

# CO<sub>2</sub> Emissions from Fossil Fuels Combustion, ACES Inventory for CONUS, 2012-2017

## Data Acquisition, Materials, and Methods (with equations)

The first version of the ACES emissions inventory (Northeastern U.S. only) was developed to provide researchers and policymakers in the Northeast U.S. with the ability to quantify and understand trends in FFCO<sub>2</sub> emissions at local and regional scales across multiple years. This new version of ACES-CONUS represents a substantial expansion of the ACES database to cover the entire CONUS, spanning the years 2012 – 2017, at a 1 x 1 km, hourly resolution. FFCO<sub>2</sub> emissions in ACES are derived from publicly available statistics on energy consumption, vehicle activity, industrial processes, and other emission factors. Emissions estimates are provided for ten different source sectors, each with a unique set of spatial and temporal characteristics. Figure 1 shows the total emissions for the CONUS in the year 2017, with insets zoomed into four example urban areas.

### Data Sources

A range of input datasets were used to produce the emissions estimates in ACES. The following subsections describe the data inputs and methods used to produce hourly estimates of CO<sub>2</sub> fluxes for each ACES sector for CONUS. These methods build from those described extensively by Gately and Hutyra (2017), expanding the geographic scope and updating data sources.

Emissions of CO<sub>2</sub> from the residential, commercial, industrial, non-road mobile, aircraft, marine, and rail sectors are derived from a combination of state-level data on fossil fuel consumption by end-use sector reported in the State Energy Data System (SEDS)<sup>1</sup> published by the Energy Information Administration (EIA) and data from the 2014 U.S. Environmental Protection Agency's (EPA) National Emissions Inventory (NEI)<sup>2</sup>. Emissions from point sources, which include electric power generation, industrial facilities, and aircraft take-off and landing operations, were estimated using a combination of data from the NEI and from the EPA Greenhouse Gas Reporting Program (GHGRP)<sup>3</sup>. Onroad CO<sub>2</sub> emissions were obtained from the Database of Road Transportation Emissions (DARTE)<sup>4</sup>.

### Aircraft and Airport Sector

Aircraft emissions were estimated for near-surface emissions only, covering aircraft taxiing and take-off and landing operations. All emissions for this sector are treated as point sources located at the airport location reported by the NEI.

Annual estimates of carbon monoxide (CO) emissions at each airport are reported in the NEI. CO emissions for aircraft were converted into gallons of jet fuel consumption using emissions factors from the EPA’s WebFIRE<sup>5</sup> database. Total annual consumption of jet fuel and aviation gasoline for each state was obtained from SEDS<sup>9</sup> (codes 'AVACP', 'JFACP', and 'JNACP') for the years 2012-2017. To maintain consistency with SEDS state totals, the NEI-derived estimates of airport-level fuel consumption for 2014 were scaled for each year such that the sum of fuel consumption at all airports in a state matched the SEDS state totals for that year as in Equation 1:

$$F_{i,s,y}^{Scaled} = F_{i,s,y}^{NEI} \div \sum_{i=1}^N F_{i,s,y}^{NEI} \times F_{s,y}^{SEDS} \quad (1)$$

Where **i** is the NEI airport facility, **s** is the state, and **y** is the year. Fuel consumed was then converted to CO<sub>2</sub> emissions using emissions factors from the EIA’s Carbon Dioxide Emissions Coefficients Table<sup>6</sup>.

Annual emissions at each airport were then disaggregated to an hourly time structure using take-off and landing data from the Federal Aviation Administration’s Air Traffic Activity System (ATADS)<sup>7</sup>. Each day’s share of total annual flights for a given airport in ATADS was used to distribute annual CO<sub>2</sub> to daily CO<sub>2</sub>. ATADS data also provides hourly take-off and landing activity for an average day in each month. We used those hourly data to allocate daily emissions to an hourly pattern for each day in the relevant month and year. For airports without ATADS data, annual emissions at each airport were downscaled using the hourly time structure from the nearest airport in the ATADS system.

### *Marine Vessels*

Coastal and offshore commercial marine vessel CO emissions from NEI were converted to CO<sub>2</sub> using emissions factors from EPA<sup>8</sup>. We assume all marine vessels that burn residual oil as fuel have the emissions characteristics of ‘Ocean-Going Vessels’ and are all ‘Medium-Speed Diesel’. We assume that marine vessels that burn ‘Diesel Fuel’ in the NEI ‘Port Emissions’ category are 50% ‘Ocean-Going Vessels’ and 50% ‘Harbor Craft’. We assume that marine vessels that burn diesel fuel in the ‘Underway emissions’ category are 100% ‘Harbor Craft’. We partition ‘Harbor Craft’ activity (both in port and underway) as 25% Category 2 vessels and 75% Category 1 vessels, following EPA<sup>9</sup>. For Category 1 Harbor Craft, we use a CO emission factor of 1.5 g / kWh, which is the median value for Tier 0 / Tier 1 / Category 1 vessels. We use a CO emission factor of 1.1 for Category 2 Harbor Craft. We assume there are no Tier 2 craft. The CO<sub>2</sub> emission factor for all Harbor Craft is 690 g/kWh, as in Table 3.8 of EPA<sup>9</sup>.

Emissions were then assigned to waterways and port areas using the NEI Port and Shipping Lane shapefiles<sup>10</sup>, and then intersected and aggregated to the ACES 1km grid. Emissions are given a flat hourly time structure, as no data on seasonal, monthly, or diurnal patterns in activity was

available. The emissions based on 2014 NEI are replicated for each year in ACES as there were no interannual trend data available at the time of creation.

*Point Sources – Electric power plants and industrial facilities*

ACES distinguishes between point source emissions from electricity generating facilities and from other type of industrial facilities. The source data for these emissions is obtained from the NEI<sup>2</sup> and the GHGRP<sup>3</sup>. NEI reports annual CO emissions and GHGRP reports annual CO<sub>2</sub> emissions. There is overlap between the two datasets, with GHGRP facilities also contained in the NEI dataset. These facilities are meticulously filtered from the NEI to avoid double-counting. There does not exist a complete crosswalk table between the facility ID codes used in NEI and in GHGRP. Since many facilities are covered by multiple monitoring programs, there are often multiple ID codes for each facility. To identify facilities that are duplicated between GHGRP and NEI we constructed as complete a cross-tabulation as possible for all facilities using facility IDs sourced from the EPA’s Facility Registry Service (FRS), the EIA Form 923 database, and crosswalk tables provided by EPA<sup>11</sup>.

After filtering NEI facilities using the facility ID crosswalk, we performed an additional filtering step according to the following criteria:

1. Matching facility name, zip code, and state between NEI and GHGRP
2. Matching facility address, zip code, and state between NEI and GHGRP
3. Matching latitude and longitude between NEI and GHGRP

GHGRP facilities were classified as electric power plants if the ‘sector’ field was equal to ‘Power Plant’. All other GHGRP facilities were assigned to the ACES ‘Industrial’ sector. NEI electric power plant facilities were identified using the included Source Classification Codes. The remaining non-electric power plant NEI point sources were partitioned out for use in other ACES sector estimates, including ‘Aircraft/Airports’, ‘Industrial’, ‘Marine Vessels’, ‘Nonroad Vehicles and Equipment’ and ‘Rail’.

GHGRP facilities directly report annual CO<sub>2</sub> emissions, and the data is available for each year in the ACES time series (2012-2017). NEI facilities report CO emissions, and we were limited to the 2014 NEI vintage. Thus, we recoded the NEI fuel types to match the SEDS fuel types using a crosswalk table. We extrapolated the 2014 NEI fuel consumption data to the years 2012-2013 and 2015-2017 using SEDS<sup>1</sup> state total fuel consumption from the electric power generation end use sector. For each year, the ratio of that year’s state total fuel consumption to the 2014 state total fuel consumption is used as an adjustment factor to the scale each NEI facilities 2014 fuel consumption as in Equation 2:

$$F_{i,s,y}^{NEI} = F_{i,s,2014}^{NEI} \times F_{s,y}^{SEDS} \div F_{s,2014}^{SEDS} \quad (2)$$

Where for a given fuel type **F**, the subscript **i** is the NEI facility, **s** is the state, and **y** is the year. Fuel consumed was then converted to CO<sub>2</sub> emissions using emissions factors from EIA<sup>6</sup>.

The hourly time structure of point source emissions from electric power stations was derived from fuel consumption data reported by a subset of power stations as part of the EPA Air Markets Program Database (AMPD)<sup>12</sup>. Each facility in AMPD reports the heat input in million Btu of the fuel combusted to generate power for each hour of the year. We summed the hourly heat input to an annual total for each facility, then divided each hour's value by this total to generate hourly shares of activity for the facility. Each point source from NEI or GHGRP that was not included in the AMPD was assigned the hourly temporal structure of the nearest AMPD facility. Point location emissions were then intersected with the ACES 1km grid and spatially aggregated for each hour of the year.

### *Nonroad Vehicles and Equipment*

For emissions from vehicles and other fossil fuel powered equipment that do not operate on the public road network (e.g. construction vehicles, agricultural vehicles, lawn and garden equipment), estimates of county-level CO<sub>2</sub> were obtained from the NONROAD module included in the EPA Motor Vehicle Emission Simulator (MOVES – version 2014a)<sup>13</sup>.

NONROAD provides time-varying emissions estimates for most non-road sources by month and by weekday / weekend for every county in the U.S. A detailed review and comparison of MOVES NONROAD category coverage with other data sources for nonroad vehicle activity indicated that the NONROAD model estimates are missing emissions from non-road construction and industrial facility vehicles<sup>14</sup>. Fortunately, data on state-level gasoline consumption for these vehicles are available from the Highway Statistics Series Table MF-24, published annually by the Federal Highway Administration (FHWA)<sup>15</sup>. We therefore supplement the county-level data from the MOVES NONROAD model with state-level data on gasoline consumption by construction and industrial facility vehicles from the MF-24 dataset. Table 1 shows the subsectors covered by the MOVES NONROAD and MF-24 datasets.

We downscale the state-level MF-24 data to county using each county's fraction of state total CO emissions by subsector in the NEI as shown in Equation 3.

$$F_{sector, county, year}^{MF-24} = F_{sector, state, year}^{MF-24} \times CO_{sector, county, 2014}^{NEI} \div CO_{sector, state, 2014}^{NEI} \quad (3)$$

MF-24 fuel estimates were then converted to CO<sub>2</sub> using emissions factors from EIA<sup>8</sup>. The MF-24 data is only available for the years 2015-2017 with the appropriate subsector categories, as the methodology changed in 2015, and previous years suffer significant data quality issues. Therefore, for the years 2012-2014 we use the 2015 estimates from MF-24. For 2015-2017, we use the appropriate years' data. As the MOVES NONROAD model is very computationally expensive to run, we ran it for every county in CONUS for the year 2017 only and use these emissions estimates for all years in ACES.

NONROAD provides estimates of the average daily emissions for an average weekday and an average weekend day for each month of the year. For each of the years 2012 – 2017, we expand the NONROAD output files to match the calendar year and the appropriate number of weekdays and weekend days. No sub-daily temporal allocation is performed. MF-24 emissions estimates have a flat temporal allocation across all hours of the year.

Nonroad emissions are spatially disaggregated from county level using the spatial surrogates developed for the Community Modeling and Analysis System Spatial Allocator (CMAS)<sup>16</sup>. The CMAS Spatial Allocator tool provides spatial surrogates to allocate emissions from the county level down to a 4km x 4km grid used by CMAS for air quality modeling

(<https://www.cmascenter.org/smoke/>), using a range of proxy data on land uses by grid cell.

Table 1 shows the CMAS spatial surrogate filenames/codes used to downscale each subsector of ACES Nonroad emissions. We then further disaggregate the emissions from the 4km SMOKE grid down to the 1km ACES grid using simple areal interpolation.

<b>Subsector</b>	<b>Source Data</b>	<b>CMAS Spatial Surrogate</b>
Agriculture	MOVES NONROAD	USA_310_FILL.txt
Airport Support	MOVES NONROAD	USA_711_FILL.txt
Commercial	MOVES NONROAD	USA_520_FILL.txt
Construction	FHWA MF-24	USA_861_FILL_NORM.txt
Industrial	FHWA MF-24	USA_520_FILL.txt
Lawn/Garden	MOVES NONROAD	USA_303_FILL.txt
Logging	MOVES NONROAD	USA_890_FILL.txt
Oil Field Support	MOVES NONROAD	USA_680_FILL.txt
Pleasure Craft	MOVES NONROAD	USA_810_FILL.txt
Recreational	MOVES NONROAD	USA_400_FILL.txt
Underground Mining	MOVES NONROAD	USA_860_FILL.txt

Table 3. Subsectors covered in the ACES Nonroad Sector. CMAS Spatial Surrogate column provides file names for the subsector-specific spatial proxies used to allocate county-level emissions to the CMAS/SMOKE 4km grid. Surrogate files are available for download at: [https://gaftp.epa.gov/Air/emismod/2014/v1/spatial\\_surrogates/](https://gaftp.epa.gov/Air/emismod/2014/v1/spatial_surrogates/)

## *Onroad Vehicles*

ACES onroad emissions are based on annual road-level CO<sub>2</sub> emissions estimates reported by the Database of Road Transportation Emissions (DARTE)<sup>4</sup>. Onroad vehicle emissions are calculated using roadway-level traffic volumes reported by the Highway Performance Monitoring System (HPMS), a traffic monitoring program overseen by the Federal Highway Administration. All U.S. states and the District of Columbia are required to submit annual estimates for a wide variety of traffic and highway condition data to HPMS in compliance with federal statute. This data has been archived in a digital tabular format since 1980. The core data features of the HPMS are individual road segments that are defined by the state transportation departments. For each road segment HPMS reports the center-line length in miles, annual average daily traffic (AADT), functional class, urban/rural context, and county. AADT is a measure of the number of vehicles that traverse the road segment on an average day, adjusted for seasonal and day-of-week variation. Annual vehicle miles travelled (VMT) on each road segment is calculated by multiplying AADT by the length of the road segment and then by 365 days (or 366 days for leap years).

For 2012-2017, HPMS became available in shapefile format from FHWA. However, the VMT totals in the 2012-2017 shapefiles do not match the statewide totals reported by the FHWA in the Highway Statistics Series Table VM-2, which was used as a control total in the first release of DARTE. We adjust the data by calculating the difference in VMT between the HPMS shapefile totals and the Table VM-2 state totals for each functional class and assign these residual amounts uniformly across that class of roads in each county, based on that county's share of state total VMT for that functional class. This method is the same as was used in the first release of DARTE to assign VMT from the HPMS local road summary files. For further details, see the Supporting Information in Gately et al.<sup>4</sup>

The HPMS shapefiles also lack representation of the local road network. To maintain consistency across years and to accurately represent the location of emissions on local roads, the data in the HPMS shapefiles was reallocated onto the 2016 TIGER national road network shapefile<sup>17</sup>. Road-segment VMT were aggregated to county scale for the 12 different roadway functional classes included in HPMS, six for urban roads and six for rural roads. State-level VMT data for local roads were then added to each county based on the county's share of state total VMT of the next higher functional class (minor collectors).

For each year, county, and functional class, annual VMT from HPMS were partitioned into the five vehicle types used by the Highway Statistics Series Table VM-4: Passenger cars, passenger trucks (SUV, pickups, minivans), buses, single-unit trucks, and combination trucks. A calibrated fuel economy and VMT by vehicle type was used to calculate gallons of motor gasoline and diesel fuel consumption, for each year, county, and road functional class. For each road in the database, the annual time series of fuel consumption was then smoothed using a loess (locally

estimated scatterplot smoothing) algorithm to reduce inter-annual noise arising from data gaps and periodic road reclassification. For each state, annual fuel consumption for each road was then scaled such that the sum of all roads' fuel consumption was equal to the published state totals in FHWA Highway Statistics Series Table MF-21<sup>18</sup> as shown in Equation 4:

$$adjF_{county,class} = \frac{F_{county,class}}{F_{state}} \times F_{state}^{MF-21} \quad (4)$$

The motor gasoline and diesel fuel consumption were then converted to CO<sub>2</sub> emissions using emission factors from EIA<sup>6</sup>. Emissions were assigned to the 2016 Census TIGER/Line road network according to functional class and county, and then aggregated to the ACES 1 x 1 km spatial grid.

To develop a temporal allocation for onroad emissions we use hourly traffic count data provided by the FHWA Traffic Volume Trends (TVT) program<sup>19</sup>. For the year 2012, the TVT data in California was very sparse, so we substituted similar data from the CalTrans Performance Measurement System (PeMS)<sup>20</sup>. The total number of traffic monitoring stations with complete hourly data varied year to year from a low of 3,800 in 2013 to a high of 4,900 in 2016, and provided reasonably complete coverage across the U.S.

Hourly vehicle counts for each traffic monitoring station are summed to an annual total, and then each hour is divided by the annual sum for that station to obtain an hourly allocation factor. ACES emissions in each grid cell were assigned the hourly allocation factors of the nearest TVT or PeMS monitoring station.

### *Oil and Gas Production*

CO<sub>2</sub> emissions associated with oil and production at the county level were calculated using the EPA Oil and Gas Emission Estimation tool<sup>21</sup>. The tool partitions emissions into four well-type categories: Oil, Gas, Combined Oil & Gas, and Water. The tool reports annual estimates of CO<sub>2</sub> emissions from these wellhead types. To allocate these emissions in space we used the CMAS spatial surrogates<sup>16</sup> for oil and gas wellhead densities (surrogate code 680). We then further disaggregate the emissions from the 4km SMOKE grid down to the 1km ACES grid. A uniform time structure was used for emissions from this sector, as no temporal allocation information was available. Figure 3 shows the spatial distribution of oil and gas emissions across the CONUS.

### *Railyards and Trains*

Railway CO emissions were obtained from the 2014 NEI and converted to CO<sub>2</sub> using emission factors from EPA<sup>22</sup>. Emissions were summed by county and then spatially distributed onto the NEI-provided Rail Line shapefile layer and the 2014 EPA CMV Rail County Shape Fractions for Rail and Commercial Marine<sup>23</sup>.

Point source railyard emissions were obtained by converting NEI estimates of CO at railyards to CO<sub>2</sub> using emissions factors from EPA<sup>22</sup> and EIA<sup>6</sup>. Both the point feature emissions and the linear feature emissions were aggregated together onto the ACES 1km grid. Emissions were given a flat hourly time structure, as no data on seasonal, monthly, or diurnal patterns in activity was available.

### *Residential Buildings*

State data on annual consumption of fossil fuels by end-use for the residential sector was obtained from the SEDS<sup>1</sup>. We then allocate fuel consumption to U.S. Census Block Groups by combining data from several sources:

- The number of households in each Census Block Group that heat with different fuel sources from the American Community Survey (ACS)<sup>24</sup>
- The share of annual household fuel consumption used on space heating versus other end uses such as cooking or heating water from the Residential Energy Consumption Survey (RECS)<sup>25</sup>
- The total square footage of residential units in a Census Block Group extracted from the FEMA HAZUS tool<sup>26</sup>
- The number of ‘heating-degree hours’ a Block Group experienced in each hour of the year, defined as the difference between the hourly average ambient air temperature in a Block Group and 65°F, exclusive to the hours when the average hourly ambient air temperature is less than 65°F.
- Hourly average ambient air temperatures are obtained for each Block Group using the gridded meteorological analysis products from the NOAA Rapid Refresh forecasting system, available at: <https://rapidrefresh.noaa.gov>

We first partition fuel consumption into two categories: consumption presumed to be influenced by ambient air temperature (i.e. for space-heating purposes), and consumption presumed not to be influenced by air temperature (i.e. hot water heating, cooking, other activities) using the end use shares provided by RECS<sup>25</sup>.

For fuel consumption not influenced by local air temperatures, we give a flat time structure across the year. For temperature-influenced consumption we used the hourly heating-degree shares to assign an hourly time structure, and as part of the allocation process to assign consumption across different Census Block Groups in the state.

For temperature-dependent fuel consumption (superscripted by *space*) consumption of each fuel (oil, natural gas, liquid propane gas (LPG), coal, and wood) were allocated to Block Groups as shown in Equation 5:

$$F_{b,h,y}^{space} = F_{s,y}^{space} \times \underbrace{\frac{HH_{b,y}^f}{HH_{s,y}^f}}_{(a)} \times \underbrace{\frac{HDH_{b,y}}{HDH_{s,y}}}_{(b)} \times \underbrace{\frac{SqFt_b^{res}}{SqFt_s^{res}}}_{(c)} \quad (5)$$

Where **F** is fuel amount, **b** is block group, **s** is state, **h** is hour, **y** is year, **HH** is households, **HDH** is heating degree hours, and **SqFt** is total square footage of residential buildings in the block group or state. The three allocation factors are: (a) the ratio of the number of households in a block group that use fuel **f** as their primary source of fuel divided by the statewide total number of households using that fuel, in that year, (b) the ratio of the total number of heating degree hours in the block group that year divided by the average of the total heating degree hours for all block groups in the state (which accounts for variability in climate conditions across a state in a given year), and (c) the fraction of a state's residential square footage that is located in a given block group. The product of these three allocation factors multiplied by the total fuel consumed in the state results in an estimate of block group fuel consumption. However, since allocation factor (b) is not bounded between 0 and 1, the sums of these block group level fuel consumptions do not total the state fuel consumption. To maintain consistency with the SEDS state totals, block group level estimates are then re-scaled as shown in Equation 6.

$$adjF_{b,y}^{space} = \frac{F_{b,y}^{space}}{\sum F_{b,y}^{space}} \times F_{s,y}^{space} \quad (6)$$

Hourly fuel consumption is then calculated as in Equation 7:

$$F_{b,h,y}^{space} = \frac{HDH_{b,h,y}^{space}}{\sum HDH_{b,y}^{space}} \times adjF_{b,y}^{space} \quad (7)$$

using each hour of the year's fraction of total heating degree hours for the block group.

For the remaining fuel consumption that is not influenced by ambient temperatures, we allocate to block groups as in Equation 8:

$$F_{b,h,y}^{other} = F_{s,y}^{other} \times \underbrace{\frac{HH_{b,y}^f}{HH_{s,y}^f}}_{(a)} \times \underbrace{\frac{SqFt_b^{res}}{SqFt_s^{res}}}_{(c)} \div \sum Hours_y \quad (8)$$

For this fuel consumption, only the block group's fraction of households using the fuel and the block group's share of total state square footage are used to allocate from state totals to block group estimates, whereafter annual totals are allocated to hours by dividing by the total number of hours in the year.

Block group fuel consumption for each fuel type is then summed between the space-heating and other end uses for each hour of the year and converted to CO<sub>2</sub> emissions using emissions factors from EIA<sup>6</sup>. Hourly emissions at block group level are then intersected and aggregated to the ACES 1km grid. Figure 4 shows annual total emissions from residential sources in 2017 for the CONUS.

### *Commercial and Institutional Buildings*

Fuel consumption for commercial and institutional buildings is also reported annually for each state in SEDS<sup>1</sup>. We first partition fuel consumption between space heating (temperature-dependent) and other end uses (non-temperature-dependent) using data from the Commercial Building Energy Consumption Survey (CBECS) Table E7<sup>27</sup> from 2012, the most recent year that CBECS data is available.

Next we allocate state total fuel consumption to Census Block Group geographies using a similar method to that of the residential emissions, as shown in Equation 9:

$$F_{b,h,y}^{space} = F_{s,y}^{space} \times \frac{HDH_{b,y}}{HDH_{s,y}} \times \frac{SqFt_b^{com}}{SqFt_s^{com}} \quad (9)$$

(b)                      (c)

Again, since allocation factor (b) is not bounded between 0 and 1, the sums of these block group level fuel consumptions do not total the state fuel consumption. To maintain consistency with the SEDS state totals, block group level estimates are re-scaled as shown in Equation 10.

$$adjF_{b,y}^{space} = \frac{F_{b,y}^{space}}{\sum F_{b,y}^{space}} \times F_{s,y}^{space} \quad (10)$$

Hourly fuel consumption is then calculated as in Equation 11:

$$F_{b,h,y}^{space} = \frac{HDH_{b,h,y}^{space}}{\sum HDH_{b,y}^{space}} \times adjF_{b,y}^{space} \quad (11)$$

using each hour of the year's fraction of total heating degree hours for the block group.

For the remaining fuel consumption that is not influenced by ambient temperatures, we allocate to block groups as in Equation 12:

$$F_{b,h,y}^{other} = F_{s,y}^{other} \times \frac{SqFt_b^{com}}{SqFt_s^{com}} \div \sum Hours_y \quad (12)$$

(c)

For this fuel consumption, only the block group’s fraction of total state commercial building square footage is used to allocate from state totals to block group estimates, whereafter annual block group totals are then allocated to hours by dividing by the total number of hours in the year. Block group fuel consumption for each fuel type is then summed between the space-heating and other end uses for each hour of the year and converted to CO<sub>2</sub> emissions using emissions factors from EIA<sup>6</sup>. Hourly emissions at block group level are then intersected and aggregated to the ACES 1km grid.

### *Industrial Facilities*

The ACES Industrial sector emissions comprise both point- and non-point industrial facilities. “Non-point” facilities are those with emissions levels too small to be included in the GHGRP or the NEI point source emissions datasets. The NEI provides a separate dataset with estimates of CO emissions for these non-point facilities at the county level. These were converted to fuel consumption using emissions factors from EPA<sup>5</sup>.

Industrial point source emissions were estimated using the NEI point layer dataset on CO emissions. Facilities that were not assigned to the electric power generation sector, or the airport, railyard, or nonroad vehicle sectors were designated as industrial and included in this sector. CO emissions were first converted to fuel consumption using emissions factors from the EPA<sup>5</sup>. Total fuel consumption from both point and nonpoint industrial sources was then compared to SEDS state total fuel consumption for the industrial sector<sup>1</sup>. Fuel consumption was then adjusted so that the sum of point and nonpoint estimates equals the SEDS state totals via Equation 13:

$$adjF_i^{ind} = \frac{F_i^{ind}}{\sum F_i^{point\_ind} + \sum F_i^{nonpoint\_ind}} \times F_s^{SEDS} \quad (13)$$

Where the adjusted fuel consumption for either the point or nonpoint industrial source is equal to the total SEDS industrial fuel consumption for the state, multiplied by the ratio of the fuel consumption estimated for the point or nonpoint facility, then divided by the sum of the estimated fuel consumption for all point and nonpoint facilities in the state. Fuel consumption was then converted into CO<sub>2</sub> emissions using emissions factors from EIA<sup>6</sup>.

Temporal allocation of annual emissions to hourly emissions for the point source industrial facilities was done the same way as for point source electric power facilities, using the hourly allocation factors associated with the nearest facility from the EPA AMPD database<sup>12</sup>. For the nonpoint industrial facilities, a flat hourly time structure was used.

Nonpoint industrial emissions were downscaled from county-scale to the SMOKE 4km grid using the CMAS Spatial Surrogate 505 (industrial land)<sup>16</sup>. These estimates were then further downscaled to the ACES 1km grid. Point source emissions locations were intersected with the ACES 1km grid and summed with the downscaled nonpoint industrial emissions.

**Table 4.** Bibliography for data sources as cited above.

<b>Data Source Bibliography</b>
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