

TECHNICAL SUPPORT DOCUMENT
FOR ON-ROAD MOBILE SOURCES:
WINTERTIMER 2017 BASELINE OZONE EMISSIONS INVENTORY
FOR THE UINTAH BASIN, UT NONATTAINMENT AREA
AND SURROUNDING MODELING DOMAIN WITHIN UTAH

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Planning Branch/Mobile Sources

Abstract

This report discusses the on-road mobile source wintertime 2017 baseline ozone emissions inventory for the Uintah Basin, Utah (UT) Ozone Nonattainment Area (NA) covering Duchesne and Uintah Counties and the remaining 27 counties within the state of Utah. On-road inventories were calculated using EPA MOVES2014b (Motor Vehicle Emission Simulator) utilizing the movesdb20181022 default database.

Agencies that developed the 2017 baseline inventory:

Uintah Basin, UT Ozone NA:

Utah Department of Transportation: (UDOT): Duchesne and Uintah Counties

Surrounding Modeling Domain:

Mountainland Association of Governments (MAG): Utah County (Southern Wasatch Front, UT Ozone NA)

Wasatch Front Regional Council (WFRC): Davis, Salt Lake, Tooele and Weber Counties (Northern Wasatch Front, UT Ozone NA)

Cache Metropolitan Planning Organization (CMPO): Cache County

Utah Division of Air Quality (UDAQ): Beaver, Carbon, Daggett, Duchesne, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Morgan, Piute, Rich, San Juan, Sanpete, Sevier, Summit, Uintah, Wasatch, Washington, and Wayne Counties

Wasatch Front Regional Council (WFRC): Box Elder County

Local activity travel data inputs were developed and implemented to characterize wintertime travel conditions for a weekday Monday-Friday, Saturday, and Sunday expressed as Vehicle Miles of Travel (VMT).

Summary Table at the end of the TSD: On-Road Mobile Sources Wintertime 2017 Baseline Ozone emission inventories representing a Winter Weekday (Tons per Winter Weekday)

3.e.ii) ON-ROAD MOBILE SOURCES OZONEEMISSIONS INVENTORIES

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ii. Glossary of Acronyms:

Alternative Vehicle and Fuels & Technology: (AVFT)

Cache Metropolitan Planning Organization: (CMPO)

County Data Manager: (CDM)

Environmental Protection Agency: (EPA)

Mountainland Association of Governments: (MAG)

MOVES2014b: (Motor Vehicle Emission Simulator)

Nonattainment Area: (NA)

Utah Division of Air Quality (UDAQ)

Utah Department of Transportation: (UDOT)

Vehicle Hours Traveled: (VHT)

Vehicle Miles Traveled: (VMT)

Utah: (UT)

Wasatch Front Regional Council (WFRC)

iii. Overview

The purpose of this document is to explain what emissions modeling assumptions were used to develop the on-road mobile source wintertime 2017 baseline ozone emissions inventory for the Uintah Basin, UT Ozone Nonattainment Area (NA) covering Duchesne and Uintah Counties and the remaining 27 counties within the state of Utah.

Emission estimates are confined to the Environmental Protection Agency (EPA) approved MOVES2014b (Motor Vehicle Emission Simulator) utilizing the movesdb20181022 default database. This model produces emissions daily estimates for on-road vehicles by providing emissions profiles for starts, exhaust, evaporative, and hot soak conditions. Inputs include speeds, vehicle fuel profiles and specifications, VMT, Inspection and Maintenance program (I/M) profiles, VMT mix, vehicle age distributions, and meteorological conditions.

The following agencies developed the 2017 baseline on-road mobile source emissions inventories:

Uintah Basin, UT Ozone NA:

UDOT: Duchesne and Uintah Counties;

Surrounding Modeling Domain:

CMPO: Cache County (Ozone Attainment Area)

MAG: Utah County; (Southern Wasatch Front, UT Ozone NA)

UDAQ: Beaver, Carbon, Daggett, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Morgan, Piute, Rich, San Juan, San Pete, Sevier, Summit, Wasatch, Washington, and Wayne Counties. (Ozone Attainment Areas)

WFRC: Davis, Salt Lake, Tooele, and Weber Counties; (Northern Wasatch Front, UT Ozone NA)

WFRC: Box Elder (Ozone Attainment Area)

iv. MOVES Modeling Procedure

The discussion below identifies the procedures followed to model the episodic inventories.

1. MOVES2014b

The EPA MOVES2014b model was used to produce wintertime on-road emissions estimates for an average weekday, Saturday and Sunday.

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

(a) County Data Manager Development

MOVES organizes data inputs into databases called County Data Manager (CDM) tables. CDMs were developed for 29 counties for each year: 2017 average weekday, Saturday, and Sunday in February.

(1) Average Speed Distribution and VMT

UDOT and CMPO method:

UDOT obtained average speed distributions and VMT from the UDOT State Travel Demand Model (TDM) for the Ozone nonattainment areas of Duchesne and Uintah Counties and surrounding rural counties. The CMPO obtained speed and VMT data from their own separate TDM. Both TDMs analyzes thousands of separate traffic segments called "links" that together comprise the network of roads. 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 Highway Performance Monitoring System (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 freeways, rural arterials, urban freeways, and urban arterials. (2019 TDM Speeds are used to represent 2017.) 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.

MAG method:

MAG utilized the 2017 Utah County Average Speed Distribution file the TDM produces in the format appropriate for use in the MOVES model, interpolated from 2015 and 2019 data. MAG then applied seasonal factors derived from seasonal traffic engineering area counts.

WFRC method:

Improvement to the WFRC travel demand model practice and procedure is an ongoing process. Version 8.3 of the travel demand model updates the former 2011 base year with socio-economic data and transportation networks for the new 2015 base year. The new model also incorporates the results of the 2012 Household Travel Survey conducted by WFRC. Version 8.3 of the model adds more traffic analysis zones, and the transit mode choice portion of the model has been enhanced.

The WFRC travel model is used to estimate and forecast highway Vehicle Miles Traveled (VMT) and vehicle speeds for Weber, Davis, and Salt Lake Counties. The Utah State Travel Model (USTM) is used to estimate VMT and speed in Box Elder County and Tooele County. The WFRC travel demand model is based on the latest available planning assumptions and a computerized representation of the transportation network of highways and transit service. The base data for the travel demand model is reviewed regularly for accuracy and updates.

Seasonal factors for highway VMT variations have been revised and refined by research commissioned by the UDOT. Seasonal factors are determined for each link of the highway system based on the functional class (freeway or arterial) and the area type (rural, transitional, suburban, and urban). Other considerations include traffic volume and recreational activity.

After validating the travel demand model volumes to reflect observed volumes at the highway segment level, the overall VMT by functional class and county is adjusted to match the corresponding VMT reported in the HPMS system for the 2015 base year. The various county and functional class adjustment factors for the 2015 base year are then applied to all future travel demand model VMT estimates. In most cases the HPMS adjustment factor is within +/- 10%.

Vehicle type VMT percentages, commonly referred to as VMT mix in the MOVES modeling domain, were estimated from UDOT vehicle type classification counts by county based on vehicle length. Weigh-in-motion data was used to distinguish longer vehicle types (particularly vehicle pulling trailers).

WFRC created a program titled TDM2MOVES to generate MOVES input files from the Cube 6.4 travel demand model output. The TDM2MOVES program creates speed profiles, road type distribution, ramp fractions, VMT by vehicle type, and vehicle population data files to be used in the MOVES model.

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

UDAQ, UDOT, CMPO, and WFRC method:

The MOVES default file for AVFT was updated with 2018 State DMV registration data (dated January 1, 2018). This data is not by model year and is the only DMV data source that provide fuel type for registered light duty vehicles (passenger cars and light duty trucks).

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

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

MAG method:

The MOVES default file for AVFT was updated with 2017 State DMV data on fuel type for registered light duty vehicles (passenger cars and light duty trucks). The DMV fractions were applied to all model years. MOVES2014b default AVFT values were used for all remaining source type vehicles. This local data shows a higher percentage of diesel fueled vehicles among the light duty trucks (vehicle types 31 and 32, or SUV's and pickup trucks) than the default AVFT data.

(3) Fuel

UDAQ, UDOT, CMPO, MAG, and WFRC method:

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 provided 2017 local gasoline sulfur values of 20.9 ppm. MOVES 2014b default fuel parameters were used for diesel and compressed natural gas.

(4) HourVMTFraction

UDAQ, UDOT, CMPO, MAG, and WFRC method:

MOVES2014b default Hour VMT Fraction values were used.

(5) I/M Coverage: Cache, Davis, Salt Lake, Utah, and Weber Counties

UDAQ constructed I/M Program coverages in consultation with the local county health departments in Cache, Davis, Salt Lake, Utah, and Weber Counties. Vehicles older than 1995 undergo a Two Speed Idle (TSI) test and vehicles newer than 1996 undergo On Board Diagnostic Testing (OBD). Years that were covered include 2017. Davis, Salt Lake, Utah and Weber Counties I/M programs exempt the first two model years, biennially test the third through sixth model years, and perform an annual test on the remaining vehicles. The Cache County I/M program exempts the first six model years and perform a biennial test on vehicles beginning in the seventh model year. Below is a summary covering I/M programs in the year 2017.

Summary of the I/M Programs for Davis, Salt Lake, Utah, and Weber Counties covering 2017.

Year	Vehicle Type	Beg Model Year	End Model Year	Frequency	I/M Test
2017	Cars & Trucks	1968	1995	Annual	TSI
2017	Cars & Trucks	1996	2011	Annual	OBD
2017	Cars & Trucks	2012	2015	Biennial	OBD

Summary of the I/M Program for Cache County covering 2017

Year	Vehicle Type	Beg Model Year	End Model Year	Frequency	I/M Test
2017	Cars & Trucks	1968	1995	Biennial	TSI
2017	Cars & Trucks	1996	2011	Biennial	OBD

Summary of additional I/M Program coverage test procedures

County	Beg Model Year	End Model Year	I/M Test
Davis	1990	2001	Gas Cap Pressure Test
Salt Lake	1968	2001	Gas Cap Pressure Test
Weber	1968	2001	Gas Cap Pressure Test

(6) Road Type Distribution

UDAQ, UDOT and CMPO method:

UDOT Program Development 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.

MAG method:

MAG utilized the 2017 Utah County road type distribution file the TDM produces in the format appropriate for use in the MOVES model. The file is reported as percentage of vehicle activity on each road type with the sum for each vehicle type equal to 100%.

WFRC method:

The TDM2MOVES program discussed in the Speed Profile section also generates road distribution files to be used in the MOVES model. Prior to this emission modeling effort for the 2017 baseline ozone inventory, WFRC modeling practice was to model local roads as a separate functional class with a modified default database. For the 2017 baseline ozone inventory and future emission modeling efforts, WFRC will include local road activity as part of arterial road activity when defining the road type distribution profile.

(7) Source Type Age Distribution

UDAQ, UDOT and CMPO method:

The vehicle age distribution data for vehicle types 11, 21, 31, and 32 (motorcycles, passenger cars, passenger trucks, and light duty commercial trucks) was based on 2018 DMV registration data (dated January 1, 2018). The first model year of 2018 vehicle counts were removed and the first model year used is 2017-1969. 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 DMV data provided a single age distribution for passenger cars (21) and light trucks (31,32). For other vehicle types the age distribution used MOVES default values because the state DMV data is an incomplete data source for these vehicle types.

MAG method:

MAG utilized DMV and local IM data and UDOT HPMS data in combination with MOVES age default for truck data for the appropriate year.

WFRC method:

The vehicle age distribution data for vehicle types 11, 21, 31, 32, and 54 (motorcycles, passenger cars, passenger trucks, light duty commercial trucks, and motor homes) was based on DMV registration data for 2017. For other vehicle types the age distribution used MOVES default values because the state DMV data is an incomplete source for these vehicle types. The Age Distribution Projection Tool for MOVES 2014 was used to project vehicle age profiles from 2017 data to all future years.

(8) Source Type Year (Vehicle Population)

UDAQ, UDOT and CMPO method:

UDAQ utilized Utah 2018 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. MOVES vehicle types 11, 21,31, and 32 (motorcycles, passenger cars, and light duty trucks) up to 10,000 GVWR are covered. The MOVES default vehicle fraction for these vehicles was used to determine the difference between cars and trucks since the DMV data cannot discern between a passenger car (21) and light duty trucks (31,32). The projected VMT growth rate was used to estimate future population growth for motorcycles, passenger cars, and light duty trucks up to 10,000 GVWR.

MAG method:

MAG utilized historical DMV and local I/M data & growth factors combined with UDOT HPMS counts for the appropriate year and MOVES default for truck distribution.

WFRC method:

WFRC estimates vehicle population as a function of estimated vehicle miles traveled (VMT). The WFRC estimates VMT using a sophisticated travel demand model which is based on projections for employment, population, land use, mode choice, and other factors. By associating vehicle population with travel demand model VMT estimates, the resulting vehicle population estimates will reflect to some degree the variations in future socio-economic factors, as well as shifts in mode choice resulting from transportation plans that emphasize alternative modes of travel. For example, a transportation plan that invests in an increase in transit mode choice should also result in some reduction in the number of vehicles. The WFRC compiled an inventory of 2017 vehicle population using State DMV data, State School bus reports, Utah Transit Authority annual reports, and MOVES defaults.

For MOVES vehicle types 21, 31, and 32 (passenger cars, and light duty trucks), the DMV total was multiplied by the MOVES default percentage for these vehicle types. This eliminates vehicle classification discrepancies between the MOVES default and the state classification. The vehicle population values were then divided by the 2017 VMT from HPMS to create a vehicle population factor for each vehicle type.

(9) ZoneMonthHour (Meteorological Data)

UDAQ, UDOT, CMPO, MAG, and WFRC method:

The UDAQ Technical Analysis Section provided metrological conditions from the airport in Vernal, Utah from the Meso West archives. Meso West (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 an ozone exceedance event that occurred in the Uintah, UT Non-attainment area from February 1-10, 2013.

**Table 1. On-road Mobile Sources Wintertime 2017 Baseline Ozone emissions inventory representing:
Winter Weekday Emissions (Tons per Winter Weekday)**

Year	Modeling Area	CO	NOx	VOC	VOC_refuel	NH3	PM25_Ex	vmt
2017*	Uintah Basin, UT Ozone NA**	16.48	4.65	1.62	0.09	0.07	0.19	2,248,970
2017*	Attainment Counties***	210.56	64.05	20.03	1.02	0.90	2.25	26,891,436
2017*	Northern Wasatch Front, UT Ozone NA [†]	346.32	51.17	33.59	1.29	1.26	2.20	44,112,936
2017*	Southern Wasatch Front, UT Ozone NA [‡]	97.64	14.90	8.92	0.38	0.42	0.69	12,763,684

* Gasoline 20.9 ppm Sulfur

** Uintah Basin, UT Ozone NA: Duchesne and Uintah counties (UDAQ & UDOT)

*** Attainment Counties: Beaver, Cache, Carbon, Daggett, Duchesne, Emery, Garfield, Grand, Irion, Juab, Kane, Millard, Morgan, Piute, Rich, San Juan, Sanpete, Sevier, Summit, Uintah, Utah, Wasatch, Washington, Wayne Counties (UDAQ & UDOT); Box Elder (WFRC); Cache (CMPO);

[†] Northern Wasatch Front, UT Ozone NA: Davis, Salt Lake, Tooele, and Weber Counties (WFRC)

[‡] Southern Wasatch Front, UT Ozone NA: Utah County (MAG)

vi. Appendix: On-road 2017 Baseline Ozone emissions inventory

Input files will be furnished upon request.

vii. References

The following documents were used as references in creating the on-road mobile source 2017 Baseline Ozone emissions inventories:

1. Federal Register, Friday, February 4, 2011, "Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust From Paved Roads", Announcement of Availability, <https://www.federalregister.gov/documents/2011/02/04/2011-2422/official-release-of-the-january-2011-ap-42-method-for-estimating-re-entrained-road-dust-from-paved>
2. U.S. Environmental Protection Agency, Office of Transportation and Air Quality (OTAQ), Assessment and Standards Division, "MOVES2014b User Guide", EPA-420-B-095, November 2015, <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NNCY.txt>
3. U.S. Environmental Protection Agency, OTAQ, Transportation and Regional Programs Division, "MOVES2014 and 2014a Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity", EPA-420-B-15-093), <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NN9L.txt> , November 2015.
4. I/M Programs
 - a. Davis County Health Department, Environmental Health Services Division, Davis County Testing Center, 20 North 600 West, Kaysville, UT 84037, 801-546-8860.
 - b. Salt Lake County Health Department, Environmental Health, Air Pollution Control, I/M Tech Center, 788 East Woodoak Lane (5380 South), Murray, UT 84107-6369, 385-468-4837.
 - c. UT County Health Department, UT County Environment Health, Bureau of Air Quality, I/M Tech Center, 3255 North Main Street, Spanish Fork, UT, 84660, 801-851-7600.
 - d. Weber-Morgan Health Department, Environmental Health, 477 23rd Street, 2nd floor, Ogden, UT 84401, 801-399-7160.
 - e. Bear River Health Department, 655 East 1300 North. Logan, UT 84341, 801-792-6500
5. MESOWEST UT, (met data archive), University of UT, Department of Atmospheric Sciences, <http://mesowest.UT.edu/>.