

TECHNICAL SUPPORT DOCUMENT
2017 BASELINE SUMMERTIME OZONE EMISSIONS INVENTORY:
OFF-ROAD MOBILE SOURCES
OPERATING WITHIN THE OIL AND GAS FIELDS
LOCATED IN THE UINTAH, UT NONATTAINMENT AREA

MARCH 2020
Utah Division of Air Quality
Planning Branch/Mobile Sources

Abstract

This report discusses the 2017 baseline summertime ozone emissions inventory for off-road mobile sources that operate within the oil and gas fields located in the Uintah, UT Non-Attainment Area (NA).

Off-road mobile inventories were calculated using emission factors generated by the EPA MOVES2014b (Motor Vehicle Emission Simulator) utilizing the movesdb20181022 default database. Off-road vehicle activity per well type of activity was provided a 2011 Environ Study Table 3 Weighted average on-road traffic data¹(see Table 1). Production activity by product type calculation was provided by Western Energy Alliance (Alliance) and the Utah Petroleum Association (UPA). 2017 production activity and active well counts were provided for by the DAQ Technical Analysis Section from the Utah Division of Oil, Gas, and Mining.

Agencies that developed the 2017 baseline off-road mobile source inventory:

Uintah Basin, UT Ozone NA:

Utah Division of Air Quality (UDAQ) and the Utah Department of Transportation (UDOT)

Summary Table for the 2017 baseline summertime ozone emissions inventory for oil and gas off-road mobile sources are located on page 15-16.

3.) OFF-ROAD MOBILE SOURCES INVENTORIES

i. Table of Contents.....	3
ii. Glossary of Acronyms.....	4
iii. Overview.....	5
iv Emission Factors.....	5
v. MOVES Modeling Procedure.....	6
vi. Emissions Calculations	9
vii. Appendix: Baseline Year Inventories.....	16
viii. References.....	16

LIST OF TABLES

Table 1 Environ Oil and Gas Mobile Sources Pilot Study; Prepared for: U.S. Environmental Protection Agency Work Assignment 4-08. July 2011 Table 3 Weighted average on-road traffic data.....	10-11
Table 2 MOVES Generic Emission Factors.....	12
Table 3 MOVES Weighted Idle Emission Factors.....	13
Table 4 2017 Annual Production.....	14
Table 5 2017 Annual Active Wells.....	14
Table 6 Duchesne Off-Road Inventory.....	15
Table 7 Uintah Off-Road Inventory.....	16

ii. Glossary of Acronyms:

Alternative Vehicle and Fuels & Technology: (AVFT)

Barrels (bbl)

County Data Manager: (CDM)

MOVES2014b: (Motor Vehicle Emission Simulator)

Nonattainment Area: (NA)

Utah Division of Air Quality (UDAQ)

Utah Department of Transportation: (UDOT)

Utah Petroleum Association (UPA)

Vehicle Hours Traveled: (VHT)

Vehicle Miles Traveled: (VMT)

Western Energy Alliance: (Alliance)

iii. Overview

The purpose of this document is to explain the emissions modeling assumptions used to develop the 2017 baseline summertime ozone emissions inventory for off-road mobile sources that operate within the oil and gas fields located in the Uintah, UT Non-Attainment Area.

Agencies that developed the 2017 baseline for the Uintah Basin, UT Ozone NA:

Utah Division of Air Quality (UDAQ) and the Utah Department of Transportation (UDOT)

iv. Emissions Factors

The following procedures were used to develop emission factors for the off-road mobile source operating within the oil and gas fields

1. Emission Factor Development

Emission factors were developed utilizing the EPA approved MOVES2014b (Motor Vehicle Emission Simulator) model with the following default database: movesdb20181022. The inventory mode was used to create two types of emission factor estimates. The first emission factor estimate involves creating a generic rate from all of the emissions processes and vehicle miles travel (VMT) output based on speeds from the 2011 Environ Study Table 3 Weighted average on-road traffic data¹(see Table 1). The second emission factor from the inventory mode involves utilizing the project mode and creating an idle emission factor. The second emission factor from the inventory mode involves utilizing the project mode and creating an idle emission factor.

Document research was conducted and identified a different activity method being used by the Colorado Air Resource Management² and Bureau of Land Management Utah Air Program³ for areas similar to the Uintah Basin. The vehicle activities listed by both agencies are identical to each other but are not referenced as to how they were created, the types of roads that are covered, and where those roads are located (-within and/or outside the oil field). These studies do not include average speed for each identified activity and do not include idle emissions. The 2011 Environ study activity data was selected because it includes references and provides more specific activity data.

2. Generic Rate

The inventory mode was used within MOVES to produce a generic emissions rate for off-road vehicles. The inventory mode provides emissions estimates in tons per average weekday and are divided by VMT to produce a generic rate for off-road vehicles in grams per mile of activity. The emissions processes used to create the rate include starts, exhaust, evaporative, and hotsoak emissions. This method is more conservative than the rates mode because it contains more emissions detail. The 2011 Environ Study Table 3 Weighted average on-road traffic data identified the following off-road mobile sources that operate within the oil and gas fields: gasoline and diesel light duty commercial trucks and diesel

combination short haul trucks. MOVES was setup to produce output based on these vehicle types.

Similar inputs from the 2017 Baseline on-road mobile inventory were used to create the generic rate for off-road vehicle inventory except for the speed profiles. The shared inputs include vehicle fuel profiles and specifications, VMT, VMT mix, vehicle age distributions, and meteorological conditions. The logic in this modeling setup is that the vehicles operating on-road within the non-attainment area have the same vehicle characteristics as those operating off-road within oil and gas fields within the non-attainment area. Without any vehicle characteristic data for off-road vehicles operating within the oil and gas fields, this is the best assumption that can be made. In addition to the inputs mentioned above, the only input profile that changed from the on-road input is the average speed activity input. The speed activity data for the off-road mobile inventory was provided by the 2011 Environ Study Table 3 Weighted average on-road traffic data (Table 1).

3. Idle Rate

The inventory mode was also used to construct emission factors for idling emissions. Idle emission factors are obtained from MOVES using the same vehicle characteristics and speed profiles used to create the generic emission rates. When MOVES is run under a project level inventory, it will provide idle emission factors. The 2011 Environ Study Table 3 Weighted average on-road traffic data (Table 1) provides idle hours per well activity by vehicle type to coincide with the idle emission factors from MOVES.

v. MOVES Modeling Procedure

1. MOVES Default Database

EPA MOVES2014b: movesdb20181022

2. MOVES2014 Daily Pollutants

- Ammonia (NH₃)
- Carbon Monoxide (CO)
- Oxides of Nitrogen (NO_x)
- PM^{2.5} Exhaust (PM_{25_Ex})
- Volatile Organic Compounds (VOC)

3. MOVES2014 Local Model Inputs for Emission Factors

(a) County Data Manager Development

MOVES organizes data inputs into databases called County Data Manager (CDM) tables. CDMs were developed for Duchesne and Uintah counties for the 2017 baseline summertime ozone emissions inventory for off-road mobile sources.

(1) Average Speed Distribution

Speed data provided by the 2011 Environ Study¹ Table 3 was used to calculate a weighted 24 hour average speed for rural unrestricted access roads. The dirt roads within the oil and gas fields within the basin experience very little traffic and delay so a 24 hour speed profile replicates that activity. The weighted speeds calculations were based on the fraction of VMT per well traffic activity defined by vehicle type. This calculation resulted in separate speed profiles for light commercial trucks and combination short haul trucks.

(2) AVFT (Alternative Vehicle and Fuels & Technology: Electric, Diesel and Gasoline Vehicle Fractions)

The MOVES default file for AVFT was updated with 2018 State DMV registration data (dated January 1, 2018). The DMV fuel split data is for all model years for registered light duty vehicles (passenger cars and light duty trucks) and is not available for model year. The DMV fuel data is adjusted to match the DMV age distribution data.

<u>DMV data</u>	<u>AVFT Model Years</u>
2018	2050-2017
2017	2016
2016	2015
2015	2014-1960

MOVES2014b default AVFT values were used for all remaining source type vehicles.

(3) Fuel

An adjustment was made for 2017 to account for gasoline sulfur level in Utah since small volume refiners are not required to comply with federal Tier 3 gasoline (10 ppm sulfur) requirements until January 1, 2020. EPA Office of Transportation and Air Quality (OTAQ) provided 2017 local gasoline sulfur values of 20.9 ppm. MOVES 2014a default fuel parameters were used for diesel and CNG.

(4) HourVMTFraction

MOVES2014b default Hour VMT Fraction values were used.

(5) HPMSvTypeYear (VMT)

UDOT State Travel Demand Model provided VMT inputs for MOVES. The State TDM analyzed thousands of separate traffic segments called "links" that

together comprise the network of roads of Duchesne and Uintah County. Each link is assigned, for each of the four major time periods during the day (AM peak, midday, PM peak and nighttime), an average speed, an increment of VMT and an increment of VHT (vehicle hours traveled). A specific number of links are assigned to each of the UDOT HPMS functional classes (road types, e.g., rural local, urban local, rural minor arterial, urban minor arterial, and so on). In effect, average speeds, VMT and VHT for each of the functional classes are combined to obtain average speed, VMT and VHT for rural arterials, urban arterials, rural local roads and urban local roads. Seasonal factors for highway VMT variations have been revised and refined by UDAQ with data supplied by the UDOT. Seasonal factors are determined by functional class (freeway or arterial) for each county.

(6) Road Type Distribution

UDOT Division of Systems Planning and Programming provided 2017 VMT travel fractions for FHWA vehicle classes grouped by Gross Vehicle Weight Rating (GVWR) ranges. The travel fractions were obtained by county from automated pneumatic counters that detect axle spacing and "weigh-in motion" (WIM) counters placed on arterial, interstate, and local roads. VMT and Vehicle Mix data were used to construct road type distribution and VMT by sourcetype.

(7) Source Type Age Distribution & Source Type Year

The 2017 vehicle age distribution data and source type vehicle population for vehicle types 11, 21, 31, and 32 (motorcycles, passenger cars, passenger trucks, and light duty commercial trucks up to 10,000 GVWR) was based on 2018 Utah DMV registration data (dated January 1, 2018). The first model year of 2018 vehicle counts were removed and the first model year used is 2017 through 1969. This count provides a conservative snapshot of the vehicle fleet where it ensures that all of the 2017 model years sold are included and removes a small fraction of the 2018 model year. The MOVES default vehicle fraction count data for passenger cars, passenger trucks, and light duty commercial trucks was used to determine the vehicle population for these vehicles since the DMV data cannot discern between a passenger car (21) and light duty trucks (31,32). MOVES default age distribution and vehicle population counts are used for the remaining heavy duty vehicle types because the state DMV data is incomplete, does not match MOVES vehicle types, or does not cover all the heavy duty vehicle types that are registered in other states traveling within the state of Utah.

(8) ZoneMonthHour (Meteorological Data)

The UDAQ Technical Analysis Section provided metrological conditions from multiple meteorological sites located throughout the state of Utah from MesoWest data archives. Mesowest (mesowest.utah.edu) is a database of current and

archived meteorological data from weather stations in the United States maintained by the University of Utah.. The meteorological data is an hourly average temperature and relative humidity from ozone conditions from the month of July in 2017.

vi. Emissions Calculations:

Generic and idle emission factors were initially created separately for Duchesne and Uintah counties. To create an aggregate generic and idle emission factor the VMT from the on-road inventory was used to create a weighted average emission factor that would cover all of the off-road activity occurring within the oil and gas fields. (See Table 2 & 3) This method provides a generic and idle emission factor to be multiplied by their respective oil and gas off-road mobile activity that occurs per well type of activity. VMT and idle activities are provided by The 2011 Environ Study Table 3 Weighted average on-road traffic data (See Table1).

Production traffic trips and idle time activities for Heavy Duty Diesel Trucks have been replaced according to the 2020 Alliance memo⁴. The new factors rely upon local data and are more accurate than what is provided in the 2011 Environ study. The new trip activity is based on the product produced (oil, water, condensate) and divided by the production truck load out volume (280 barrels (bbl) per oil truck, 130 bbl per water/condensate truck). The production numbers are for 2017 from the Utah Division of Oil and Gas, and Mining and includes annual water, condensate and oil (See Table 4). Produced water may be removed from the production site via truck loading, through pipelines, or evaporated or injected directly on site. Produced water in this calculation assumes that all produced water is loaded onto a truck and disposed of off site. This assumption is conservative resulting in an overestimation of truck loading for produced water in volume in 2017. The produced product is divided by the number of active wells to produce annual trips per well type (See Table 5). Average Idle time was assigned according to how long it takes to fill a truck: oil trucks takes 60 minutes and condensate or water truck takes 45 minutes. The new production traffic round trips per activity for Heavy Duty Trucks has been updated from 3 trips to 68 trips per year. The idle activity per trip has been updated from 0.3 hours to 0.97 hours.

VMT is based on oil and gas round trip distances and round trips per activity. Idle hours is based on engine-on idle time per trip and round trips per activity. All of the activities used occur within the oil and gas field. Off-road mobile activities (trips and idle hours) are split into the following categories for a single well: well pad construction, pipeline activity, drilling, completion, recompletions, production traffic, maintenance, ancillary, and employee commuter. The emissions for a single well are summed to create an annual emissions inventory. The annual emissions from a single well is multiplied by the total number of active wells to produce an annual emissions inventory. The 2017 active well counts are provided at the county level. The DAQ Technical Analysis section provided the county well count data from the Utah Division of Oil, Gas, and Mining. The resulting off-road mobile emissions inventories can be found in Table 6 for Duchesne County and Table 7 for Uintah County.

1. Environ Oil and Gas Mobile Sources Pilot Study; Prepared for: U.S. Environmental Protection Agency Work Assignment 4-08. July 2011 Table 3 Weighted average on-road traffic data

Table 3. Weighted average on-road traffic data.

Activity	Vehicle Type	Fuel Type	Total Round Trip Distance (miles/trip)	Total Engine-on Idle Time per Trip (hours/trip)	Within-Field Round Trip Distance per Visit per Facility (miles/trip)	Within Field Engine-on Idle Time per Trip (hours/trip)	Within-Field Percentage of Mileage on Unpaved Roads (%)	Within-Field Percentage of Mileage on Paved Roads (%)	Within-Field Mean Vehicle Speed (mph), Paved Road	Within-Field Mean Vehicle Speed (mph), Unpaved Road	Round Trips per Activity	
Drilling Traffic												
Drilling events	HDDT	Diesel	23.1	0.7	6.6	0.7	71.6	28.4	16.9	16.4	115.1	
	LDT	Diesel	71.5	1.4	6.7	0.3	69.2	30.8	17.1	16.6	38.1	
	LDT	Gasoline	96.8	1.7	7.5	0.5	62.2	37.8	24.2	15.8	30.0	
Completion Traffic												
Completions	HDDT	Diesel	40.2	1.1	8.7	0.7	69.2	30.8	17.1	16.6	148.6	
	LDT	Diesel	100.0	2.0	10.0	0.5	55.0	45.0	25.0	15.0	27.3	
	LDT	Gasoline	100.0	2.0	10.0	0.5	55.0	45.0	25.0	15.0	13.7	
Recompletion Traffic												
Recompletions	HDDT	Diesel	10.0	0.0	8.0	0.0	50.0	50.0	20.0	20.0	7.0	
	LDT	Diesel	-	-	-	-	-	-	-	-	-	
	LDT	Gasoline	8.0	0.0	8.0	0.0	50.0	50.0	20.0	20.0	4.0	
Production Traffic												
Total Well Count	HDDT	Diesel	37.8	0.9	8.2	0.3	75.6	24.4	25.0	17.3	3.3	
	LDT	Diesel	100.0	2.5	10.0	0.5	55.0	45.0	25.0	15.0	2.8	
	LDT	Gasoline	100.0	2.5	10.0	0.5	55.0	45.0	25.0	15.0	2.8	
Employee Commuter												
Well Pad Construction	HDDT	Diesel	-	-	-	-	-	-	-	-	-	
	LDT	Diesel	125.0	2.5	10.0	0.5	55.0	45.0	25.0	15.0	17.9	
	LDT	Gasoline	113.9	1.8	8.9	0.4	67.9	32.1	17.9	16.4	51.7	
Pipeline Construction	HDDT	Diesel	-	-	-	-	-	-	-	-	-	
	LDT	Diesel	150.0	2.5	10.0	0.5	55.0	45.0	25.0	15.0	7.1	
	LDT	Gasoline	131.7	1.8	8.9	0.4	67.9	32.1	17.9	16.4	17.7	
Drilling	HDDT	Diesel	-	-	-	-	-	-	-	-	-	
	LDT	Diesel	125.0	2.5	10.0	0.5	55.0	45.0	25.0	15.0	13.7	
	LDT	Gasoline	112.7	1.7	8.7	0.3	69.2	30.8	17.1	16.6	52.3	
Completion	HDDT	Diesel	-	-	-	-	-	-	-	-	-	
	LDT	Diesel	125.0	2.5	10.0	0.5	55.0	45.0	25.0	15.0	17.1	
	LDT	Gasoline	112.7	1.7	8.7	0.3	69.2	30.8	17.1	16.6	69.6	
Recompletion	HDDT	Diesel	-	-	-	-	-	-	-	-	-	
	LDT	Diesel	125.0	2.5	10.0	0.5	55.0	45.0	25.0	15.0	2.0	
	LDT	Gasoline	125.0	2.5	10.0	0.5	55.0	45.0	25.0	15.0	4.0	

Activity	Vehicle Type	Fuel Type	Total Round Trip Distance (miles/trip)	Total Engine-on Idle Time per Trip (hours/trip)	Within-Field Round Trip Distance per Visit per Facility (miles/trip)	Within Field Engine-on Idle Time per Trip (hours/trip)	Within-Field Percentage of Mileage on Unpaved Roads (%)	Within-Field Percentage of Mileage on Paved Roads (%)	Within-Field Mean Vehicle Speed (mph), Paved Road	Within-Field Mean Vehicle Speed (mph), Unpaved Road	Round Trips per Activity
Total Well Count	HDDT	Diesel	-	-	-	-	-	-	-	-	-
	LDT	Diesel	100.0	2.5	15.0	0.5	55.0	45.0	25.0	15.0	18.1
	LDT	Gasoline	100.0	2.5	15.0	0.5	55.0	45.0	25.0	15.0	40.2
Pipeline											
Well Pad Constructed	HDDT	Diesel	13.6	0.4	7.1	0.2	64.3	35.7	17.9	16.4	2.0
	LDT	Diesel	100.0	2.0	10.0	0.5	50.0	50.0	25.0	15.0	2.1
	LDT	Gasoline	100.0	2.0	10.0	0.5	50.0	50.0	25.0	15.0	2.1
Maintenance											
Total Well Count	HDDT	Diesel	100.0	3.0	10.0	0.5	55.0	45.0	25.0	15.0	0.9
	LDT	Diesel	100.0	2.0	10.0	0.3	55.0	45.0	25.0	15.0	0.4
	LDT	Gasoline	100.0	2.0	10.0	0.3	55.0	45.0	25.0	15.0	0.4
Ancillary											
Total Well Count	HDDT	Diesel	-	-	-	-	-	-	-	-	-
	LDT	Diesel	-	-	-	-	-	-	-	-	-
	LDT	Gasoline	135.5	3.1	10.0	0.5	55.0	45.0	25.0	15.0	3.9
Construction											
Well Pad Construction	HDDT	Diesel	13.57	0.40	7.07	0.23	64.29	35.71	17.86	16.43	22.86
	LDT	Diesel	100.00	2.00	10.00	0.50	50.00	50.00	25.00	15.00	6.43
	LDT	Gasoline	100.00	2.00	10.00	0.50	50.00	50.00	25.00	15.00	6.43

Table 2 MOVES Generic Emission Factors

2017 July MOVES Emissions in Grams										MOVES Generic VMT Weighted Emission Factors				
yearid	countyid	sourcetypeid	fueltypeid	CO	NOx	VOC	NH3	PM25_ex	vmt	CO	NOx	VOC	NH3	PM25_ex
2017	49013	32	1	519,912	50,865	40,925	1,589	510	42,217					
2017	49047	32	1	618,127	58,874	50,921	1,759	584	47,826					
				1,138,039	109,739	91,846	3,348	1,094	90,043	12.64	1.22	1.02	0.04	0.01
2017	49013	32	2	98,136	45,969	10,247	283	1,997	12,410					
2017	49047	32	2	98,890	45,360	10,205	278	1,892	12,234					
				197,026	91,329	20,452	561	3,889	24,644	7.99	3.71	0.83	0.02	0.16
2017	49013	61	2	56,403	181,278	11,834	679	9,524	22,772					
2017	49047	61	2	70,830	224,281	14,739	847	11,876	28,395					
				127,233	405,559	26,573	1,526	21,400	51,167	2.49	7.93	0.52	0.03	0.42

Road Type 1 and 3 were used for the inventory

Road Type 3 run for 24 hour speed from Speeds tab

Table 3 MOVES Weighted Idle Emission Factors

2017 February Weighted Idle Emission Factors			
Vehicle	Fuel	Pollutant	Idle EF
32	1	CO	26.20
32	1	NOx	3.79
32	1	VOC	3.02
32	1	NH3	0.28
32	1	PM25_ex	0.02
32	2	CO	9.11
32	2	NOx	12.75
32	2	VOC	1.53
32	2	NH3	0.05
32	2	PM25_ex	0.40
61	2	CO	23.41
61	2	NOx	85.17
61	2	VOC	10.96
61	2	NH3	0.38
61	2	PM25_ex	5.52

Table 4 2017 Annual Production

2017 Annual Production (Utah Division of Oil, Gas, and Mining)				
FIPS	Annual Water (bbls)		Annual Condensate (bbls)	Annual Oil (bbls)
	Gas Well	Oil Well	Gas Well	Oil Well
49013	189,580	39,860,215	69,197	16,917,585
49047	16,220,360	23,318,081	1,281,502	9,996,594
Total	16,409,940	63,178,296	1,350,699	26,914,179

Table 5 2017 Annual Active Wells

2017 Annual Number of Active Wells for Duchesne and Uintah Counties (Utah Division of Oil, Gas, and Mining)				
FIPS	Gas	Oil	Sum	Spuds
49013	49	2906	2,955	60
49047	5795	1640	7,435	84

Table 6 Duchesne Off Road Inventory

Duchesne July Off-Road Mobile Sources Operating in the Oil & Gas Fields															
Well Activity	Well Type	Well Count	Emissions Totals per activity in grams							Emissions Totals for all activity in grams					Annual VMT
			Veh Type	Fuel	CO	NOx	VOC	NH3	PM25 ex	CO	NOx	VOC	NH3	PM25 ex	
Well Pad	SPUD	60	32	Gasoline	897	91	75	3	1	53,815	5,434	4,518	197	51	3,858
Constructed	SPUD	60	32	Diesel	543	279	58	2	11	32,603	16,757	3,496	97	686	3,858
	SPUD	60	61	Diesel	525	1,729	142	7	97	31,498	103,731	8,494	408	5,797	9,697
Well Pad	SPUD	60	32	Gasoline	293	30	25	1	0	17,576	1,775	1,476	64	17	1,260
Constructed	SPUD	60	32	Diesel	177	91	19	1	4	10,648	5,473	1,142	32	224	1,260
	SPUD	60	61	Diesel	45	147	12	1	8	2,680	8,797	706	34	489	852
Drilling	SPUD	60	32	Gasoline	3,237	331	275	13	3	194,205	19,868	16,491	752	182	13,500
	SPUD	60	32	Diesel	2,145	1,092	229	6	45	128,702	65,505	13,757	382	2,693	15,316
	SPUD	60	61	Diesel	3,775	12,884	1,278	53	762	226,508	773,011	76,661	3,179	45,744	45,580
Completions	SPUD	60	32	Gasoline	1,911	193	160	7	2	114,660	11,578	9,627	420	108	8,220
	SPUD	60	32	Diesel	2,307	1,186	247	7	49	138,421	71,145	14,843	413	2,914	16,380
	SPUD	60	61	Diesel	5,650	19,107	1,812	78	1,115	338,992	1,146,403	108,698	4,662	66,889	77,569
Recompletions	Producing	2,955	32	Gasoline	404	39	33	1	0	1,195,129	115,244	96,453	3,516	1,149	94,560
	Producing	2,955	61	Diesel	139	444	29	2	23	411,486	1,311,625	85,940	4,935	69,210	165,480
Total Well Count	Producing	2,955	32	Gasoline	391	39	33	1	0	1,154,131	116,537	96,902	4,226	1,090	82,740
	Producing	2,955	32	Diesel	237	122	25	1	5	699,205	359,374	74,976	2,085	14,722	82,740
	Producing	2,955	61	Diesel	6,496	22,241	2,241	92	1,323	19,194,813	65,723,422	6,621,146	271,344	3,908,921	3,669,215
Total Well Count	Producing	2,955	32	Gasoline	54	5	4	0	0	158,682	15,751	13,129	538	151	11,820
	Producing	2,955	32	Diesel	33	16	4	0	1	97,732	48,325	10,350	286	2,008	11,820
	Producing	2,955	61	Diesel	33	110	10	0	6	97,261	324,054	28,388	1,294	18,462	26,595
Total Well	Producing	2,955	32	Gasoline	544	55	46	2	1	1,607,540	162,319	134,971	5,886	1,518	115,245
Well Pad Construction	SPUD	60	32	Gasoline	6,357	639	532	23	6	381,441	38,355	31,911	1,371	361	27,608
	SPUD	60	32	Diesel	1,513	777	162	5	32	90,760	46,648	9,732	271	1,911	10,740
Pipeline Construction	SPUD	60	32	Gasoline	2,177	219	182	8	2	130,590	13,131	10,925	469	124	9,452
	SPUD	60	32	Diesel	600	308	64	2	13	36,000	18,503	3,860	107	758	4,260
Drilling	SPUD	60	32	Gasoline	6,162	614	512	21	6	369,714	36,845	30,693	1,277	351	27,301
	SPUD	60	32	Diesel	1,158	595	124	3	24	69,464	35,703	7,449	207	1,463	8,220
Completion	SPUD	60	32	Gasoline	2,296	228	190	8	2	137,739	13,672	11,396	467	131	10,260
	SPUD	60	32	Diesel	5,158	2,688	556	15	110	309,495	161,262	33,336	929	6,573	36,331
Recompletion	Producing	2,955	32	Gasoline	558	56	47	2	1	1,648,759	166,481	138,432	6,037	1,557	118,200
	Producing	2,955	32	Diesel	169	87	18	1	4	499,432	256,696	53,554	1,489	10,515	59,100
Total Well Count	Producing	2,955	32	Gasoline	8,148	811	676	28	8	24,076,932	2,397,015	1,997,087	82,756	22,865	1,781,865
	Producing	2,955	32	Diesel	2,253	1,122	239	7	46	6,657,912	3,314,165	706,605	19,568	137,366	802,283
Tons Per Day										0.1822	0.2323	0.0316	0.0013	0.0131	20,146

Table 7 Uintah Off-Road Inventory

Uintah July Off-Road Mobile Sources Operating in the Oil & Gas Fields															
Well Activity	Well Type	Well Count	Emissions Totals per activity in grams							Emissions Totals for all activity in grams					Annual VMT
			Veh Type	Fuel	CO	NOx	VOC	NH3	PM25 ex	CO	NOx	VOC	NH3	PM25 ex	
Well Pad	SPUD	86	32	Gasoline	897	91	75	3	1	77,135	7,789	6,476	282	73	5,530
Constructed	SPUD	86	32	Diesel	543	279	58	2	11	46,730	24,018	5,011	139	984	5,530
	SPUD	86	61	Diesel	525	1,729	142	7	97	45,148	148,681	12,175	585	8,309	13,899
Well Pad	SPUD	86	32	Gasoline	293	30	25	1	0	25,192	2,544	2,115	92	24	1,806
Constructed	SPUD	86	32	Diesel	177	91	19	1	4	15,262	7,844	1,637	46	321	1,806
	SPUD	86	61	Diesel	45	147	12	1	8	3,842	12,609	1,011	49	701	1,221
Drilling	SPUD	86	32	Gasoline	3,237	331	275	13	3	278,361	28,478	23,637	1,078	262	19,350
	SPUD	86	32	Diesel	2,145	1,092	229	6	45	184,473	93,890	19,718	548	3,860	21,953
	SPUD	86	61	Diesel	3,775	12,884	1,278	53	762	324,661	1,107,982	109,881	4,556	65,566	65,331
Completions	SPUD	86	32	Gasoline	1,911	193	160	7	2	164,346	16,595	13,799	602	155	11,782
	SPUD	86	32	Diesel	2,307	1,186	247	7	49	198,404	101,975	21,275	592	4,177	23,478
	SPUD	86	61	Diesel	5,650	19,107	1,812	78	1,115	485,888	1,643,178	155,800	6,683	95,874	111,183
Recompletions	Producing	7,435	32	Gasoline	404	39	33	1	0	3,007,033	289,963	242,684	8,846	2,891	237,920
	Producing	7,435	61	Diesel	139	444	29	2	23	1,035,330	3,300,146	216,232	12,417	174,138	416,360
Total Well Count	Producing	7,435	32	Gasoline	391	39	33	1	0	2,903,881	293,216	243,813	10,633	2,742	208,180
	Producing	7,435	32	Diesel	237	122	25	1	5	1,759,251	904,212	188,646	5,247	37,040	208,180
	Producing	7,435	61	Diesel	6,496	22,241	2,241	92	1,323	48,295,579	165,365,024	16,659,296	682,722	9,835,135	9,232,018
Total Well Count	Producing	7,435	32	Gasoline	54	5	4	0	0	399,256	39,631	33,032	1,354	380	29,740
	Producing	7,435	32	Diesel	33	16	4	0	1	245,900	121,590	26,042	721	5,052	29,740
	Producing	7,435	61	Diesel	33	110	10	0	6	244,716	815,345	71,426	3,255	46,452	66,915
Total Well	Producing	7,435	32	Gasoline	544	55	46	2	1	4,044,691	408,408	339,597	14,810	3,820	289,965
Well Pad Construction	SPUD	86	32	Gasoline	6,357	639	532	23	6	546,732	54,976	45,740	1,965	517	39,571
	SPUD	86	32	Diesel	1,513	777	162	5	32	130,089	66,863	13,950	388	2,739	15,394
Pipeline Construction	SPUD	86	32	Gasoline	2,177	219	182	8	2	187,179	18,821	15,659	673	177	13,548
	SPUD	86	32	Diesel	600	308	64	2	13	51,600	26,521	5,533	154	1,086	6,106
Drilling	SPUD	86	32	Gasoline	6,162	614	512	21	6	529,923	52,811	43,993	1,830	503	39,131
	SPUD	86	32	Diesel	1,158	595	124	3	24	99,565	51,174	10,676	297	2,096	11,782
Completion	SPUD	86	32	Gasoline	2,296	228	190	8	2	197,426	19,597	16,334	669	188	14,706
	SPUD	86	32	Diesel	5,158	2,688	556	15	110	443,610	231,143	47,782	1,331	9,422	52,075
Recompletion	Producing	7,435	32	Gasoline	558	56	47	2	1	4,148,401	418,880	348,304	15,189	3,918	297,400
	Producing	7,435	32	Diesel	169	87	18	1	4	1,256,608	645,866	134,747	3,748	26,457	148,700
Total Well Count	Producing	7,435	32	Gasoline	8,148	811	676	28	8	60,579,353	6,031,069	5,024,819	208,221	57,530	4,483,305
	Producing	7,435	32	Diesel	2,253	1,122	239	7	46	16,751,802	8,338,687	1,777,872	49,234	345,623	2,018,603
Tons Per Day										0.4491	0.5759	0.0782	0.0031	0.0324	49,705

vii. Appendix: Baseline Year Inventories

Input files will be furnished upon request.

viii. References

1. Environ Oil and Gas Mobile Sources Pilot Study; Prepared for: U.S. Environmental Protection Agency Work Assignment 4-08. July 2011
2. March 2016 Ramboll Environ Colorado Air Resource Management Modeling Study (CARMMS) with updated Mancos Shale Modeling CARMMS 1.5 Final Report
3. https://www.blm.gov/sites/blm.gov/files/program_natural%20resources_soil%20air%20water_airut_quick%20links_OilTemplateMOABMLP.xlsx
4. April 2, 2020 Western Energy Alliance and Utah Petroleum Association Memo RE: Uintah Basin 2017 Emissions Inventory Request for Additional Information