

2011, 2014, 2017, 2020, 2022 and
2027 SO₂ On-Road Emissions
Inventory for Campbell-Clermont
Counties,
KY-OH 1-HOUR SO₂
Nonattainment Area

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*Prepared for the Ohio Environmental Protection Agency and Kentucky Division for Air Quality
by*

OKI Regional Council of Governments



Acknowledgments

Title	2011, 2014, 2017, 2020, 2022 and 2027 SO ₂ On-Road Emissions Inventory for Campbell-Clermont Counties, KY-OH 1-HOUR SO ₂ Nonattainment Area
Abstract	This report was prepared for the Ohio Environmental Protection Agency. The SO ₂ Nonattainment Area includes a portions of Campbell County Kentucky and Clermont County Ohio. EPA's Motor Vehicle Emission Simulation (MOVES) 2014 was used to generate the emission inventory.
Date	January 2015
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2011, 2014, 2017, 2020, 2022 and 2027 SO₂ On-Road Emissions Inventory for Campbell-Clermont Counties, KY-OH 1-HOUR SO₂

This report was prepared for the Ohio Environmental Protection Agency and the Kentucky Department for Air Quality. The SO₂ nonattainment area includes a portion of Campbell County Kentucky and a portion of Clermont County Ohio. EPA’s Motor Vehicle Emissions Simulator (MOVES) 2014 model was used to generate the vehicle emission inventory. Details on the various county data inputs used to generate the SO₂ inventory are described in Tables 2 and 3.

Table 1 shows daily (tons per summer day) and annual (tons per year) on-road SO₂ emissions for the Nonattainment Area. Emissions within each state portion of the Nonattainment Area are also shown. Vehicle miles traveled (VMT) in the nonattainment area ranges from 510 million per year in 2011 to 570 million per year in 2027. Information on OKI’s process for developing forecasts of future travel patterns is provided.

Table 1						
Campbell-Clermont KY-OH SO ₂ Nonattainment Area - Daily On-Road Emissions (tons per summer day)						
	<u>2011</u>	<u>2014</u>	<u>2017</u>	<u>2020</u>	<u>2022</u>	<u>2027</u>
Campbell-Clermont SO ₂ Daily Mobile Emissions	0.006	0.006	0.006	0.006	0.006	0.005
Campbell, KY (partial)	0.005	0.005	0.005	0.005	0.005	0.004
Clermont, OH (partial)	0.001	0.001	0.001	0.001	0.001	0.001
Campbell-Clermont KY-OH SO ₂ Nonattainment Area - Annual On-Road Emissions (tons per year)						
	<u>2011</u>	<u>2014</u>	<u>2017</u>	<u>2020</u>	<u>2022</u>	<u>2027</u>
Campbell-Clermont SO ₂ Annual Mobile Emissions	1.887	1.837	1.757	1.702	1.668	1.537
Campbell, KY (partial)	1.547	1.506	1.441	1.396	1.368	1.260
Clermont, OH (partial)	0.340	0.331	0.316	0.306	0.300	0.277

Mobile Source Emission Forecast Process

Emission Factor Model

OKI's inventory assessment utilized U.S.EPA's emissions model MOVES2014 to generate SO₂ emissions. Table 3 summarizes the settings used in the MOVES run specification file. Table 4 lists the data used in the MOVES County-Data Manager. Further technical details on the use of MOVES are found in the appendix to the OKI report "Mobile Source Emissions Inventory for Cincinnati PM_{2.5} Nonattainment Area", revised December 2010.

Table 2

MOVES Run Specifications Parameter	Settings
MOVES 2014	default database 20141021
Scale	County, Emission Rates
Time Span	Time aggregation = Hour July and April weekday, July meteorological data and annual average meteorological data used in place of April data All hours of day selected Weekdays only
Geographic Bounds	One Custom Domain for 3 Kentucky counties
Vehicles/Equipment	All vehicle source types. Fuel types=gasoline, diesel, ethanol and CNG
Road Type	All road types including off-network
Pollutants and Processes	SO ₂ . No emissions from refueling.
Strategies	Default
General Output	Units= grams, joules and miles
Output Emissions	Time = hour, Location =county, on-road emission rates by road type and source use type.
Advanced Performance	none

Table 3

MOVES County Data Manager	Data Source
Source Type Population	Local and default. Local data from KYTC (2013) and ODOT (2010) from motor vehicle registration data. Default data used for source types 41, 61 and 62 in Ohio and types 61 and 62 in Kentucky. Growth factor applied for future years.
Vehicle Type VMT	Local and default. HPMSVTypeYear VMT=daily VMT from OKI travel demand model with EPA’s daily to annual VMT converter applied. monthVMTFraction = default. dayVMTFraction=default, hourVMTFraction=local.
I/M Programs	No I/M program.
Fuel Formulation	Default MOVES2014 fuel formulations. Reflects RFG program in KY.
Fuel Supply	Default
Meteorology Data	Local. MOBILE6 converted values for Ohio and Kentucky values from Kentucky Division for Air Quality.
Ramp Fraction	Local. OKI travel demand model.
Road Type Distribution	Local. OKI travel demand model.
Age Distribution	Local and default. Local data from KYTC (2013) and ODOT (2010) from motor vehicle registration data. Default data used for source types 41, 61 and 62 in Ohio and types 61 and 62 in Kentucky.
Average Speed Distribution	Local. OKI travel demand model.

OKI Travel Demand Model

Vehicle miles traveled and vehicle hours were estimated using the OKI Travel Demand Model Version 7.6. The OKI Travel Demand Model is composed of CUBE Voyager programs and a series of FORTRAN programs written by OKI. It is a state of the practice model that uses the standard four phase sequential modeling approach of trip generation, distribution, modal choice and assignment. The model uses demographic and land use data and capacity and free-flow speed characteristics for each roadway segment in the network to produce a “loaded” highway network with forecasted traffic volumes with revised speeds based on specified speed/capacity relationships.

Travel analysis zones are the basic geographic unit for estimating travel in the OKI model. The OKI region is subdivided into 1608 traffic analysis zones to permit detail as well as manageability. A variety of socioeconomic data items are used in the OKI transportation planning process. These data are used primarily to forecast future travel patterns by serving as independent variables in OKI trip generation equations. The following categories of planning data are utilized:

- Population (household and group quarter)
- Households

- Household vehicles
- Employment (by employment category and zone of work)
- Labor force participation (by zone of residence)
- Area type

The principal data requirements of the OKI travel demand forecasting model are population and employment. From these variables, other characteristics including households, labor force, and personal vehicles may be derived. Chapter 3 of OKI 2040 Regional Transportation Plan Update provides a complete demographic overview of the region.

OKI utilizes both base year (2005), past year (2010) and future year data (2015, 2020, 2030, and 2040) in the planning process. Planning data are maintained at the Traffic Analysis Zone (TAZ) level, and originate in the 2000 Census of Population and Housing. Base year 2005 and future year data for each variable are developed through various methods. More detailed explanation of base year and future year data generation for each of the above-mentioned categories of planning data follows. All of the variables represent the latest OKI planning assumptions.

Population

Base and Future Year Data: Population data for base year 2005, past year 2010 and future years 2015, 2020, 2030, and 2040 originate with the 2000 Census of Population and Housing. Utilizing ArcGIS, population data at the zonal level for 2000 was derived from the area proportion allocation of block level population.

As a tri-state regional planning agency, OKI uses the most current county level projections as prepared by the respective state data centers (Ohio Department of Development Office of Strategic Research, Kentucky State Data Center and Indiana Business Research Center) as control totals. Projections (years 2005 to 2040) were released by the Ohio state data center in 2011, the Indiana state data center in 2007 and the Kentucky State Data Center in 2009. Population projections at the zonal level are calculated by multiplying household size by the projected zonal households. Household size is factored so that, in each county, the sum of the zonal populations equals the control total.

Households

Base Year Data: Household data for base year 2005 originates with the 2000 Census of Population and Housing. Utilizing the geographic information system ArcGIS, household data at the zonal level for 2000 was derived from the area proportion allocation of block level households. Year 2000 household data was updated to 2005 with residential building permits issued between January 2000 and December 2004. The residential building locations were geo-coded in ArcGIS, and then aggregated to the TAZs. The housing unit totals for each TAZ were converted to households by applying a vacancy rate, an adjustment for permitted but unbuilt units, and subtracting demolitions (where data was available).

These households were then added to the year Census 2000 zonal household total to arrive at 2005 households for each TAZ.

Future Year Data: The preparation of household projections was accomplished by calculating the number of households for a projected county population using ratios of householders to total population by age specific cohorts derived from the 2000 Census for each analysis year. Disaggregation to TAZs was determined by historical trends, existing and future land use, topography, flood plain information, availability of land, local knowledge and other factors.

Household Vehicles

Base and Future Year Data: Base and future year household vehicle data were obtained from the 2000 Census of Population and Housing. The 2000 Census was the only source of household vehicle data available at the block group level at the time the data was developed. Average vehicles per household were calculated for block groups then applied to the TAZs associated with each block group. The 2005, 2010, 2020, 2030 and 2040 vehicles per household level was held at the 2000 level based on the fact that, since 2002, the number of vehicles per household has exceeded the number of drivers per household.

Labor Force

Base and Future Year Data: The OKI labor force is a function of the population as determined by a labor force participation ratio (the number of employed persons in the labor force per persons 16 and over). Household data for base year 2005 originates with the 2000 Census of Population and Housing. Utilizing the geographic information system ArcGIS, household data at the zonal level for 2000 was derived from the area proportion allocation of block group level employed labor force. The labor force projections for 2005, 2010, 2015, 2020, 2030, and 2040 were based on the most recent projections of national labor force participation rates by age and sex cohorts from the U.S. Department of Labor, Bureau of Labor Statistics for each of those years. These rates were then applied to the projected county age/sex cohorts and adjusted to eliminate the unemployed to arrive at a county employed labor force control total. Employed labor force at the zonal level is calculated by multiplying the labor force participation rate by the zonal population. The labor force participation rate is adjusted so that, in each county, the sum of the zonal labor force counts equals the control total.

Employment

Base Year Data: Quarterly Census of Employment and Wages (QCEW or ES202) data for 2005 was utilized as the primary tool to calculate employment at the zonal level. Individual business records containing physical location, number of employees and North American Industry Classification System (NAICS) code were geocoded through ArcGIS and aggregated to the TAZ level. This data set was supplemented by other sources of data to complete the commuting employment picture in the OKI region. Each zone's employment was divided according to the NAICS code into three classes (retail, office, industrial) based upon the potential for generating trips.

Future Year Data: For future year employment projection, calculation was first made of the employment at the regional level. At the regional level, employment is a calculation of the region's employed labor force minus workers who live in the region but commute out to work, plus workers who live outside the region but commute in to work. The regional total was disaggregated first to the county level based on historic trends and expected changes in the county's share of the region's employment and then to the TAZ level. Disaggregation to TAZs was determined by historical trends, existing and future land use, topography, flood plain information, availability of land, local knowledge and other factors.

Area Type

Base and Future Year Data: For each analysis year, each TAZ is assigned an area type designation as CBD, Urban, Suburban or Rural based on population and employment densities.

Model Calibration

OKI's Travel Demand Model has been validated to observed traffic volumes for the model base year 2005. The modeling network encompasses the entire ozone Maintenance area with the exception of Clinton County, Ohio. The modeling network also includes Greene, Miami and Montgomery counties in Ohio and the remainder of Dearborn County Indiana. The difference between estimated vehicle miles traveled (VMT) and 2005 observed VMT is less than 1%. A highway screenline analysis compares the screenline observed and simulated traffic volume discrepancies with the ODOT standard of maximum desirable deviation. The comparison shows that the model performs at a satisfactory level and all the errors were under the ODOT curve. Further information can be found in OKI's 2007 report, "OKI/MVRPC Travel Demand Model Methodology/Validation Report". For the calibration, OKI used over 3000 traffic counts collected through 2006 by the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet, many county and local governments, transportation engineering consultants, and OKI. These traffic counts cover nearly 50% percent of the links in the OKI portion of the modeling network. The methodology provides consistency with past emission inventory and conformity analysis work performed by OKI.

Local Inputs and Post-Model Processing

OKI incorporates a variety of sources of local data to both improve and confirm the accuracy of VMT, as well as other travel-related parameters. Free flow speeds used on the highway and transit networks are based on travel time studies performed locally. The OKI post-processing program, IMPACT, uses the loaded highway network to generate VMT by hour, VMT by speed distribution and VMT by facility type. These tables are then included as input into MOVES. Two separate sets of VMT tables are generated: one for the four Ohio counties plus Dearborn County Indiana, and a second for the three Kentucky counties. The VMT by hour tables utilize hourly traffic distribution and directional split factors for different roadway types as developed by OKI. The main source of the data was the permanent traffic counting stations located throughout the OKI region for the years of 2004-2006. This data was supplemented with data collected at coverage count stations (locations with counts taken on only one-

two days). The stations were classified by area type: urban and rural, and functional classification: freeway, arterial and collector. Speeds representing various “loaded” conditions (with traffic volumes) are estimated using techniques from the 1997 Highway Capacity Manual. This permits the estimation of speeds as conditions vary from hour to hour on the different facility types throughout the region. The IMPACT program performs the appropriate summation by area and roadway type as well as regional totals. OKI has also developed seasonal conversion factors to adjust traffic volumes to summer conditions. The factors were derived from local data collected at permanent traffic counting stations during 2004-2007 utilizing the average daily traffic monthly conversion factors for June, July and August.

Use of SO₂ Nonattainment Area District in Post-Model Processing

U.S.EPA defined the census tracts included in the Campbell-Clermont KY-OH SO₂ Nonattainment area. These same census tract boundaries were used to establish a “reporting district” in the OKI post-model processing. Average speed and VMT distribution by month, hour, vehicle type and road type were generated for the SO₂ nonattainment area and used in the emission calculation. Emissions were further split into Kentucky and Ohio portions based on the percentage of calculated nonattainment area VMT within each state.