

### 3.0 THE 2002 BASE-YEAR INVENTORY

#### 3.1 Background and requirements

The 2002 Base-Year Inventory is published in a separate document, "2002 Base Year Emissions Inventory of Ozone Precursor Emissions for the Washington, DC-MD-VA Nonattainment Area," (June 15, 2006). This document was prepared for the District of Columbia, Maryland and Virginia by COG under the auspices of MWAQC. It is available for inspection at the offices of the Council of Governments and the District of Columbia, Maryland, and Virginia air management agencies.

The emissions inventory covers the Washington DC-MD-VA nonattainment area, Figure 2-1, which is classified as a moderate nonattainment area for ozone by the U.S. Environmental Protection Agency (EPA). The 2002 emissions inventory is the starting point for calculating the emissions reduction requirement needed to meet the 15% VOC/NO<sub>x</sub> emissions (for man-made sources of emissions) reduction goal by 2008 to meet reasonable further progress requirements prescribed for moderate nonattainment areas by the Clean Air Act Amendments and EPA.

This separately published document addresses emissions of volatile organic compounds (VOCs), oxides of nitrogen (NO<sub>x</sub>), and carbon monoxide (CO) on a typical summer ozone season day and annual basis. Included in the inventory are stationary anthropogenic (man-made), biogenic (naturally occurring), and non-road and on-road mobile sources of ozone precursors.

The 2002 base-year inventories for VOC and NO<sub>x</sub> can be seen in Tables 3-1 and 3-2.

**Table 3-1**  
**2002 Base-Year VOC Inventory**  
**(Tons/Day)**

	<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>	<b>Total</b>
Point	0.24	4.60	8.07	12.91
Area	16.81	92.49	90.47	199.77
Non-Road	8.91	63.82	52.77	125.50
On-Road	13.09	56.13	47.71	116.93
Biogenics	13.63	166.70	134.41	314.74
Total	52.68	383.74	333.43	769.85

\* Small discrepancies may result due to rounding

**Table 3-2**  
**2002 Base-Year NO<sub>x</sub> Inventory**  
**(Tons/Day)**

	<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>	<b>Total</b>
Point	4.89	155.78	59.93	220.60
Area	2.16	6.77	15.32	24.25
Non-Road	10.54	34.21	40.91	85.66
On-Road	23.70	132.27	110.68	266.65
Biogenics	0.10	1.75	1.22	3.07
Total	41.39	330.78	228.06	600.23

\* Small discrepancies may result due to rounding

## 3.2 Total Emissions by Source

### 3.2.1 Point Sources

For emissions inventory purposes, **point sources are defined as stationary, commercial, or industrial operations that emit more than 10 tons per year (tons/year) of VOCs or 25 tons/year or more of NO<sub>x</sub> or CO.** Prior to being reclassified to a severe area, the threshold was 100 tons/year of NO<sub>x</sub>. The point source inventory consists of actual emissions for the base-year 2002 and includes sources within the geographical area of the Washington DC-MD-VA nonattainment area. The states of Maryland and Virginia and the District of Columbia are responsible for compiling and submitting point source emission estimates.

In 2002, the State of Maryland also included all types of Andrews Air Force Base emissions in their point source emissions. These sources are called quasi-point source emissions.

### 3.2.2 Area Sources

Area sources are sources of emissions too small to be inventoried individually and which collectively contribute significant emissions. Area sources include smaller stationary point sources not included in the states' point source inventories such as printing establishments, dry cleaners, and auto refinishing companies, as well as non-stationary sources.

Area source emissions typically are estimated by multiplying an emission factor by some known indicator of collective activity for each source category at the county (or county-equivalent) level. An activity level is any parameter associated with the activity of a source, such as production rate or fuel consumption that may be correlated with the air pollutant emissions from that source. For example, the total amount of VOC emissions emitted by commercial aircraft can be calculated by multiplying the number of landing and takeoff cycles (LTOs) by an EPA-approved emission factor per LTO cycle for each specific aircraft type.

Several approaches are available for estimating area source activity levels and emissions. These include apportioning statewide activity totals to the local inventory area and using emissions per employee (or other unit) factors. For example, solvent evaporation from consumer and commercial products such as waxes, aerosol products, and window cleaners cannot be routinely determined for many local sources. The per capita emission factor assumes that emissions in a given area can be reasonably associated with population. This assumption is valid over broad areas for certain activities such as dry cleaning and small degreasing operations. For some other sources an employment based factor is more appropriate as an activity surrogate.

### 3.2.3 Mobile Sources

Emissions from mobile sources were derived from the use of the National Capital Region Transportation Planning Board (TPB) travel demand forecasting procedure, which simulates vehicle travel across the region's transportation system. Travel was simulated on all highways in the region, including both volume and speed of travel for each hour of the day. An EPA emissions model, MOBILE 6.2.03, was used to determine the emissions characteristics of the vehicle fleet in place in the year 2002. Input for this emissions model includes locally specific information such as age distribution of registered vehicles, evaporation characteristics of motor fuel, and temperature data. The general equation for the estimation of mobile sources is:

$$(\text{Travel Component}) \times (\text{Emission Factor}) = \text{Emissions}$$

Emissions accounted for in the mobile source inventory include:

- Origin: Emissions include "cold start" and "hot start" emissions occurring during the first few minutes of vehicle operation.
- Running: Emissions occurring on local streets and on the region's network of arterial streets, freeways and non-ramp freeways.
- Running Loss: Emissions due to the heating of fuel and fuel lines.
- Crankcase: Emissions due to blow-by.
- Destination: Evaporative or "hot soak" emissions occurring at the conclusion of a vehicle trip after the engine is turned off.
- Diurnal: Evaporative emissions occurring when the vehicle is at rest due to temperature fluctuations.
- Resting Loss: Emissions due to the permeation of fuel through hoses and fittings.
- Auto Access: Emissions attributable to auto trips to Metrorail stations or to park-and-ride lots.
- Bus: Bus emissions, i.e., Metrobus, Ride-on, etc.

### 3.2.4 Nonroad Sources

Emissions for all nonroad vehicles and engines except airport (aircraft, ground support equipment (GSE) and, auxiliary power units (APU)), locomotives, and diesel marine vessels were calculated using EPA's NONROAD2005.0.0 (dt. 12/02/2005) model. Since the time it was first issued on 12/02/2005, this model version underwent several corrections. Base year nonroad inventory was created using the version current as of 3/21/2006.

Emissions from the "nonroad vehicles and engines" category result from the use of fuel in a diverse collection of vehicles and equipment, including vehicles and equipment in the following categories:

- Recreational vehicles, such as all-terrain vehicles and off-road motorcycles;
- Logging equipment, such as chain saws;
- Agricultural equipment, such as tractors;
- Construction equipment, such as graders and back hoes;
- Industrial equipment, such as fork lifts and sweepers;
- Residential and commercial lawn and garden equipment, such as leaf and snow blowers.
- Aircraft ground support equipment.

The nonroad model estimates emissions for each specific type of nonroad equipment by multiplying the following input data estimates:

- Equipment population for base year (or base year population grown to a future year), distributed by age, power, fuel type, and application;
- Average load factor expressed as average fraction of available power;
- Available power in horsepower;
- Activity in hours of use per year; and
- Emission factor with deterioration and/or new standards.

The emissions are then temporally and geographically allocated using appropriate allocation factors.

Aircraft (military, commercial, general aviation, and air taxi) and auxiliary power units (APU) operated at airports along with locomotives and diesel marine vessels are also considered nonroad sources and are included in the nonroad category.

Metropolitan Washington Airports Authority (MWAA) provided all types of airport emissions for Dulles (Fairfax & Loudoun) and Reagan National (Arlington) airports, which are documented in *Air Pollution Emission Inventories for Washington Dulles International Airport and Ronald Reagan Washington National Airport for Calendar Years 2002, 2008, 2009*<sup>1</sup> (see Appendix B4 of the 2002 base year inventory document). Nonroad model generated ground

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<sup>1</sup> Metropolitan Washington Airports Authority, *Air Pollution Emission Inventories for Washington Dulles International Airport and Ronald Reagan Washington National Airport for Calendar Years 2002, 2008, 2009*, prepared by URS Corporation, Washington, D.C. March 2006.

support equipment emissions for Loudoun and Arlington counties were replaced by emissions provided by MWAA. While MWAA GSE emissions for Dulles airport were equally divided between Fairfax and Loudoun counties, Reagan National emissions were put into Arlington county. Aircraft and APU emissions for other counties were provided by the respective states. Emissions from locomotives and commercial diesel marine vessels were also provided by the states.

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### 3.2.5 Biogenic Emissions

An important component of the inventory is biogenic emissions. Biogenic emissions are those resulting from natural sources. Biogenic emissions are primarily VOCs that are released from vegetation throughout the day. Biogenic emissions of NO<sub>x</sub> include lightning and forest fires. EPA used a biogenic computer model (BEIS3.12) to estimate biogenic emissions for each county in the country for all twelve months of the year 2002. Emissions data for Washington, DC ozone non-attainment area counties were acquired from the EPA web-site ([ftp://ftp.epa.gov/EmisInventory/2002finalnei/biogenic\\_sector\\_data/](ftp://ftp.epa.gov/EmisInventory/2002finalnei/biogenic_sector_data/)). EPA has recommended that states use these emissions in case they do not have their own estimated biogenic emissions. Washington, DC ozone non-attainment area decided to use the inventories provided by the EPA.

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