mu\text{g}/\text{m}^3$ in 1976 to $2.9 \mu\text{g}/\text{m}^3$ in 1979 was 21.6 percent, or 7.2 percent a year.

At Eugene the CO average for 1971-72 ($3.14 \mu\text{g}/\text{m}^3$) was reduced to $2.72 \mu\text{g}/\text{m}^3$ in 1978-79. This is a reduction of 13.3 percent, or 1.9 percent a year. We notice that the reduction at Eugene, which is not affected by the I/M program, is much smaller than the reductions at the Portland stations. The CO receptor in Eugene however was moved in 1975/8. As indicated by Figure 2.1e this probe change led to an increase in the level of the CO concentrations. If the probe change is taken into account as done in Section 4.4, the trend reduction will be larger than the 1.9 percent given above.

2.3 Analysis of traffic data

It was pointed out earlier that hourly traffic counts were only available for the Eugene station at 11th and Willamette and furthermore only for the period 1978/2-1979/4. These traffic counts, which were obtained from the traffic engineer of the city of Eugene, are used in the diurnal models of Section 3. For the Portland CO monitoring stations we could only obtain hourly traffic counts for a few selected days during 1977 and 1979.

The hourly traffic count records, however, were not long enough to be of use in a CO trend assessment. In order to incorporate traffic into the CO trend analysis we used monthly averages of daily traffic counts at state operated traffic counters. While especially in Portland, these counters were not in close proximity to the CO receptors, as a first approximation we assume that these traffic counts are proportional to the traffic at the receptors in downtown Portland and Eugene. Monthly averages of traffic

counts at the Franklin station at US 99 Pacific Highway West in Eugene, and at I 80N at 21st Avenue in Portland are listed in Tables 2.5 and 2.6. Time series plots are given in Figures 2.6 and 2.7. A seasonal pattern is apparent, with traffic volumes higher in the summer.

The traffic averages at Eugene and Portland both indicate a temporary reduction in traffic volume during the oil and energy crisis in the fall and winter of 1973. Apart from this temporary reduction the Portland traffic increased from an average of 98000 cars/day in 1970 to 111600 cars/day in 1979. This is an increase of 13 percent, or 1.44 percent a year. At the Eugene station traffic increased at a much slower pace; it grew from an average of 24800 cars/day in 1970 to 26200 cars/day in 1979. This represents an increase of 5.7 percent, or .63 percent a year.

2.4 Analysis of meteorological data

Meteorological variables are important factors affecting CO concentrations. In particular,

(a) wind speed and wind direction affect the transport and diffusion of CO emissions (with low wind speed resulting in high CO levels);

(b) inversion or mixing heights affect the volume of air available for dilution of CO emissions (with low mixing heights, or small volume, leading to high CO levels);

(c) temperature, solar intensity and relative humidity affect the formation of free radicals which in turn can deplete CO concentrations (high levels of these variables are associated with increased numbers of free radicals, and thus low CO);

(d) meteorological variables (such as temperature) influence the efficiency factors of car engines (cold starts leading to higher CO levels).

Thus, one should consider incorporating these variables as exogenous factors in a trend analysis of CO.

In the following discussion we give various graphical representations of wind speed, wind direction, relative humidity, temperature, and precipitation for the Eugene and Portland airport locations (NCC data). In addition we describe hourly wind speed and direction data recorded at the Hughes and at the Federal Building in downtown Portland, and morning and afternoon mixing height at the NCC station at Salem airport. Our analysis includes:

- (a) plots of monthly averages;
- (b) composite plots of 25th, 50th, 75th and 95th percentiles;
- (c) two way tables of monthly averages;
- (d) diurnal diagrams;
- (e) two way tables of monthly averages of hourly observations;
- (f) histograms of wind direction at selected hours during summer and winter periods of 1971;
- (g) vector plots of resultant wind at selected hours during summer and winter periods of 1971 and 1976.

2.4.1 Wind speed

Monthly averages of wind speed at the Portland airport, the Eugene airport and the Hughes/Federal building (Portland) are given in Figures 2.8a-c. Comparing the wind speed data at the two Portland sites we find that the Hughes/Federal Building wind speed averages are more than twice as large as the wind speed averages at the airport. There is no good explanation for this difference, except that it could be due to some variable intrinsic to

the method of data collection such as the location of the monitor in relation to the building. The wind speed at Eugene airport is slightly lower than the wind speed at the Portland airport.

Looking at the plots over time we notice that over the last 10 years (1970-79) the wind speed patterns at all three locations have stayed roughly constant, and that they exhibit only weak seasonality. A period of exceptionally low wind speed can be noticed in Eugene at the end of 1976. This is also reflected in the CO concentrations which are especially high during the same period (Figure 2.1e).

Apart from the monthly averages of wind speed, we also constructed the monthly 25th, 50th, 75th, and 95th percentiles (Figures 2.9a-c), and the diurnal diagrams of wind speed for the summer and the winter seasons (Figures 2.10a-c). Wind speeds are usually highest during the afternoon hours. Also, the speed in the winter is usually higher than in the summer, except during the late afternoon period where the summer wind speed is highest.

Two way tables of monthly means (Tables 2.7a-c) and two way tables of hourly monthly means (Tables 2.8a-c) are also given.

2.4.2 Wind direction

To represent the distribution of wind direction (WD) we divide the direction 0° - 360° (0° is due north; clockwise) into 16 intervals of equal length and calculate the relative frequencies of winds coming from these intervals. The histogram is then plotted on a circle (similar to a wind rose). As illustrations we show such histograms for 1971. For these plots we use hourly wind speed data from the downtown Portland (Hughes building)

and Eugene (Oakway Mall) meteorological stations. In order to assess differences according to season and hour of the day, we have given these histograms for summer/winter, and morning (7-9 am)/afternoon (4-6 pm) separately (Figure 2.11).

Wind direction and wind speed can also be represented jointly by plotting the resultant wind vector ($WS \cdot \sin WD$, $WS \cdot \cos WD$) in two dimensional space. The length of the vector represents the speed; the angle represents the direction. Such vector plots are made for the Hughes station in Portland and the Oakway Mall station in Eugene for 1971 and 1976, separated according to season and hour of the day (Figures 2.12a, b).

These plots indicate (i) generally higher wind speeds during the afternoon hours, (ii) large variability in the wind direction, and (iii) only moderate shifts in wind direction due to the hour of the day and the season.

2.4.3 Mixing heights

Monthly averages of morning and afternoon mixing heights at Salem are given in Tables 2.9a, b and are plotted in Figures 2.13a, b. Only data for the period 1970-78 are available.

The afternoon mixing height data show a strong seasonal pattern with high values occurring in the summer and low ones during the winter. No strong seasonal patterns are found in morning mixing height data. During the winter (November-February) the morning mixing heights are usually slightly higher than those in the afternoon. In all other months the afternoon values are much higher, and this is due to the fact that the inversion layer usually breaks in the afternoon.

2.4.4 Relative humidity

Monthly averages (Figures 2.14a, b), composite percentile plots (Figures 2.15a, b), two way tables of monthly averages (Tables 2.10a, b), two way tables of monthly averages of hourly readings (Tables 2.11a, b) and diurnal diagrams (Figures 2.16a, b) of relative humidity at the Portland and the Eugene airport are given. One can notice a strong seasonal pattern, with high relative humidity in winter and low values in the summer. The diurnal diagrams show that relative humidity is lowest during the afternoon; this is especially true for the summer months.

Relative humidity and mixing heights are inversely related. In fact, in a previous study (Ledolter and Tiao (1979a)) we have used relative humidity as a proxy for mixing height data which are difficult to obtain.

Comparing the Portland and Eugene monthly averages we find that, apart from 1979, relative humidity at Eugene is slightly higher than that at Portland.

2.4.5 Precipitation

Monthly frequencies of precipitation of any form (rain, snow, etc.) and intensity (light, moderate, heavy), are calculated for both Portland and Eugene (Tables 2.12a, b) and are plotted in Figures 2.17a, b. As expected, the frequency of precipitation is largest during the winter season. As with all other meteorological variables we notice only little change from one year to the next. The only exception is a very dry winter in 1976/77.

The diurnal patterns of precipitation frequency are given in Figures 2.18a, b. Two way tables of monthly precipitation frequencies according to the hour of day are given in Tables 2.13a, b. The precipitation frequencies exhibit little variability during the day; the winter frequencies are uniformly

higher than those in the summer.

2.4.6 Temperature

Monthly temperature averages at Portland and Eugene are given in Tables 2.14a, b. The plots of monthly averages (Figures 2.19a, b), plots of monthly percentiles (Figures 2.20a, b), and the two way tables of monthly averages of hourly temperature (Tables 2.15a, b) illustrate the expected seasonal and diurnal patterns in temperature. We also notice little change in temperature from one year to the next.

3. Diurnal Models of CO

In this and the next two sections, we discuss various models relating CO to exogenous traffic and meteorological variables. The focus of this section is on modelling the diurnal behavior of CO which serves to identify the main factors affecting CO, and thus motivates the trend models discussed in Sections 4 and 5.

As mentioned in the previous section, detailed traffic information, such as hourly traffic counts, was available only for the Eugene station at 11th and Willamette, and only for the period 1978/2 to 1979/4. It is this period which we now use to identify the factors which affect the CO concentrations.

3.1 Formulation of the models

In Figure 3.1 we plot the average hourly weekday and weekend CO concentrations for summer 1978 (June-August). In Figure 3.2 we plot the corresponding hourly traffic averages for this period. We notice from these graphs that CO is essentially proportional to traffic counts, TR, implying a relationship of the form

$$CO_t = \alpha + kTR_t + \epsilon_t \quad (3.1)$$

where t stands for hour, ϵ_t is the error term and α and k are two constants. The CO concentrations, however, also depend on the meteorological variables. In particular CO will vary with wind speed (WS), mixing height (MH) and relative humidity (RH). This is illustrated in Figures 3.3a-c where we plot CO as a function of WS, MH and RH. To keep traffic and seasonal effects constant, we consider the (3-6 pm) weekday period of summer 1978. Notice that CO decreases (diffuses) with increasing wind speed, with

increasing mixing height (volume) and with decreasing relative humidity. Relative humidity and mixing heights are in fact highly negatively correlated (see Figure 3.4 which presents a plot of RH against MH for the summer 1978 afternoon period at Eugene airport). The scatterplots in Figures 3.3 and 3.4 were constructed by first grouping the dependent variable y according to non-overlapping classes of the independent variable x , and then plotting the averages of y against the averages of x . The classes of the independent variable were chosen such that each group had the same number of observations. Such a representation is very useful since the large variability in our data would make it difficult to discern the relationship from a scatter plot of the raw data.

Figure 3.4 indicates that relative humidity can be considered a proxy for mixing height. As compared to mixing height, which is available only twice a day, relative humidity is recorded every 3 hours. Furthermore mixing height data are usually difficult to obtain. For these reasons we use relative humidity as an explanatory variable in our diurnal models. Diurnal diagrams for wind speed and relative humidity for summer 1978 are given in Figures 3.5a, b. These hourly averages were obtained by a linear interpolation of the averages which were available for every third hour. Furthermore since there was no reason to distinguish between weekday and weekend we calculated the combined average. Relative humidity decreases during the daytime hours, and is lowest during the early afternoon (3 pm). Wind speed follows an opposite pattern. Carbon monoxide (weekday/weekend), traffic (weekday/weekend), wind speed and relative humidity for the four seasons of the year are given in Figure 3.6. Here we consider spring

(March-May 1978), summer (June-August 1978), fall (September-October 1978) and winter (December-January 1979) separately. CO and the meteorological variables vary from season to season. During the afternoon hours, relative humidity is lowest in summer; wind speed is highest in summer afternoon. Both meteorological variables show little variation in the winter. Traffic counts are very similar for all seasons. The CO concentrations are high during the fall and winter, and low during spring and summer.

Figures 3.1-3.6 suggest the following models relating hourly CO to traffic and the meteorological variables:

$$\begin{aligned}
 \text{M1: } CO_t &= \alpha + \epsilon_t \\
 \text{M2: } CO_t &= \alpha + kTR_t + \epsilon_t \\
 \text{M3: } CO_t &= \alpha + kTR_t/WS_t^\delta + \epsilon_t \\
 \text{M4: } CO_t &= (\alpha + kTR_t)/WS_t^\delta + \epsilon_t \\
 \text{M5: } CO_t &= \alpha + kTR_tRH_t + \epsilon_t \\
 \text{M6: } CO_t &= (\alpha + kTR_t)RH_t + \epsilon_t
 \end{aligned}
 \tag{3.2}$$

where α , k and δ are constants. Model M1 is given here mainly for comparison to evaluate the model improvement after including traffic and meteorological variables. As mentioned earlier, model M2 expresses CO as a linear function of the traffic TR. Models M3 and M4 take into account the diffusion effect of the wind. In Model M4, the background CO level α is diffused by WS. Models M5 and M6 express the effect of relative humidity on the CO concentrations.

3.2 Fitting results

Each of these models is fitted by least squares to weekday and weekend

hourly averages for spring, summer, fall, and winter separately. For models M3 and M4 we had to resort to a nonlinear least squares procedure--see Draper and Smith (1981). Nonlinear least squares routines are readily available in most statistical computer packages. We used the routine ZXSSQ in the IMSL program library; this program is based on the Marquardt-Levenberg algorithm for locating the minimum of a sum of squares corresponding to a model which is nonlinear in the parameters.

The results in Table 3.1 show the root mean square errors $\hat{\sigma}$ for the fitted models. The mean square error is given by $\hat{\sigma}^2 = \frac{1}{n-p} \sum_{t=1}^n (CO_t - \hat{CO}_t)^2$, where $\hat{CO}_t$ is the fitted value, p is the number of estimated parameters and $n = 24$ is the number of data points corresponding to the hours of the day. Table 3.1 shows that traffic is the most important variable in explaining CO , leading to a considerable reduction in the variation. In addition, the inclusion of wind speed (or relative humidity) leads in all cases except one (summer weekdays) to a further reduction in the variation. From the overall results of Table 3.1 we can conclude that models M3 and M4 yield the best fit.

Detailed results on parameter estimates and their standard errors for the summer 1978 period are given in Table 3.2 (weekdays) and Table 3.3 (weekends). The best model is M4

$$CO_t = (\alpha + kTR_t)/WS_t^{\delta} + \epsilon_t. \quad (3.3)$$

For weekdays this model leads to an 85.5 percent reduction in the standard deviation (root mean square error) as compared to model M1 (or $R^2 = .98$). For the weekend period the reduction in the root mean square error is 79.7 percent (or $R^2 = .96$). Note that the parameter estimates $\hat{\alpha}$, $\hat{k}$ and $\hat{\delta}$ are very similar for both weekday and weekend models.

In Figures 3.7a, b we compare the observed and the predicted hourly CO

averages for the summer 1978 weekday and weekend. The model $CO_t = (\alpha + kTR_t)/WS_t^\delta$ leads to an excellent representation of the CO patterns. The model is capable of tracking both weekday and weekend CO patterns; also the CO peak hours are modelled extremely well.

Various other models have been tried, including ones which use discounted traffic (Tiao, Box and Hamming (1975)), and both wind speed and relative humidity. These models, however, did not lead to better fits.

Apart from learning which variables affect the CO concentrations, one can use these models for a trend analysis provided detailed information on traffic is available. If hourly traffic counts for the period prior to 1978/2 were available, one could calculate hourly weekday/weekend traffic averages for previous years, separated by season to adjust for seasonal differences. Then models of the form

$$CO_t^{(i,s)} = (\alpha + k_{(i,s)}TR_t^{(i,s)})/(WS_t^{(i,s)})^\delta + \epsilon_t^{(i,s)}, \quad (3.4)$$

could be fitted to averages of CO, traffic, wind speed and relative humidity for season s of year i . The parameters $k_{(i,s)}$ express the CO emission factor of season s in year i , after having accounted for possible changes in traffic and meteorological variables. Such an approach was used by Tiao and Hillmer (1978), Ledolter et al. (1978) and Ledolter and Tiao (1979b).

In the present study, since traffic data for Eugene and Portland are available only at the monthly level prior to 1978, this approach cannot be used.

4. Time Series Intervention Models

In this section, we consider time series models relating monthly means of CO at the Portland and Eugene sites to traffic and meteorological variables. The objective is to assess the trends in CO and the effect of the I/M program.

4.1 Formulation of the trend models

The reduction in the CO concentrations which was reported in the preliminary trend analysis of Section 2 can be attributed to several factors:

(1) Federal new car CO emission standards: Over the last 10 years the federal CO emission standards became increasingly more stringent. For example, they limit CO emissions to 34g/travelled mile for 1970/71 model year cars; to 28g/mile for 1972-74 model year cars, and to 15g/mile for 1975-77 model years cars (as based on the current procedure). The effect of these changes in the standards on the CO emissions in month t can be approximately modelled as

$$k_t = ke^{\beta t} \quad (4.1)$$

where β is a parameter controlling the reduction in the CO emissions.

We would expect β to be of the order $-.005$; such a value would translate into a monthly CO trend reduction of $100(1 - e^{\beta}) = .5$ percent. On an annual basis this would correspond to a yearly reduction of $100(1 - e^{12\beta}) = 5.8$ percent. A graph of k_t for $\beta = -.005$ and $t = 1, \dots, 120$ (corresponding to the period 1970/1-1979/12 under study) is given in Figure 4.1. Since β is expected to be small, the term $ke^{\beta t}$ can also be approximated by a first order expansion⁺

⁺The linear expansion is presented as an alternative model for illustrative purposes here and in equation (4.11) and Table 4.5. However, the exponential form (4.1) is relied upon for the calculation of emission benefit.

$$k_t = k(1 + \beta t). \quad (4.2)$$

A plot of this function for $\beta = -.005$ is given in Figure 4.2. Over the range of t (1, ..., 120), the functions (4.1) and (4.2) differ only slightly.

(2) The Portland I/M program: The Portland car inspection and maintenance program is expected to have an additional impact on the CO emissions. Previous studies by Becker and Rutherford (1979) and Rutherford and Waring (1980) show that the effect of car maintenance on CO emissions lasts for approximately 9 to 12 months after maintenance, in spite of the fact that emissions from repaired vehicles deteriorate after corrective action has been taken. Thus instead of using the monthly inspection numbers I/M_t (which are given in Table 1.2), we use the discounted (total) number of car inspections

$$I/M_t^d = \sum_{j \geq 0} d^j I/M_{t-j} = I/M_t + dI/M_{t-1} + d^2 I/M_{t-2} + \dots \quad (4.3)$$

in our analysis. The discounting factor d has to be between 0 and 1. A value $d = 0$ describes the situation where the effect of the I/M program is only immediate and loses its effect after the first month. A value $d = 1$ indicates that the effect of car maintenance is permanent, without ever deteriorating again. A value of d between 0 and 1 describes the immediate impact and the deterioration after corrective maintenance. A value $d = .7$ was chosen in our analysis. For this value the residual influence of inspections after 6 months amounts to 12 percent and the influence after 9 months is about 4 percent.

Combining the effect of the federal CO emission standards in (4.1) with the effect due to the I/M program in (4.3), we can model the CO emissions as

$$k_t = ke^{\beta t} (1 + \theta I/M_t^d). \quad (4.4)$$

The factor $100 \cdot \theta \cdot I/M_t^d$ measures the additional percent benefit due to the car inspection and maintenance program. Figure 4.3 shows a graph of k_t for $\beta = -.005$ and $\theta = -.001$. To be able to work with coefficients of comparable

size we have defined I/M_t as the monthly number of car inspections (in units of 1000 cars). From Table 1.2 we find that the monthly average of the 1976-1979 car inspections is $\overline{I/M} = 34$. For $d = .7$, the average of the discounted number of inspections is $\overline{I/M^d} = \overline{I/M}/(1 - d) \approx 113$. Thus for $\theta = -.001$ the average additional benefit due to I/M amounts to 11.3 percent.

The CO concentrations recorded at the CO receptors are functions of the CO emissions, which are modelled in equation (4.4). In modelling the CO concentrations however, one has to take account of additional factors such as traffic changes, changes in the meteorological variables, seasonality in the CO concentrations, and probe changes which affect the distance of the receptors from the source traffic. We emphasize the distinction between the reductions in CO concentrations (ambient CO levels) and the reductions in CO concentrations after adjusting for changes in traffic, meteorological variables and probe locations. The adjusted concentrations are then proportional to the CO emissions.

(3) Traffic: It was discussed in Section 3 that CO concentrations are essentially proportional to traffic:

$$CO_t \propto k_t TR_t. \quad (4.5)$$

The proportionality constant k_t is the emission constant which is modelled in (4.4).

(4) Meteorological variables: Several functional forms relating CO concentrations to meteorological variables were considered in Section 3. These models were of the form

$$CO_t \propto kTR_t f(WS_t, MH_t, RH_t). \quad (4.6)$$

Since mixing height data were not available for 1979, the last year of our study, we examined models which incorporate relative humidity and/or wind

speed. Of these models we found that models of the form

$$CO_t = k_t TR_t RH_t = ke^{\beta t} (1 + \theta I/M_t^d) TR_t RH_t \quad (4.7)$$

led to a good description of the data.

(5) Seasonality: We saw earlier in Figure 2.1 that CO concentrations exhibit a strong seasonal pattern, with high concentrations in the winter and low values in the summer. This seasonal variation can be partially explained to a large extent by changes in meteorological variables. To adjust for any residual seasonal pattern not explained by relative humidity in model (4.7), we introduce 12 monthly coefficients k_s ($s = 1, 2, \dots, 12$) and consider a model of the form

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) TR_t RH_t. \quad (4.8)$$

(6) Noise term: The right hand side of model (4.8) specifies the predictable component of our model. Since the data on CO, TR and RH are observed in the form of time series, the noise or error component n_t (which is the part not explained by the model) is likely to be serially correlated. We characterize the serial correlation by a third order autoregressive model. This leads to the model

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) TR_t RH_t + n_t, \quad (4.9)$$

with

$$n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \epsilon_t$$

where ϕ_1 , ϕ_2 and ϕ_3 are autoregressive parameters and the ϵ_t 's are independent random variables with mean zero and constant variance σ^2 . For further discussion of time series models, see Box and Jenkins (1970).

(7) Probe changes and other interventions: There have been several changes of the location of the CO receptors at some of the sites considered, thus affecting

the distance of the receptor from the traffic source. External interventions such as abrupt changes in local traffic patterns due to construction also occurred. To adjust for the effects of these changes we consider models of the form

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) (1 + \sum_{i=1}^p \alpha_i IND_{ti}) TR_t RH_t + n_t \quad (4.10)$$

where the variables IND_{ti} are indicator variables taking a value of 0 or 1, and the α_i 's are constants.

At CAMS, for example, the probe was moved in 1978/3; thus $IND_{t1} = 1$ for $t \geq 1978/3$ and 0 otherwise. Also, street construction disrupted traffic during most of 1976. Thus the indicator variable IND_{t2} was chosen such that $IND_{t2} = 1$ for all months in 1976 ($1976/1 \leq t \leq 1976/12$), and 0 otherwise. The effects of these two changes can be seen from the monthly CO averages at CAMS (Figure 2.1a) which show corresponding reductions in CO. Note that since these reductions occurred in even numbered years where most of the cars were inspected (1976, 1978), there is a partial confounding of the effects of the I/M program and those of the probe change and traffic disruption. Including the factor $(1 + \alpha_1 IND_{t1} + \alpha_2 IND_{t2})$ in the model will therefore lessen the significance of the I/M program.

At Eugene, the probe was moved in 1975/8. Prior to this move the probe was out of operation for a period of 6 months (1978/3-8). The plot of the CO averages in Figure 2.1e shows that the CO reduction at Eugene is rather small if the probe change is ignored (1.9 percent, as indicated in Section 2). However, by taking the effect of the probe change into account, one would expect to find a larger trend reduction.

We note that despite the increase in traffic at both Portland and Eugene, we have observed reductions in the CO concentrations at all 5 locations.

After adjusting for the traffic increase, the reductions in the CO emissions (expressed by the parameter β in models (4.9) and (4.10)) will be larger than the corresponding reductions in the CO concentrations.

An alternative model

By making a first order linear expansion of the first term on the right hand side of (4.10), we arrive at the alternative linear form

$$CO_t = k_s(1 + \beta t + \theta I/M_t^d + \sum_{i=1}^p \alpha_i IND_{ti}) TR_t RH_t + n_t \quad (4.11)$$

where $n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \epsilon_t$.

Since the parameters β , θ and α are all rather small numbers the models in (4.10) and (4.11) are quite similar.

4.2 Model estimation

The parameters in models (4.10) and (4.11) are fitted to monthly averages of CO, TR and RH using a nonlinear least squares computer program (ZXSSQ of the IMSL library). Fitting the model to Eugene where several months of data were completely missing involved a two stage estimation approach. At the first stage the model was fitted with independent errors ($n_t = \epsilon_t$) and the missing observations were replaced by their fitted values. At the second stage the complete model with the autoregressive error terms was fitted to the data.

The estimation results for the 5 stations and their interpretation follow. The locations with the longest data records--CAMS in Portland, and the 11th and Willamette station in Eugene, which serves as a control site--are discussed first.

4.3 Trend analysis for CAMS

The parameter estimates for models (4.9) and (4.10) are given at the bottom of Table 4.1 (models C7, C8), and in more detail in Table 4.2 (C7) and Table 4.3 (C8). For the model C7 the estimate for the trend parameter is $\hat{\beta} = -.00409$, which implies a trend reduction due to the more stringent federal CO new car emission standards of $100(1 - e^{12\hat{\beta}}) = 4.8$ percent per year. The estimate for θ is $\hat{\theta} = -.00106$; this indicates that on the average the I/M program has led to an additional annual percentage reduction of approximately 12 percent (i.e., $100 \cdot \hat{\theta} \cdot \overline{I/M^d} = 100 \times (-.00106) \times 113 = -12.$). The standard error in parentheses indicates that this I/M effect is statistically significant at the 5 percent level.

Analysis of the I/M benefits

Ignoring the seasonal effects, a plot of the trend in the CO emissions predicted by the estimated model is given in Figure 4.4. The area between the curves $e^{\hat{\beta}t}$ and $e^{\hat{\beta}t}(1 + \hat{\theta}I/M_t^d)$ represents the additional benefit due to the I/M program. The annual percentage benefits due to I/M are given in Table 4.4. Also given in the same table are corresponding estimates of the percentage mobile source emission benefit calculated by EPA using a Portland-specific version of its MOBILE 2 model (James A. Rutherford, personal communication).

In model C8 we have introduced parameters to account for the probe change in 1978/3 (IND_{t1}) and for the traffic disruption in 1976 (IND_{t2}). It was discussed earlier that the introduction of these interventions, which occurred precisely at times where the I/M program had its maximum impact

(even numbered years), will lead to a partial confounding of the effects. This is reflected by the estimation results for model C8 in Tables 4.1, 4.3 and 4.4; the effect of the I/M program is approximately cut in half, leading to an average benefit of 6.1 percent (as compared to 12 percent before). The area between the curves $e^{\beta t}(1 + \alpha_1 \text{IND}_{t1} + \alpha_2 \text{IND}_{t2})$ and $e^{\beta t}(1 + \theta \text{I/M}_t^d) \times (1 + \alpha_1 \text{IND}_{t1} + \alpha_2 \text{IND}_{t2})$ in Figure 4.5 expresses the additional benefit due to I/M.

Summarizing the results of models C7 and C8, we can conclude that at CAMS there was evidence of additional benefits due to I/M. Our estimate at this point of our analysis is that the average percentage benefit is somewhere between 6 and 12 percent.

We also estimated the linearized model (4.11) in two versions corresponding to C7 and C8. The main results given in Table 4.5 show that, as expected, the linearized versions lead to essentially the same conclusions concerning the trend in the CO emissions and the benefit due to the I/M program.

Additional models fitted

Models C5 and C6 in Table 4.1 use only traffic as an explanatory variable. Comparing the standard deviations of the errors, $\hat{\sigma}$, we find that the failure to include meteorological variables (such as relative humidity) will increase $\hat{\sigma}$ by approximately 17 percent (from .504 in C7 to .585 in C5). This indicates that relative humidity is an important variable in our trend model.

Models C3 and C4 represent CO averages as functions of time only (thus omitting both traffic and relative humidity). We notice that in these models the estimates of β , which now represent the reduction in the CO concentrations (unadjusted for traffic and meteorological changes) and not in the emissions as in the other models, are smaller. For example $\hat{\beta} = -.0027$ corresponds to

an annual trend reduction of 3.2 percent. This compares well with the 3.4 percent CO reduction estimate of Section 2.

Models C1 and C2 are models in which the CO averages are represented by 12 seasonal means and errors which follow a third order autoregressive model. Comparisons of their standard errors with those of C7 and C8 indicate that time, traffic and relative humidity are important variables affecting CO concentrations.

4.4 Trend analysis for Eugene

The model (4.10) is also fitted to the Eugene CO monthly averages. This station serves as a control site, since the I/M program does not extend beyond Portland. In estimating the model,

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) (1 + \alpha IND_t) TR_t RH_t + n_t, \quad (4.12)$$

we use the Portland I/M inspection volumes. Since the I/M program is restricted to the Portland area, we would expect that only a small fraction of the inspected cars would ever be in Eugene. Thus its impact should be negligible and the coefficient θ should be zero. The indicator IND_t , which takes on 1 for $t > 1976/8$ and 0 otherwise was introduced to model the effect of the probe change in 1976/8.

The main fitting results in Table 4.6 show that with or without the adjustment for the probe change, there is no evidence of an effect due to the I/M program. The parameter estimates of θ in models E3 and E4 are clearly insignificant.

Model E3 indicates that the probe change has had a positive effect on the CO concentrations. After adjusting for the effect of the probe change, we find that the estimate of β in model E3 is $\hat{\beta} = -.00465$. This corresponds to an annual 5.4 percent (± 3.4) trend reduction in CO emissions. This estimate is comparable to the trend reduction at CAMS apart from the effect

of the I/M program.

The standard error of the trend estimate $\hat{\beta}$ is quite large, and $\hat{\beta}$ is also correlated with $\hat{\alpha}$ (correlation of $-.84$). Ignoring the probe change would lead to a considerably lower trend reduction. The estimate $\hat{\beta} = -.00201$ in E1 corresponds to an annual reduction of 2.4 percent and, after adjusting for the traffic increase, is consistent with the reduction of CO concentrations given in Section 2.

4.5 Trend analysis for Hollywood

The model $CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) (1 + \alpha IND_t) G_t + n_t$ for

(i) $G_t = 1$ (trend model)

(ii) $G_t = TR_t$ (model incorporating traffic)

(iii) $G_t = TR_t RH_t$ (model incorporating traffic and relative humidity)

was fitted to monthly CO averages at Hollywood (1973/1-1979/12). An indicator variable ($IND_t = 1$ for $t \geq 1975/10$ and 0 otherwise) was included to account for the probe change in 1975/10. The results in Table 4.7 show that

(i) the annual trend reduction in the CO concentrations due to the federal standards is approximately 5.0 percent (average β for models H1-H3 is $\hat{\beta} = -.0043$);

(ii) after incorporating traffic and relative humidity we find that the annual trend reduction in the CO emissions is approximately 7.5 percent (average β for models H4-H9 is $\hat{\beta} = -.0065$);

(iii) looking at the estimate of θ we find no evidence that the I/M

program has led to an additional improvement.

4.6 Trend analysis for Alder and Lloyd

CO records for Alder (1975/9-1979/12) and Lloyd (1975/11-1979/12) are relatively short, and only few observations are available for estimation (52 for Alder, 50 for Lloyd). Thus our models have to be simplified. Instead of fitting models with 12 seasonal (monthly) coefficients k_s , we fit models of the form

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) TR_t RH_t + n_t$$

with 4 seasonal (quarterly) constants; k_1 for DJF, k_2 for MAM, k_3 for JJA, k_4 for SON.

The fitting results are given in Table 4.8. Due to the short data record, we find large correlations among the parameter estimates, especially among $\hat{k}_s$ and $\hat{\beta}$ (negatively correlated). Looking at the estimate $\hat{\theta}$, we find no evidence of a significant additional benefit due to the I/M program.

4.7 Summary of the trend analysis of monthly CO averages

At the locations with the longest data records (CAMS and the control site at Eugene) there is empirical evidence to indicate a real effect on CO emissions which can be associated with the I/M program. The estimated benefit of I/M lies between 6-12 percent.

At the other Portland stations we could not find a significant benefit. However, the results from our analysis have to be interpreted with caution, since at some of these stations we did not have long enough data records to establish a good estimate of the pre I/M trend.

5. Regression Trend Models for Hourly CO Concentrations During Peak Hours

The trend models in Section 4 were fitted to monthly averages of all hourly readings. In this section we analyze CO concentrations during peak hours, and consider the morning (6-9 am) and afternoon (3-6 pm) periods separately. The objective is to assess the trend in the CO concentrations during these peak periods.

In this trend analysis we consider daily weekday morning (afternoon) CO concentrations. Weekday (Monday-Friday) observations are chosen to keep traffic constant. Furthermore to block out seasonality we consider the summer (June-September) and winter (November-February) periods separately.

To calculate daily morning (afternoon) CO concentrations we average the hourly observations over the 6-9 am (3-6 pm) periods. To calculate morning (afternoon) wind speed, wind direction, temperature and relative humidity, we average the 6 and 9 am (3 and 6 pm) observations. Precipitation is in the form of an indicator variable (0 if no rain during the 3 hour period; 1 if rain). Since mixing height at Salem is only recorded twice a day (morning/afternoon), no averaging is necessary.

The model for the CO concentrations

$$CO_t = trend_t + g(\text{met. variables}) + \epsilon_t, \quad (5.1)$$

where t stands for day, consists of two parts: a trend component which models the reduction in CO through time and a component $g(\text{met. variables})$ which models the relationship between CO concentrations and the meteorological variables (wind speed, wind direction, temperature, relative humidity, mixing height, and precipitation).

5.1 Meteorological variables

The scatter plots in Figures 5.1a-f illustrate the relationship between CO and the meteorological variables. To create these scatter plots we used the same procedure as that in the construction of Figures 3.3 and 3.4. The scatter plots show:

(i) CO decreases with increasing wind speed WS; as in Ledolter and Tiao (1979a), the relationship can be approximated by a model of the form

$$CO = \beta_1 WS^{-1} + \beta_2 WS^{-2},$$

(ii) CO changes with wind direction. One could represent this relationship with indicator variables representing the quadrants of wind direction. Instead, we model the relationship with a first order harmonics

$$CO = A \sin (WD - \phi) = \beta_3 \cos WD + \beta_4 \sin WD$$

where A is the amplitude and ϕ is the phase angle ($\beta_3 = -A \sin \phi$, $\beta_4 = A \cos \phi$). This representation is more parsimonious (uses fewer parameters) and models the relationship with a smooth function.

(iii) The relationships between CO and temperature, relative humidity and mixing height are approximately linear; $CO = \beta_5 \text{Temp}$; $CO = \beta_6 \text{RH}$; $CO = \beta_7 \text{MH}$. Since mixing height data was not available for the last year, 1979, of our study, we dropped MH from our analysis and used relative humidity as a proxy variable (Figure 5.1f indicates a strong inverse relationship between RH and MH).

Combining (i)-(iii) we model the relationship between the CO concentrations and the meteorological variables as

$$\begin{aligned}
g(\text{met. variables}) = & \beta_1 WS^{-1} + \beta_2 WS^{-2} + \beta_3 \cos WD + \beta_4 \sin WD \\
& + \beta_5 \text{Temp} + \beta_6 \text{RH} + \beta_7 \text{Precip.}
\end{aligned}
\tag{5.2}$$

5.2 Trend component

Our first objective is to derive yearly trend estimates for the CO concentrations after allowing for the effects of the meteorological variables. We introduce dummy variables to estimate the yearly effects, as compared to a specified base period. To be able to compare CAMS and Eugene directly we chose the base period to be 1971 (summer 1971 for summer regressions; winter 1971/72 for winter regressions). The yearly trend model takes the form

$$\text{trend} = \alpha_0 + \sum_{i=1}^p \alpha_i X_i \tag{5.3}$$

where $X_i = 1$ for summer 1971 + i (winter 1971 + $i/72 + i$) and 0 otherwise. The parameter α_i expresses the change in the CO concentrations from 1971 to 1971 + i . For the summer regressions at CAMS and Eugene we use $p = 8$ indicator variables ($p = 7$ for winter). For the other stations the base periods in the trend comparison are: Hollywood (summer 1973; winter 1973/74); Alder (summer 1976; winter 1975/76); Lloyd (summer 1976; winter 1975/76).

5.3 Regression trend model

Combining (5.2) and (5.3) our model for daily morning (afternoon) CO concentrations can be written as

$$\begin{aligned}
CO_t = & \alpha_0 + \sum_{i=1}^p \alpha_i X_{it} + \beta_1 WS_t^{-1} + \beta_2 WS_t^{-2} + \beta_3 \cos WD_t + \beta_4 \sin WD_t \\
& + \beta_5 Temp_t + \beta_6 RH_t + \beta_7 Precip_t + \epsilon_t
\end{aligned}
\tag{5.4}$$

where t stands for day, and ϵ_t is the error term assumed independent across days with zero mean and variance σ^2 . The model was fitted by least squares to morning (6-9 am)/afternoon (3-6 pm) and summer (June-September)/winter (November-February) data separately. Meteorological data from the NCC site at the Portland airport were used for the Portland locations, except that at CAMS and Alder (downtown locations) wind speed and wind direction data from the Hughes (Federal) Building were employed. For Eugene we used the meteorological data recorded at the Eugene airport.

The regression results for the 5 stations are given in Table 5.1a (summer) and Table 5.1b (winter). We also list the standard deviation of the data ($\hat{\sigma}_{obs}$) and the standard deviation of the errors after filtering the regression model ($\hat{\sigma}_{model}$). The reduction in the standard deviations expresses the explanatory power of the trend and meteorological variables. The results show that on the average reduction in the standard deviations is approximately 16 percent. This corresponds to $R^2 = .30$, which indicates that about 30 percent of the variation is explained by our regression model. Air pollutant concentrations are highly variable; thus realistically higher reduction could not be expected.

Our main interest is in the estimation of the parameters α_i , since they express the trend reductions in the CO concentrations. These trend reduction estimates are adjusted for possible changes in the meteorological variables. The trend estimates are plotted in Figure 5.2a (summer) and

Figure 5.2b (winter). We make the following observations.

(i) For both seasons and both day periods the CO concentrations at CAMS have clearly decreased.

(ii) The trend estimates at Eugene show considerably less evidence of a reduction. During the afternoon the CO concentrations have actually increased, as evidenced by positive α estimates for most of the years considered. During the morning period only small reductions can be noticed.

(iii) The CO concentrations at Hollywood, Alder and Lloyd have steadily decreased, especially during the summer periods.

5.4 A model for the trend

The trend indicators α_i are affected by changes in traffic volume, the progressively more stringent federal CO emission standards, the Portland I/M program, the various probe changes, and other interventions. A simple model which expresses the trend as function of these variables is given by

$$\text{trend}_t = \alpha_0 + \alpha_1 \text{TR}_t + \alpha_2 \text{TR}_t \text{I}_t + \alpha_3 \text{TR}_t \text{I}/\text{M}_t^d + \alpha_4 \text{IND}_t. \quad (5.5)$$

Combining this trend model with the meteorological component $g(\text{met. variables})$ in (5.2) leads to the model

$$\begin{aligned} \text{CO}_t = & \alpha_0 + \alpha_1 \text{TR}_t + \alpha_2 \text{TR}_t \text{I}_t + \alpha_3 \text{TR}_t \text{I}/\text{M}_t^d + \alpha_4 \text{IND}_t \\ & + \beta_1 \text{WS}_t^{-1} + \beta_2 \text{WS}_t^{-2} + \beta_3 \cos \text{WD}_t + \beta_4 \sin \text{WD}_t + \beta_5 \text{Temp}_t \\ & + \beta_6 \text{RH}_t + \beta_7 \text{Precip}_t + \varepsilon_t. \end{aligned} \quad (5.6)$$

Daily morning (afternoon) traffic counts were not available for our analysis.

Also monthly averages broken down by the hour of day were not available. The only observations available were monthly average daily traffic counts. From these averages we calculated traffic indicators for each season of each year considered. As an example, for Portland sites, the summer 1979 traffic indicator is given by $(109.2 + 105.2 + 108.4 + 106.4)/4 = 107.3$ (see Table 2.5) and is assumed the same for each weekday morning (afternoon) period in that season. Our analysis thus assumes that the actual morning/afternoon averages are proportional to the overall daily traffic averages.

The variable I_t models the linear time trend in the CO concentrations. It takes on a value of i for all days in season $1970 + i$ (It is 1 for days in 1971, 2 for days in 1972, etc.).

The variable I/M_t^d represents the discounted total of monthly car inspections. As in Section 4 we choose $d = .7$ as the discount coefficient. I/M_t^d stays constant for all observations during that month. For example for all observations in June 1979 I/M_t^d is given by $(20.57 + (.7)21.87 + (.7)^2 20.71 + \dots)$ --see Table 1.2.

The indicators IND_t are chosen to model the effect of probe changes and other interventions. At CAMS an indicator is introduced to model the traffic disruption in 1976; at Eugene the indicator adjusts for the probe change in 1975/8.

The model in (5.6) is fitted to CAMS and Eugene; the results are given in Tables 5.2a, b.

5.5 Analysis of the fitting results for the trend model (5.6)

From the estimates of α_2 and α_3 we calculate the average annual trend

reductions and the additional percentage benefits due to the I/M program. These results are given in Table 5.3a (CAMS) and Table 5.3b (Eugene).

As an illustration of the calculation of Tables 5.3a, b, consider the CAMS summer am regression without the indicator for the traffic disruption in 1976. From the estimate $\hat{\alpha}_2 = -.035$, we calculate the average annual trend reduction $\hat{\alpha}_2 \cdot TR = -.035 \times 101 = -3.53$ where the $TR = 101$ is the summer traffic average obtained from Table 2.5. Compared with the CAMS summer am CO average of 40 (in units of $10 \mu\text{g}/\text{m}^3$), this corresponds to a $100 \times (-3.53)/40 = -8.8$ percent trend reduction per year. Similarly, the estimate $\hat{\alpha}_3 = -.0006$ is used to calculate the average additional I/M benefit. Specifically, $\hat{\alpha}_3 \times TR \times \overline{I/M}^d = -.0006 \times 101 \times 113 = -6.85$. Compared with the CO average of 40, this represents an estimated additional benefit of $100 \times (-6.85)/40 = -17.1$ percent.

The remaining entries in Tables 5.3a, b are obtained in a similar manner. We have used (i) the CAMS traffic averages of 101 for summer and 91.9 for winter, (ii) the Eugene traffic averages of 24.0 for summer and 22.7 for winter, and (iii) the CO averages for CAMS and Eugene given in Table 5.4. Standard errors of the estimated annual trend reductions and benefits due to I/M are given in the parentheses.

The results in Table 5.3a show that at CAMS, when averaged over the two seasons and the two periods of the day, the additional benefit of I/M is estimated at 15.1% without, and at 8.3% with indicator for the 1976 traffic disruption. These reductions are in good agreement with the results in Section 4.3 corresponding to the models C7 and C8 in Tables 4.2 and 4.3 using monthly CO averages (12% without and 6.1% with indicators for traffic disruption

and a probe change). Table 5.3a also indicates that the I/M program's impact is especially felt during the summer periods.

With regard to the annual trend reductions, the average reduction of 3.9% per year at Eugene in Table 5.3b is fairly close to the estimated 5.4% per year obtained from modelling monthly CO averages as discussed in Section 4.4. At CAMS, Table 5.3a shows that the estimated annual trend reductions during the peak hours (8.1%-9.5%) are larger than the reductions (4.8%-5%) from monthly averages presented earlier in Section 4.3.

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Table 1.1

Yearly number of car inspections, number of rejections and failure rates--Portland I/M program (mandatory since July 1975)

	number of inspections	number of rejections	rejection rate
1974	23478	7909	33.7
1975	155475	46113	29.7
1976	589405	137419	23.3
1977	184524	41153	22.3
1978	577022	129302	22.4
1979	287518	59886	20.8

Table 1.2

Monthly car inspections--Portland I/M program
(mandatory since July 1975)

Month	Year				
	1975	1976	1977	1978	1979
January	7671	54566	24367	45170	29775
February	8788	45586	18057	47930	27457
March	17174	55211	17920	57796	32348
April	16365	47744	13383	48985	20711
May	14911	49116	11449	46310	21869
June	16728	49466	12074	51704	20570
July	6535	50046	11630	40266	19975
August	7672	48960	10578	58723	21966
September	6650	58233	10290	56221	19420
October	8078	55929	13740	54478	23214
November	15611	42152	17868	39681	20908
December	29792	32396	23168	29758	29305
Total	155475	589405	184524	577022	287518

Table 2.1(a)

Two way tables of monthly CO averages and
of monthly 95th percentiles--CAMS

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	68	57	47	47	30	32	22	28	41	49	59	73	46	15.6
71	66	63	52	45	28	40	29	34	48	59	76	69	51	15.4
72	60	64	64	53	35	39	33	32	51	53	79	68	53	14.6
73	68	61	55	39	38	41	29	36	46	62	68	74	52	14.3
74	50	57	51	42	36	27	27	28	31	53	59	53	43	11.9
75	47	43	31	27	24	24	16	29	25	56	56	45	35	12.9
76	46	32	29	26	19	19	16	27	29	46	44	67	33	13.0
77	49	49	39	34	37	23	19	30	47	52	49	56	40	11.4
78	66	42	38	30	25	29	17	29	41	40	50	45	38	12.2
79	41	50	32	30	23	19	18	20	31	42	40	52	33	11.4
AVE	56	52	44	38	30	29	23	29	39	51	58	60		
SE	10.0	9.9	11.1	8.1	6.4	8.0	6.0	4.1	9.0	6.7	12.4	10.4		

(monthly averages)

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	172	138	126	92	60	92	69	92	115	126	161	184	121	35.9
71	161	161	126	126	92	115	92	103	126	161	184	172	135	30.5
72	138	138	150	115	92	104	104	92	138	150	165	184	133	30.7
73	173	150	138	92	92	104	81	115	127	138	161	184	130	32.2
74	127	127	115	115	42	81	81	92	92	150	150	127	112	23.6
75	127	115	92	80	69	92	58	103	69	149	161	103	102	30.7
76	115	92	69	69	58	69	58	80	69	115	115	149	88	27.7
77	126	115	80	80	80	69	58	80	115	138	126	126	99	26.2
78	126	92	103	92	69	69	46	90	92	103	115	103	91	21.1
79	103	103	80	69	63	50	46	57	80	98	94	138	82	25.7
AVE	137	123	108	93	79	85	69	89	102	133	145	147		
SE	22.8	22.4	25.9	18.8	12.5	19.3	18.6	15.4	23.9	20.4	24.5	10.9		

(95th percentiles)

Table 2.1(b)

Two way tables of monthly CO averages and
of monthly 95th percentiles--Hollywood

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
72	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
73	73	76	62	45	49	41	36	53	61	63	61	62	57	11.7
74	35	47	43	36	32	22	31	35	42	65	63	56	42	12.7
75	51	50	41	36	31	25	22	23	34	48	46	44	38	10.2
76	38	30	31	32	22	22	22	30	32	43	56	60	35	12.0
77	61	47	33	34	28	23	20	30	33	50	51	46	38	12.1
78	56	51	48	30	26	27	25	31	39	42	52	46	39	10.8
79	43	43	36	29	20	23	19	25	33	36	39	40	32	8.4
AVE	51	49	42	35	30	26	25	32	37	50	53	51		
SE	12.5	12.6	9.8	5.0	8.9	6.3	5.8	9.2	9.6	10.0	7.8	8.0		

(monthly averages)

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
72	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
73	194	183	149	114	117	103	92	137	138	161	161	173	143	31.3
74	92	127	104	104	81	58	69	81	115	173	161	161	111	36.5
75	138	138	115	80	69	69	58	58	80	126	126	115	98	30.1
76	103	80	69	80	58	58	58	69	80	103	138	126	85	25.7
77	138	115	69	80	58	46	46	69	80	126	138	138	92	35.1
78	126	115	126	69	69	58	58	69	92	92	126	126	94	27.4
79	126	103	92	69	46	46	45	57	70	93	106	103	80	26.5
AVE	131	123	103	85	71	63	61	77	94	125	137	135		
SE	30.3	24.8	27.3	16.0	20.4	18.1	14.8	25.5	22.5	24.8	18.3	23.0		

(95th percentiles)

Table 2.1(c)

Two way tables of monthly CO averages and
of monthly 95th percentiles--Alder

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
72	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
73	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
74	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
75	...	...	...	...	...	...	...	...	45	35	33	41	39	4.8
76	28	25	33	29	30	34	31	38	47	48	49	54	37	9.4
77	52	35	34	40	30	31	28	37	32	36	38	34	36	6.0
78	36	29	30	30	28	31	29	27	29	38	37	36	32	3.7
79	41	31	31	27	20	22	27	25	29	31	28	30	29	5.1
AVE	39	30	32	32	27	30	29	32	36	38	37	39		
SE	8.7	3.6	1.6	5.0	4.1	4.5	1.5	5.8	7.9	5.7	7.0	8.3		

(monthly averages)

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
72	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
73	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
74	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
75	...	...	...	...	...	...	...	...	126	92	103	115	109	12.7
76	69	69	92	80	80	80	80	92	103	115	136	124	94	21.5
77	126	92	92	92	69	69	69	80	69	80	80	80	83	15.6
78	92	69	69	69	58	69	58	58	69	92	92	103	75	15.0
79	103	69	80	69	58	58	69	66	74	79	75	84	74	11.7
AVE	98	75	83	78	66	69	69	74	88	92	98	102		
SE	20.5	10.0	9.6	9.5	9.1	7.8	7.8	13.0	22.7	13.0	22.4	17.6		

(95th percentiles)

Table 2.1(d)

Two way tables of monthly CO averages and
of monthly 95th percentiles--Lloyd

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
72	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
73	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
74	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
75	...	...	...	...	...	...	...	...	...	...	33	47	40	7.0
76	24	19	18	21	22	26	27	28	34	43	49	53	30	11.4
77	45	31	29	36	25	26	27	30	30	37	36	38	33	5.7
78	27	23	30	17	16	17	22	19	24	30	38	41	25	7.8
79	41	26	24	23	20	22	19	24	22	27	25	30	25	5.6
AVE	34	25	25	24	21	23	24	25	28	34	36	42		
SE	8.9	4.4	4.8	7.1	3.3	3.7	3.4	4.2	4.8	4.2	7.8	7.8		

(monthly averages)

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
72	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
73	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
74	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
75	...	...	...	...	...	...	...	...	...	...	103	128	121	17.5
76	80	69	46	58	58	69	69	69	80	103	138	149	82	30.5
77	115	80	69	80	58	53	58	69	69	92	103	124	81	22.0
78	92	69	92	58	46	46	53	58	69	80	115	124	76	24.9
79	126	80	69	58	46	58	48	59	57	81	91	101	73	22.9
AVE	103	75	69	64	52	58	58	64	69	89	110	128		
SE	18.2	5.5	16.3	9.5	6.0	8.1	7.4	5.3	8.1	9.4	15.9	16.3		

(95th percentiles)

Table 2.1(e)

Two way tables of monthly CO averages and
of monthly 95th percentiles--Eugene

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	...	...	...	...	20	16	20	25	26	34	35	29	26	6.4
72	26	32	30	27	35	26	33	41	48	50	43	42	36	8.1
73	32	46	...	...	29	27	27	28	34	41	35	31	33	6.4
74	27	...	...	...	...	...	29	18	20	33	34	36	28	6.4
75	14	...	...	...	...	...	...	...	38	33	33	34	30	8.4
76	38	29	27	30	24	21	21	23	25	38	45	57	32	10.6
77	53	37	27	32	23	25	26	26	33	42	30	31	32	8.2
78	39	31	26	21	18	25	21	20	25	33	37	38	28	7.6
79	36	28	31	27	22	21	19	21	24	30	34	29	27	5.2
AVE	33	34	28	27	24	23	25	25	30	37	36	36		
SE	10.7	6.8	1.9	3.7	6.0	3.6	4.7	6.7	8.3	5.9	4.5	8.4		

(monthly averages)

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	...	...	...	...	40	29	35	40	46	63	81	63	50	16.5
72	63	75	58	46	63	52	58	75	92	109	72	115	75	21.5
73	69	81	0	0	52	46	46	41	69	87	81	87	55	29.2
74	58	0	0	0	0	0	50	35	40	75	75	80	34	31.8
75	30	0	0	0	0	0	0	0	75	75	80	80	28	35.7
76	90	70	55	60	40	40	40	45	55	81	100	130	67	27.1
77	112	85	60	56	47	47	48	47	66	94	79	60	68	19.7
78	93	68	50	49	34	47	42	44	53	69	85	84	60	18.6
79	81	62	64	52	44	41	39	43	51	63	75	65	57	13.2
AVE	75	55	36	33	36	34	40	41	61	78	83	87		
SE	23.6	32.5	28.0	26.0	20.5	18.9	15.5	18.1	15.3	13.5	7.7	50.7		

(95th percentiles)

Two way tables of monthly averages of hourly CO--Hollywood

[illegible]

Table 2.2(c)

Two way tables of monthly averages of hourly CO--Alder

Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Ave	Dev		
70 1	25	24	20	15	10	17	25	52	67	68	78	72	63	60	44	44	52	56	39	46	48	46	48	43	18.3		
70 2	24	12	17	11	10	10	14	41	47	40	40	42	42	46	46	46	56	70	45	41	36	36	35	31	35	14.8	
70 3	27	17	17	12	10	11	14	29	37	37	37	37	37	37	38	37	55	73	58	40	34	36	31	29	33	14.8	
70 4	25	17	17	13	11	13	10	36	41	37	47	58	56	56	60	71	74	79	48	43	37	38	34	32	40	19.6	
70 5	23	16	14	10	7	7	9	24	35	36	37	40	40	36	40	44	53	55	37	29	25	26	28	25	29	13.4	
70 6	21	12	5	5	4	5	15	25	28	29	34	34	36	38	38	40	47	29	26	27	31	27	24	24	24	12.4	
70 7	21	15	14	9	5	6	11	49	37	35	36	41	47	48	53	54	62	66	45	35	32	31	28	28	33	17.1	
70 8	23	16	11	7	3	4	10	26	34	34	30	37	33	34	36	48	53	59	37	33	33	36	36	32	29	14.3	
70 9	21	13	12	7	5	5	12	25	34	31	36	43	38	39	45	44	52	55	32	31	35	35	32	28	30	14.0	
70 10	25	17	12	6	7	7	9	24	35	31	36	40	47	48	56	51	61	63	36	35	37	44	40	37	34	16.8	
70 11	25	17	12	5	5	4	10	21	34	32	37	41	41	44	46	46	53	56	37	34	34	39	36	34	31	15.1	
70 12	29	24	12	7	11	13	31	41	39	41	53	51	54	53	64	65	71	44	40	44	46	41	36	39	17.7		
70 13	31	26	22	14	11	12	20	45	51	50	56	68	67	65	66	63	74	76	54	56	55	49	44	40	47	19.8	
70 14	27	23	25	12	13	13	41	39	33	50	56	65	56	61	57	62	70	62	67	62	54	57	53	50	46	16.4	
70 15	32	26	24	15	12	15	41	44	63	57	62	74	63	64	71	73	88	69	62	65	66	66	61	49	22.3		
70 16	41	33	31	24	23	24	40	39	52	51	57	64	64	64	73	61	103	104	70	63	53	56	55	47	54	22.0	
70 17	25	20	24	17	16	20	22	42	36	61	59	69	66	63	67	68	90	65	66	56	51	51	50	43	51	20.9	
70 18	22	25	16	16	13	15	17	34	45	37	39	40	40	37	41	45	53	59	47	34	34	39	37	33	35	11.9	
70 19	21	15	15	10	6	6	12	25	46	43	42	45	45	45	51	39	62	75	45	36	34	30	29	27	35	17.7	
70 20	32	25	22	16	15	16	19	30	44	44	47	47	52	50	49	46	58	72	52	48	46	47	45	41	40	14.7	
70 21	24	17	16	12	11	10	15	26	34	32	36	40	35	43	46	45	49	52	32	30	29	32	31	31	31	12.0	
70 22	26	17	15	12	6	10	14	26	36	32	39	40	40	40	45	48	50	51	30	30	39	40	43	33	32	13.1	
70 23	22	13	13	6	4	5	10	43	24	29	35	43	41	44	48	46	49	53	30	24	25	28	30	26	28	14.2	
70 24	28	21	15	15	9	10	16	31	44	42	51	56	55	59	58	55	59	57	40	32	35	37	34	30	37	16.6	
70 25	22	16	15	10	6	9	16	24	42	42	41	40	41	40	41	43	42	44	51	36	36	35	33	32	31	32	12.5
70 26	29	24	19	15	13	13	15	35	50	48	44	45	38	41	41	42	47	59	46	42	40	39	36	34	36	12.4	
70 27	26	23	20	14	11	14	20	25	46	46	43	52	50	50	51	58	70	61	34	34	36	38	35	38	35	15.1	
70 28	23	17	15	15	10	11	17	36	40	47	42	50	45	47	52	54	61	61	42	35	30	29	26	24	35	15.7	
70 29	25	24	20	15	14	14	17	32	40	39	42	47	48	45	51	54	64	65	43	35	34	33	31	28	36	14.7	
70 30	22	19	19	13	11	12	16	32	34	36	35	32	34	36	36	36	46	52	36	29	26	28	29	27	29	10.0	
70 31	23	20	22	16	13	12	15	29	34	34	30	34	34	34	33	37	42	54	37	34	30	33	32	30	30	9.7	
70 32	22	14	15	11	7	7	14	25	27	23	29	39	33	34	34	40	43	54	62	38	37	32	35	30	29	13.3	
70 33	24	16	14	9	5	10	14	28	34	33	35	35	34	35	39	39	45	49	28	25	26	30	31	32	28	10.8	
70 34	32	25	16	11	10	9	15	25	30	29	31	32	34	36	34	40	49	49	30	32	39	48	45	39	31	11.5	
70 35	26	19	17	12	10	9	12	27	31	32	35	36	36	37	44	41	42	44	30	23	29	33	31	30	29	10.4	
70 36	22	16	14	9	5	10	13	30	34	31	30	33	35	33	33	41	39	45	27	28	28	31	29	28	27	10.0	
70 37	22	15	13	9	6	6	11	29	35	32	33	35	35	32	36	43	50	34	35	36	39	35	30	29	11.7		
70 38	30	22	16	12	12	12	20	45	37	51	49	49	43	44	45	45	54	66	50	45	39	43	39	36	38	14.8	
70 39	26	23	20	17	14	16	23	40	47	39	41	43	41	42	45	57	73	78	49	38	32	36	31	31	38	15.8	
70 40	26	20	16	14	11	12	13	32	37	36	37	44	46	47	54	61	74	77	49	36	31	33	29	27	36	17.8	
70 41	30	25	21	15	15	13	21	36	44	41	39	46	45	55	60	57	86	66	54	45	39	44	44	42	42	16.6	
70 42	16	14	14	10	7	7	15	34	37	31	33	36	34	39	32	55	52	55	52	52	40	28	27	25	31	13.9	
70 43	15	14	10	7	6	6	10	39	41	36	41	50	45	46	48	50	59	55	31	30	29	28	27	22	31	16.3	
70 44	19	14	12	6	5	5	12	26	31	33	35	36	36	38	42	46	47	54	49	27	30	30	24	24	28	13.4	
70 45	15	7	6	3	3	3	10	21	24	26	28	33	29	30	32	37	43	44	19	17	14	19	19	15	21	12.0	
70 46	14	6	5	3	3	2	7	18	26	24	25	32	35	38	41	39	43	44	21	19	22	25	26	18	22	13.1	
70 47	16	10	9	6	5	6	11	26	27	22	43	44	45	52	47	53	50	43	24	23	23	23	22	19	28	15.7	
70 48	16	11	10	5	4	3	8	21	25	25	30	38	36	35	38	45	50	46	29	25	25	26	27	23	25	13.3	
70 49	16	14	12	6	6	5	11	30	34	36	40	42	41	44	44	47	48	49	26	27	28	26	24	23	29	14.0	
70 50	17	13	11	7	5	6	12	34	41	40	41	39	40	41	41	45	53	60	39	36	34	39	32	23	31	15.2	
70 51	16	12	12	6	6	6	10	29	37	33	33	36	36	40	41	42	50	57	35	27	23	24	21	18	26	13.2	
70 52	16	13	13	10	6	8	14	29	34	34	40	46	47	43	41	50	57	61	36	27	23	22	19	18	30	15.5	
70 53	25	17	16	11	7	10	15	32	40	38	40	45	42	44	46	49	57	62	40	34	34	36	34	31			

ST DEV 0.2 5.3 4.7 4.2 4.4 4.4 4.2 7.9 6.4 5.9 6.8 10.6 9.6 9.3 9.7 10.2 11.5 11.3 11.1 11.0 10.0 8.8 8.6 8.3 7.8

25TH, 50TH, 75TH, 95TH PERCENTILES, MAXIMUM AND MISSING

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Table 2.2(d)

Two way tables of monthly averages of hourly CO--Lloyd

MO	CO	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	AVE	DEV	
75	11	12	10	8	7	6	6	6	14	25	25	30	37	44	50	53	52	66	66	61	49	36	36	23	15	32	21.9	
75	14	14	14	9	8	7	7	9	23	35	35	46	56	62	63	66	63	117	109	74	64	57	50	27	20	47	34.4	
76	1	10	5	5	3	3	3	6	19	25	22	27	36	42	46	41	45	52	58	36	30	21	17	13	10	24	16.7	
76	2	8	7	5	3	2	2	3	10	15	13	20	21	25	27	31	35	40	47	32	23	24	27	14	15	19	12.7	
76	3	7	6	4	4	3	2	7	10	14	15	15	25	24	30	29	37	42	42	25	24	15	17	12	10	18	12.0	
76	4	10	8	6	6	5	5	5	17	24	17	24	26	32	31	35	37	45	43	28	30	26	20	13	11	21	12.1	
76	5	9	7	6	7	6	7	9	14	11	19	26	30	34	34	36	37	45	44	31	23	27	21	11	10	22	12.7	
76	6	10	6	7	7	7	7	9	14	21	19	27	34	43	44	46	46	54	54	35	34	31	29	16	14	26	15.9	
76	7	10	10	9	9	9	10	12	19	24	22	32	34	40	40	40	40	53	53	40	35	33	27	18	14	27	14.4	
76	8	13	14	10	9	8	9	11	19	27	25	32	37	44	45	47	50	56	55	40	34	33	30	15	16	26	15.3	
76	9	16	15	14	12	12	14	17	27	34	33	40	47	48	48	45	51	60	67	50	47	42	35	21	19	34	16.4	
76	10	29	25	19	16	15	15	19	27	41	38	46	51	56	53	53	56	65	79	67	63	55	53	37	34	43	16.0	
76	11	25	22	16	14	14	12	17	20	44	41	51	56	61	64	68	63	99	119	83	73	61	57	38	31	50	26.5	
76	12	27	25	21	18	17	17	21	23	41	45	54	60	76	61	87	69	111	107	77	69	62	63	38	30	53	26.3	
77	1	22	23	14	17	16	14	20	37	49	46	52	49	59	61	61	71	88	98	64	55	49	47	35	28	45	22.3	
77	2	22	16	12	11	11	11	15	27	29	29	36	39	39	38	39	46	54	61	43	39	36	34	29	25	31	13.3	
77	3	17	15	12	12	11	11	15	25	27	26	28	35	42	40	42	46	55	60	44	34	31	30	23	19	29	13.9	
77	4	19	16	14	15	14	15	16	25	29	29	37	44	49	50	53	54	63	71	52	50	45	40	26	22	36	16.7	
77	5	14	11	9	8	9	10	13	21	21	21	26	32	39	38	40	45	48	56	45	38	33	30	26	16	14	25	12.5
77	6	12	12	9	9	9	11	13	18	21	24	31	37	46	39	40	42	49	48	33	33	32	25	16	13	26	13.1	
77	7	15	13	12	11	10	12	15	20	22	22	31	31	39	42	42	46	55	52	37	31	32	27	17	16	27	13.4	
77	8	15	11	9	8	8	9	14	21	21	26	38	44	52	53	50	52	62	59	40	41	37	27	15	13	30	16.0	
77	9	16	13	12	12	9	9	13	24	31	27	30	35	39	43	45	48	49	55	47	45	39	34	24	20	30	14.3	
77	10	21	17	14	13	14	14	18	33	40	37	34	42	44	44	49	52	63	71	60	57	50	40	29	24	37	17.1	
77	11	17	16	12	11	11	11	15	26	34	31	34	41	54	53	51	56	73	73	55	46	39	45	37	26	36	19.2	
77	12	13	14	10	8	8	9	9	21	29	31	41	50	71	64	74	79	86	84	60	52	42	41	22	14	36	27.1	
78	1	7	7	5	4	3	3	8	16	21	20	26	31	43	45	49	55	65	62	49	40	34	29	15	10	28	21.5	
78	2	9	7	5	4	2	2	8	16	21	22	29	33	39	35	34	40	51	62	38	32	25	26	15	10	24	15.9	
78	3	17	15	9	5	5	7	12	24	27	23	25	34	43	40	41	41	57	69	49	54	44	41	23	18	30	17.4	
78	4	3	4	4	3	4	1	5	11	11	10	16	13	24	27	28	34	49	50	31	27	19	11	7	17	13.8		
78	5	4	3	3	2	4	2	4	10	11	14	16	23	25	26	28	30	45	42	25	21	20	17	7	4	16	12.4	
78	6	4	3	3	2	3	3	4	9	11	14	19	24	32	29	32	36	38	38	27	23	24	19	10	6	17	12.4	
78	7	5	4	2	2	2	3	4	10	13	18	29	34	49	45	44	46	50	47	31	30	27	21	8	5	22	17.5	
78	8	5	3	2	2	2	1	4	14	14	17	23	31	40	36	33	34	40	44	26	27	23	19	7	4	19	14.2	
78	9	6	3	4	3	2	4	6	18	22	19	23	27	37	35	34	39	50	53	38	39	33	33	24	14	24	15.2	
78	10	14	11	8	5	6	8	13	31	34	31	36	38	47	42	40	40	54	64	50	41	36	32	21	19	30	16.3	
78	11	19	17	16	13	13	12	15	29	34	33	37	46	56	58	59	62	79	87	61	48	45	46	30	21	39	21.2	
78	12	19	15	13	11	10	8	7	20	25	23	34	42	56	57	61	74	102	103	76	65	53	53	23	23	41	26.7	
79	1	21	19	14	11	11	12	14	30	34	25	42	42	49	58	60	71	88	98	68	54	48	46	29	24	41	23.9	
79	2	11	9	8	5	4	6	18	28	26	24	33	36	41	39	43	51	59	46	39	28	27	20	18	26	15.6		
79	3	9	6	6	5	6	7	13	26	25	25	26	31	46	41	37	42	46	47	36	31	26	21	13	11	24	13.9	
79	4	13	12	9	8	6	7	9	16	19	18	23	25	32	33	32	40	45	53	37	39	31	26	18	15	23	11.7	
79	5	6	5	5	5	6	5	10	16	19	18	22	26	30	31	32	34	39	41	28	26	24	21	12	9	20	11.4	
79	6	10	8	7	6	6	7	9	15	17	18	27	33	40	43	38	39	40	44	28	26	26	23	15	9	22	13.0	
79	7	6	4	4	3	4	4	8	13	17	16	25	27	35	32	33	36	37	37	26	23	21	18	10	8	19	11.8	
79	8	6	6	5	4	3	4	8	16	22	21	27	33	41	41	39	46	48	50	36	32	29	23	14	10	24	15.5	
79	9	9	7	6	6	5	5	10	24	27	24	27	30	33	33	34	34	40	40	26	31	26	23	12	11	22	11.7	
79	10	8	6	6	4	4	4	9	23	21	27	46	31	36	36	36	39	51	55	47	46	42	40	14	14	27	16.4	
79	11	11	8	6	4	4	4	8	17	23	24	25	28	32	39	42	47	56	61	43	40	30	28	17	11	25	16.6	
79	12	13	12	6	7	6	5	5	18	27	25	38	42	46	52	52	58	67	69	50	38	33	29	17	11	30	20.1	
AVE		13	11	9	6	7	7	11	21	26	25	31	36	44	44	45	49	59	63	45	40	35	32	20	15			
ST DEV		6.2	5.7	4.7	4.4	4.1	4.1	4.6	7.1	8.7	8.2	9.2	9.5	11.5	12.3	13.4	14.7	19.0	20.8	15.7	12.8	11.1	11.4	8.5	7.1			

25TH, 50TH, 75TH, 95TH PERCENTILES, MAXIMUM AND MISSING

13 26 46 66 116 0

Two way tables of monthly averages of hourly CO--Eugene

26 49 14 14 103 110

Table 2.3(c)

Two way tables of monthly weekday averages of hourly CO--Alder

Mo	Day	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Ave	Dev	
75	1	27	16	15	13	9	19	31	60	61	69	102	64	61	60	57	68	68	39	51	56	55	54	59	56	28.8		
75	2	25	16	16	11	11	12	21	51	57	49	49	46	53	52	53	67	65	51	45	39	40	37	30	40	16.8		
75	3	30	20	19	15	13	13	16	43	53	45	43	46	44	43	46	42	69	55	74	48	43	46	39	34	41	19.4	
75	4	23	16	14	12	10	13	20	43	41	41	54	65	64	60	64	76	62	63	46	43	37	37	31	29	42	22.5	
76	1	19	13	15	6	5	6	9	29	41	41	46	47	47	42	46	50	62	65	40	31	26	28	29	25	32	17.3	
76	2	19	16	9	5	5	6	7	25	32	34	35	41	46	42	42	40	45	53	31	30	30	36	30	26	26	14.1	
76	3	17	12	16	6	5	7	12	36	44	42	43	48	55	57	63	64	73	75	47	34	30	30	24	24	36	21.4	
76	4	22	15	9	5	4	4	11	32	40	41	24	45	55	56	53	53	58	66	37	32	33	38	37	31	32	16.5	
76	5	15	16	6	5	4	5	14	33	41	39	44	53	48	53	55	56	63	70	37	34	38	37	34	27	34	19.2	
76	6	21	13	16	6	5	6	11	32	44	39	47	57	52	52	62	57	70	72	38	36	35	41	37	34	37	19.9	
76	7	26	12	6	3	4	4	12	21	44	38	44	49	51	53	54	55	64	66	40	37	34	42	36	31	34	19.0	
76	8	26	19	15	12	7	14	15	27	51	45	43	61	61	64	61	77	75	82	47	41	48	49	41	37	43	21.6	
76	9	26	25	21	14	11	14	22	52	57	56	66	76	74	72	74	71	84	86	54	54	53	47	40	36	50	23.0	
76	10	31	27	21	16	13	14	25	51	71	64	72	75	71	73	66	71	82	102	60	72	59	63	57	54	55	24.4	
76	11	31	26	23	16	13	16	25	56	61	73	76	90	75	75	81	85	102	103	70	54	51	52	49	44	57	27.5	
76	12	35	31	29	18	14	14	26	47	65	61	80	73	86	67	63	74	125	126	78	73	69	64	62	54	62	27.7	
77	1	33	25	22	16	16	22	33	57	64	71	68	74	72	71	78	81	107	116	77	61	56	56	52	44	58	26.7	
77	2	29	24	17	13	11	13	22	42	56	46	49	69	69	66	44	47	53	64	71	53	40	33	43	41	36	39	16.0
77	3	40	14	14	9	6	8	12	40	51	46	47	51	47	50	55	66	69	65	49	37	36	33	29	26	38	20.6	
77	4	29	25	21	14	13	14	22	36	54	55	56	53	53	52	53	56	69	66	59	51	49	50	46	41	44	16.3	
77	5	40	15	15	10	9	9	17	37	41	33	44	47	45	50	55	51	59	62	34	32	30	32	28	27	33	15.9	
77	6	44	16	14	10	8	11	18	36	46	40	50	50	46	49	53	56	60	61	33	33	34	35	36	30	35	16.2	
77	7	13	14	15	7	6	7	13	32	39	29	44	54	46	54	59	52	57	61	30	24	26	27	23	25	32	16.0	
77	8	24	13	12	12	6	10	17	37	50	51	62	70	64	70	69	65	70	63	44	33	37	38	34	31	41	21.6	
77	9	21	12	15	14	9	10	13	42	54	52	50	49	47	49	52	51	51	60	40	46	38	34	30	29	36	15.8	
77	10	25	16	15	13	14	13	21	44	62	61	56	55	45	50	49	52	55	72	55	46	44	42	38	35	41	17.4	
77	11	27	22	19	14	14	15	24	45	61	53	53	62	56	56	56	55	66	60	44	35	38	40	43	40	43	18.1	
77	12	21	17	15	12	11	10	26	44	54	56	46	56	47	50	55	57	66	69	45	36	31	32	27	23	37	18.2	
78	1	22	20	19	15	13	16	20	41	56	50	54	59	54	54	59	65	79	60	49	40	37	35	32	29	42	19.6	
78	2	16	15	17	11	9	11	19	39	43	38	39	36	33	34	36	24	43	56	36	28	24	27	25	23	29	12.0	
78	3	21	16	25	15	12	13	17	37	46	40	39	41	34	38	43	42	48	66	42	36	29	31	26	28	33	12.9	
78	4	21	13	12	8	6	9	17	34	44	50	44	54	44	43	49	49	69	79	44	36	32	36	29	30	36	18.6	
78	5	19	12	12	8	6	10	14	33	42	38	38	36	32	40	45	45	51	57	30	26	27	31	31	31	30	13.7	
78	6	26	16	14	11	10	9	17	31	39	36	36	37	27	42	39	46	56	56	31	34	39	49	44	39	33	13.4	
78	7	23	16	14	11	10	10	13	35	44	40	44	44	44	44	53	49	52	54	34	30	30	36	33	29	33	14.1	
78	8	19	12	12	8	6	10	15	37	42	37	36	41	40	40	40	50	45	53	29	24	27	30	29	27	30	13.3	
78	9	12	13	16	8	6	13	27	45	42	45	43	39	40	38	42	49	57	55	35	35	39	42	36	32	32	14.4	
78	10	29	24	16	14	13	14	26	59	72	66	64	65	52	55	52	54	66	62	56	47	41	47	41	37	46	19.9	
78	11	26	24	23	17	14	17	22	49	54	44	48	47	45	44	48	63	84	91	53	40	34	37	37	30	41	19.1	
78	12	22	17	15	10	10	13	16	43	55	48	47	55	54	60	67	75	95	97	60	43	36	41	33	30	44	24.5	
79	1	21	16	17	14	14	12	21	39	42	42	38	49	45	55	63	58	89	68	54	44	38	41	38	38	41	20.6	
79	2	15	15	13	8	6	16	39	41	37	41	32	31	40	35	37	55	60	57	57	41	26	25	23	32	16.4		
79	3	13	9	9	6	6	7	19	50	54	44	50	62	54	53	56	56	70	65	35	32	31	29	26	21	36	20.5	
79	4	14	16	9	5	5	4	14	34	41	40	43	48	47	47	51	57	65	69	34	32	33	32	26	24	33	18.9	
79	5	9	5	6	3	3	4	12	29	34	34	36	43	34	38	41	46	54	54	22	19	16	21	19	14	25	16.0	
79	6	6	3	1	2	2	2	8	24	34	31	33	40	42	45	49	46	53	52	22	20	23	24	23	15	25	16.8	
79	7	13	6	7	5	4	5	13	32	36	38	53	56	56	60	60	60	62	52	28	25	25	24	22	19	32	21.2	
79	8	15	6	6	5	4	2	10	29	36	33	37	46	42	43	46	56	63	58	36	29	27	27	29	24	50	17.6	
79	9	14	12	16	7	6	6	14	40	52	48	52	54	52	56	54	57	59	61	30	30	30	29	24	23	34	19.2	
79	10	15	11	9	6	4	6	14	42	51	48	48	45	46	46	45	50	63	71	44	36	37	40	34	23	35	18.7	
79	11	14	11	10	6	7	9	13	37	44	41	40	44	41	46	46	48	56	66	58	29	24	25	22	19	31	16.6	
79	12	17	12	10	9	9	17	37	45	42	49	56	54	49	45	56	66	72	43	31	25	24	20	20	34	18.9		
AVE		21	14	14	10	9	10	17	40	50	47	49	54	50	52	54	57	67	73	45	39	36	38	34	31			
ST DEV		6.2	5.4	5.1	4.5	4.3	4.7	5.5	7.8	11.2	11.4	12.8	11.5	11.6	11.1	11.2	11.5	11.6	11.3	8.1	7.3	10.1	9.8	9.4	9.1			

5TH, 50TH, 75TH, 95TH PERCENTILES, MAXIMUM AND MISSING

26

34

52

73

126

0

Table 2.3(d)

Two way tables of monthly weekday averages of hourly CO--Lloyd

Mo	Day	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Ave	Dev	
75	11	12	11	10	6	3	6	9	25	30	36	37	40	47	52	56	54	50	105	77	66	48	50	31	19	39	25.9	
75	16	12	5	7	6	5	6	9	27	37	37	37	51	59	63	60	65	53	118	111	77	64	59	52	27	19	47	34.9
76	1	11	10	5	6	5	3	7	25	30	28	32	41	46	49	41	46	60	67	45	38	27	24	17	13	28	16.5	
76	4	6	5	3	3	2	2	4	12	10	16	22	24	24	28	29	35	43	50	39	34	31	35	17	18	21	14.2	
76	5	6	5	3	3	3	3	11	13	15	20	20	30	30	30	26	23	36	41	38	23	20	11	14	8	7	17	11.4
76	6	11	5	7	7	8	7	13	23	27	21	28	33	33	31	34	39	49	47	34	38	33	25	15	12	24	13.0	
76	8	9	7	5	5	5	7	10	17	20	24	30	33	45	58	38	42	52	49	38	36	34	27	13	11	25	15.1	
76	9	10	6	5	5	7	7	10	18	23	20	29	36	45	44	47	46	58	57	41	40	38	33	17	15	28	16.8	
76	7	9	9	5	6	6	9	12	22	27	24	36	41	44	45	45	49	59	59	45	41	40	33	21	17	30	16.7	
76	6	14	13	11	7	5	10	13	24	34	32	36	42	54	52	51	55	64	64	48	41	47	37	17	18	33	18.4	
76	5	16	14	14	12	11	14	19	32	41	35	45	52	53	51	46	52	63	74	56	53	46	37	21	20	37	16.2	
76	10	26	26	17	17	18	17	24	49	51	48	60	61	66	68	58	45	77	75	67	62	62	35	35	30	50	22.8	
76	11	29	26	20	16	16	13	21	55	53	52	56	64	64	64	64	47	107	132	96	72	68	61	39	30	54	30.4	
76	16	28	25	21	10	10	19	23	38	46	50	63	71	64	62	69	60	121	117	84	78	72	72	43	34	58	30.9	
77	1	22	21	16	15	15	15	23	48	60	59	65	54	68	66	67	61	107	121	80	70	61	52	36	29	53	26.7	
77	4	22	17	10	9	10	11	16	32	30	33	37	41	43	43	42	50	60	62	49	45	41	40	32	29	34	15.7	
77	5	14	14	12	12	11	11	16	28	31	28	29	35	45	41	43	48	61	69	51	41	36	34	25	17	31	16.0	
77	6	18	16	18	13	14	13	19	28	32	23	41	47	51	50	51	56	67	74	56	55	53	47	27	23	36	16.4	
77	5	11	11	6	5	5	5	14	23	27	23	29	34	39	40	41	47	53	41	40	35	30	16	14	27	13.8		
77	6	11	14	9	6	6	12	14	21	26	27	34	40	43	42	40	43	51	51	37	34	35	25	15	13	27	14.1	
77	7	14	12	12	11	9	12	16	21	24	24	33	32	39	39	42	46	58	54	40	36	30	17	16	28	14.1		
77	6	12	11	7	6	7	9	17	25	31	29	44	49	56	57	54	55	63	67	66	46	44	31	17	14	34	20.5	
77	5	17	14	13	12	11	16	16	29	31	32	34	41	43	45	48	49	56	69	62	73	70	61	49	34	42	20.7	
77	10	26	15	11	12	14	15	21	41	54	43	43	47	50	46	49	56	69	82	73	70	61	49	34	26	40	20.4	
77	11	16	16	13	11	10	12	17	32	42	35	40	44	55	53	51	56	78	80	63	54	46	55	44	30	40	20.4	
77	16	14	13	6	5	5	6	11	25	36	33	43	52	53	55	65	73	78	88	90	63	60	49	24	15	41	27.7	
77	1	6	5	4	3	3	3	6	22	27	25	33	35	51	47	53	64	76	94	61	51	45	39	17	10	33	25.4	
77	2	6	7	6	3	2	2	10	20	26	25	30	34	36	52	31	37	49	60	59	55	30	31	15	10	24	15.5	
77	3	17	12	9	5	6	7	14	30	33	31	34	44	41	43	45	65	77	55	58	48	45	21	16	33	19.6		
77	4	3	6	3	2	4	2	7	15	14	13	20	21	26	30	30	37	56	57	37	33	29	25	13	7	20	15.2	
77	5	3	3	2	1	4	3	4	12	14	15	16	19	26	30	28	31	42	41	32	41	27	30	23	12	7	19	13.9
77	6	4	2	4	1	3	3	5	12	14	17	22	24	34	40	34	49	48	59	53	36	35	27	18	4	25	19.7	
77	7	3	3	2	2	3	4	5	12	10	12	19	24	35	44	38	36	43	48	29	30	27	22	8	4	21	15.6	
77	8	3	3	2	1	2	1	5	19	22	19	26	35	44	38	36	37	43	48	29	30	27	22	8	4	21	15.6	
77	9	9	7	5	3	3	5	6	24	20	25	28	31	38	33	34	39	52	56	42	45	40	39	28	17	27	15.9	
77	10	15	10	7	4	6	7	10	17	41	40	38	43	44	54	44	42	63	61	72	58	50	44	40	23	20	35	19.0
77	11	22	16	16	11	14	12	15	25	41	37	41	46	54	53	53	59	84	65	65	52	49	52	31	19	41	21.3	
77	16	13	14	10	7	6	6	6	24	32	30	39	42	46	64	64	79	117	131	90	77	64	64	40	25	46	34.9	
77	1	15	15	13	12	14	12	16	25	34	39	47	43	51	58	59	73	86	103	73	60	55	52	30	26	43	24.5	
77	6	8	7	6	4	4	4	10	20	20	21	31	37	41	39	40	51	61	51	42	33	34	24	19	27	16.4		
77	5	10	7	6	6	7	9	17	34	31	29	30	34	44	42	39	43	49	54	45	32	31	27	14	12	27	15.1	
77	4	11	10	7	6	6	6	10	20	24	19	26	26	36	37	33	44	49	43	44	47	38	32	20	15	25	14.3	
77	3	6	5	5	5	7	7	12	19	42	20	25	33	34	34	34	37	44	47	33	32	28	24	13	10	22	13.0	
77	2	4	7	6	6	8	6	9	13	21	20	31	33	43	45	38	39	43	48	32	46	29	26	15	10	24	14.2	
77	1	6	6	4	3	4	7	10	15	21	18	23	30	40	35	37	39	42	40	31	29	25	22	11	8	21	13.4	
77	6	7	5	4	3	3	5	10	20	27	23	30	36	45	43	41	50	54	55	42	39	34	27	14	10	26	17.3	
77	5	8	5	5	5	5	5	12	32	36	28	31	32	36	32	36	34	41	42	33	38	32	30	14	13	24	13.2	
77	16	8	5	5	3	4	4	11	29	35	29	30	32	37	33	33	34	53	59	53	58	49	46	22	15	29	18.1	
77	11	10	6	5	4	6	6	9	21	49	27	28	30	33	37	40	47	57	60	44	44	33	32	19	11	26	16.9	
77	16	13	13	6	7	5	7	10	44	32	29	43	47	51	56	59	71	76	57	44	40	34	22	14	34	27.2		

Ave 12 11 6 7 7 6 13 25 31 29 35 40 47 45 46 51 64 69 51 47 41 37 22 17
 ST Dev 5.2 5.6 4.6 4.5 4.2 4.3 5.1 6.9 11.0 9.6 10.8 10.5 12.0 12.2 13.3 13.5 24.0 27.4 11.7 41.4 41.2 7.1 2.9 9.6 7.8

25TH, 50TH, 75TH, 95TH PERCENTILES, MAXIMUM AND MISSING

13 30 45 71 132 0

Table 2.4(a)

Two way tables of monthly weekend averages of hourly CO-CAMS

1a	2a	3a	4a	5a	6a	7a	8a	9a	10a	11a	12a	13a	14a	15a	16a	17a	18a	19a	20a	21a	22a	23a	24a	25a	26a	27a	28a	29a	30a	31a	32a	33a	34a	35a	36a	37a	38a	39a	40a	41a	42a	43a	44a	45a	46a	47a	48a	49a	50a	51a	52a	53a	54a	55a	56a	57a	58a	59a	60a	61a	62a	63a	64a	65a	66a	67a	68a	69a	70a	71a	72a	73a	74a	75a	76a	77a	78a	79a	80a	81a	82a	83a	84a	85a	86a	87a	88a	89a	90a	91a	92a	93a	94a	95a	96a	97a	98a	99a	100a	101a	102a	103a	104a	105a	106a	107a	108a	109a	110a	111a	112a	113a	114a	115a	116a	117a	118a	119a	120a	121a	122a	123a	124a	125a	126a	127a	128a	129a	130a	131a	132a	133a	134a	135a	136a	137a	138a	139a	140a	141a	142a	143a	144a	145a	146a	147a	148a	149a	150a	151a	152a	153a	154a	155a	156a	157a	158a	159a	160a	161a	162a	163a	164a	165a	166a	167a	168a	169a	170a	171a	172a	173a	174a	175a	176a	177a	178a	179a	180a	181a	182a	183a	184a	185a	186a	187a	188a	189a	190a	191a	192a	193a	194a	195a	196a	197a	198a	199a	200a	201a	202a	203a	204a	205a	206a	207a	208a	209a	210a	211a	212a	213a	214a	215a	216a	217a	218a	219a	220a	221a	222a	223a	224a	225a	226a	227a	228a	229a	230a	231a	232a	233a	234a	235a	236a	237a	238a	239a	240a	241a	242a	243a	244a	245a	246a	247a	248a	249a	250a	251a	252a	253a	254a	255a	256a	257a	258a	259a	260a	261a	262a	263a	264a	265a	266a	267a	268a	269a	270a	271a	272a	273a	274a	275a	276a	277a	278a	279a	280a	281a	282a	283a	284a	285a	286a	287a	288a	289a	290a	291a	292a	293a	294a	295a	296a	297a	298a	299a	300a	301a	302a	303a	304a	305a	306a	307a	308a	309a	310a	311a	312a	313a	314a	315a	316a	317a	318a	319a	320a	321a	322a	323a	324a	325a	326a	327a	328a	329a	330a	331a	332a	333a	334a	335a	336a	337a	338a	339a	340a	341a	342a	343a	344a	345a	346a	347a	348a	349a	350a	351a	352a	353a	354a	355a	356a	357a	358a	359a	360a	361a	362a	363a	364a	365a	366a	367a	368a	369a	370a	371a	372a	373a	374a	375a	376a	377a	378a	379a	380a	381a	382a	383a	384a	385a	386a	387a	388a	389a	390a	391a	392a	393a	394a	395a	396a	397a	398a	399a	400a	401a	402a	403a	404a	405a	406a	407a	408a	409a	410a	411a	412a	413a	414a	415a	416a	417a	418a	419a	420a	421a	422a	423a	424a	425a	426a	427a	428a	429a	430a	431a	432a	433a	434a	435a	436a	437a	438a	439a	440a	441a	442a	443a	444a	445a	446a	447a	448a	449a	450a	451a	452a	453a	454a	455a	456a	457a	458a	459a	460a	461a	462a	463a	464a	465a	466a	467a	468a	469a	470a	471a	472a	473a	474a	475a	476a	477a	478a	479a	480a	481a	482a	483a	484a	485a	486a	487a	488a	489a	490a	491a	492a	493a	494a	495a	496a	497a	498a	499a	500a	501a	502a	503a	504a	505a	506a	507a	508a	509a	510a	511a	512a	513a	514a	515a	516a	517a	518a	519a	520a	521a	522a	523a	524a	525a	526a	527a	528a	529a	530a	531a	532a	533a	534a	535a	536a	537a	538a	539a	540a	541a	542a	543a	544a	545a	546a	547a	548a	549a	550a	551a	552a	553a	554a	555a	556a	557a	558a	559a	560a	561a	562a	563a	564a	565a	566a	567a	568a	569a	570a	571a	572a	573a	574a	575a	576a	577a	578a	579a	580a	581a	582a	583a	584a	585a	586a	587a	588a	589a	590a	591a	592a	593a	594a	595a	596a	597a	598a	599a	600a	601a	602a	603a	604a	605a	606a	607a	608a	609a	610a	611a	612a	613a	614a	615a	616a	617a	618a	619a	620a	621a	622a	623a	624a	625a	626a	627a	628a	629a	630a	631a	632a	633a	634a	635a	636a	637a	638a	639a	640a	641a	642a	643a	644a	645a	646a	647a	648a	649a	650a	651a	652a	653a	654a	655a	656a	657a	658a	659a	660a	661a	662a	663a	664a	665a	666a	667a	668a	669a	670a	671a	672a	673a	674a	675a	676a	677a	678a	679a	680a	681a	682a	683a	684a	685a	686a	687a	688a	689a	690a	691a	692a	693a	694a	695a	696a	697a	698a	699a	700a	701a	702a	703a	704a	705a	706a	707a	708a	709a	710a	711a	712a	713a	714a	715a	716a	717a	718a	719a	720a	721a	722a	723a	724a	725a	726a	727a	728a	729a	730a	731a	732a	733a	734a	735a	736a	737a	738a	739a	740a	741a	742a	743a	744a	745a	746a	747a	748a	749a	750a	751a	752a	753a	754a	755a	756a	757a	758a	759a	760a	761a	762a	763a	764a	765a	766a	767a	768a	769a	770a	771a	772a	773a	774a	775a	776a	777a	778a	779a	780a	781a	782a	783a	784a	785a	786a	787a	788a	789a	790a	791a	792a	793a	794a	795a	796a	797a	798a	799a	800a	801a	802a	803a	804a	805a	806a	807a	808a	809a	810a	811a	812a	813a	814a	815a	816a	817a	818a	819a	820a	821a	822a	823a	824a	825a	826a	827a	828a	829a	830a	831a	832a	833a	834a	835a	836a	837a	838a	839a	840a	841a	842a	843a	844a	845a	846a	847a	848a	849a	850a	851a	852a	853a	854a	855a	856a	857a	858a	859a	860a	861a	862a	863a	864a	865a	866a	867a	868a	869a	870a	871a	872a	873a	874a	875a	876a	877a	878a	879a	880a	881a	882a	883a	884a	885a	886a	887a	888a	889a	890a	891a	892a	893a	894a	895a	896a	897a	898a	899a	900a	901a	902a	903a	904a	905a	906a	907a	908a	909a	910a	911a	912a	913a	914a	915a	916a	917a	918a	919a	920a	921a	922a	923a	924a	925a	926a	927a	928a	929a	930a	931a	932a	933a	934a	935a	936a	937a	938a	939a	940a	941a	942a	943a	944a	945a	946a	947a	948a	949a	950a	951a	952a	953a	954a	955a	956a	957a	958a	959a	960a	961a	962a	963a	964a	965a	966a	967a	968a	969a	970a	971a	972a	973a	974a	975a	976a	977a	978a	979a	980a	981a	982a	983a	984a	985a	986a	987a	988a	989a	990a	991a	992a	993a	994a	995a	996a	997a	998a	999a	1000a	1001a	1002a	1003a	1004a	1005a	1006a	1007a	1008a	1009a	1010a	1011a	1012a	1013a	1014a	1015a	1016a	1017a	1018a	1019a	1020a	1021a	1022a	1023a	1024a	1025a	1026a	1027a	1028a	1029a	1030a	1031a	1032a	1033a	1034a	1035a	1036a	1037a	1038a	1039a	1040a	1041a	1042a	1043a	1044a	1045a	1046a	1047a	1048a	1049a	1050a	1051a	1052a	1053a	1054a	1055a	1056a	1057a	1058a	1059a	1060a	1061a	1062a	1063a	1064a	1065a	1066a	1067a	1068a	1069a	1070a	1071a	1072a	1073a	1074a	1075a	1076a	1077a	1078a	1079a	1080a	1081a	1082a	1083a	1084a	1085a	1086a	1087a	1088a	1089a	1090a	1091a	1092a	1093a	1094a	1095a	1096a	1097a	1098a	1099a	1100a	1101a	1102a	1103a	1104a	1105a	1106a	1107a	1108a	1109a	1110a	1111a	1112a	1113a	1114a	1115a	1116a	1117a	1118a	1119a	1120a	1121a	1122a	1123a	1124a	1125a	1126a	1127a	1128a	1129a	1130a	1131a	1132a	1133a	1134a	1135a	1136a	1137a	1138a	1139a	1140a	1141a	1142a	1143a	1144a	1145a	1146a	1147a	1148a	1149a	1150a	1151a	1152a	1153a	1154a	1155a	1156a	1157a	1158a	1159a	1160a	1161a	1162a	1163a	1164a	1165a	1166a	1167a	1168a	1169a	1170a	1171a	1172a	1173a	1174a	1175a	1176a	1177a	1178a	1179a	1180a	1181a	1182a	1183a	1184a	1185a	1186a	1187a	1188a	1189a	1190a	1191a	1192a	1193a	1194a	1195a	1196a	1197a	1198a	1199a	1200a	1201a	1202a	1203a	1204a	1205a	1206a	1207a	1208a	1209a	1210a	1211a	1212a	1213a	1214a	1215a	1216a	1217a	1218a	1219a	1220a	1221a	1222a	1223a	1224a	1225a	1226a	1227a	1228a	1229a	1230a	1231a	1232a	1233a	1234a	1235a	1236a	1237a	1238a	1239a	1240a	1241a	1242a	1243a	1244a	1245a	1246a	1247a	1248a	1249a	1250a	1251a	1252a	1253a	1254a	1255a	1256a	1257a	1258a	1259a	1260a	1261a	1262a	1263a	1264a	1265a	1266a	1267a	1268a	1269a	1270a	1271a	1272a	1273a	1274a	1275a	1276a	1277a	1278a	1279a	1280a	1281a	1282a	1283a	1284a	1285a	1286a	1287a	1288a	1289a	1290a	1291a	1292a	1293a	1294a	1295a	1296a	1297a	1298a	1299a	1300a	1301a	1302a	1303a	1304a	1305a	1306a	1307a	1308a	1309a	1310a	1311a	1312a	1313a	1314a	1315a	1316a	1317a	1318a	1319a	1320a	1321a	1322a	1323a	1324a	1325a	1326a	1327a	1328a	1329a	1330a	1331a	1332a	1333a	1334a	1335a	1336a	1337a	1338a	133
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Table 2.4(c)

Two way tables of monthly weekend averages of hourly CO--Alder

Mo	Co	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	AVE	DEV	
75	9	50	35	30	19	13	15	15	17	20	30	29	24	23	17	16	19	19	30	40	36	31	27	30	26	26	8.9	
75	10	25	21	18	11	9	7	7	12	13	14	14	22	24	26	29	29	26	26	30	29	29	24	30	34	22	8.6	
75	11	21	17	11	6	5	7	7	9	12	15	18	21	25	27	25	30	32	32	28	24	17	18	17	18	19	8.0	
75	12	42	29	27	17	14	14	12	15	22	29	29	30	40	42	44	50	52	65	68	44	37	41	44	40	35	14.1	
76	1	23	25	21	14	11	10	8	11	14	18	19	24	24	24	28	31	35	33	29	24	23	22	27	26	22	7.3	
76	2	32	18	5	5	1	1	1	1	4	9	12	14	14	14	28	32	23	26	20	17	20	20	23	18	15	9.7	
76	3	24	24	17	13	8	5	8	10	12	13	18	21	24	23	23	24	32	34	40	39	36	35	37	39	24	11.2	
76	4	26	20	17	13	5	4	6	9	12	17	17	17	17	25	27	30	34	39	40	37	36	32	32	33	35	23	11.3
76	5	33	25	24	13	7	6	6	9	14	16	20	23	18	17	23	22	29	24	23	25	29	30	29	31	21	8.1	
76	6	34	21	20	11	12	5	4	8	11	13	13	15	25	30	34	33	34	35	31	30	41	51	50	44	25	13.5	
76	7	27	29	20	13	5	5	7	7	11	18	24	23	26	25	27	27	29	33	29	27	34	33	37	38	23	10.4	
76	8	19	23	14	13	5	5	5	12	13	21	21	29	28	24	28	26	23	38	36	32	34	36	43	33	25	11.0	
76	9	28	29	29	12	14	9	12	12	15	23	32	35	32	32	29	26	29	32	55	63	69	60	60	61	34	18.1	
76	10	56	47	34	23	13	11	12	14	17	21	23	29	32	37	39	45	45	41	41	41	45	46	45	42	33	13.1	
76	11	24	26	25	13	9	13	9	12	16	17	21	29	33	37	43	40	47	46	40	36	35	38	36	30	28	12.0	
76	12	49	39	34	21	20	22	20	22	24	36	43	56	57	50	53	56	50	55	55	55	55	57	59	51	38	12.3	
77	1	50	37	31	21	16	16	17	24	27	34	40	46	46	42	37	34	40	39	37	43	39	39	45	42	35	9.9	
77	2	39	29	26	14	14	12	12	16	17	16	17	19	21	20	27	26	27	30	32	24	26	32	29	26	23	8.7	
77	3	26	20	20	14	6	8	9	15	17	23	20	26	38	40	32	32	32	35	35	29	29	26	20	29	32	24	8.9
77	4	42	24	27	20	19	14	13	16	16	21	29	36	48	46	38	31	34	37	38	42	41	36	41	39	31	10.6	
77	5	34	23	22	16	14	13	11	13	17	19	24	25	25	27	27	27	28	28	27	28	32	32	36	40	24	7.4	
77	6	36	24	16	10	7	6	5	7	9	10	10	13	14	17	23	30	24	23	24	24	47	52	62	40	22	15.0	
77	7	29	21	17	9	5	2	3	6	9	10	19	24	25	26	27	33	33	34	29	23	25	29	34	28	21	10.4	
77	8	37	29	25	15	11	9	12	12	12	17	20	24	21	29	29	31	28	27	27	29	30	33	36	27	24	8.1	
77	9	27	20	17	10	6	7	12	11	14	16	20	23	21	20	18	20	24	27	26	32	32	32	36	36	21	8.6	
77	10	39	29	27	16	13	12	12	15	14	22	24	25	24	22	24	24	30	31	26	27	32	32	32	33	25	7.1	
77	11	28	27	25	12	8	10	10	9	15	19	23	29	36	38	42	38	39	42	32	31	21	23	25	21	25	10.6	
77	12	28	24	19	15	11	11	10	13	23	22	31	39	41	39	43	46	46	41	35	33	27	21	25	26	28	11.2	
78	1	31	25	21	14	12	11	9	12	14	15	18	23	27	24	34	33	34	32	28	25	27	29	28	27	23	7.7	
78	2	32	29	24	16	14	14	16	17	16	26	29	31	29	34	37	40	40	40	36	30	30	33	42	37	29	8.8	
78	3	27	25	27	14	15	9	11	11	13	20	15	21	31	27	29	27	31	32	29	32	32	37	42	32	25	8.7	
78	4	23	26	17	17	9	9	9	11	9	11	12	17	20	23	32	29	34	26	34	37	34	32	29	21	9.3		
78	5	41	33	22	11	11	11	11	11	11	12	15	16	19	16	19	24	27	30	29	23	22	24	29	32	36	22	8.7
78	6	46	34	25	13	8	8	10	10	11	15	18	20	21	24	24	27	26	30	27	27	40	44	44	40	25	11.8	
78	7	33	23	23	13	14	8	9	9	10	13	17	16	14	21	21	23	25	24	22	23	25	27	26	31	20	7.1	
78	8	28	24	18	13	11	9	9	11	12	17	17	17	21	20	17	18	25	26	21	27	30	32	32	30	20	7.1	
78	9	35	21	16	11	10	2	2	4	10	10	16	21	20	21	18	21	27	31	31	34	23	33	33	26	20	9.6	
78	10	32	23	19	9	9	7	7	13	15	19	20	17	20	22	20	20	23	32	37	41	36	36	34	33	23	10.1	
78	11	27	21	20	16	15	13	13	16	14	23	24	31	31	36	39	40	41	46	36	31	27	33	32	33	26	9.4	
78	12	33	27	27	21	15	10	7	6	7	12	16	22	24	22	29	33	31	35	25	21	20	16	20	20	21	8.1	
79	1	25	34	30	23	16	13	23	23	34	36	42	29	46	53	50	52	69	75	58	52	46	63	75	63	47	16.3	
79	2	26	26	37	17	14	9	11	17	20	26	29	37	26	31	40	43	37	34	37	40	32	32	32	32	28	9.9	
79	3	20	12	13	7	5	2	7	10	14	16	17	23	24	23	23	29	37	32	21	27	25	25	28	23	20	9.1	
79	4	29	23	21	14	9	7	7	9	15	15	15	13	16	16	20	21	20	19	16	22	25	20	24	17	6.0		
79	5	21	13	13	6	1	1	2	2	9	10	12	18	13	13	16	17	20	11	11	11	16	17	16	11	5.8		
79	6	29	15	11	7	5	4	4	4	6	7	12	15	17	21	19	19	19	21	18	16	21	28	34	25	15	8.6	
79	7	25	14	15	9	7	7	7	9	11	14	18	15	23	18	20	20	18	13	16	20	20	23	20	16	5.5		
79	8	24	16	13	7	6	4	4	4	4	10	13	16	21	18	24	26	24	23	17	17	21	24	23	21	16	7.6	
79	9	27	16	16	10	6	4	4	9	11	13	16	19	20	20	24	26	26	26	22	20	22	21	23	22	18	7.0	
79	10	23	26	17	11	6	7	9	12	14	17	22	23	27	27	28	28	27	29	26	30	23	35	29	24	22	7.7	
79	11	29	26	19	16	10	7	9	8	14	13	18	19	23	26	28	25	35	34	26	20	20	24	18	17	20	8.3	
79	12	21	18	15	11	6	7	7	11	14	20	23	28	32	31	35	37	37	38	22	20	18	17	16	14	21	9.6	
ave		33	23	21	14	10	9	9	11	14	18	20	23	27	27	29	30	32	34	30	30	30	32	34	31			
SE DEV		5.1	7.4	6.6	4.4	4.3	4.4	4.3	5.2	6.9	7.3	7.4	9.3	5.3	8.6	8.8	9.9	10.3	9.5	9.6	9.5	10.1	11.4	9.7				

25TH, 50TH, 75TH, 95TH PERCENTILES, MAXIMUM AND MISSING

15

21

31

46

75

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Table 2.4(d)

Two way tables of monthly weekend averages of hourly CO--Lloyd

TH	FC	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	AVE	DEV	
73	11	11	10	5	4	3	3	3	7	13	18	22	25	37	47	49	67	46	52	35	22	16	12	10	9	21	16.5	
73	12	10	15	15	12	2	10	11	21	29	40	50	52	59	62	68	62	115	103	61	62	50	46	29	25	46	33.8	
76	1	6	5	4	2	1	1	1	14	10	16	25	32	37	42	42	42	37	33	12	9	6	2	6	3	14	14.1	
76	2	12	12	12	5	3	1	1	5	3	7	14	14	40	43	34	34	32	39	14	10	5	7	5	4	13	11.2	
76	3	9	9	7	7	4	1	1	4	14	9	9	20	26	34	34	37	43	46	29	31	23	23	17	17	19	13.5	
76	4	9	6	1	3	1	1	1	1	1	8	15	17	24	31	37	33	33	33	12	10	8	6	6	10	13	12.1	
76	5	9	9	9	9	7	7	7	7	8	10	12	18	24	41	28	30	27	33	33	18	14	13	9	9	16	8.8	
76	6	9	6	5	5	6	6	6	5	13	16	21	27	46	43	43	42	42	46	21	17	13	17	13	10	20	14.8	
76	7	13	12	10	10	10	12	13	12	10	16	23	24	26	28	28	36	31	36	24	14	13	10	9	4	18	6.9	
76	8	9	9	9	9	7	7	6	7	10	13	23	27	30	30	38	38	40	36	23	18	19	14	11	11	19	11.2	
76	9	14	13	13	12	14	14	12	15	10	15	26	29	33	37	39	43	46	52	49	34	30	33	27	20	17	26	12.9
76	10	33	33	23	15	10	10	10	11	17	19	19	29	35	42	42	38	38	42	31	29	29	33	27	25	27	10.5	
76	11	14	12	12	10	10	10	10	10	10	17	27	34	40	56	69	75	75	80	82	71	56	42	48	37	33	39	25.7
76	12	24	24	24	17	12	13	16	19	21	32	45	53	60	77	63	63	60	79	54	42	34	39	21	18	40	24.3	
77	1	27	25	24	21	17	13	13	15	10	23	28	39	45	50	50	53	48	52	32	28	25	26	32	25	30	12.7	
77	2	23	21	16	15	13	10	13	17	17	19	17	26	34	42	43	36	40	43	29	28	23	20	21	15	23	8.7	
77	3	23	19	14	11	11	10	11	16	15	20	18	33	34	37	39	40	39	37	24	23	16	16	14	14	22	10.2	
77	4	20	16	13	10	13	16	16	19	20	23	27	36	45	49	56	50	55	59	41	33	28	25	21	22	31	14.0	
77	5	14	10	9	9	9	10	9	14	15	13	21	25	37	36	34	35	41	37	24	14	18	18	16	15	20	10.4	
77	6	14	11	10	9	9	7	7	10	10	14	21	29	34	32	39	42	43	39	23	23	23	23	17	13	21	11.5	
77	7	15	13	13	13	11	11	13	15	10	17	27	29	40	46	42	46	42	48	29	19	23	19	17	17	25	13.1	
77	8	16	13	14	13	8	8	6	9	13	18	24	20	33	42	40	43	46	37	21	17	16	14	10	9	21	12.6	
77	9	13	11	9	10	6	5	6	9	12	17	23	27	33	43	44	49	39	49	36	30	24	23	20	18	23	14.0	
77	10	23	21	16	16	14	13	14	17	23	24	27	33	42	40	45	42	49	47	33	31	27	19	20	15	27	11.3	
77	11	19	10	12	12	9	9	9	11	10	21	26	34	45	50	52	53	50	60	70	33	25	19	17	15	28	18.3	
77	12	10	10	6	3	3	3	6	11	13	23	38	45	62	63	75	60	62	67	53	32	23	15	14	12	32	26.7	
78	1	8	9	5	3	3	2	1	4	7	10	14	23	28	39	42	43	43	56	24	13	11	8	10	3	17	15.3	
78	2	10	6	5	3	1	1	4	5	15	17	26	30	39	40	42	49	55	65	55	22	15	13	12	22	17.9		
78	3	16	13	10	8	5	6	7	8	12	13	20	34	35	37	37	32	37	42	32	44	35	30	29	22	24	12.9	
78	4	6	5	5	4	3	1	3	3	6	9	13	17	21	25	26	34	37	19	15	7	7	6	5	12	10.1		
78	5	6	5	5	3	4	4	4	6	10	20	43	27	26	27	29	31	30	17	9	8	8	4	4	13	9.9		
78	6	7	5	4	2	2	1	1	6	12	13	24	23	24	23	31	25	26	27	17	13	9	7	7	5	11	9.4	
78	7	6	6	3	2	2	1	2	4	10	20	27	37	38	37	43	30	34	16	13	8	8	8	6	15	13.7		
78	8	6	4	4	6	4	2	2	7	12	16	21	26	31	23	23	31	32	16	13	10	8	4	4	13	10.0		
78	9	6	4	2	4	1	1	1	4	7	13	24	24	26	36	40	46	46	26	25	18	20	15	5	17	14.7		
78	10	12	13	11	8	6	4	4	8	15	18	19	26	33	37	34	31	39	45	33	21	19	14	16	15	20	11.7	
78	11	14	16	15	13	13	9	8	13	17	22	29	42	58	69	72	69	68	85	52	38	34	32	28	26	35	23.1	
78	12	25	22	22	20	22	13	10	9	10	19	27	35	40	53	60	65	56	49	36	27	28	16	19	29	18.6		
79	1	25	16	12	9	7	9	16	17	25	35	40	43	60	60	65	65	94	84	51	38	29	29	25	21	35	23.7	
79	2	10	12	13	9	6	5	13	10	24	30	36	32	42	39	49	50	53	33	33	16	11	13	16	24	14.8		
79	3	7	4	4	4	3	3	4	5	16	14	16	26	30	36	33	41	39	34	20	15	14	9	9	16	12.6		
79	4	19	19	14	13	11	9	8	7	12	15	17	19	23	21	29	32	34	30	21	22	15	14	14	14	16	7.3	
79	5	12	6	4	4	4	2	5	6	12	14	17	20	24	27	24	26	21	15	10	12	12	10	5	12	7.7		
79	6	12	5	7	7	7	7	7	8	14	15	20	25	34	33	38	38	36	36	21	21	18	16	15	8	19	11.4	
79	7	7	4	4	3	4	6	6	6	12	16	20	24	27	26	29	25	28	14	9	9	8	8	9	13	8.6		
79	8	4	6	5	6	3	1	3	4	15	18	24	30	37	33	35	32	33	18	11	13	13	12	11	16	11.6		
79	9	10	6	9	6	5	5	5	9	15	16	20	26	27	36	32	35	37	35	19	16	12	9	8	6	21	10.3	
79	10	8	7	6	5	5	4	5	7	16	18	22	26	34	42	45	39	44	45	31	21	23	22	15	8	21	14.2	
79	11	14	13	10	7	5	5	5	6	15	18	23	30	44	46	49	53	64	40	25	24	18	12	10	23	17.2		
79	12	13	12	7	6	4	3	3	5	17	27	33	37	45	56	57	57	54	36	25	19	17	6	4	23	18.8		
AVE		14	12	10	9	7	6	7	9	13	16	22	28	36	40	43	44	46	47	30	24	19	18	15	13			
ST DEV		7.0	6.4	5.6	4.9	4.7	4.3	4.3	4.7	6.4	6.2	7.5	8.6	11.6	14.2	14.8	15.2	15.0	17.3	14.4	11.9	9.5	10.0	7.5	6.9			

5TH, 50TH, 95TH, 95TH PERCENTILES, MAXIMUM AND MISSING

9 11 32 53 115 0

Table 2.5

Monthly average daily traffic counts (in 1000 cars/day),
Portland I 80N, Columbia River Highway at NE 21st Ave.

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	80.5	86.7	90.2	89.9	93.9	100.8	97.1	100.4	96.7	93.0	89.0	90.0	92.3	5.6
71	82.3	89.8	91.9	94.4	92.9	98.9	96.3	99.1	97.8	95.2	90.0	91.6	93.3	4.6
72	84.8	87.4	93.2	93.5	92.8	97.1	95.2	96.7	94.8	94.2	95.6	91.5	93.1	3.5
73	85.2	96.1	98.9	98.8	97.1	101.2	95.9	100.7	96.2	94.0	90.3	87.1	95.1	4.9
74	79.3	79.6	87.1	91.9	93.4	99.2	96.0	99.4	93.8	94.8	92.8	92.9	91.7	6.3
75	88.9	89.1	95.3	95.8	96.1	101.9	98.0	98.9	94.2	94.8	92.5	91.7	94.8	3.7
76	88.9	92.1	96.1	98.8	96.9	104.4	100.2	103.7	98.2	99.5	98.4	99.5	98.1	4.1
77	89.3	98.3	102.6	103.9	101.2	107.1	105.4	106.7	101.8	102.2	96.7	101.9	101.4	4.7
78	93.0	101.1	105.6	104.8	103.8	111.5	108.4	110.5	105.3	105.6	97.4	101.8	104.1	5.0
79	86.1	101.7	107.7	105.8	103.7	109.2	105.2	108.4	106.4	104.1	101.5	102.0	103.5	5.8
AVE	85.8	92.2	96.9	97.8	97.2	103.1	99.8	102.5	98.5	97.7	94.4	95.0		
SE	4.1	6.7	6.4	5.3	4.1	4.5	4.6	4.4	4.3	4.5	3.9	5.4		

Table 2.6

Monthly average daily traffic counts (in 1000 cars/day),
Eugene, US 99 Pacific Highway West (.02 miles NW of 11th Ave.)

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	20.9	21.8	22.0	23.4	25.6	24.3	22.8	23.3	23.6	24.0	23.1	22.4	23.1	1.2
71	22.5	24.1	24.2	25.2	25.3	25.7	24.2	25.0	24.6	25.0	24.5	23.0	24.4	.9
72	21.2	24.1	24.4	23.8	23.8	24.1	22.4	23.0	22.5	23.6	24.8	21.8	23.3	1.1
73	22.6	24.2	23.7	23.1	25.1	26.1	20.8	22.8	23.1	22.7	21.8	19.8	23.0	1.6
74	19.4	19.1	20.2	22.4	23.3	22.7	21.7	23.2	22.9	22.8	22.3	21.3	21.8	1.4
75	21.1	22.1	22.6	23.2	23.9	22.2	21.1	22.8	23.0	23.4	22.6	20.7	22.4	1.0
76	22.0	23.0	23.0	24.0	25.7	28.1	23.0	25.6	24.3	24.4	23.0	21.8	24.0	1.7
77	22.9	24.2	23.9	25.0	24.9	25.1	24.8	24.9	25.0	24.3	24.7	23.8	24.5	.6
78	23.9	24.6	24.8	25.5	25.8	27.2	24.3	25.3	24.9	26.0	24.6	22.8	25.0	1.1
79	23.3	24.6	24.4	26.0	25.4	25.2	24.0	24.4	25.0	24.7	23.7	21.6	24.4	1.1
AVE	22.0	23.2	23.3	24.2	24.9	25.1	22.9	24.0	23.9	24.1	23.5	21.9		
SE	1.3	1.7	1.3	1.1	.8	1.7	1.3	1.1	.9	1.0	1.0	1.1		

Table 2.7(a)

Two way tables of monthly wind speed averages
Portland-Airport

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	8	7	5	6	5	6	6	6	6	6	9	8	7	1.2
71	8	6	8	6	6	5	5	6	7	5	7	8	6	1.1
72	9	9	6	7	6	6	7	6	6	5	7	10	7	1.5
73	11	7	6	5	6	6	7	6	5	9	8	8	7	1.8
74	10	7	8	7	7	8	7	7	6	5	8	8	7	1.2
75	8	9	8	7	7	7	7	7	7	7	9	8	8	.8
76	7	9	6	7	6	7	7	6	6	6	6	5	7	1.0
77	7	8	8	5	7	7	7	7	6	7	9	11	7	1.4
78	9	8	7	7	7	7	7	7	6	5	8	6	7	1.0
79	10	9	7	6	7	8	7	6	7	7	10	10	8	1.5
AVE	9	8	7	6	6	7	7	6	6	6	8	8		
SE	1.3	1.0	1.0	.8	.7	.9	.6	.5	.6	1.0	1.1	1.7		

Table 2.7(b)

Two way tables of monthly wind speed averages
Eugene-Airport

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	...	...	.0
71	8	7	9	7	7	7	7	7	8	6	7	9	7	.9
72	9	8	8	8	8	8	8	7	8	7	7	8	8	.6
73	8	7	7	7	7	7	7	7	6	5	8	7	7	.8
74	8	7	7	6	6	6	6	6	6	5	6	6	6	.7
75	7	7	8	6	6	6	6	7	7	7	7	7	7	.6
76	7	8	8	6	6	6	6	6	6	5	9	3	6	1.4
77	5	6	8	5	6	6	7	7	6	6	7	8	6	1.0
78	6	6	6	7	7	6	6	7	6	6	6	6	6	.4
79	6	6	6	6	5	5	6	5	5	6	5	6	6	.8
AVE	7	7	7	6	6	6	7	7	6	6	6	7		
SE	1.2	.7	1.0	.8	.8	.8	.7	.7	1.0	.7	1.2	1.6		

Table 2.7(c)

Two way tables of monthly wind speed averages
Portland Hughes/Federal Building

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	...	...	...	...	...	...	...	...	...	...	...	29	29	0.0
71	30	29	28	22	24	20	25	26	27	20	19	27	25	3.6
72	28	24	9	23	24	24	30	28	24	22	16	23	23	5.4
73	23	19	20	21	24	23	28	24	23	17	24	22	22	2.7
74	26	21	22	22	25	29	25	25	26	20	22	22	24	2.5
75	20	23	26	24	24	26	25	26	29	17	24	22	24	3.0
76	20	26	22	24	24	25	24	26	22	18	19	15	22	3.3
77	16	21	21	25	24	28	25	28	23	23	29	33	25	4.3
78	19	20	22	25	27	26	28	24	18	21	26	25	23	3.2
79	31	26	25	23	28	31	28	22	25	21	28	26	26	3.1
ME	24	23	22	23	25	26	26	25	24	20	23	24		
SE	5.0	3.1	5.1	1.3	1.4	3.1	1.9	1.8	1.0	2.0	4.1	4.6		

Two way tables of monthly averages of hourly wind speed
Portland-Airport

6	7	8	10	11	12
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Table 2.9
Monthly mixing height averages at Salem
(a) morning

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	745	490	779	810	490	674	373	364	520	620	557	742	597	148.0
71	852	646	773	637	702	821	471	494	506	542	709	994	679	155.1
72	979	854	818	864	544	446	371	269	361	334	713	716	597	245.6
73	758	460	864	590	548	731	440	469	513	556	989	757	640	169.2
74	724	674	616	738	752	484	626	371	199	182	549	520	536	188.3
75	903	771	930	771	630	736	484	674	360	723	715	620	685	172.2
76	653	764	831	732	560	567	481	551	420	384	344	348	543	168.4
77	333	510	996	509	943	523	551	472	695	487	817	797	636	199.8
78	531	781	453	830	873	873	584	726	791	361	467	563	653	172.2
79	****	****	****	****	****	****	****	****	****	****	****	****	****	.0
AVE	718	661	785	720	671	651	476	488	474	454	651	673		
SE	187.	136.	154.	112.	149.	144.	102.	139.	180.	165.	183.	175.		

(b) afternoon

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	445	676	1385	1742	1538	1512	1725	1567	1433	835	370	365	1133	525.3
71	314	535	921	1409	1399	1619	1471	1477	1311	929	456	454	1025	460.1
72	438	734	997	1507	1469	1359	1707	1542	1283	738	575	314	1055	460.7
73	504	708	1290	1422	1494	1531	1698	1566	1255	900	410	215	1065	476.2
74	622	629	1110	1437	1708	1371	1593	1532	1419	985	584	332	1110	447.8
75	363	725	1151	1503	1551	1496	1461	1405	1162	777	495	265	1030	460.4
76	314	743	1121	1509	1445	1441	1593	1300	1208	826	438	300	1020	458.2
77	386	669	1429	1446	1697	1379	1647	1585	1200	788	536	307	1089	495.4
78	256	631	887	1324	1822	1806	1641	1598	1277	854	454	331	1073	553.8
79	****	****	****	****	****	****	****	****	****	****	****	****	****	.0
AVE	405	672	1142	1478	1569	1502	1615	1486	1283	848	480	320		
SE	106.	63.	182.	109.	134.	135.	91.	100.	98.	74.	69.	62.		

Table 2.10

Two way tables of monthly averages of relative humidity

(a) Portland

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	82	73	72	69	63	59	59	64	62	70	75	84	69	8.0
71	85	79	73	67	65	65	60	61	64	78	83	78	72	8.5
72	76	76	74	70	65	64	55	58	69	76	83	77	70	8.0
73	75	74	75	66	62	62	55	63	66	79	84	83	70	8.9
74	73	79	74	72	68	61	62	61	58	72	80	84	70	8.1
75	83	76	68	68	64	63	61	66	62	80	79	86	72	8.6
76	83	74	72	67	65	63	61	71	72	76	81	88	73	7.9
77	80	78	75	68	75	65	61	63	74	79	82	81	73	7.0
78	85	81	74	77	71	66	65	69	80	77	82	86	76	6.8
79	74	86	73	78	67	62	61	70	72	79	80	85	74	7.8
AVE	80	78	73	70	67	63	60	65	68	77	81	83		
SE	4.4	3.7	3.9	4.0	3.7	2.0	2.9	4.1	4.9	3.1	2.5	3.4		

(b) Eugene

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	88	88	88	88	88	88	88	88	88	88	88	88	88	8.0
71	87	84	80	75	74	74	65	68	69	83	89	87	78	8.0
72	84	84	82	78	72	70	59	63	71	82	91	87	77	9.6
73	87	85	83	77	74	68	59	67	75	93	89	88	78	9.2
74	71	84	80	78	74	71	68	65	61	72	90	93	76	9.3
75	86	91	85	83	76	69	59	64	68	84	83	88	78	10.2
76	86	77	77	75	70	67	61	70	69	77	87	93	76	8.9
77	84	85	78	73	77	71	62	64	74	83	86	87	77	8.1
78	89	87	79	79	75	70	64	68	80	79	79	79	77	6.9
79	80	82	74	75	47	43	41	49	52	78	89	88	67	17.7
AVE	84	85	80	77	71	67	60	64	69	80	87	88		
SE	5.2	3.6	3.1	2.8	3.6	6.7	7.3	5.8	7.7	3.7	3.6	3.9		

Two way tables of monthly averages of hourly
relative humidity--Portland

10TH, 10TH, 75TH, 95TH CONCERN FILES. MAXIMUM 400 MISSING

Table 2.11(b)

[illegible]

75TH, 50TH, 25TH, 95TH PERCENTILES, MEAN AND RANGE

43 44 45 46 47 48 49

Table 2.12
Monthly precipitation frequencies

(a) Portland

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	40	46	47	48	57	65	68	67	60	53	47	40	53	9.6
71	41	43	44	50	57	59	68	70	61	52	45	40	53	10.0
72	39	43	49	47	60	63	70	70	60	52	48	37	53	10.8
73	38	44	47	52	59	63	69	65	64	54	44	45	54	9.7
74	38	42	46	51	55	64	66	68	67	54	48	44	54	10.1
75	41	41	44	47	57	61	68	64	65	53	46	42	52	9.8
76	42	41	44	50	56	60	66	64	63	54	47	39	52	9.3
77	35	44	45	53	53	63	66	70	60	53	44	42	52	10.3
78	40	44	49	50	55	65	67	67	60	55	39	36	52	10.6
79	31	42	50	52	59	64	70	67	66	58	45	44	54	11.5
AVE	39	43	47	50	57	63	68	67	63	54	45	41		
SE	3.1	1.5	2.2	2.0	2.0	2.0	1.5	2.2	2.6	1.7	2.5	2.9		

(b) Eugene

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	***	***	***	***	***	***	***	***	***	***	***	***	***	.0
71	40	41	43	47	54	57	66	67	58	49	44	39	50	9.4
72	38	43	48	46	56	61	68	68	58	50	47	35	52	10.4
73	38	43	44	49	56	61	67	63	61	52	44	44	52	9.1
74	39	43	49	51	56	64	67	68	66	54	49	46	54	9.5
75	46	43	44	46	56	61	68	65	64	55	46	43	53	9.1
76	42	41	44	49	55	58	67	65	63	53	47	37	52	9.6
77	38	44	44	51	51	61	64	69	59	52	44	43	52	9.3
78	43	44	48	48	53	62	67	66	59	52	41	41	52	9.1
79	31	43	48	50	44	61	67	65	63	56	42	43	51	10.8
AVE	39	43	46	49	53	61	67	66	61	53	45	41		
SE	3.9	1.0	2.2	1.8	3.7	1.9	1.1	1.3	2.7	2.1	2.4	3.4		

Two way tables of monthly precipitation frequency
according to hour of day--Portland

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	52
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Two way tables of monthly precipitation frequency
according to hour of day--Eugene

[illegible]

Table 2.14
Monthly temperature averages
(a) Portland

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	40	46	47	48	57	65	68	67	60	53	47	40	53	9.6
71	41	43	44	50	57	59	68	70	61	52	45	40	53	10.0
72	39	43	49	47	60	63	70	70	60	52	48	37	53	10.8
73	38	44	47	52	59	63	69	65	64	54	44	45	54	9.7
74	38	42	46	51	55	64	66	68	67	54	48	44	54	10.1
75	41	41	44	47	57	61	68	64	65	53	46	42	52	9.8
76	42	41	44	50	56	60	66	64	63	54	47	39	52	9.3
77	35	44	45	53	53	63	66	70	60	53	44	42	52	10.3
78	40	44	49	50	55	65	67	67	60	55	39	36	52	10.6
79	31	42	50	52	59	64	70	67	66	58	45	44	54	11.5
AVE	39	43	47	50	57	63	68	67	63	54	45	41		
SE	3.1	1.5	2.2	2.0	2.0	2.0	1.5	2.2	2.6	1.7	2.5	2.9		

(b) Eugene

YR	1	2	3	4	5	6	7	8	9	10	11	12	AVE	SE
70	***	***	***	***	***	***	***	***	***	***	***	***	***	.0
71	40	41	43	47	54	57	66	67	58	49	44	39	50	9.4
72	39	43	48	46	56	61	68	68	58	50	47	35	52	10.4
73	38	43	44	49	56	61	67	63	61	52	44	44	52	9.1
74	39	43	49	51	56	64	67	68	66	54	49	46	54	9.5
75	46	43	44	46	56	61	68	65	64	55	46	43	53	9.1
76	42	41	44	49	55	58	67	65	65	53	47	37	52	9.6
77	38	44	44	51	51	61	64	69	59	52	44	43	52	9.3
78	43	44	48	48	53	62	67	66	59	52	41	41	52	9.1
79	31	43	48	50	44	61	67	65	63	56	42	43	51	10.8
AVE	39	43	46	49	53	61	67	66	61	53	45	41		
SE	3.9	1.0	2.2	1.8	3.7	1.9	1.1	1.8	2.7	2.1	2.4	3.4		

Table 2.15(a)

Two way tables of monthly averages of hourly temperature readings--Portland

MO	NO	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	AVE	SD
70	1	...	36	...	...	30	...	...	38	...	...	39	...	...	42	...	...	43	...	...	40	...	...	41	...	40	1.6
70	2	...	43	...	...	44	...	...	40	...	...	46	...	...	51	...	...	53	...	...	48	...	...	46	...	46	4.2
70	3	...	43	...	...	41	...	...	40	...	...	47	...	...	53	...	...	55	...	...	50	...	...	48	...	47	5.1
70	4	...	46	...	...	43	...	...	43	...	...	49	...	...	54	...	...	55	...	...	50	...	...	48	...	46	4.3
70	5	...	50	...	...	47	...	...	51	...	...	58	...	...	64	...	...	73	...	...	55	...	...	55	...	57	6.7
70	6	...	54	...	...	50	...	...	59	...	...	60	...	...	73	...	...	76	...	...	71	...	...	63	...	63	6.9
70	7	...	61	...	...	54	...	...	60	...	...	68	...	...	77	...	...	81	...	...	75	...	...	66	...	66	8.0
70	8	...	61	...	...	57	...	...	59	...	...	68	...	...	76	...	...	80	...	...	74	...	...	65	...	67	7.9
70	9	...	53	...	...	53	...	...	53	...	...	61	...	...	69	...	...	70	...	...	66	...	...	58	...	60	6.4
70	10	...	49	...	...	47	...	...	46	...	...	53	...	...	61	...	...	61	...	...	55	...	...	51	...	53	5.4
70	11	...	45	...	...	44	...	...	45	...	...	48	...	...	51	...	...	50	...	...	47	...	...	40	...	47	2.3
70	12	...	39	...	...	35	...	...	38	...	...	43	...	...	43	...	...	40	...	...	40	...	...	40	...	40	1.7
71	1	...	46	...	...	39	...	...	39	...	...	40	...	...	42	...	...	43	...	...	41	...	...	41	...	41	1.3
71	2	...	41	...	...	40	...	...	40	...	...	42	...	...	46	...	...	47	...	...	44	...	...	41	...	43	2.3
71	3	...	43	...	...	39	...	...	38	...	...	44	...	...	49	...	...	49	...	...	46	...	...	43	...	44	3.9
71	4	...	44	...	...	42	...	...	43	...	...	46	...	...	51	...	...	58	...	...	53	...	...	50	...	50	5.6
71	5	...	51	...	...	44	...	...	51	...	...	57	...	...	62	...	...	68	...	...	63	...	...	57	...	57	3.8
71	6	...	54	...	...	46	...	...	54	...	...	61	...	...	66	...	...	67	...	...	61	...	...	58	...	59	5.4
71	7	...	61	...	...	50	...	...	60	...	...	67	...	...	70	...	...	70	...	...	75	...	...	66	...	66	7.7
71	8	...	64	...	...	61	...	...	62	...	...	70	...	...	78	...	...	82	...	...	76	...	...	68	...	70	7.3
71	9	...	53	...	...	53	...	...	54	...	...	62	...	...	69	...	...	70	...	...	66	...	...	58	...	61	6.2
71	10	...	48	...	...	47	...	...	46	...	...	52	...	...	58	...	...	59	...	...	53	...	...	50	...	52	4.6
71	11	...	44	...	...	43	...	...	43	...	...	45	...	...	49	...	...	48	...	...	46	...	...	45	...	45	2.1
71	12	...	40	...	...	36	...	...	38	...	...	40	...	...	42	...	...	41	...	...	40	...	...	39	...	40	1.2
72	1	...	38	...	...	37	...	...	37	...	...	39	...	...	42	...	...	42	...	...	39	...	...	38	...	39	1.9
72	2	...	41	...	...	41	...	...	40	...	...	44	...	...	47	...	...	47	...	...	43	...	...	43	...	43	2.3
72	3	...	46	...	...	43	...	...	43	...	...	49	...	...	53	...	...	55	...	...	50	...	...	48	...	49	3.4
72	4	...	46	...	...	42	...	...	43	...	...	48	...	...	53	...	...	54	...	...	50	...	...	48	...	48	4.3
72	5	...	53	...	...	46	...	...	50	...	...	60	...	...	65	...	...	69	...	...	63	...	...	57	...	59	6.7
72	6	...	57	...	...	55	...	...	57	...	...	64	...	...	70	...	...	72	...	...	66	...	...	61	...	61	8.7
72	7	...	63	...	...	60	...	...	63	...	...	71	...	...	79	...	...	81	...	...	77	...	...	68	...	70	7.3
72	8	...	64	...	...	60	...	...	61	...	...	70	...	...	79	...	...	83	...	...	77	...	...	68	...	70	8.1
72	9	...	53	...	...	52	...	...	53	...	...	60	...	...	67	...	...	70	...	...	66	...	...	58	...	60	6.2
72	10	...	46	...	...	46	...	...	46	...	...	53	...	...	60	...	...	62	...	...	59	...	...	50	...	52	5.7
72	11	...	46	...	...	46	...	...	45	...	...	48	...	...	52	...	...	52	...	...	49	...	...	47	...	46	2.3
72	12	...	37	...	...	34	...	...	35	...	...	37	...	...	39	...	...	39	...	...	38	...	...	36	...	37	1.4
73	1	...	37	...	...	37	...	...	36	...	...	38	...	...	42	...	...	42	...	...	39	...	...	37	...	39	2.2
73	2	...	41	...	...	46	...	...	39	...	...	43	...	...	48	...	...	51	...	...	45	...	...	43	...	44	4.0
73	3	...	46	...	...	43	...	...	42	...	...	47	...	...	52	...	...	53	...	...	49	...	...	46	...	47	3.8
73	4	...	46	...	...	46	...	...	45	...	...	52	...	...	58	...	...	61	...	...	56	...	...	51	...	54	5.9
73	5	...	53	...	...	46	...	...	53	...	...	61	...	...	68	...	...	69	...	...	64	...	...	57	...	57	7.0
73	6	...	57	...	...	55	...	...	58	...	...	66	...	...	70	...	...	71	...	...	67	...	...	61	...	63	5.3
73	7	...	62	...	...	56	...	...	61	...	...	69	...	...	78	...	...	81	...	...	76	...	...	67	...	69	7.8
73	8	...	59	...	...	56	...	...	57	...	...	64	...	...	72	...	...	76	...	...	71	...	...	63	...	65	7.3
73	9	...	50	...	...	54	...	...	56	...	...	64	...	...	72	...	...	75	...	...	66	...	...	62	...	64	6.7
73	10	...	50	...	...	49	...	...	49	...	...	54	...	...	60	...	...	61	...	...	55	...	...	52	...	54	4.4
73	11	...	42	...	...	42	...	...	42	...	...	46	...	...	47	...	...	46	...	...	46	...	...	43	...	44	1.8
73	12	...	44	...	...	44	...	...	44	...	...	45	...	...	47	...	...	47	...	...	46	...	...	43	...	43	1.4
74	1	...	36	...	...	33	...	...	33	...	...	38	...	...	42	...	...	42	...	...	38	...	...	37	...	38	2.6
74	2	...	41	...	...	40	...	...	40	...	...	42	...	...	45	...	...	46	...	...	46	...	...	42	...	43	2.1
74	3	...	43	...	...	42	...	...	41	...	...	46	...	...	52	...	...	53	...	...	49	...	...	45	...	46	4.2
74	4	...	47	...	...	46	...	...	46	...	...	52	...	...	56	...	...	57	...	...	53	...	...	49	...	51	4.1
74	5	...	56	...	...	49	...	...	50	...	...	56	...	...	61	...	...	62	...	...	58	...	...	53	...	53	6.8
74	6	...	56	...	...	51	...	...	53	...	...	60	...	...	71	...	...	74	...	...	68	...	...	61	...	61	8.0
74	7	...	60	...	...	53	...	...	60	...	...	67	...	...	73	...	...	76	...	...	72	...	...	65	...	66	6.3
74	8	...	62	...	...	56	...	...	60	...	...	67	...	...	75	...	...	79	...	...	76	...	...	66	...	68	7.8
74	9	...	66	...	...	56	...	...	56	...	...	64	...	...	78	...	...	81	...	...	75	...	...	65	...	67	9.0
74	10	...	48	...	...	44	...	...	46	...	...	53	...	...	60	...	...	60	...	...	57	...	...	52	...	54	7.2
74	11	...	43	...	...	43	...	...	43	...	...	46	...	...	53	...	...	57	...	...	48	...	...	47	...	48	2.3
74	12	...	43	...	...	42	...	...	42	...	...	46	...	...	48	...	...	48	...	...	46	...	...	43	...	44	1.3
75	1	...	46	...	...	46	...	...	46	...	...	49	...	...	49	...	...	49	...	...	48	...	...	47	...	47	1.6
75	2	...	38	...	...	38	...	...	38	...	...	41	...	...	43	...	...	46	...	...	42	...	...	40	...	41	3.0
75	3	...	42	...	...	46	...	...	46	...	...	45	...	...	48	...	...	50	...	...	46	...	...	43	...	44	3.6
75	4	...	43	...	...	41	...	...	41	...	...	47	...	...	53	...	...	53	...	...	51	...	...	45	...	47	5.1
75	5	...	51	...	...	46	...	...	51	...	...	54	...	...	66	...	...	66	...	...	62	...	...	55	...	57	8.1
75	6	...	55	...	...	53	...	...	53	...	...	61	...	...	67	...	...	68	...	...	65	...	...	59	...	61	5.9
75	7	...	62	...	...	59	...	...	62	...	...	70	...	...	76	...	...	78	...	...	74	...	...	66	...	68	7.7
75	8	...	59	...	...	57	...	...	58	...	...	66	...	...	71	...	...	75	...	...	68	...	...	62	...	64	5.7
75	9	...	57	...	...	54	...	...	54	...	...	60	...	...	70	...	...	76	...	...	70	...	...	62	...	65	8.9
75	10	...	56	...	...	56	...	...	50	...	...	54	...	...	58	...	...	57	...	...	53	...	...	52	...	53	3.0
75	11	...	46	...	...	43	...	...	43	...	...	46	...	...	49	...	...	48	...	...	45	...	...	43	...	44	2.2
75	12	...	42	...	...	43	...	...	40	...	...	43															

Two way tables of monthly averages of hourly temperature readings--Eugene

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
70	1	000	38	000	000	36	000	000	38	000	000	39	000	000	42	000	000	43	000	000	40	000	000	39	000	40	1.8
70	2	000	39	000	000	36	000	000	38	000	000	41	000	000	42	000	000	40	000	000	41	000	000	39	000	41	2.9
70	3	000	39	000	000	36	000	000	38	000	000	43	000	000	43	000	000	40	000	000	40	000	000	41	000	43	4.0
70	4	000	42	000	000	41	000	000	42	000	000	39	000	000	43	000	000	36	000	000	30	000	000	43	000	40	5.0
70	5	000	46	000	000	44	000	000	40	000	000	36	000	000	42	000	000	43	000	000	37	000	000	30	000	34	6.1
70	6	000	49	000	000	44	000	000	33	000	000	40	000	000	46	000	000	47	000	000	41	000	000	32	000	37	7.0
70	7	000	50	000	000	53	000	000	36	000	000	46	000	000	77	000	000	41	000	000	76	000	000	41	000	40	8.4
70	8	000	54	000	000	53	000	000	30	000	000	49	000	000	78	000	000	41	000	000	72	000	000	42	000	47	9.4
70	9	000	51	000	000	46	000	000	50	000	000	42	000	000	70	000	000	41	000	000	71	000	000	40	000	49	9.9
70	10	000	46	000	000	42	000	000	42	000	000	31	000	000	53	000	000	53	000	000	53	000	000	40	000	46	10.1
70	11	000	43	000	000	41	000	000	41	000	000	33	000	000	53	000	000	42	000	000	43	000	000	41	000	46	11.1
70	12	000	37	000	000	37	000	000	37	000	000	19	000	000	42	000	000	42	000	000	19	000	000	38	000	39	12.0
70	13	000	36	000	000	36	000	000	35	000	000	38	000	000	42	000	000	42	000	000	37	000	000	36	000	38	12.6
70	14	000	40	000	000	40	000	000	39	000	000	43	000	000	46	000	000	40	000	000	43	000	000	42	000	43	13.3
70	15	000	46	000	000	43	000	000	43	000	000	46	000	000	54	000	000	54	000	000	49	000	000	46	000	46	14.0
70	16	000	41	000	000	39	000	000	41	000	000	49	000	000	53	000	000	54	000	000	46	000	000	43	000	46	14.6
70	17	000	46	000	000	46	000	000	51	000	000	50	000	000	60	000	000	60	000	000	48	000	000	53	000	57	15.4
70	18	000	52	000	000	49	000	000	53	000	000	46	000	000	73	000	000	72	000	000	47	000	000	57			

157th, 127th, 757th, 957th PARACHUTISTS, AIRBORNE AND MISSING

43 58 19 75 44 1304

Table 3.1

Root mean square errors $\hat{\sigma}$ for the diurnal models
fitted to Eugene CO averages

		M1	M2	M3	M4	M5	M6
Spring	WD	.770	.287	.208	.199	.211	.185
	WE	.401	.360	.182	.185	.324	.268
Summer	WD	1.019	.219	.164	.148	.230	.257
	WE	.433	.204	.095	.088	.115	.154
Fall	WD	1.430	.663	.485	.514	.454	.420
	WE	.617	.519	.300	.331	.418	.350
Winter	WD	1.730	.697	.211	.234	.606	.574
	WE	.682	.400	.197	.218	.366	.366

Table 3.2

Diurnal model--Eugene, summer 1978 (weekdays)

	$\hat{\alpha}$	$\hat{k}$	$\hat{\delta}$	$\hat{\sigma}$
α	2.43 (.21)			1.019
$\alpha + kTR$	1.05 (.08)	1.93 (.09)		.219
$\alpha + kTR/WS^{\delta}$	.83 (.08)	6.62 (1.58)	.55 (.11)	.164
$(\alpha + kTR)/WS^{\delta}$	1.63 (.15)	6.45 (1.30)	.49 (.08)	.148
$\alpha + kTR \cdot RH$	.76 (.09)	.041 (.002)		.230
$(\alpha + kTR)RH$	.0081 (.0012)	.047 (.002)		.257

Table 3.3

Diurnal model--Eugene, summer 1978 (weekends)

	$\hat{\alpha}$	$\hat{k}$	$\hat{\delta}$	$\hat{\sigma}$
α	1.76 (.09)			.433
$\alpha + kTR$	1.08 (.09)	1.51 (.17)		.204
$\alpha + kTR/WS^{\delta}$	.80 (.05)	9.56 (1.36)	.79 (.06)	.095
$(\alpha + kTR)/WS^{\delta}$	1.73 (.10)	6.65 (.82)	.53 (.05)	.088
$\alpha + kTR \cdot RH$	.83 (.06)	.034 (.002)		.115
$(\alpha + kTR)RH$	.0086 (.0008)	.044 (.002)		.154

Table 4.1

CAMS: estimation results for the model

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) (1 + \alpha_1 IND_{t1} + \alpha_2 IND_{t2}) G_t + n_t$$

$$n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \varepsilon_t$$

 $IND_{1t} = 1$ for $t \geq 1978/3$ and 0 otherwise;

 $IND_{2t} = 1$ for $1976/1 \leq t \leq 1976/12$ and 0 otherwise.

Model G_t	β	θ	α_1	α_2	$\hat{\sigma}$
C1: 1					.629
C2: 1			-.256 (.101)	-.189 (.110)	.617
C3: 1	-.00271 (.00116)	-.00103 (.00052)			.588
C4: 1	-.00287 (.00123)	-.000505 (.000775)	-.060 (.092)	-.086 (.080)	.591
C5: TR_t	-.00372 (.00115)	-.00116 (.00050)			.585
C6: TR_t	-.00387 (.00126)	-.000655 (.000743)	-.055 (.090)	-.086 (.080)	.588
C7: $TR_t RH_t$	-.00409 (.00105)	-.00106 (.00046)			.504
C8: $TR_t RH_t$	-.00425 (.00115)	-.000540 (.000676)	-.060 (.079)	-.084 (.069)	.505

Table 4.2

CAMS: detailed estimation results for model C7

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) TR_t RH_t + n_t; n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \varepsilon_t$$

$k_s \times 10^{-4}$	β	θ	ϕ
1.06 (.07)	-.00409	-.00106	.19 (.10)
.96 (.07)	(.00105)	(.00046)	.25 (.10)
.84 (.06)			.29 (.10)
.74 (.06)	-4.8%	-12%	
.62 (.06)	(± 1.2)	(± 5.2)	
.62 (.06)			
.52 (.06)			
.60 (.06)			
.81 (.06)			
.93 (.06)			
1.04 (.07)			
1.04 (.07)			

Table 4.3

CAMS: detailed estimation results for model C8

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) (1 + \alpha_1 IND_{t1} + \alpha_2 IND_{t2}) TR_t RH_t + n_t;$$

$$n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \varepsilon_t.$$

$k_s \times 10^{-4}$	β	θ	α_1	α_2	ϕ
1.07 (.07)	-.00425	-.000540	-.060	-.084	.15 (.10)
.96 (.07)	(.00115)	(.000677)	(.079)	(.069)	.26 (.10)
.84 (.06)					.31 (.10)
.74 (.06)	-5.0%	-6.1%			
.62 (.06)	(± 1.4)	(± 7.7)			
.62 (.06)					
.52 (.06)					
.61 (.06)					
.81 (.06)					
.93 (.06)					
1.05 (.07)					
1.05 (.07)					

Table 4.4

Additional percentage benefit for fleet attributable to the I/M program;
comparison of EPA estimates and models C7 and C8

Year	$\overline{I/M^d}$ (1000)	Additional benefit attributable to I/M		
		EPA	Model C7	Model C8
1975	32.5	0.4	3.5	1.8
1976	145.8	8.3	15.5	7.9
1977	68.8	14.4	7.3	3.7
1978	143.7	16.8	15.2	7.8
1979	91.9	19.6	9.7	5.0

Table 4.5

CAMS estimation results for model (4.11)

$$CO_t = k_s(1 + \beta t + \theta I/M_t^d + \alpha_1 IND_{t1} + \alpha_2 IND_{t2})TR_t RH_t + n_t;$$

$$n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \varepsilon_t$$

β	θ	α_1	α_2	$\hat{\sigma}$
-.00313 (.00065)	-.000749 (.000374)			.505
-4.6% (± 1.0)	-10.4% (± 5.2)			
-.00332 (.00070)	-.000361 (.000477)	-.026 (.053)	-.059 (.048)	.506
-5.0% (± 1.0)	-5.1% (± 6.7)			

Table 4.6

Eugene model fits

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) (1 + \alpha IND_t) TR_t RH_t + n_t, \text{ where}$$

$$n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \varepsilon_t;$$

$IND_t = 1$ for $t \geq 75/9$ and 0 otherwise.

Model	β	θ	α	$\hat{\sigma}$
E1	-.00201 (.00160)			.631
E2	-.00320 (.00255)	.000843 (.001327)		.633
E3	-.00465 (.00290)		.206 (.198)	.629
E4	-.00487 (.00334)	.000330 (.001385)	.194 (.220)	.634

Table 4.7

Hollywood model fits

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) (1 + \alpha IND_t) G_t + n_t, \text{ where}$$

$$n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \varepsilon_t;$$

 $IND_t = 1 \text{ for } t \geq 75/10 \text{ and } 0 \text{ otherwise.}$

Model	G_t	β	θ	α	$\hat{\sigma}$
H1	1	-.00422 (.00194)			.574
H2		-.00446 (.00236)	.000149 (.000801)		.578
H3		-.00423 (.00278)	.000288 (.000849)	-.028 (.117)	.582
H4	TR_t	-.00642 (.00174)			.571
H5		-.00653 (.00209)	.000013 (.000710)		.575
H6		-.00604 (.00255)	.000037 (.000731)	-.028 (.111)	.579
H7	$TR_t RH_t$	-.00716 (.00181)			.577
H8		-.00709 (.00221)	-.000100 (.000760)		.582
H9		-.00602 (.00258)	.000114 (.000810)	-.080 (.111)	.584

Table 4.8

CO model fits at Alder and Lloyd

$$CO_t = k_s e^{\beta t} (1 + \theta I/M_t^d) TR_t RH_t + n_t;$$

$$n_t = \phi_1 n_{t-1} + \phi_2 n_{t-2} + \phi_3 n_{t-3} + \varepsilon_t.$$

	β	θ	$\hat{\sigma}$
Alder:	-.0136 (.0051)		.538
	-.0122 (.0046)	.00055 (.00124)	.542
Lloyd:	-.0110 (.0059)		.633
	-.0110 (.0061)	-.00026 (.00178)	.641

Table 5.1(a)
Estimates in regression model (5.4)--summer
The CO observations are in 10 $\mu\text{g}/\text{m}^3$

		n	72	73	74	75	76	77	78	79	WS ⁻¹	WS ⁻²	cos	sin	T	RH	PR	standard errors	
																		obs	model
CAMS	am	74.5 (15.5)	4.4 (3.1)	6.3 (3.1)	-5.0 (3.1)	-17.9 (3.1)	-13.4 (4.1)	-14.7 (3.4)	-20.0 (3.2)	-17.4 (3.1)	172 (18)	-132 (20)	-1.3 (1.1)	-5.6 (1.1)	-.67 (1.7)	.02 (.10)	19.0 (2.5)	24.6	18.9
	pm	29.8 (23.8)	-5.2 (5.4)	2.4 (5.3)	-21.2 (5.3)	-20.7 (5.4)	-44.7 (7.8)	-28.4 (5.9)	-42.0 (5.6)	-31.8 (5.5)	823 (94)	-1852 (386)	-8.6 (2.0)	-4.9 (2.0)	-.34 (.24)	.83 (.17)	39.5 (5.3)	49.2	33.5
Eugene	am	12.2 (8.8)	7.3 (1.6)	4.1 (1.7)	-5.0 (1.9)	24.3 (3.7)	-1.2 (1.6)	0.9 (1.9)	-1.9 (1.6)	-3.2 (1.7)	33 (9)	-25 (7)	0.2 (0.6)	0.5 (0.6)	.22 (.10)	-.07 (.05)	0.6 (1.7)	11.4	10.5
	pm	5.4 (7.4)	21.0 (1.6)	11.1 (1.6)	0.2 (1.8)	21.6 (3.4)	5.3 (1.5)	16.9 (1.8)	11.0 (1.6)	9.9 (1.6)	21 (9)	-10 (9)	0.7 (0.6)	0.4 (0.6)	.18 (.08)	.09 (.05)	1.5 (1.9)	12.4	10.2
Hollywood	am	36.3 (16.5)			-2.7 (3.2)	-13.4 (3.1)	-16.9 (3.1)	-18.3 (3.1)	-11.5 (3.2)	-15.8 (3.2)	78 (14)	-62 (13)	0.9 (1.1)	1.0 (1.0)	-.45 (.18)	.38 (.10)	5.4 (2.5)	18.8	16.8
	pm	56.0 (15.6)			-17.6 (3.5)	-23.6 (3.3)	-29.3 (3.3)	-25.5 (3.4)	-28.0 (3.4)	-38.0 (3.4)	167 (17)	-133 (17)	1.5 (1.1)	0.1 (1.2)	-.20 (.16)	.16 (.10)	6.2 (3.3)	23.4	18.5
Alder	am	-27.0 (15.3)						1.2 (2.7)	-2.8 (2.6)	-7.5 (2.6)	-3 (18)	1 (19)	-1.2 (1.1)	1.1 (1.1)	.67 (.17)	.28 (.10)	-12.0 (2.4)	11.9	10.8
	pm	-38.6 (18.0)						-17.9 (3.5)	-26.2 (3.4)	-18.3 (3.4)	-193 (79)	594 (365)	-0.8 (1.4)	-1.7 (1.4)	1.19 (.18)	.69 (.13)	-12.2 (3.8)	17.4	14.3
Lloyd	am	-27.8 (10.1)						1.3 (1.3)	-8.3 (1.3)	-5.2 (1.4)	32 (8)	-24 (8)	-0.6 (0.7)	-0.2 (0.6)	.36 (.11)	.31 (.06)	-4.8 (1.5)	9.2	8.0
	pm	-21.0 (18.2)						-4.9 (2.8)	-14.5 (2.7)	-19.9 (2.9)	44 (19)	-31 (18)	0.5 (1.4)	0.0 (1.4)	.84 (.18)	.26 (.12)	0.7 (3.9)	18.9	17.3

Note: Wind speed and wind direction at CAMS and Alder from Hughes/Federal Buildings

Table 5.1(b)
Estimates in regression model (5.4)--winter
The CO observations are in $10 \mu\text{g}/\text{m}^3$

		u	72/3	73/4	74/5	75/6	76/7	77/8	78/9	WS ⁻¹	WS ⁻²	cos	sin	T	RH	PR	standard errors	
																	obs	model
CAMS	am	22.3 (7.3)	-13.0 (3.5)	-11.7 (3.5)	-30.9 (3.7)	-31.1 (3.5)	-28.8 (4.1)	-24.2 (3.7)	-32.4 (3.7)	156 (20)	-126 (21)	1.7 (1.3)	1.8 (1.4)	.79 (.13)	.16 (.08)	1.5 (2.1)	27.2	22.3
	pm	18.1 (15.5)	-5.5 (7.6)	-33.2 (7.6)	-44.3 (7.8)	-73.9 (7.6)	-58.3 (8.7)	-47.7 (7.9)	-55.9 (7.7)	193 (50)	-156 (56)	-0.7 (2.9)	-3.2 (2.9)	1.48 (.27)	.84 (.17)	15.8 (4.7)	58.5	47.9
Eugene	am	21.1 (7.4)	0.5 (2.4)	-2.3 (2.8)	-5.8 (2.8)	-3.3 (2.3)	3.6 (2.4)	-9.5 (2.5)	-6.9 (3.1)	76 (13)	-59 (12)	-0.6 (0.9)	-2.7 (0.9)	-.21 (.10)	-.15 (.09)	-3.9 (1.5)	16.8	14.3
	pm	1.2 (10.1)	10.1 (3.6)	2.9 (4.1)	-10.4 (4.2)	4.1 (3.5)	18.1 (3.6)	15.4 (3.6)	6.9 (4.6)	151 (16)	-118 (15)	-0.2 (1.4)	1.2 (1.4)	.28 (.14)	.24 (.11)	-9.1 (2.4)	26.8	21.6
Hollywood	am	11.1 (11.7)			1.3 (4.5)	-16.3 (4.6)	-9.4 (4.8)	-3.5 (4.5)	-15.6 (4.7)	107 (25)	-76 (25)	-5.2 (1.9)	-0.9 (1.9)	-.80 (.20)	.51 (.13)	-6.7 (3.2)	31.0	27.6
	pm	54.8 (16.5)			11.6 (6.6)	-19.5 (6.7)	-3.4 (7.1)	0.8 (6.6)	-23.4 (6.9)	161 (33)	-116 (33)	-10.0 (2.9)	-5.3 (2.7)	-.19 (.29)	.42 (.17)	1.1 (5.0)	45.5	41.3
Alder	am	-16.9 (8.9)					9.9 (3.2)	4.4 (2.8)	1.6 (3.1)	62 (22)	-63 (24)	-0.5 (1.5)	1.9 (1.5)	-.12 (.15)	.62 (.09)	-7.2 (2.4)	19.4	16.3
	pm	-25.3 (16.6)					23.2 (5.9)	-3.3 (5.2)	9.4 (5.7)	250 (55)	-277 (66)	-0.6 (2.8)	-6.2 (2.8)	-.01 (.28)	1.09 (.16)	-19.2 (4.6)	38.8	30.9
Lloyd	am	-1.6 (6.6)					8.4 (2.3)	2.1 (2.2)	-1.7 (2.3)	72 (14)	-51 (14)	-1.0 (1.1)	-0.3 (1.1)	-.37 (.11)	.32 (.07)	-2.5 (1.9)	16.8	12.8
	pm	48.1 (18.1)					16.3 (5.9)	4.7 (5.8)	-8.0 (6.2)	240 (33)	-188 (32)	-4.7 (3.0)	-2.5 (2.8)	-1.36 (.30)	.68 (.17)	-16.3 (5.4)	44.1	34.8

Note: Wind speed and wind direction at CAMS and Alder from Hughes/Federal Buildings

Table 5.2(a)

Estimates in regression model (5.6)--summer

The CO observations are in $10 \mu\text{g}/\text{m}^3$

	Const	TR	$I_t \cdot \text{TR}$	$I/M \cdot \text{TR}$	IND	WS^{-1}	WS^{-2}	cos	sin	Temp	RH	Prec	Obs	Model
CAMS am	-97.7 (52.0)	1.74 (.53)	-.036 (.007)	-.0011 (.0003)	10.5 (5.1)	181 (18)	-141 (20)	-0.7 (1.1)	-5.4 (1.1)	-.55 (.17)	.06 (.10)	18.8 (2.5)	24.4	19.1
CAMS pm	-170.8 (92.5)	2.14 (.95)	-.055 (.012)	-.0016 (.0006)	-3.5 (9.4)	676 (73)	-1035 (219)	-8.3 (2.0)	-3.4 (1.9)	-.33 (.24)	.89 (.17)	35.1 (5.3)	49.3	34.1
CAMS am	-42.3 (44.8)	1.20 (.47)	-.035 (.007)	-.0006 (.0002)		181 (18)	-142 (21)	-0.7 (1.1)	-5.3 (1.1)	-.58 (.17)	.05 (.10)	18.3 (2.5)	24.4	19.1
CAMS pm	-187.7 (80.4)	2.35 (.83)	-.054 (.011)	-.0017 (.0004)		665 (73)	-1003 (217)	-8.3 (2.0)	-3.7 (1.9)	-.35 (.24)	.87 (.17)	35.7 (5.2)	49.0	33.8
Eugene am	80.7 (22.1)	-2.40 (.83)	-.064 (.021)		9.2 (3.9)	28 (8)	-21 (7)	0.3 (0.6)	0.5 (0.6)	.14 (.10)	-.08 (.05)	0.7 (1.7)	11.1	10.7
Eugene pm	169.2 (23.0)	-6.38 (.88)	-.055 (.022)		19.2 (4.0)	11 (11)	3 (12)	0.2 (0.6)	0.4 (0.7)	.15 (.08)	.11 (.05)	1.4 (2.2)	12.1	11.4

IND: CAMS 1 if 1976
0 otherwise

Eugene 1 $\geq$ Aug. 1975
0 otherwise

Table 5.2(b)

Estimates in regression model (5.6)--winter

The CO observations are in $10 \mu\text{g}/\text{m}^3$

	Const	TR	$I_t \cdot \text{TR}$	$I/M \cdot \text{TR}$	IND	WS^{-1}	WS^{-2}	cos	sin	Temp	RH	Prec	Obs	Model
CAMS am	14.2 (32.5)	0.18 (.37)	-.059 (.010)	.0010 (.0004)	-12.6 (4.0)	157 (20)	-129 (22)	1.9 (1.4)	1.2 (1.4)	.76 (.14)	.14 (.08)	2.8 (2.1)	27.2	23.0
CAMS pm	-101.4 (73.4)	1.70 (.84)	-.142 (.022)	.0013 (.0010)	-39.2 (8.9)	212 (54)	-170 (62)	2.5 (3.1)	-5.7 (3.1)	1.25 (.30)	.84 (.18)	15.4 (5.1)	64.3	54.1
CAMS am	2.0 (32.3)	0.29 (.37)	-.045 (.009)	.0001 (.0003)		157 (20)	-131 (22)	2.1 (1.4)	1.0 (1.4)	.66 (.14)	.15 (.08)	3.5 (2.1)	27.0	23.0
CAMS pm	-146.6 (73.8)	2.18 (.85)	-.104 (.021)	-.0015 (.0007)		182 (55)	-138 (63)	2.2 (3.2)	-5.6 (3.2)	.98 (.30)	.88 (.18)	14.8 (5.2)	64.3	54.9
Eugene am	20.1 (16.1)	0.06 (.65)	-.090 (.026)		6.7 (2.8)	92 (13)	-73 (12)	-0.5 (0.9)	-2.7 (0.9)	-0.23 (.09)	.19 (.10)	-3.5 (1.5)	16.8	14.5
Eugene pm	-70.5 (23.5)	2.86 (.95)	-.019 (.039)		10.4 (4.3)	165 (17)	-129 (16)	0.9 (1.4)	1.0 (1.4)	-0.24 (.13)	.36 (.12)	-9.7 (2.4)	27.0	22.1

IND: CAMS 1 if 1976
0 otherwise

Eugene 1 $\geq$ Aug. 1975
0 otherwise

Table 5.3(a)

Annual percentage trend reduction, and additional
average benefit due to I/M at CAMS

(standard errors given in parentheses)

	without traffic disruption (1976)		with traffic disruption (1976)	
	trend	I/M	trend	I/M
summer am	-8.8 (1.8)	-17.1 (5.7)	-9.1 (1.8)	-31.4 (8.6)
summer pm	-9.0 (1.8)	-32.1 (7.6)	-9.2 (2.0)	-30.2 (11.3)
winter am	-6.9 (1.4)	1.7 (5.1)	-9.0 (1.5)	17.3 (6.9)
winter pm	-7.8 (1.6)	-12.8 (6.0)	-10.7 (1.7)	11.1 (8.5)
average	-8.1 (1.6)	-15.1 (6.2)	-9.5 (1.8)	-8.3 (9.0)

Table 5.3(b)

Annual trend reduction at Eugene
(Standard errors given in parentheses)

	trend
summer am	-5.4 (1.8)
summer pm	-3.6 (1.4)
winter am	-5.8 (1.7)
winter pm	-.7 (1.4)
average	-3.9 (1.6)

Table 5.4

CO summer/winter and morning/afternoon₃
averages for CAMS and Eugene (in 10 µg/m³)

	summer		winter	
	morning	afternoon	morning	afternoon
CAMS	40.0	60.5	60.0	122.0
Eugene	28.3	36.7	34.9	62.3

Figure 1.1

Annual vehicle inspection and failure rates

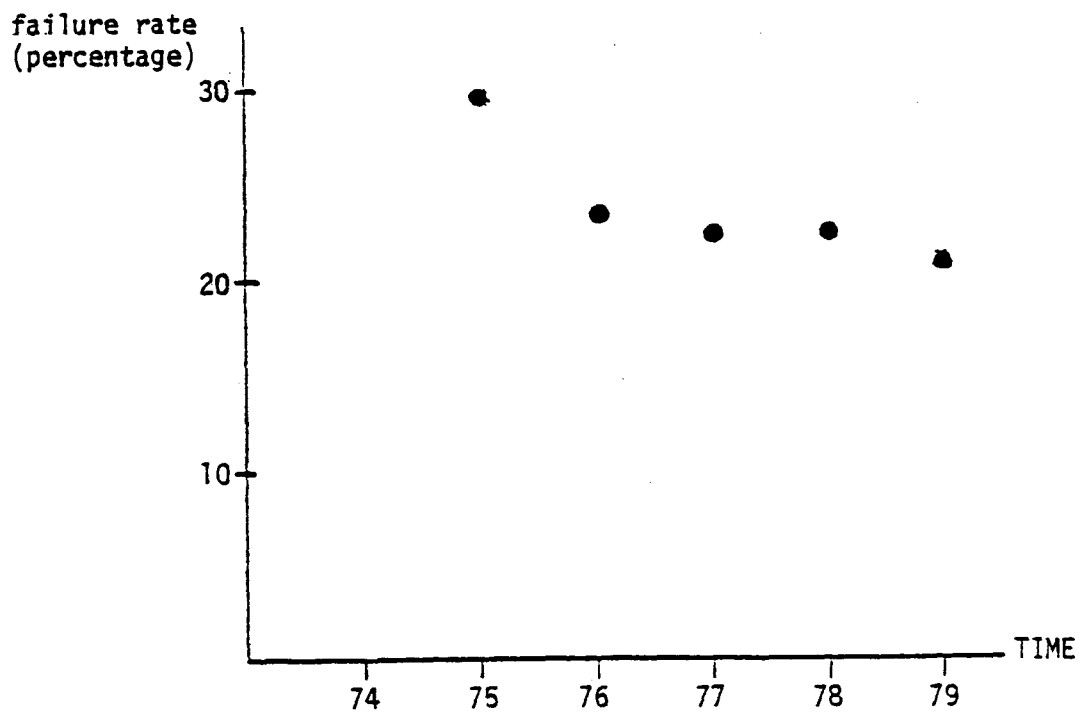
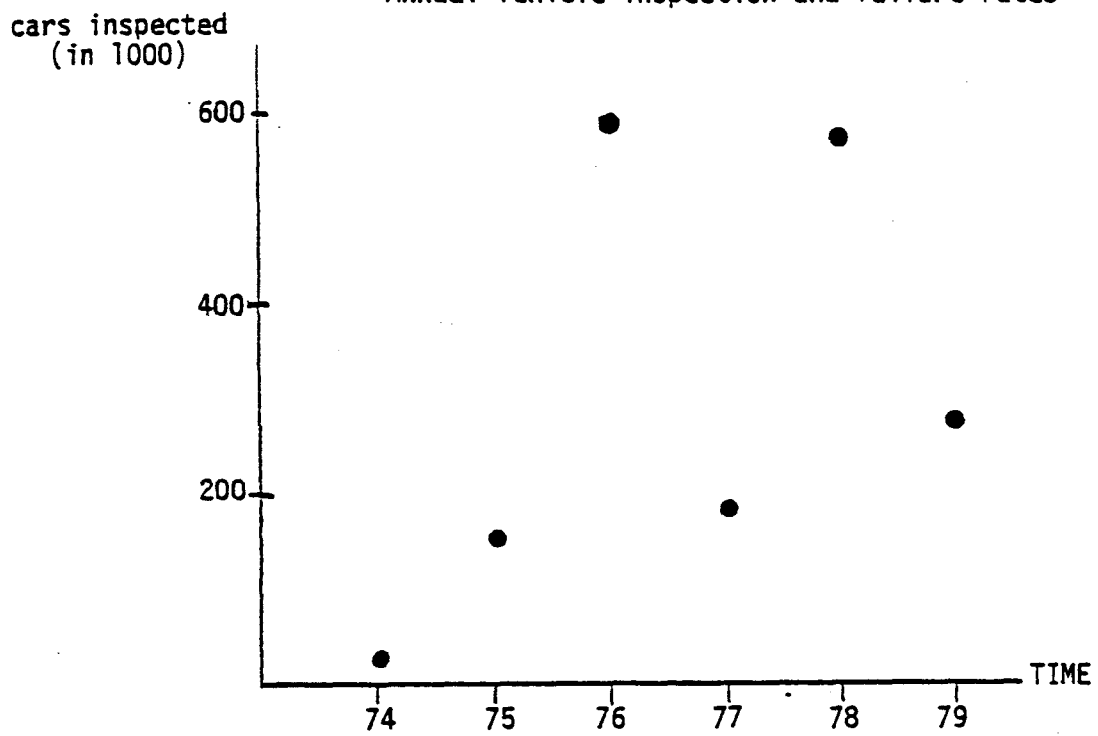


Figure 1.2
Monthly car inspections--Portland I/M program

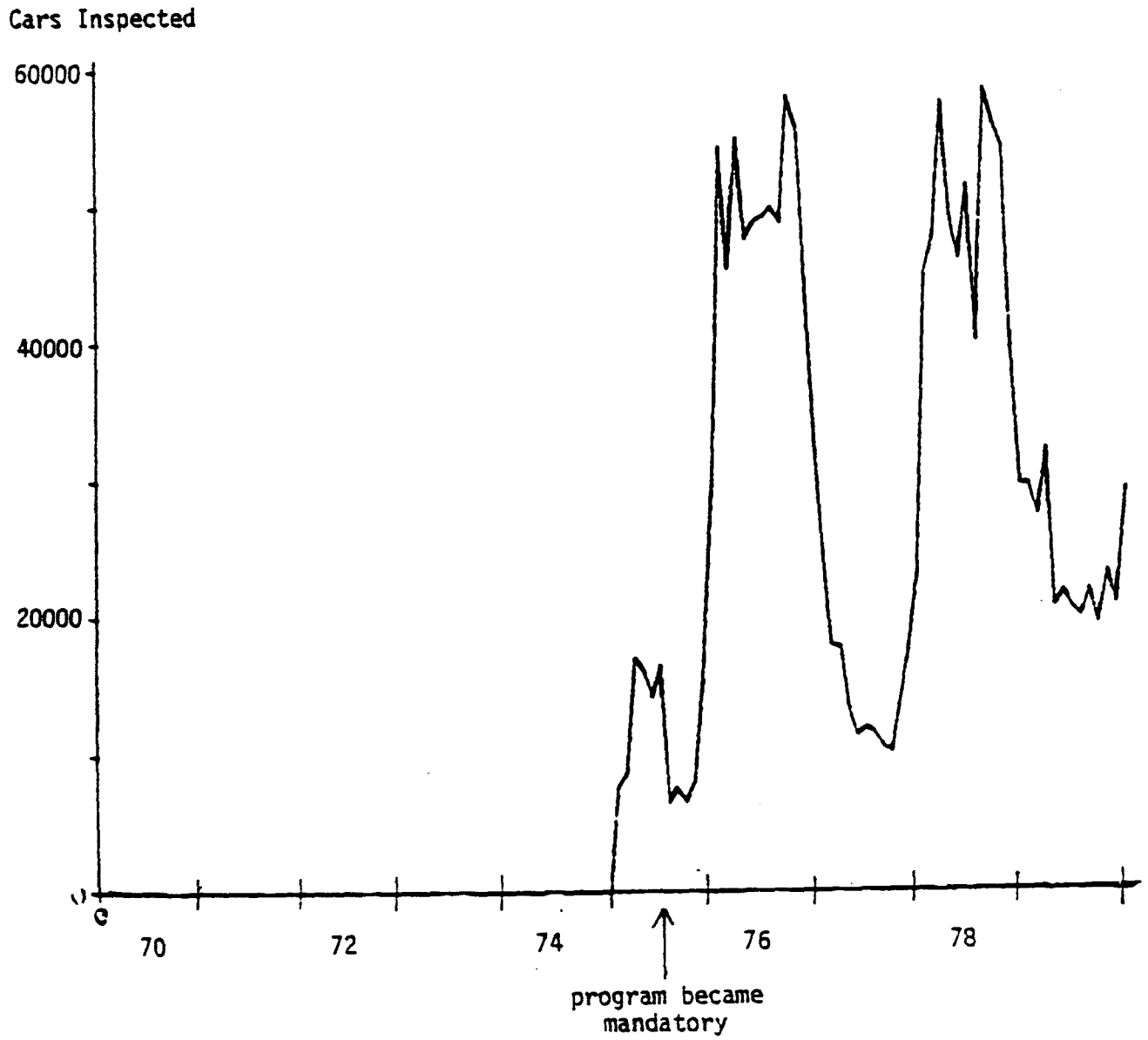


Figure 1.3
Map of Portland indicating locations of CO receptors, traffic counter
and meteorological measurement sites



Figure 1.4

Map of Eugene indicating locations of CO receptor, traffic counter and meteorological measurement sites

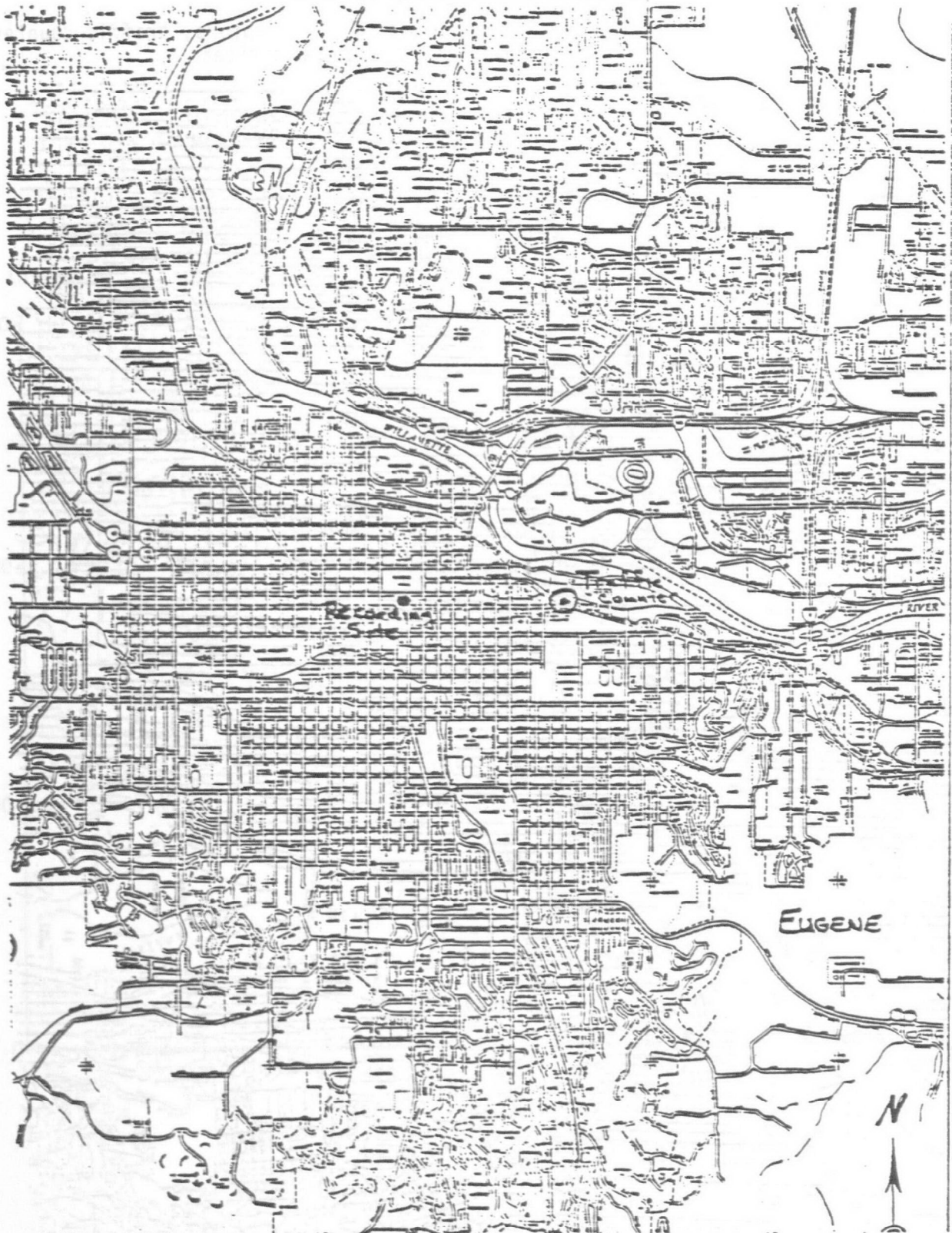


Figure 2.1(a)

Plot of monthly CO averages--CAMS

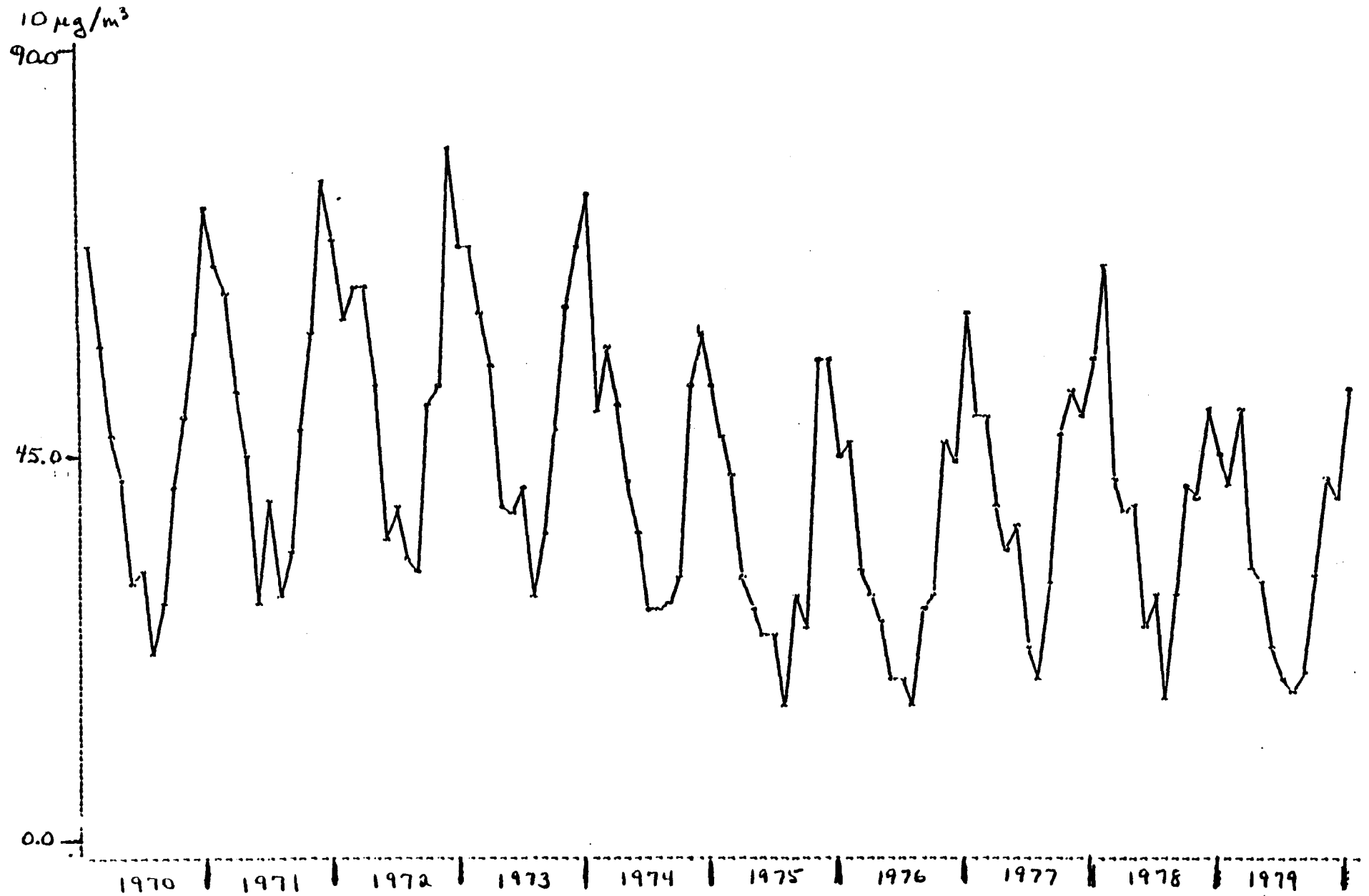


Figure 2.1(b)

Plot of monthly CO averages--Hollywood

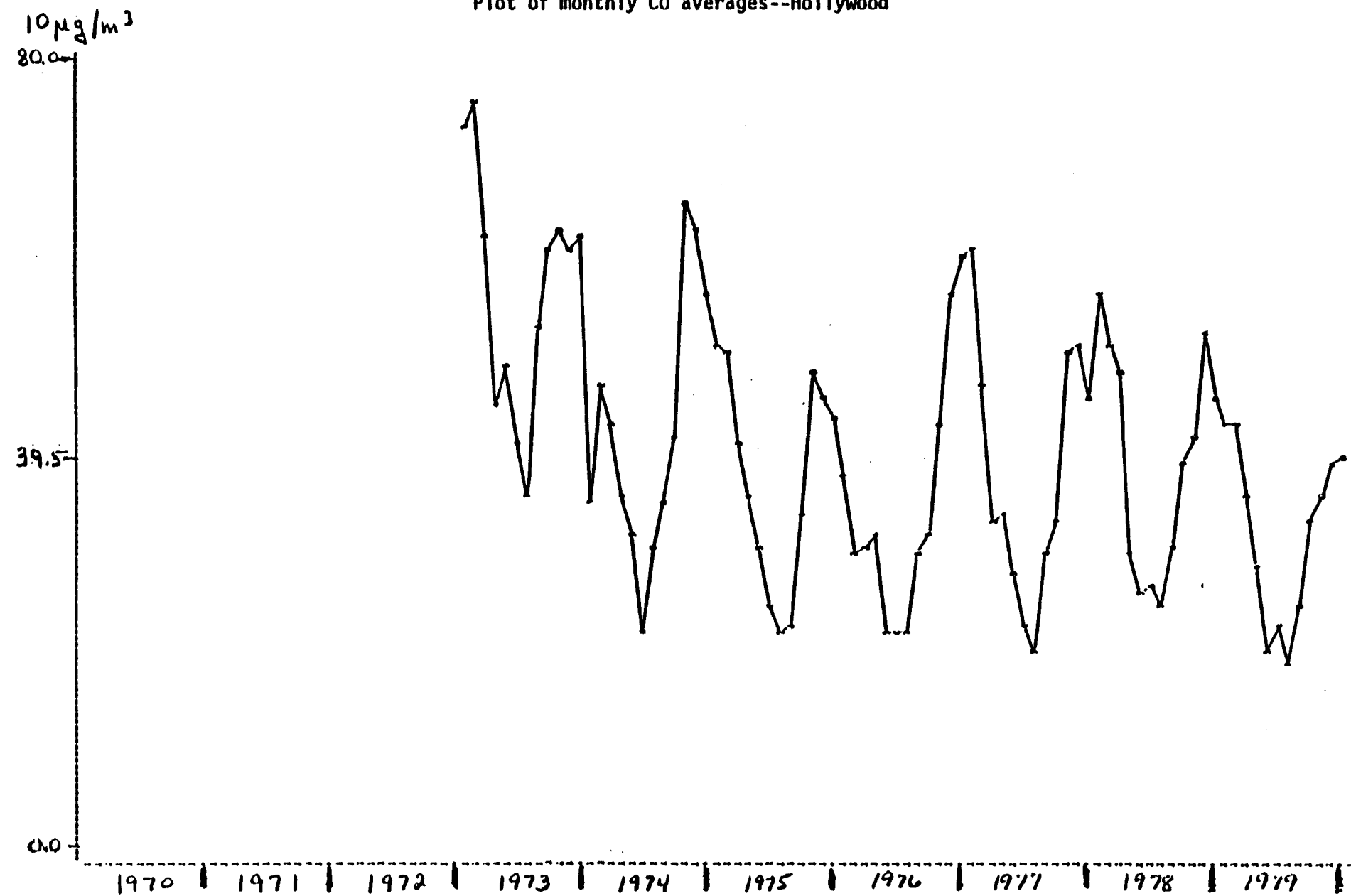


Figure 2.1(c)
Plot of monthly CO averages--Alder



Figure 2.1(d)

Plot of monthly CO averages--Lloyd

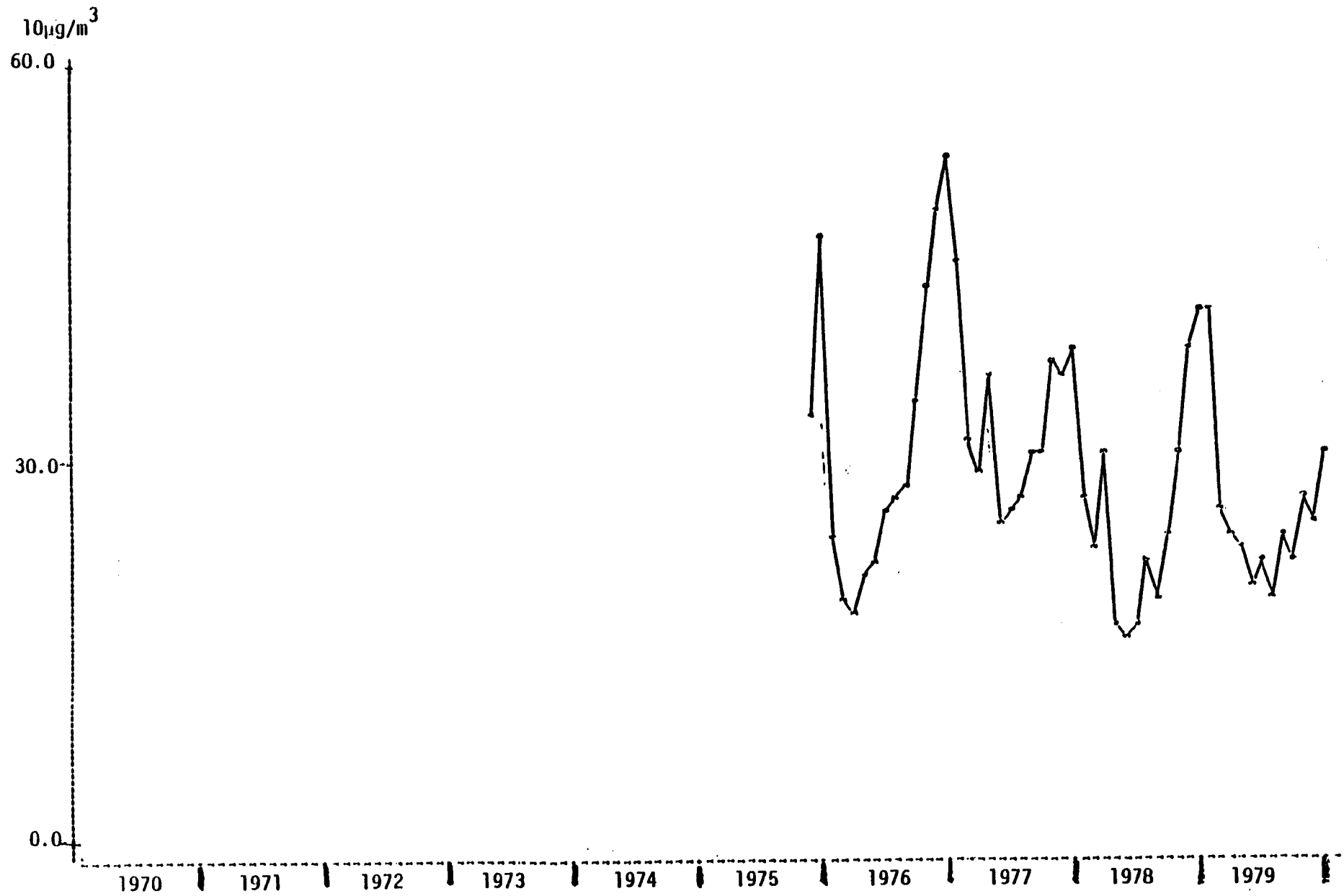


Figure 2.1(e)

Plot of monthly CO averages--Eugene

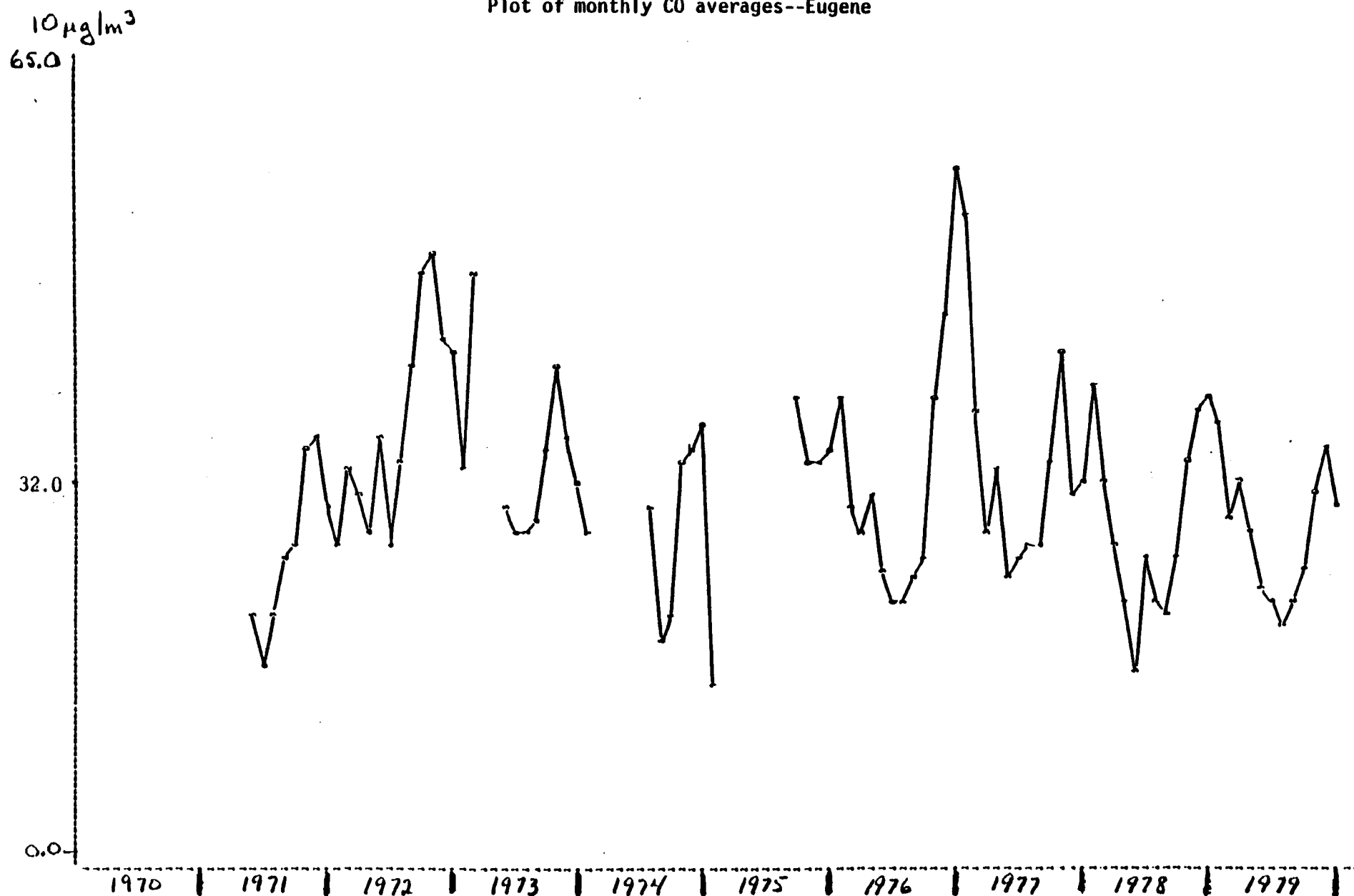


Figure 2.2(a)

Plot of monthly CO averages--weekday/weekend comparison--CAMS

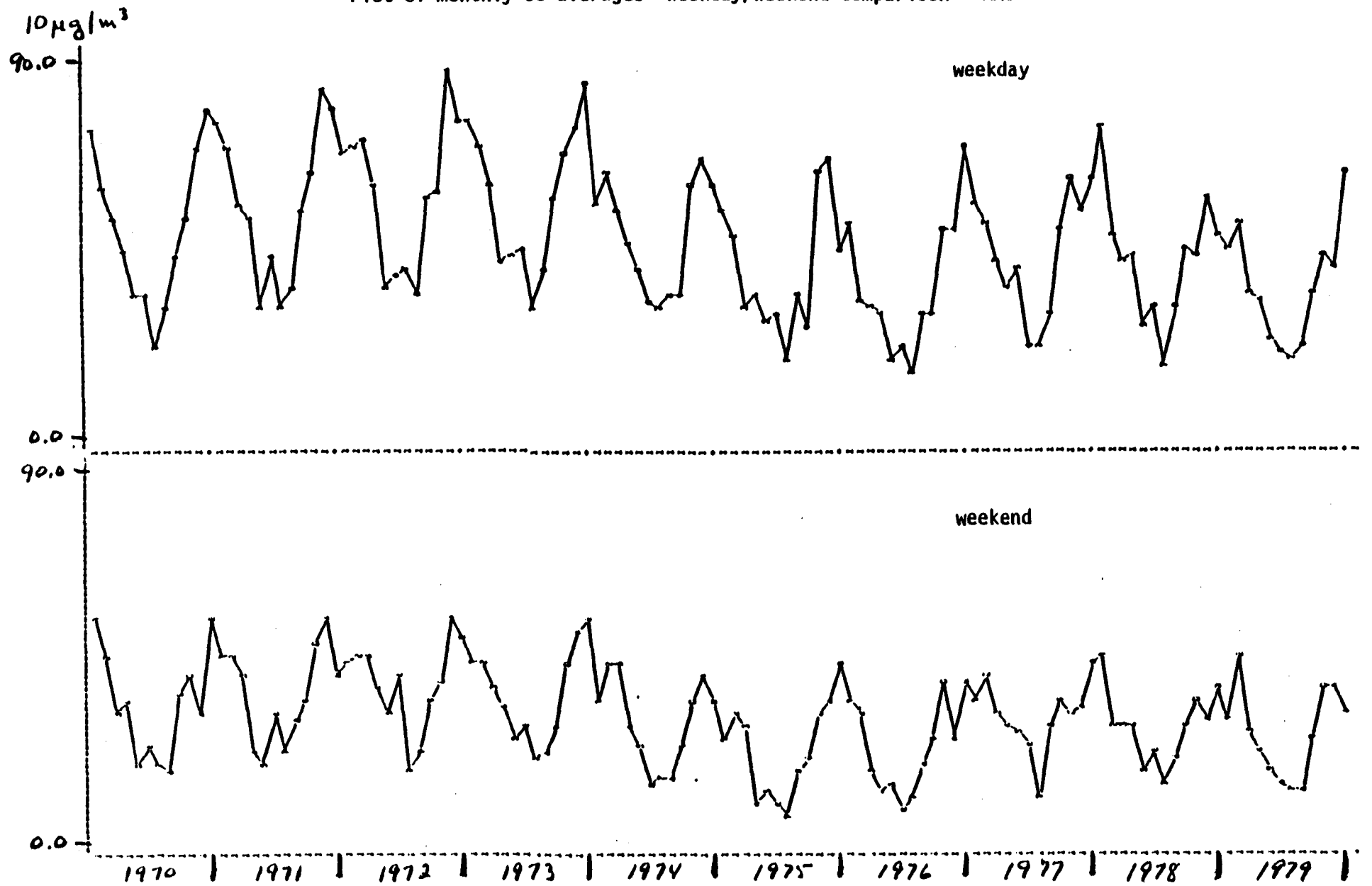


Figure 2.2(b)

Plot of monthly CO averages--weekday/weekend comparison--Hollywood

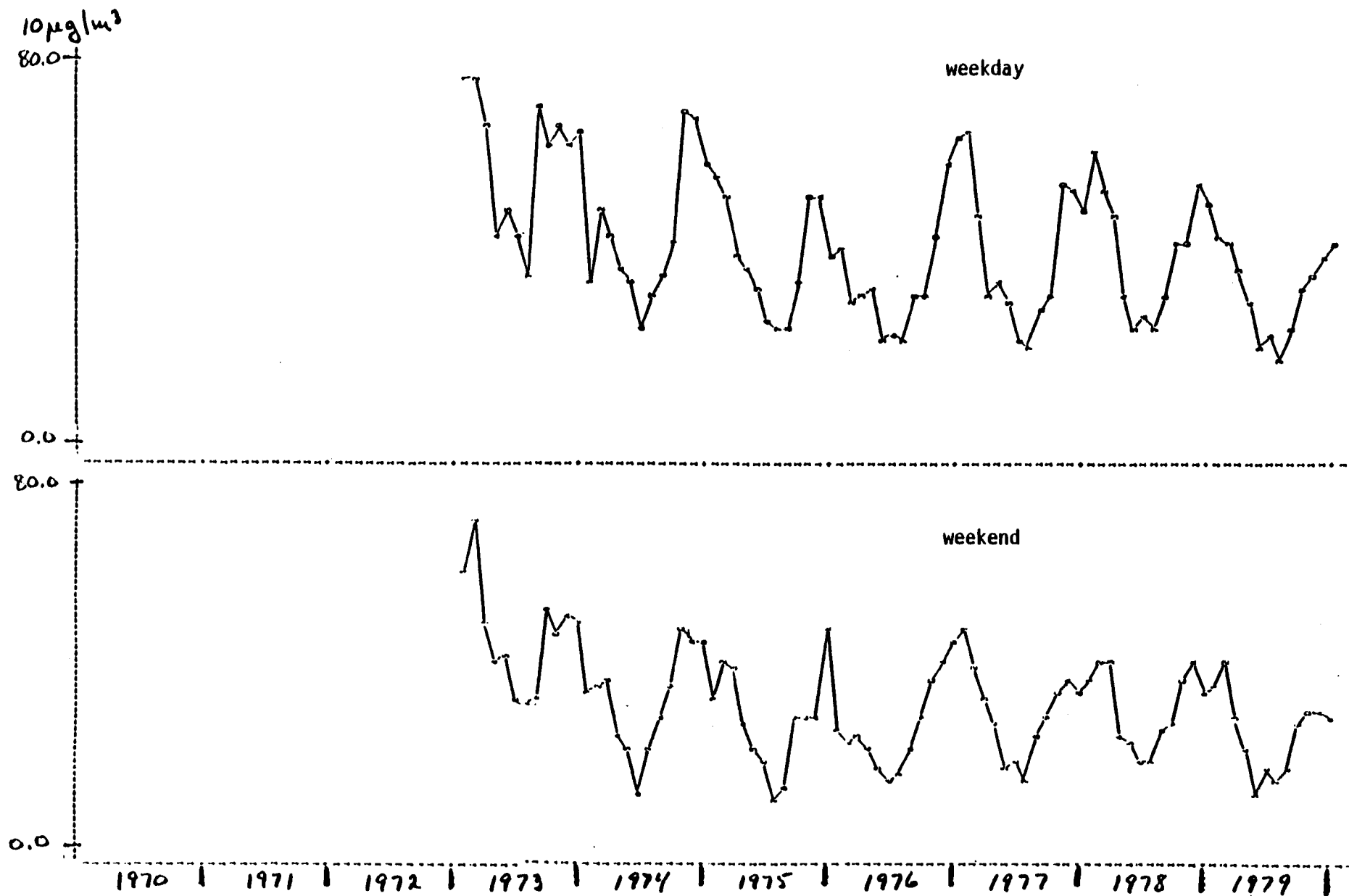


Figure 2.2(c)

Plot of monthly CO averages--weekday/weekend comparison--Alder

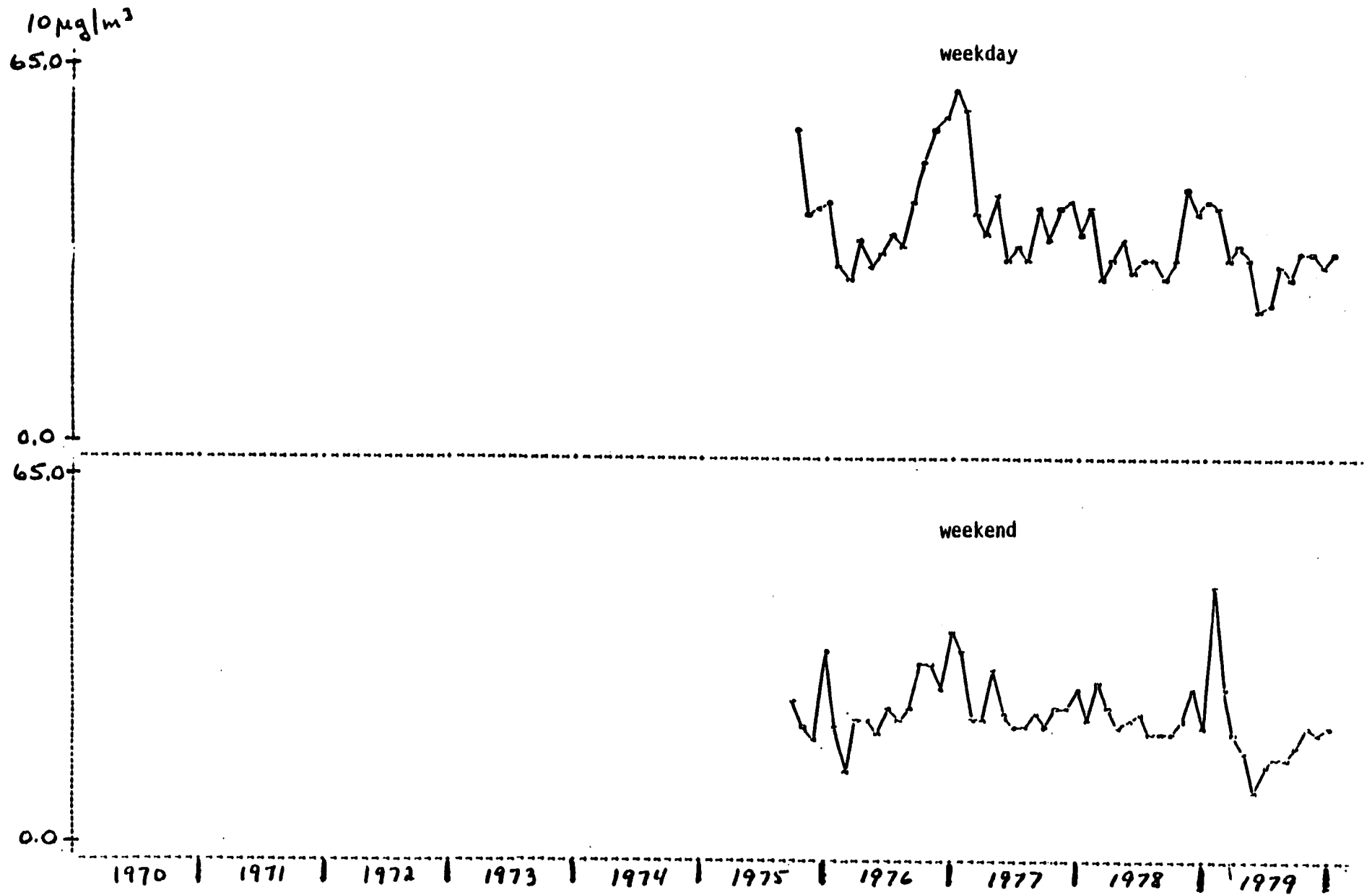


Figure 2.2(d)

Plot of monthly averages--weekday/weekend comparison--Lloyd

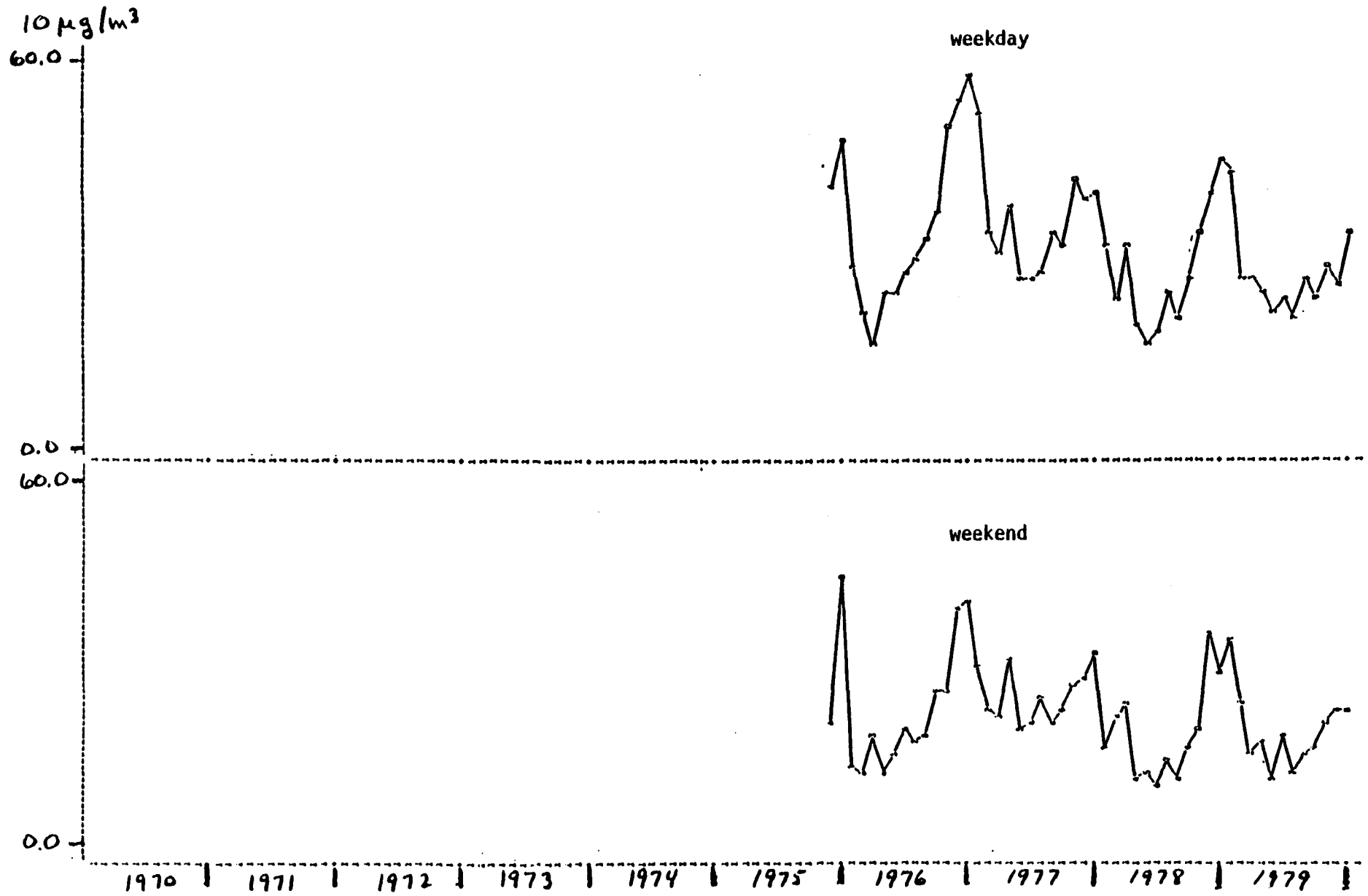


Figure 2.2(e)

Plot of monthly CO averages--weekday/weekend comparison--Eugene

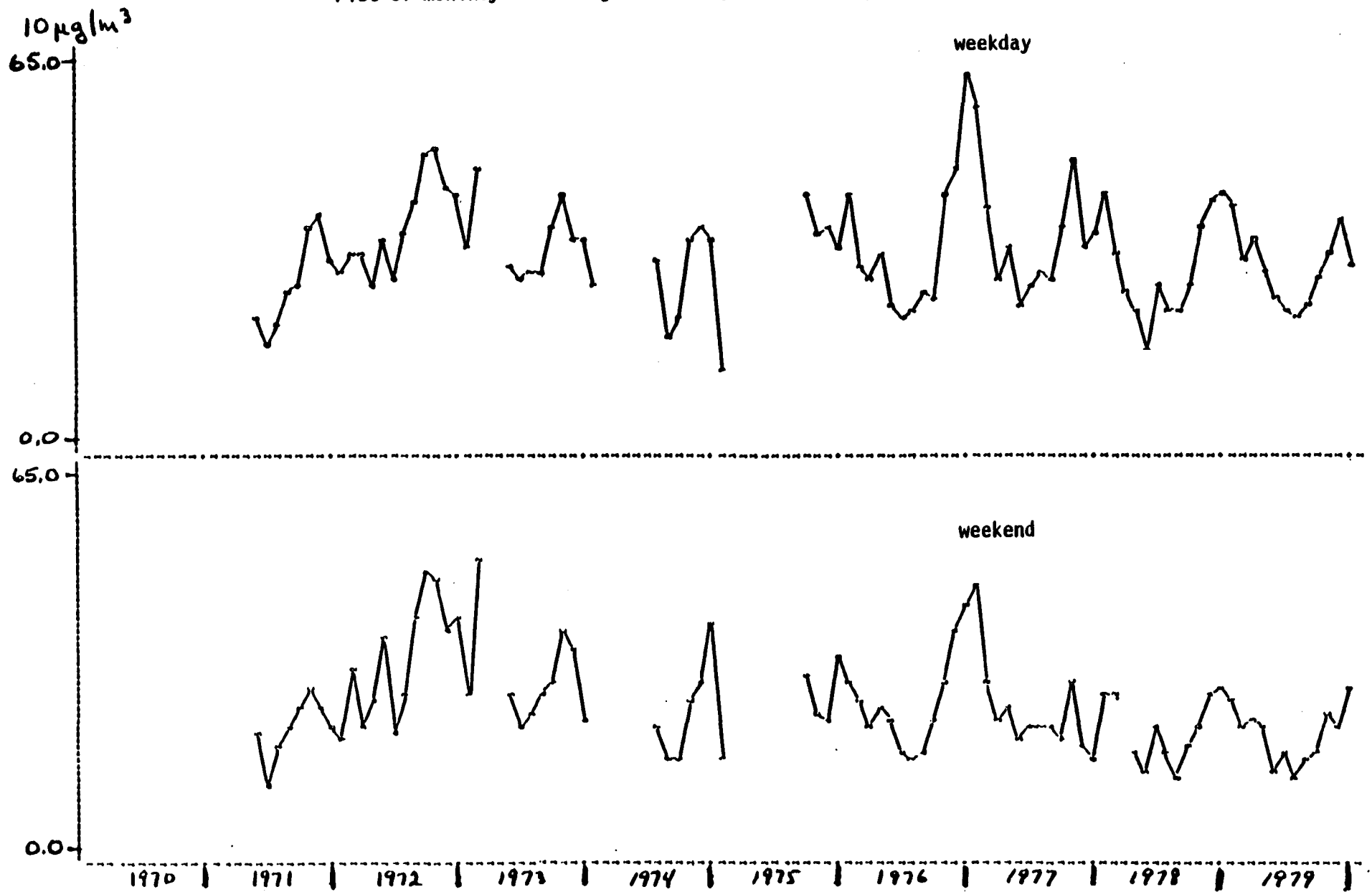


Figure 2.3(a)

Composite plots of monthly 25th, 50th, 75th, and 95th percentiles of CO--CAMS

$10 \mu g/m^3$

A 25th
B 50th
C 75th
D 95th

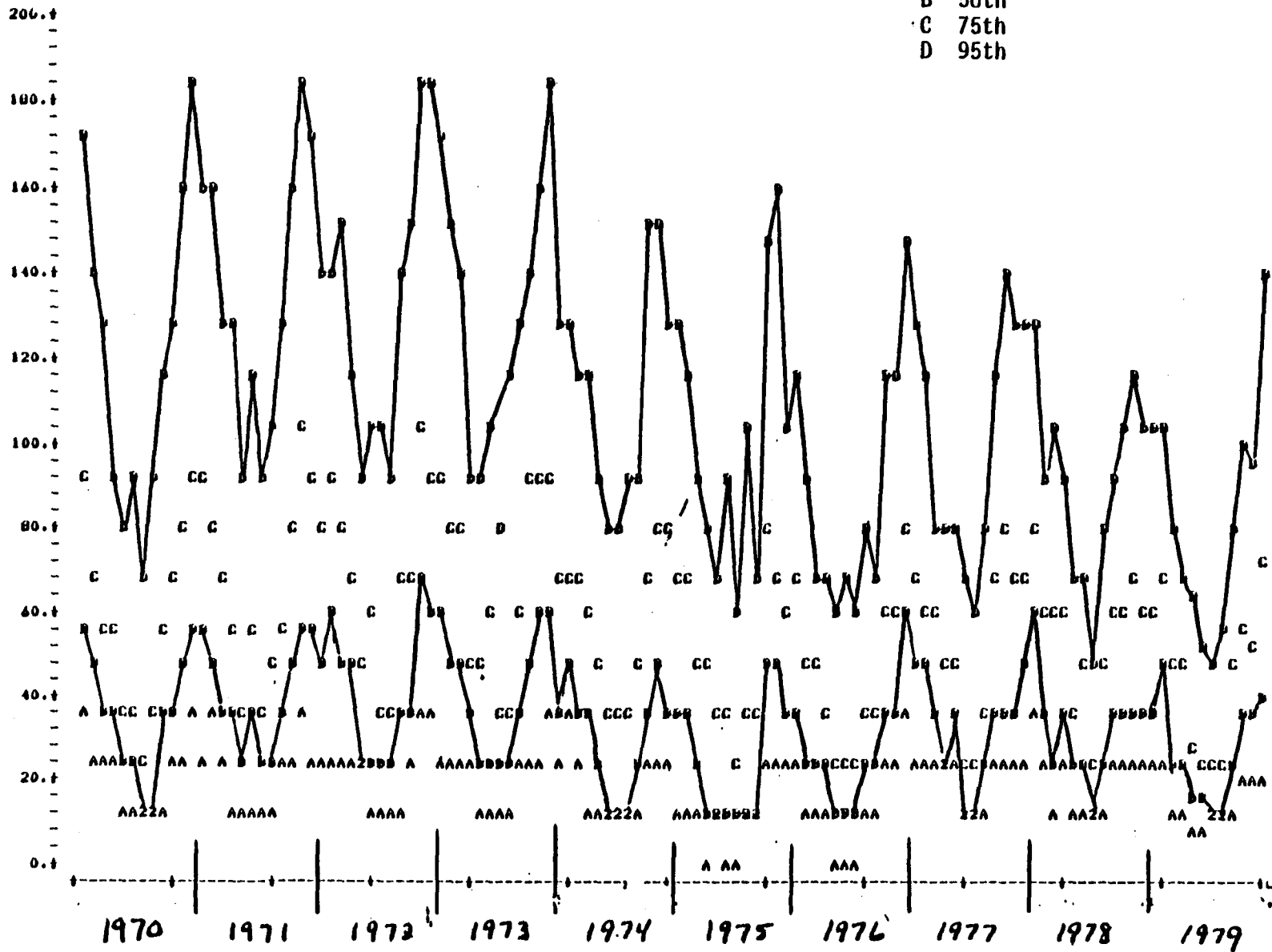


Figure 2.3(b)

Composite plots of monthly 25th, 50th, 75th, and 95th percentiles of CO--Hollywood

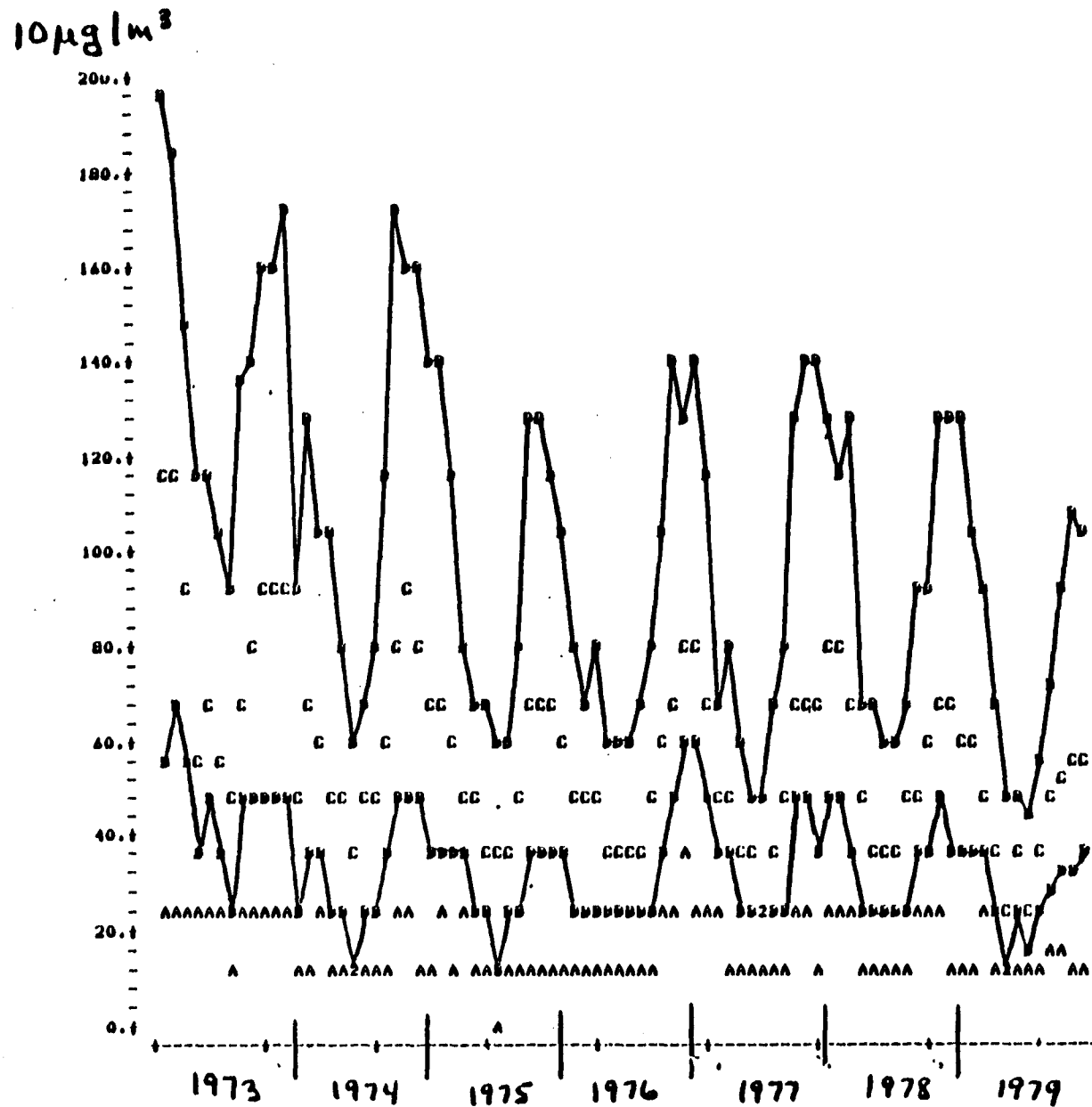


Figure 2.3(c)

Composite plots of monthly 25th, 50th, 75th, and 95th percentiles of CO--Alder

10 $\mu\text{g}/\text{m}^3$

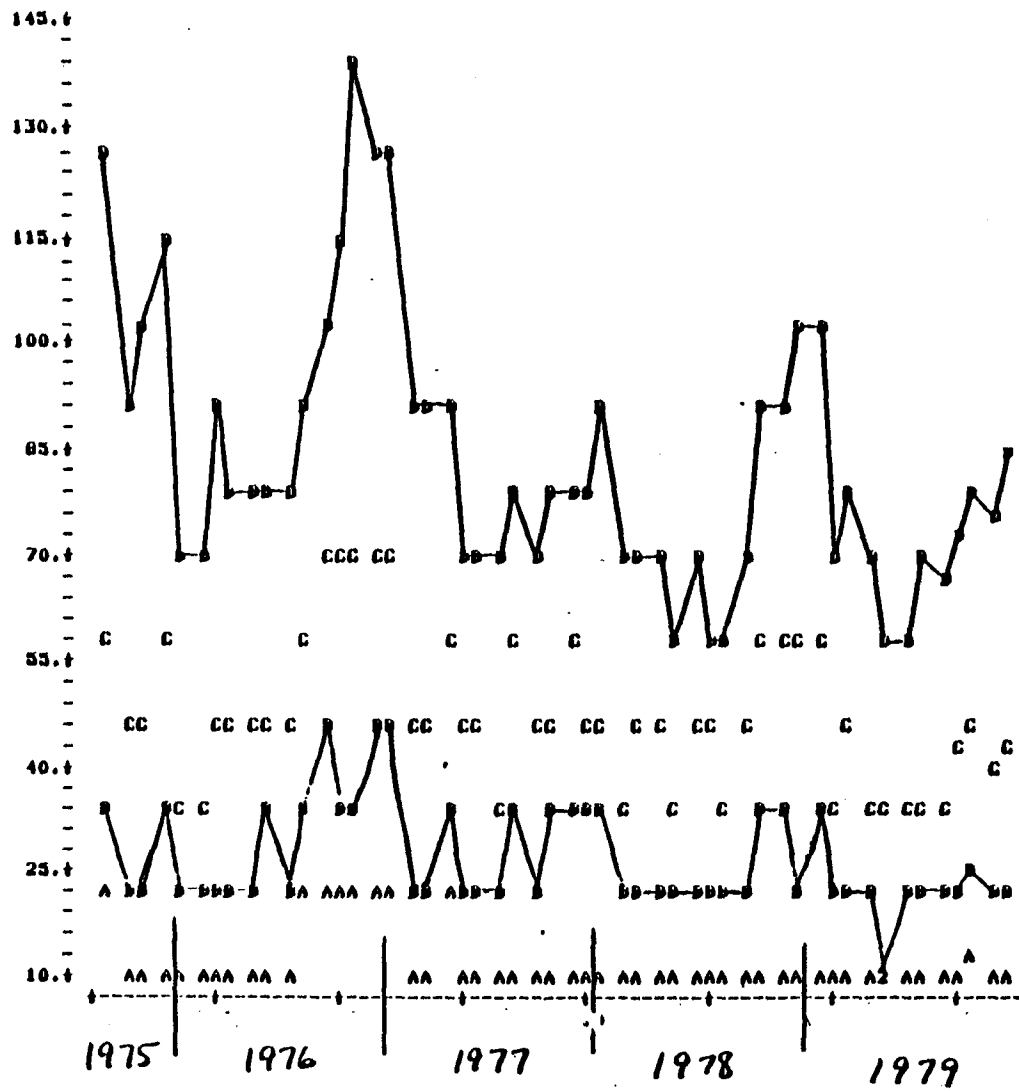


Figure 2.3(d)

Composite plots of monthly 25th, 50th, 75th, and 95th percentiles of CO--Lloyd

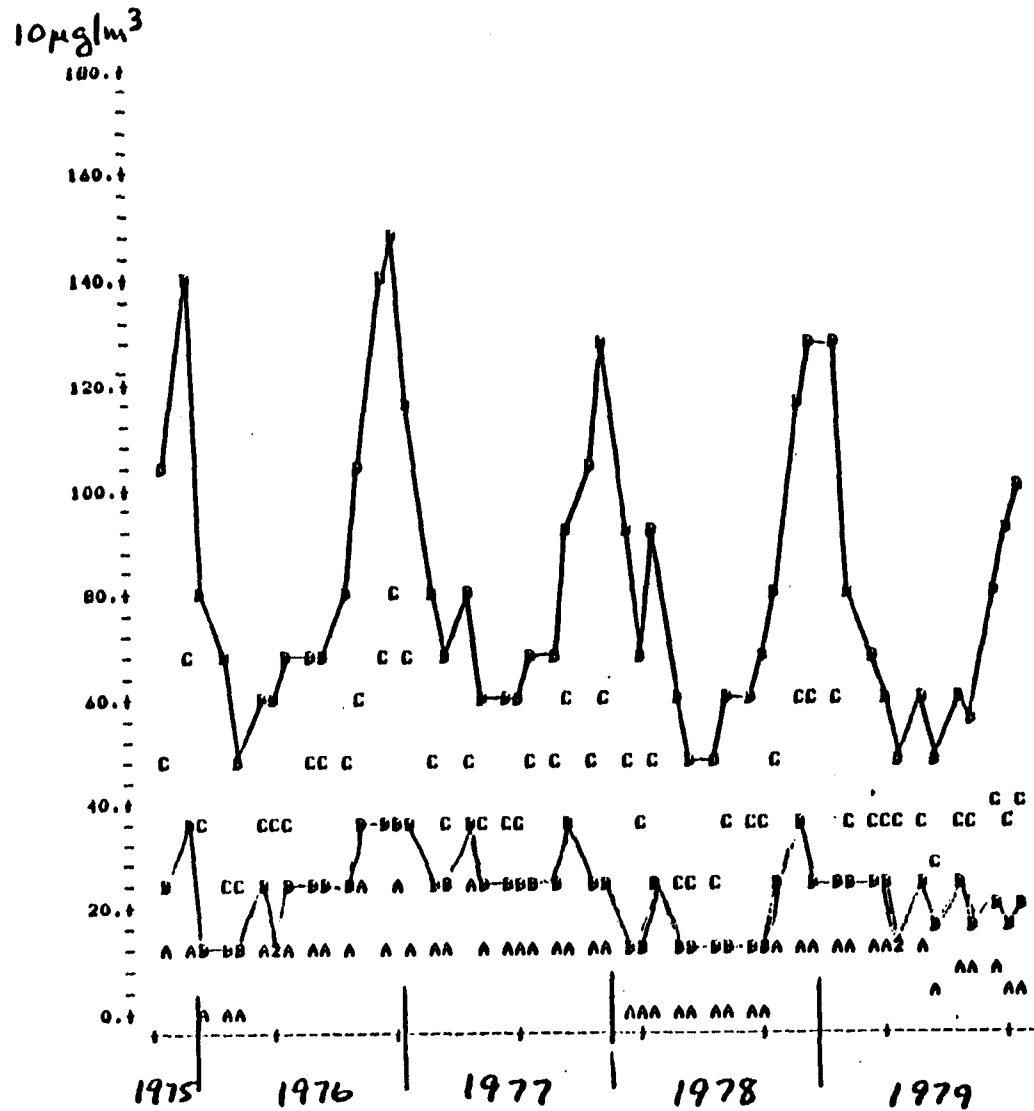


Figure 2.3(e)

Composite plots of monthly 25th, 50th, 75th, and 95th percentiles of CO--Eugene

10 $\mu\text{g}/\text{m}^3$

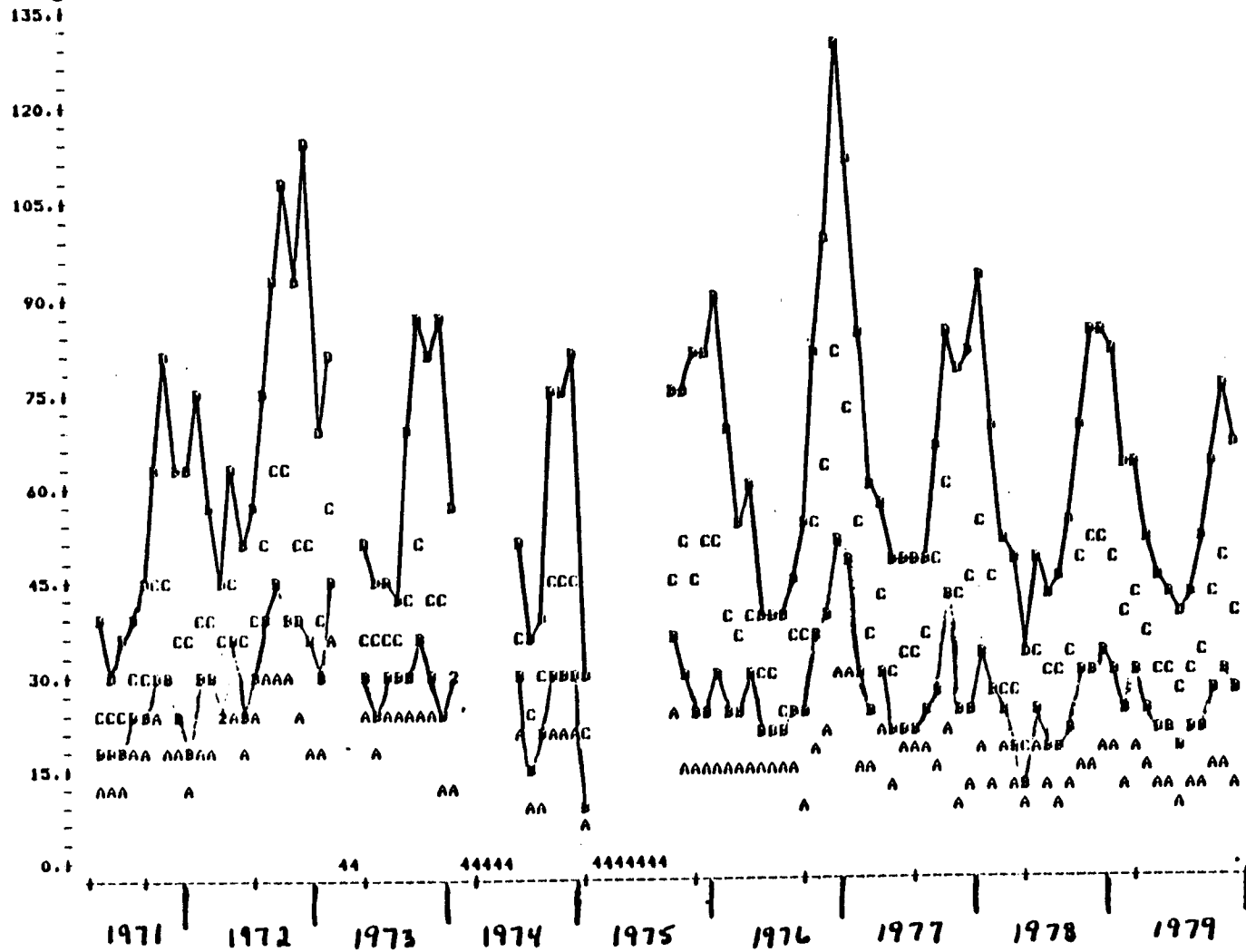


Figure 2.4(a)

Diurnal diagrams of hourly CO averages for weekdays, 1970-1974

(—— Summer, - - - Winter)

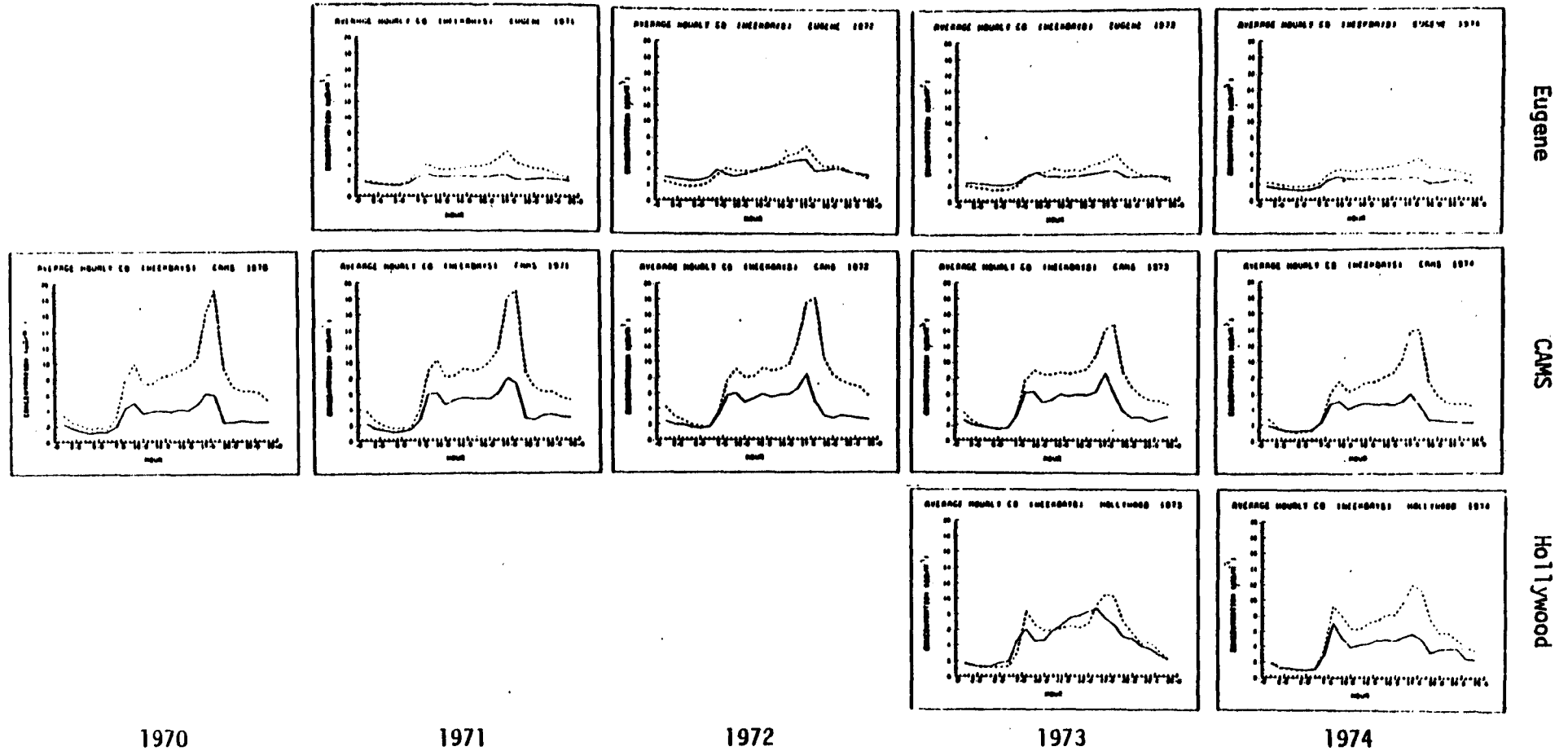


Figure 2-45
Diurnal diagrams of hourly CO averages for weekdays, 1975-1979 (— Summer, - - - Winter)

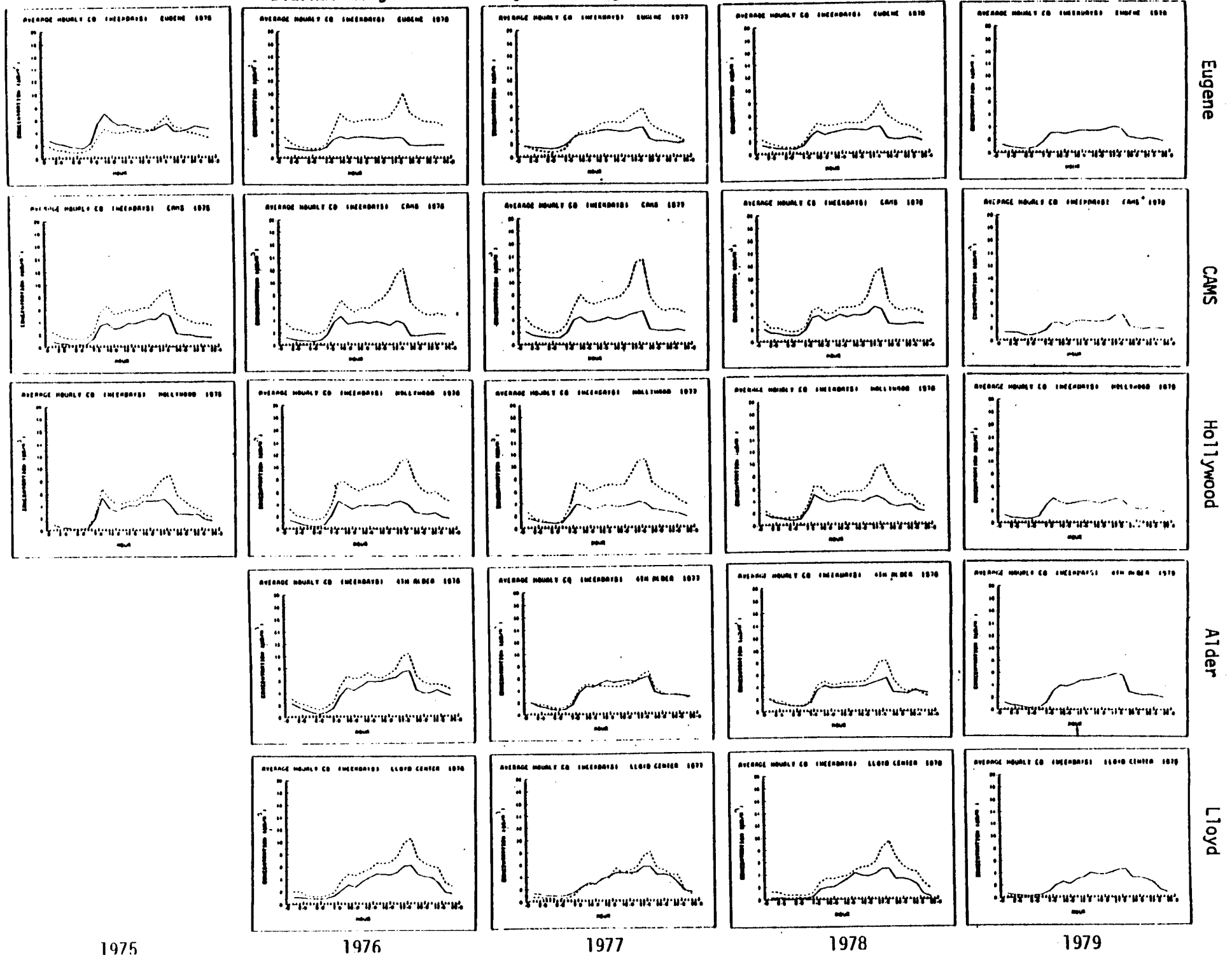


Figure 2.5(a)

Diurnal diagrams of hourly CO averages for weekends, 1970-1974
 (——— Summer, - - - - Winter)

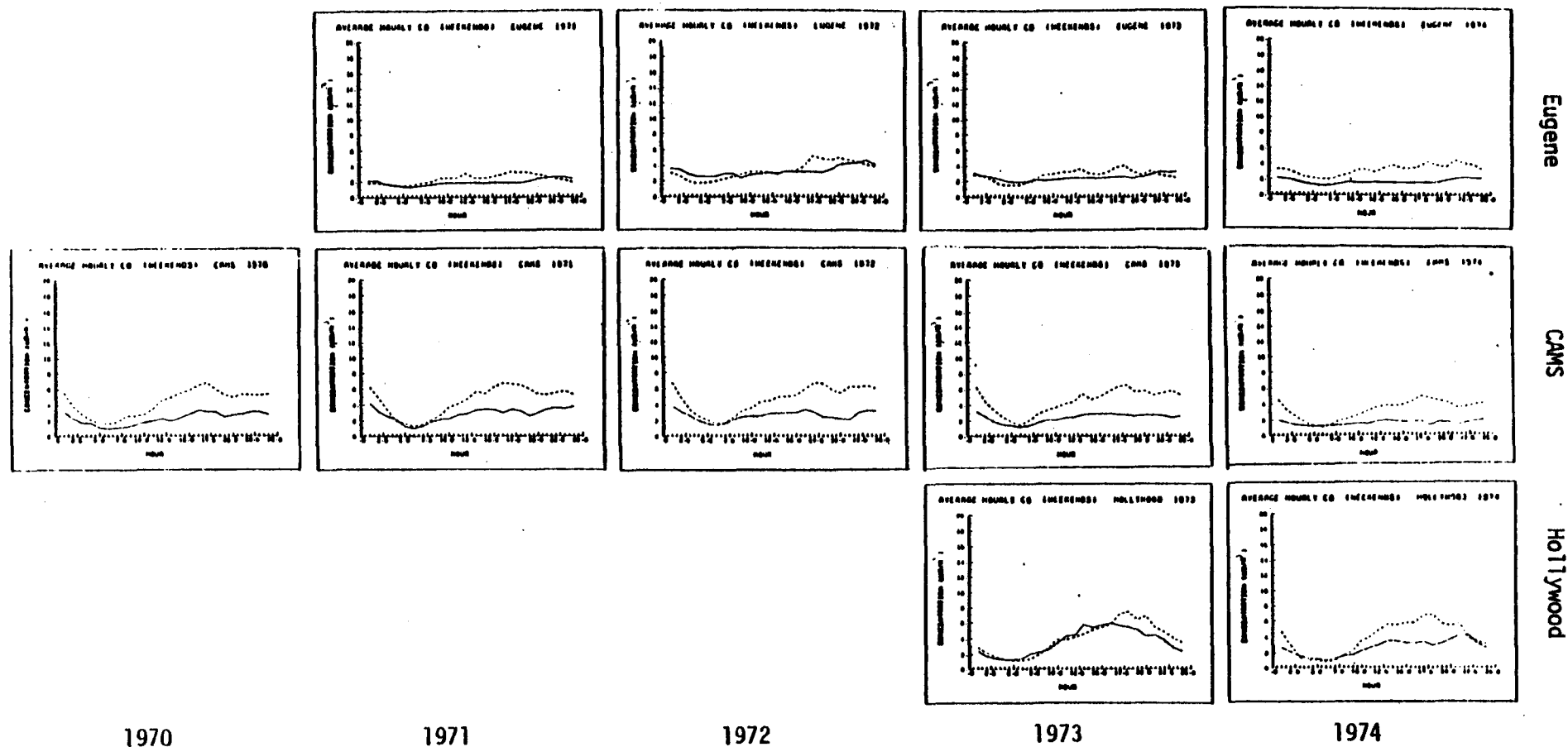


Figure 2.5(b)
Diurnal diagrams of hourly CO averages for weekends, 1975-1979 (— Summer, - - - Winter)

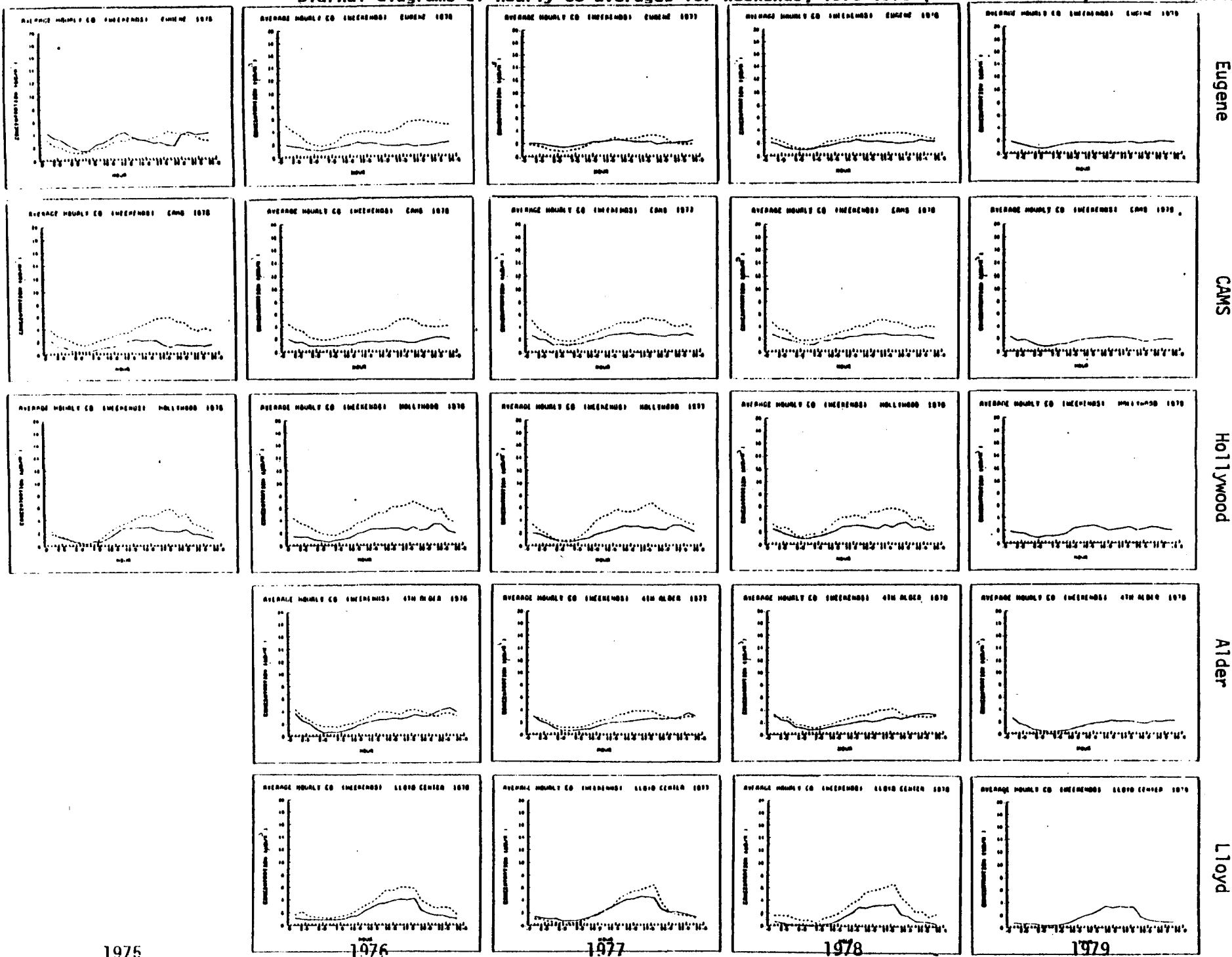


Figure 2.6

In Thousands

Plot of monthly average daily traffic counts (in 1000 cars/day),
Portland I 80N, Columbia River Highway at NE 21st Ave.

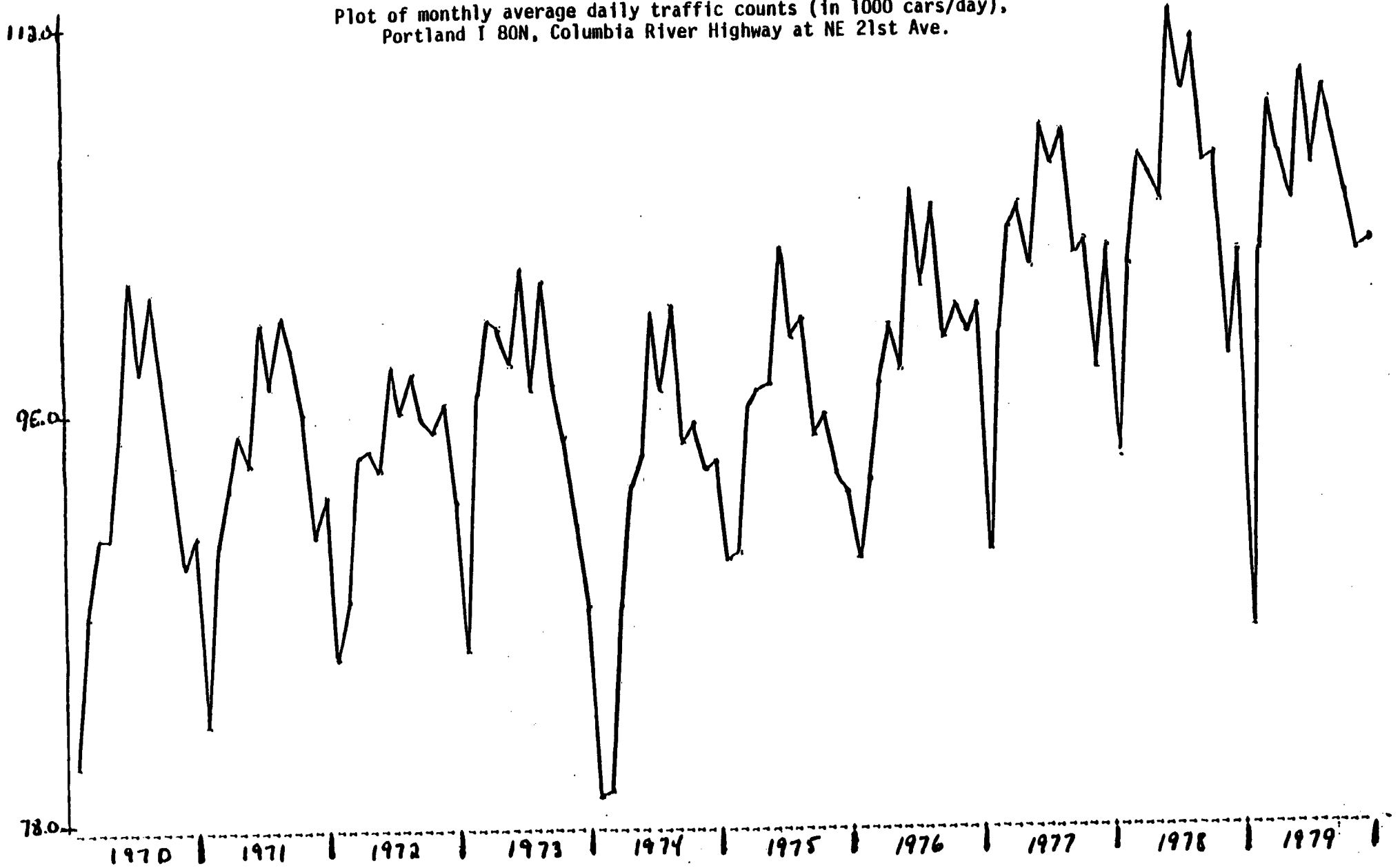
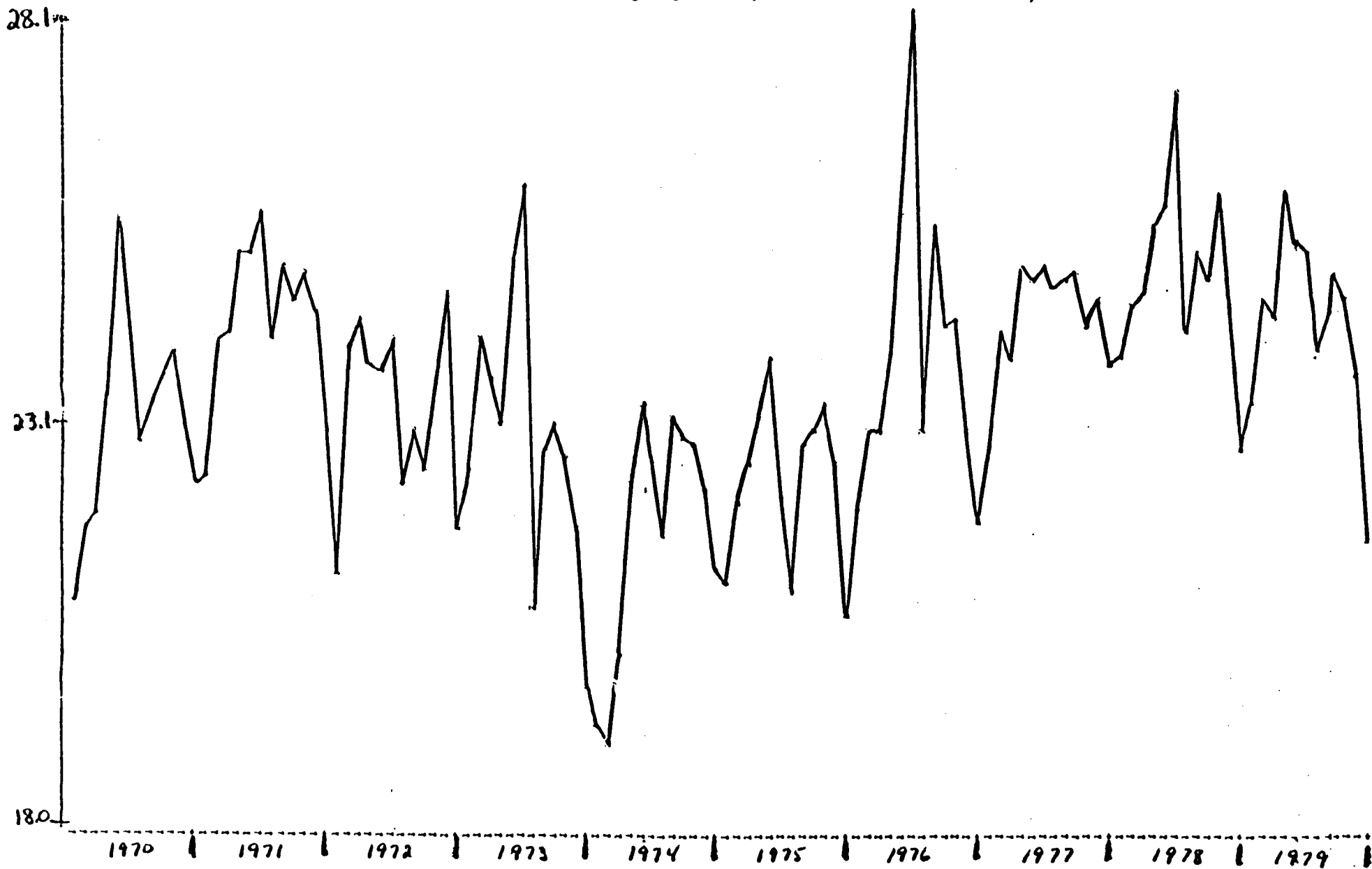


Figure 2.7

Plot of monthly average daily traffic counts (in 1000 cars/day),
Eugene, US 99 Pacific Highway West (.02 miles NE of 11th Ave.)

In Thousands



Monthly wind speed averages Portland Airport

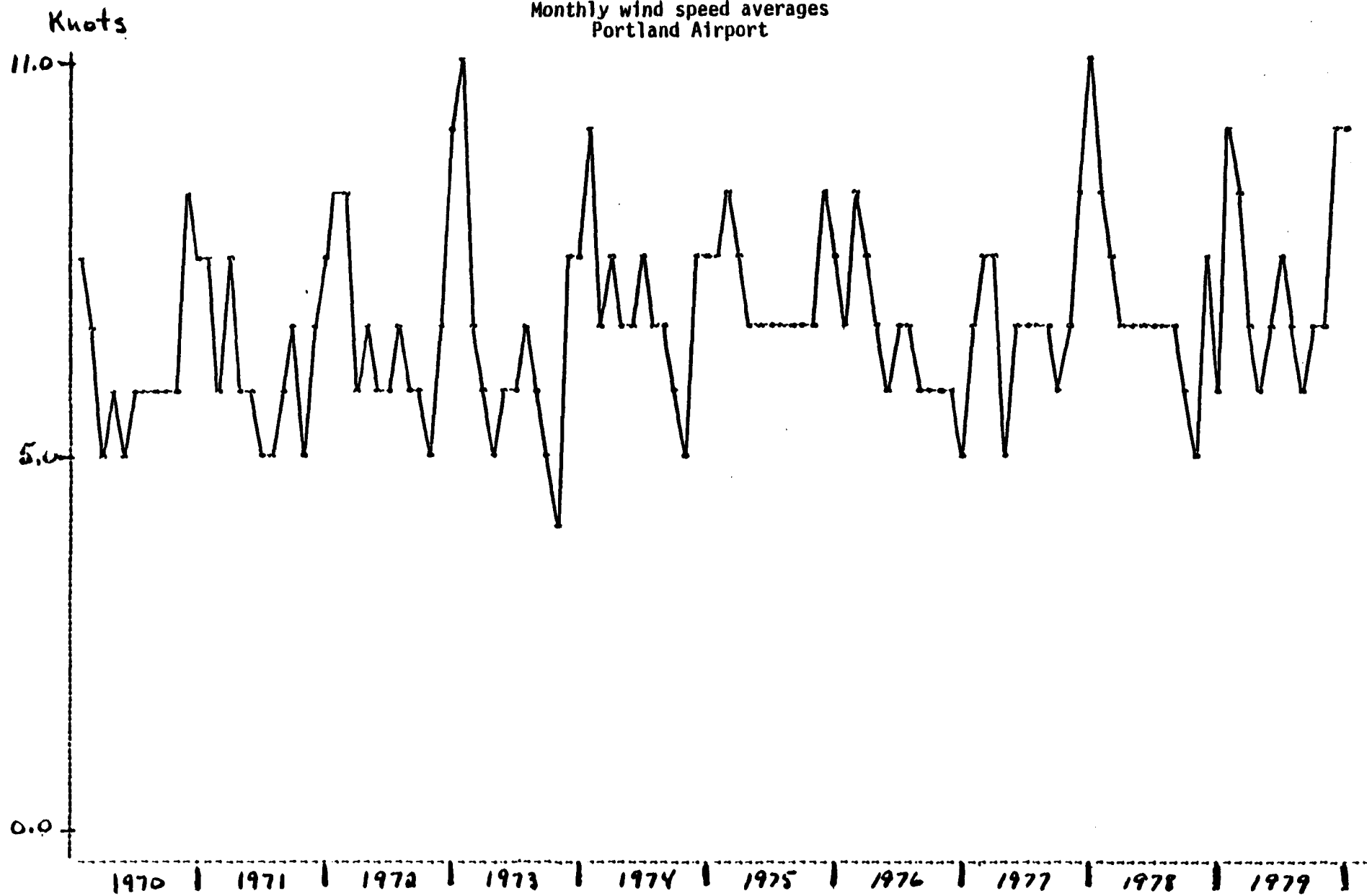


Figure 2.8(b)

Monthly wind speed averages,
Eugene Airport

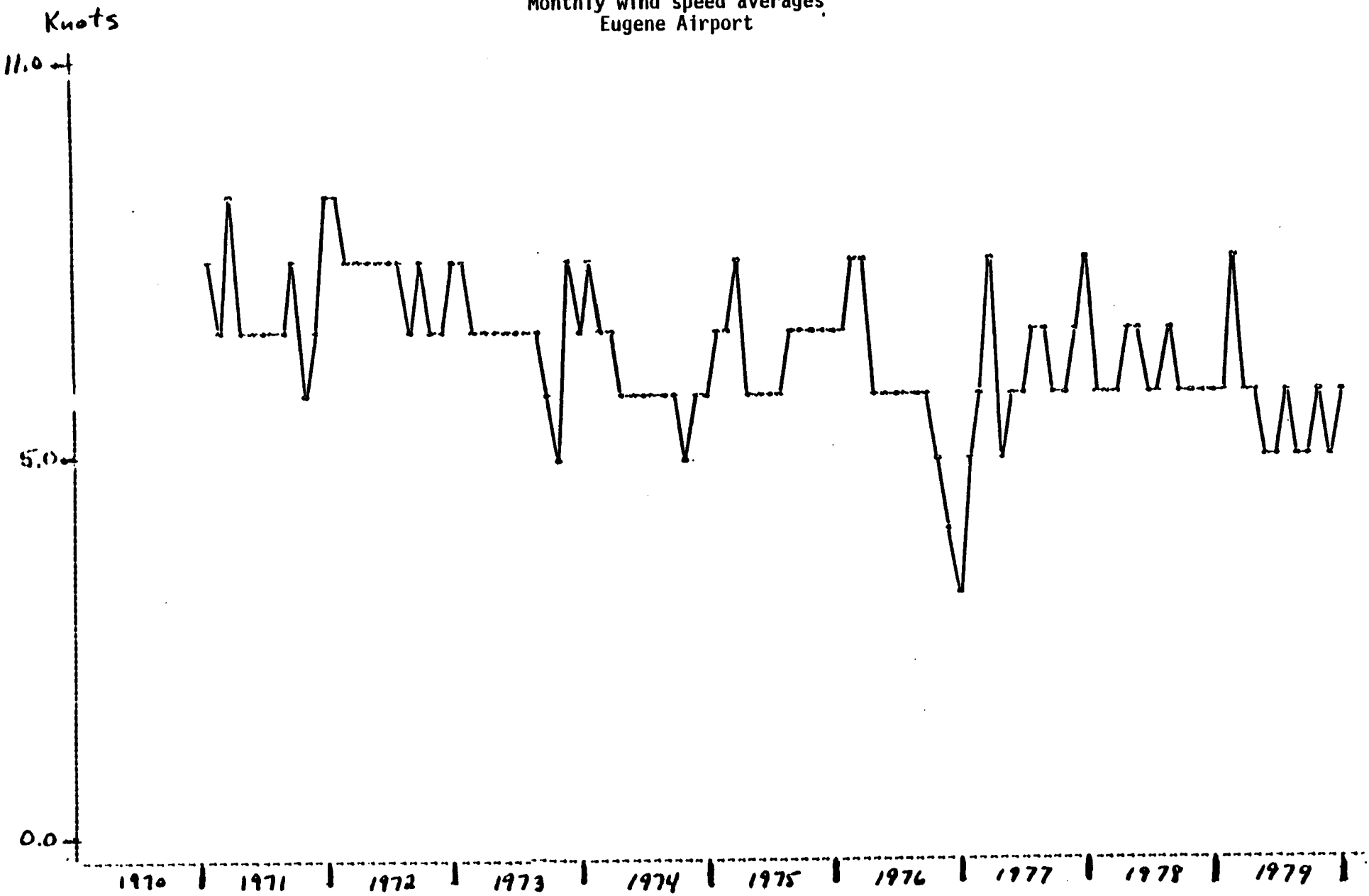


Figure 2.8(c)

Monthly wind speed averages
Portland Hughes/Federal Building

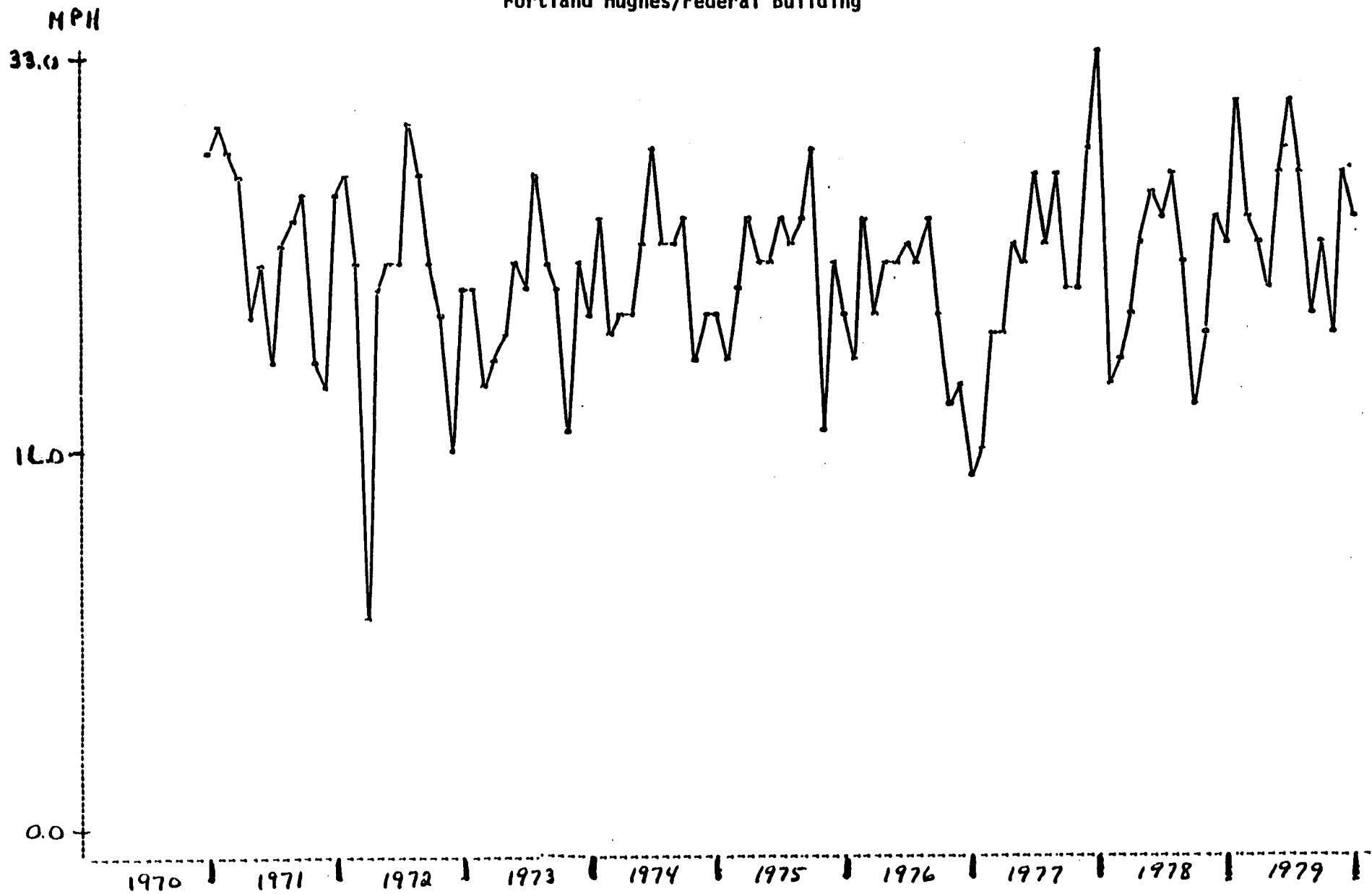
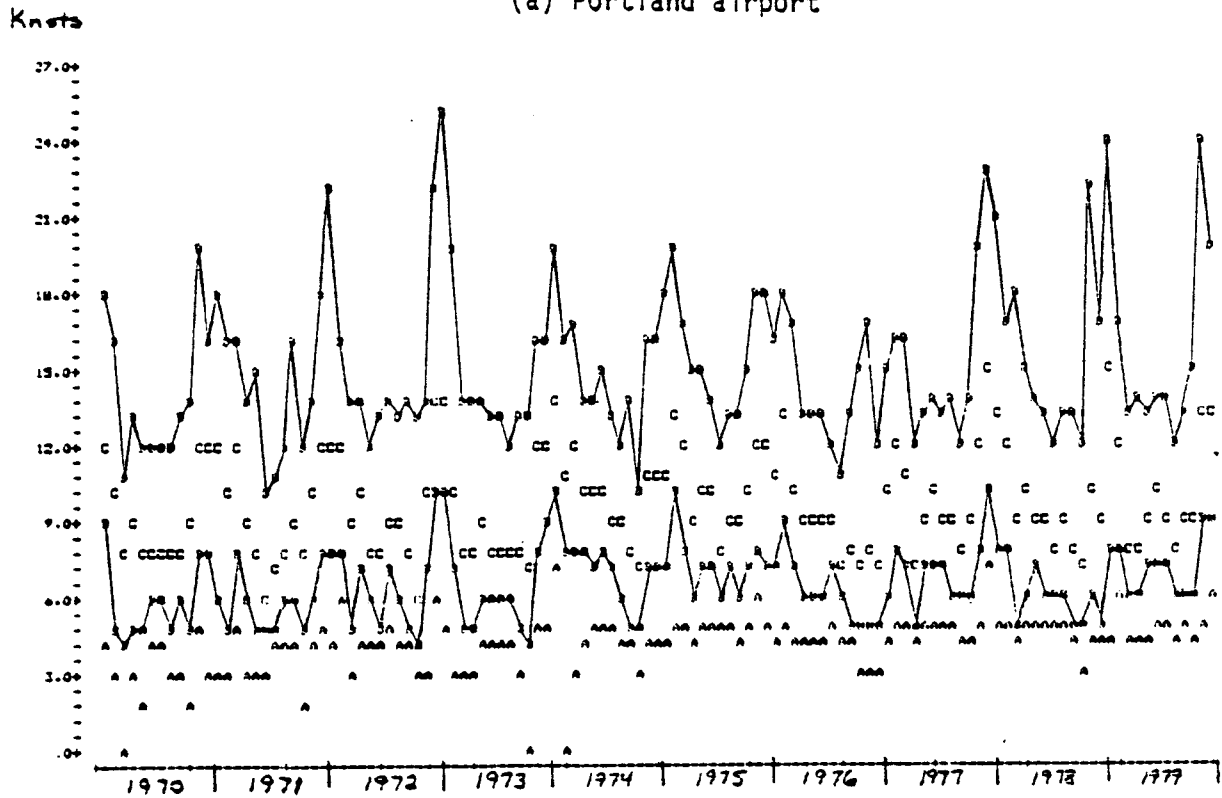


Figure 2.9

Composite plot of monthly 25th, 50th, 75th,
and 95th percentiles of wind speed

(a) Portland airport



(b) Eugene airport

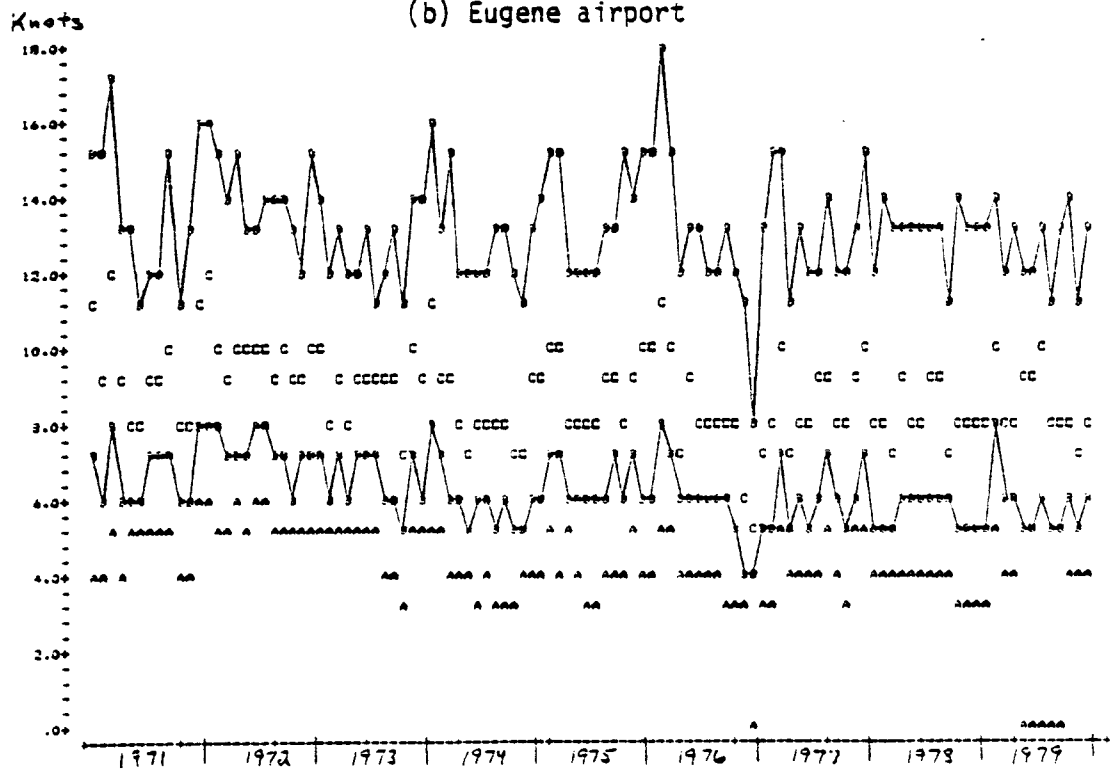


Figure 2.9

Composite plot of monthly 25th, 50th, 75th,
95th percentiles of wind speed

MPH

(c) Portland Hughes/Federal Building

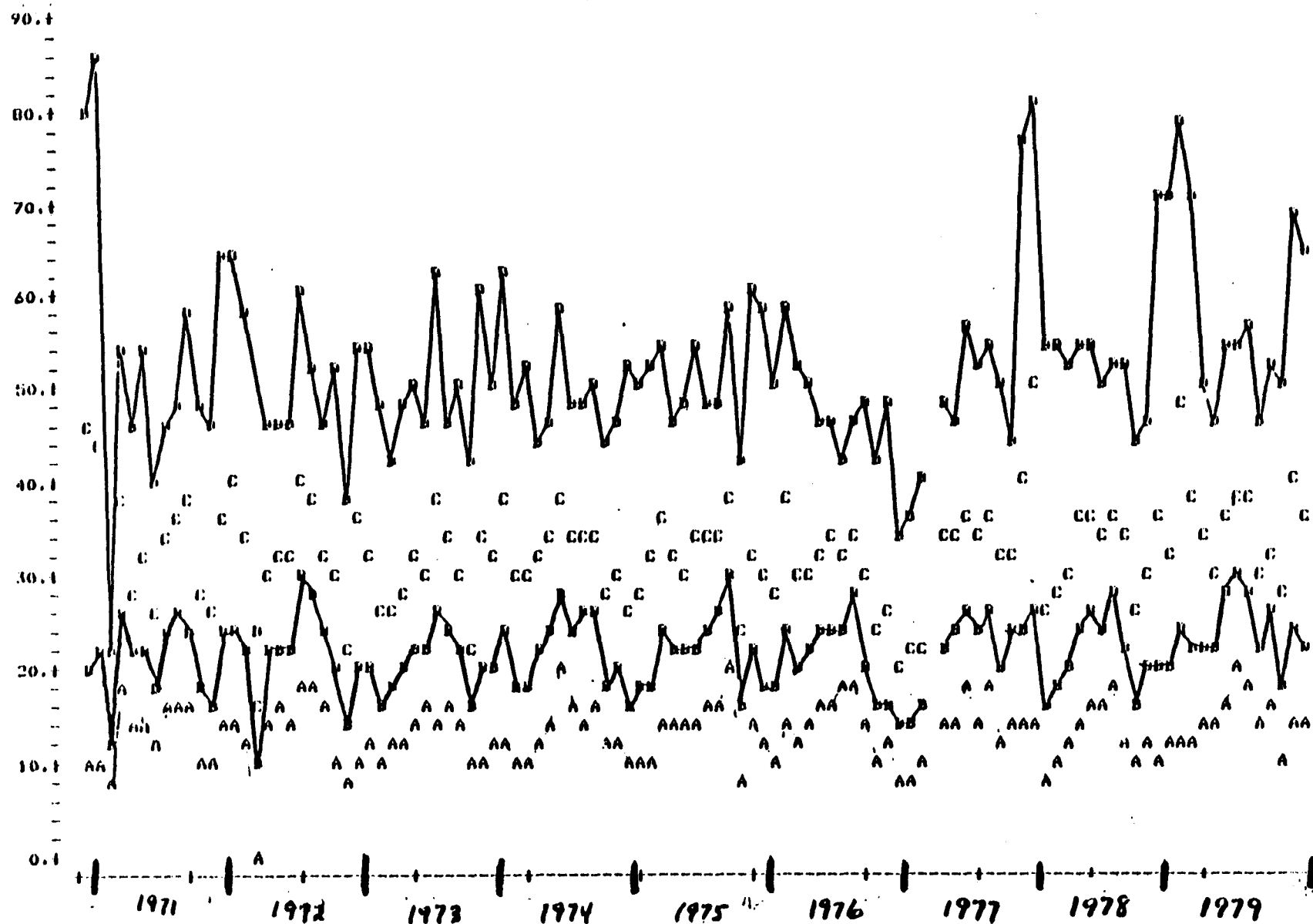
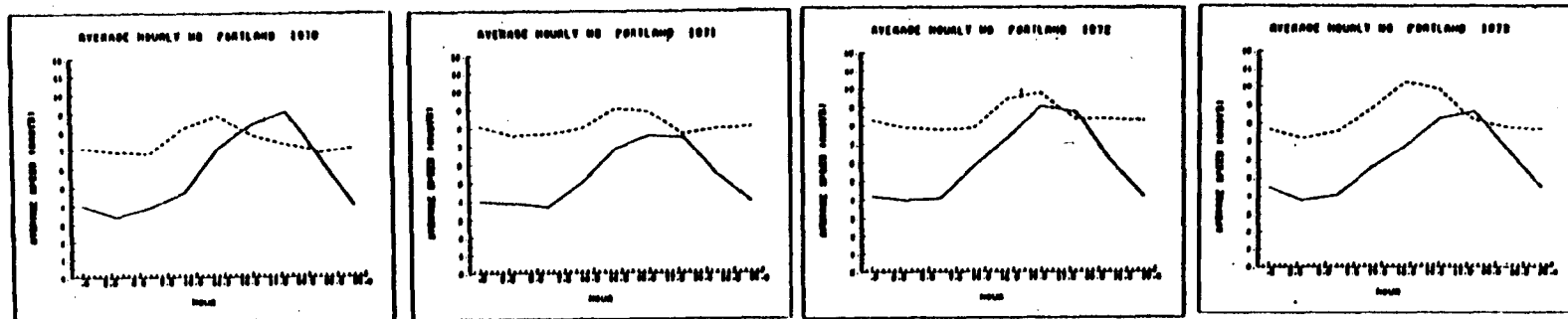


Figure 2.10(a)

Diurnal diagrams of hourly wind speed averages--Portland Airport

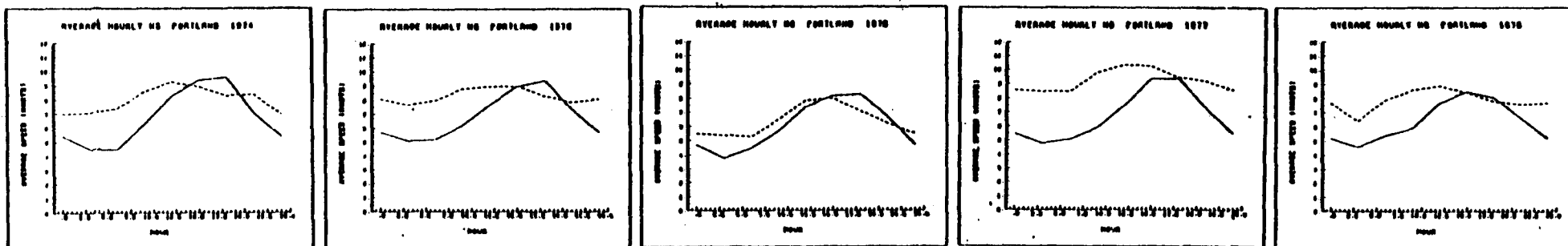


1970

1971

1972

1973



1974

1975

1976

1977

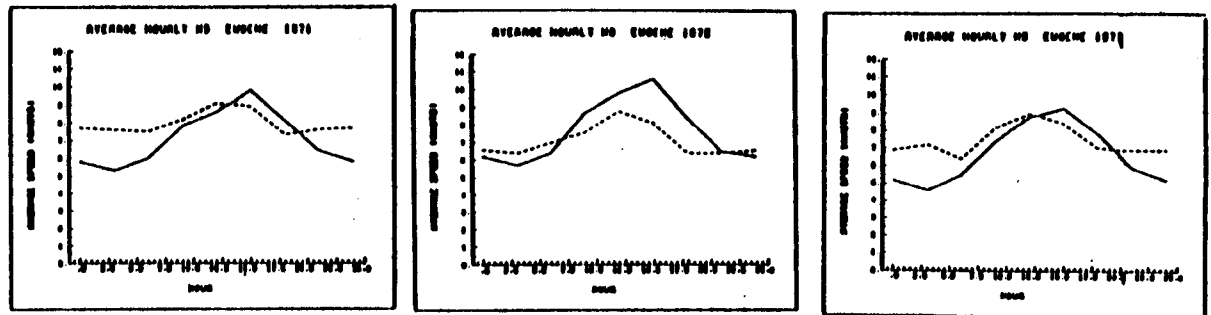
1978

———— Summer

- - - - - Winter

Figure 2.10(b)

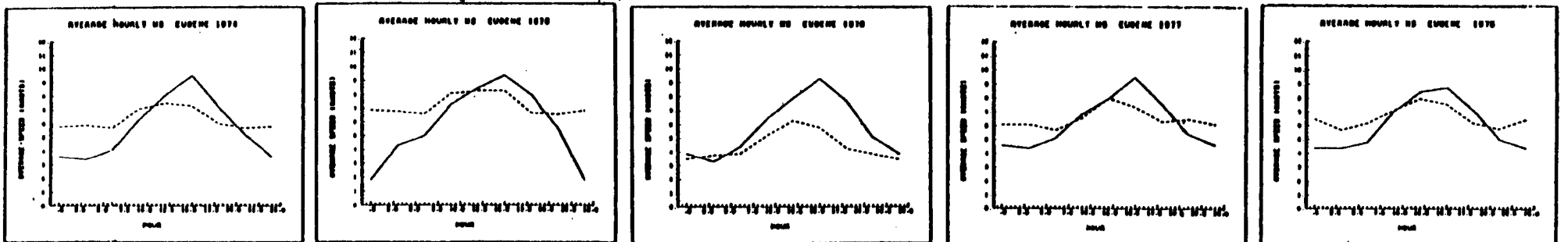
Diurnal diagrams of hourly wind speed averages--Eugene Airport



1971

1972

1973



1974

1975

1976

1977

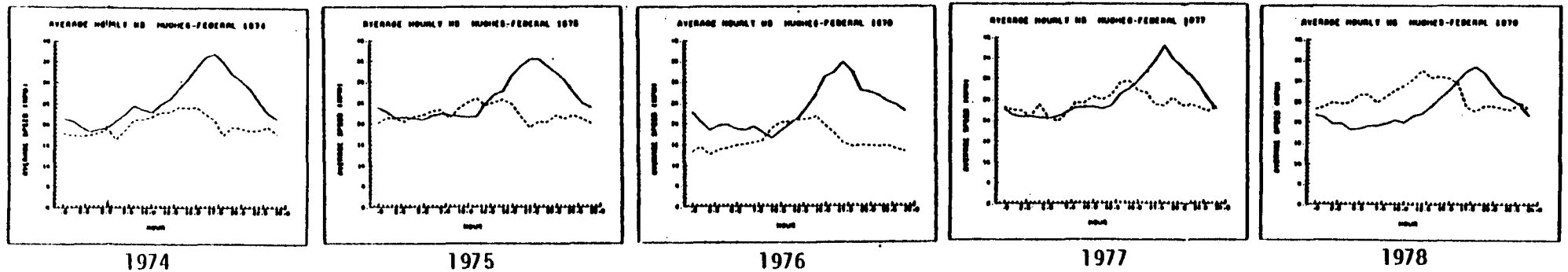
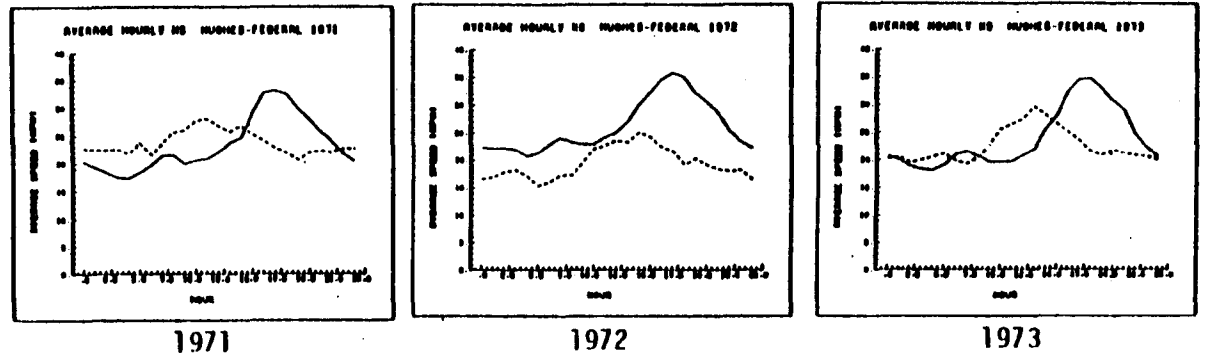
1978

———— Summer

- - - - - Winter

Figure 2.10(c)

Diurnal diagrams of hourly wind speed averages--Portland Hughes/Federal Building



———— Summer
 - - - - - Winter

Relative Frequency of wind direction

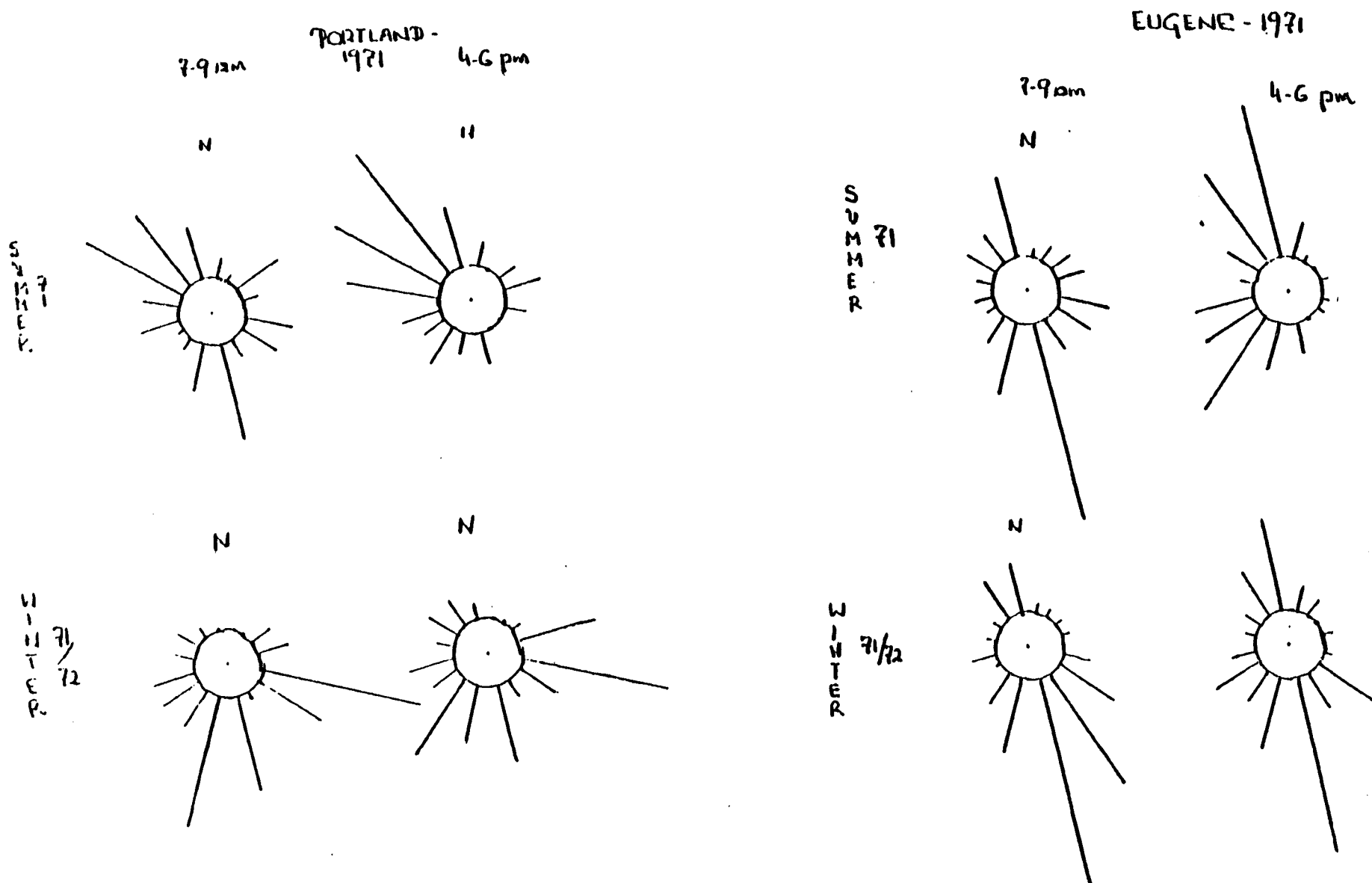


Figure 2.12(a)
Scatter diagrams of wind vectors--1971

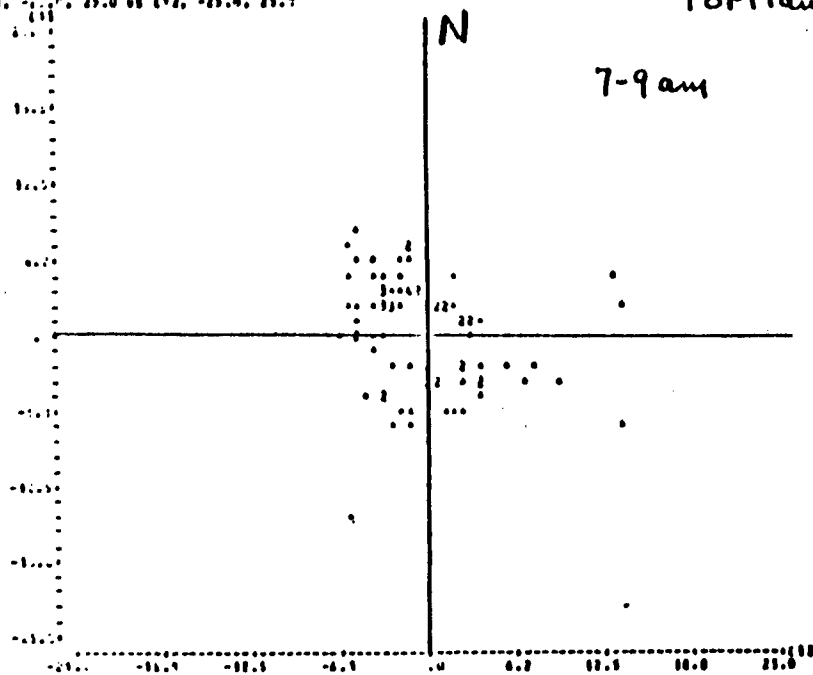
NOTE: SECTION PLOT PORTLAND JUN 1971 - SEP 1971 MORNING

PLOT C11, -25.0, 25.0 VS C12, -25.0, 25.0

Portland

7-9 am

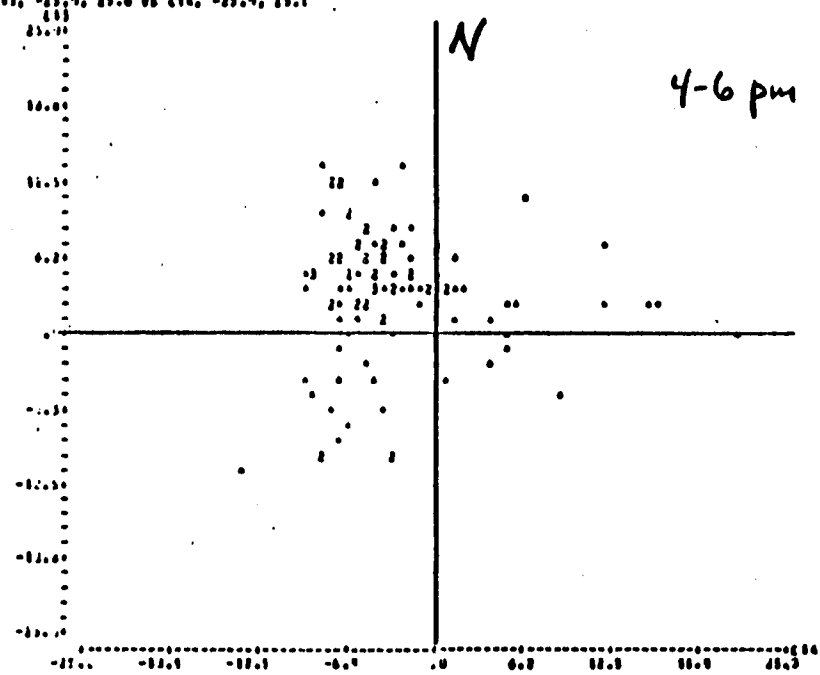
Summer
1971



NOTE: SECTION PLOT PORTLAND JUN 1971 - SEP 1971 AFTERNOON

PLOT C11, -25.0, 25.0 VS C12, -25.0, 25.0

4-6 pm

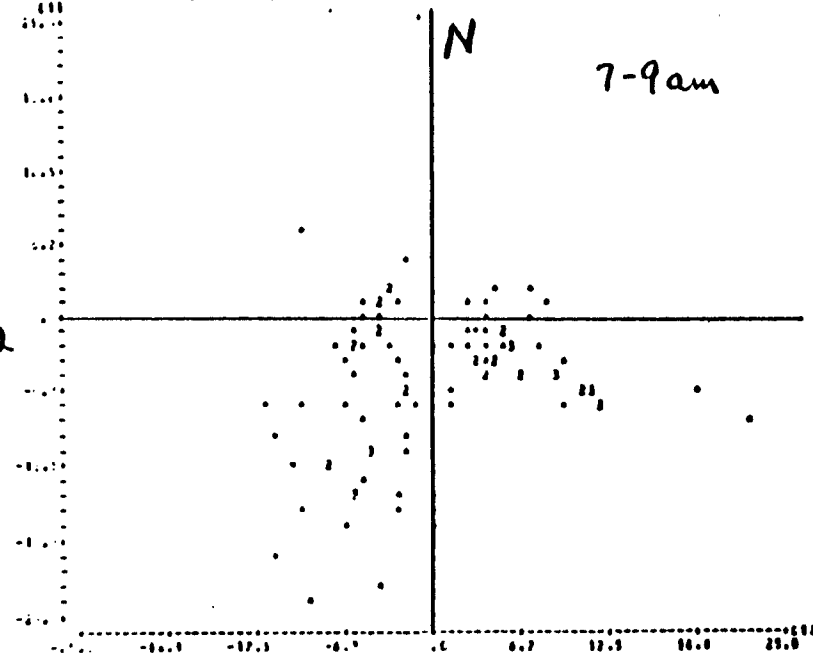


NOTE: SECTION PLOT PORTLAND NOV 1971 - FEB 1972 MORNING

PLOT C11, -25.0, 25.0 VS C12, -25.0, 25.0

7-9 am

Winter
1971/72



NOTE: SECTION PLOT PORTLAND NOV 1971 - FEB 1972 AFTERNOON

PLOT C11, -25.0, 25.0 VS C12, -25.0, 25.0

4-6 pm

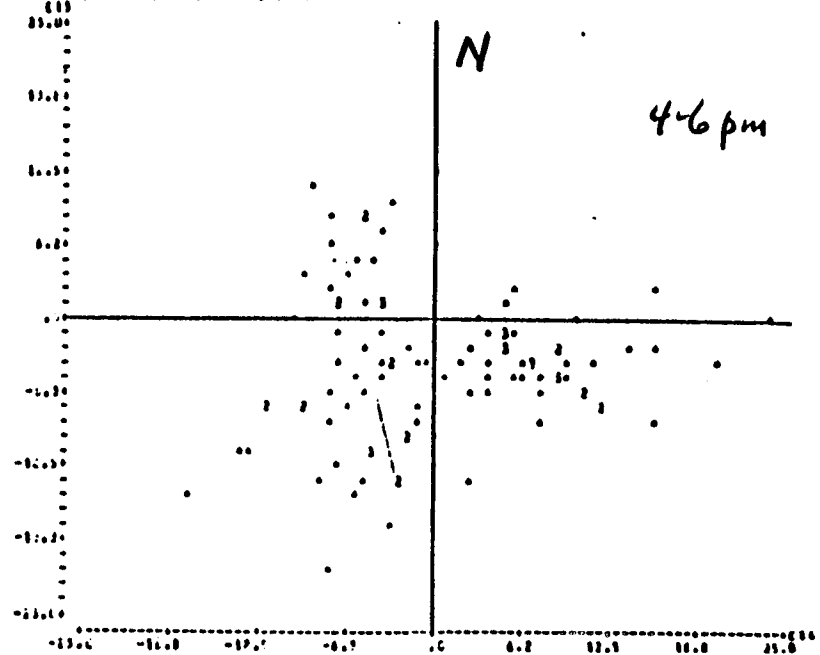
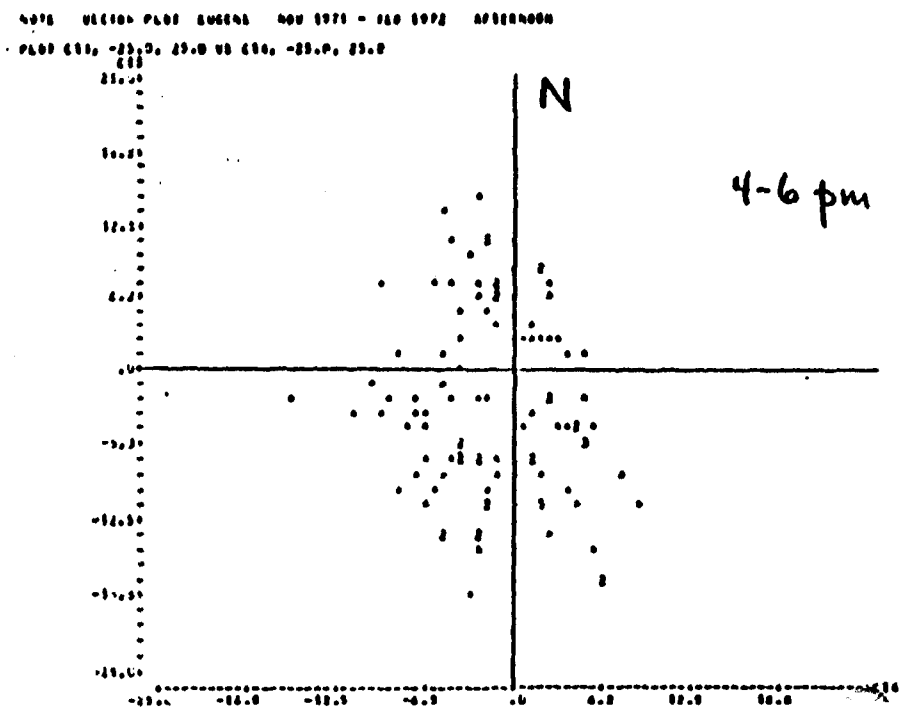
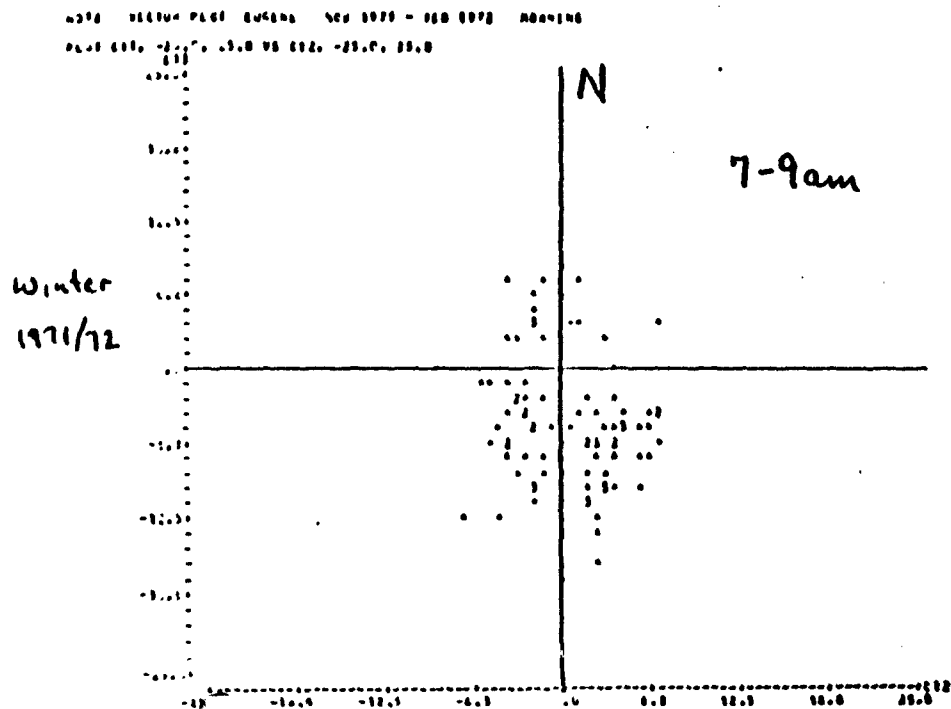
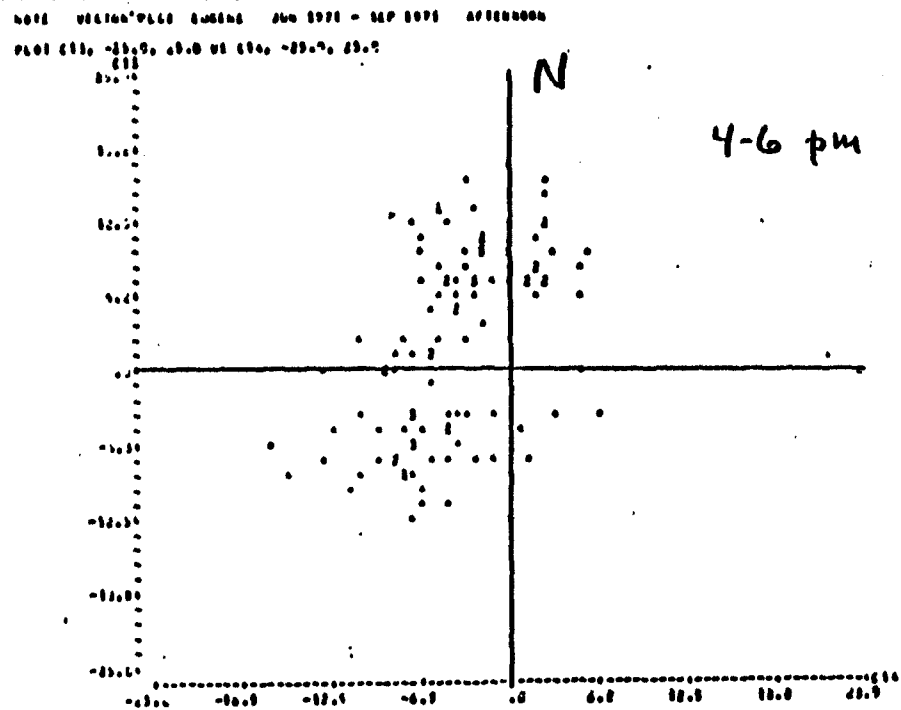
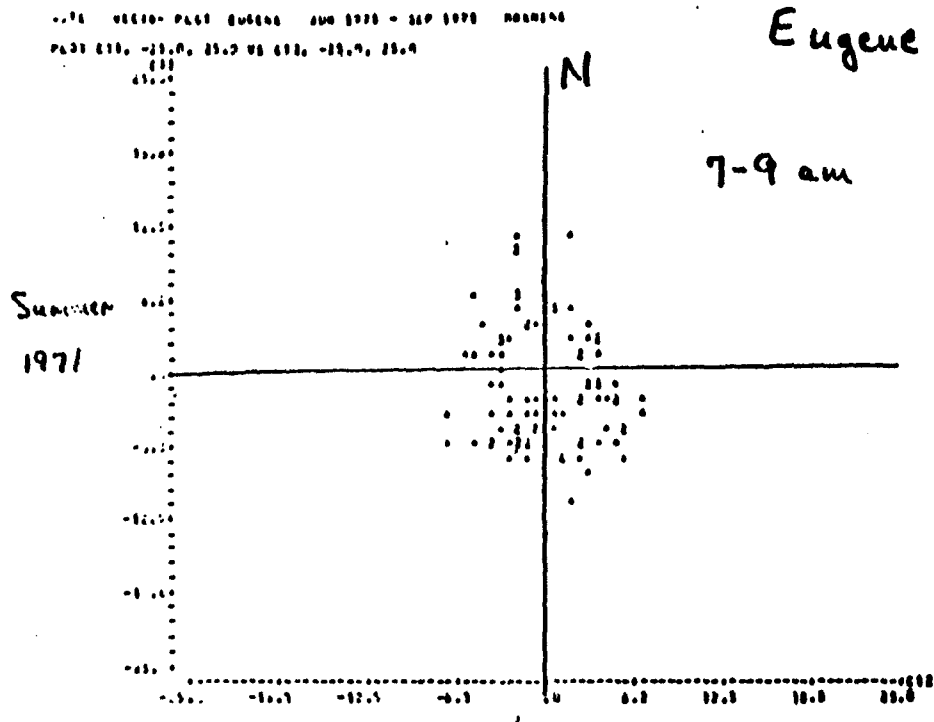


Figure 2.12(a) cont.
Scatter diagrams of wind vectors--1971

Eugene

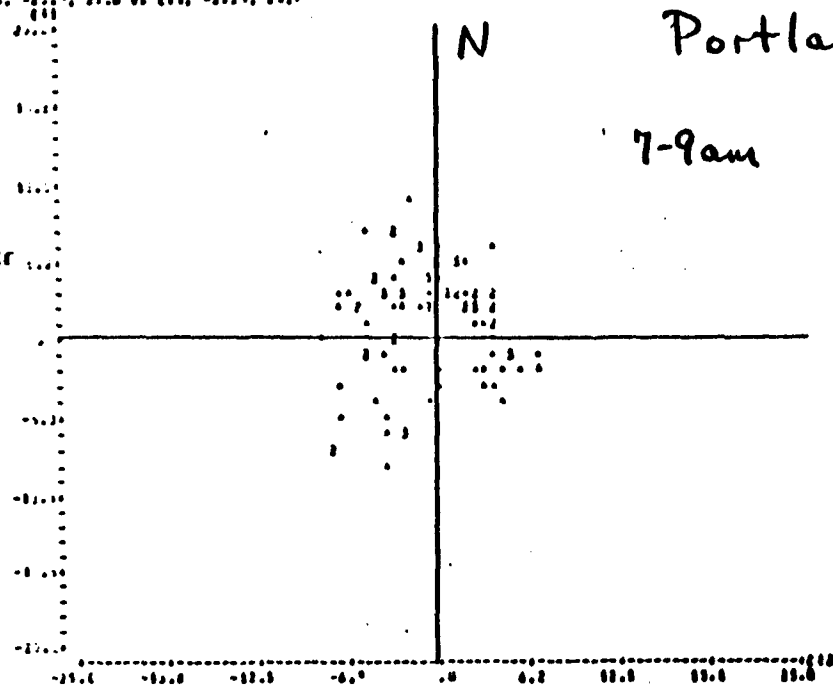


Scatter diagrams of wind vectors--1976

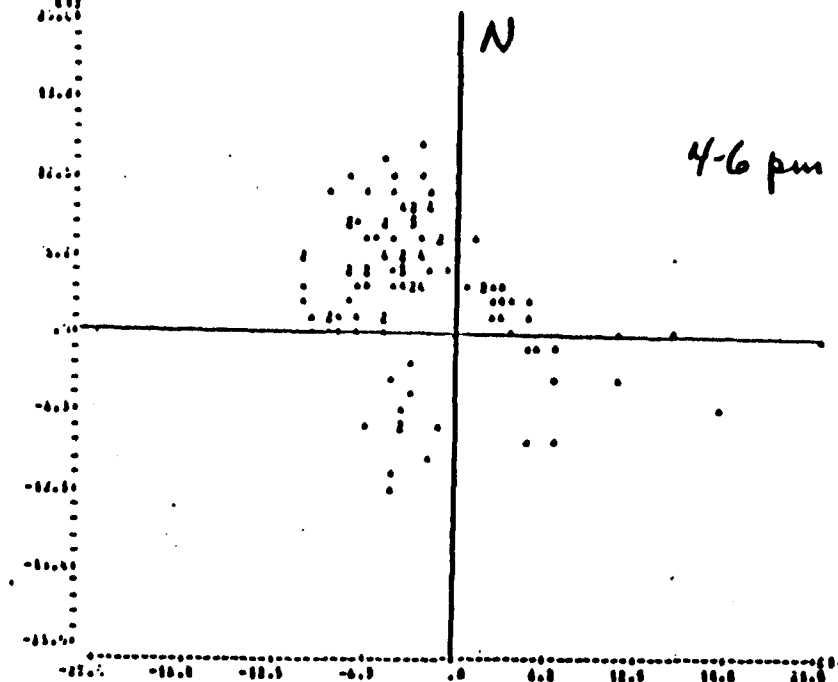
NOTE: VECTOR PLOT PORTLAND NOV 1976 - SEP 1976 MORNING
 PLOT E10, -25.0, 25.0 VS E10, -25.0, 25.0

NOTE: VECTOR PLOT PORTLAND NOV 1976 - SEP 1976 AFTERNOON
 PLOT E10, -25.0, 25.0 VS E10, -25.0, 25.0

Summer
 1976



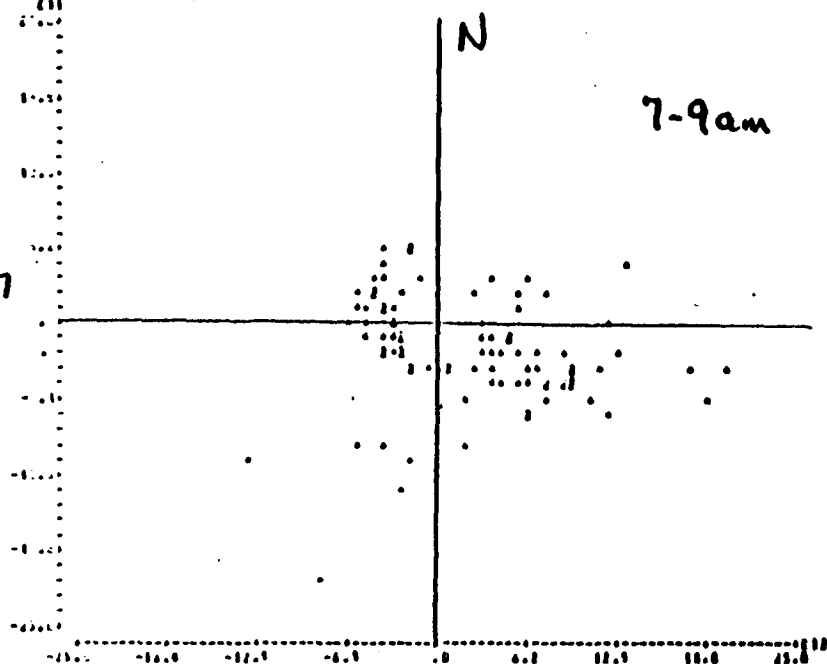
4-6 pm



NOTE: VECTOR PLOT PORTLAND NOV 1976 - FEB 1977 MORNING
 PLOT E10, -25.0, 25.0 VS E10, -25.0, 25.0

NOTE: VECTOR PLOT PORTLAND NOV 1976 - FEB 1977 AFTERNOON
 PLOT E10, -25.0, 25.0 VS E10, -25.0, 25.0

Winter
 1976/77



4-6 pm

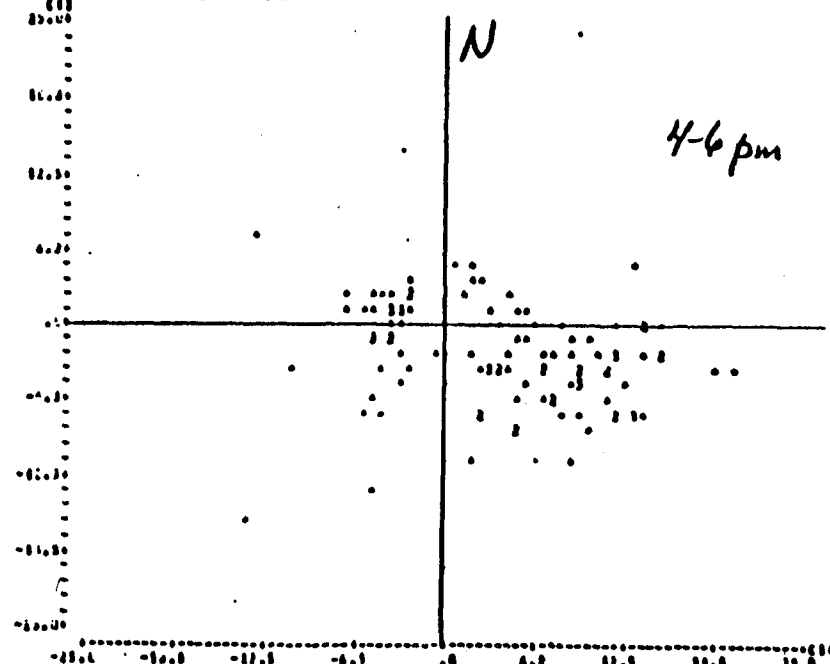
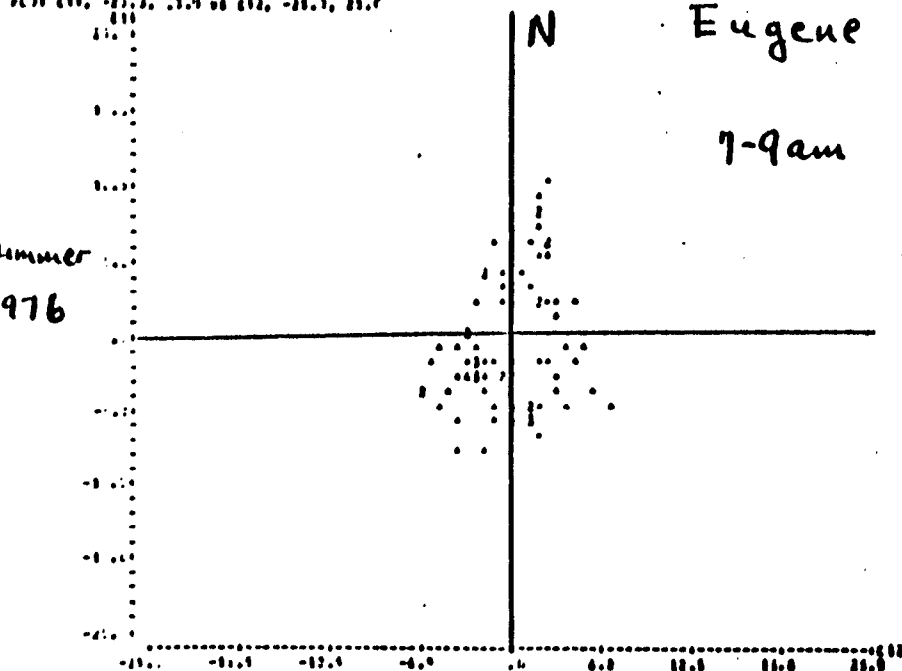


Figure 2.12(b) cont.
Scatter diagrams of wind vectors--1976

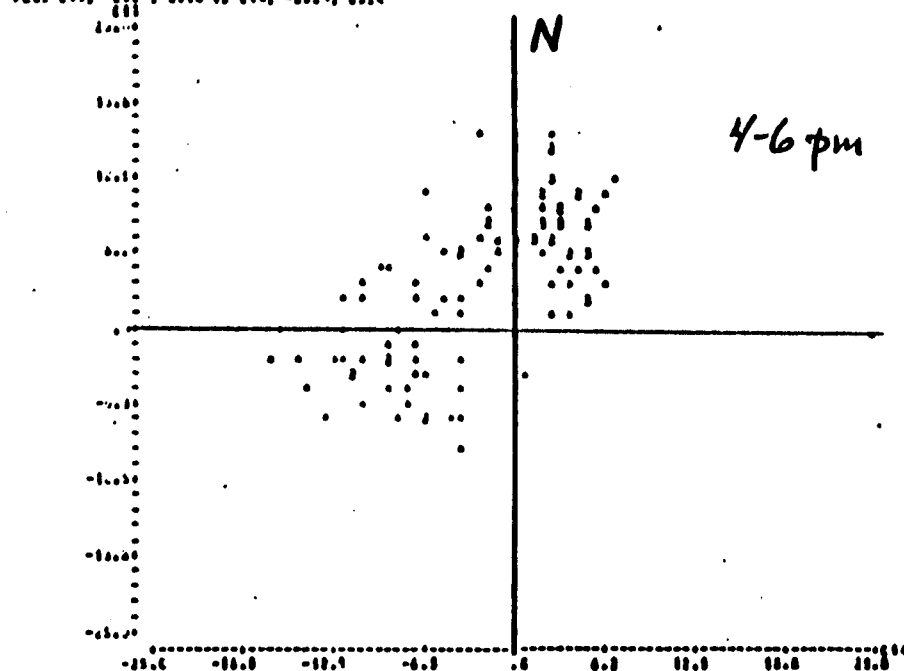
NOTE SECTION PLUG EUGENE JUN 1976 - SEP 1976 MORNING

PLUG C10, -25.0, 25.0 VS C10, -25.0, 25.0



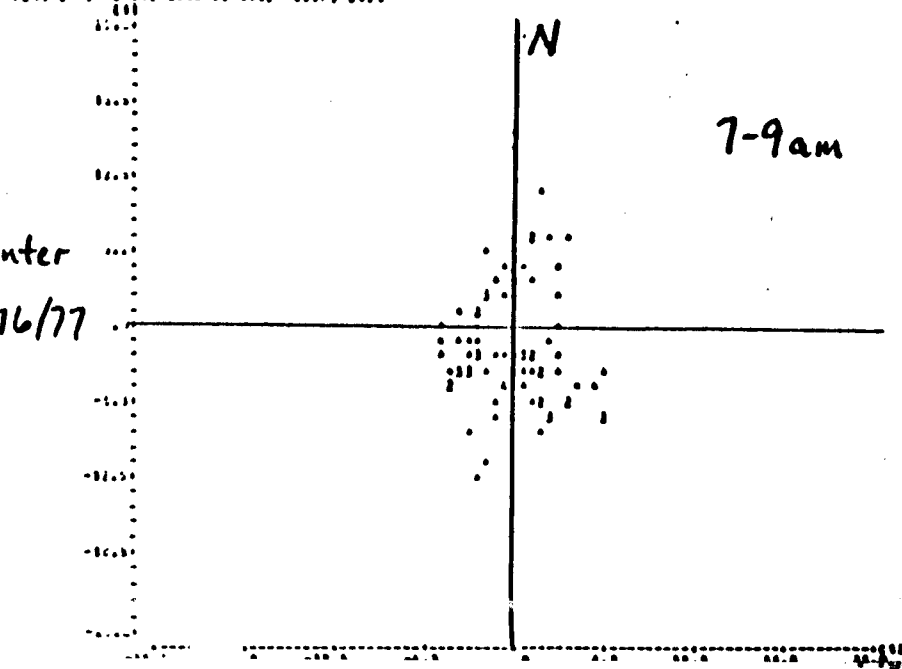
NOTE SECTION PLUG EUGENE JUN 1976 - SEP 1976 AFTERNOON

PLUG C10, -25.0, 25.0 VS C10, -25.0, 25.0



NOTE SECTION PLUG EUGENE NOV 1976 - FEB 1977 MORNING

PLUG C10, -25.0, 25.0 VS C10, -25.0, 25.0



NOTE SECTION PLUG EUGENE NOV 1976 - FEB 1977 AFTERNOON

PLUG C10, -25.0, 25.0 VS C10, -25.0, 25.0

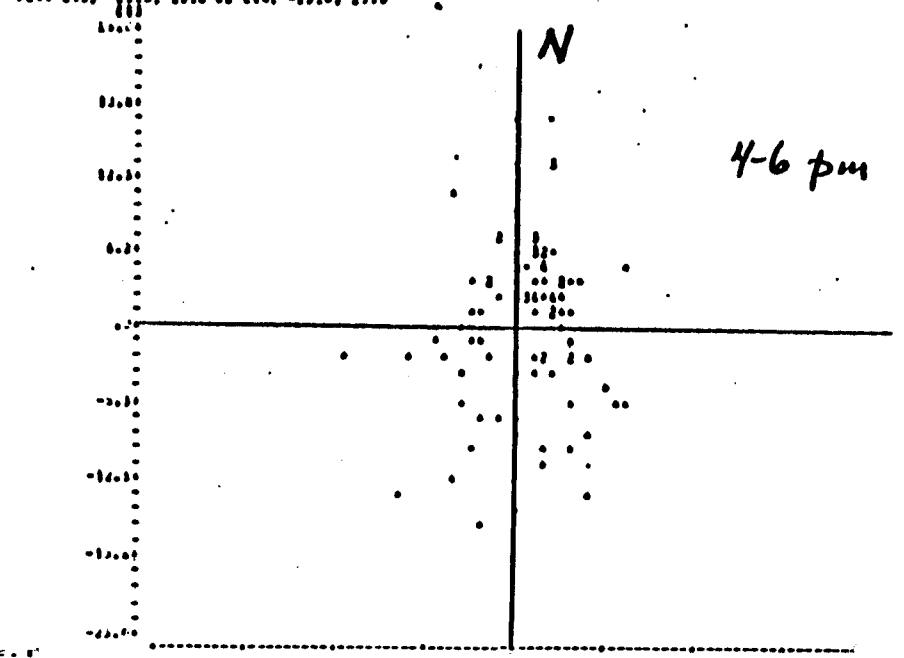


Figure 2.1

Plot of monthly mixing height averages at Salem

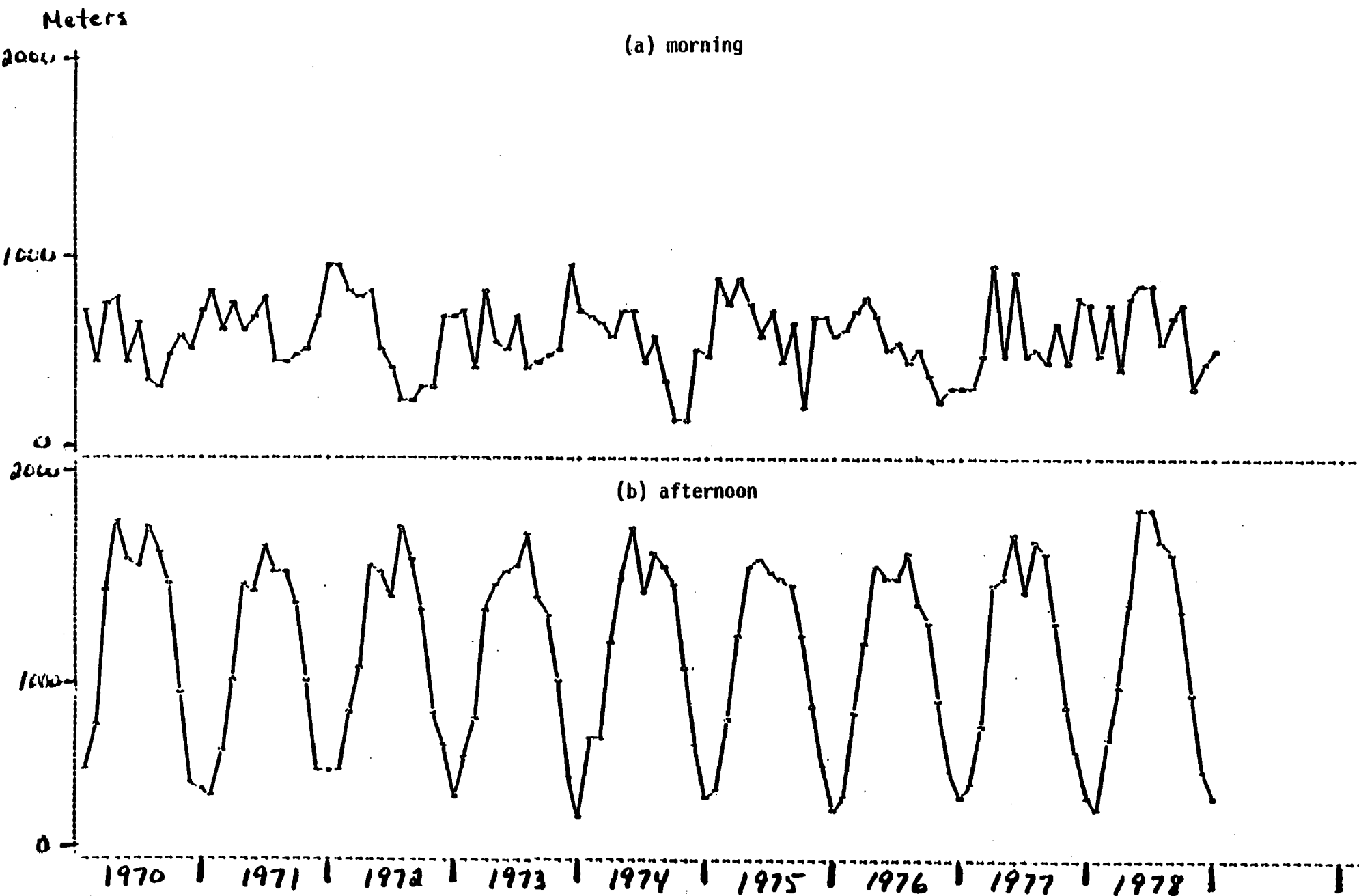


Figure 2.14(a)

Plot of monthly averages of relative humidity--Portland

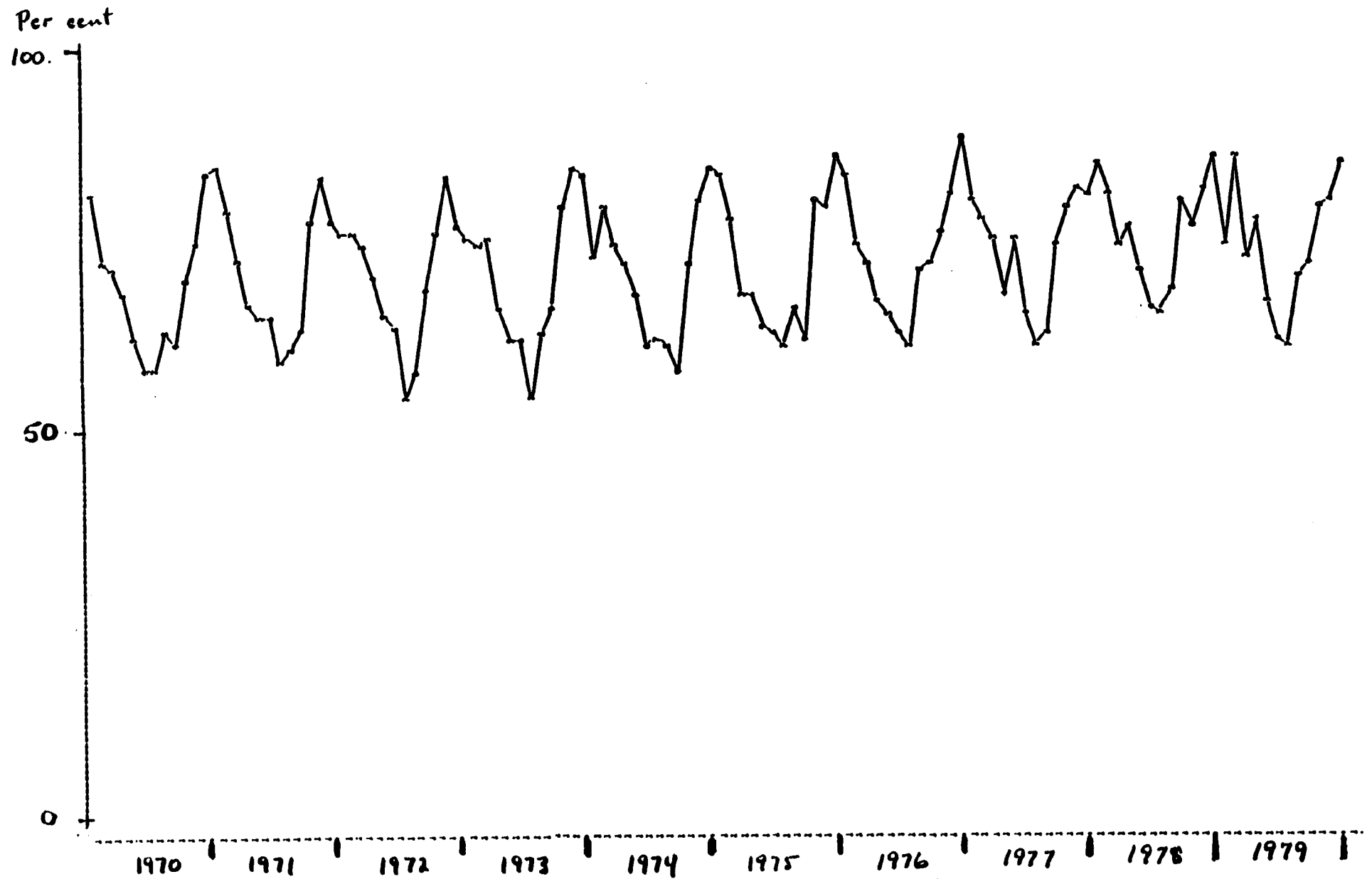


Figure 2.14(b)

Plot of monthly averages of relative humidity--Eugene

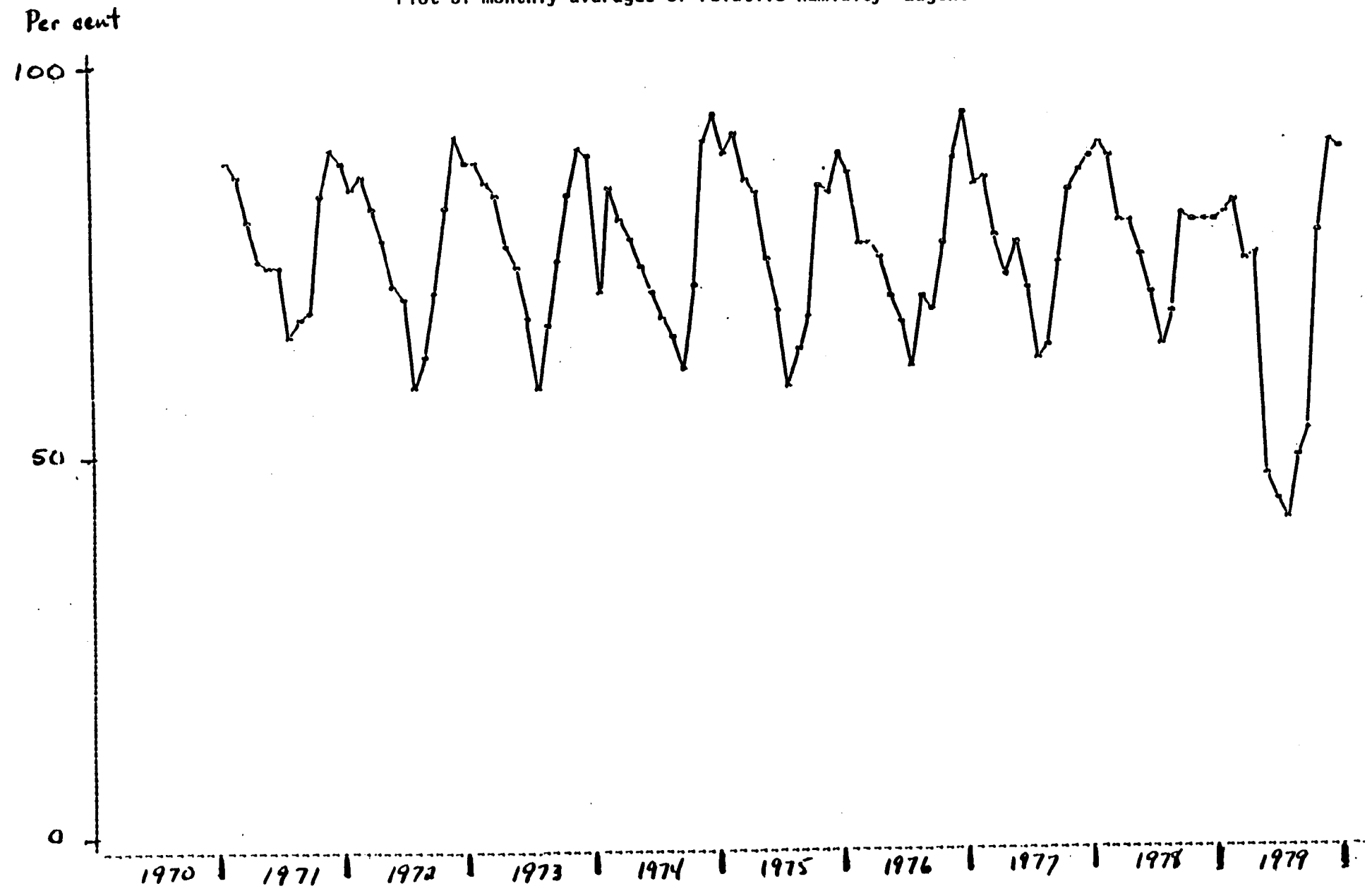
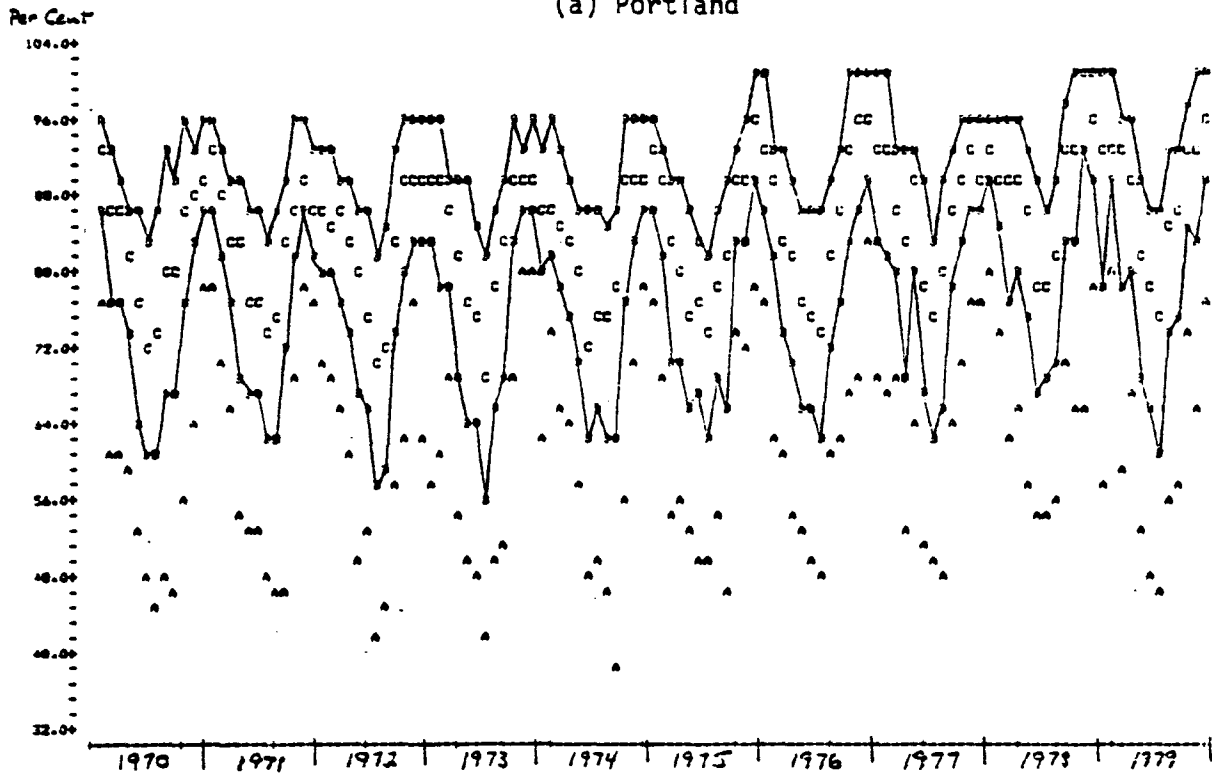


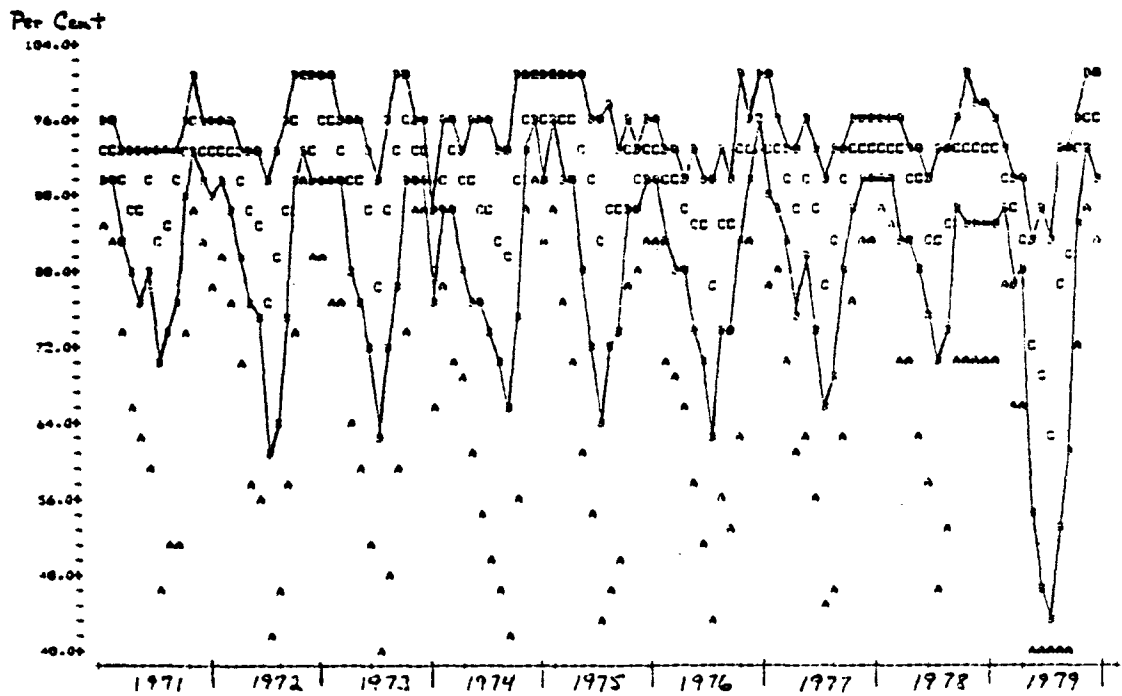
Figure 2.15

Composite percentile plots of monthly 25th, 50th, 75th, and 95th percentiles of relative humidity

(a) Portland



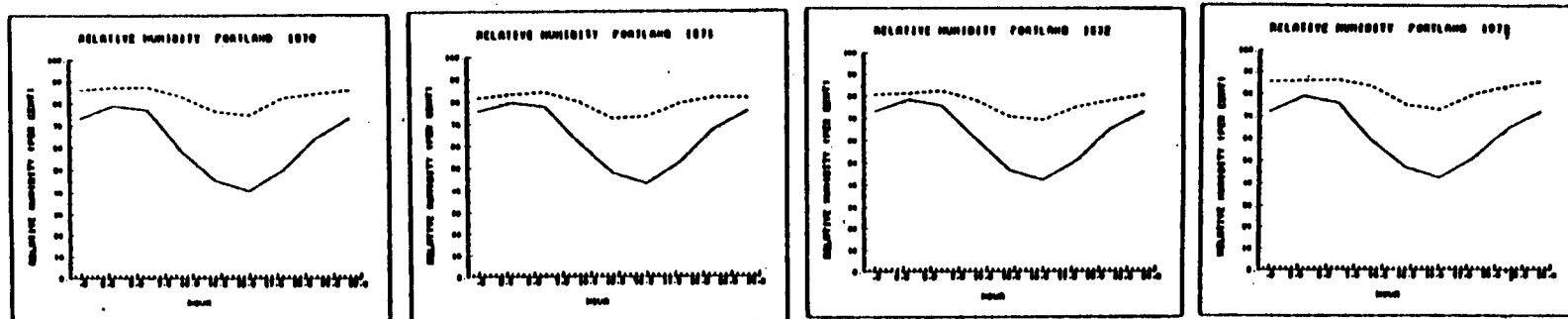
(b) Eugene



(A 25th, B 50th, C 75th, D 95th)

Figure 2.16(a)

Diurnal diagrams of hourly averages of relative humidity--Portland

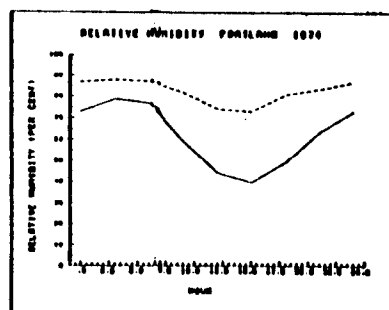


1970

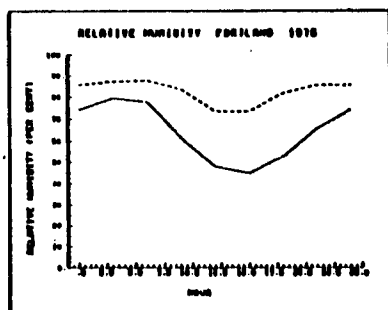
1971

1972

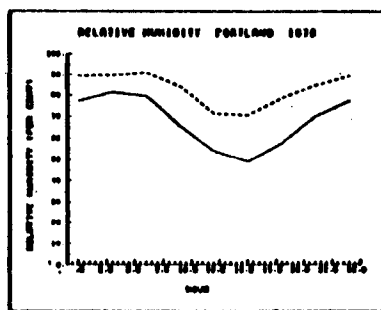
1973



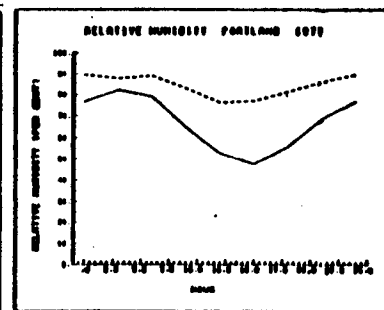
1974



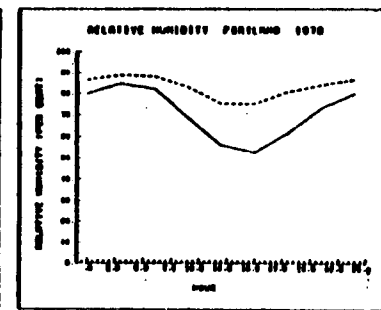
1975



1976



1977



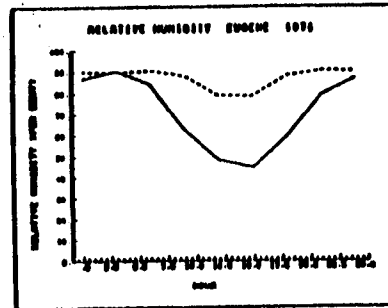
1978

———— Summer

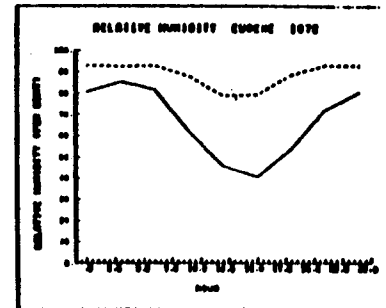
- - - - - Winter

Figure 2.16(b)

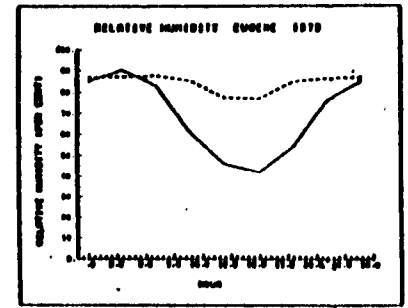
Diurnal diagrams of hourly averages of relative humidity--Eugene



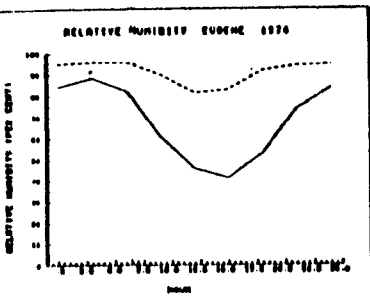
1971



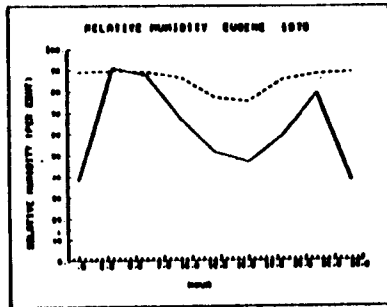
1972



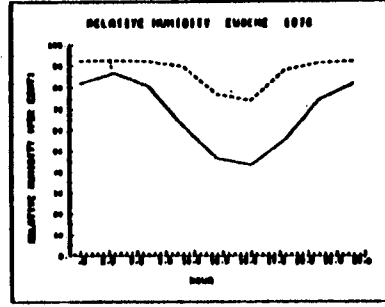
1973



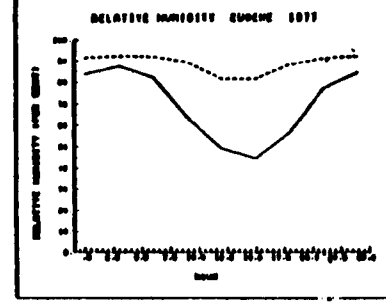
1974



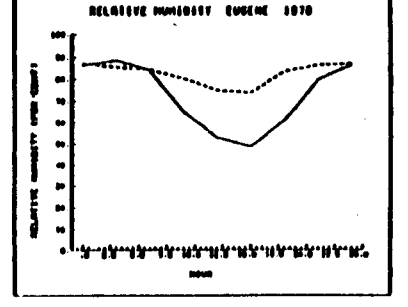
1975



1976



1977



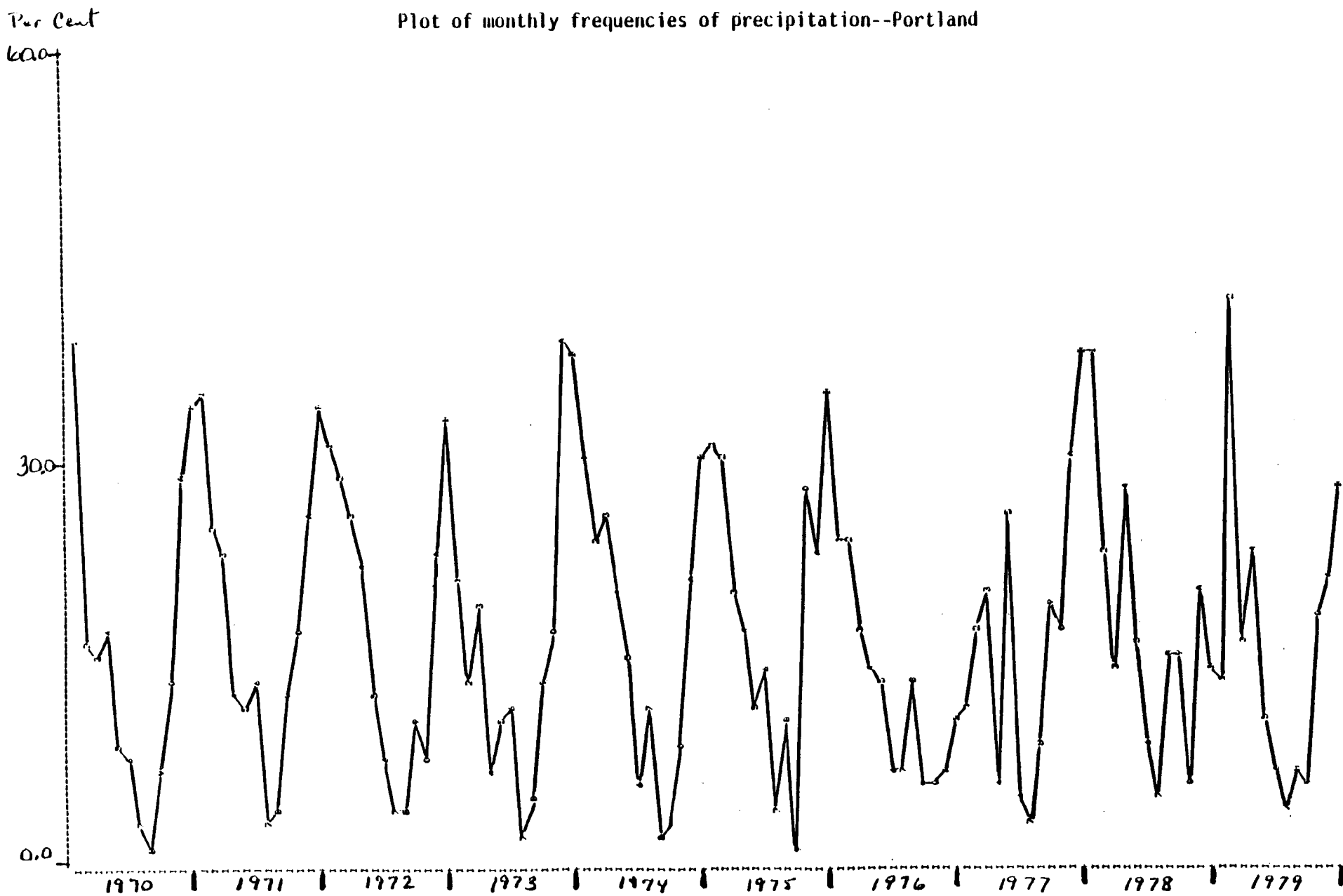
1978

———— Summer

- - - - - Winter

Figure 2.17(a)

Plot of monthly frequencies of precipitation--Portland



Plot of monthly frequencies of precipitation--Eugene

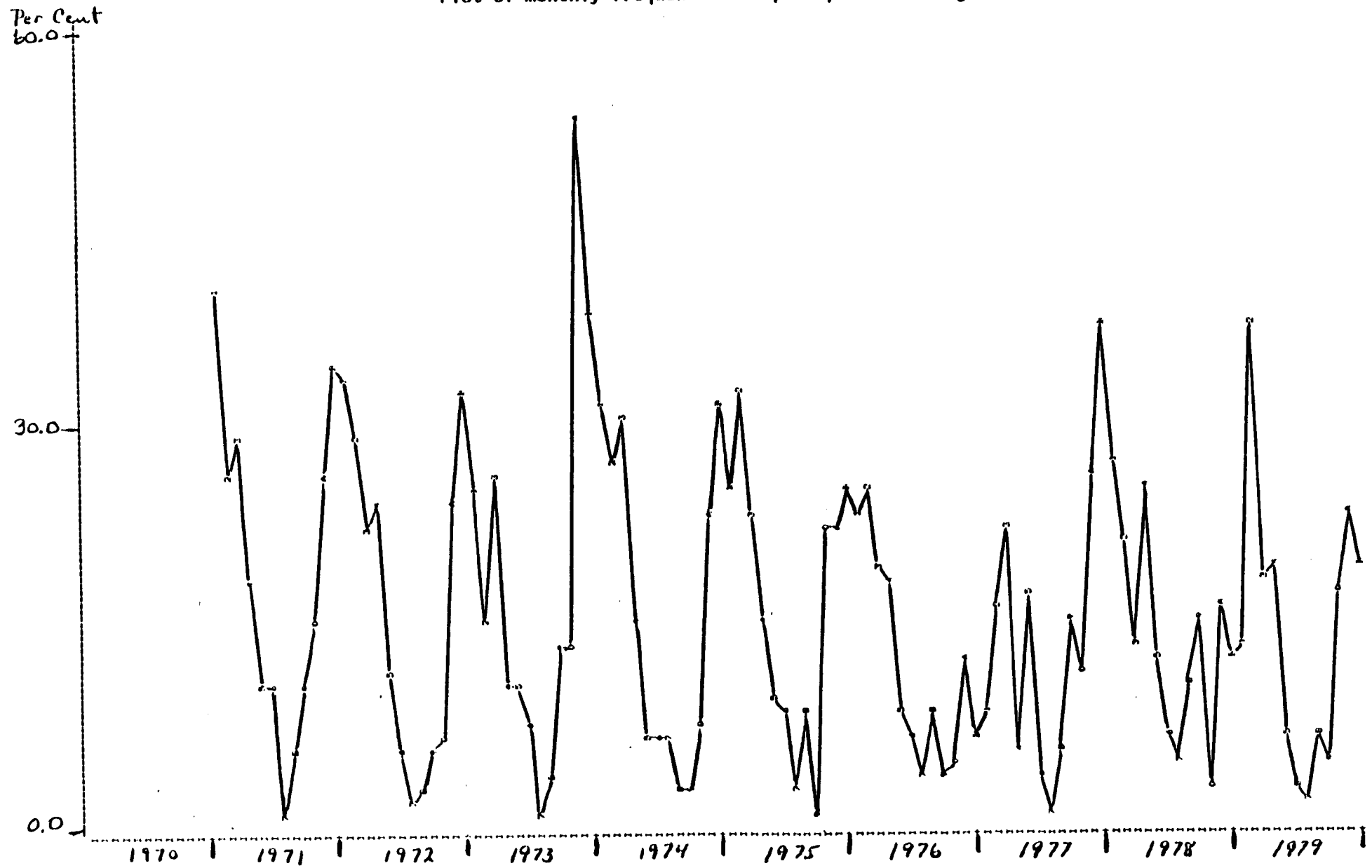
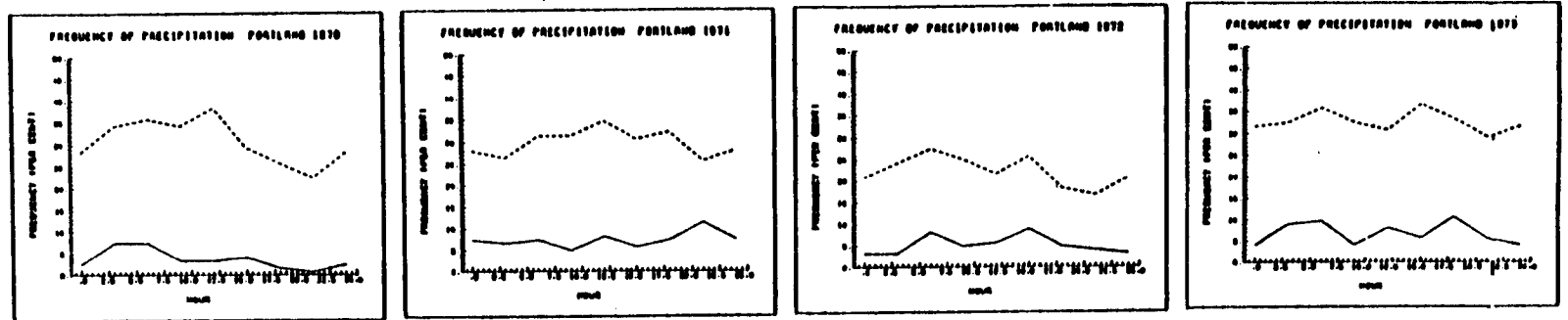


Figure 2.18(a)

Diurnal diagrams of hourly precipitation frequencies--Portland

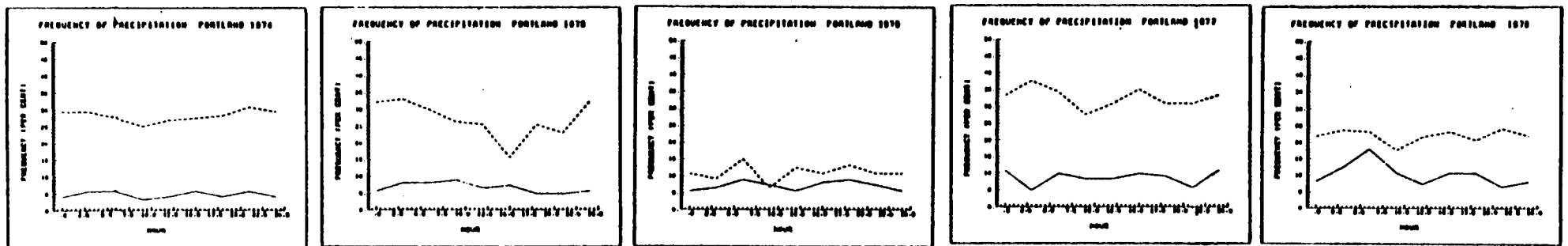


1970

1971

1972

1973



1974

1975

1976

1977

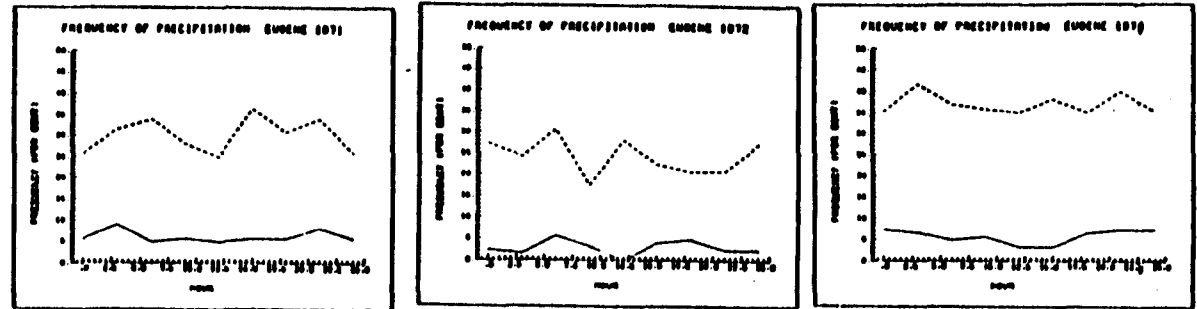
1978

———— Summer

- - - - - Winter

Figure 2.18(b)

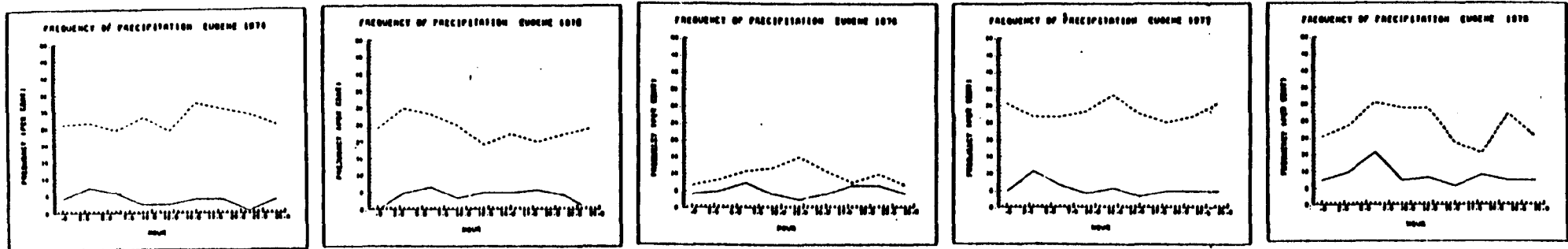
Diurnal diagrams of hourly precipitation frequencies--Eugene



1971

1972

1973



1974

1975

1976

1977

1978

———— Summer

- - - - - Winter

Figure 2.19(a)

Plot of monthly temperature averages--Portland

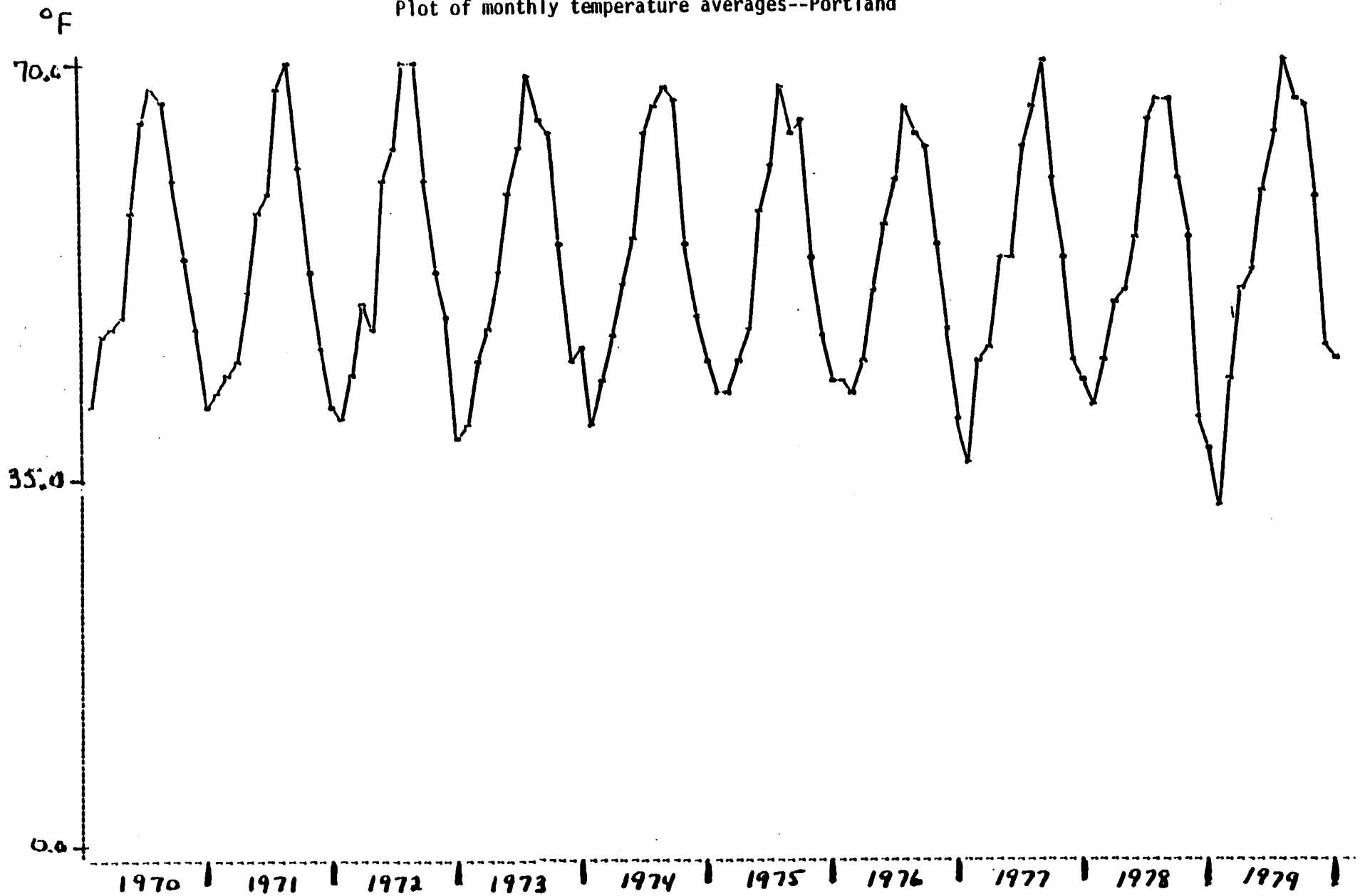


Figure 2.19(b)

Plot of monthly temperature averages--Eugene

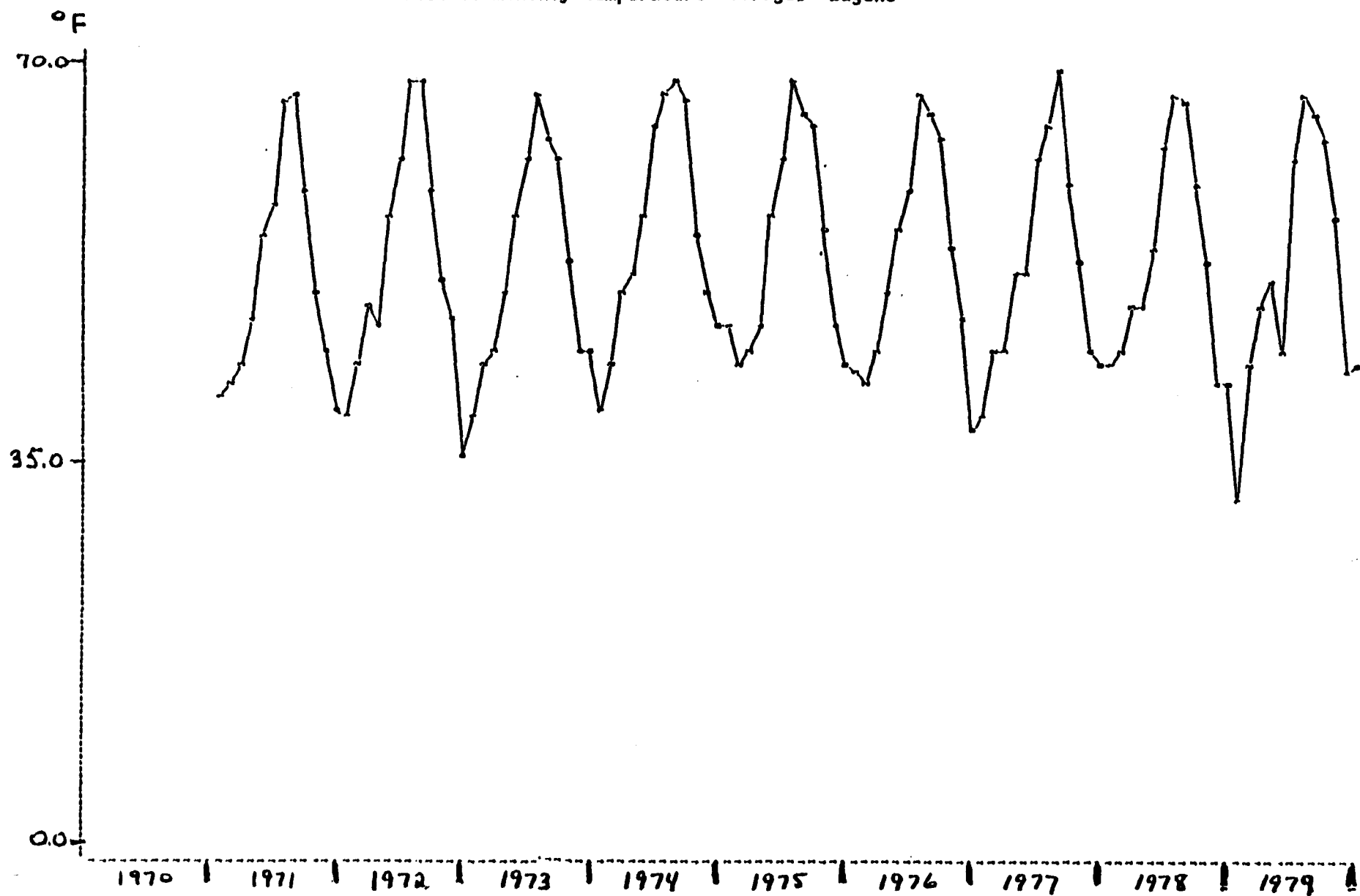
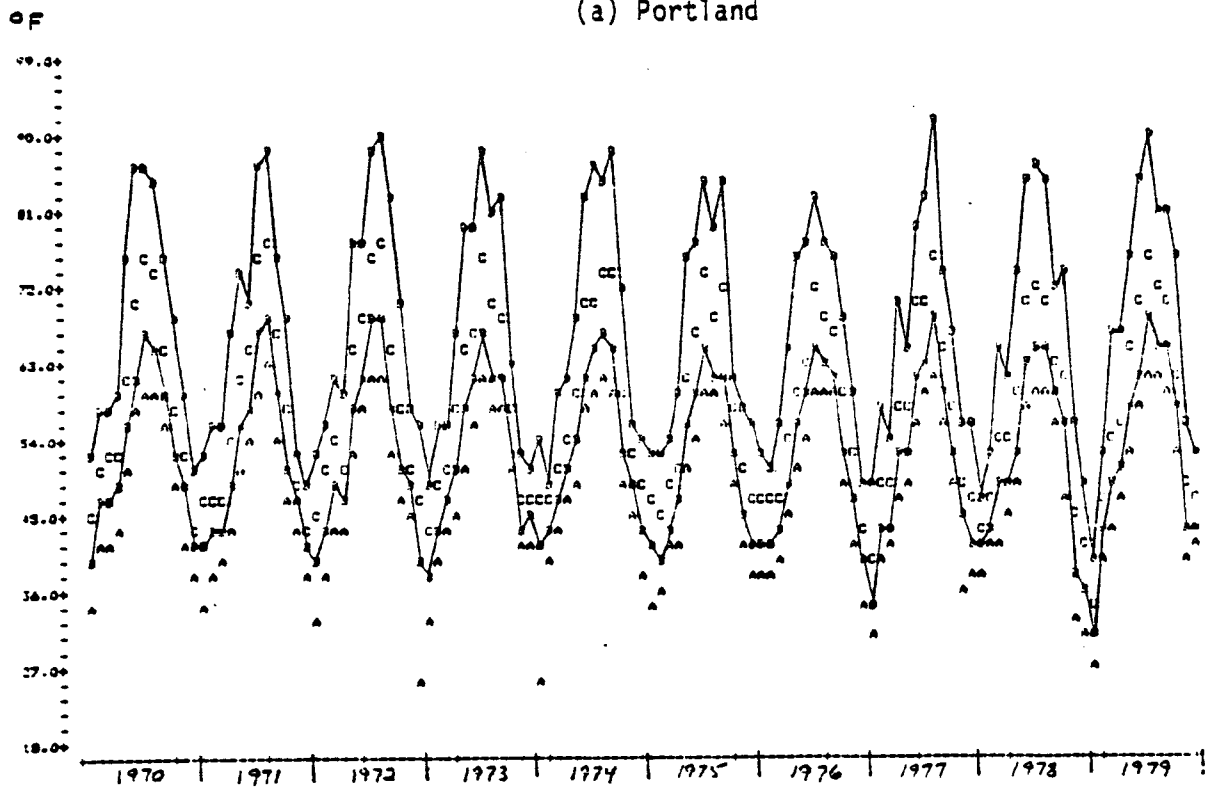


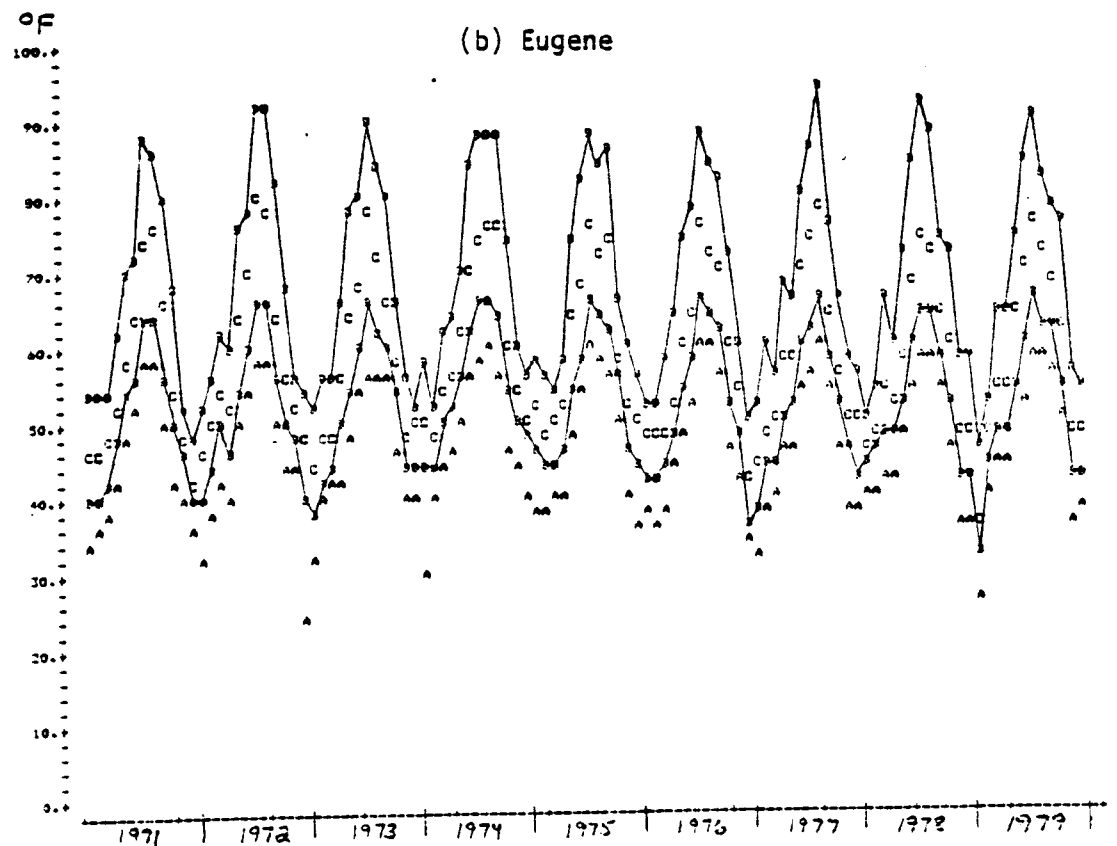
Figure 2.20

Composite percentile plots of monthly
25th, 50th, 75th, and 95th percentiles

(a) Portland



(b) Eugene



(A 25th, B 50th, C 75th, D 95th)

Figure 3.1

Diurnal CO averages for Eugene, summer 1978

— weekday - - - weekend

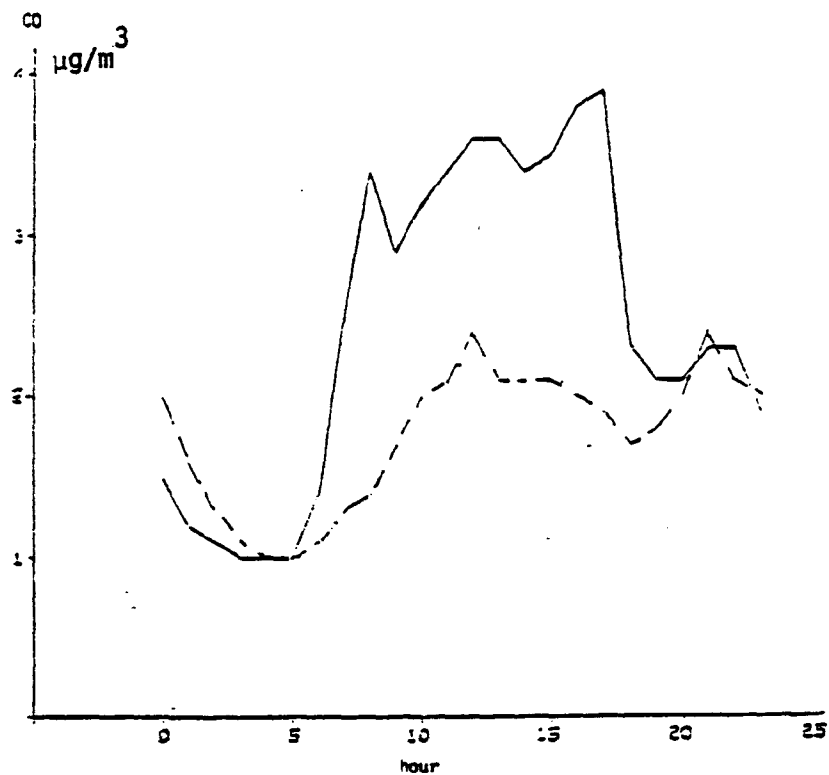


Figure 3.2

Diurnal traffic averages for Eugene, summer 1978 (in thousands of cars)

— weekday - - - weekend

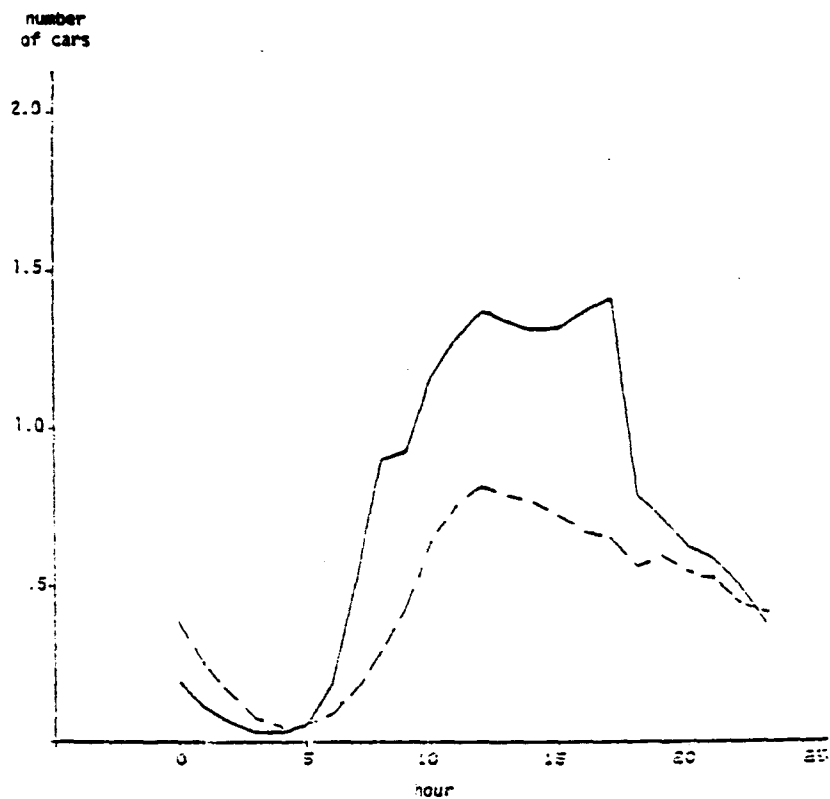


Figure 3.3

Plots of (a) CO vs WS, (b) CO vs MH, (c) CO vs RH
Eugene, summer 1978, weekday afternoon (3-6 pm)

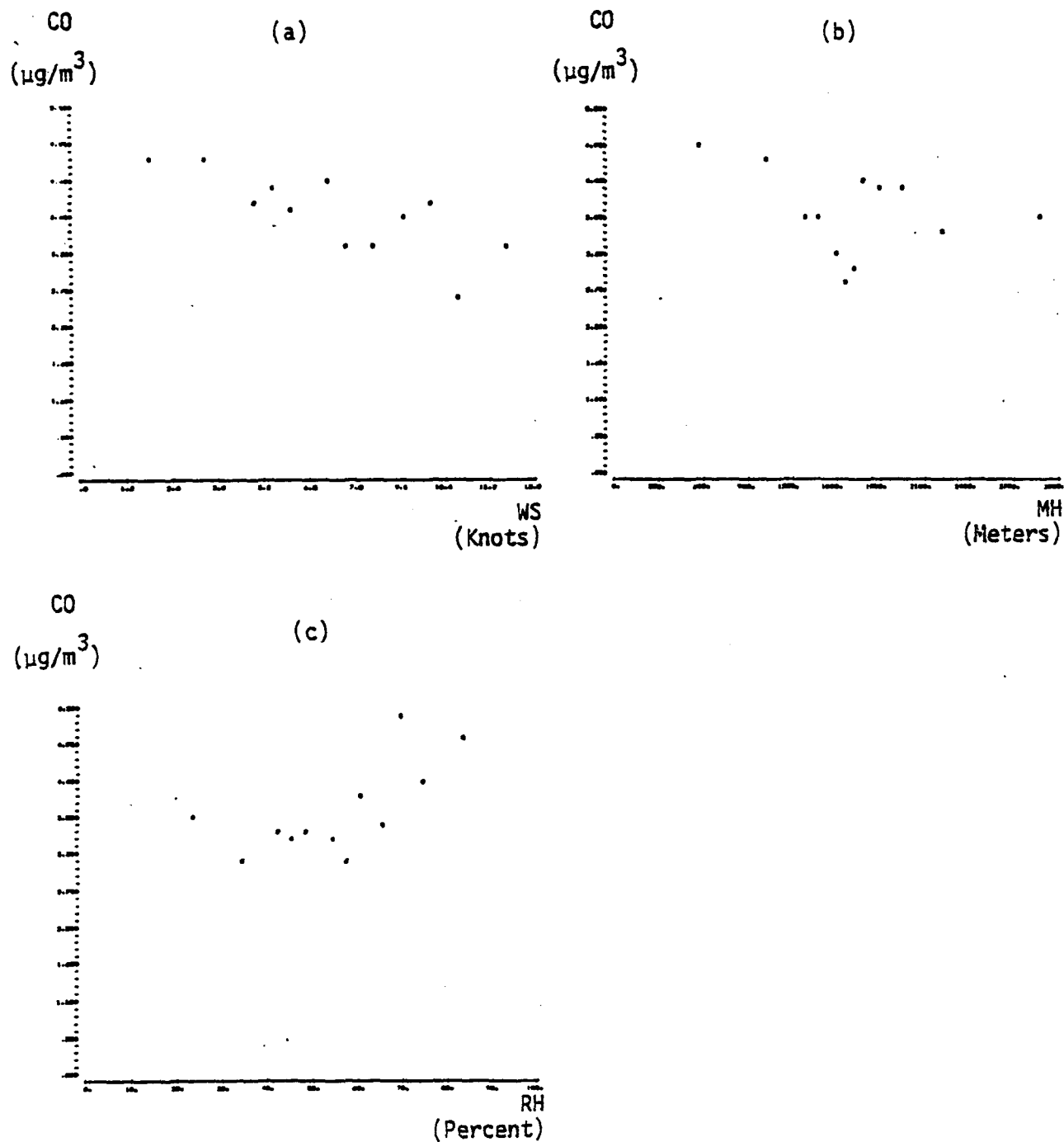


Figure 3.4

Plot of RH vs MH, Eugene, summer 1978, afternoon (3-6 pm)

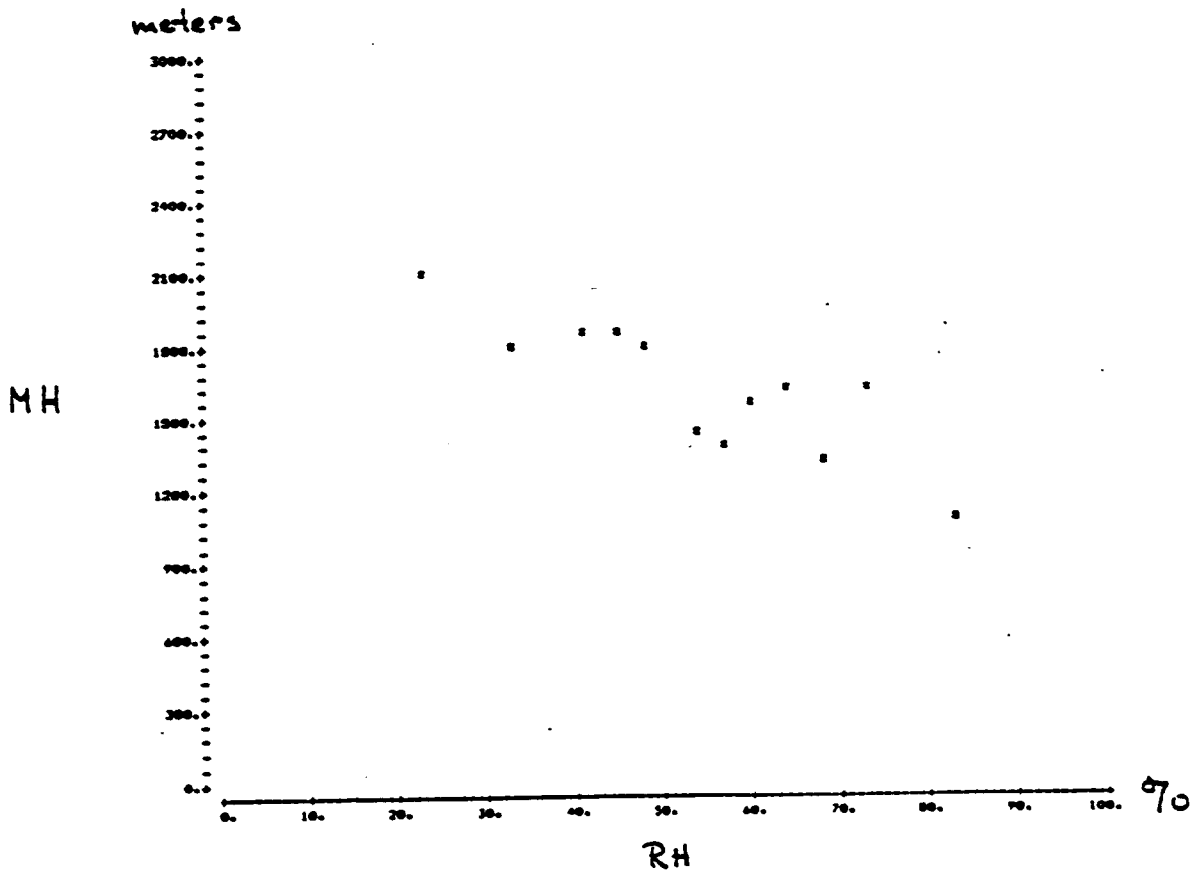


Figure 3.5(a)

Diurnal diagram of windspeed averages, Eugene summer 1978

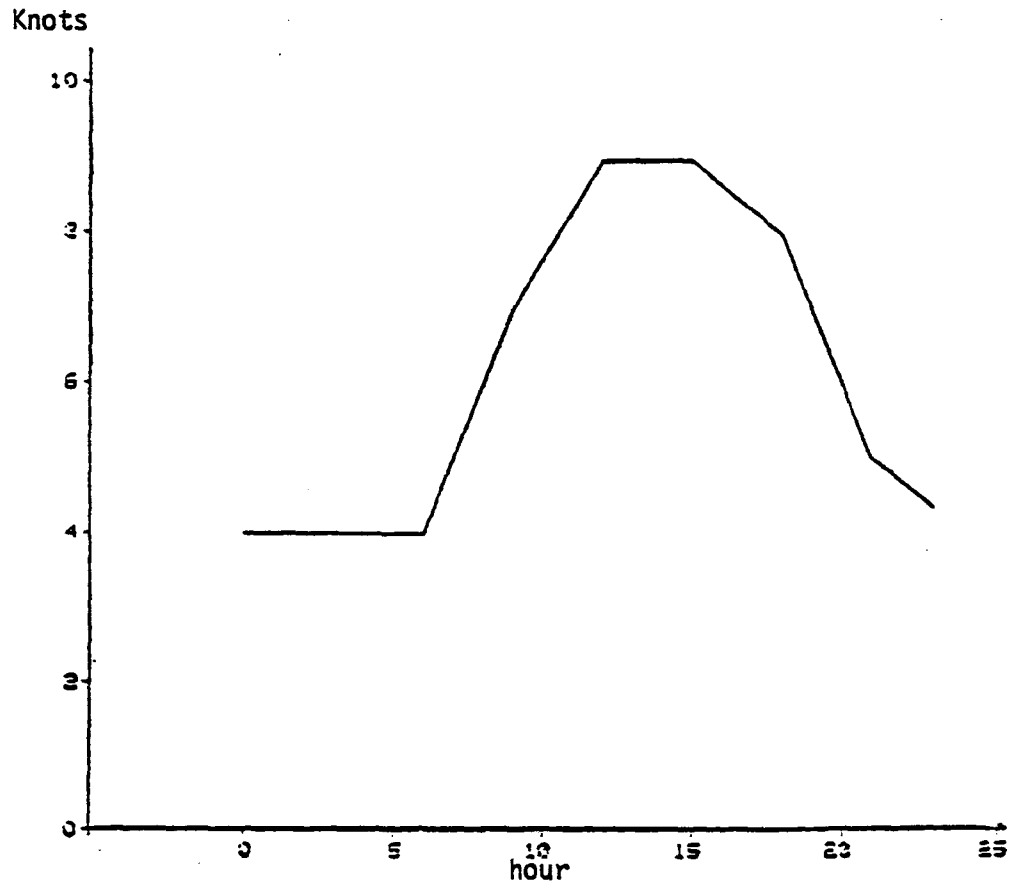


Figure 3.5(b)

Diurnal diagram of relative humidity averages, Eugene summer 1978

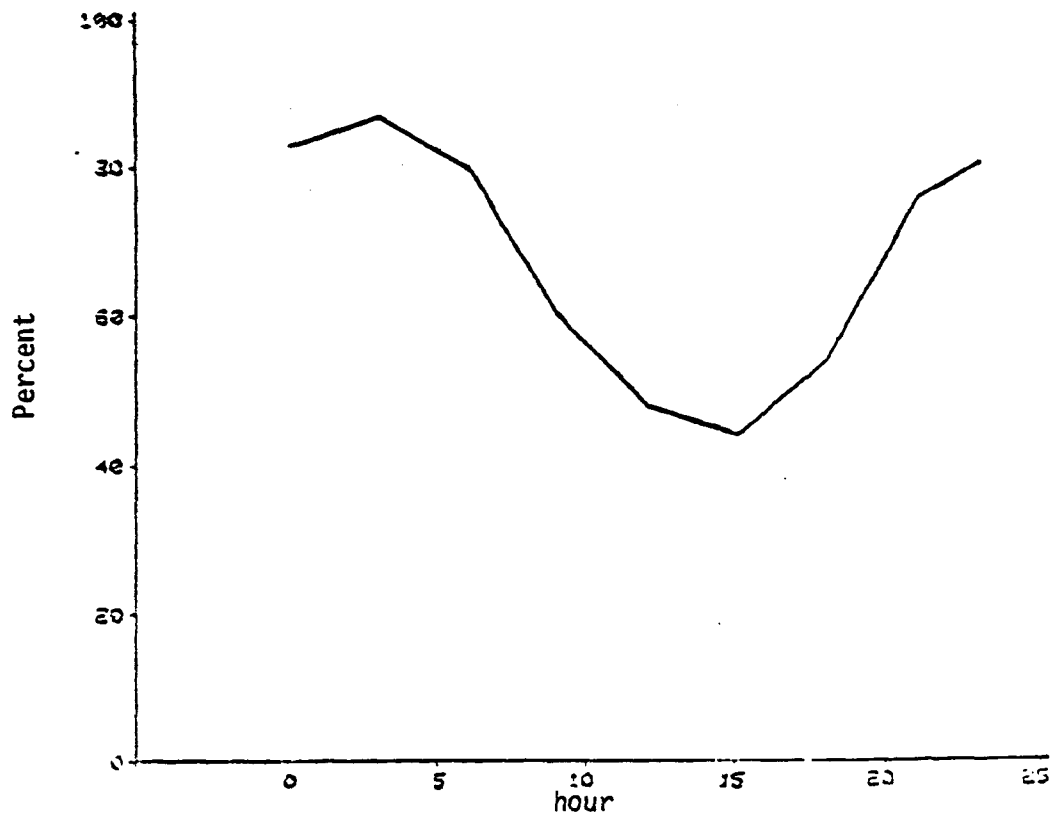


Figure 3.6
Diurnal diagrams of CO, traffic, wind speed, and relative humidity for four seasons at Eugene
—— weekday - - - weekend

Spring

Summer

Fall

Winter

CO

TR

WS

RH

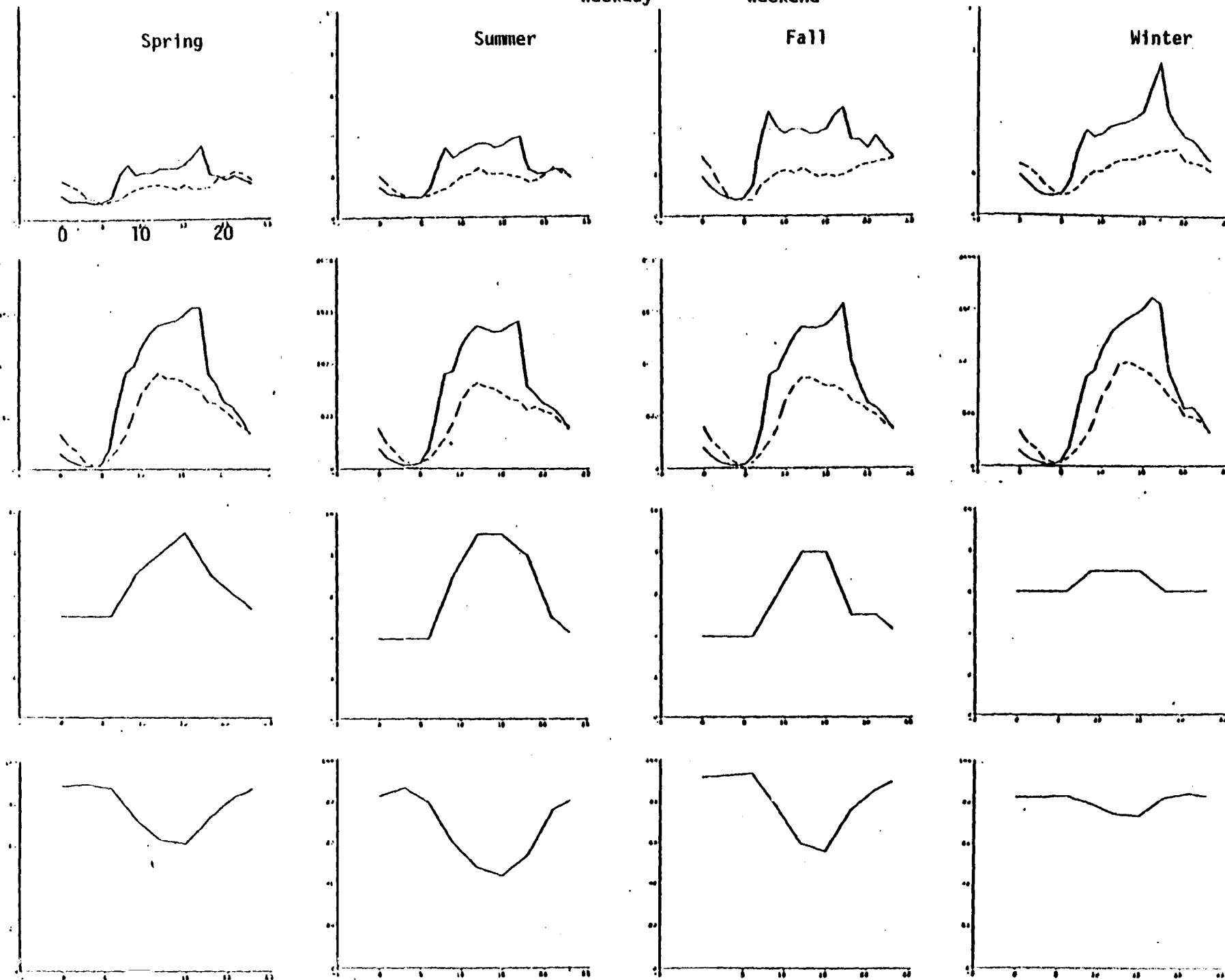
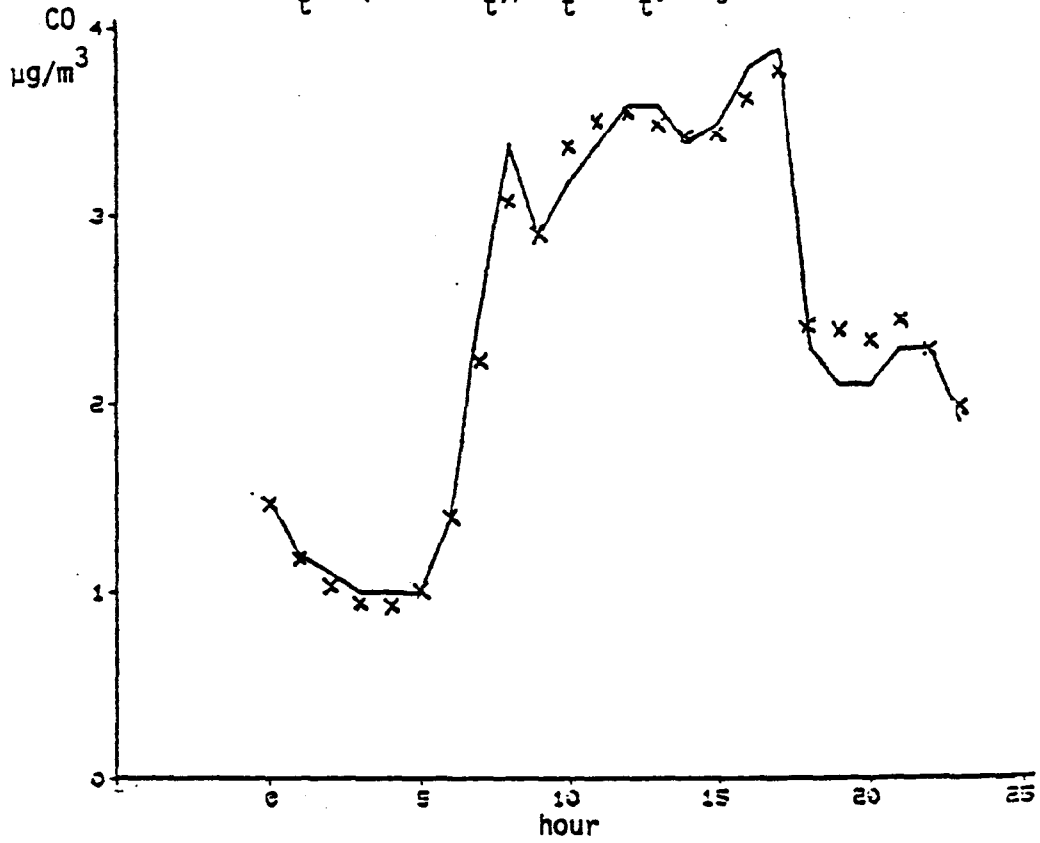


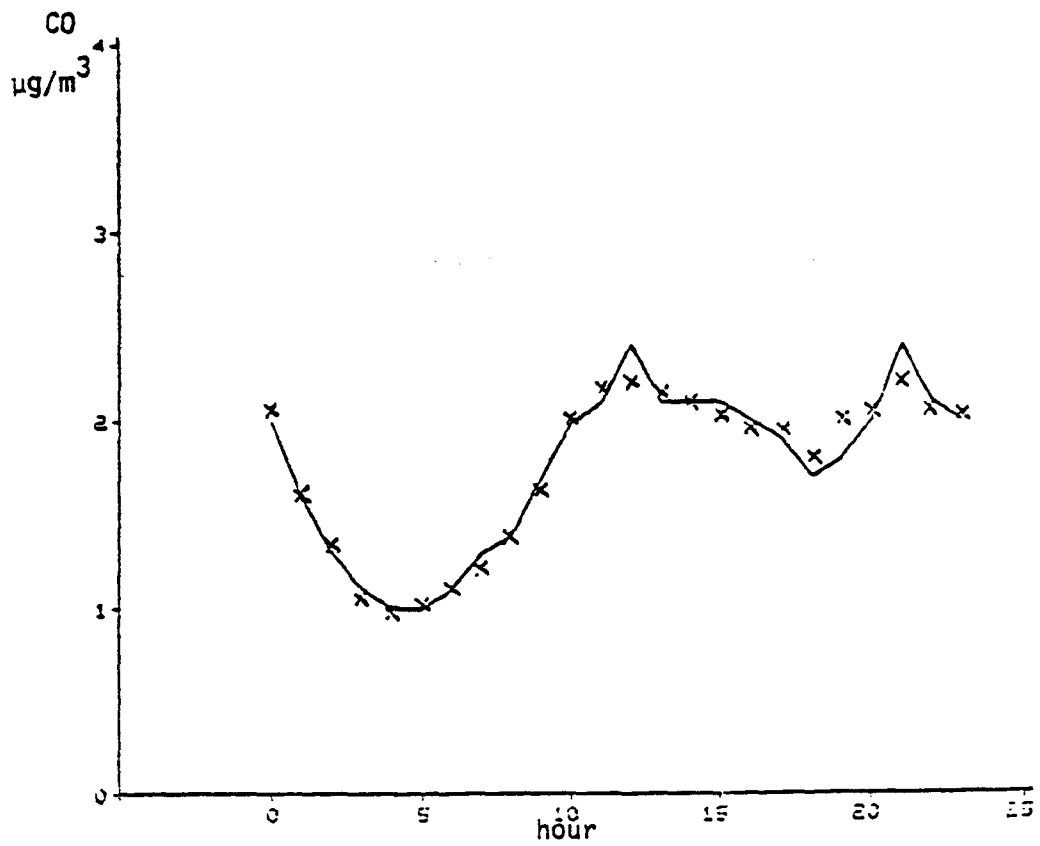
Figure 3.7

Observed (-) vs predicted (X) hourly CO averages

Model M4: $CO_t = (\alpha + kTR_t)/WS_t^\delta + \epsilon_t$, Eugene summer 1978



(a) weekday



(b) weekend

Figure 4.1

Plot of $k_t = ke^{\beta t}$ for $\beta = -.005$; $k = 1$

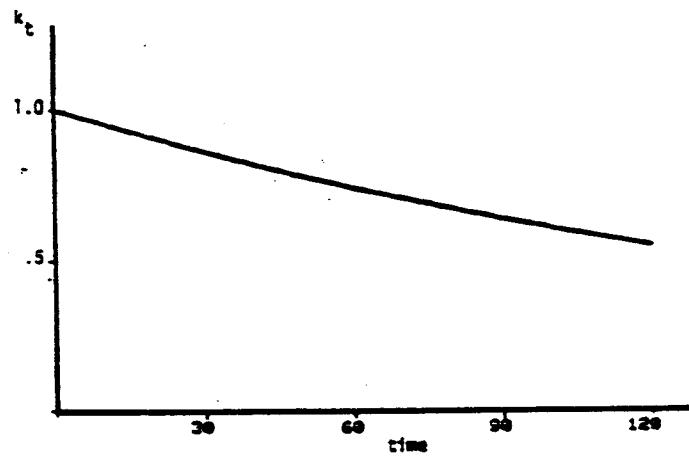


Figure 4.2

Plot of $k_t = k(1 + \beta t)$ for $\beta = -.005$; $k = 1$

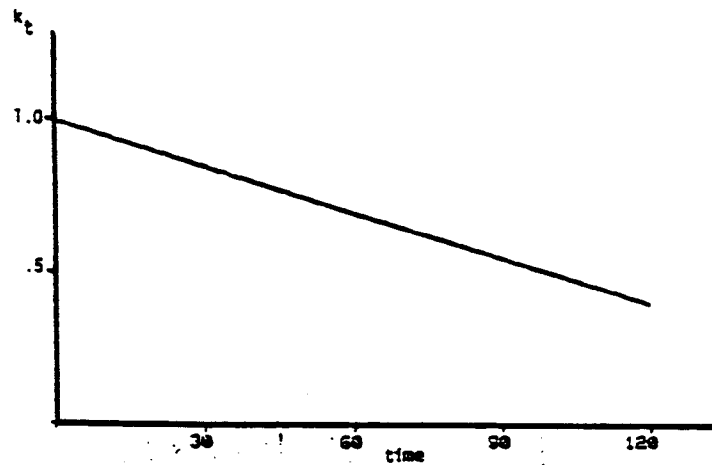


Figure 4.3

Plot of $k_t = ke^{\beta t}(1 + \theta I/M_t^d)$ for $k = 1$, $\beta = -.005$ and $\theta = -.001$

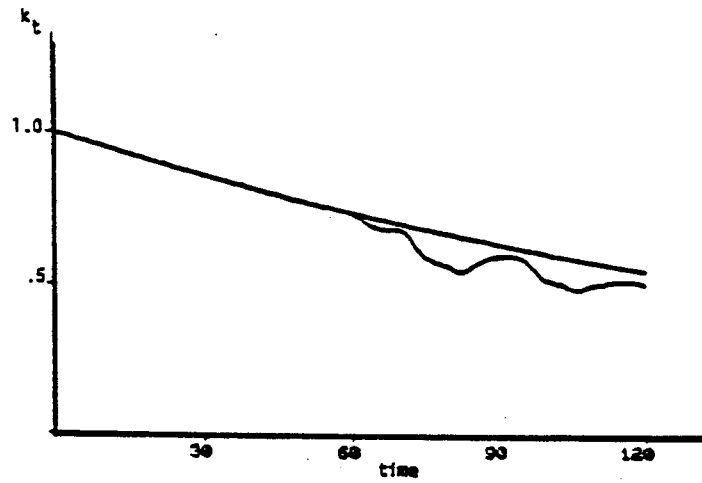


Figure 4.4

Plot of the estimated emission constants $e^{\beta t}(1 + \theta I/M_t^d)$; model C7; CAMS

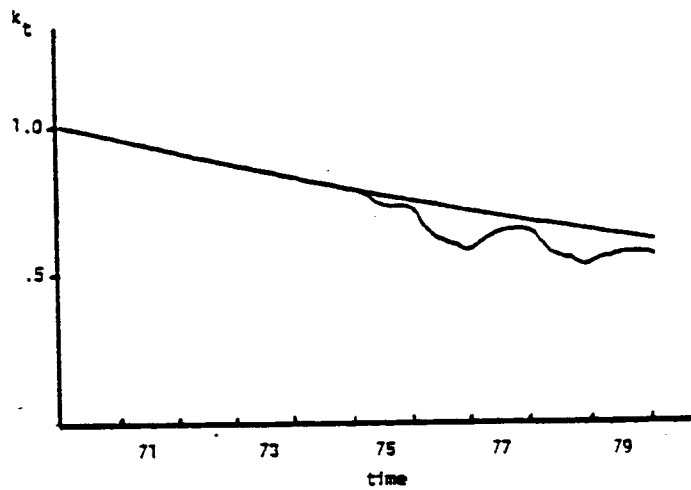


Figure 4.5

Plot of the estimated emission constants

$$k_t = e^{\beta t}(1 + \theta I/M_t)(1 + \alpha_1 \text{IND}_{t1} + \alpha_2 \text{IND}_{t2}); \text{ model C8; CAMS}$$

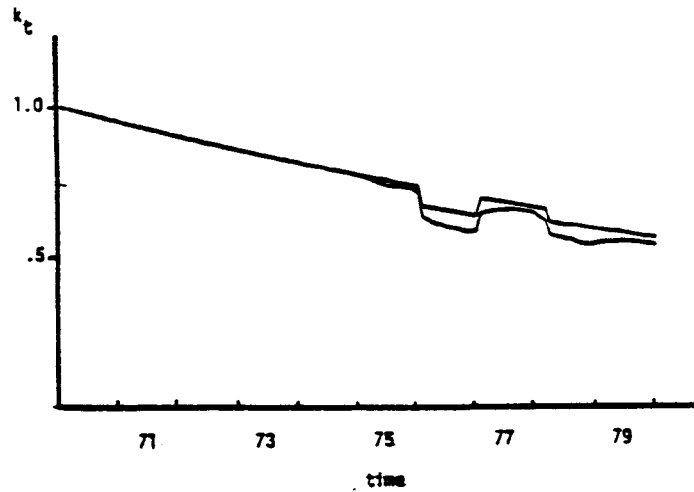
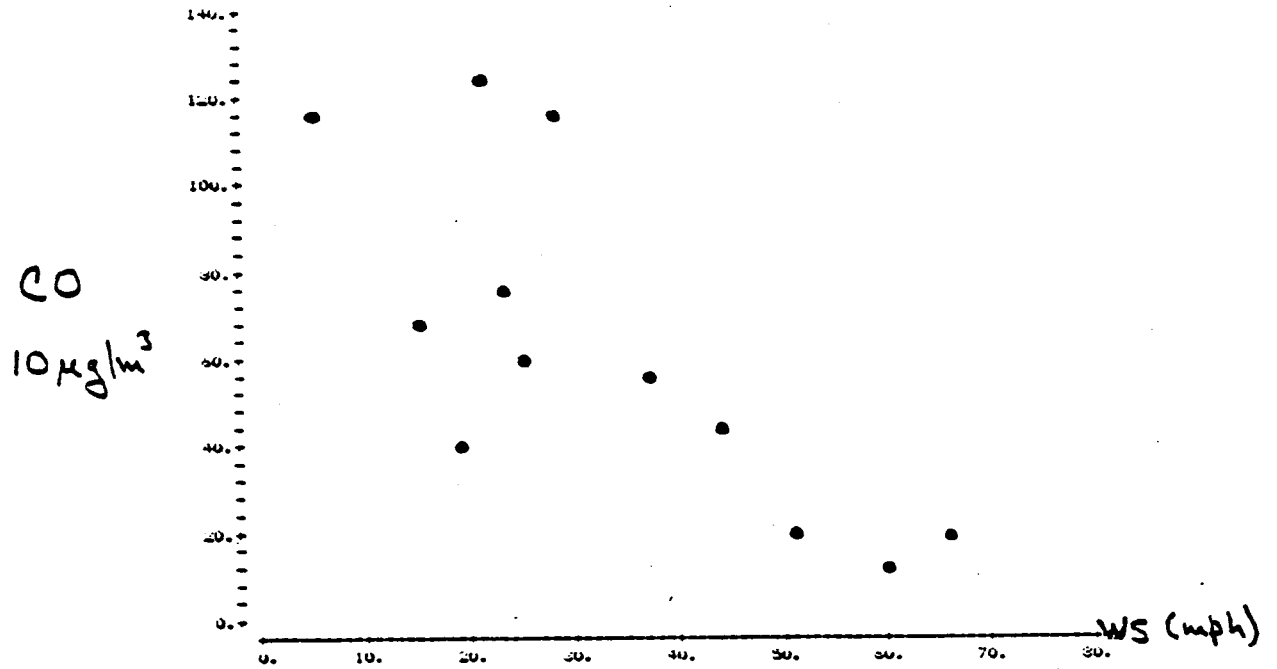


Figure 5.1

Scatterplots of CO against meteorological variables
Portland summer 1977, afternoon

(a) CO vs WS (at Hughes)



(b) CO vs WD (at Hughes)

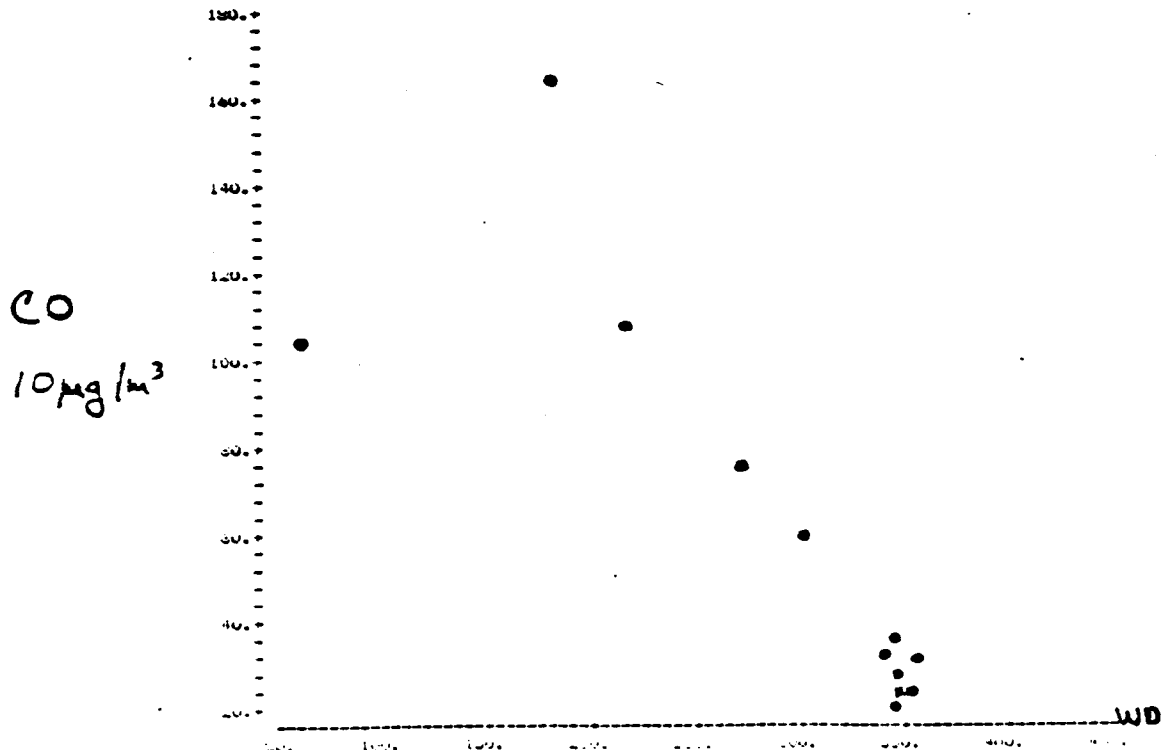
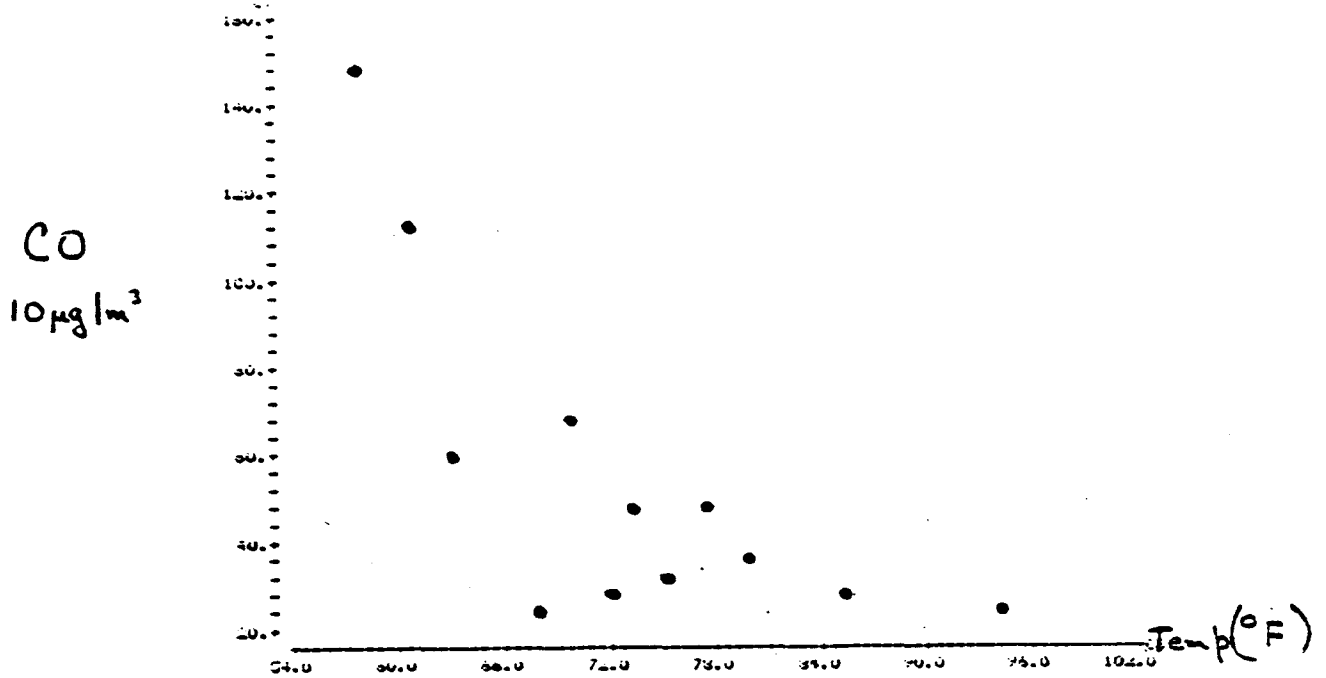


Figure 5.1

Scatterplots of CO against meteorological variables
Portland summer 1977, afternoon

(c) CO vs Temp (at NCC)



(d) CO vs RH (at NCC)

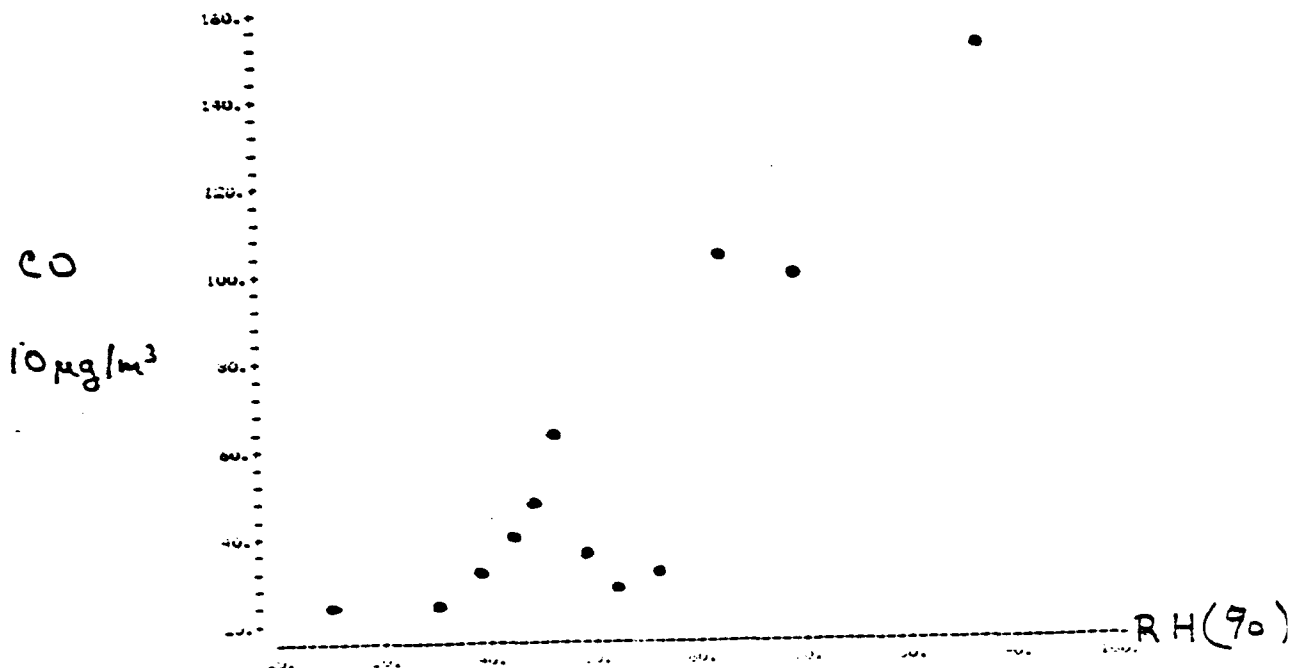
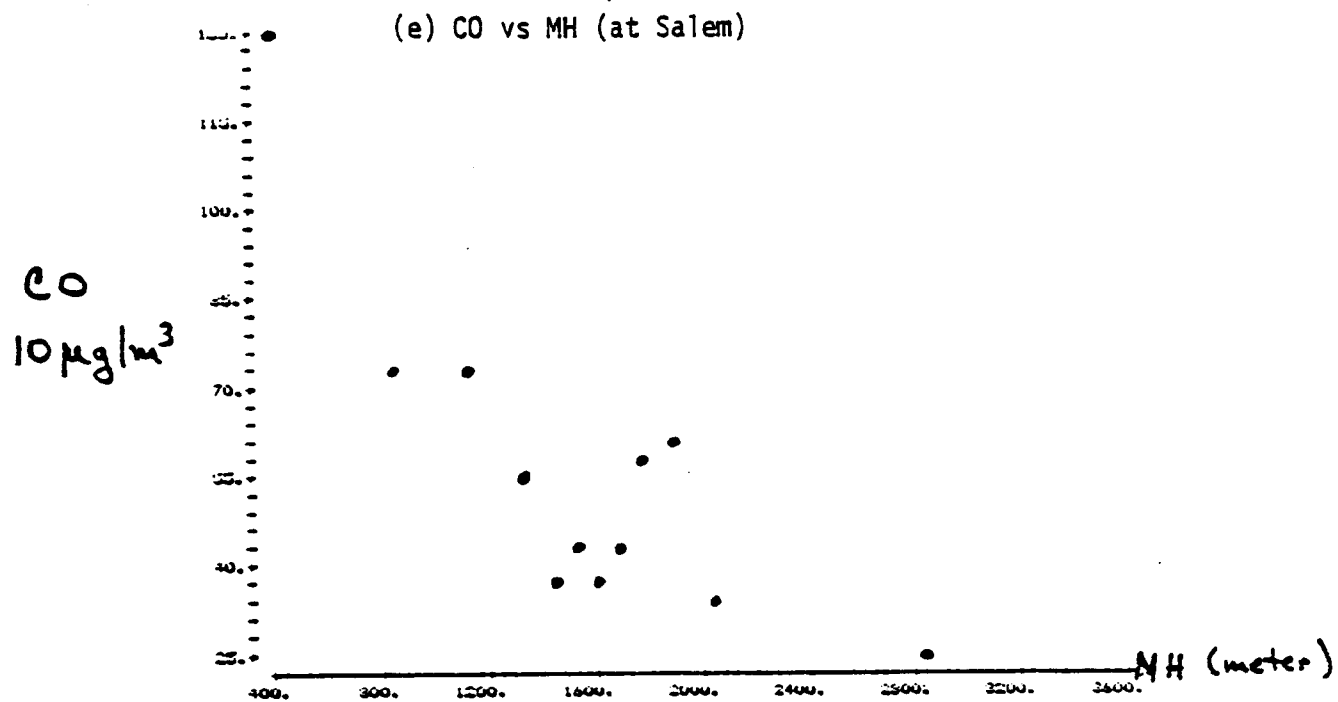


Figure 5.1

Scatterplots of CO against meteorological variables
Portland summer 1977, afternoon



(f) MH (at Salem) vs RH (at NCC)

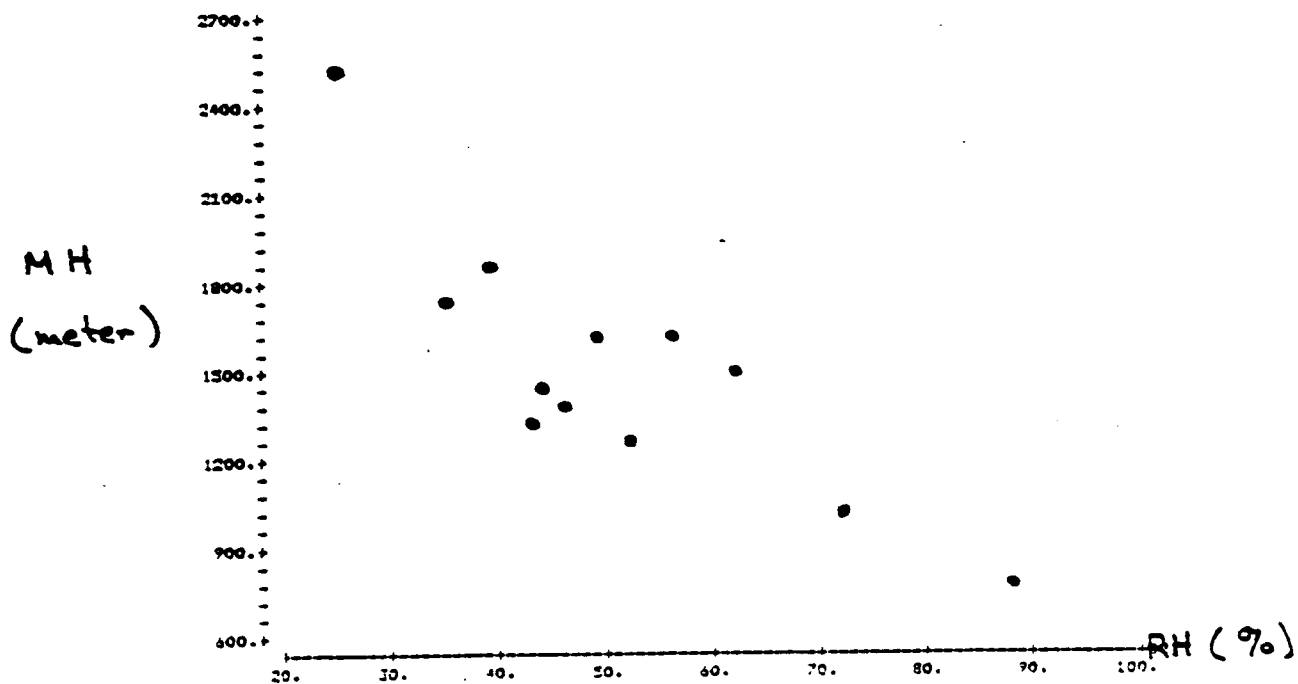


Figure 5.2(a)

Plot of the trend indicator estimates $\hat{\alpha}_i$ for regression model (5.4): Summer

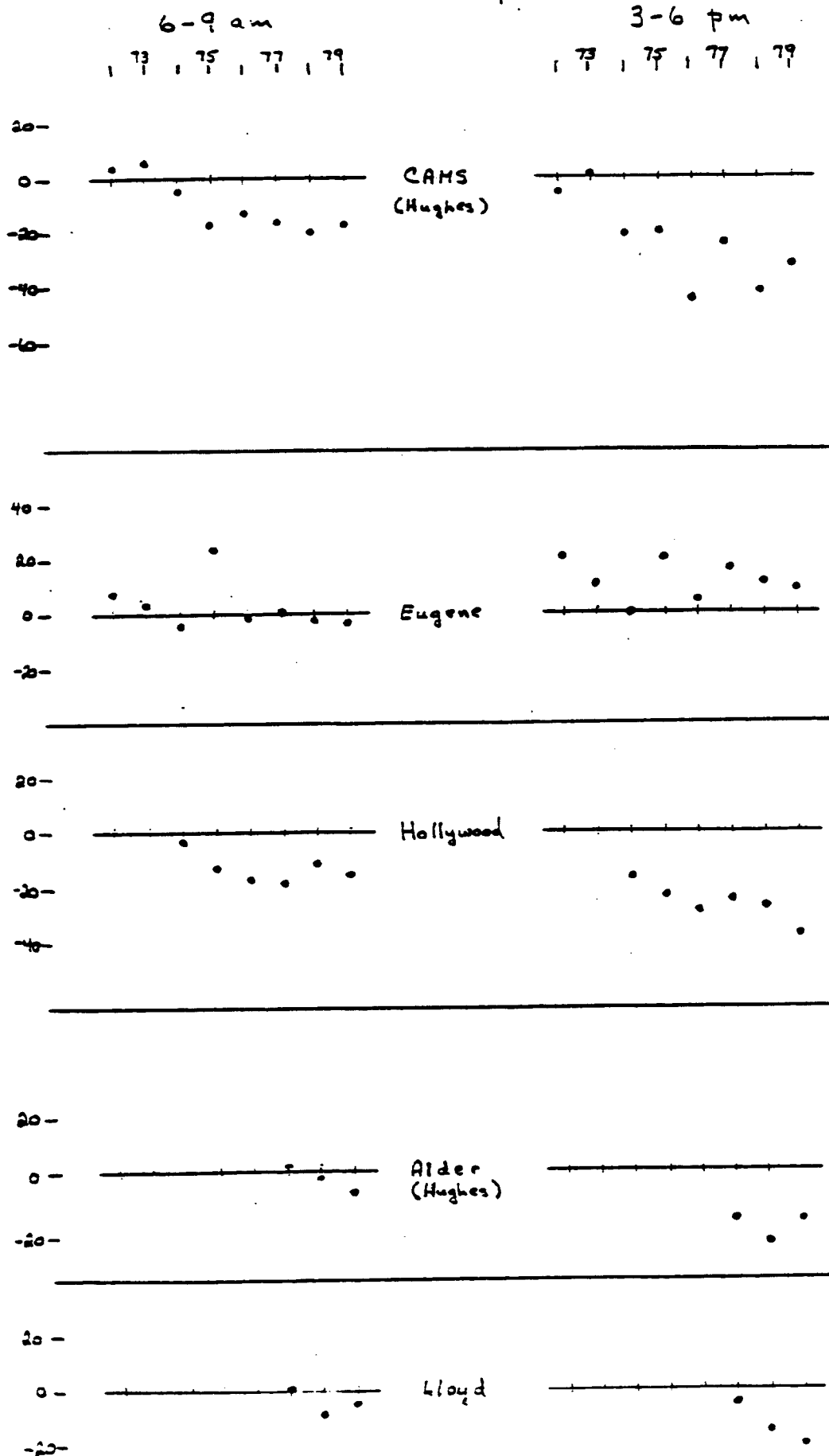


Figure 5.2(b)

Plot of the trend indicator estimates $\hat{\alpha}_i$ for regression model (5.4): Winter

