REDESIGNATION REQUEST AND MAINTENANCE PLAN

FOR THE

WISCONSIN PORTION OF THE CHICAGO-NAPERVILLE (IL-IN-WI) 2008 8-HOUR OZONE NONATTAINMENT AREA

Kenosha County (Partial), Wisconsin

DRAFT FOR PUBLIC REVIEW

Developed By:
The Wisconsin Department of Natural Resources

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List of Acronyms

AQS	EPA's Air Quality System database
CAA	Clean Air Act
CSA	Combined Statistical Area
CSAPR	Cross-State Air Pollution Rule
CTG	Control Techniques Guideline
DV	design value
EGU	electric generating unit
EPA	U.S. Environmental Protection Agency
IDEM	Indiana Department of Environmental Management
IEPA	Illinois Environmental Protection Agency
I/M	Inspection and Maintenance
iSIP	Infrastructure SIP
LADCO	Lake Michigan Air Directors Consortium
MOVES	EPA's MOtor Vehicle Emission Simulator model
MVEB	Motor Vehicle Emissions Budget
NAAQS	National Ambient Air Quality Standard
NESHAP	National Emission Standards for Hazardous Air Pollutants
NOx	nitrogen oxides (NO and NO_2)
NSR	New Source Review
ppm	parts per million
PSD	Prevention of Significant Deterioration
RACM	Reasonably Available Control Measures
RACT	Reasonably Available Control Technology
SIP	State Implementation Plan
tpsd	tons per summer day
VOC	volatile organic compounds
WDNR	Wisconsin Department of Natural Resources

1. INTRODUCTION

Wisconsin requests that the U.S. Environmental Protection Agency (EPA) redesignate the Wisconsin portion of the Chicago-Naperville, IL-IN-WI, nonattainment area (the eastern part of Kenosha County, Wisconsin; hereinafter "eastern Kenosha County") from nonattainment to attainment for the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS). The Chicago-Naperville, IL-IN-WI, nonattainment area for the 2008 ozone NAAQS (the "Chicago nonattainment area") consists of all or portions of 11 counties in Illinois, Indiana and Wisconsin. This area includes 8 counties in Illinois (including two partial counties), two counties in Indiana, and eastern Kenosha County in Wisconsin, all classified as a serious ozone nonattainment area. This nonattainment area is shown in Figure 1.1. The states of Illinois and Indiana are also submitting redesignation requests for their portions of the Chicago nonattainment area. The Chicago area has recorded three years of ambient air quality monitoring data for the years 2017 through 2019 that demonstrates attainment of the 2008 ozone NAAQS.

1.1. Background

The federal Clean Air Act (CAA) requires an area not meeting a NAAQS for a specified criteria pollutant to develop or revise its State Implementation Plan (SIP) to expeditiously attain and maintain the NAAQS in that nonattainment area. When attainment of a NAAQS in a nonattainment area has been achieved, Section 107(d)(3)(D) of the CAA allows states to request the nonattainment area to be redesignated to attainment provided that certain criteria are met.

Historically, exceedances of the federal ozone standards have been monitored along the lakeshore of Lake Michigan, including eastern Kenosha County. Kenosha County was designated nonattainment for two previous ozone NAAQS but has been either redesignated to attainment for or found to be attaining each of these standards[1], as shown in Table 1.1.

In March 2008, EPA finalized a revision to the 8-hour ozone NAAQS (73 FR 16436). The 2008 ozone NAAQS (0.075 parts per million, ppm) was more restrictive than the previous 1997 ozone NAAQS (0.08 ppm). In June 2012, EPA published a final rulemaking that designated all or part of eleven counties in the Chicago-Naperville, IL-IN-WI, Combined Statistical Area (CSA) as marginal nonattainment for the 2008 ozone NAAQS (77 FR 34221). This rulemaking was based upon EPA's review of ozone monitoring data collected during the years 2009-2011 for Illinois and 2008-2010 for Indiana and Wisconsin.[2] On May 4, 2016, EPA reclassified the Chicago nonattainment area from marginal to moderate nonattainment status, effective June 3, 2016. This reclassification was based on 2012-2014 monitoring data. On August 23, 2019, EPA again reclassified this area, from moderate to serious nonattainment status, effective September 23, 2019. This reclassification was based on 2015-2017 monitoring data.

[1] EPA issued an attainment determination for the Milwaukee-Racine nonattainment area after the 1979 1-hour NAAQS was revoked, so this area was never formally redesignated to attainment of this standard. The area was redesignated to attainment of the 1997 ozone NAAQS in July 2012.

[2] EPA designated most areas based on 2008-2010 air monitoring data. However, Illinois certified its 2011 ozone monitoring data for the Chicago area early and submitted this data to EPA for consideration. This delayed the designation process for this area, which was designated nonattainment via a separate rulemaking two months after all other areas.

Table 1.1. Kenosha County nonattainment history for ozone NAAQS.

Year Promulgated	1979	1997	2008	2015
Level	0.12 ppm	0.08 ppm	0.075 ppm	0.070 ppm
Averaging Time	1 hour	8 hours	8 hours	8 hours
WI Nonattainment Area	Milwaukee-Racine Area*	Milwaukee-Racine Area*	Kenosha (partial), part of Chicago Area	Kenosha (partial), part of Chicago Area
Classification	Severe-17	Moderate	Marginal (reclassified to Serious)	Marginal
Finding of / Redesignation to Attainment[1]	4/24/2009 74 FR 18641	7/31/2012 77 FR 45252	TBD	TBD

*The Milwaukee-Racine Area encompassed Kenosha, Racine, Milwaukee, Ozaukee, Washington and Waukesha Counties for the 1979 and 1997 NAAQS.

In October 2015, EPA finalized a new, more stringent primary 8-hour ozone NAAQS of 0.070 ppm (80 FR 65291). In April 2018, EPA published a final rulemaking designating part of eastern Kenosha County as nonattainment of the 2015 NAAQS based on 2014-2016 monitoring data (83 FR 25776).[3] The EPA designated the remainder of Kenosha County as attainment for the 2015 NAAQS.

1.2. Geographical Description

Kenosha County is located in southeastern Wisconsin along the western shoreline of Lake Michigan, just north of the Illinois state line. The nonattainment designation for Kenosha County for the 2008 ozone NAAQS applies only to the eastern portion of the county, including the townships of Pleasant Prairie and Somers. Kenosha County has a largely service-based and industrial economy, with a 2010 population of 166,426. 77% of the county's population (128,534) lives in the 2008 ozone NAAQS nonattainment area. Kenosha County is roughly halfway between the cities of Chicago and Milwaukee and is part of the Chicago-Naperville CSA. Most of the CSA is upwind of Kenosha County on high ozone days and contributes to high ozone concentrations in Kenosha County.

[3] The nonattainment area for the 2015 ozone NAAQS is smaller than that for the 2008 ozone NAAQS, extending from Lake Michigan inland to 88th Avenue.

Figure 1.1. Map of the Chicago-Naperville, IL-IN-WI, 2008 ozone nonattainment area ("Chicago nonattainment area"), with monitoring locations shown.

1.3. Status of Ozone Air Quality

Ozone monitoring data for the most recent three years, 2017 through 2019, demonstrate that the air quality meets the 2008 ozone NAAQS in the Chicago nonattainment area, as discussed in more detail in Section 3. In addition, total summer emissions of ozone precursors - nitrogen oxides (NOx) and volatile organic compounds (VOCs) - are projected to continue to decrease. As a result, the Wisconsin Department of Natural Resources (WDNR) expects maintenance of the standard as discussed in sections 4 and 7, justifying a redesignation to attainment for Wisconsin's portion of the nonattainment area based on Section 107(d)(3)(E) of the CAA.

1.4. Requirements for Redesignation and Overview of this Redesignation Request

Sections 107(d)(3)(E)(i) through (v) of the CAA establishes the following criteria to be met in order for an area to be considered for redesignation of a NAAQS:

(i) A determination by EPA that the area has attained the NAAQS;

(ii) A fully approved SIP for the area under Section 110(k) of the CAA;

(iii) A determination by EPA that the improvement in air quality is due to permanent and enforceable reductions in emissions;

(iv) A fully approved maintenance plan, including a contingency plan, for the area under Section 175(A) of the CAA.

(v) A determination that all applicable requirements for the area under Section 110 and Part D of the CAA have been met;

Section 110 and Part D of the CAA list a number of criteria that must be met prior to consideration for redesignation of nonattainment areas to attainment. In addition, EPA has published detailed guidance in a document entitled "Procedures for Processing Requests to Redesignate Areas to Attainment," issued September 4, 1992 as a memo to EPA Regional Air Directors. This document is hereafter referred to as "Redesignation Guidance." This redesignation request and maintenance plan is based on this Redesignation Guidance, supplemented by additional guidance received from staff at EPA Region 5.

This redesignation request and maintenance plan shows that the Wisconsin portion of the Chicago nonattainment area has met these CAA criteria as demonstrated by all of the following:

- Ozone monitoring data demonstrate that the area has attained the 2008 ozone NAAQS (criterion (i), addressed in Section 3).

- Emissions inventories for the nonattainment base year (2011) and attainment year (2017), in combination with a discussion of the control measures in place, indicate that air quality improvements are consistent with observed reductions in NOx and VOC inventories and resulted due to permanent and enforceable emissions reductions (criterion (iii), addressed in Sections 4 and 6).

- Transportation conformity budgets and a description of how the state has met other Section 110 and Part D CAA requirements fulfill the state's remaining requirements for a redesignation request (criteria (ii) and (v), addressed in Sections 2 and 5).

- Projected emissions inventories for the maintenance years (2025 and 2030) and a contingency plan serve as a complete maintenance plan (criterion (iv), addressed in Sections 4 and 7).

2. CAA SECTION 110(a) AND PART D REQUIREMENTS

As a precondition to redesignation of a nonattainment area to attainment, the CAA requires EPA to determine that the state has met all applicable requirements under section 110 and part D of Title I of the CAA (per CAA Section 107(d)(3)(E)(v)) and that the state has a fully approved SIP under Section 110(k) for the area (per CAA Section 107(d)(3)(E)(ii)).

2.1. Satisfying CAA Section 110(a) General SIP Requirements

Section 110(a) of the CAA contains the general requirements for a SIP. Section 110(a)(2) provides that the implementation plan submitted by a state must have been adopted by the state after reasonable public notice and hearing, and, among other things, must:

- Include enforceable emission limitations and other control measures, means or techniques necessary to meet the requirements of the CAA;
- Provide for establishment and operation of appropriate devices, methods, systems, and procedures necessary to monitor ambient air quality;
- Provide for implementation of a source permit program to regulate the modification and construction of any stationary source within the areas covered by the plan;
- Include provisions for the implementation of part C, Prevention of Significant Deterioration (PSD), and part D, New Source Review (NSR) permit programs;
- Include criteria for stationary source emission control measures, monitoring, and reporting; and
- Include provisions for air quality modeling; and provide for public and local agency participation in planning and emission control rule development.

Wisconsin submitted an infrastructure SIP (iSIP) to satisfy the Section 110(a) requirements, exclusive of the interstate transport component, for the 2008 ozone NAAQS (and the 2010 NO_2 and SO_2 NAAQS) to EPA on June 20, 2013. The state submitted an additional clarification on January 28, 2015. EPA approved most elements of Wisconsin's iSIP in a September 11, 2015 rule (80 FR 54725). EPA subsequently approved the three remaining iSIP components, as follows:

- Most elements relating to Wisconsin's PSD program were approved October 6, 2014 (79 FR 60064). EPA approved the remaining components on February 7, 2017 (82 FR 9515).
- Transport provisions are addressed by EPA's Cross-State Air Pollution Rule (CSAPR) Update for the 2008 ozone NAAQS, finalized October 26, 2016 (81 FR 74504).[4]
- EPA approved Wisconsin's state board requirements under section 128 of the CAA on January 21, 2016 (81 FR 3334).

[4] On December 6, 2018, EPA finalized a determination that the CSAPR Update fully addresses Wisconsin's transport obligations for the 2008 ozone NAAQS.

Appendix 1 includes Wisconsin's two iSIP submittals, EPA's partial approval of the iSIP, and submittal documents and approvals for the additional components. These submissions by Wisconsin and EPA's approvals demonstrate compliance with the CAA Section 110 requirements.

2.2. Satisfying CAA Part D Requirements

CAA Title I, Part D, Subpart 1 sets forth the basic nonattainment requirements applicable to all nonattainment areas. Subpart 2 of Part D, which includes Section 182 of the CAA, establishes additional required provisions for ozone nonattainment areas based on their level of nonattainment classification

On August 23, 2019, EPA reclassified the Chicago nonattainment area to a classification of serious. This same rulemaking established that the additional serious nonattainment area SIP elements for areas "bumped up" to serious status must be submitted by August 3, 2020. Guidance from EPA declares that in submitting a redesignation request, states must meet all Part D requirements that were applicable at the time the redesignation request was submitted.[5] Since the state is submitting this redesignation request prior to August 3, 2020, the state must meet the requirements for moderate nonattainment areas and any serious classification elements that would come due prior to a completeness determination for the redesignation. The state is not required to submit the SIP elements for serious nonattainment areas that are related only to a showing of attainment.[6] Approval of this redesignation request would suspend these non-mandated requirements permanently for the 2008 ozone standard. WDNR anticipates approval of this redesignation request by EPA before these elements would come due (on August 3, 2020).

Subpart 1 Requirements

Section 172(c)(1) requires that states implement any reasonably available control measures (RACM) necessary for attainment of the NAAQS. WDNR submitted an evaluation of RACM in Section 6.4 of the Attainment Plan for the Wisconsin portion of the Chicago-Naperville (IL-IN-WI) 2008 8-Hour Ozone Nonattainment Area (the "Kenosha attainment plan"), submitted to EPA on April 17, 2017.[7] WDNR concluded that no additional controls or emission reduction requirements were applicable for RACM under the 2008 ozone NAAQS in this area.

[5] "Procedures for Processing Requests to Redesignate Areas to Attainment," memo from John Calcagni to EPA Regional Air Directors, September 4, 1992.

[6] The additional serious nonattainment area requirements suspended pending continued attainment air quality include the requirements to conduct enhanced monitoring (CAA Section 182(c)(1)), submit attainment and reasonable further progress demonstrations (CAA Section 182(c)(2)), implement an enhanced vehicle inspection and maintenance program (CAA Section 182(c)(3)) and a clean-fuel vehicle program (CAA Section 182(c)(4)), submit a vehicle miles of travel demonstration and transportation control measures if needed (CAA Section 182(c)(5)), and submit contingency measures (CAA Section 182(c)(9)) and milestone compliance demonstrations (CAA Section 182(g)).

[7] Attainment Plan for the Wisconsin Portion of the Chicago-Naperville (IL-IN-WI) 2008 8-Hour Ozone Nonattainment Area, submitted to U.S. EPA on April 17, 2017. https://dnr.wi.gov/topic/AirQuality/documents/AttainmentPlan20170417.pdf

Section 172(c)(2) requires a demonstration of Reasonable Further Progress (RFP). These requirements are further expanded upon in Section 182(b)(1) of Subpart 2 of the CAA and are discussed in the Subpart 2 section below.

Section 172(c)(3) requires submission and approval of a comprehensive, accurate and complete inventory of actual emissions for the area. This requirement was superseded by the inventory requirement in Section 182(a)(1), discussed below.

Section 172(c)(4) requires the identification and quantification of allowable emissions for major new and modified stationary sources in an area. Section 172(c)(5) requires source permits for the construction and operation of new and modified major stationary sources in the nonattainment area. Wisconsin has an approved NSR program that meets these requirements. Furthermore, after redesignation, PSD requirements will apply. Wisconsin has an approved PSD program. EPA approved provisions in Wisconsin's PSD rule on October 6, 2014 (79 FR 60064) and February 7, 2017 (82 FR 9515).

Section 172(c)(7) requires the SIP to meet the applicable provisions of CAA Section 110(a)(2). As noted in the previous section, Wisconsin submitted an affirmation of meeting the Section 110(a) requirements to the EPA on June 20, 2013, with a clarification submitted on January 28, 2015. EPA approved the combined submittal and clarification on September 11, 2015 (80 FR 54725).

Section 172(c)(9) requires contingency measures to be implemented in the event of failure to attain a standard. EPA approved WDNR's RFP contingency measures for the eastern Kenosha County moderate nonattainment area for the 2008 ozone NAAQS on February 13, 2019 (84 FR 3701).

Section 176(c) of the CAA requires states to establish criteria and procedures to ensure that federally supported or funded activities, including highway projects, conform to the air quality planning goals in the applicable SIPs. The requirement to determine conformity applies to transportation plans, programs, and projects developed, funded, or approved under Title 23 of the U.S. Code and the Federal Transit Act (transportation conformity) as well as to all other federally-supported or funded projects (general conformity). Section 5 of this document includes transportation conformity budgets that, once determined adequate by EPA, will be required for use in future transportation planning efforts.

Subpart 2 Section 182(a) Requirements

Section 182(a)(1) requires the submission of a comprehensive emissions inventory. An emissions inventory is included in Section 4 of this redesignation request.

Section 182(a)(2) requires the submission of certain corrections to VOC Reasonably Available Control Technology (RACT) rules, vehicle inspection and maintenance (I/M) programs and permitting programs. These corrections were addressed for the Kenosha County portion of the nonattainment area under the 1-hour ozone standard and do not need to be addressed again under the 2008 8-hour standard.

Section 182(a)(3)(B) requires the submission of an emission statement SIP. EPA approved Wisconsin's emission statement program for the eastern Kenosha County moderate nonattainment area for the 2008 ozone NAAQS on February 13, 2019 (84 FR 3701).

Section 182(b) requires the submission of an attainment plan. WDNR submitted an attainment plan for the Wisconsin portion of the Chicago 2008 ozone NAAQS moderate nonattainment area on April 17, 2017.[7]

Section 182(b)(1), in combination with Section 172(c)(2), requires states with ozone nonattainment areas classified as moderate to make a demonstration of RFP reductions in VOC and/or NOx emissions in the area. EPA approved WDNR's RFP demonstration for the eastern Kenosha County moderate nonattainment area for the 2008 ozone NAAQS on February 13, 2019 (84 FR 3701).

Section 182(b)(2) requires states with moderate nonattainment areas to implement VOC RACT. Appendix 10 of this submittal describes Wisconsin's VOC RACT program for the eastern Kenosha County 2008 ozone nonattainment area. This appendix includes: (1) a list of the control techniques guidelines (CTGs) for which RACT requirements have been codified in Wisconsin Administrative Code, (2) negative declarations for CTGs whose recommendations have not been codified, and (3) a negative declaration that no non-CTG major source of VOC exists in the nonattainment area. When approved, these three components constitute a permanent and enforceable VOC RACT program for the eastern Kenosha County 2008 ozone nonattainment area.

Section 182(b)(4) requires a vehicle I/M program for moderate nonattainment areas. EPA fully approved Wisconsin's I/M program on August 16, 2001 (66 FR 42949) and approved revisions to the program on September 19, 2013 (78 FR 57501). EPA approved Wisconsin's I/M program for the eastern Kenosha County moderate nonattainment area for the 2008 ozone NAAQS on February 13, 2019 (84 FR 3701).

Section 182(f) requires states with moderate nonattainment areas to implement NOx RACT. EPA approved Wisconsin's NOx RACT program in October 2010 (75 FR 64155). EPA approved Wisconsin's NOx RACT program for the eastern Kenosha County moderate nonattainment area for the 2008 ozone NAAQS on February 13, 2019 (84 FR 3701).

Applicable serious area requirements

Requirements related to permitting thresholds, offsets and other permitting provisions became applicable upon the effective date of the final reclassification of the area to serious nonattainment status (i.e., September 23, 2019). Other requirements for serious areas under CAA Section 182(c) are not due until August 3, 2020 and are thus not yet applicable.

Section 182(c)(6) establishes a de minimus rule for NSR provisions, and Sections 182(c)(7) and (8) establish special rules for modifications of sources emitting less than or greater than 100 tons per year of VOC. These provisions are incorporated into Wisconsin's Nonattainment NSR permitting program, which was approved by EPA on January 18, 1995 (60 FR 3538).

Section 182(c)(10) requires NOx and VOC emission offsets at a ratio of 1.2 to 1 for major source permits in serious ozone nonattainment areas. These offset ratios are incorporated into

Wisconsin's Nonattainment NSR permitting program, which was approved by EPA on January 18, 1995 (60 FR 3538).

When EPA approves the enclosed emissions inventory and the VOC RACT components, Wisconsin will have met all the applicable SIP requirements for the purposes of redesignation.

3. OZONE MONITORING

3.1. Ozone Monitoring Network

There are currently 21 ozone monitors operating in the Chicago nonattainment area. WDNR operates two of these monitors in eastern Kenosha County (Figure 1.1). The Chiwaukee Prairie monitor along the lakeshore has measured ozone concentrations since 1988, whereas the Kenosha Water Tower monitor is a special-purpose monitor that began collecting data in 2013. In addition, Illinois operates 15 monitors, and Indiana operates four monitors (Figure 1.1). Table 3.1 shows the data collected over the last three years at these monitors.

3.2. Ambient Ozone Monitoring Data

EPA's requirements for ozone air monitoring data are contained in Appendix P to 40 CFR Part 50 ("Interpretation of the Primary and Secondary National Ambient Air Quality Standards for Ozone"). The level of the 2008 ozone NAAQS is 0.075 ppm. A monitoring site measures compliance with the 2008 ozone NAAQS if it meets the following conditions:

1. There are three complete years of ozone monitoring data at the site.

2. The 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration is equal to or less than 0.075 ppm. This value is called the "design value".

For an area to attain the standard, the design values for all monitoring sites within that area must be equal to or lower than the NAAQS.

Table 3.1 shows the fourth-highest daily maximum 8-hour average values for all ozone monitors in the Chicago nonattainment area for the years 2017-2019, along with the design values for 2017-2019. During this time period, no design value exceeded the standard. The monitoring data for 2017 and 2018 met the completeness criteria, and data for 2019 is anticipated to meet these criteria when certified (see Section 3.4). This data confirms that the entire nonattainment area attained the 2008 ozone NAAQS in 2017-2019. The monitored design values are shown graphically in Figure 3.1. Three monitors, Chiwaukee Prairie in Wisconsin and Evanston and Alsip in Illinois, each had a design value of 0.075 ppm, the highest in the nonattainment area.

Significant reductions in emissions of ozone precursors, NOx and VOC, have resulted from a number of permanent and enforceable control measures implemented during the time period associated with the 2008 ozone standard, as discussed in more detail in Sections 4 and 6. As a result of these emissions reductions, meteorologically adjusted concentrations of atmospheric ozone have also decreased over this period, as described in detail in Section 5.2.3 of the Kenosha attainment plan.[7]

Table 3.1. Monitoring data for the Chicago nonattainment area, showing annual fourth-highest 8-hour concentrations and design values (DV) in parts per million (ppm). 2017 and 2018 data were downloaded from EPA's Air Quality System (AQS) database. 2019 data are from AirNow Tech (www.airnowtech.org).

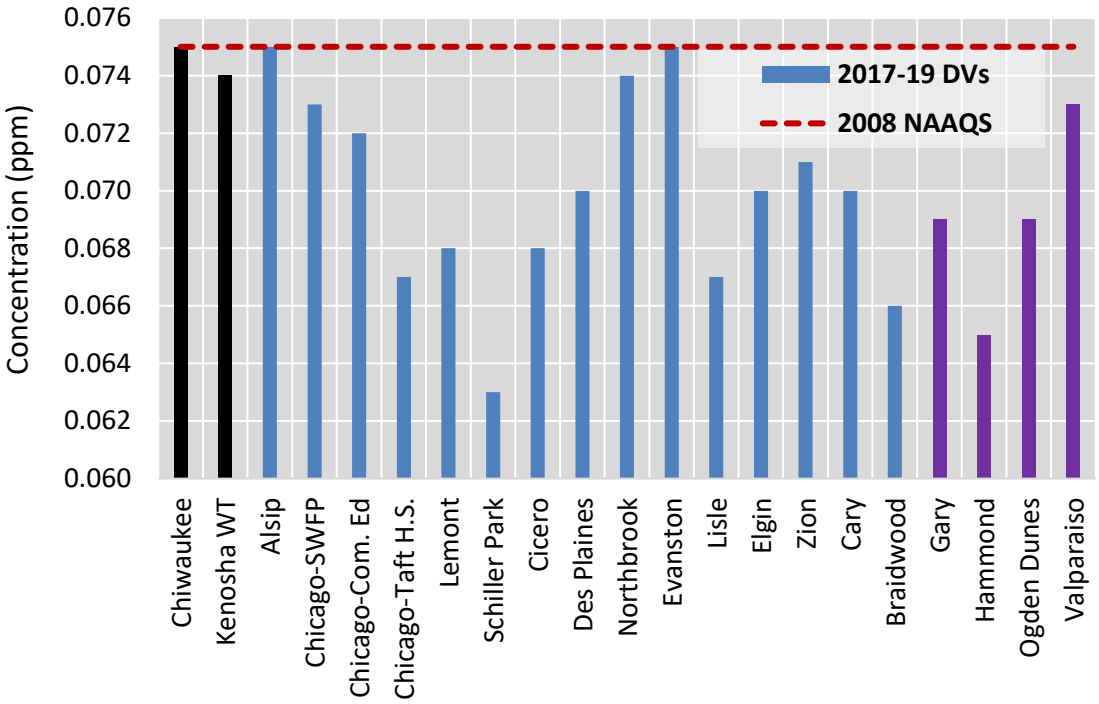
Wisconsin			4th high 8-hr ozone (ppm)			2017-19 DV
Site ID	County	Site	2017	2018	2019*	(ppm)
55-059-0019	Kenosha	Chiwaukee	0.079	0.079	0.067	0.075
55-059-0025	Kenosha	Kenosha WT	0.076	0.08	0.066	0.074

Illinois			4th high 8-hr ozone (ppm)			2017-19 DV
Site ID	County	Site	2017	2018	2019*	(ppm)
17-031-0001	Cook	Alsip	0.078	0.079	0.070	0.075
17-031-0032	Cook	Chicago-SWFP	0.074	0.076	0.070	0.073
17-031-0076	Cook	Chicago-Com. Ed	0.078	0.074	0.065	0.072
17-031-1003	Cook	Chicago-Taft H.S.	0.060	0.073	0.069	0.067
17-031-1601	Cook	Lemont	0.070	0.068	0.068	0.068
17-031-3103	Cook	Schiller Park	0.061	0.065	0.064	0.063
17-031-4002	Cook	Cicero	0.068	0.072	0.064	0.068
17-031-4007	Cook	Des Plaines	0.071	0.075	0.066	0.070
17-031-4201	Cook	Northbrook	0.070	0.083	0.069	0.074
17-031-7002	Cook	Evanston	0.073	0.084	0.069	0.075
17-043-6001	DuPage	Lisle	0.069	0.071	0.062	0.067
17-089-0005	Kane	Elgin	0.069	0.072	0.071	0.070
17-097-1007	Lake	Zion	0.074	0.074	0.065	0.071
17-111-0001	McHenry	Cary	0.070	0.074	0.068	0.070
17-197-1011	Will	Braidwood	0.068	0.071	0.060	0.066

Indiana			4th high 8-hr ozone (ppm)			2017-19 DV
Site ID	County	Site	2017	2018	2019*	(ppm)
18-089-0022	Lake	Gary	0.07	0.071	0.066	0.069
18-089-2008	Lake	Hammond	0.069	0.062	0.065	0.065
18-127-0024	Porter	Ogden Dunes	0.072	0.071	0.066	0.069
18-127-0026	Porter	Valparaiso	0.077	0.071	0.071	0.073

*2019 data has not yet been quality assured but is not expected to change significantly during this process. This data will be quality assured and certified before the final redesignation request and maintenance plan is approved by EPA.

Figure 3.1. 2017-2019 design values* (DVs) for all ozone monitors in the Chicago nonattainment area, with Wisconsin monitors shown in black, Illinois monitors in blue, Indiana monitors in purple and the 2008 ozone NAAQS level shown for comparison.



*2019 data has not yet been quality assured but is not expected to change significantly during this process. This data will be quality assured and certified before the final redesignation request and maintenance plan is approved by EPA.

3.3. Quality Assurance

All available data for the years 2017 and 2018 for the 21 ozone monitoring sites listed in Table 3.1 have been quality assured and archived in EPA's Air Quality System (AQS). The states are in the process of quality assuring and certifying the 2019 monitoring data. This data must be quality assured and archived in AQS before EPA can finalize a redesignation of this area. WDNR does not expect any significant changes to the monitored data during this process.

WDNR has an approved Ozone Quality Assurance Plan and quality assures monitoring data in accordance with 40 CFR Part 58 to assure that the quality of the monitoring data submitted to the AQS meets federal criteria. Illinois Environmental Protection Agency (IEPA) and Indiana Department of Environmental Management (IDEM) have also quality assured the data for their monitors in the nonattainment area in accordance with 40 CFR Part 58 and their state quality assurance plans. The 2017 and 2018 datasets have been certified and are available to the public. Draft 2019 data for all three states is available at AirNow Tech (http://www.airnowtech.org/).

3.4. Data Completeness

EPA requires that daily maximum 8-hour average concentrations be available for at least 90 percent of the days in the ozone season for a given site over the 3-year period and that no site have less than 75 percent data completeness for a given year. The data from all ozone monitoring sites meet EPA requirements for completeness (as described in Appendix P to 40 CFR Part 50) for the years 2017 and 2018. For these two years, the overall average data completeness for all sites was 96.2 percent. All sites individually averaged at least 89.5 percent completeness for the 2-year period, and no site was less than 86 percent complete in any given year. 2019 data is anticipated to have similar levels of completeness, as will be verified during the quality assurance process. The data completeness for all three years will be reported in the redesignation request and maintenance plan submitted to EPA.

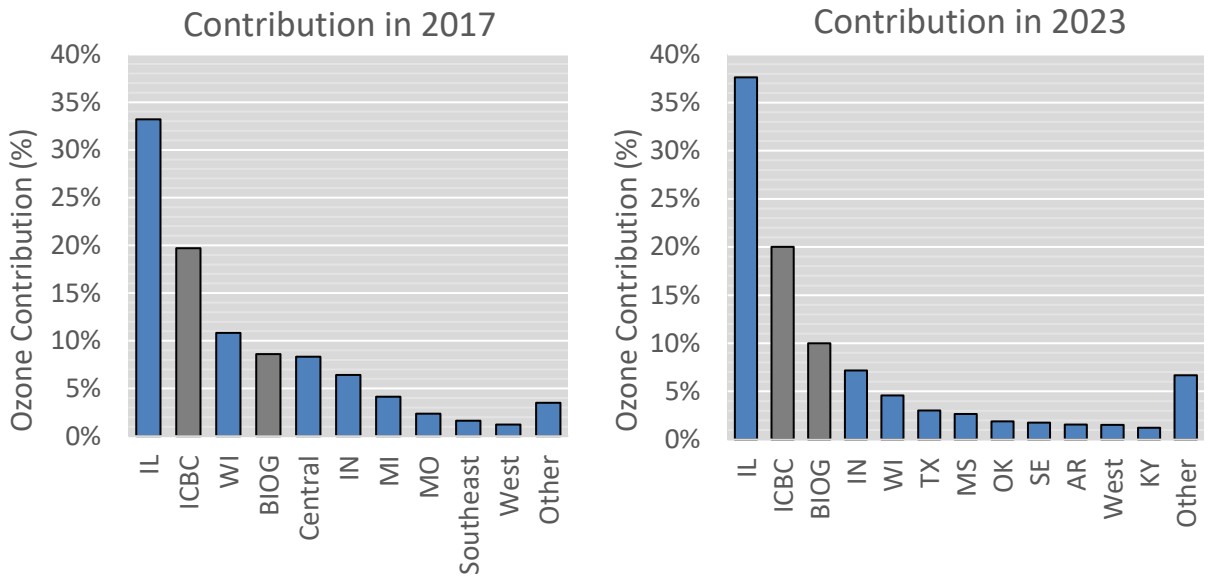
4. EMISSIONS INVENTORIES

4.1. Overview and Choice of Inventory Years

The CAA requires that a state must demonstrate that the improvement in ozone air quality between the nonattainment and attainment years is based on permanent and enforceable emissions reductions in order for a nonattainment area to be redesignated to attainment.

Kenosha County sources have little to no ability to influence ozone concentrations at monitors in the county. Emissions from upwind states contribute much more ozone to the Kenosha County monitors than do sources in Wisconsin, as shown in Figure 4.1 and discussed below. Even with the significant contribution from out-of-state transport to ozone concentrations at the eastern Kenosha County monitors, ozone design values within eastern Kenosha County (and the larger Chicago nonattainment area) do not exceed the 2008 ozone NAAQS (Table 3.1).

Figure 4.1. Ozone source apportionment modeling for 2017 (left) and 2023 (right) from the Lake Michigan Air Directors Consortium (LADCO) for the Chiwaukee Prairie monitor.[8]



WDNR is submitting comprehensive inventories of actual and projected emissions for eastern Kenosha County. These inventories fulfill the CAA requirement to demonstrate that reductions

[8] Contributions are projected from a 2011 base year. Only source regions that contributed 1% or more to ozone at the monitor are shown individually; other source regions are grouped together into the "other" category. 2017 modeling was provided by LADCO to WDNR in 2017. 2023 projected contributions come from LADCO 2015 Interstate Transport Modeling (with water). For information on 2023 modeling methodology see: LADCO 2015 O3 NAAQS Transport Modeling TSD. https://www.ladco.org/wp-content/uploads/Documents/Reports/TSDs/O3/LADCO_2015O3iSIP_TSD_13Aug2018.pdf. Source regions were grouped differently for the different modeling efforts. The Central region includes MN, IA, NE, KS, OK, TX, AR and LA. The Southeast region includes MS, AL, GA, FL, TN, VA, NC and SC. The West region includes WA, OR, CA, NV, ID, MT, WY, UT, CO, AZ, NM, ND and SD. ICBC refers to "boundary conditions", which are contributions from outside the U.S. BIOG represents biogenic emissions.

in emissions drove the air quality improvement. Section 6 documents the specific programs responsible for making such emissions reductions permanent and enforceable. It should be noted that these emission budgets do not result in a limitation on emissions for any specific source or source category in the future. The emission budgets are a snapshot of recent emission levels and a best estimate of future emission levels used to demonstrate relative changes in total emissions and future maintenance of the standard.

EPA's Redesignation Guidance requires a state to submit emissions inventories for the following years:

1. A year in which the standard was not attained ("nonattainment year").
2. A year in which the standard was attained ("attainment year").
3. A year at least 10 years beyond the attainment year to demonstrate maintenance ("maintenance year").
4. An intermediate year between the attainment year and maintenance year ("interim year").

WDNR has developed the following NOx and VOC emission inventories for the eastern Kenosha County area as part of the redesignation request:

- 2011 Nonattainment Year Emissions Inventory
- 2017 Attainment Year Emissions Inventory
- 2025 Interim Maintenance Year Emissions Inventory
- 2030 Maintenance Year Emissions Inventory

The Chicago nonattainment area monitored nonattainment in 2011 for the 2008 8-hour ozone NAAQS. In contrast, the area monitored attainment concentrations of ozone for the design value period of 2017-2019. Wisconsin is required to demonstrate continued maintenance of the NAAQS for ten years after redesignation. As part of this demonstration, WDNR is providing a projection of emissions for 2025 as the interim projection year and 2030 as the maintenance year. The emission projections through 2030 are relied upon in the maintenance demonstration presented in section 7.

Illinois and Indiana are also developing emissions inventories for these same years. Estimates of inventories for these two states are presented and discussed in Section 4.4.

Tables 4.1 and 4.2 provide a summary of the eastern Kenosha County emission inventories (in tons per summer day, or tpsd) for NOx and VOC for the different sectors. These tables also show that the Wisconsin portion of the Chicago nonattainment area contributes less than 3% of total NOx emissions and less than 2% of total VOC emissions for the Chicago nonattainment area. Appendices 2 through 8 contain details about how the inventories were constructed. A comparison of the eastern Kenosha County emission inventories to the emission inventories from the Illinois and Indiana portions of the nonattainment area is also provided.

4.2. Nonattainment Year (2011) and Attainment Year (2017) Inventories

WDNR developed the following emissions information to satisfy EPA's redesignation requirements to submit nonattainment and attainment year inventories for NOx and VOC. The EPA has approved Wisconsin's 2011 emission inventories for eastern Kenosha County and other nonattainment areas under the 2008 8-hour ozone standard (81 FR 11673). Appendix 2 includes a discussion of the methodology used to estimate sector-specific emissions for 2011 and 2017 (shown in Tables 4.1 and 4.2). Between 2011 and 2017, NOx emissions decreased 18%, and VOC emissions decreased 33% in the eastern Kenosha County nonattainment area. These reductions are primarily due to decreases in NOx and VOC emissions from the onroad and nonroad mobile sectors provided by the federal and state mobile source control programs described in Sections 6.3 and 6.4.

Table 4.1. Eastern Kenosha County NOx emissions (tpsd) by source type.

Sector	2011 nonattainment year	2017 attainment year	2025 interim year	2030 maintenance year
Point - EGU	8.71	8.55	0.00	0.00
Point - Non-EGU	0.11	0.13	0.16	0.16
Area	1.09	1.02	1.00	0.99
Onroad	5.35	2.81	1.47	1.14
Nonroad	2.10	1.68	1.25	1.16
Emission Reduction Credits	---	---	7.22	7.22
TOTAL	**17.37**	**14.20**	**11.09**	**10.67**
% of Chicago nonattainment area	**2.22%**	**2.58%**	**2.60**	**2.81**

Table 4.2. Eastern Kenosha County VOC emissions (tpsd) by source type.

Sector	2011 nonattainment year	2017 attainment year	2025 interim year	2030 maintenance year
Point - EGU	0.38	0.32	0.00	0.00
Point - Non-EGU	0.18	0.07	0.15	0.15
Area	3.76	3.49	3.48	3.50
Onroad	2.53	1.42	0.95	0.73
Nonroad	1.07	0.71	0.61	0.60
Emission Reduction Credits	---	---	0.37	0.37
TOTAL	**7.90**	**6.02**	**5.56**	**5.34**
% of Chicago nonattainment area	**1.35%**	**1.28%**	**1.31%**	**1.31%**

4.3. Maintenance Year Inventories (2025 and 2030) and Projected Emissions Trends

WDNR developed emissions information to satisfy the EPA redesignation requirements to submit an interim maintenance year and maintenance year inventory for NOx and VOC. Appendix 3 includes information on sector-specific emissions projection methodology. Tables 4.1 and 4.2 show the projected NOx and VOC emissions (in tpsd) in 2025 and 2030 for electric generating unit (EGU) point, non-EGU point, area, onroad mobile, and nonroad mobile sources. Emission reduction credits (ERCs) are also shown for 2025 and 2030, based on a creditable VOC emission reduction of 135.3 tons per year and a creditable NOx emission reduction of 2,634.3 tons per year resulting from the permanent shutdown of boilers B20, B21, B22 and B23 at the Pleasant Prairie power plant in eastern Kenosha County (Construction Permit #18-RAB-050-ERC). ERC summer day emissions were derived by dividing the annual tons by 365 days.

Comparison of emissions from 2017 to projected emissions from the maintenance year (2030) for the eastern Kenosha County area shows that total NOx emissions in this area are projected to decrease by approximately 25% (3.53 tpsd) over this time (Table 4.1). The largest reductions are projected from the point EGU sector due to a power plant retirement. VOC emissions are projected to decrease in the eastern Kenosha County area by approximately 11% (or 0.67 tpsd) from 2017 to 2030 (Table 4.2). The largest VOC reductions are projected from the onroad mobile sector (0.69 tpsd). This analysis shows that eastern Kenosha County is expected to contribute towards maintaining the air quality standard in the Chicago nonattainment area for at least ten years into the future.

4.4. Comparison of Eastern Kenosha County Nonattainment Area Emissions and Total Chicago Nonattainment Area Emissions[9]

WDNR also compared 2011 and 2017 emissions with the maintenance year emissions for the entire Chicago nonattainment area, as summarized in Tables 4.3 to 4.4 and Figures 4.2 to 4.7. A comparison of net emission changes for all three states between the 2017 inventory and projected 2025 and 2030 inventories is also included in Tables 4.3 and 4.4.

As Tables 4.3 to 4.4 and Figures 4.2 to 4.7 show, the eastern Kenosha County nonattainment area NOx emissions are a very small part (less than 3%) of the total Chicago nonattainment area NOx emissions in every inventory year. Between 2011 and 2017, NOx emissions decreased from both eastern Kenosha County (18%) and the total Chicago nonattainment area (30%). NOx emissions within eastern Kenosha County are projected to decline by 25% between 2017 and 2030, and emissions from the total Chicago nonattainment area are projected to decrease by 31% over the same time period. The largest NOx reductions in the Chicago nonattainment area are projected from the onroad mobile sector (139 tpsd), followed by the nonroad mobile sector (37.3 tpsd). These reductions are anticipated due to federal and state mobile source control programs.

As with NOx, the eastern Kenosha County nonattainment area VOC emissions also comprise a very small part (less than 2%) of the total Chicago nonattainment area VOC emissions in all years (see Tables 4.3 to 4.4 and Figures 4.2 to 4.7). Between 2011 and 2017, VOC emissions decreased for eastern Kenosha County (24%) and the total Chicago nonattainment area (20%). VOC emissions within eastern Kenosha County are projected to decline by 11% between 2017 and 2030 and by 13% in the total Chicago nonattainment area. The largest VOC reductions in the Chicago nonattainment area are anticipated from the onroad mobile sector (48.2 tpsd) followed by the area source sector (6.87 tpsd).

The continued reductions from the attainment year (2017) to the maintenance year (2030) NOx and VOC emissions in Tables 4.3 to 4.4 illustrate that continued maintenance of the 2008 8-hour ozone NAAQS is expected both in the eastern Kenosha County nonattainment area and throughout the Chicago nonattainment area.

[9] Emissions for Illinois and Indiana were based on inventories developed by those states in 2016 for an earlier round of redesignation requests. For the current document, 2011 and 2030 emissions are directly taken from these earlier inventories, whereas 2017 and 2025 emissions were determined by interpolation from these inventories. The original inventories are in Wisconsin's 2016 redesignation request: https://dnr.wi.gov/topic/AirQuality/documents/RedesignationRequestKenosha2016.pdf.

Table 4.3. Comparison of NOx emissions for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

Source Type	2011 nonattainment year	2017 attainment year	2025 interim year	2030 maintenance year
Illinois				
Point - EGU	67.41	36.40	41.49	46.81
Point - Non EGU	52.57	49.18	49.39	49.69
Area	27.13	30.92	31.38	31.58
Onroad	296.38	179.74	86.46	56.29
Nonroad	170.86	129.20	104.42	95.90
TOTAL	**614.35**	**425.42**	**313.13**	**280.27**
Indiana				
Point - EGU	28.44	7.44	5.25	5.44
Point – Non-EGU	66.48	63.62	63.55	62.09
Area	11.42	10.15	8.83	7.92
Onroad	34.03	21.13	11.19	7.70
Nonroad	11.43	8.85	6.59	5.34
TOTAL	**151.8**	**111.19**	**102.32**	**88.49**
Wisconsin				
Point - EGU	8.71	8.55	0.00	0.00
Point – Non-EGU	0.11	0.13	0.16	0.16
Area	1.09	1.02	1.00	0.99
Onroad	5.35	2.81	1.47	1.14
Nonroad	2.10	1.68	1.25	1.16
Emission Reduction Credits	---	---	7.22	7.22
TOTAL	**17.37**	**14.20**	**11.09**	**10.67**
Total Nonattainment Area				
Point - EGU	104.56	52.39	46.74	52.25
Point – Non-EGU	119.16	112.93	113.09	111.94
Area	39.64	42.08	41.20	40.49
Onroad	335.76	203.68	99.12	65.13
Nonroad	184.39	139.73	112.25	102.40
Emission Reduction Credits	---	---	7.22	7.22
TOTAL	**783.52**	**550.81**	**426.54**	**379.43**

Table 4.4. Comparison of VOC emissions for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

Source Type	2011 nonattainment year	2017 attainment year	2025 interim year	2030 maintenance year
Illinois				
Point - EGU	0.62	0.685	0.84	1.05
Point - Non EGU	47.63	45.21	44.27	43.73
Area	210.04	207.33	201.89	201.40
Onroad	91.03	74.69	42.69	31.35
Nonroad	168.66	84.14	81.07	83.73
TOTAL	**517.98**	**412.05**	**370.75**	**361.26**
Indiana				
Point - EGU	0.62	0.26	0.16	0.16
Point – Non-EGU	17.01	17.96	16.48	16.13
Area	18.17	17.16	16.50	16.21
Onroad	12.60	8.18	4.98	3.99
Nonroad	13.37	9.73	6.84	5.34
TOTAL	**61.77**	**53.275**	**48.06**	**41.83**
Wisconsin				
Point - EGU	0.38	0.32	0.00	0.00
Point – Non-EGU	0.18	0.07	0.15	0.15
Area	3.76	3.49	3.48	3.50
Onroad	2.53	1.42	0.95	0.73
Nonroad	1.07	0.71	0.61	0.60
Emission Reduction Credits	---	---	0.37	0.37
TOTAL	**7.90**	**6.02**	**5.56**	**5.34**
Total Nonattainment Area				
Point - EGU	1.62	1.26	1.00	1.21
Point – Non-EGU	64.82	63.23	60.89	60.01
Area	231.97	227.98	221.87	221.11
Onroad	106.16	84.28	48.62	36.07
Nonroad	183.10	94.58	88.51	89.67
Emission Reduction Credits	**---**	**---**	0.37	0.37
TOTAL	**588.71**	**471.34**	**424.37**	**408.43**

Figure 4.2. Comparison of NOx emissions for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

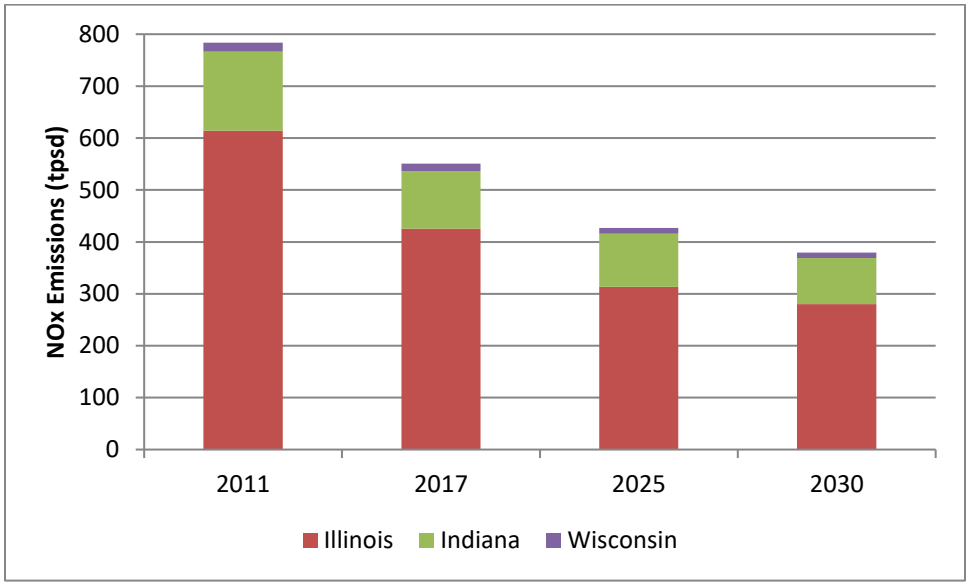


Figure 4.3. Comparison of VOC emissions for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

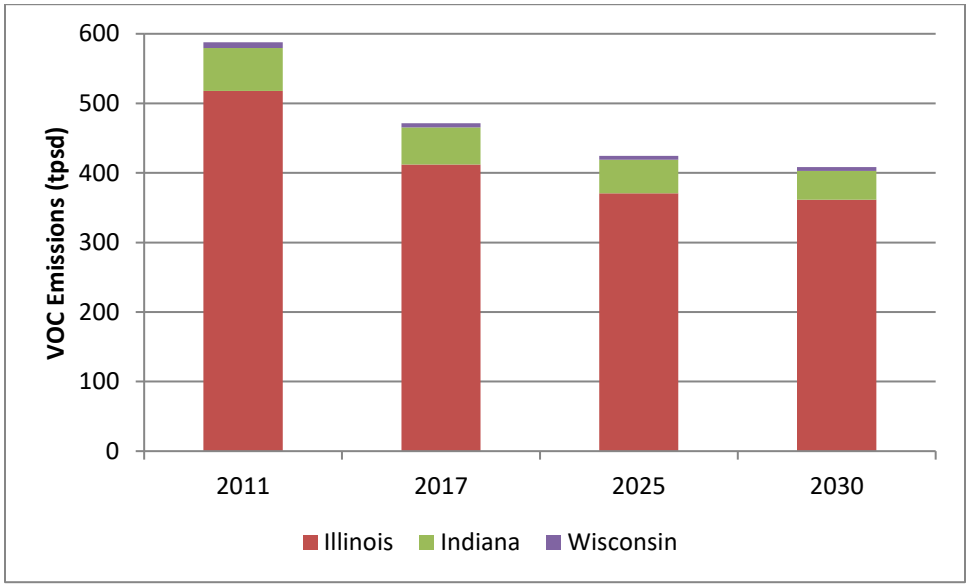


Figure 4.4. Total NOx emissions by source type for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

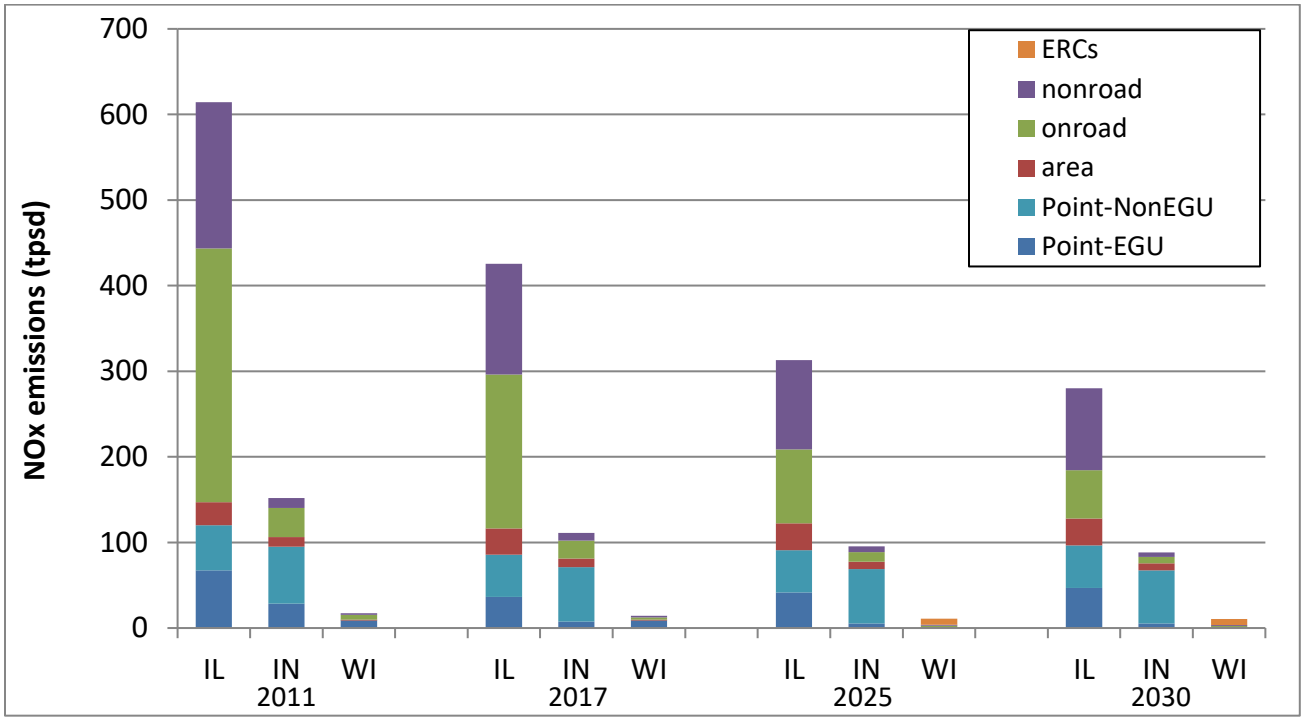


Figure 4.5. Eastern Kenosha County NOx emissions by source type.

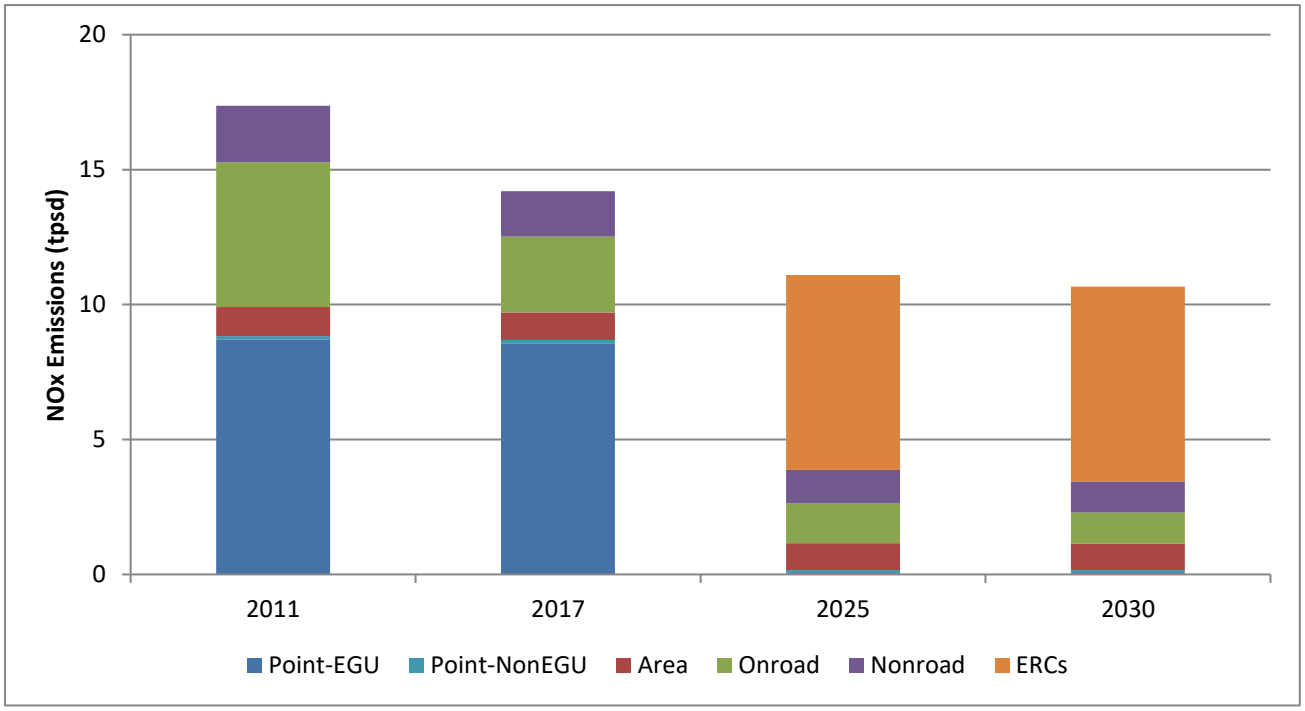


Figure 4.6. VOC emissions by source type for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

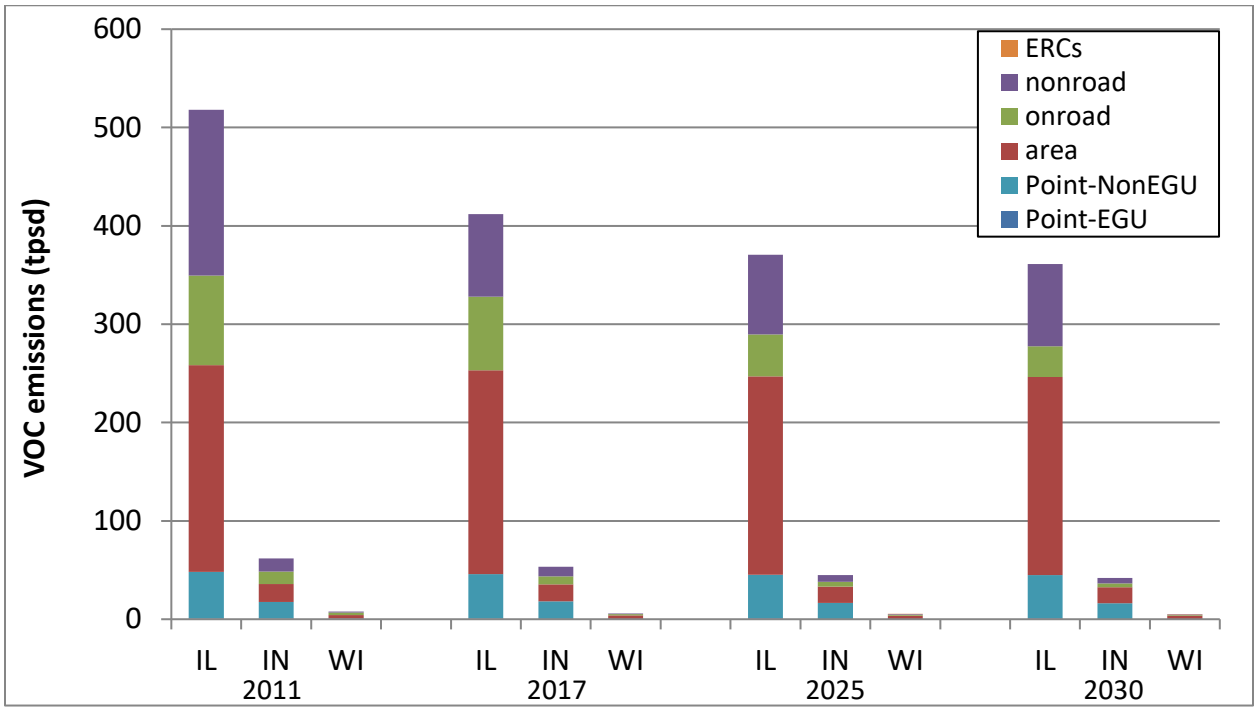
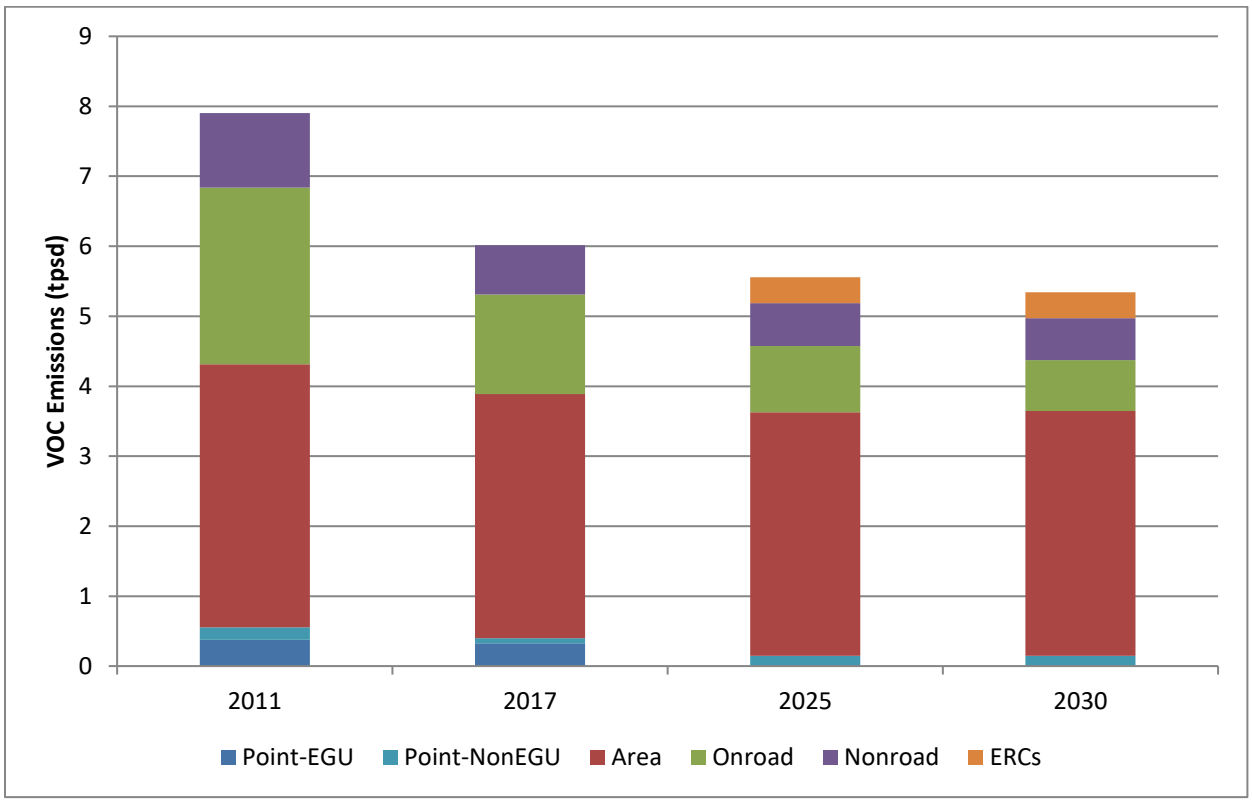


Figure 4.7. Eastern Kenosha County VOC emissions by source type.



5. TRANSPORTATION CONFORMITY BUDGETS

Transportation conformity is required under CAA section 176(c) (42 U.S.C 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the SIP. "Conform to" the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. Transportation conformity applies to designated nonattainment and maintenance areas for transportation-related criteria pollutants: ozone, fine particles, coarse particles, carbon monoxide, and nitrogen dioxide. EPA's transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, metropolitan transportation improvement programs, federally supported highways projects, and federally supported transit projects conform to the SIP.

Eastern Kenosha County currently demonstrates transportation conformity using the "Motor Vehicle Emissions Budget (MVEB) Test" (40 CFR 93.118). EPA requirements outlined in 40 CFR 93.118(e)(4) stipulate that MVEBs for NOx and VOC are established as part of a control strategy implementation plan revision or maintenance plan. MVEBs are necessary to demonstrate conformance of transportation plans and improvement programs with the SIP.

5.1. Motor Vehicle Emissions Model

The MVEBs are developed using EPA's MOtor Vehicle Emission Simulator version 2014b (MOVES2014b) model and a travel demand model. The MOVES2014b model is used to derive estimates of hot summer day emissions for ozone precursors of NOx and VOCs. Numerous variables can affect these emissions, especially the size of the vehicle fleet (the number of vehicles on the road), the fleet's age, the distribution of vehicle types, and the vehicle miles of travel. The transportation information is derived from the travel demand model. Appendix 8 contains key data used to develop inputs to MOVES2014b.[10]

5.2. Motor Vehicle Emissions Budgets

WDNR submitted an early progress SIP with updated MVEBs for the eastern Kenosha County nonattainment area on January 16, 2015. On April 1, 2015, EPA found the MVEBs for Wisconsin's 8-hour ozone nonattainment area were adequate for use in transportation conformity determinations (80 FR 17428).

WDNR submitted updated MVEBs for the eastern Kenosha County area as part of the 2008 ozone NAAQS Attainment Demonstration on April 17, 2017, with supplemental information submitted on January 23, 2018. EPA determined that these budgets met the adequacy criteria of the transportation conformity rule on October 31, 2017, with an effective date November 15, 2017 (82 FR 50418).

[10] The complete set of inputs to MOVES2014b is too lengthy to include in this document. However, electronic copies of the inputs can be obtained from WDNR by sending an email to christopher.bovee@wisconsin.gov or by phone at (608) 266-5542.

Table 5.1 contain the MVEBs for the eastern Kenosha County area 2008 ozone NAAQS maintenance area for the years 2025 and 2030. These budgets include a margin of safety to account for uncertainties in future mobile source emissions. 40 CFR 93.101 defines this safety margin as the amount by which the total projected emissions from all sources of a given pollutant are less than the total emissions that would satisfy the applicable requirement for RFP, attainment, or maintenance. To calculate a safety margin, WDNR increased the onroad mobile source portions of the 2025 and 2030 projected emissions inventories by 7.5% for the eastern Kenosha County maintenance area. To ensure consistency between SIP inventories and photochemical modeling inventories, the vehicle miles traveled and vehicle population data for eastern Kenosha County provided by WDNR to EPA for the 2016 emissions modeling platform also include this 7.5% safety margin for the platform's projection years (2023 and 2028).

Table 5.1. Motor vehicle emissions budgets (MVEBs) for eastern Kenosha County for 2025 and 2030.

	Emissions (tons per hot summer day)	
Year	**VOC**	**NO_x**
2025	0.95	1.47
2030	0.73	1.14

6. PERMANENT AND ENFORCEABLE CONTROL MEASURES

The CAA Section 107(d)(3)(E)(iv) specifies that improvements in air quality must be due to permanent and enforceable emission reductions. This section outlines the permanent and enforceable control measures that apply to sources in the eastern Kenosha County area. These control measures significantly reduced emissions in this area by the 2017 attainment year, leading to the emission reductions shown in Section 4. These control programs are described in greater detail in Appendix 9.

Table 6.1 lists the permanent and enforceable emission control programs implemented for each emission source sector. Many of the control measures have been implemented under long-standing programs that began prior to 2011. Because this CAA section focuses on emission reductions that occurred between 2011 (the base nonattainment year) and 2017 (the attainment year), this discussion highlights those control measures or emission reductions that have occurred since 2011.

Table 6.1. Emission control programs that have reduced NOx and VOC emissions in the eastern Kenosha County area and in contributing regions.[a]

Sector	NOx Control Measures	VOC Control Measures
Point	-Wisconsin NOx RACT -Federal NOx Transport Rules	-VOC RACT / CTGs -National Emission Standards for Hazardous Air Pollutants (NESHAP) Rules
	-Closure of the We Energies – Pleasant Prairie Power Plant (April 2018)	
Area		-VOC RACT / CTGs -Federal VOC emission standards for consumer/commercial products -Area source NESHAP Rules
Onroad	-Numerous federal onroad mobile source control programs[a] -Wisconsin I/M program	
Nonroad	-Numerous federal nonroad mobile source control programs[a]	

[a] See Appendix 9 for more details.

It is important to note that: (1) emissions sources located in the eastern Kenosha County area are already very well-controlled in all respects; and (2) most of the ozone measured in the eastern Kenosha County area comes from ozone and ozone precursors originating in upwind states. For these reasons, even though pollution control programs continue to decrease emissions within the eastern Kenosha County area, emission reductions in upwind areas will have an outsized impact on the area's air quality.

6.1. Point Source Control Measures

Wisconsin implemented RACT for major NO_x sources (sources with a potential to emit 100 tons or greater per year) in the state's nonattainment areas for the 1997 ozone NAAQS. This area included the eastern Kenosha County area.

Following a consent decree (E.D. Wis., Case No. 03-CV-0371), Boilers B20 and B21 at the We-Energies Pleasant Prairie Power Plant became subject to the NOx emission limit of 0.08

lbs/MMBtu, based on a 12-month rolling average, by December 31, 2006 and December 31, 2003, respectively. The selective catalytic reduction technologies that were installed to comply with the consent decree were in use prior to the 2011 nonattainment year. The Pleasant Prairie Power Plant, which was a significant NOx and VOC point source in eastern Kenosha County, was shut down on or around April 10, 2018, between the attainment and maintenance years (Construction Permit #18-RAB-050-ERC).

EGUs in 22 states east of the Mississippi, including Wisconsin, have been subject to a series of federal NOx transport rules since 2009. These rules have included the Clean Air Interstate Rule, CSAPR and the CSAPR Update Rule. These rules contributed to a 24% reduction from 2008 to 2014 in total EGU NOx emissions across the states that contribute >0.75 ppb to Kenosha County ozone concentrations (Appendix 9). The three states contributing the most to Kenosha County ozone concentrations (in decreasing order): Illinois, Indiana, and Wisconsin, had proportionately larger individual EGU emission reductions of 40.6%, 24.1%, and 54.5%, respectively, from 2008 to 2014.

Wisconsin implemented VOC RACT to fulfill applicable CTG requirements for Wisconsin nonattainment areas under the 1997 ozone NAAQS. These nonattainment areas include the eastern Kenosha County area. The list of the CTGs in place in Wisconsin are provided in Appendix 10. Appendix 10 also lists the CTGs for which Wisconsin has not adopted RACT requirements and provides negative declarations that no sources exist within the eastern Kenosha County area that are applicable to these CTGs.

In the 2017 attainment year, combustion from point and area sources accounted for 82% of the total VOC emissions in the Kenosha County area. The remaining active combustion sources are subject to source-specific National Emission Standards for Hazardous Air Pollutant (NESHAP) requirements and/or VOC RACT/CTG rules, as applicable. The non-combustion NESHAP rules were implemented prior to 2011 with no additional reductions expected after 2011, however. The combustion point sources are subject to NESHAP rules that became effective since 2011. These NESHAP rules also apply to sources nationally, thereby reducing the transport of VOC emissions into the nonattainment area. See Section 1 of Appendix 9 for more information about all of these federally enforceable control programs.

6.2. Area Source Control Measures

Wisconsin has implemented a number of VOC RACT/CTG rules limiting VOC emissions from area sources. These rules are listed in Appendix 10. In addition, VOC emission standards for consumer and commercial products also limited VOC emissions from area sources, as did NESHAPs for gasoline distribution (Stage I vapor recovery requirements) and Area Source Industrial, Commercial and Institutional Boilers. See Section 2 of Appendix 9 for more information about all of these federally enforceable control programs.

6.3. Onroad Source Control Measures

Both NOx and VOC emissions from onroad mobile sources are substantially controlled through federal emission standard programs for new vehicles and low sulfur fuels. Although initial compliance dates in many cases were prior to 2011, these regulations have continued to reduce area-wide emissions as fleets turn over to newer vehicles. All of these programs apply nationally

and have reduced emissions both within the nonattainment area and in contributing ozone precursor transport areas. Wisconsin's vehicle I/M program also limits onroad VOC and NOx emissions in southeastern Wisconsin, including within the eastern Kenosha County area. See Section 3 of Appendix 9 for more information about these federally enforceable control programs.

6.4. Nonroad Source Control Measures

VOC and NOx emitted by nonroad mobile sources are significantly controlled via a number of different federal standards for new engines and low sulfur fuels. The nonroad regulations continue to slowly lower average unit and total sector emissions as equipment fleets are replaced each year, pulling the highest emitting equipment out of circulation or substantially reducing its use. Fuel programs regulating fuel sulfur content also enable achievement of various new engine tier VOC and NOx emission limits. See Section 4 of Appendix 9 for more information about these federally enforceable control programs.

6.5. Section 110(l) Noninterference Requirements

When revising rules and regulations in the SIP, the state is responsible for demonstrating that such a change will not interfere with attainment of the NAAQS, Rate of Progress (ROP), or other applicable CAA requirements for any of the criteria pollutants. This request for redesignation does not implement any changes in the control programs or requirements approved in the SIP and in place during the 2017 attainment year. Therefore, all requirements related to section 110(l) noninterference are fulfilled under this request. Further, Wisconsin will continue to implement all control programs currently in the SIP for emissions of ozone precursors in this maintenance area. As documented in Wisconsin's iSIP for the 2008 ozone NAAQS (Appendix 1), WDNR has the legal authority and necessary resources to actively enforce any violations of its rules or permit provisions. Removal of any control program from the SIP will be subject to a public hearing process, a demonstration of noninterference, and approval by EPA.

7. MAINTENANCE PLAN FOR EASTERN KENOSHA COUNTY

Section 175A of the CAA sets forth the elements of a maintenance plan for areas seeking redesignation from nonattainment to attainment. The plan must demonstrate continued attainment of the applicable NAAQS for at least ten years after EPA approves a redesignation to attainment. Eight years after the redesignation, the state must submit a revised maintenance plan, which demonstrates attainment for the ten years following the initial ten-year period.

Based on the latest air quality monitoring data, all monitors in the Chicago nonattainment area were at or below the 2008 ozone NAAQS (Section 3). Comparison of nonattainment (2011) and attainment (2017) year inventories showed that attainment of the NAAQS was accompanied by significant reductions in ozone precursor emissions from the nonattainment area (Section 4). These emissions reductions were due to permanent and enforceable measures, many of which will further reduce emissions during the maintenance period (Section 6). In this section, maintenance of the attainment status in the Chicago nonattainment area is demonstrated via reported and projected summer day emissions provided on a sector-specific basis that show continued reductions in emissions during maintenance years. This section also includes contingency measures and commitments to continue monitoring and to revise this maintenance plan.

7.1. Demonstration of Maintenance via Comparison of Attainment and Maintenance Emissions Inventories

Maintenance emission inventory projections are described in Section 4 and summarized in Tables 7.1 and 7.2. The three states in the Chicago nonattainment area have agreed to use 2017 as the representative attainment year inventory.[11] 2030 was chosen as the final maintenance year and 2025 was chosen as the interim maintenance year.

The forecast maintenance inventories for 2025 and 2030 demonstrate that emissions of NOx and VOCs are projected to decrease in future years relative to the 2017 attainment year for the Chicago nonattainment area (Tables 7.1 and 7.2). Total emissions affecting ozone concentrations from the nonattainment area are projected to decrease 31% for NOx and 13% for VOC, from 2017 to 2030. NOx and VOC emissions from eastern Kenosha County are projected to decrease 25% and 11% during this time period; these emissions make up only 1% to 3% of total emissions from the three-state Chicago nonattainment area. Since the area attained the standard in 2017-2019 and emissions are projected to decrease through 2030, this inventory analysis demonstrates that the Chicago nonattainment area is expected to maintain the 2008 NAAQS for more than ten years into the future.

[11] EPA guidance for redesignation inventories provides the flexibility to use any one of the three years contained in the attainment design value provided emissions from the season selected are found representative in terms of economic conditions, key sector emissions characteristics and weather/ozone conduciveness conditions. 2017 is the first year in the attainment design value (2017-2019) and also meets the other conditions. This year therefore forms a reasonable basis for assessing the “real and permanent” nature of attainment as required by the Act.

Table 7.1. NOx emissions in the Chicago-Naperville, IL-IN-WI, ozone nonattainment area.

	Total NOx emissions (tpsd)				
	2017 attainment year	**2025 interim year**	**2030 maintenance year**	**Net Change (2017-2030)**	
Eastern Kenosha County					
Point	8.68	0.16	0.16	-8.52	(-98%)
Area	1.02	1.00	0.99	-0.03	(-3.3%)
Onroad	2.81	1.47	1.14	-1.67	(-58%)
Nonroad	1.68	1.25	1.16	-0.53	(-31%)
Emission Reduction Credits	---	7.22	7.22	7.22	(100%)
Total	**14.20**	**11.09**	**10.67**	**-3.53**	**(-25%)**
Kenosha % of Total Area	2.58%	2.60%	2.81%	---	
Total Nonattainment Area					
Point	165.32	159.83	164.19	-1.13	(-0.7%)
Area	42.08	41.20	40.49	-1.60	(-3.8%)
Onroad	203.68	99.12	65.13	-138.54	(-68%)
Nonroad	139.73	112.25	102.40	-37.33	(-27%)
Emission Reduction Credits	---	7.22	7.22	7.22	(100%)
Total	**550.81**	**426.54**	**379.43**	**-171.38**	**(-31%)**

Table 7.2. VOC emissions in the Chicago-Naperville, IL-IN-WI, ozone nonattainment area.

	Total VOC emissions (tpsd)				
	2017 attainment year	**2025 interim year**	**2030 maintenance year**	**Net Change (2017-2030)**	
Eastern Kenosha County					
Point	0.40	0.15	0.15	-0.25	(-63%)
Area	3.49	3.48	3.50	0.01	(0.15%)
Onroad	1.42	0.95	0.73	-0.69	(-49%)
Nonroad	0.71	0.61	0.60	-0.11	(-15%)
Emission Reduction Credits	---	0.37	0.37	0.37	(100%)
Total	**6.02**	**5.56**	**5.34**	**-0.67**	**(-11%)**
Kenosha % of Total Area	1.28%	1.31%	1.31%	---	
Total Nonattainment Area					
Point	64.50	61.89	61.22	-3.28	(-5.1%)
Area	227.98	221.87	221.11	-6.87	(-3.0%)
Onroad	84.28	48.62	36.07	-48.21	(-57%)
Nonroad	94.58	88.51	89.67	-4.91	(-5.2%)
Emission Reduction Credits	---	0.37	0.37	0.37	(100%)
Total	**471.34**	**424.37**	**408.43**	**-62.90**	**(-13%)**

7.2. Verification of Continued Attainment

Per EPA's redesignation request guidance,[5] WDNR will verify continued attainment of the 2008 8-hour ozone NAAQS in eastern Kenosha County during the maintenance period via continued ozone monitoring. WDNR, along with IEPA and IDEM, commits to continue monitoring ozone levels in the Chicago nonattainment area and will discuss any changes in siting that may become necessary with EPA Region 5 staff. WDNR will continue to quality assure the monitoring data to meet the requirements of 40 CFR 58 and will enter all data into EPA's AQS database on a timely basis in accordance with federal guidelines. Ozone concentration data will continue to be available on the WDNR website,[12] providing real-time data and information about any NAAQS exceedances to the public.

In addition, ozone precursor inventories will be prepared for 2017, 2020, 2023, 2026, 2029, and 2032 as part of the CAA-required National Emissions Inventory program. These inventories will be compared with the 2017 attainment year inventory and projected 2025 interim and 2030 maintenance year inventories to assess emissions trends, as necessary, to assure continued attainment of the 2008 ozone NAAQS.

[12] Select "View Wisconsin's current air quality" from the webpage http://dnr.wi.gov/topic/AirQuality.

7.3. Maintenance Contingent Response Plan

EPA's Redesignation Guidance states that a state's "maintenance plan shall contain such contingency measures as the Administrator deems necessary to ensure prompt correction of any violation of the NAAQS". As part of Wisconsin's maintenance plan for Wisconsin's portion of the Chicago nonattainment area, Wisconsin commits to two separate levels of contingent response to any renewed exceedance and/or violation of the 2008 ozone NAAQS. The first step, a "warning level response", initiates a study to investigate whether the observed exceedance requires further evaluation or action to ensure maintenance going forward. The second step, an "action level response", would identify and implement any needed control measures necessary to ensure maintenance. Wisconsin commits to work with Illinois and Indiana in evaluating and identifying specific measures to be implemented in the event that the 2008 ozone NAAQS is not maintained.

Specifics of Wisconsin's contingency response are as follows.

Warning Level Response

A warning level response would be triggered if an annual (1-year) 4th high monitored concentration is above the level of the 2008 ozone NAAQS (0.075 ppm). A warning level response would initiate a study to determine whether the high ozone concentrations indicate a trend towards higher ozone levels and whether emissions are significantly higher than projected in the maintenance plan. The study would include the following elements:

- An assessment of whether actual emissions have deviated significantly from the emissions projections contained in this maintenance plan for the nonattainment area, along with an evaluation of which sectors and states are responsible for any emissions increases.
- A study of whether unusual meteorological conditions during the high-ozone year led to the high monitored ozone concentrations.

Should it be determined through the warning level study that action is necessary to ensure maintenance, Wisconsin will follow the procedures for control selection and implementation outlined under the action level response below. The warning level study will be completed no later than the beginning of the following summer ozone control period (May 1).

Action Level Response

An action level response would be triggered if a three-year design value exceeds the level of the 2008 ozone NAAQS (0.075 ppm). This response would follow a cooperative study conducted with Illinois and Indiana to determine whether additional control measures are needed to assure attainment and maintenance of the 2008 ozone NAAQS within the maintenance area. This analysis will examine the following factors for the entire maintenance area:

- The level, distribution, and severity of ambient ozone concentrations;
- The weather patterns contributing to ozone levels;
- Potential contributing emissions sources;

- The geographic applicability of possible contingency measures;
- Emission trends, including the impact of existing or forthcoming control measures that have not yet been implemented;
- Current and recently identified control technologies; and
- Air quality contributions from outside the maintenance area.

The selection of emission reduction measures to be implemented will be based upon their potential to reduce ozone concentrations at violating monitors in the nonattainment area, cost-effectiveness, emission reduction potential, economic and social considerations, ease and timing of implementation, and other appropriate factors. When considering these criteria, priority will be given to measures that can be in place within 18 months.

Potential additional control measures are listed below. Because it is not possible to determine what control measures, if any, will be appropriate at an unspecified time in the future, this list is neither comprehensive nor in order of priority.

- Anti-idling control program for mobile sources, targeting diesel vehicles
- Diesel exhaust retrofits
- Traffic flow improvements
- Park and ride facilities
- Rideshare/carpool program
- Expansion of the vehicle emissions testing program

Wisconsin has an extremely limited ability to affect ozone concentrations in the Chicago nonattainment area due to the influence of emissions originating in upwind states. As shown in Tables 7.1 and 7.2, the Wisconsin portion of the nonattainment area contributes less than 3% of total NOx and 2% of total VOC emissions from the entire area. In addition, high ozone events at the controlling Chiwaukee Prairie monitor occur almost exclusively when this site is downwind of the core Chicago nonattainment areas of Illinois and Indiana. As a consequence, additional controls on NOx and VOC emissions from Wisconsin are likely to have very little impact on ozone concentrations in the Chicago nonattainment area. When identifying additional controls for implementation, the state will have to consider the potential of those controls to reduce ozone concentrations at violating monitors in the nonattainment area. Federal regulatory programs may be more appropriate to limit the transport of ozone and its precursors to the Chicago area from upwind states. Examples of such programs include:

- Implementation of any federally promulgated rule regulating transport of ozone precursors.
- Updated federal NOx emission limits for heavy-duty vehicles.
- Updated (Phase 2) federal fuel efficiency standards for medium- and heavy-duty engines and vehicles.
- New federal regulations on the sale of aftermarket catalysts for vehicle catalytic converters.

Should it be determined through the action level study that existing and on-the-way measures are inadequate to return the area to attainment, WDNR will identify and implement candidate control measures as necessary to assure attainment and maintenance of the area within 18 months of

certification of the monitoring data that triggered the action level response. Given the impact of upwind emissions on ozone formation along Wisconsin's Lake Michigan shoreline, WDNR notes that the action level study findings may indicate that additional Wisconsin control measures would do little to help the Chicago area return to and maintain attainment.

The adoption of any additional control measures would be subject to the necessary Wisconsin administrative, legal, and legislative processes. WDNR would solicit input from interested and affected parties in the area prior to selecting appropriate control measures. This process would include publication of notices, an opportunity for a public hearing, and other measures required by Wisconsin law.

7.4. Commitment to Revise Maintenance Plan

Wisconsin hereby commits to review its maintenance plan eight (8) years after redesignation, as required by Section 175(A) of the CAA. This revised SIP will provide for maintenance for an additional ten years.

8. PUBLIC PARTICIPATION

In accordance with section 110(a)(2) of the CAA, WDNR published a notice on the internet (**web address***) on (month/day), 2019 stating that it would hold a public hearing on the Redesignation Request and Maintenance Plan for the Wisconsin Portion of the Chicago-Naperville (IL-IN-WI) 2008 8-hour Ozone Nonattainment Area. A notice of availability was also posted on the website. The public hearing took place on ***** in ***** in room ****. The redesignation request was available for public comment through *****, 2019.

9. CONCLUSIONS

Eastern Kenosha County, Wisconsin, along with the rest of the Chicago nonattainment area, has attained the 2008 ozone NAAQS. In addition, as described within this document, all applicable provisions of the CAA regarding redesignation to attainment have been met. Therefore, WDNR, on behalf of the State of Wisconsin, hereby requests that EPA redesignate eastern Kenosha County from nonattainment to attainment for the 2008 ozone NAAQS.

APPENDIX 1

Wisconsin's Infrastructure SIP for the 2008 Ozone NAAQS

This appendix includes:

1. Wisconsin Nitrogen Dioxide (NO_2), Ozone (O_3), and Sulfur Dioxide (SO_2) Infrastructure State Implementation Plan (SIP), submitted to U.S. EPA on June 20, 2013……..…..…2
2. June 20, 2013 Infrastructure SIP Submission Clarification, submitted to U.S. EPA on January 28, 2015……... …..…9
3. Air Plan Approval; Wisconsin; Infrastructure SIP Requirements for the 2008 Ozone, 2010 NO_2, and 2010 SO_2 NAAQS, published by U.S. EPA in the Federal Register, September 11, 2015 (80 FR 54725)……....10
4. Approval and Promulgation of Air Quality Implementation Plans; Wisconsin; Revisions to PSD and NNSR Programs, published by U.S. EPA in the Federal Register, October 6, 2014 (79 FR 60064)……..…...14
5. Air Plan Approval; Wisconsin; Wisconsin State Board Requirements, published by U.S. EPA in the Federal Register, January 21, 2016 (81 FR 3334)……..…...16
6. Wisconsin State Implementation Plan (SIP) Revision – PM2.5 Increment and Various PSD Program Changes, submitted to U.S. EPA on February 8, 2016……...19
7. Air Plan Approval; Wisconsin; NOx as a Precursor to Ozone, $PM_{2.5}$ Increment Rules and PSD Infrastructure SIP Requirements, February 7, 2017 (82 FR 9515)…….. …...22

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June 20, 2013

Ms. Susan Hedman
Regional Administrator - R19J
U.S. Environmental Protection Agency (EPA) - Region 5
77 W. Jackson Blvd.
Chicago IL 60604

Subject: Wisconsin Nitrogen Dioxide (NO_2), Ozone (O_3), and Sulfur Dioxide (SO_2) Infrastructure State Implementation Plan (SIP)

Dear Ms. Hedman:

The Wisconsin Department of Natural Resources (WDNR) hereby submits an infrastructure SIP for the 2008 O_3 and 2010 NO_2 and SO_2 National Ambient Air Quality Standards (NAAQS) in accordance with the requirements contained in Sections 110(a)(1) and 110(a)(2) of the Clean Air Act (CAA). This submittal describes the state's ability to implement, maintain, and enforce these NAAQS.

The WDNR has the legal authority under Wisconsin law to adopt and implement the requested SIP revisions. Section 285.11(6), *Wis. Stats.*, authorizes the WDNR to develop and revise a SIP for prevention, abatement, and control of air pollution. The WDNR conducted a public hearing on June 10, 2013 regarding this SIP submittal. A copy of the public hearing notice is included as an attachment. In addition, a summary of comments received during the WDNR's public comment process is included as an attachment.

In accordance with the April 6, 2011 McCabe Memo, one paper copy of the SIP documents is enclosed. In addition, an electronic copy of these documents is provided on an enclosed CD. If you have any questions regarding this submittal, please contact Joseph Hoch at (608) 267-7543 or Ralph Patterson at (608) 267-7546.

Sincerely,

Sor Andrea M Stewart

Bart Sponseller, Director
Bureau of Air Management

cc: Patrick Stevens – AD/8
Joseph Hoch – AM/7
Ralph Patterson – AM/7
George Czerniak – U.S. EPA Region V (A-18J)
John Mooney – U.S. EPA Region V (A-18J)
Douglas Aburano – U.S. EPA Region V (AR-18J)

Attach: Wisconsin's NO_2, O_3, and SO_2 Infrastructure SIP
Infrastructure SIP public hearing notice
Proof of publication for the public comment period and public hearing
Summary and responses to public comments
EPA Region V SIP Submittal Checklist

Wisconsin's Infrastructure State Implementation Plan (SIP) Elements for Nitrogen Dioxide (NO_2), Ozone (O_3), and Sulfur Dioxide (SO_2)

1. Section 110(a)(2)(A): Emission limits and other control measures
   "Each such plan shall […] include enforceable emission limitations and other control measures, means, or techniques (including economic incentives such as fees, marketable permits, and auctions of emissions rights), as well as schedules and timetables for compliance, as may be necessary or appropriate to meet the applicable requirements of this chapter."

   The Wisconsin Department of Natural Resources (WDNR) continues to monitor, update, and implement revisions to Wisconsin's SIP as emission limits and/or other control measures are needed in order to meet National Ambient Air Quality Standards (NAAQS), including the 2008 O_3 NAAQS, 2010 NO_2 NAAQS, and 2010 SO_2 NAAQS. Authority for this effort is established under ss. 285.11 through 285.19, *Wis. Stats.* Authorities related to specific pollutants, including the establishment of ambient air quality standards and increments, identification of nonattainment areas, air resource allocations, and various performance and emissions standards, are contained in ss. 285.21 through 285.29, *Wis. Stats.*

2. Section 110(a)(2)(B): Ambient air quality monitoring/data system
   "Each such plan shall […] provide for establishment and operation of appropriate devices, methods, systems, and procedures necessary to

   (i) monitor, compile, and analyze data on ambient air quality, and

   (ii) upon request, make such data available to the Administrator."

   The WDNR continues to operate an extensive air monitoring network. The data is used after full quality assurance to determine compliance with the NAAQS.

   Wisconsin's most recently adopted annual network plan for 2013 was approved by the United States Environmental Protection Agency (U.S. EPA) on October 31, 2012. All monitored data is submitted to the U.S. EPA's Air Quality System (AQS) in a timely manner in accordance with *40 CFR 51.320*. The WDNR continues to provide the U.S. EPA regional office notice of any planned changes to monitoring sites or to the network plan. In addition, the WDNR actively participated in the development of a five-year regional network assessment for U.S. EPA Region 5 States dated July 1, 2010. Authority for monitoring efforts exists under general air pollution duties in s. 285.11, *Wis. Stats*. Funding for Wisconsin's air monitoring network comes from a variety of sources, including from the U.S. EPA under its Section 103 and 105 grant programs supporting federal monitoring requirements specified in *40 CFR 58.10*.

3. Section 110(a)(2)(C): Programs for enforcement, PSD, and NSR
   "Each such plan shall […] include a program to provide for the enforcement of the measures described in subparagraph (A), and regulation of the modification and construction of any stationary source within the areas covered by the plan as necessary to assure that national ambient air quality standards are achieved, including a permit program as required in parts C and D of this subchapter."

   The WDNR Air Management and Environmental Enforcement Programs work together to ensure compliance with Air Management Program SIP provisions, administrative code, and permit requirements. Authority to enforce violations and to assess penalties is contained in ss. 285.83 and 285.87, *Wis. Stats.* The WDNR follows a stepped enforcement process to address violations. The

enforcement response ranges from issuance of a Letter of Inquiry (the state counterpart of a U.S. EPA 114 request) where additional information is needed to confirm or assess the significance of a violation, up through referral to the Wisconsin Department of Justice (DOJ) for civil or criminal enforcement as appropriate.

The Environmental Performance Partnership Agreement (EnPPA) between the Wisconsin Air Management Program and U.S. EPA Region 5 addresses implementation of the U.S. EPA's High Priority Violation (HPV) policy. The process for prosecution of violations is also addressed in an Air Management Program Compliance and Enforcement Memorandum of Understanding (MOU) between U.S. EPA Region 5 and the WDNR Air Management Program. Consistent with the provisions of this MOU, the two agencies conduct monthly compliance and enforcement conference calls to discuss program issues and specific cases.

The WDNR regulates modification and construction of stationary sources through its U.S. EPA approved nonattainment New Source Review (NSR), Prevention of Significant Deterioration (PSD), and Title V permits programs under s. 285.11, s. 285.13, s. 285.17, s. 285.19, and ss. 285.60 through 285.69, *Wis. Stats*. The WDNR collects revenue to support these permit programs through application of applicable fee requirements under s. 285.69, *Wis. Stats*.

On March 28, 2011, the WDNR transmitted a letter to the U.S. EPA clarifying that the infrastructure SIP before the U.S. EPA review at that time (with respect to the 1997 O_3 and 1997 fine particulate matter ($PM_{2.5}$) NAAQS) only included PSD regulations that remained approved after the U.S. EPA issued the PSD SIP narrowing rule. Thus, the greenhouse gas (GHG) PSD permitting requirement in Wisconsin's infrastructure SIP submittal consisted of only that portion of the PSD SIP program that applies PSD permitting requirements to GHG emissions at or above the tailoring rule thresholds. The WDNR made a subsequent submittal on May 4, 2011, asking that revisions to the State's PSD program with respect to aligning the state threshold for GHG emitting sources with the federal threshold be incorporated into the SIP. Therefore, Wisconsin retains all necessary resources and authority to permit GHG emitting sources at the federal tailoring rule threshold.

4. <u>Section 110(a)(2)(D)(i): Interstate transport provisions</u>
"Each such plan shall […] contain adequate provisions:

(i) prohibiting, consistent with the provisions of this subchapter, any source or other type of emissions activity within the state from emitting any air pollutant in amounts which will-

(I) contribute significantly to nonattainment in, or

(II) interfere with maintenance by, any other state with respect to any such national primary or secondary ambient air quality standard, or interfere with measures required to be included in the applicable implementation plan for any other state under part C of this subchapter to prevent significant deterioration of air quality to protect visibility."

The WDNR has adopted and implemented the various major programs related to interstate transport of pollution, as required by the U.S. EPA. The WDNR developed implementation programs in ch. NR 432, *Wis. Adm. Code*, in 2007, for the state portions of the Clean Air Interstate Rule (CAIR), to address interstate transport of O_3 and $PM_{2.5}$ precursor emissions. Emissions of NO_2 and SO_2 are addressed regionally as $PM_{2.5}$ precursors, as well as locally within the state as described in section 110(a)(2)(K).

When the U.S. EPA finalizes a replacement to CAIR, as required by the U.S. Court of Appeals for the D.C. Circuit, the WDNR has the authority to develop refined control requirements to address that forthcoming federal program – either by adopting a Federal Implementation Plan (FIP) directly or through development of an approvable substitute regulation embodying a more unique state program. In addition, as part of the U.S. Court of Appeals for the D.C. Circuit August 21, 2012 decision regarding the Cross State Air Pollution Rule (CSAPR), the U.S. EPA must first define "significant contribution" before requiring states to eliminate that contribution.

In August 2012, the U.S. EPA fully approved Wisconsin's Regional Haze SIP, which satisfies the visibility protection requirements under 40 CFR Part 51 Subpart P. Wisconsin has entered into agreements and working relationships with the surrounding States of Illinois, Indiana, Michigan, Ohio and Minnesota through the Lake Michigan Air Directors Consortium (LADCO) to address a continuing assessment and control strategy program to ensure multi-state nonattainment areas meet required Clean Air Act (CAA) timelines. Together these regulations and cooperative agreements address CAA and U.S. EPA concerns over the interstate transport of emissions of regulated pollutants.

If needed, ss. 285.11, 285.13 and 285.15, *Wis. Stats.*, address circumstances where interstate transport reduction agreements between states are needed to resolve SIP development of cross-boundary nonattainment areas. As detailed in the section addressing Section 110(a)(2)(C), Wisconsin has adequate PSD and NSR regulations; these regulations satisfy all applicable elements of Section 110(a)(2)(D)(i), as well as those of Section 110(a)(2)(C).

5. Section 110(a)(2)(D)(ii): Interstate and International transport provisions
"Each such plan shall […] contain adequate provisions insuring compliance with the applicable requirements of sections 126 and 115 (relating to interstate and international pollution abatement)."

Wisconsin's Air Management Program contains adequate provisions to insure compliance with Section 126 of the CAA relating to interstate pollution abatement. Neighboring states and tribes are notified regarding new or modified sources. Additionally, Section 115 of the CAA relates to international pollution abatement. Wisconsin has no pending obligations under Section 115.

6. Section 110(a)(2)(E): Adequate personnel, funding, and authority
"Each such plan shall […] provide:

(i) necessary assurances that the State (or, except where the Administrator deems inappropriate, the general purpose local government or governments, or a regional agency designated by the State or general purpose local governments for such purpose) will have adequate personnel, funding, and authority under state (and, as appropriate, local) law to carry out such implementation plan (and is not prohibited by any provision of Federal or State law from carrying out such implementation plan or portion thereof),

(ii) requirements that the state comply with the requirements respecting State boards under section 128,

(iii) necessary assurances that, where the State has relied on a local or regional government agency, or instrumentality for the implementation of any plan provision, the State has responsibility for ensuring adequate implementation of such plan provision."

Funding and personnel for the WDNR is through the state's biennial budget process. The WDNR Air Management Program has several funding sources, including program revenue (fees paid by

businesses), tax revenue, and grants (federal and state). There are separate accounts affiliated with the different funding sources to ensure the funding and related personnel are used for the intended purpose. The primary federal grant the Air Management Program receives is the Section 105 Air Pollution Control Grant. It is an annual grant that includes extensive review by the U.S. EPA. In addition, the WDNR and the U.S. EPA negotiate priorities and grant commitments under the EnPPA, which is a two year agreement itemizing performance measures and outcomes across the various funding sources and grants. Wisconsin's basic Air Management Program duties and authorities are ensured under s. 285.11, *Wis. Stats*.

As specified in the section addressing Section 110(a)(2)(C), the WDNR also retains both the legal authority and adequate personnel to permit GHG emitting sources at the appropriate federal tailoring threshold.

With respect to the requirements of Section 128, the WDNR notes that the Wisconsin Natural Resources Board (NRB) does not generally approve enforcement or permit orders. Therefore, only the second requirement of Section 128 applies to Wisconsin. Rules that apply to the Wisconsin NRB can be found in s. 15.34, *Wis. Stats*. Wisconsin Statute Chapter 19, "General Duties of Public Officials" contains provisions, specifically in s. 19.46, 19.47, and 19.48, *Wis. Stats.*, that address conflict of interest over public officials, which would include the NRB.

7. Section 110(a)(2)(F): Stationary source monitoring and reporting
"each such plan shall […] require, as may be prescribed by the Administrator:

(i) the installation, maintenance, and replacement of equipment, and the implementation of other necessary steps, by owners or operators of stationary sources to monitor emissions from such sources,

(ii) periodic reports on the nature and amounts of emissions and emissions-related data from such source

(iii) correlation of such reports by the state agency with any emission limitations or standards established pursuant to this chapter, which reports shall be available at reasonable times for public inspection."

The WDNR requires regulated sources to monitor, keep records, and submit reports dependent on applicable requirements and the type of permit issued. Frequency and requirements for review are incorporated as part of chs. NR 438 and 439, *Wis. Adm. Code*. Emission reports are submitted to meet requirements in our emission statement SIP. Wisconsin has a web-based monitoring, reporting, permits and compliance database called the Wisconsin Air Resource Program (WARP) that substantially strengthens the integrity of each of its component units. Basic authority for this effort is provided in s. 285.65, *Wis. Stats*. Public inspection of reports is available under Wisconsin's open records law contained in s. 19.35, *Wis. Stats*.

8. Section 110(a)(2)(G): Emergency episodes:
"Each such plan shall provide for authority comparable to that in section 303 of this Title and adequate contingency plans to implement such authority,"

Wisconsin Statute s. 285.85 requires the WDNR to act upon a finding that episode or emergency conditions exist. This language authorizes the WDNR to seek immediate injunctive relief in circumstances of substantial danger to the environment or to public health.

9. Section 110(a)(2)(H): Future SIP revisions
"Each such plan shall [...] provide for revisions of such plan-

(i) from time to time as may be necessary to take account of revisions of such national primary or secondary ambient air quality standard or the availability of improved or expeditious methods of attaining such standard, and

(ii) except as provided in paragraph (3)(C), whenever the Administrator finds on the basis of information available to the Administrator that the plan is substantially inadequate to attain the national ambient air quality standard which it implements or to otherwise comply with any additional requirements established under this chapter (CAA)."

Wisconsin Statute s. 285.11(6) provides the WDNR the authority to develop all rules, limits, and regulations necessary to meet NAAQS as they evolve and to respond to any U.S. EPA findings of inadequacy with the overall Wisconsin SIP and Air Management Programs.

10. Section 110(a)(2)(J): Consultation with government officials, public notification, PSD and visibility protection
"Each such plan shall […] meet the applicable requirements of section 121 of this Title (relating to consultation), section 127 of this Title (relating to public notification), and part C of this subchapter (relating to prevention of significant deterioration of air quality and visibility protection)."

The WDNR follows an administrative process for public input and legislative review on non-rule SIP revisions for air quality control programs or measures. In addition, the WDNR follows an administrative process for public input, adoption by the Wisconsin NRB, and legislative review on rule SIP revisions for air quality control programs or measures. These processes ensure that potentially impacted public entities are identified and allowed to become engaged in the SIP development process. The WDNR Air Management Program has effectively used formal stakeholder structures in the development and refinement of all major SIP revisions. The WDNR is given the authority in s. 285.13(5), *Wis. Stats.*, to "advise, consult, contract and cooperate with other agencies of the state, local governments, industries, other states, interstate or inter-local agencies, and the federal government, and with interested persons or groups" during the entire SIP revision process and for other elements related to air management for which the WDNR is the officially-charged agency.

The WDNR maintains an active and fully-approved monitoring network for criteria pollutants . As provided for under s. 285.11, *Wis. Stats.*, public notice is provided at levels associated with the extent of the monitored problem ranging from an advisory to alert levels. The State of Wisconsin actively participates in development of regional air quality forecasts and the U.S. EPA's AIRNow air quality data outreach program. The WDNR maintains an active multi-media outreach effort through a variety of partners to ensure adequate public notice of air quality and to advise the public of actions to reduce immediate exposure and improve air quality. Public notification is provided through the Department's website and through a contracted e-mail subscription service known as "GovDelivery".

The WDNR's satisfaction of the PSD and visibility requirements of this section have been previously addressed in the section addressing 110(a)(2)(C) and 110(a)(2)(D) requirements. Insofar as those provisions satisfy the applicable requirements of those sections, the WDNR intends the same provisions to satisfy the applicable requirements of Section 110(a)(2)(J).

11. Section 110 (a)(2)(K): Air quality modeling/data
"Each such plan shall […] provide for-

(i) the performance of such air quality modeling as the administrator may prescribe for the purpose of predicting the effect on ambient air quality of any emissions of any pollutant for which the Administrator has established a national ambient air quality standard, and

(ii) the submission upon request, of data related to such air quality modeling to the Administrator."

The WDNR has the authority and capability to perform source-oriented dispersion modeling of all criteria pollutants – including NO_2, O_3, and SO_2 – using models such as AERMOD. The WDNR works with LADCO and the U.S. EPA to perform regional modeling of O_3 and $PM_{2.5}$ precursors – including NO_2 and SO_2 – from consistent emissions inventory and meteorology platforms. This regional modeling supports SIP development for Wisconsin, nearby nonattainment areas, addresses interstate pollutant transport quantification, and supports visibility impact assessments. The WDNR requires source-specific modeling for PSD-NSR assessment and permitting for the construction of major and some minor sources. These authorities reside under ss. 285.11, 285.13 and 285.60 - 285.69, *Wis. Stats*.

12. Section 110(a)(2)(L): permitting fees
"Each such plan shall require the owner or operator of each major stationary source to pay to the permitting authority, as a condition of any permit required under this chapter, a fee sufficient to cover-

(i) the reasonable costs of reviewing and acting upon any application for such a permit, and

(ii) if the owner or operator receives a permit for such source, the reasonable costs of implementing and enforcing the terms and conditions of any such permit (not including any court costs or other costs associated with any enforcement action), until such fee requirement is superseded with respect to such sources by the Administrator's approval of a fee program under subchapter Title V of this chapter."

Major stationary sources receive permits under Wisconsin's Title 5 and NSR programs. The Title 5 program is funded by emission fees paid by sources and the level of funding is included in the State's biennial budget process. The NSR program is funded by application and review fees that vary based on the type and complexity of the permit. The NSR program fees were revised effective January 1, 2011. Authority is established under s. 285.69, *Wis. Stats*.

13. Section 110(a)(2)(M): Consultation/participation by affected local entities
"Each such plan shall […] provide for consultation and participation by local political subdivisions affected by the plan."

Consultative authorities and responsibilities are noted in response to Section 110(a)(2)(J) requirements above regarding intergovernmental consultation. In addition, the WDNR follows formal public hearing processes in developing and adopting all formal SIP revisions that entail new or revised air pollution control programs or strategies. The WDNR actively engages potentially impacted stakeholders and other interested parties including local governmental entities. The WDNR is required to adopt all formal emission control programs and strategies as rules following the state's formal regulatory processes of notice prior to adoption of rules. For any SIP revision not related to a single source, the WDNR is required to provide the standing committees of the Wisconsin State Legislature with jurisdiction over environmental matters, a 60-day review period, which effectively ensures local entities have been engaged in the program development process. The WDNR is obligated to respond to inquiries by the committee chairs within 15 days under s. 285.14, *Wis. Stats*.

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison WI 53707-7921

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
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January 28, 2015

Ms Susan Hedman
USEPA Region V
77 West Jackson Boulevard
Chicago IL 60604

Subject: June 20, 2013 Infrastructure SIP Submission Clarification

Dear Ms. Hedman:

This letter is clarifying our June 20, 2013 Infrastructure SIP submission for the 2008 ozone and 2010 NO2 and SO2 National Ambient Air Quality Standards (NAAQS).

Our authority under Chapters 227 and 285, Wis. Stats, to create new rules and implement existing emission limits and controls allow us to meet the requirements on 110(a)(2)(A). The authority for WDNR to develop rules and regulations is found in Sections 227.11(2)(a), 285.11(1), and 285.21(1)(a), Wis. Stats. Section 227.11(2)(a), Stats., expressly confers rule making authority to an agency. Section 285.11(1) and (6) requires the WDNR promulgate rules and establish control strategies in order to prepare and implement the State Implementation Plan (SIP) for the prevention, abatement and control of air pollution in the state. Section 285.21(1)(a) requires that the WDNR promulgate by rule ambient air quality standards that are similar to, but not more restrictive than the NAAQS.

The current Wisconsin administrative code contains existing controls and emission limits that addresses the NAAQS supplied in the June 20, 2013 Infrastructure SIP submission.

- 2008 ozone NAAQS- Chapters NR 419 through NR 425, Wis. Adm. Code, control VOC as an ozone precursor and Chapter NR 428, Wis. Adm. Code, control NOx as an ozone precursor.
- 2010 NO2 NAAQS- Chapter NR 428, Wis. Adm. Code contains the controls and emission limits for nitrogen dioxide control.
- 2010 SO2 NAAQS - Chapter NR 418, Wis. Adm. Code, contain the controls and emissions limits for sulfur dioxide control.

If you should have any questions regarding this letter, please feel free to contact Ralph Patterson of my staff at 608-267-7546.

Sincerely,

Bart Sponseller
Director
Bureau of Air Management

Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

The Congressional Review Act, 5 U.S.C. 801 *et seq.,* as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a ''major rule'' as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by November 10, 2015. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. Parties with objections to this direct final rule are encouraged to file a comment in response to the parallel notice of proposed rulemaking for this action published in the proposed rules section of today's **Federal Register,** rather than file an immediate petition for judicial review of this direct final rule, so that EPA can withdraw this direct final rule and address the comment in the proposed rulemaking. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Emissions Reporting, Incorporation by reference, Reporting and recordkeeping requirements, Sulfur dioxide.

Dated: August 28, 2015.

Susan Hedman,

Regional Administrator, Region 5.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

■ 2. Section 52.770, the table in paragraph (c) is amended by revising the entry for Rule 7–4.1–21 ''Walsh and Kelly sulfur dioxide emission limitations'' under the subheading entitled ''Rule 4.1 Lake County Sulfur Dioxide Emission Limitations'' under the heading entitled ''Article 7. Sulfur Dioxide Rules'' to read as follows:

§ 52.770 Identification of plan.

* * * * *

(c) * * *

EPA-APPROVED INDIANA REGULATIONS

Indiana citation	Subject	Indiana effective date	EPA Approval date	Notes
*	*	*	*	*
Article 7. Sulfur Dioxide Rules				
*	*	*	*	*
Rule 4.1 Lake County Sulfur Dioxide Emission Limitations				
*	*	*	*	*
7–4.1–21	Walsh and Kelly sulfur dioxide emission limitations ..	5/29/2015	9/11/2015, [insert **Federal Register** citation].	
*	*	*	*	*

* * * * *

[FR Doc. 2015–22716 Filed 9–10–15; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R05–OAR–2014–0704; FRL–9933–62–Region 5]

Air Plan Approval; Wisconsin; Infrastructure SIP Requirements for the 2008 Ozone, 2010 NO_2, and 2010 SO_2 NAAQS

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking final action to approve some elements of state implementation plan (SIP) submissions from Wisconsin regarding the infrastructure requirements of section 110 of the Clean Air Act (CAA) for the 2008 ozone, 2010 nitrogen dioxide (NO_2), and 2010 sulfur dioxide (SO_2) National Ambient Air Quality Standards (NAAQS). The infrastructure requirements are designed to ensure that the structural components of each state's air quality management program are adequate to meet the state's responsibilities under the CAA. The

proposed rulemaking associated with this final action was published on April 20, 2015, and EPA received no comments during the comment period, which ended on May 20, 2015.

DATES: This final rule is effective on October 13, 2015.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA–R05–OAR–2014–0704. All documents in the docket are listed on the *www.regulations.gov* Web site. Although listed in the index, some information is not publicly available, *e.g.,* Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through *www.regulations.gov* or in hard copy at the Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604. This facility is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays. We recommend that you telephone Eric Svingen, Environmental Engineer, at (312) 353–4489 before visiting the Region 5 office.

FOR FURTHER INFORMATION CONTACT: Eric Svingen, Environmental Engineer, Attainment Planning and Maintenance Section, Air Programs Branch (AR–18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353–4489, *svingen.eric@epa.gov.*

SUPPLEMENTARY INFORMATION: Throughout this document whenever ''we,'' ''us,'' or ''our'' is used, we mean EPA. This supplementary information section is arranged as follows:

I. What is the background of these SIP submissions?
II. What action is EPA taking?
III. Statutory and Executive Order Reviews.

I. What is the background of these SIP submissions?

A. What state submissions does this rulemaking address?

This rulemaking addresses June 20, 2013, submissions and a January 28, 2015, clarification from the Wisconsin Department of Natural Resources (WDNR) intended to address all applicable infrastructure requirements for the 2008 ozone, 2010 NO_2, and 2010 SO_2 NAAQS.

B. Why did the state make these SIP submissions?

Under section 110(a)(1) and (2) of the CAA, states are required to submit infrastructure SIPs to ensure that their SIPs provide for implementation, maintenance, and enforcement of the NAAQS, including the 2008 ozone, 2010 NO_2, and 2010 SO_2 NAAQS. These submissions must contain any revisions needed for meeting the applicable SIP requirements of section 110(a)(2), or certifications that their existing SIPs for the NAAQS already meet those requirements.

EPA has highlighted this statutory requirement in multiple guidance documents. The most recent, entitled ''Guidance on Infrastructure State Implementation Plan (SIP) Elements under CAA Sections 110(a)(1) and (2)'', was published on September 13, 2013.

C. What is the scope of this rulemaking?

EPA is acting upon the SIP submissions from Wisconsin that address the infrastructure requirements of CAA section 110(a)(1) and (2) for the 2008 ozone, 2010 NO_2, and 2010 SO_2 NAAQS. The requirement for states to make SIP submissions of this type arises out of CAA section 110(a)(1), which states that states must make SIP submissions ''within 3 years (or such shorter period as the Administrator may prescribe) after the promulgation of a national primary ambient air quality standard (or any revision thereof),'' and these SIP submissions are to provide for the ''implementation, maintenance, and enforcement'' of such NAAQS. The statute directly imposes on states the duty to make these SIP submissions, and the requirement to make the submissions is not conditioned upon EPA's taking any action other than promulgating a new or revised NAAQS. Section 110(a)(2) includes a list of specific elements that ''[e]ach such plan'' submission must address.

EPA has historically referred to these SIP submissions made for the purpose of satisfying the requirements of CAA section 110(a)(1) and (2) as ''infrastructure SIP'' submissions. Although the term ''infrastructure SIP'' does not appear in the CAA, EPA uses the term to distinguish this particular type of SIP submission from submissions that are intended to satisfy other SIP requirements under the CAA, such as SIP submissions that address the nonattainment planning requirements of part D and the Prevention of Significant Deterioration (PSD) requirements of part C of title I of the CAA, and ''regional haze SIP'' submissions required to address the visibility protection requirements of CAA section 169A.

This rulemaking will not cover three substantive areas because they are not integral to acting on a state's infrastructure SIP submissions: (i) Existing provisions related to excess emissions during periods of start-up, shutdown, or malfunction (''SSM'') at sources, that may be contrary to the CAA and EPA's policies addressing such excess emissions; (ii) existing provisions related to ''director's variance'' or ''director's discretion'' that purport to permit revisions to SIP approved emissions limits with limited public notice or without requiring further approval by EPA, that may be contrary to the CAA; and, (iii) existing provisions for PSD programs that may be inconsistent with current requirements of EPA's ''Final NSR Improvement Rule,'' 67 FR 80186 (December 31, 2002), as amended by 72 FR 32526 (June 13, 2007) (''NSR Reform''). Instead, EPA has the authority to address each one of these substantive areas in separate rulemakings. A detailed history, interpretation, and rationale as they relate to infrastructure SIP requirements can be found in EPA's May 13, 2014, proposed rule entitled, ''Infrastructure SIP Requirements for the 2008 Lead NAAQS'' in the section, ''What is the scope of this rulemaking?'' (*see* 79 FR 27241 at 27242–27245).

II. What action is EPA taking?

EPA is taking final action to approve most elements of submissions from Wisconsin certifying that its current SIP is sufficient to meet the required infrastructure elements under section 110(a)(1) and (2) for the 2008 ozone, 2010 NO_2, and 2010 SO_2 NAAQS.

The proposed rulemaking associated with this final action was published on April 20, 2015 (75 FR 21685), and EPA received no comments during the comment period, which ended on May 20, 2015. EPA is therefore taking final action to approve, as proposed, most elements of Wisconsin's submissions.

EPA's actions for the state's satisfaction of infrastructure SIP requirements, by element of section 110(a)(2) and NAAQS, are contained in the table below.

Element	2008 Ozone	2010 NO_2	2010 SO_2
(A)—Emission limits and other control measures	A	A	A
(B)—Ambient air quality monitoring/data system	A	A	A
(C)1—Program for enforcement of control measures	A	A	A
(C)2—PSD	NA	NA	NA
(D)1—I Prong 1: Interstate transport—significant contribution	NA	A	NA
(D)2—I Prong 2: Interstate transport—interfere with maintenance	NA	A	NA
(D)3—II Prong 3: Interstate transport—prevention of significant deterioration	NA	NA	NA
(D)4—II Prong 4: Interstate transport—protect visibility	A	A	A
(D)5—Interstate and international pollution abatement	A	A	A
(E)1—Adequate resources	A	A	A
(E)2—State board requirements	NA	NA	NA
(F)—Stationary source monitoring system	A	A	A
(G)—Emergency power	A	A	A
(H)—Future SIP revisions	A	A	A
(I)—Nonattainment planning requirements of part D	NA	NA	NA
(J)1—Consultation with government officials	A	A	A
(J)2—Public notification	A	A	A
(J)3—PSD	NA	NA	NA
(J)4—Visibility protection	A	A	A
(K)—Air quality modeling/data	A	A	A
(L)—Permitting fees	A	A	A
(M)—Consultation and participation by affected local entities	A	A	A

In the above table, the key is as follows:

A	Approve.
NA	No Action/Separate Rulemaking.

III. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the CAA and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, the SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

The Congressional Review Act, 5 U.S.C. 801 *et seq.,* as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a ''major rule'' as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by November 10, 2015. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Sulfur oxides.

Dated: August 27, 2015.

Susan Hedman,

Regional Administrator, Region 5.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

■ 2. Section 52.2591 is amended by adding paragraphs (g), (h), and (i) to read as follows:

§ 52.2591 Section 110(a)(2) infrastructure requirements.

* * * * *

(g) Approval—In a June 20, 2013, submission with a January 28, 2015, clarification, Wisconsin certified that the state has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2008 ozone NAAQS. We are not taking action on the prevention of significant deterioration requirements related to section 110(a)(2)(C), (D)(i)(II), and (J), the transport provisions in section 110(a)(2)(D)(i)(I), and the state board requirements of (E)(ii). We will address these requirements in a separate action.

(h) Approval—In a June 20, 2013, submission with a January 28, 2015, clarification, Wisconsin certified that the state has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2010 nitrogen dioxide (NO_2) NAAQS. We are not taking action on the prevention of significant deterioration requirements related to section 110(a)(2)(C), (D)(i)(II), and (J), and the state board requirements of (E)(ii). We will address these requirements in a separate action.

(i) Approval—In a June 20, 2013, submission with a January 28, 2015, clarification, Wisconsin certified that the state has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2010 sulfur dioxide (SO_2) NAAQS. We are not taking action on the prevention of significant deterioration requirements related to section 110(a)(2)(C), (D)(i)(II), and (J), the transport provisions in section 110(a)(2)(D)(i)(I), and the state board requirements of (E)(ii). We will address these requirements in a separate action.

[FR Doc. 2015–22864 Filed 9–10–15; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 63

[EPA–HQ–OAR–2011–0817; FRL–9933–76–OAR]

RIN 2060–AQ93

National Emission Standards for Hazardous Air Pollutants for the Portland Cement Manufacturing Industry and Standards of Performance for Portland Cement Plants; Correction

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; correcting amendments.

SUMMARY: The Environmental Protection Agency (EPA) published a final rule in the **Federal Register** on July 27, 2015, titled National Emission Standards for Hazardous Air Pollutants for the Portland Cement Manufacturing Industry and Standards of Performance for Portland Cement Plants. This final rule makes technical corrections and clarifications to the regulations published in that final rule. The rule also includes a provision describing performance testing requirements when a source demonstrates compliance with the hydrochloric acid (HCl) emissions standard using a continuous emissions monitoring system (CEMS) for sulfur dioxide measurement and reporting.

DATES: Effective September 9, 2015.

FOR FURTHER INFORMATION CONTACT: Ms. Sharon Nizich, Sector Policies and Programs Division (D243–04), Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Research Triangle Park, North Carolina 27711, telephone number: (919) 541–2825; facsimile number: (919) 541–5450; email address: *nizich.sharon@epa.gov.* For information about the applicability of the national emission standards for hazardous air pollutants or new source performance standards, contact Mr. Patrick Yellin, Monitoring, Assistance and Media Programs Division (2227A), Office of Enforcement and Compliance Assurance, U.S. Environmental Protection Agency, 1200 Pennsylvania Avenue, Washington, DC 20460; telephone number (202) 564–2970; email address *yellin.patrick@epa.gov.*

SUPPLEMENTARY INFORMATION:

Summary of Technical Corrections

The EPA received communications from representatives of the Portland cement industry on five occasions in August 2015 (see memo to the docket (EPA–HQ–OAR–2011–0817) titled, ''Communications on Errors PCA August 2015''). These communications outlined several errors in the regulatory text of the final rule (80 FR 44772). These all pertain to monitoring requirements. The EPA agrees that these are errors (typographical and unintended phrasing or omissions), and is correcting these errors in this document. We are also removing two passages (which consisted of four sentences) that were inadvertently left in the final amendments, but were discussed by the EPA as being removed in the Response to Comment (RTC) document for the final amendments (see docket item EPA–HQ–OAR–2011–0817–0870, page 8). In the RTC, we discussed that data substitution is not an allowed practice when determining compliance, but these four sentences discuss procedures for data substitution. Leaving these sentences in the rule, thus, does not reflect the EPA's stated intention, and would lead to confusion given the direct conflict between the RTC document and the rule text.

We are making one further technical correction involving timing of performance tests. The correction keeps in place the specified time by which performance tests must be conducted, but will no longer set out a window of time in which the test must be conducted. The net effect is that performance tests can be conducted earlier than the window of time in the current rule text if a source desires to conduct its performance test earlier. The EPA had already indicated in the RTC document that it was making this change (see docket item EPA–HQ–OAR–2011–0817–0870, page 5). The EPA regards this amendment as a clarification (the current rule could be interpreted to allow earlier testing) so that the rule reads precisely as intended, as stated by the EPA in the RTC document.

List of Subjects in 40 CFR Part 63

Environmental protection, Administrative practice and procedure, Air pollution control, Hazardous substances, Intergovernmental relations, Reporting and recordkeeping requirements.

For the reasons set out in the preamble, title 40, chapter I of the Code of Federal Regulations is amended as follows:

PART 63—NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS FOR SOURCE CATEGORIES

■ 1. The authority citation for part 63 continues to read as follows:

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R05–OAR–2014–0242; FRL–9915–94–Region 5]

Approval and Promulgation of Air Quality Implementation Plans; Wisconsin; Revisions to PSD and NNSR Programs

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: Pursuant to its authority under the Clean Air Act (CAA or Act), the Environmental Protection Agency (EPA) is approving a revision to the Wisconsin State Implementation Plan (SIP) for the Prevention of Significant Deterioration (PSD) and Nonattainment New Source Review (NNSR) programs.

DATES: This final rule is effective on November 5, 2014.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA–R05–OAR–2014–0242. All documents in the docket are listed on the *www.regulations.gov* Web site. Although listed in the index, some information is not publicly available, i.e., Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through *www.regulations.gov* or in hard copy at the Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604. This facility is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays. We recommend that you telephone Anthony Maietta, Life Scientist, at (312) 353–8777 before visiting the Region 5 office.

FOR FURTHER INFORMATION CONTACT: Anthony Maietta, Life Scientist, Control Strategies Section, Air Programs Branch (AR–18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353–8777, *maietta.anthony@epa.gov.*

SUPPLEMENTARY INFORMATION: Throughout this document whenever ''we,'' ''us,'' or ''our'' is used, we mean EPA. This supplementary information section is arranged as follows:

I. What is the background for this action?
II. Effective Date of Wisconsin's Adopted Rule and Formal SIP Submission.
III. What action is EPA taking?
IV. Statutory and Executive Order Reviews.

I. What is the background for this action?

On March 12, 2014, the Wisconsin Department of Natural Resources (WDNR) submitted a request to EPA to revise portions of its PSD and NNSR programs. The submittal requested that EPA approve the following revised rules into Wisconsin's SIP: (1) NR 400.02(123m) and (124); (2) NR 405.02(21)(b)5.a. and b. and 6; (3) NR 405.02(25i)(a); (4) NR 405.02(25i)(ag) and (ar)1–3; and (5) NR 408.02(20)(e) 5.a and b. and 6. On May 2, 2014, EPA published in the **Federal Register** (79 FR 25063) a proposal to take action on portions of the March 12, 2014, submittal that pertained to the definition of ''major modification'', and explicitly identify oxides of nitrogen (NO_X) as a precursor to ozone. Specifically, EPA's May 2, 2014, proposed rulemaking was limited to the following provisions: (1) NR 405.02(21)(b)5.a. and b. and 6; (2) NR 405.02(25i)(a); (3)NR 405.02(25i)(ar)(intro) and 1.; and, (4) NR 408.02(20)(e) 5.a and b. and 6. The remainder of WDNR's submission, as it relates to the identification of precursors to particulate matter of less than 2.5 micrometers ($PM_{2.5}$), and the definition of $PM_{2.5}$ and particulate matter of less than 10 micrometers, will be addressed in a separate rulemaking.

Because the SIP revision was not effective at the state level at the time of the March 12, 2014, submittal, Wisconsin requested that EPA parallel process the SIP revision. EPA's May 2, 2014, proposal was contingent upon both the effectiveness of amended rules at the state level and a formal, fully adopted SIP revision request.

II. Effective Date of Wisconsin's Adopted Rule and Formal SIP Submission

On June 30, 2014, revisions to Wisconsin's PSD and NNSR rules, as submitted in draft to EPA on March 12, 2014, were published in the Wisconsin Administrative Register, and became effective on July, 1, 2014. On August 11, 2014, Wisconsin formally submitted its request for EPA to take final action on our May 2, 2014 proposal.

III. What action is EPA taking?

EPA is approving revisions to Wisconsin rules NR 405.02(21)(b)5.a. and b. and 6; NR 405.02(25i)(a); NR 405.02(25i)(ar)(intro) and 1.; and NR 408.02(20)(e) 5.a and b. and 6., as submitted by WDNR on August 11, 2014, into the Wisconsin SIP.

IV. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the CAA and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a ''significant regulatory action'' subject to review by the Office of Management and Budget under Executive Order 12866 (58 FR 51735, October 4, 1993);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, this rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), because the SIP is not approved to apply in Indian country located in the state, and EPA notes that it will not impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.,* as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a ''major rule'' as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by December 5, 2014. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen oxides, Ozone, Reporting and recordkeeping requirements, Sulfur oxides.

Dated: August 19, 2014.

Susan Hedman,

Regional Administrator, Region 5.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

■ 2. Section 52.2570 is amended by adding paragraph (c)(131) to read as follows:

§ 52.2570 Identification of plan.

* * * * *

(c) * * *

(131) On August 11, 2014, the Wisconsin Department of Natural Resources submitted a request to revise Wisconsin's Prevention of Significant Deterioration and Nonattainment New Source Review rules.

(i) Incorporation by reference.

(A) Wisconsin Administrative Code, NR 405.02(21)(b)5.a. and b. and 6; NR 405.02(25i)(a); NR 405.02(25i)(ar)(intro) and 1., as published in the Wisconsin Administrative Register July 2014, No. 703, effective August 1, 2014.

(B) Wisconsin Administrative Code, NR 408.02(20)(e) 5.a and b. and 6., as published in the Wisconsin Administrative Register July 2014, No. 703, effective August 1, 2014.

[FR Doc. 2014–23769 Filed 10–3–14; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R05–OAR–2013–0273; FRL–9914–97–Region 5]

Approval and Promulgation of Air Quality Implementation Plans; Illinois; Amendments to Gasoline Volatility Standards and Motor Vehicle Refinishing Requirements for Illinois

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving state implementation plan (SIP) revisions submitted by the Illinois Environmental Protection Agency (IEPA) on March 19, 2013, concerning the state's gasoline volatility standards. The SIP revisions also include amendments to the state's motor vehicle refinishing regulations to allow for the alternative use of a high volume, low pressure (HVLP) equivalent coating applicator in motor vehicle refinishing operations, and repeal a registration program under these regulations that overlaps with Federal registration requirements.

DATES: This direct final rule is effective December 5, 2014, unless EPA receives adverse comments by November 5, 2014. If adverse comments are received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** informing the public that the rule will not take effect.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–R05–OAR–2013–0273, by one of the following methods:

1. *www.regulations.gov:* Follow the on-line instructions for submitting comments.

2. *Email: blakley.pamela@epa.gov.*

3. *Fax:* (312) 692–2450.

4. *Mail:* Pamela Blakley, Chief, Control Strategies Section, Air Programs Branch (AR–18J), U.S. Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604.

5. *Hand Delivery:* Pamela Blakley, Chief, Control Strategies Section, Air Programs Branch (AR–18J), U.S. Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604. Such deliveries are only accepted during the Regional Office normal hours of operation, and special arrangements should be made for deliveries of boxed information. The Regional Office official hours of business are Monday through Friday, 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

Instructions: Direct your comments to Docket ID No. EPA–R05–OAR–2013–0273. EPA's policy is that all comments received will be included in the public docket without change and may be made available online at *www.regulations.gov,* including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through *www.regulations.gov* or email. The *www.regulations.gov* Web site is an ''anonymous access'' system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to EPA without going through *www.regulations.gov* your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD–ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

Docket: All documents in the docket are listed in the *www.regulations.gov* index. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, will be publicly available only in hard copy. Publicly available docket materials are available

Show, Detroit River, Detroit, MI. This security zone is intended to restrict vessels from a portion of the Detroit River in order to ensure the safety and security of participants, visitors, and public officials at the North American International Auto Show (NAIAS), which is being held at Cobo Hall in downtown Detroit, MI. Vessels in close proximity to the security zone will be subject to increased monitoring and boarding during the enforcement of the security zone. No person or vessel may enter the security zone while it is being enforced without permission of the Captain of the Port Detroit.

DATES: The security zone regulation described in 33 CFR 165.915(a)(3) is effective without actual notice from January 21, 2016 through 11:59 p.m. on January 24, 2016. For purposes of enforcement, actual notice will be used from 8 a.m. on January 11, 2016 through January 21, 2016.

FOR FURTHER INFORMATION CONTACT: If you have questions on this document, call or email LCDR Nicholas Seniuk, Prevention, U.S. Coast Guard Sector Detroit, 110 Mount Elliot Ave., Detroit, MI 48207; telephone (313) 568–9508; email *Nicholas.C.Seniuk@uscg.mil*.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the *North American International Auto Show, Detroit River, Detroit, MI* security zone listed in 33 CFR 165.915(a)(3). This security zone includes all waters of the Detroit River encompassed by a line beginning at a point of origin on land adjacent to the west end of Joe Louis Arena at 42°19.44′ N., 083°03.11′ W.; then extending offshore approximately 150 yards to 42°19.39′ N., 083°03.07′ W.; then proceeding upriver approximately 2000 yards to a point at 42°19.72′ N., 083°01.88′ W.; then proceeding onshore to a point on land adjacent the Tricentennial State Park at 42°19.79′ N., 083°01.90′ W.; then proceeding downriver along the shoreline to connect back to the point of origin. All coordinates are North American Datum 1983.

All persons and vessels shall comply with the instructions of the Captain of the Port Detroit or his designated on-scene representative, who may be contacted via VHF Channel 16.

Under the provisions of 33 CFR 165.33, no person or vessel may enter or remain in this security zone without the permission of the Captain of the Port Detroit. Each person and vessel in this security zone shall obey any direction or order of the Captain of the Port Detroit. The Captain of the Port Detroit may take possession and control of any vessel in this security zone. The Captain of the Port Detroit may remove any person, vessel, article, or thing from this security zone. No person may board, or take or place any article or thing on board any vessel in this security zone without the permission of the Captain of Port Detroit. No person may take or place any article or thing upon any waterfront facility in this security zone without the permission of the Captain of the Port Detroit.

Vessels that wish to transit through this security zone shall request permission from the Captain of the Port Detroit or his designated representative. Requests must be made in advance and approved by the Captain of Port before transits will be authorized. Approvals may be granted on a case by case basis. The Captain of the Port may be contacted via U.S. Coast Guard Sector Detroit on channel 16, VHF–FM. The Coast Guard will give notice to the public via Local Notice to Mariners and VHF radio broadcasts that the regulation is in effect.

This document is issued under authority of 33 CFR 165.915 and 5 U.S.C. 552(a). If the Captain of the Port determines that this security zone need not be enforced for the full duration stated in this document; he may suspend such enforcement and notify the public of the suspension via a Broadcast Notice to Mariners.

Dated: January 8, 2016.

Raymond Negron,

Commander, U.S. Coast Guard, Acting Captain of the Port Detroit.

[FR Doc. 2016–01190 Filed 1–20–16; 8:45 am]

BILLING CODE 9110–04–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R05–OAR–2015–0464; FRL–9939–78–Region 5]

Air Plan Approval; Wisconsin; Wisconsin State Board Requirements

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is finalizing approval of state implementation plan (SIP) submissions from Wisconsin regarding the state board requirements under section 128 of the Clean Air Act (CAA). EPA is also approving elements of SIP submissions from Wisconsin regarding the infrastructure requirements of section 110, relating to state boards for the 1997 ozone, 1997 fine particulate ($PM_{2.5}$), 2006 $PM_{2.5}$, 2008 lead (Pb), 2008 ozone, 2010 nitrogen dioxide (NO_2), and 2010 sulfur dioxide (SO_2) National Ambient Air Quality Standards (NAAQS). The proposed rulemaking associated with this final action was published on September 11, 2015, and EPA received no comments during the comment period, which ended on October 13, 2015.

DATES: This final rule is effective on February 22, 2016.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA–R05–OAR–2015–0464. All documents in the docket are listed on the *www.regulations.gov* Web site. Although listed in the index, some information is not publicly available, *i.e.,* Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through *www.regulations.gov* or in hard copy at the Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604. This facility is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays. We recommend that you telephone Eric Svingen, Environmental Engineer, at (312) 353–4489 before visiting the Region 5 office.

FOR FURTHER INFORMATION CONTACT: Eric Svingen, Environmental Engineer, Attainment Planning and Maintenance Section, Air Programs Branch (AR–18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353–4489, *svingen.eric@epa.gov*.

SUPPLEMENTARY INFORMATION: Throughout this document whenever ''we,'' ''us,'' or ''our'' is used, we mean EPA. This supplementary information section is arranged as follows:

I. What is the background of these SIP submissions?
II. What guidance is EPA using to evaluate these SIP submissions?
III. What is the result of EPA's review of these SIP submissions?
IV. What action is EPA taking?
V. Incorporation by Reference
VI. Statutory and Executive Order Reviews

I. What is the background of these SIP submissions?

This rulemaking addresses submissions from the Wisconsin Department of Natural Resources (WDNR) dated July 2, 2015. These

submissions are intended to address CAA requirements relating to the state board requirements under section 128, as well as infrastructure requirements of section 110, relating to state boards for the 1997 ozone, 1997 $PM_{2.5}$, 2006 $PM_{2.5}$, 2008 Pb, 2008 ozone, 2010 NO_2, and 2010 SO_2 NAAQS.

The requirement for states to make infrastructure SIP submissions arises out of CAA section 110(a)(1). Pursuant to section 110(a)(1), states must make SIP submissions ''within 3 years (or such shorter period as the Administrator may prescribe) after the promulgation of a national primary ambient air quality standard (or any revision thereof),'' and these SIP submissions are to provide for the ''implementation, maintenance, and enforcement'' of such NAAQS. The statute directly imposes on states the duty to make these SIP submissions, and the requirement to make the submissions is not conditioned upon EPA's taking any action other than promulgating a new or revised NAAQS. Section 110(a)(2) includes a list of specific elements that ''[e]ach such plan'' submission must address.

EPA has historically referred to these SIP submissions made for the purpose of satisfying the requirements of CAA section 110(a)(1) and (2) as ''infrastructure SIP'' submissions. Although the term ''infrastructure SIP'' does not appear in the CAA, EPA uses the term to distinguish this particular type of SIP submission from submissions that are intended to satisfy other SIP requirements under the CAA. This specific rulemaking is only taking action on the CAA 110(a)(2)(E)(ii) element of these infrastructure SIP requirements, which is the only infrastructure SIP element addressed in WDNR's submittal dated July 2, 2015.

II. What guidance is EPA using to evaluate these SIP submissions?

EPA's guidance for these submissions is highlighted in an October 2, 2007, guidance document entitled ''Guidance on SIP Elements Required Under Sections 110(a)(1) and (2) for the 1997 8-hour Ozone and $PM_{2.5}$ [1] National Ambient Air Quality Standards'' (2007 Guidance). Further guidance is provided in a September 13, 2013, document entitled ''Guidance on Infrastructure State Implementation Plan (SIP) Elements under CAA Sections 110(a)(1) and (2)'' (2013 Guidance).

[1] $PM_{2.5}$ refers to particles with an aerodynamic diameter of less than or equal to 2.5 micrometers, oftentimes referred to as ''fine'' particles.

III. What is the result of EPA's review of these SIP submissions?

Pursuant to section 110(a), states must provide reasonable notice and opportunity for public hearing for all infrastructure SIP submissions. WDNR provided notice of a public comment period on May 9, 2015, held a public hearing at WDNR State Headquarters on June 9, 2015, and closed the public comment period on June 11, 2015. No comments were received.

Wisconsin provided a detailed synopsis of how various components of its SIP meet each of the applicable requirements in section 128 and 110(a)(2)(E)(ii) for the 1997 ozone, 1997 $PM_{2.5}$, 2006 $PM_{2.5}$, 2008 Pb, 2008 ozone, 2010 NO_2, and 2010 SO_2 NAAQS, as applicable.

On September 11, 2015 (80 FR 54744), EPA published a proposed rule that would approve these submissions into Wisconsin's SIP. This proposed rule contained a detailed evaluation of how Wisconsin's submissions satisfy certain requirements under CAA sections 110 and 128. No comments were received. Therefore, EPA is finalizing this rule as proposed.

IV. What action is EPA taking?

EPA is taking final action to incorporate *Wis. Stats.* 15.05, 19.45(2), and 19.46 into Wisconsin's SIP. EPA is further approving these submissions as meeting CAA obligations under section 128, as well as 110(a)(2)(E)(ii) for the 1997 ozone, 1997 $PM_{2.5,}$ 2006 $PM_{2.5}$, 2008 Pb, 2008 ozone, 2010 NO_2, and 2010 SO_2 NAAQS.

V. Incorporation by Reference

In this rule, EPA is finalizing regulatory text that includes incorporation by reference. In accordance with requirements of 1 CFR 51.5, EPA is finalizing the incorporation by reference of the Wisconsin Regulations described in the amendments to 40 CFR part 52 set forth below. EPA has made, and will continue to make, these documents generally available electronically through *www.regulations.gov* and/or in hard copy at the appropriate EPA office (see the **ADDRESSES** section of this preamble for more information).

VI. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the CAA and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, the SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

The Congressional Review Act, 5 U.S.C. 801 *et seq.,* as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the

Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a ''major rule'' as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by March 21, 2016. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides.

Dated: November 23, 2015.

Susan Hedman,

Regional Administrator, Region 5.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

■ 2. Section 52.2570 is amended by adding paragraph (c)(134) to read as follows:

§ 52.2570 Identification of plan.

* * * * *

(c) * * *

(134) On July 2, 2015, the Wisconsin Department of Natural Resources submitted a request to revise the State Implementation Plan to satisfy the state board requirements under section 128 of the Clean Air Act.

(i) Incorporation by reference.

(A) Wisconsin Statutes, section 15.05 Secretaries, as revised by 2013 Wisconsin Act 20, enacted on June 30, 2013. (A copy of 2013 Wisconsin Act 20 is attached to section 15.05 to verify the enactment date.)

(B) Wisconsin Statutes, section 19.45(2), as revised by 1989 Wisconsin Act 338, enacted on April 27, 1990. (A copy of 1989 Wisconsin Act 338 is attached to section 19.45(2) to verify the enactment date.)

(C) Wisconsin Statutes, section 19.46 Conflict of interest prohibited; exception, as revised by 2007 Wisconsin Act 1, enacted on February 2, 2007. (A copy of 2007 Wisconsin Act 1 is attached to section 19.46 to verify the enactment date.)

■ 3. Section 52.2591 is amended by adding paragraph (j) to read as follows:

§ 52.2591 Section 110(a)(2) infrastructure requirements.

* * * * *

(j) Approval—In a July 2, 2015, submission, Wisconsin certified that the state has satisfied the infrastructure SIP requirements of section 110(a)(2)(E)(ii) for the 1997 ozone, 1997 $PM_{2.5}$, 2006 $PM_{2.5}$, 2008 Pb, 2008 ozone, 2010 NO_2, and 2010 SO_2 NAAQS.

[FR Doc. 2016–01015 Filed 1–20–16; 8:45 am]

BILLING CODE 6560–50–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

46 CFR Part 15

[Docket No. USCG–2015–0758]

RIN 1625–AC25

Offshore Supply Vessels, Towing Vessel, and Barge Engine Rating Watches

AGENCY: Coast Guard, DHS.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: On October 26, 2015, the Coast Guard published a direct final rule, which notified the public of our intent to amend merchant mariner manning regulations to align them with statutory changes made by the Howard Coble Coast Guard and Maritime Transportation Act of 2014. The Act allows oilers serving on certain offshore support vessels, towing vessels, and barges to be divided into at least two watches. The change would increase the sea service credit affected mariners are permitted to earn for each 12-hour period of work from one day to one and a half days. The rule will go into effect as scheduled.

DATES: The effective date of the direct final rule published at 80 FR 65165 on October 26, 2015 is confirmed as January 25, 2016.

FOR FURTHER INFORMATION CONTACT: Mr. Davis Breyer, Marine Personnel Qualifications Division (CG–OES–1), Coast Guard; email *Davis.J.Breyer@uscg.mil,* telephone (202) 372–1445.

SUPPLEMENTARY INFORMATION: We received two comments in response to the direct final rule (DFR). The two comments we received were either not adverse or separable from and not within the scope of the rulemaking.

One commenter supported the rule and thanked the Coast Guard for its prompt action. Another commenter titled its comment as ''adverse'' and requested that the Coast Guard withdraw the DFR. The commenter agreed that ''the Coast Guard is obliged to align Coast Guard regulations with the statutes'' and did not oppose the changes to the regulation. The commenter argued, rather, that the Coast Guard should delay the rulemaking indefinitely and seek new legislation from Congress that limits every merchant mariner to serving a uniform maximum of 12 hours in a 24 hour period, except in an emergency.

The DFR conforms Coast Guard regulations to existing law, under which affected mariners may earn one and a half days sea service credit for each 12-hour period of work. The commenter did not oppose granting such mariners such credit for time worked. Instead, the commenter took issue with the absence of *statutory* restrictions on *the length of time certain mariners may be required to work.* The commenter advocated that the Coast Guard delay updating the regulations and request that Congress amend the statute further.

The DFR stated that ''we may adopt, as final, those parts of this rule on which no adverse comment was received.'' 80 FR 65166. The commenter's requests are separable from the rule and raises issues well outside the scope of the rule. The rule will therefore go into effect as scheduled.

Dated: January 14, 2016.

J.G. Lantz,

Director, Commercial Regulations and Standards, U.S. Coast Guard.

[FR Doc. 2016–01101 Filed 1–20–16; 8:45 am]

BILLING CODE P

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison WI 53707-7921

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
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February 8, 2016

Mr. Robert Kaplan
Acting Regional Administrator
USEPA-Region V (R-19J)
77 West Jackson Boulevard
Chicago IL 60604-3507

Subject: Wisconsin State Implementation Plan (SIP) Revision – PM2.5 Increment and Various PSD Program Changes

Dear Mr. Kaplan:

The information contained in this SIP Revision request serves to address several issues for which Wisconsin's 1997 and 2006 $PM_{2.5}$ Infrastructure SIPs, 1997 ozone Infrastructure SIP, and Wisconsin's Prevention of Significant Deterioration (PSD) program were partially disapproved. Changes in this rule package address the following disapprovals and findings of failure:

1. June 15, 2012 Federal Register (77 FR 35870) Final disapproved of narrow portions of Wisconsin's SIP related to identification of NOx as a precursor to ozone under the PSD permit program. This notice also covered narrow disapproval of 1997 8-hour ozone NAAQS and 1997 24-hour $PM_{2.5}$ NAAQS infrastructure SIPs for identification of NOx as a precursor to ozone (EPA Docket ID EPA-R05-OAR-2007-1179)

2. August 11, 2014 Federal Register (79 FR 46704) Final Finding of Failure to Submit a PSD State Implementation Plan Revision for $PM_{2.5}$ (EPA Docket ID EPA-R05-OAR-2014-0517)

3. December 10 2015 Federal Register (80 FR 76637) Final Disapproval of Infrastructure SIP With Respect to Oxides of Nitrogen as a Precursor to Ozone Provisions for the 2006 $PM_{2.5}$ NAAQS (EPA Docket ID EPA-R05-OAR-2009-0805)

This submittal also serves to supplement infrastructure SIPs previously submitted for which the PSD portions have not yet been acted on, including the 2008 lead, 2008 ozone, 2010 Nitrogen Dioxide, 2010 Sulfur Dioxide, and 2012 $PM_{2.5}$ NAAQS. This supplement is necessary to show that Wisconsin's PSD permitting program incorporates all federal requirements including the requirement to properly regulate NOx as a precursor to ozone.

The WDNR in DNR Board Order AM-15-14 is completing rulemaking to address these deficiencies including identifying NOx as a precursor to ozone, adding $PM_{2.5}$ increment values, modifying select definitions in ch. NR 405, and changing the $PM_{2.5}$ significant monitoring concentration. The sections of AM-15-14 that address the deficiencies noted above include:

Board Order Section	Deficiency
Section 3, amending NR 404.05(2) (intro),	$PM_{2.5}$ increment
Section 4, creating NR 404.05(2)(am)	$PM_{2.5}$ increment
Section 5, amending NR 404.05(3)(intro),	$PM_{2.5}$ increment
Section 6, creating NR 404.05(3)(am)	$PM_{2.5}$ increment
Section 7, amending NR 404.05(4) (intro),	$PM_{2.5}$ increment

Section 8, creating NR 404.05(4)(am),	$PM_{2.5}$ increment
Section 9, amending NR 405.02(3),(21)(a), and (21m)(a)	Changes to "Baseline area", "major modification", and "Major source baseline date" definitions
Section 10, creating NR 405.02(21m)(c)	Changes to "Major source baseline date" definition
Section 11, amending NR 405.02(22)(b) and (22m)(a)1. and (b)1.,	Changes to address NOx as a precursor to ozone and changes to "Minor source baseline date"
Section 12, creating NR 405.02(22m)(a)3	Changes to "Minor source baseline date"
Section 13, creating NR 405.02(27)(a)6.,	Changes to address NOx as a precursor to ozone
Section 14, amending NR 405.07(8)(a)3m.,	$PM_{2.5}$ Significant Monitoring Concentration
Section 15, creating NR 405.07(8)(a)3m. (Note)	$PM_{2.5}$ Significant Monitoring Concentration
Section 16, amending NR 405.07(8)(a)5.(Note)	Changes to address NOx as a precursor to ozone

Wisconsin requests a SIP revision for only these sections of Board Order AM-15-14. AM-15-14 also contains amendments to the definition of volatile organic compounds in NR 400, changes to the rule language in NR 420, and repeal of several outdated code sections related to the vapor recovery program. Wisconsin is not requesting a SIP revision for these additional proposed rule changes at this time.

Because the changes to chs. NR 404 and NR 405, Wis. Adm. Code, have not been published in the Wisconsin Register and are not yet official, we are requesting that EPA begin parallel processing of this SIP revision so that EPA can be ready for rulemaking when the changes to chs. NR 404 and NR 405, Wis. Adm. Code are finalized. We also believe that the parallel processing will assist Wisconsin in meeting the 2-year timeframe to rectify the noted deficiencies. We are submitting attachments to this letter to assist EPA staff, which includes a promulgation schedule for the final rules. In accordance with EPA's final rule on CAA Section 110 submission requirements effective March 16, 2015 [80 FR 7336], this SIP is being submitted using EPA's electronic SIP (eSIP) submission system. We will supply EPA additional information when AM-15-14 is finalized.

We appreciate the willingness of your staff to address this issue through the parallel processing procedure. Please contact Ralph Patterson at 608-267-7546 if you have any questions.

Sincerely,

Gail Good,
Air Management Program Director

Cc: Doug Aburano, USEPA-Region V (AR-18J), 77 West Jackson Boulevard, Chicago, IL 60604-3507
Ralph Patterson, WDNR
Kristin Hart, WDNR

Attachments

1. The January 2016 Natural Resources Rule Package (also known as the Green Sheet Package) containing a background memo, fiscal estimate and economic impact analysis, and rule AM-15-14

2. Rule AM-15-14
3. SIP Checklist
4. AM-15-14 Public Hearing notice – DNR did not receive any comments on AM-15-14 at the November 5, 2015 public hearing
5. Newspaper tare sheet showing Class 1 public hearing notice
6. SIP certification
7. Schedule for Final Adoption of AM-15-14

See 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. EPA is determining that the prong 4 portion of the aforementioned SIP submission does not meet federal requirements. Therefore, this action does not impose additional requirements on the state beyond those imposed by state law. For that reason, this action:

- Is not a ''significant regulatory action'' subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.,* as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a ''major rule'' as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by April 10, 2017. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. *See* section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Particulate Matter, Reporting and recordkeeping requirements, Volatile organic compounds.

Dated: January 5, 2017.

Heather McTeer Toney,

Regional Administrator, Region 4.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart B—Alabama

■ 2. Section 52.53 is amended by adding a reserved paragraph (d) and paragraph (e) to read as follows:

§ 52.53 Approval status.

* * * * *

(e) *Disapproval.* Portion of the state implementation plan (SIP) revision submitted by the State of Alabama, through the Alabama Department of Environmental Management (ADEM) on August 20, 2012, that addresses the visibility protection (prong 4) element of Clean Air Act section 110(a)(2)(D)(i) for the 2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS). EPA is disapproving the prong 4 portion of ADEM's SIP submittal because it relies solely on the State having a fully approved regional haze SIP to satisfy the prong 4 requirements for the 2008 8-hour Ozone NAAQS.

[FR Doc. 2017–02303 Filed 2–6–17; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R05–OAR–2016–0134; FRL–9957–58–Region 5]

Air Plan Approval; Wisconsin; NO_X as a Precursor to Ozone, $PM_{2.5}$ Increment Rules and PSD Infrastructure SIP Requirements

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving a revision to Wisconsin's state implementation plan (SIP), revising portions of the State's Prevention of Significant Deterioration (PSD) and ambient air quality programs to address deficiencies identified in EPA's previous narrow infrastructure SIP disapprovals and Finding of Failure to Submit (FFS). This SIP revision request is consistent with the Federal PSD rules and addresses the required elements of the fine particulate matter ($PM_{2.5}$) PSD Increments, Significant Impact Levels (SILs) and Significant Monitoring Concentration (SMC) Rule. EPA is also approving elements of SIP submissions from Wisconsin regarding PSD infrastructure requirements of section 110 of the Clean Air Act (CAA) for the 1997 $PM_{2.5}$, 1997 ozone, 2006 $PM_{2.5}$, 2008 lead, 2008 ozone, 2010 nitrogen dioxide (NO_2), 2010 sulfur dioxide (SO_2), and 2012 $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS). The infrastructure requirements are designed to ensure that the structural components of each state's air quality management program are adequate to meet the state's responsibilities under the CAA.

DATES: This final rule is effective on March 9, 2017.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA–R05–OAR–2016–0134. All documents in the docket are listed on

the *www.regulations.gov* Web site. Although listed in the index, some information is not publicly available, *i.e.,* Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either through *www.regulations.gov* or at the Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604. This facility is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays. We recommend that you telephone Andrea Morgan, Environmental Engineer, at (312) 353–6058, before visiting the Region 5 office.

FOR FURTHER INFORMATION CONTACT: Andrea Morgan, Environmental Engineer, Air Permitting Section, Air Programs Branch (AR–18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353–6058, *morgan.andrea@epa.gov.*

SUPPLEMENTARY INFORMATION: Throughout this document whenever ''we,'' ''us,'' or ''our'' is used, we mean EPA. This supplementary information section is arranged as follows:

I. What is the background of these SIP submissions?
II. What action did EPA propose on the SIP submissions?
III. What comments were received on the proposed rulemaking?
IV. What action is EPA taking?
V. Incorporation by Reference
VI. Statutory and Executive Order Reviews

I. What is the background of these SIP submissions?

On August 8, 2016, the Wisconsin Department of Natural Resources (WDNR) submitted a SIP revision request to EPA to revise portions of its PSD and ambient air quality programs to address deficiencies identified in EPA's previous narrow infrastructure SIP disapprovals and FFS. Final approval of this SIP revision request will be consistent with the Federal PSD requirements and will address the required elements of the $PM_{2.5}$ PSD Increments, SILs and SMC Rule. Wisconsin submitted revisions to its rules NR 404 and 405 of the Wisconsin Administrative Code. The submittal requests that EPA approve the following revisions to Wisconsin's SIP: (1) Amend NR 404.05(2)(intro); (2) create NR 404.05(2)(am); (3) amend NR 404.05(3)(intro); (4) create NR 404.05(3)(am); (5) amend NR 404.05(4)(intro); (6) create NR 404.05(4)(am); (7) amend NR 405.02(3), (21)(a), and (21m)(a); (8) create NR 405.02(21m)(c); (9) amend NR 405.02(22)(b) and (22m)(a)1. and (b)1.; (10) create NR 405.02(22m)(a)3.; (11) amend NR 405.02(27)(a)6.; (12) amend NR 405.07(8)(a)3m; (13) create NR 405.07(8)(a)3m (Note); and (14) amend NR 405.07(8)(a)5.(Note).

WDNR also requested that this SIP revision supplement the PSD portions of its previously submitted infrastructure submittals, including 1997 $PM_{2.5}$, 1997 ozone, 2006 $PM_{2.5}$, 2008 lead, 2008 ozone, 2010 NO_2, 2010 SO_2, and 2012 $PM_{2.5}$.

A. PSD Rule Revisions

1. $PM_{2.5}$ Increments

To implement the $PM_{2.5}$ NAAQS, EPA issued two separate final rules that establish the New Source Review (NSR) permitting requirements for $PM_{2.5}$: The NSR $PM_{2.5}$ Implementation Rule promulgated on May 16, 2008 (73 FR 28321), and the $PM_{2.5}$ PSD Increments, SILs and SMC Rule promulgated on October 20, 2010 (75 FR 64864). EPA's 2008 NSR $PM_{2.5}$ Implementation Rule required states to submit applicable SIP revisions to EPA no later than May 16, 2011, to address this rule's PSD and nonattainment NSR SIP requirements. This rule requires that the state submit revisions to its SIP, including the identification of precursors for $PM_{2.5}$, the significant emissions rates for $PM_{2.5}$ and the requirement to include emissions which may condense to form particulate matter at ambient temperatures, known as condensables, in permitting decisions. EPA published a final approval of a revision to Wisconsin's SIP on October 16, 2014, (79 FR 62008), which included all of the required elements of the 2008 NSR Implementation Rule.

The $PM_{2.5}$ PSD Increments, SILs and SMC Rule required states to submit SIP revisions to EPA by July 20, 2012, adopting provisions equivalent to or at least as stringent as the $PM_{2.5}$ PSD increments and associated implementing regulations. On August 11, 2014, EPA published a finding that Wisconsin had failed to submit the required elements of the $PM_{2.5}$ PSD Increments, SILs and SMC Rule (79 FR 46703).

The $PM_{2.5}$ PSD Increments, SILs and SMC Rule also allows states to discretionarily adopt and submit for EPA approval: (1) SILs, which are used as a screening tool to evaluate the impact a proposed new major source or major modification may have on the NAAQS or PSD increment; and (2) a SMC (also a screening tool), which is used to determine the subsequent level of data gathering required for a PSD permit application for emissions of $PM_{2.5}$. However, on January 22, 2013, the United States Court of Appeals for the District of Columbia (Court) granted a request from EPA to vacate and remand to EPA the portions of the $PM_{2.5}$ PSD Increments, SILs and SMC Rule $PM_{2.5}$ addressing the SILs for $PM_{2.5}$ so that EPA could voluntarily correct an error in these provisions. The Court also vacated parts of the $PM_{2.5}$ PSD Increments, SILs and SMC Rule establishing a $PM_{2.5}$ SMC, finding that EPA was precluded from using the $PM_{2.5}$ SMCs to exempt permit applicants from the statutory requirement to compile preconstruction monitoring data. *Sierra Club* v. *EPA,* 705 F.3d 458, 463–69. On December 9, 2013, EPA issued a good cause final rule formally removing the affected SILs and replacing the SMC with a numeric value of 0 micrograms per cubic meter ($\mu g/m^3$) and a note that no exemption is available with regard to $PM_{2.5}$. *See* 78 FR 73698. As a result, SIP submittals could no longer include the vacated $PM_{2.5}$ SILs at 40 CFR 51.166(k)(2) and 52.21(k)(2) and the $PM_{2.5}$ SMC must be revised to 0 $\mu g/m^3$, consistent with 40 CFR 51.166(i)(5)(i)(c) and 52.21(i)(5)(i)(c).

2. Ozone

On November 29, 2005, EPA published (70 FR 71612) in the **Federal Register** the ''Final Rule to Implement the 8-Hour Ozone National Ambient Air Quality Standard—Phase 2''. Part of this rule established, among other requirements, oxides of nitrogen (NO_X) as a precursor to ozone. The final rule became effective on January 30, 2006.

On October 6, 2014, EPA finalized approval of revisions to Wisconsin's SIP that included the identification of NO_X as a precursor to ozone in the definition of regulated NSR pollutant. *See* 79 FR 60064.

B. Infrastructure SIP Submittals

The requirement for states to make a SIP submission of this type arises out of CAA section 110(a)(1). Pursuant to section 110(a)(1), states must make SIP submissions ''within 3 years (or such shorter period as the Administrator may prescribe) after the promulgation of a national primary ambient air quality standard (or any revision thereof),'' and these SIP submissions are to provide for the ''implementation, maintenance, and enforcement'' of such NAAQS. The statute directly imposes on states the duty to make these SIP submissions,

and the requirement to make the submissions is not conditioned upon EPA's taking any action other than promulgating a new or revised NAAQS. Section 110(a)(2) includes a list of specific elements that ''[e]ach such plan'' submission must address.

This specific rulemaking is only taking action on the PSD elements of the Wisconsin infrastructure submittals. Separate action has been or will be taken on the non-PSD infrastructure elements in separate rulemakings. The infrastructure elements for PSD are found in CAA 110(a)(2)(C), 110(a)(2)(D), and 110(a)(2)(J) and will be discussed in detail below. For further discussion on the background of infrastructure submittals, *see* 77 FR 45992, August 2, 2012.

II. What action did EPA propose on the SIP submissions?

On September 30, 2016 (81 FR 67261), EPA proposed approval of a SIP revision from WDNR requesting EPA to revise portions of its PSD and ambient air quality programs to address $PM_{2.5}$ increment requirements and incorporating NO_X as an ozone precursor. EPA proposed that these revisions were made to meet EPA's requirements for Wisconsin's PSD and NSR program and are consistent with Federal regulations.

EPA proposed that the revisions pertaining to $PM_{2.5}$ increments are consistent with Federal regulations and fully address the requirements of the $PM_{2.5}$ PSD Increments, SILs, and SMC Rule. EPA also proposed that revisions pertaining to NO_X as a precursor to ozone, in conjunction with EPA's October 6, 2014 approval (79 FR 60064), will address all of the PSD requirements of the ''Final Rule to Implement the 8-Hour Ozone National Ambient Air Quality Standard—Phase 2''.

WDNR also requested that this SIP revision supplement the PSD portions of its previously submitted infrastructure submittals. EPA proposed that based on the approval of the PSD related SIP revisions mentioned above and previously approved SIP revisions (*see* 79 FR 62008, October 16, 2014), EPA is able to fully approve the PSD related infrastructure requirements found in CAA sections 110(a)(2)(C), (D)(i)(II), and (J) for Wisconsin's 1997 $PM_{2.5,}$ 1997 ozone, 2006 $PM_{2.5}$, 2008 lead, 2008 ozone, 2010 NO_2, 2010 SO_2, and 2012 $PM_{2.5}$ NAAQS submittals.

III. What comments were received on the proposed rulemaking?

The comment period for the proposed action associated with today's rulemaking (81 FR 67261) closed on October 31, 2016. EPA received two supportive comments.

IV. What action is EPA taking?

EPA is approving revisions to Wisconsin's SIP that implement the $PM_{2.5}$ increment requirements and also incorporate NO_X as an ozone precursor. These revisions were made to meet EPA's requirements for Wisconsin's PSD and NSR program and are consistent with Federal regulations. Specifically, EPA is approving the following:

(i) NR 404.05(2)(intro) and (am)
(ii) NR 404.05(3)(intro) and (am)
(iii) NR 404.05(4)(intro) and (am)
(iv) NR 405.02(3) and (21)(a)
(v) NR 405.02(21m)(a) and (c)
(vi) NR 405.02(22)(b)
(vii) NR 405.02(22m)(a)1. and 3., and (b)1.
(viii) NR 405.02(27)(a)6.
(ix) NR 405.07(8)(a)3m and 3m(Note)
(x) NR 405.07(8)(a)5.(Note)

The revisions pertaining to $PM_{2.5}$ increments will fully address the requirements of the $PM_{2.5}$ PSD Increments, SILs, and SMC Rule and the deficiencies identified in EPA's August 11, 2014, Finding of Failure to Submit. The revisions pertaining to NO_X as a precursor to ozone will, in conjunction with EPA's October 6, 2014 approval, address all of the PSD requirements of the ''Final Rule to Implement the 8-Hour Ozone National Ambient Air Quality Standard—Phase 2'' and stops the Federal Implementation Plan (FIP) clock triggered by the FFS mentioned above (79 FR 46704, August 11, 2014).

EPA is also approving the PSD related infrastructure requirements found in CAA sections 110(a)(2)(C), (D)(i)(II), and (J) for Wisconsin's 1997 $PM_{2.5}$, 1997 ozone, 2006 $PM_{2.5}$, 2008 lead, 2008 ozone, 2010 NO_2, 2010 SO_2, and 2012 $PM_{2.5}$ NAAQS submittals. This action stops the FIP clock triggered by the disapproval of NO_X as a precursor to ozone for the PSD provisions for the 1997 ozone and $PM_{2.5}$ infrastructure SIPs (77 FR 35870, June 15, 2012). This action requires significant revisions to existing portions of 40 CFR 52.2591. Because there will already be substantial revisions, EPA will also be revising additional portions of 40 CFR 52.2591 that are not related to PSD for clarification or consolidation purposes only. These additional edits will not change the meaning or intent of the original language.

V. Incorporation by Reference

In this rule, EPA is finalizing regulatory text that includes incorporation by reference. In accordance with requirements of 1 CFR 51.5, EPA is finalizing the incorporation by reference of the Wisconsin Regulations described in the amendments to 40 CFR part 52 set forth below. EPA has made, and will continue to make, these documents generally available through *www.regulations.gov* and at the EPA Region 5 Office (please contact the person identified in the ''For Further Information Contact'' section of this preamble for more information).

VI. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the CAA and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible

methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, the SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

The Congressional Review Act, 5 U.S.C. 801 *et seq.,* as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a ''major rule'' as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by April 10, 2017. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (*See* section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides.

Dated: December 13, 2016.

Robert A. Kaplan,

Acting Regional Administrator, Region 5.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

■ 2. Section 52.2570 is amended by adding paragraph (c)(135) to read as follows:

§ 52.2570 Identification of plan.

* * * * *

(c) * * *

(135) On August 8, 2016, WDNR submitted a request to revise portions of its Prevention of Significant Deterioration (PSD)and ambient air quality programs to address the required elements of the fine particulate matter ($PM_{2.5}$) PSD Increments, Significant Impact Levels (SILs) and Significant Monitoring Concentration (SMC) Rule and the Final Rule to Implement the 8-Hour Ozone National Ambient Air Quality Standard—Phase 2. Wisconsin submitted revisions to its rules NR 404 and 405 of the Wisconsin Administrative Code.

(i) Incorporation by reference.

(A) Wisconsin Administrative Code, NR 404.05 Ambient Air Increments. NR 404.05(2) introductory text; NR 404.05(2)(am); NR 404.05(3) introductory text; NR 404.05(3)(am); NR 404.05(4) introductory text; and NR 404.05(4)(am), as published in the Register, July 2016, No. 727, effective August 1, 2016.

(B) Wisconsin Administrative Code, NR 405.02 Definitions. NR 405.02(3); NR 405.02(21)(a); NR 405.02(21m), except (b); NR 405.02(22)(b); NR 405.02(22m)(a)1. and 3. and (b)1.; and NR 405.02(27)(a)6., as published in the Register, July 2016, No. 727, effective August 1, 2016.

(C) Wisconsin Administrative Code, NR 405.07 Review of major stationary sources and major modifications — source applicability and exemptions. NR 405.07(8)(a)3m; 405.07(8)(a)3m. Note; and NR 405.07(8)(a)5. Note, as published in the Register, July 2016, No. 727, effective August 1, 2016.

■ 3. Section 52.2591 is revised to read as follows:

§ 52.2591 Section 110(a)(2) infrastructure requirements.

(a) *Approval.* In a December 12, 2007 submittal, supplemented on January 24, 2011, March 28, 2011, July 2, 2015, and August 8, 2016, Wisconsin certified that the State has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (C), (D)(ii), (E) through (H), and (J) through (M) for the 1997 8-hour ozone NAAQS.

(b) *Approval.* In a December 12, 2007 submittal, supplemented on January 24, 2011, March 28, 2011, July 2, 2015, and August 8, 2016, Wisconsin certified that the State has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (C), (D)(ii), (E) through (H), and (J) through (M) for the 1997 $PM_{2.5}$ NAAQS.

(c) *Approval.* In a January 24, 2011, submittal, supplemented on March 28, 2011, June 29, 2012, July 2, 2015, and August 8, 2016, Wisconsin certified that the State has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2006 24-hour $PM_{2.5}$ NAAQS. We are not finalizing action on (D)(i)(I) and will address these requirements in a separate action.

(d) *Approval.* In a July 26, 2012, submittal, supplemented July 2, 2015, and August 8, 2016, Wisconsin certified that the State has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2008 lead (Pb) NAAQS.

(e) *Approval and Disapproval.* In a June 20, 2013, submittal with a January 28, 2015, clarification, supplemented July 2, 2015, and August 8, 2016, Wisconsin certified that the state has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2008 ozone NAAQS. For 110(a)(2)(D)(i)(I), we are approving prong one and disapproving prong two.

(f) *Approval.* In a June 20, 2013, submission with a January 28, 2015, clarification, supplemented July 2, 2015, and August 8, 2016, Wisconsin certified that the state has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2010 nitrogen dioxide (NO_2) NAAQS.

(g) *Approval.* In a June 20, 2013, submission with a January 28, 2015, clarification, supplemented July 2, 2015, and August 8, 2016, Wisconsin certified that the state has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2010 sulfur dioxide (SO_2) NAAQS. We are not taking action on the transport provisions in section 110(a)(2)(D)(i)(I), and will address these requirements in a separate action.

(h) *Approval.* In a July 13, 2015, submission, supplemented August 8, 2016, WDNR certified that the state has satisfied the infrastructure SIP requirements of section 110(a)(2)(A) through (H), and (J) through (M) for the 2012 $PM_{2.5}$ NAAQS. We are not taking action on the transport provisions in section 110(a)(2)(D)(i)(I), and the

stationary source monitoring and reporting requirements of section 110(a)(2)(F). We will address these requirements in a separate action.

[FR Doc. 2017–02530 Filed 2–6–17; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 180

[EPA–HQ–OPP–2016–0083; FRL–9957–68]

Propamocarb; Pesticide Tolerance

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This regulation establishes a tolerance for residues of propamocarb in or on potato. Bayer CropScience requested these tolerances under the Federal Food, Drug, and Cosmetic Act (FFDCA).

DATES: This regulation is effective February 7, 2017. Objections and requests for hearings must be received on or before April 10, 2017, and must be filed in accordance with the instructions provided in 40 CFR part 178 (see also Unit I.C. of the **SUPPLEMENTARY INFORMATION**).

ADDRESSES: The docket for this action, identified by docket identification (ID) number EPA–HQ–OPP–2016–0083, is available at *http://www.regulations.gov* or at the Office of Pesticide Programs Regulatory Public Docket (OPP Docket) in the Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW., Washington, DC 20460–0001. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the OPP Docket is (703) 305–5805. Please review the visitor instructions and additional information about the docket available at *http://www.epa.gov/dockets.*

FOR FURTHER INFORMATION CONTACT: Registration Division (7505P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460–0001; main telephone number: (703) 305–7090; email address: *RDFRNotices@epa.gov.*

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this action apply to me?

You may be potentially affected by this action if you are an agricultural producer, food manufacturer, or pesticide manufacturer. The following list of North American Industrial Classification System (NAICS) codes is not intended to be exhaustive, but rather provides a guide to help readers determine whether this document applies to them. Potentially affected entities may include:

- Crop production (NAICS code 111).
- Animal production (NAICS code 112).
- Food manufacturing (NAICS code 311).
- Pesticide manufacturing (NAICS code 32532).

B. How can I get electronic access to other related information?

You may access a frequently updated electronic version of EPA's tolerance regulations at 40 CFR part 180 through the Government Printing Office's e-CFR site at *http://www.ecfr.gov/cgi-bin/text-idx?&c=ecfr&tpl=/ecfrbrowse/Title40/40tab_02.tpl.*

C. How can I file an objection or hearing request?

Under FFDCA section 408(g), 21 U.S.C. 346a, any person may file an objection to any aspect of this regulation and may also request a hearing on those objections. You must file your objection or request a hearing on this regulation in accordance with the instructions provided in 40 CFR part 178. To ensure proper receipt by EPA, you must identify docket ID number EPA–HQ–OPP–2016–0083 in the subject line on the first page of your submission. All objections and requests for a hearing must be in writing, and must be received by the Hearing Clerk on or before April 10, 2017. Addresses for mail and hand delivery of objections and hearing requests are provided in 40 CFR 178.25(b).

In addition to filing an objection or hearing request with the Hearing Clerk as described in 40 CFR part 178, please submit a copy of the filing (excluding any Confidential Business Information (CBI)) for inclusion in the public docket. Information not marked confidential pursuant to 40 CFR part 2 may be disclosed publicly by EPA without prior notice. Submit the non-CBI copy of your objection or hearing request, identified by docket ID number EPA–HQ–OPP–2016–0083, by one of the following methods:

- *Federal eRulemaking Portal: http://www.regulations.gov.* Follow the online instructions for submitting comments. Do not submit electronically any information you consider to be CBI or other information whose disclosure is restricted by statute.
- *Mail:* OPP Docket, Environmental Protection Agency Docket Center (EPA/DC), (28221T), 1200 Pennsylvania Ave. NW., Washington, DC 20460–0001.
- *Hand Delivery:* To make special arrangements for hand delivery or delivery of boxed information, please follow the instructions at *http://www.epa.gov/dockets/contacts.html.*

Additional instructions on commenting or visiting the docket, along with more information about dockets generally, is available at *http://www.epa.gov/dockets.*

II. Summary of Petitioned-For Tolerance

In the **Federal Register** of October 27, 2016 (81 FR 74753) (FRL–9954–27), EPA issued a document pursuant to FFDCA section 408(d)(3), 21 U.S.C. 346a(d)(3), announcing the filing of a pesticide petition (PP 5F8430) by Bayer CropScience, 2 T.W. Alexander Drive, P.O. Box 12014, Research Triangle Park, NC 27709. The petition requested that 40 CFR 180.499 be amended by increasing the tolerance for residues of the fungicide propamocarb hydrochloride, in or on potato from 0.06 to 0.30 parts per million (ppm). That document referenced a summary of the petition prepared by Bayer CropScience, the registrant, which is available in the docket, *http://www.regulations.gov.* There were no comments received concerning this action for propamocarb in response to the notice of filing.

III. Aggregate Risk Assessment and Determination of Safety

Section 408(b)(2)(A)(i) of FFDCA allows EPA to establish a tolerance (the legal limit for a pesticide chemical residue in or on a food) only if EPA determines that the tolerance is ''safe.'' Section 408(b)(2)(A)(ii) of FFDCA defines ''safe'' to mean that ''there is a reasonable certainty that no harm will result from aggregate exposure to the pesticide chemical residue, including all anticipated dietary exposures and all other exposures for which there is reliable information.'' This includes exposure through drinking water and in residential settings, but does not include occupational exposure. Section 408(b)(2)(C) of FFDCA requires EPA to give special consideration to exposure of infants and children to the pesticide chemical residue in establishing a tolerance and to ''ensure that there is a reasonable certainty that no harm will result to infants and children from aggregate exposure to the pesticide chemical residue. . . .''

Consistent with FFDCA section 408(b)(2)(D), and the factors specified in FFDCA section 408(b)(2)(D), EPA has

APPENDIX 2

2011 and 2017 Wisconsin Emission Inventories Documentation

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ABBREVIATIONS

AEI	Air Emissions Inventory
AADT	Average Annual Daily Traffic
CAMD	Clean Air Markets Division
DOE	Department of Energy
EGU	Electric Generating Unit
EIA	Energy Information Administration
EIs	Emission Inventories
EPA	Environmental Protection Agency
FID	Facility Identification Number
FIRE	Factor Information Retrieval
HPMS	Highway Performance Monitoring System
LADCO	Lake Michigan Air Directors Consortium
MAR	Commercial Marine Aircraft and Rail Locomotive
MOVES	Motor Vehicle Emission Simulator
NAICS	North American Industrial Classification System
NEC	Not Elsewhere Classified
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics
ORVR	On-Board Refueling Vapor Recovery
SCC	Source Classification Code
SED	State Energy Data
SIP	State Implementation Plan
tpsd	Tons per Summer Day
TSD	Technical Support Document
VMT	Vehicle-Miles of Travel
VOC	Volatile Organic Compounds
WDNR	Wisconsin Department of Natural Resources
WDOT	Wisconsin Department of Transportation

1. Introduction

This appendix provides additional information for the sector-specific nitrogen oxides (NOx) and volatile organic compounds (VOC) tons per summer day (tpsd) emission estimates in section 4.2 (Nonattainment Year (2011) and Attainment Year (2017) Inventories) of the Wisconsin Department of Natural Resources' (WDNR) Redesignation Request and Maintenance Plan for the eastern Kenosha County, Wisconsin 2008 8-hour Ozone Nonattainment Area (redesignation request from hereon). For U.S. Environmental Protection Agency (EPA) to redesignate an area from nonattainment to attainment for ozone, a state must show that improvement in air quality is due to permanent and enforceable reductions in emissions. This is accomplished in part by developing and comparing a nonattainment year (2011) emissions inventory and attainment year (2017) emissions inventory.

2. Emissions Calculation Methodologies

2.1 Point Sources

Point sources are industrial, commercial or institutional stationary facilities which are normally located in permanent sites, and which emit specific air pollutants in great enough quantities to warrant individual quantification. To better enable detailed control evaluations, the point source emission inventories (EIs) include all reporting sources at that facility regardless of the magnitude of reported emissions. For this attainment demonstration, portable point sources, such as asphalt plants and rock crushers, were reported under nonpoint sources to be consistent with other states. The 2011 point source emission inventory was created using annually reported point source emissions, the EPA's Clean Air Markets Division (CAMD) database and approved EPA techniques for emissions calculation (e.g., emission factors).

Whenever feasible, federal, state and local controls were factored into the emission calculations. Emissions were estimated by collecting process-level information from each facility that qualifies for inclusion into the state's point source database. In Wisconsin, this information is normally collected via an internet or a computer diskette submittal, and subsequently loaded into the point source database. Process, boiler, fugitive and tank emissions are typically calculated using throughput information multiplied by an emission factor for that process. Emission factor sources included mass balance, stack testing, continuous emissions monitors, engineering judgment and EPA's Factor Information Retrieval (FIRE) database. Missing data elements such as Source Classification Codes (SCC), North American Industrial Classification System (NAICS) codes and seasonal throughput percentages were added into the state's point source database. Process level confidential data were removed while retaining any associated emissions.

There is one electric generating unit (EGU) point source facility located in the Eastern Kenosha County area: the Pleasant Prairie coal-fired power plant. For this facility, WDNR used the ozone season NOx emissions divided by the days of reported operation during the ozone season to represent summer day emissions. The VOC summer day emissions were derived by multiplying the facility's ozone season heat input by an average VOC emission rate. Appendix 4 provides the detailed methodology used to calculate EGU summer day emissions.

The 2011 and 2017 emissions inventories for non-EGU point sources were tabulated using the emissions data reported annually by each facility operator to the WDNR air emissions inventory (AEI). The AEI calculates emissions for each individual emissions unit or process line by multiplying fuel or process throughput by the appropriate emission factor that is derived from mass balance analysis, stack testing, continuous emissions monitoring, engineering analysis, or EPA's Factor Information Retrieval database. The emission calculations in the AEI also account for any operating control equipment. Appendix 5 provides a list of non-EGU point source emissions by facility identification number (FID) and facility name for 2011 and 2017. These non-EGU point source facilities are assumed to operate steadily over 365 days each year. Therefore, summer day emissions are derived by dividing each facility's annual reported emissions by 365 days.

2.2 Nonpoint (Area) Sources

Nonpoint sources are stationary sources that are too small and/or too numerous to be tracked individually in the point source inventory, and the nonpoint inventory quantifies emissions collectively. These sources include commercial/institutional, industrial and residential sources such as gasoline stations, dry cleaners, consumer and commercial products, industrial solvent use, auto refinishing and wood combustion.

For the 2011 nonattainment year, nonpoint source emissions inventory estimates were based on the 2011 NEI version 2, except for the residential and commercial portable fuel containers and Stage II refueling categories as described below. Emission calculation methodologies used in developing 2011 nonpoint emissions inventory are available in the EPA's 2011 NEI, version 2 Technical Support Document (TSD).[1]

For the 2017 attainment year, nonpoint source emissions inventory estimates were based on the data interpolation between 2016 base year and the 2023 projection year of EPA's 2016 version 1 emissions modeling platform, except for the category "Gasoline Service Stations, Stage II: Total Refueling" as described below. Methodologies used to develop 2016 and 2023 emissions modeling data are available in the EPA's National Emissions Inventory Collaborative Wiki v1 release page.[2]

The WDNR updated EPA nonpoint emissions estimates for stationary nonpoint sources for the following sectors: fuel combustion at the industrial, commercial and institutional (ICI) sectors; degreasing; dry-cleaning; graphic arts; and most of the solvent utilization for industrial surface coating categories except industrial maintenance, traffic markings and other special purpose categories. The WDNR adopted EPA nonpoint estimates for commercial cooking, solvent utilization for non-industrial surface coating, miscellaneous non-industrial consumer and commercial solvent utilization, residential and commercial portable fuel containers, bulk gasoline terminals and gas stations, waste disposal categories, and miscellaneous non-industrial not elsewhere classified (NEC) categories.

[1] https://www.epa.gov/sites/production/files/2015-10/documents/nei2011v2_tsd_14aug2015.pdf
[2] http://views.cira.colostate.edu/wiki/wiki/10202

For the WDNR updated nonpoint fuel combustion sectors, the EPA provided Source Classification Code (SCC) cross-walk between nonpoint and their corresponding point source SCCs was used for point source subtraction. These adjustments were made by subtracting the activity assigned for point sources from the total activity to estimate the adjusted nonpoint source activity. Energy consumption of these sectors for the State of Wisconsin is obtained from the U.S. Department of Energy (DOE)'s Energy Information Administration (EIA). This survey data is the source of activity data for the ICI fuel combustion. EIA's annual publication titled the State Energy Data (SED) report provided total consumption for most of the fuel oil and kerosene.[3]

In updating emission estimates for most of the solvent utilization for industrial surface coating categories, U.S. Census Bureau's employment and County business pattern data were used as activity data. [4]

In order to obtain the area source emissions for the eastern Kenosha County area, the whole county emission estimates were allocated to the partial county based on population data. The Kenosha County population for 2017 was estimated by interpolating the population between 2013 and 2020 population data from the Wisconsin Department of Administration. The partial-county population was identified based on the relative population of the Minor Civil Divisions in the eastern Kenosha County area compared with the entire county. For 2011 and 2017, 77% of the county's population was estimated to live in the eastern Kenosha County area. Appendix 6 includes table of area source emissions by source category.

Residential and Commercial Portable Fuel Containers

For the 2011 NEI, WDNR adopted EPA estimated emissions for commercial portable fuel containers. However, for this redesignation request, WDNR staff back-calculated VOC emissions for these categories from EPA's 2016 and 2023 emissions modeling estimates. This was done due to a suspected methodology change by EPA (which led to significantly lower VOC emission estimates) for VOC emission estimates for these categories after 2011. Back-calculating 2011 emissions from EPA's 2016 and 2023 estimates is assumed to more accurately reflect EPA's updated methodology after 2011.

Residential Wood Combustion

For the 2011 NEI, WDNR adopted EPA estimated emissions for residential wood combustion. However, for this redesignation request, WDNR staff back-calculated VOC emissions for selected SCCs of residential wood combustion from EPA's 2016 and 2023 emissions modeling estimates. The selection was made if there is a significant negative discrepancy from 2011 to 2016 emission estimates for those SCCs. This was done due to a suspected methodology change by EPA (which led to significantly lower VOC emission estimates) for VOC emission estimates for these categories after 2011. Back-calculating 2011 emissions from EPA's 2016 and 2023 estimates is assumed to more accurately reflect EPA's updated methodology after 2011.

[3] U.S. Energy Information Administration, http://www.eia.gov

[4] https://www.census.gov/programs-surveys/cbp/data.html

Solvent Utilization: Agricultural Pesticides

For the 2011 NEI, WDNR adopted EPA estimated emissions for agricultural pesticide application. However, for this redesignation request, WDNR staff back-calculated VOC emissions for this source category from EPA's 2016 and 2023 emissions modeling estimates. The decision was made based on a significant negative discrepancy from 2011 to 2016 emission estimates for SCC 2461850000.

Gasoline Service Stations, Stage II: Total Refueling

The WDNR estimated emissions from vehicle refueling at gasoline stations (Stage II refueling) using EPA's MOVES2014b model with the same activity inputs used for the onroad modeling.

During 2011, a Stage II vapor recovery program (vapor recovery nozzles at gas pumps) was in effect in nine eastern Wisconsin counties, including Kenosha County. This program, started during the 1990s, was effective in reducing refueling emissions in older vehicles, but was redundant or even counter-productive in reducing emissions for newer vehicles, because the newer vehicles controlled refueling emissions through on-board refueling vapor recovery (ORVR) systems.[5] Wisconsin submitted a state implementation plan (SIP) revision removing Stage II requirements, and EPA approved the revision in November 2013. By 2017 most gasoline stations in the nine eastern Wisconsin counties had removed or decommissioned their Stage II vapor recovery systems. Because of this significant decrease in Stage II systems from 2011 to 2017, WDNR used different Stage II-related inputs to MOVES2014b for those two years.

To model the effects of a Stage II program, MOVES2014b provides the following two inputs: (1) vapor displacement reductions and (2) spillage reductions.

WDNR used a vapor displacement reduction of 56% for 2011. This value is specified in EPA guidance for programs with minimal inspection frequency (less than annual).[6] Because of a near total removal of Stage II systems by the summer of 2017, WDNR used a value of 0% for 2017.

WDNR used a spillage reduction percentage of 50% for 2011. This percentage is the standard percentage used in the MOVES2014b model for all areas in the United States having a Stage II vapor recovery program. Again, WDNR used a value of 0% for 2017.

2.3 Onroad Mobile Sources

[5] The federally-required phase in for ORVR systems started with model year 1998 and was required for all light-duty vehicles by model year 2006.

[6] "Procedures for Emission Inventory Preparation; Volume IV: Mobile Sources", Section 3.3.6.1, U.S. EPA, EPA-420-R-92-009, December 1992. (The reduction percentages in this document and section are specified for use in the EPA's current technical guidance for the MOVES model: "MOVES2014, MOVES2014a, and MOVES2014b Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity", EPA-420-B-18-039, August 2018.)

Onroad mobile sources are motorized mobile equipment that are primarily used on public roadways. Examples of onroad mobile sources include cars, trucks, buses and road motorcycles. The emissions reported in this document were estimated by the Motor Vehicle Emission Simulator (MOVES), the EPA's recommended mobile source model. The version used was MOVES2014b, the most recent version of the model, released in August 2018. All estimates were made in accordance with the following EPA technical guidance:

- MOVES2014a User's Guide (U.S. EPA, Office of Transportation and Air Quality, Assessment and Standards Division, November 2015, EPA 420-B-15-095). This user's guide also applies to MOVES2014b.
- MOVES2014, MOVES2014a, and MOVES2014b Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity (U.S. EPA, Office of Transportation and Air Quality, Assessment and Standards Division, August 2018, EPA-420-B-18-039).

The onroad mobile NOx and VOC emissions for the eastern Kenosha County area for 2011 and 2017 (as well as the 2025 and 2030 projections) are presented in Appendix 8, broken down by source type (vehicle class), fuel type and road type. A Table summarizing vehicle activity data is presented in Appendix 8 after the emissions tables.[7]

2.3.1 Transportation Data

The modeling inputs to MOVES include detailed transportation data (e.g., vehicle-miles of travel by vehicle class, road class and hour of day, and average speed distributions), requiring support from the Metropolitan Planning Organization (MPO) covering the nonattainment area.

The gubernatorially designated MPO for the Kenosha urbanized area is the Southeastern Wisconsin Regional Planning Commission (SEWRPC). Under state law SEWRPC is responsible for preparing travel and traffic estimates and forecasts within their seven-county region, which includes Kenosha County. SEWRPC maintains transportation network inventory data, including traffic counts by the Wisconsin Department of Transportation (WDOT) and local agencies. SEWRPC has developed and validated travel simulation models to estimate and forecast vehicle-miles of travel (VMT) and average speed distributions for their region. SEWRPC provided WDNR, on October 16, 2019, MOVES input files for the eastern Kenosha County area for 2011 and 2017 (as well as projections to 2025 and 2030) for the following:

- Annual VMT by five vehicle classes
- Vehicle population by 13 vehicle classes
- Average speed distributions
- VMT distributions by roadway type and vehicle class
- Hourly VMT distributions
- Fraction of restricted access travel on ramps

[7] The complete set of inputs to MOVES2014b is too lengthy to include in this document. However, electronic copies of the inputs can be obtained from WDNR by sending an email to christopher.bovee@wisconsin.gov or by phone at (608) 266-5542.

SEWRPC also provided WDNR, on October 16, 2019, monthly and day-of-week factors by MOVES roadway type to convert average annual daily traffic (AADT) to average weekday (Monday-Friday) for any given month. SEWRPC has calculated and provided these factors for each of the years 2008 through 2017, as well as a 10-year average of these years.

2.3.2 Descriptions of MOVES Modeling Inputs

2.3.2.1 Vehicle-Miles of Travel (VMT)

SEWRPC provided WDNR annual VMT data for 2011 and 2017 (as well as projections to 2025 and 2030), broken down by five Highway Performance Monitoring System (HPMS) vehicle classes for all travel in eastern Kenosha County. The data were obtained from their transportation network inventory data and travel demand model.

As specified in the EPA technical guidance, the onroad inventories for ozone SIPs should be based on *summer weekday* VMT, where "weekday" includes all five of the weekdays. WDNR defined "summer" as the three months of June, July and August. WDNR developed from the SEWRPC-provided monthly and day-of-week factors for 2011 and 2017, the following factors to convert AADT (annual VMT divided by 365) to summer weekday VMT:

Table A2.1. Factors to Convert AADT to Summer Weekday VMT.

MOVES Roadway Type	Year	
	2011	2017
Rural Restricted	1.157	1.143
Rural Unrestricted	1.154	1.150
Urban Restricted	1.153	1.147
Urban Unrestricted	1.146	1.158

The resulting summer weekday VMTs WDNR input into MOVES2014b are:

Table A2.2. Summer Weekday VMT input into MOVES2014b.

HPMS Vehicle Class	Year	
	2011	2017
Motorcycles	21,048	21,588
Light Duty Vehicles	2,898,032	3,081,520
Buses	8,309	8,806
Single Unit Trucks	141,320	151,293
Combination Trucks	99,589	107,902
TOTAL	**3,168,297**	**3,371,108**

The total summer weekday VMT in 2017 is 6.4% greater than the total summer weekday VMT in 2011.

2.3.2.2 VMT by Hour of Day

SEWRPC provided hourly VMT fractions based on output from their travel demand model.

2.3.2.3 Vehicle Population

SEWRPC provided vehicle populations for each of the 13 MOVES vehicle classes. The total vehicle population in 2017 (93,242) is 4.8% greater than the total vehicle population in 2011 (88,986).

2.3.2.4 Average Speed Distribution

SEWRPC provided speed distributions, in MOVES input format, for the eastern Kenosha County area, developed from their transportation inventory data and travel simulation models.

2.3.2.5 Vehicle Age Distribution

Year 2011: During the year 2014 WDNR developed local vehicle age distributions for that year for five source types: passenger cars, passenger trucks, light commercial trucks, intercity buses and school buses. The EPA default distributions were used for the other eight source types: motorcycles, transit buses and six medium to heavy truck classes. WDNR calculated the local distributions from a file of select fields from the state's registration database as of March 2014, provided by the WDOT. WDNR calculated a 2014 distribution for a seven-county region including Kenosha County. WDNR adjusted the 2014 distributions back to 2011 based on differences between the EPA default age distributions for those two years.

Year 2017: Using data from the Wisconsin Department of Transportation's (WDOT) registration database as of January 2018, WDNR calculated a new local vehicle age distribution for the year 2017 for all vehicle classes except the two long-haul truck classes (MOVES classes 53 and 62, for which the MOVES default distributions were used). WDNR calculated a 2017 distribution for a seven-county region including Kenosha County.

A comparison of the average vehicle ages from the 2011 and 2017 age distributions follows:

Table A2.3. Average Vehicle Ages (years old).

MOVES Vehicle Class	Year	
	2011	2017
Motorcycle	7.28	13.74
Passenger Car	9.67	9.37
Passenger Truck	8.18	7.44
Light Commercial Truck	10.33	10.27
Intercity Bus	9.18	11.29
Transit Bus	10.60	12.33
School Bus	6.71	7.42
Refuse Truck	10.64	10.95
Single Unit Short-haul Truck	11.32	11.14
Single Unit Long-haul Truck	11.84	11.95
Motor Home	10.76	15.29
Combination Short-haul Truck	13.46	13.55

MOVES Vehicle Class	Year	
	2011	2017
Combination Long-haul Truck	7.53	10.42

The following differences between the average ages in 2011 and 2017 should be noted:

- For the light duty classes (passenger car, passenger truck and light commercial truck), the average ages in 2017 are less than those in 2011 because the model years 2009 to 2011 had lower sales than the post-2011 model years.
- For combination long-haul trucks, the average age in 2017 is greater than in 2011 because the model years 2005 to 2007 had high sales.
- For some low-population vehicle classes (especially, motorcycle and motor home) the average age in 2017 is significantly greater than in 2011 because the MOVES default distribution was used for 2011 whereas a local distribution was used for 2017. This bias produces a slight underestimation of the reduction in onroad emissions from 2011 to 2017.

2.3.2.6 Road Type Distribution

SEWRPC provided road type distributions for the eastern Kenosha County area developed from their transportation inventory data.

2.3.2.7 Ramp Fraction

SEWRPC provided WDNR the fraction of driving time on ramps for restricted access roadways developed from their transportation inventory data.

2.3.2.8 Fuel Formulation and Supply

The MOVES defaults currently provide the best available fuel data and therefore were used.

2.3.2.9 Vehicle Inspection and Maintenance Program

Kenosha County is within the seven-county southeastern Wisconsin vehicle inspection program region. On-Board Diagnostic (OBD) checks were assumed for most model year 1996 and newer passenger cars, passenger trucks and light commercial trucks.

2.3.2.10 Meteorology Data

Temperatures conducive to peak ozone formation were assumed for the summer weekday modeling. The WDNR has consistently used the same minimum and maximum temperatures for onroad modeling for ozone SIPs since the early 1990s. The temperatures were developed from an analysis of peak ozone days and have minimum/maximum values of 70/94 degrees Fahrenheit for Kenosha County.

2.4 Nonroad Mobile Sources

Nonroad mobile sources are motorized mobile equipment and other small and large engines that are primarily used off public roadways. Examples of nonroad mobile sources include commercial marine, construction, lawn and garden, locomotive and agricultural equipment.

For purposes of inventory calculation, nonroad mobile sources are divided into two major groups:

- Commercial Marine, Aircraft and Rail Locomotive (MAR)
- All other nonroad categories

Nonroad categories other than MAR include:

- Recreational vehicles
- Construction equipment
- Industrial equipment
- Lawn and garden equipment
- Agricultural equipment
- Commercial equipment
- Logging equipment
- Underground mining equipment
- Oil field equipment
- Pleasure craft
- Railway maintenance equipment

A detailed listing of the nonroad emissions for each of the over 200 nonroad source subcategories, which include both the MAR and non-MAR groups, is presented in Appendix 7.

2.4.1 Non-MAR Sources

The 2011 and 2017 nonroad emissions for the non-MAR categories were developed using the EPA's MOVES2014b model, using the same hot summer day temperatures used for the onroad modeling. The model was run for Kenosha County for the months of June, July and August. Hot summer day emissions were calculated by dividing the total emissions over these three months by 92 (the number of days in the three months). Emissions were then allocated from the full county to the eastern Kenosha County area based on surrogates such as population, land area and water area, depending on the category, as described below in section 2.4.4

2.4.2 MAR Sources – Aircraft and Rail Locomotive

For the year 2011, the annual emissions estimates used for Kenosha County are those in the EPA's 2011 NEI version 2.

For the year 2017, the annual emissions estimates used for Kenosha County were obtained by linearly interpolating between the 2016 and 2023 values in the EPA's 2016 emissions modeling platform, version 1.

Summer day emissions for these two MAR categories were estimated by dividing the annual emissions by 365. This same value was used in the EPA's 2011 version 6.3 emissions modeling platform.

The allocation of the full county emissions to the eastern Kenosha County area is described in section 2.4.4.

2.4.3 MAR Sources – Commercial Marine Vessels

For this category, the emissions from the EPA's 2011 NEI were not used since more current data, with a much more refined geographical allocation, were developed by the Lake Michigan Air Directors Consortium (LADCO) for the EPA's 2016 emissions modeling platform.

For the year 2017, WDNR linearly interpolated between the 2016 and 2023 values in the 2016 emissions modeling platform. For the year 2011, WDNR linearly back-calculated the 2023 and 2016 values to 2011, with the constraint that if the 2016 value is greater than the 2023 value, the 2011 value is set equal to the 2016 value. The purpose of this constraint is to avoid a possible overestimation of the emission reduction from 2011 to 2017.

Summer day emissions were estimated by dividing the annual emissions by 365 for category 1 and 2 engines and by 340.74 for the larger category 3 engines. These same values were used in EPA's 2011 version 6.3 emissions modeling platform.

2.4.4 Allocation of Emissions to eastern Kenosha County

Given the vast variety of nonroad mobile sources, several surrogates were employed to estimate the proportion of countywide emissions in the eastern Kenosha County area. The surrogates used are as follows:

2.4.4.1 Land Area

The land area in eastern Kenosha County comprises 30.9% of the total county land area. But if one excludes the City of Kenosha, where no significant agricultural activity occurs, this percentage becomes 24.2%.

The nonroad categories allocated to the eastern Kenosha County area based on land area are: **Agriculture**, **Logging**, **Oilfields**, **Recreational**, and **Underground Mining**. The 24.2% factor was used for agriculture and the 30.9% factor was used for the other categories. It should be noted that Kenosha County has no emissions from oilfields or underground mining.

2.4.4.2 Population

As described in section 2.2 (Nonpoint (Area) Sources), for 2011 and 2017, 77% (77.3% to one decimal place) of the county's population was estimated to live in the eastern Kenosha County area.

The nonroad categories allocated to the eastern Kenosha County area based on this 77.3% population proportion are: **Commercial, Construction, Industrial, and Lawn & Garden**.

2.4.4.3 Water Area

Data were obtained from the database for the EPA's National Mobile Inventory Model (NMIM), version dated May 4, 2009, the EPA's nonroad emissions estimation model prior to MOVES. Based on the external file WI_WIB.ALO in that database, there are 81 square kilometers of water area in Kenosha County for motor boats having inboard engines. And, based on the external file WI_WOB.ALO in that database, there are 25 square kilometers of water area in Kenosha County for motor boats having outboard engines. The 81 square kilometer value for inboard engines contains Lake Michigan waters (56 square kilometers) and 25 square kilometers of water from several inland lakes (of which about one square kilometer is in eastern Kenosha County). The 25 square kilometer value for outboard engines contains only the water from the inland lakes. This indicates that motor boats with outboard engines are not assumed to travel on Lake Michigan whereas motor boats with inboard engines are assumed to travel on Lake Michigan, as well as on the inland lakes. Thus, for motor boats with inboard engines (56+1)/81 = 70% of the associated water area is in the eastern Kenosha County area and for motor boats with outboard engines 1/25 = 4% of the associated water area is in the eastern Kenosha County area.

The nonroad category allocated to the eastern Kenosha County area based on water area is: **Pleasure Craft**. For pleasure craft with inboard engines, 70% of the full county emissions were allocated to the eastern Kenosha County area and for pleasure craft with outboard engines, 4% of the full county emissions were allocated to the eastern Kenosha County area.

2.4.4.4 Lake Michigan Shoreline

All (100.0%) of the Lake Michigan shoreline is in the eastern Kenosha County area. The nonroad category allocated to the eastern Kenosha County area based on Lake Michigan shoreline is **Commercial Marine**, since all commercial marine emissions attributable to Kenosha County come from vessels traveling on Lake Michigan past the county. Kenosha County does not have any ports, inland lakes or inland rivers with commercial marine activity.

2.4.4.5 Airport Location

The EPA's 2011 emissions modeling platform, version 6.3, provides the emissions and geographical location (longitude and latitude) for each airport in the United States.

For Kenosha County 65% of the aircraft NOx emissions and 63% of the aircraft VOC emissions in that modeling platform come from airports located in the eastern Kenosha County area. Thus, **Aircraft** emissions in the eastern Kenosha County area are those percentages of the total Kenosha County aircraft emissions.

2.4.4.6 Railroad Link Location

The EPA's 2011 NEI, version 2, and 2011 emissions modeling platform, version 6.3, provides the emissions and location for each link of railway in the United States.

The percentage of Kenosha County railroad emissions located in the eastern Kenosha County area is 60.0% for both NOx and VOC in those inventories. This 60.0% value was used to allocate both **Rail Locomotive** and **Railroad Maintenance** emissions in Kenosha County to the eastern Kenosha County area.

APPENDIX 3

2025 and 2030 Wisconsin Emissions Projections Documentation – Methodology

This appendix provides information for the sector-specific NOx and VOC tons per summer day (tpsd) emission estimates in section 4.3 (Maintenance Year Inventories) of the Wisconsin Department of Natural Resources' (WDNR) Redesignation Request and Maintenance Plan for the eastern Kenosha County 2008 8-hour Ozone Nonattainment Area (redesignation request from hereon). For the U.S. Environmental Protection Agency (EPA) to redesignate a nonattainment area to attainment, a state is required to demonstrate continued maintenance of the NAAQS for ten years after redesignation. As part of this demonstration, the WDNR is providing a projection of emissions for 2025 as the interim projection year and 2030 as the maintenance year. The emission projections through 2030 are relied upon in the maintenance demonstration presented in Section 7 of the redesignation request.

This appendix includes:

1. EGU Inventory Methodology for 2025 and 2030……3
2. Point Non-EGU Inventory Methodology for 2025 and 2030……..4
3. Area Source Inventory Methodology for 2025 and 2030……6
4. Onroad Inventory Methodology for 2025 and 2030……8
5. Nonroad Inventory Methodology for 2025 and 2030……..10

1. EGU Inventory Methodology for 2025 and 2030

See Appendix 4 for the projection methodology related to electric generating units (EGUs).

2. Point Non-EGU Inventory Methodology for 2025 and 2030

Non-EGU point source emissions are projected for 2025 and 2030 by applying growth factors to the 2017 base year inventory, as well as considering new and modified sources. A detailed description of the methodology is provided below, and a list of sources with the applied growth rates and calculated emissions is provided in Appendix 5.

2.1 Growth Factors from AEO 2019 for Existing Sources

Non-EGU point source projected 2025 and 2030 emissions were derived by applying growth factors to the 2017 base year inventory. Growth factors were developed from Annual Energy Outlook (AEO) 2019 industry-specific energy consumption data, summarized in Table A2.1. Growth in energy consumption was assumed to correspond linearly with growth in emissions. A second step in projecting emissions – accounting for potential emissions increases resulting from the modification of existing sources or the installation of new sources – is described in section 2.2 below.

Table A2.1. Growth Factors from AEO 2019 Used for Projecting Wisconsin Non-EGU Point Source Emissions for the Eastern Kenosha County Area

NAICS	NAICS Description	AEO Industrial or Commercial Sub-sector	AEO Energy Consumption (trillion Btu) [1]			Growth Factors (from 2017) [2]	
			2017	2025	2030	2025 GF	2030 GF
331513	Foundries - Steel	Iron and Steel Industry	1,198	1,232	1,255	1.03	1.05
311421	Food Manufacturing	Food Industry	1,220	1,393	1,515	1.14	1.24
322222	Paper Bag and Coated and Treated Paper Manufacturing	Paper Industry	1,570	1,639	1,704	1.04	1.09
611310	Colleges, Universities, and Professional Schools	Commercial sector energy consumption (natural gas) for East North Central U.S.	729	727	727	1.00	1.00
325510	Paint, Coating and Adhesive Manufacturing	Bulk Chemical Industry	3,065	3,673	3,845	1.20	1.25
622110	General Medical and Surgical Hospitals [3]	Commercial sector energy consumption (natural gas and distillate fuel oil) for East North Central U.S.	763	764	763	1.00	1.00
331523	Foundries - Aluminum	Aluminum Industry	209	230	243	1.10	1.16

335921	Electrical Equipment, Appliance, and Component Manufacturing[4]	Metal Based Durables Industry - Electrical Equipment	332	356	377	1.07	1.14
323111	Printing and Related Support Activities	Paper Industry	1,570	1,639	1,704	1.04	1.09
31121	Flour Milling and Malt Manufacturing	Food Industry	1,220	1,393	1,515	1.14	1.24
332322	Fabricated Metal Product Manufacturing	Metal Based Durables Industry - Fabricated Metal Products	332	356	377	1.07	1.14

[1] Source: http://www.eia.gov/forecasts/aeo/index.cfm

[2] Growth factors for the entire 2017-2025 and 2017-2030 periods were calculated by dividing the 2025 or 2030 energy consumption values by the 2017 energy consumption value. If energy consumption values were not available from AEO for a NAICS category, a growth factor of 1.00 (i.e., no growth) was applied.

[3] For General Medical and Surgical Hospitals, the values for "natural gas" and "distillate fuel oil" from Energy Information Administration (EIA) were added together

[4] For Electrical Equipment, Appliance, and Component Manufacturing, the same values were used as Fabricated Metal Product Manufacturing

2.2. Modified and New Source Emissions

Section 172(c)(4) of the Clean Air Act (CAA) requires identification and quantification of potential emissions from new or modified sources when developing emission inventories for attainment and maintenance purposes. The point source emissions inventory described in section 2.1 above includes projections of emissions growth determined by applying general regional growth factors. However, this methodology alone does not distinguish emissions associated with modified and new sources. Therefore, as a second step the WDNR reviewed permitting actions for sources in the eastern Kenosha County area from 2014 to 2018 (five years). A summary of the permitting activity and associated potential emissions is shown in Table A3.2. The resulting emissions from this exercise are added to the projected emissions for *existing* point source non-EGU, to yield the *total* projected point source non-EGU emissions for 2025 and 2030 found in section 4.3 of the redesignation request (see also Appendix 5, Table A5.2 for the addition of new/modified sources to existing sources). This approach may add emissions which overlap with existing source grown emissions, but it provides a more conservative estimate of future emissions. It should be noted that this future projection of emissions does not limit the amount of future emissions allowed from modified and new sources. This is consistent with the CAA which allows for the installation of new or modification of sources subject to requirements of the New Source Review (NSR) or Prevention of Significant Deterioration (PSD) programs.

Table A3.2. Permitting Actions for Existing Source and New Emission Sources in the Eastern Kenosha County Area – 2014 to 2018.

Construction Permit Class	Year	Potential Emissions Increase (TPY)		Estimated Daily Average (TPD) [1]		Project Description	Construction Permit #
		NOx	VOC	NOx	VOC		
Minor action [2]	2014	1.60	10	0.004	0.027	Installation of 3 paint booths, several NG heating units, 2 parts washer, and one emergency generator.	14-RSG-185-EXM
Minor action [2]	2015	0	0	0.000	0.000	N/A	
Minor action [2]	2016	0	10	0.000	0.027	Replacement of an existing 2,200 gal mixing tank with a 10,000 gal tank.	16-RSG-208-EXM
Minor action [2]	2017	0	0	0.000	0.000	N/A	
Minor action [2]	2018	0	0	0.000	0.000	N/A	
Total		**1.60**	**20.0**	**0.004**	**0.055**		

[1] Daily emissions are calculated by dividing annual potential emissions by 365 days which assumes the facilities are accomplishing all throughput during the whole week.
[2] A minor action is a permitting action that falls below the major source threshold of 100 TPY for PSD minor sources, or the significant emissions increase threshold of 40 TPY for PSD major sources.

3. Area Source Inventory Methodology for 2025 and 2030

EPA's 2016 Emissions Modeling Platform, Version 1 includes base year 2016 and projections for the years 2023 and 2028.[1] Wisconsin's 2025 area source emissions were estimated primarily by interpolating between EPA's 2023 and 2028 modeling inventories, while 2030 area source emissions were estimated primarily by extrapolating EPA's 2023 and 2028 modeling inventories. The exception is that WDNR staff projected emissions from vehicle refueling at gasoline stations (Stage II refueling) using EPA's MOVES2014b model with the same activity inputs used for the onroad modeling. As was done for 2017, no Stage II vapor recovery program was modeled for 2025 and 2030. Owing to most vehicles now having their own vapor recovery system, called on-board refueling vapor recovery or ORVR, Stage II controls at the pump are largely redundant or even counter-productive. Wisconsin submitted a SIP revision removing Stage II requirements, and EPA approved the revision in November 2013. Even without a Stage II program in the projection years, emissions from Stage II refueling are less in 2025 and 2030 than in 2011 and 2017, owing to the larger percentage of vehicles having ORVR.

In order to obtain the areas source emissions for the eastern Kenosha County area, the whole county emission estimates were allocated to the partial county area based on population data. The Kenosha County population data projections for 2025 and 2030 from the Wisconsin Department of Administration were used to calculate the emission estimates. The partial-county population was identified based on the relative population of the Minor Civil Divisions in the eastern Kenosha County area compared with the entire county. For 2025 and 2030, the county's population, estimated to live in the eastern Kenosha area was 77% and 77% respectively. Appendix 6 includes tables of projected area source emissions for eastern Kenosha County by source category.

[1] ftp://newftp.epa.gov/Air/emismod/2016/v1/

4. Onroad Inventory Methodology for 2025 and 2030

The 2025 and 2030 projected onroad emissions were developed using the MOVES2014b model, as was the case for the 2011 and 2017 emissions. Unless otherwise stated in this appendix, the methodology WDNR used for 2025 and 2030 is the same methodology WDNR used for years 2011 and 2017, as described in Appendix 2.

To convert average annual daily traffic (AADT) to summer weekday for 2025 and 2030, WDNR used the SEWRPC-provided monthly and day-of-week factors for the 10-year average of 2008 to 2017. The resulting factors for all four inventory years follow:

Table A3.3. Factors to Convert AADT to Summer Weekday VMT.

MOVES Roadway Type	Year		
	2011	2017	2025 and 2030
Rural Restricted	1.157	1.143	1.153
Rural Unrestricted	1.154	1.150	1.149
Urban Restricted	1.153	1.147	1.155
Urban Unrestricted	1.146	1.158	1.154

The resulting summer weekday VMTs WDNR input into MOVES2014b are:

Table A3.4. Summer Weekday VMT input into MOVES2014b.

HPMS Vehicle Class	Year			
	2011	2017	2025	2030
Motorcycles	21,048	21,588	23,736	24,819
Light Duty Vehicles	2,898,032	3,081,520	3,460,895	3,616,341
Buses	8,309	8,806	9,892	10,338
Single Unit Trucks	141,320	151,293	172,052	179,768
Combination Trucks	99,589	107,902	123,194	128,572
TOTAL	**3,168,297**	**3,371,108**	**3,789,769**	**3,959,838**

The total summer weekday VMT increases by 6.4% from 2011 to 2017, increases by 12.4% from 2017 to 2025, and increases by 4.5% from 2025 to 2030. In terms of annual VMT growth rates, these rates are 1.04% from 2011 to 2017, 1.47% from 2017 to 2025, and 0.88% from 2025 to 2030.

The total vehicle population values are 88,986 in 2011, 93,242 in 2017 (4.8% increase from 2011), 104,635 in 2025 (12.2% increase from 2017) and 109,352 in 2030 (4.5% increase from 2025).

WDNR projected the 2017 vehicle age distribution to 2025 and 2030 using the methodology presented in the memorandum: “New Method to Project Age Distribution”, from Allison DenBleyker, ERG, to Alison Eyth, EPA, dated August 14, 2019. This new method does not attempt to predict any future growth, and only shifts the economic recession “dip” for model

years 2009 to 2011 downstream while dampening the recession's effect with increasing calendar year. No other features of the age distribution change, except for minor shifts due to re-normalizing the distribution. EPA used this same methodology to project age distributions to the years 2020, 2023 and 2028 for their 2016 Emissions Modeling Platform. Table A3.5 presents the resulting average vehicle ages for all four inventory years.

Table A3.5. Average Vehicle Ages (years old).

MOVES Vehicle Class	Year			
	2011	2017	2025	2030
Motorcycle	7.28	13.74	13.48	13.46
Passenger Car	9.67	9.37	9.24	9.29
Passenger Truck	8.18	7.44	7.39	7.44
Light Commercial Truck	10.33	10.27	10.13	10.18
Intercity Bus	9.18	11.29	10.60	10.75
Transit Bus	10.60	12.33	12.33	12.33
School Bus	6.71	7.42	7.32	7.38
Refuse Truck	10.64	10.95	10.55	10.59
Single Unit Short-haul Truck	11.32	11.14	10.79	10.83
Single Unit Long-haul Truck	11.84	11.95	11.55	11.58
Motor Home	10.76	15.29	15.00	14.92
Combination Short-haul Truck	13.46	13.55	13.49	13.46
Combination Long-haul Truck	7.53	10.42	10.42	10.42

Emissions were increased by a 7.5% safety margin, as agreed through the transportation conformity consultative process.

The motor vehicle inspection and maintenance (I/M) program was assumed to remain in effect for 2025 and 2030.

Detailed listing of the projected onroad emissions and activity data are provided in Appendix 8.

5. Nonroad Inventory Methodology for 2025 and 2030

The methodology for the 2025 and 2030 projected nonroad emissions is parallel to the methodology used for the 2011 and 2017 estimates, as described in Appendix 2.

For all source categories except commercial marine, aircraft and rail locomotive (MAR), the MOVES2014b model was run for Kenosha County at hot summer day temperatures, assuming the model's default growth projections.

For the three MAR categories, the 2025 and 2030 emissions were calculated by linearly interpolating or extrapolating from the 2023 and 2028 values from EPA's 2016 Emissions Modeling Platform, Version 1. To avoid underestimating 2030 emissions, if the extrapolated emissions for 2030 were less than those for 2028, the 2030 emissions were set equal to those for 2028.

In allocating the full Kenosha County emissions to the eastern Kenosha County area, the only adjustment factor that was changed from those used for 2011 and 2017 was that for population. In 2011 and 2017, 77.3% of the county's population was estimated to live in the eastern Kenosha County area. However, for 2025 and 2030, the county's population estimated to live in eastern Kenosha County was 77.4%.

Detailed listings of the projected nonroad emissions for over 200 subcategories are provided in Appendix 7.

APPENDIX 4

EGU Inventory Methodology and Emissions for 2011, 2017, 2025 and 2030

This appendix provides the methodology for electric generating unit (EGU) sector NOx and VOC tons per summer day (tpsd) emission estimates in sections 4.2 (Nonattainment Year and Attainment Year Inventories) and 4.3 (Maintenance Year Inventories) of the Wisconsin Department of Natural Resources (WDNR) eastern Kenosha County redesignation request and maintenance plan for the 2008 ozone standard.

The Pleasant Prairie coal-fired power plant retired in 2018 and was the only EGU point source facility located in the eastern Kenosha County nonattainment area. The NOx emissions and days of operation for 2011 and 2017 for the generating units at Pleasant Prairie were derived from data reported by the utility to EPA's Clean Air Markets Division (CAMD) database. For each unit, WDNR used the ozone season (i.e., May 1 through September 30) NOx emissions divided by the days of reported operation during the ozone season to represent summer day emissions. This data and the tpsd emissions calculated from this data are provided in Table A4.1. The NOx emissions were 8.71 tpsd in 2011 and 8.55 tpsd in 2017. It should be noted that the Pleasant Prairie power plant operated selective catalytic reduction (SCR) since 2006 for controlling NOx emissions.

The VOC summer day emissions for Pleasant Prairie were derived by multiplying the facility's ozone season heat input by an average VOC emission rate for 2011 and 2017. The base data used in the calculation and the resulting emissions are provided in Table A4.1. In this case, VOC emissions are not monitored by continuous emissions monitors and reported to the CAMD database as is done for NOx. Therefore, the VOC emission rate was derived by dividing the facility's annual VOC emissions reported to the WDNR Air Emissions Inventory (AEI) by the facility's annual heat input reported to the CAMD database. The data applied in deriving the VOC emission rate are shown in Table A4.2. Multiplying these VOC emission rates for each year by the maximum heat input resulted in 0.38 tpsd of VOC in 2011 and 0.32 tpsd in 2017.

Note: emissions from non-electric generating emission units at the plant (i.e., units other than the two coal boilers) are not included because they are insignificant (less than 0.1% of the total plant emissions on a tons per year basis) compared to the boiler emissions.

Table A4.1. Pleasant Prairie Summer Day Operation and Emissions.

Variable	2011		2017		2025	2030
	B20	B21	B20	B21	B20&B21	B20&B21
Ozone Season NOx (tons) [1]	531.1	522.8	448.6	834.3	Retired	Retired
# of Ozone Season Days Reported [1]	123	119	104	197		
NOx (tpsd)	4.32	4.39	4.31	4.23		
NOx Control	SCR	SCR	SCR	SCR		
VOC Rate (lbs/mmBtu)[2]	0.0033		0.0034			
Ozone Season Heat Input (mmBtu) [3]	31,500,945		24,197,215			
# of Ozone Season Days Reported [1]	138		125			
VOC (tpsd)	0.38		0.32			

SCR = Selective Catalytic Reduction
[1] Data reported to EPA CAMD database. "Ozone Season" is defined here as May 1 through September 30.
[2] Calculated in Table 2.2.
[3] Data reported to EPA CAMD database for boilers B20 and B21 combined. "Ozone Season" is defined here as May 1 through September 30.

Table A4.2. Pleasant Prairie VOC Annual Emissions and Emission Rates.

Variable	2011	2017	2025	2030
Annual VOC (tons) [1]	123.6	106.7	Retired	Retired
Annual Heat Input (mmBtu) [2]	75,084,093	63,566,574		
VOC Rate (lbs/mmBtu) [3]	0.0033	0.0034		

[1] Emissions reported to WDNR AEI.
[2] Heat input reported to EPA CAMD database for boilers B20 and B21 combined.
[3] Calculated by the equation (Annual VOC tons x 2000 lbs/ton) / Annual Heat Input (mmBtu).

APPENDIX 5

Point Non-EGU Emissions for 2011, 2017, 2025 and 2030

This appendix provides a list of the eastern Kenosha County area point source non-electric generating unit (non-EGU) tons per summer day (tpsd) emissions by facility identification number (FID) and facility name for 2011, 2017, 2025 and 2030. The sums of NOx and VOC emissions from these facilities were used for the non-EGU sector NOx and VOC tpsd emission estimates in sections 4.2 (Nonattainment Year and Attainment Year Inventories) and 4.3 (Maintenance Year Inventories) of the Wisconsin Department of Natural Resources' (WDNR) eastern Kenosha County redesignation request and maintenance plan for the 2008 ozone standard.

Table A5.1 2011 and 2017 Point Non-EGU Emissions for the eastern Kenosha County Area[1,2]

FID	Facility Name	NAICS	Pollutant	2011 (tpsd)	2017 (tpsd)	2011 (tons)	2017 (tons)	2018 (tons)[3]
230008350	KENOSHA STEEL CASTINGS	331513	NOX	5.84E-03	2.14E-03	2.13	0.78	N/A
230009450	OCEAN SPRAY CRANBERRIES INC	311421	NOX	2.42E-02	2.47E-02	8.83	9.01	N/A
230012530	LAMINATED PRODUCTS INC	N/A	NOX	1.18E-03	Shut down	0.43	Shut down	N/A
230035410	MONDI AKROSIL LLC	322222	NOX	1.73E-03	No reporting[3]	0.63	No reporting	4.83
230058180	WI DOA / UW-PARKSIDE POWER PLANT	611310	NOX	1.61E-02	1.51E-02	5.87	5.51	N/A
230059280	ST CATHERINES MEDICAL CENTER CAMPUS/UHSI	6221	NOX	1.17E-02	1.45E-02	4.26	5.30	N/A
230072040	RUST - OLEUM CORP	325510	NOX	4.11E-03	5.75E-03	1.50	2.10	N/A
230094590	KENOSHA MEDICAL CENTER CAMPUS	622110	NOX	1.04E-02	5.67E-03	3.81	2.07	N/A
230099100	CARTHAGE COLLEGE	611310	NOX	1.23E-02	2.50E-02	4.49	9.12	N/A
230105590	SHILOH - PLEASANT PRAIRIE	331523	NOX	2.39E-02	2.94E-02	8.73	10.72	N/A
230141780	ARDENT MILLS LLC	31121	NOX	2.74E-05	No reporting	0.01	No reporting	0.008
230167520	IEA INC - KENOSHA	332322	NOX	7.95E-04	No reporting	0.29	No reporting	No reporting
230198760	KKSP PRECISION MACHINING LLC	332722	NOX	1.92E-04	1.10E-04	0.07	0.04	N/A
230167630	INSINKERATOR	335210	NOX	No reporting	1.64E-04	No reporting	0.06	N/A
230002960	KENOSHA WASTEWATER TREATMENT FACILITY	221320	NOX	No reporting	1.01E-02	No reporting	3.69	N/A
230008350	KENOSHA STEEL CASTINGS	331513	VOC	4.29E-02	2.69E-02	1.57E+01	9.82E+00	N/A
230009450	OCEAN SPRAY CRANBERRIES INC	311421	VOC	3.62E-03	3.73E-03	1.32E+00	1.36E+00	N/A
230012530	LAMINATED PRODUCTS INC	N/A	VOC	9.01E-03	Shut down	3.29E+00	Shut down	N/A
230035410	MONDI AKROSIL LLC	322222	VOC	1.89E-03	No reporting	6.90E-01	No reporting	9.00E-01
230058180	WI DOA / UW-PARKSIDE POWER PLANT	611310	VOC	8.77E-04	8.22E-04	3.20E-01	3.00E-01	N/A
230059280	ST CATHERINES MEDICAL CENTER CAMPUS/UHSI	6221	VOC	6.03E-04	7.67E-04	2.20E-01	2.80E-01	N/A
230072040	RUST - OLEUM CORP	325510	VOC	4.00E-02	1.64E-02	1.46E+01	5.99E+00	N/A
230094590	KENOSHA MEDICAL CENTER CAMPUS	622110	VOC	6.30E-04	3.29E-04	2.30E-01	1.20E-01	N/A
230099100	CARTHAGE COLLEGE	611310	VOC	6.85E-04	1.37E-03	2.50E-01	5.00E-01	N/A
230105590	SHILOH - PLEASANT PRAIRIE	331523	VOC	No reporting	7.95E-03	No reporting	2.90E+00	N/A

FID	Facility Name	NAICS	Pollutant	2011 (tpsd)	2017 (tpsd)	2011 (tons)	2017 (tons)	2018 (tons)[3]
230117580	HONEYWELL AUTOMATION AND CONTROL SOLUTIONS	335921	VOC	3.29E-03	2.90E-03	1.20E+00	1.06E+00	N/A
230134960	LMI PACKAGING SOLUTIONS	323111	VOC	1.79E-02	1.06E-02	6.52E+00	3.86E+00	N/A
230141780	ARDENT MILLS LLC	31121	VOC	1.10E-06	No reporting	4.00E-04	No reporting	4.00E-04
230167520	IEA INC - KENOSHA	332322	VOC	1.08E-02	No reporting	3.94E+00	No reporting	No reporting
230198760	KKSP PRECISION MACHINING LLC	332722	VOC	4.50E-02	1.01E-03	1.64E+01	3.70E-01	N/A
230167630	INSINKERATOR	335210	VOC	No reporting	8.55E-03	No reporting	3.12E+00	N/A
230002960	KENOSHA WASTEWATER TREATMENT FACILITY	221320	VOC	No reporting	4.11E-04	No reporting	1.50E-01	N/A
TOTAL			**NOX**	**0.11**	**0.13**	**41.05**	**48.40**	**N/A**
			VOC	**0.18**	**0.07**	**64.65**	**29.83**	**N/A**

[1] Tons per summer day (tpsd) emissions were calculated by dividing annual emissions by 365 days.
[2] According to Wisconsin State Code Chapter NR 438.03(a), facilities that emit less than 3 tons of VOC or less than 5 tons of NOx per year are not required to submit annual emission inventory reports. Sources that chose not to report NOx and/or VOC for a certain year are thus listed as "No reporting" for that year.
[3] Data from 2018 was used for sources that did not report for 2017.

Table A5.2 2025 and 2030 Point Non-EGU Emissions for the eastern Kenosha County Area[1]

FID	Facility Name	NAICS	Pollutant	2025 (tpsd)	2030 (tpsd)	2025 (tons)	2030 (tons)
230008350	KENOSHA STEEL CASTINGS	331513	NOX	2.20E-03	2.24E-03	0.80	0.82
230009450	OCEAN SPRAY CRANBERRIES INC	311421	NOX	2.82E-02	3.07E-02	10.29	11.19
230012530	LAMINATED PRODUCTS INC	N/A	NOX	Shut down	Shut down	Shut down	Shut down
230035410	MONDI AKROSIL LLC	322222	NOX	1.38E-02	1.44E-02	5.04	5.24
230058180	WI DOA / UW-PARKSIDE POWER PLANT	611310	NOX	1.51E-02	1.51E-02	5.49	5.49
230059280	ST CATHERINES MEDICAL CENTER CAMPUS/UHSI	6221	NOX	1.45E-02	1.45E-02	5.31	5.30
230072040	RUST - OLEUM CORP	325510	NOX	6.89E-03	7.22E-03	2.52	2.63
230094590	KENOSHA MEDICAL CENTER CAMPUS	622110	NOX	5.68E-03	5.67E-03	2.07	2.07
230099100	CARTHAGE COLLEGE	611310	NOX	2.49E-02	2.49E-02	9.09	9.09
230105590	SHILOH - PLEASANT PRAIRIE	331523	NOX	3.02E-02	3.08E-02	11.02	11.23
230141780	ARDENT MILLS LLC	31121	NOX	2.50E-05	2.72E-05	0.01	0.01
230167520	IEA INC - KENOSHA	332322	NOX	No reporting	No reporting	No reporting	No reporting
230198760	KKSP PRECISION MACHINING LLC	332722	NOX	1.18E-04	1.24E-04	0.04	0.05
230167630	INSINKERATOR	335210	NOX	1.76E-04	1.87E-04	0.06	0.07
230002960	KENOSHA WASTEWATER TREATMENT FACILITY	221320	NOX	1.01E-02	1.01E-02	3.69	3.69
230008350	KENOSHA STEEL CASTINGS	331513	VOC	2.77E-02	2.82E-02	10.10	10.29
230009450	OCEAN SPRAY CRANBERRIES INC	311421	VOC	4.25E-03	4.63E-03	1.55	1.69
230012530	LAMINATED PRODUCTS INC	N/A	VOC	Shut down	Shut down	Shut down	Shut down
230035410	MONDI AKROSIL LLC	322222	VOC	2.57E-03	2.68E-03	0.94	0.98
230058180	WI DOA / UW-PARKSIDE POWER PLANT	611310	VOC	8.20E-04	8.20E-04	0.30	0.30
230059280	ST CATHERINES MEDICAL CENTER CAMPUS/UHSI	6221	VOC	7.68E-04	7.67E-04	0.28	0.28
230072040	RUST - OLEUM CORP	325510	VOC	1.97E-02	2.06E-02	7.18	7.51
230094590	KENOSHA MEDICAL CENTER CAMPUS	622110	VOC	3.29E-04	3.29E-04	0.12	0.12
230099100	CARTHAGE COLLEGE	611310	VOC	1.37E-03	1.37E-03	0.50	0.50
230105590	SHILOH - PLEASANT PRAIRIE	331523	VOC	8.17E-03	8.32E-03	2.98	3.04
230117580	HONEYWELL AUTOMATION AND CONTROL SOLUTIONS	335921	VOC	3.12E-03	3.30E-03	1.14	1.20
230134960	LMI PACKAGING SOLUTIONS	323111	VOC	1.10E-02	1.15E-02	4.03	4.19
230141780	ARDENT MILLS LLC	31121	VOC	1.25E-06	1.36E-06	4.57E-04	4.97E-04

FID	Facility Name	NAICS	Pollutant	2025 (tpsd)	2030 (tpsd)	2025 (tons)	2030 (tons)
230167520	IEA INC - KENOSHA	332322	VOC	No reporting	No reporting	No reporting	No reporting
230198760	KKSP PRECISION MACHINING LLC	332722	VOC	1.09E-03	1.15E-03	0.40	0.42
230167630	INSINKERATOR	335210	VOC	9.17E-03	9.71E-03	3.35	3.54
230002960	KENOSHA WASTEWATER TREATMENT FACILITY	221320	VOC	4.11E-04	4.11E-04	0.15	0.15
Sub-total – Existing Sources			NOX	0.15	0.16	55.44	56.89
			VOC	0.09	0.09	33.01	34.21
New & Modified Sources							
N/A	N/A	N/A	NOX	0.004	0.004	1.60	1.60
N/A	N/A	N/A	VOC	0.055	0.055	20.0	20.0
TOTAL (Existing + New/Modified Sources)			**NOX**	**0.154**	**0.164**	**57.04**	**58.49**
			VOC	**0.145**	**0.145**	**53.01**	**54.21**

[1] According to Wisconsin State Code Chapter NR 438.03(a), facilities that emit less than 3 tons of VOC or less than 5 tons of NOx per year are not required to submit annual emission inventory reports. Sources that chose not to report NOx and/or VOC for 2017 and 2018 are thus listed as "No reporting" for 2025 and 2030 as well.

APPENDIX 6

Area Source Emissions for 2011, 2017, 2025 and 2030

This appendix provides a list of the eastern Kenosha County area source tons per summer day (tpsd) emissions by source classification code (SCC) for 2011, 2017, 2025 and 2030. The sums of NOx and VOC emissions from the different SCCs were used for the area source sector NOx and VOC tpsd emission estimates in sections 4.2 (Nonattainment Year and Attainment Year Inventories) and 4.3 (Maintenance Year Inventories) of the Wisconsin Department of Natural Resources' (WDNR) Redesignation Request and Maintenance Plan for the Eastern Kenosha County, Wisconsin 2008 8-hour Ozone Nonattainment Area.

Table A6.1. Area Source 2011 and Projected 2017, 2025 and 2030 Emissions for the Kenosha County Ozone Nonattainment Area

FIPS	SCC	POLLUTANT	2011(tpsd)	2017(tpsd)	2025(tpsd)	2030(tpsd)
55059	2102002000	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2102004001	NOx	1.0E-03	1.3E-03	1.4E-03	1.4E-03
55059	2102004002	NOx	5.6E-03	7.0E-03	7.3E-03	7.5E-03
55059	2102005000	NOx	5.9E-04	0.0E+00	0.0E+00	0.0E+00
55059	2102006000	NOx	6.1E-02	5.8E-02	5.2E-02	4.9E-02
55059	2102007000	NOx	1.6E-04	1.3E-03	1.6E-03	1.7E-03
55059	2102008000	NOx	0.0E+00	9.4E-02	9.6E-02	9.8E-02
55059	2102011000	NOx	4.8E-05	0.0E+00	0.0E+00	0.0E+00
55059	2103002000	NOx	1.3E-02	0.0E+00	0.0E+00	0.0E+00
55059	2103004001	NOx	6.8E-03	1.5E-03	1.7E-03	1.7E-03
55059	2103004002	NOx	2.3E-01	6.9E-03	7.6E-03	7.8E-03
55059	2103005000	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2103006000	NOx	1.6E-01	1.9E-01	1.7E-01	1.6E-01
55059	2103007000	NOx	1.3E-02	1.1E-02	1.1E-02	1.1E-02
55059	2103008000	NOx	1.1E-04	1.2E-02	1.2E-02	1.2E-02
55059	2103011000	NOx	2.6E-08	5.6E-05	5.6E-05	5.6E-05
55059	2104001000	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2104004000	NOx	9.4E-03	8.1E-03	8.1E-03	8.1E-03
55059	2104006000	NOx	4.5E-01	5.2E-01	5.2E-01	5.2E-01
55059	2104007000	NOx	1.7E-02	2.5E-02	2.5E-02	2.5E-02
55059	2104008100	NOx	1.4E-02	2.3E-03	2.5E-03	2.6E-03
55059	2104008210	NOx	9.4E-03	1.6E-03	1.4E-03	1.2E-03
55059	2104008220	NOx	3.2E-03	7.0E-04	7.6E-04	7.9E-04
55059	2104008230	NOx	9.2E-04	1.8E-04	2.0E-04	2.1E-04
55059	2104008310	NOx	4.1E-02	5.0E-03	4.4E-03	4.1E-03
55059	2104008320	NOx	1.1E-02	4.1E-03	4.5E-03	4.6E-03
55059	2104008330	NOx	1.0E-02	2.5E-03	2.7E-03	2.9E-03
55059	2104008400	NOx	3.9E-03	3.6E-03	4.5E-03	4.9E-03
55059	2104008510	NOx	0.0E+00	1.2E-04	3.5E-05	2.0E-05
55059	2104008610	NOx	0.0E+00	2.2E-04	2.2E-04	2.2E-04
55059	2104008700	NOx	2.4E-02	2.4E-02	2.6E-02	2.7E-02
55059	2104009000	NOx	2.7E-04	2.8E-04	3.0E-04	3.1E-04
55059	2104011000	NOx	1.9E-04	1.3E-04	1.3E-04	1.3E-04
55059	2801500000	NOx	7.8E-07	0.0E+00	0.0E+00	0.0E+00
55059	2302002200	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2610000100	NOx	0.0E+00	2.7E-04	2.7E-04	2.7E-04
55059	2610000400	NOx	0.0E+00	2.2E-04	2.2E-04	2.2E-04
55059	2610000500	NOx	0.0E+00	1.8E-02	1.8E-02	1.8E-02

FIPS	SCC	POLLUTANT	2011(tpsd)	2017(tpsd)	2025(tpsd)	2030(tpsd)
55059	2610030000	NOx	0.0E+00	1.3E-02	1.3E-02	1.3E-02
55059	2810025000	NOx	0.0E+00	6.3E-03	6.4E-03	6.5E-03
55059	2810060100	NOx	1.1E-03	1.5E-03	1.5E-03	1.5E-03
55059	2102002000	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2102004001	VOC	1.0E-05	1.3E-05	1.4E-05	1.4E-05
55059	2102004002	VOC	0.0E+00	4.9E-04	5.1E-04	5.2E-04
55059	2102005000	VOC	3.0E-06	0.0E+00	0.0E+00	0.0E+00
55059	2102006000	VOC	3.3E-03	3.3E-03	3.8E-03	4.0E-03
55059	2102007000	VOC	5.8E-06	4.7E-05	5.7E-05	6.1E-05
55059	2102008000	VOC	0.0E+00	7.3E-03	7.4E-03	7.6E-03
55059	2102011000	VOC	4.8E-07	0.0E+00	0.0E+00	0.0E+00
55059	2103002000	VOC	5.8E-05	0.0E+00	0.0E+00	0.0E+00
55059	2103004001	VOC	1.2E-04	2.6E-05	2.9E-05	3.0E-05
55059	2103004002	VOC	0.0E+00	4.8E-04	5.3E-04	5.4E-04
55059	2103005000	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2103006000	VOC	8.9E-03	1.1E-02	1.1E-02	1.1E-02
55059	2103007000	VOC	4.8E-04	3.9E-04	3.9E-04	3.9E-04
55059	2103008000	VOC	8.4E-06	9.6E-04	9.6E-04	9.6E-04
55059	2103011000	VOC	4.4E-10	9.5E-07	9.5E-07	9.5E-07
55059	2104004000	VOC	3.7E-04	3.1E-04	3.1E-04	3.1E-04
55059	2104006000	VOC	2.6E-02	3.0E-02	3.0E-02	3.0E-02
55059	2104007000	VOC	6.2E-04	9.6E-04	9.6E-04	9.6E-04
55059	2104008100	VOC	1.5E-02	1.7E-02	1.8E-02	1.9E-02
55059	2104008210	VOC	3.4E-02	3.0E-02	2.6E-02	2.4E-02
55059	2104008220	VOC	1.7E-02	3.7E-03	4.0E-03	4.1E-03
55059	2104008230	VOC	6.9E-03	1.4E-03	1.5E-03	1.6E-03
55059	2104008310	VOC	1.1E-01	9.5E-02	8.4E-02	7.9E-02
55059	2104008320	VOC	2.0E-02	2.2E-02	2.4E-02	2.4E-02
55059	2104008330	VOC	1.6E-02	1.8E-02	2.1E-02	2.2E-02
55059	2104008400	VOC	4.2E-05	2.1E-03	2.6E-03	2.9E-03
55059	2104008510	VOC	0.0E+00	7.5E-04	2.2E-04	1.2E-04
55059	2104008610	VOC	0.0E+00	7.5E-03	7.4E-03	7.4E-03
55059	2104008700	VOC	1.7E-01	1.8E-01	1.9E-01	2.0E-01
55059	2104009000	VOC	1.4E-03	1.5E-03	1.6E-03	1.6E-03
55059	2104011000	VOC	7.6E-06	5.2E-06	5.2E-06	5.2E-06
55059	2302002100	VOC	2.8E-03	3.0E-03	3.1E-03	3.1E-03
55059	2302002200	VOC	7.8E-03	8.3E-03	8.5E-03	8.6E-03
55059	2302003000	VOC	1.4E-03	1.4E-03	1.5E-03	1.5E-03
55059	2302003100	VOC	1.0E-03	1.1E-03	1.1E-03	1.1E-03
55059	2302003200	VOC	4.8E-05	5.2E-05	5.3E-05	5.4E-05

FIPS	SCC	POLLUTANT	2011(tpsd)	2017(tpsd)	2025(tpsd)	2030(tpsd)
55059	2401001000	VOC	4.1E-01	4.2E-01	4.3E-01	4.3E-01
55059	2401005000	VOC	6.6E-02	7.2E-02	7.2E-02	7.2E-02
55059	2401008000	VOC	3.4E-04	7.4E-02	7.4E-02	7.4E-02
55059	2401015000	VOC	2.5E-03	0.0E+00	0.0E+00	0.0E+00
55059	2401020000	VOC	9.2E-02	0.0E+00	0.0E+00	0.0E+00
55059	2401025000	VOC	2.3E-02	1.5E-02	1.5E-02	1.5E-02
55059	2401055000	VOC	2.0E-03	0.0E+00	0.0E+00	0.0E+00
55059	2401065000	VOC	6.1E-03	0.0E+00	0.0E+00	0.0E+00
55059	2401070000	VOC	1.5E-01	0.0E+00	0.0E+00	0.0E+00
55059	2401080000	VOC	2.4E-03	3.1E-03	3.1E-03	3.1E-03
55059	2401090000	VOC	7.8E-03	0.0E+00	0.0E+00	0.0E+00
55059	2401100000	VOC	1.1E-01	1.1E-01	1.1E-01	1.1E-01
55059	2401200000	VOC	1.1E-02	1.1E-03	1.1E-03	1.1E-03
55059	2415000000	VOC	2.8E-01	0.0E+00	0.0E+00	0.0E+00
55059	2420000000	VOC	2.9E-07	0.0E+00	0.0E+00	0.0E+00
55059	2425000000	VOC	1.2E-01	0.0E+00	0.0E+00	0.0E+00
55059	2460100000	VOC	3.3E-01	3.6E-01	3.6E-01	3.7E-01
55059	2460200000	VOC	3.2E-01	3.9E-01	4.0E-01	4.1E-01
55059	2460400000	VOC	2.4E-01	2.4E-01	2.5E-01	2.5E-01
55059	2460500000	VOC	1.7E-01	1.7E-01	1.7E-01	1.8E-01
55059	2460600000	VOC	1.0E-01	1.0E-01	1.0E-01	1.1E-01
55059	2460800000	VOC	3.1E-01	3.2E-01	3.2E-01	3.3E-01
55059	2460900000	VOC	1.2E-02	1.2E-02	1.3E-02	1.3E-02
55059	2461021000	VOC	9.2E-02	1.6E-01	1.6E-01	1.6E-01
55059	2461022000	VOC	2.2E-02	9.0E-02	9.0E-02	9.0E-02
55059	2461850000	VOC	4.1E-02	4.1E-02	4.1E-02	4.1E-02
55059	2501011011	VOC	7.2E-03	7.4E-03	7.6E-03	7.7E-03
55059	2501011012	VOC	8.1E-03	8.3E-03	8.5E-03	8.6E-03
55059	2501011013	VOC	1.1E-02	1.1E-02	1.1E-02	1.1E-02
55059	2501011014	VOC	1.5E-03	1.5E-03	1.6E-03	1.6E-03
55059	2501011015	VOC	2.9E-04	2.9E-04	3.0E-04	3.0E-04
55059	2501012011	VOC	3.1E-04	3.2E-04	3.3E-04	3.4E-04
55059	2501012012	VOC	2.6E-04	2.6E-04	2.7E-04	2.8E-04
55059	2501012013	VOC	1.4E-02	1.4E-02	1.5E-02	1.5E-02
55059	2501012014	VOC	4.3E-03	4.4E-03	4.5E-03	4.6E-03
55059	2501012015	VOC	5.6E-04	5.6E-04	5.7E-04	5.8E-04
55059	2501050120	VOC	3.5E-02	0.0E+00	0.0E+00	0.0E+00
55059	2501055120	VOC	1.1E-02	0.0E+00	0.0E+00	0.0E+00
55059	2501060051	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2501060052	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00

FIPS	SCC	POLLUTANT	2011(tpsd)	2017(tpsd)	2025(tpsd)	2030(tpsd)
55059	2501060053	VOC	4.1E-02	4.6E-02	4.0E-02	3.6E-02
55059	2501060100	VOC	1.3E-01	1.3E-01	7.8E-02	6.8E-02
55059	2501060201	VOC	5.6E-02	6.4E-02	5.5E-02	5.0E-02
55059	2501080050	VOC	5.1E-02	3.6E-02	3.6E-02	3.6E-02
55059	2501080100	VOC	2.6E-03	8.7E-04	8.7E-04	8.7E-04
55059	2505030120	VOC	3.6E-03	4.2E-03	3.6E-03	3.2E-03
55059	2505040120	VOC	1.2E-02	0.0E+00	0.0E+00	0.0E+00
55059	2610000100	VOC	0.0E+00	1.2E-03	1.2E-03	1.2E-03
55059	2610000400	VOC	0.0E+00	8.2E-04	8.2E-04	8.2E-04
55059	2610000500	VOC	0.0E+00	4.1E-02	4.1E-02	4.1E-02
55059	2610030000	VOC	0.0E+00	1.3E-02	1.3E-02	1.3E-02
55059	2630020000	VOC	6.6E-03	4.8E-03	5.0E-03	5.0E-03
55059	2801500000	VOC	1.2E-06	0.0E+00	0.0E+00	0.0E+00
55059	2680003000	VOC	0.0E+00	5.5E-02	5.5E-02	5.5E-02
55059	2805002000	VOC	0.0E+00	2.1E-03	2.0E-03	2.0E-03
55059	2805007100	VOC	0.0E+00	4.7E-05	5.3E-05	5.6E-05
55059	2805009100	VOC	0.0E+00	8.0E-06	8.9E-06	9.4E-06
55059	2805010100	VOC	0.0E+00	5.7E-06	5.8E-06	5.8E-06
55059	2805018000	VOC	0.0E+00	1.7E-02	1.8E-02	1.8E-02
55059	2805025000	VOC	0.0E+00	1.3E-03	1.4E-03	1.5E-03
55059	2805035000	VOC	0.0E+00	1.8E-03	1.8E-03	1.8E-03
55059	2805040000	VOC	0.0E+00	2.3E-04	2.3E-04	2.3E-04
55059	2805045000	VOC	0.0E+00	3.1E-05	3.1E-05	3.2E-05
55059	2810025000	VOC	0.0E+00	5.5E-03	5.6E-03	5.7E-03
55059	2810060100	VOC	4.0E-06	5.1E-06	5.3E-06	5.3E-06
TOTAL		**NOx**	**1.09**	**1.02**	**1.00**	**0.99**
		VOC	**3.76**	**3.49**	**3.48**	**3.50**

*Values marked in red font indicate WDNR staff estimates, as explained in Appendix 2. These values were estimated because of suspected changes in EPA's methodology between 2011 and 2014.

APPENDIX 7

Nonroad Emissions for 2011, 2017, 2025 and 2030

This appendix provides detailed listings of the estimated nonroad emissions data for over 200 subcategories for the eastern Kenosha County area, as well as the entire county, for 2011, 2017, 2025 and 2030. The sums of NOx and VOC emissions from the different nonroad source types were used for the nonroad sector NOx and VOC tons per summer day (tpsd) emission estimates in sections 4.2 (Nonattainment Year and Attainment Year Inventories) and 4.3 (Maintenance Year Inventories) of the Wisconsin Department of Natural Resources' (WDNR) eastern Kenosha County redesignation request and maintenance plan for the 2008 ozone standard.

These inventories are based on two primary sources of data:

MOVES: The U.S. EPA's MOVES2014b model run by WDNR. This model was used for most source categories. The exceptions are cited below.

EPA: Emissions inventories prepared by EPA were used for commercial marine, aircraft and rail locomotive. For aircraft and rail locomotive, emissions for 2011 were obtained from the EPA's 2011 National Emissions Inventory (NEI), version 2, and emissions for 2017, 2025 and 2030 were derived from those in the EPA's 2016 emissions modeling platform, version 1 (which includes projections to 2023 and 2028). For commercial marine, emissions for all four years were derived from EPA's 2016 emissions modeling platform, version 1. EPA's 2011 NEI, version 2, was not used to obtain 2011 commercial marine emissions because EPA adopted a significantly improved methodology, developed by the Lake Michigan Air Directors Consortium (LADCO), for determining commercial marine emissions after the 2011 NEI, version 2, was completed.

Table A7.1. 2011 Nonroad NOx and VOC Emissions: tons per summer day (tpsd)
Kenosha County and the Eastern Kenosha County Area

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2011 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2011 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2260001010	Recreational	2-Stroke Motorcycles: Off-Road	MOVES	0.0004	0.0689	30.9%	30.9%	land area	0.0001	0.0213
2260001030	Recreational	2-Stroke All Terrain Vehicles	MOVES	0.0002	0.0298	30.9%	30.9%	land area	0.0001	0.0092
2260001060	Recreational	2-Stroke Specialty Vehicle Carts	MOVES	0.0004	0.0012	30.9%	30.9%	land area	0.0001	0.0004
2260002006	Construction	2-Stroke Tampers/Rammers	MOVES	0.0001	0.0055	77.3%	77.3%	population	0.0001	0.0042
2260002009	Construction	2-Stroke Plate Compactors	MOVES	0.0000	0.0002	77.3%	77.3%	population	0.0000	0.0001
2260002021	Construction	2-Stroke Paving Equipment	MOVES	0.0000	0.0002	77.3%	77.3%	population	0.0000	0.0002
2260002027	Construction	2-Stroke Signal Boards	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260002039	Construction	2-Stroke Concrete/Industrial Saws	MOVES	0.0004	0.0138	77.3%	77.3%	population	0.0003	0.0107
2260002054	Construction	2-Stroke Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260003030	Industrial	2-Stroke Sweepers/Scrubbers	MOVES	0.0000	0.0002	77.3%	77.3%	population	0.0000	0.0002
2260003040	Industrial	2-Stroke Other General Industrial Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260004015	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0001	0.0018	77.3%	77.3%	population	0.0000	0.0014
2260004016	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0002	0.0040	77.3%	77.3%	population	0.0001	0.0031
2260004020	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Residential)	MOVES	0.0004	0.0135	77.3%	77.3%	population	0.0003	0.0105
2260004021	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Commercial)	MOVES	0.0010	0.0439	77.3%	77.3%	population	0.0008	0.0339
2260004025	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0011	0.0316	77.3%	77.3%	population	0.0009	0.0244
2260004026	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0017	0.0443	77.3%	77.3%	population	0.0013	0.0342
2260004030	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0007	0.0199	77.3%	77.3%	population	0.0006	0.0154
2260004031	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0016	0.0441	77.3%	77.3%	population	0.0012	0.0341
2260004035	Lawn/Garden	2-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0029	77.3%	77.3%	population	0.0000	0.0022
2260004036	Lawn/Garden	2-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0003	77.3%	77.3%	population	0.0000	0.0002
2260004071	Lawn/Garden	2-Stroke Commercial Turf Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260005035	Agriculture	2-Stroke Sprayers	MOVES	0.0000	0.0002	24.2%	24.2%	land area (1)	0.0000	0.0001
2260006005	Commercial	2-Stroke Light Commercial Generator Set	MOVES	0.0000	0.0009	77.3%	77.3%	population	0.0000	0.0007
2260006010	Commercial	2-Stroke Light Commercial Pumps	MOVES	0.0002	0.0061	77.3%	77.3%	population	0.0002	0.0047
2260006015	Commercial	2-Stroke Light Commercial Air Compressors	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260006035	Commercial	2-Stroke Hydro Power Units	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260007005	Logging	2-Stroke Logging Equipment Chain Saws > 6 HP	MOVES	0.0000	0.0001	30.9%	30.9%	land area	0.0000	0.0000
2265001010	Recreational	4-Stroke Motorcycles: Off-Road	MOVES	0.0004	0.0026	30.9%	30.9%	land area	0.0001	0.0008
2265001030	Recreational	4-Stroke All Terrain Vehicles	MOVES	0.0029	0.0265	30.9%	30.9%	land area	0.0009	0.0082
2265001050	Recreational	4-Stroke Golf Carts	MOVES	0.0049	0.0136	30.9%	30.9%	land area	0.0015	0.0042
2265001060	Recreational	4-Stroke Specialty Vehicle Carts	MOVES	0.0004	0.0013	30.9%	30.9%	land area	0.0001	0.0004
2265002003	Construction	4-Stroke Asphalt Pavers	MOVES	0.0002	0.0004	77.3%	77.3%	population	0.0002	0.0003
2265002006	Construction	4-Stroke Tampers/Rammers	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2265002009	Construction	4-Stroke Plate Compactors	MOVES	0.0003	0.0013	77.3%	77.3%	population	0.0002	0.0010

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2011 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2011 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265002015	Construction	4-Stroke Rollers	MOVES	0.0003	0.0006	77.3%	77.3%	population	0.0002	0.0005
2265002021	Construction	4-Stroke Paving Equipment	MOVES	0.0007	0.0020	77.3%	77.3%	population	0.0005	0.0016
2265002024	Construction	4-Stroke Surfacing Equipment	MOVES	0.0003	0.0007	77.3%	77.3%	population	0.0002	0.0006
2265002027	Construction	4-Stroke Signal Boards	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2265002030	Construction	4-Stroke Trenchers	MOVES	0.0007	0.0014	77.3%	77.3%	population	0.0006	0.0011
2265002033	Construction	4-Stroke Bore/Drill Rigs	MOVES	0.0003	0.0009	77.3%	77.3%	population	0.0003	0.0007
2265002039	Construction	4-Stroke Concrete/Industrial Saws	MOVES	0.0009	0.0021	77.3%	77.3%	population	0.0007	0.0016
2265002042	Construction	4-Stroke Cement & Mortar Mixers	MOVES	0.0006	0.0026	77.3%	77.3%	population	0.0005	0.0020
2265002045	Construction	4-Stroke Cranes	MOVES	0.0002	0.0001	77.3%	77.3%	population	0.0001	0.0001
2265002054	Construction	4-Stroke Crushing/Proc. Equipment	MOVES	0.0001	0.0002	77.3%	77.3%	population	0.0001	0.0002
2265002057	Construction	4-Stroke Rough Terrain Forklifts	MOVES	0.0002	0.0001	77.3%	77.3%	population	0.0002	0.0001
2265002060	Construction	4-Stroke Rubber Tire Loaders	MOVES	0.0004	0.0002	77.3%	77.3%	population	0.0003	0.0002
2265002066	Construction	4-Stroke Tractors/Loaders/Backhoes	MOVES	0.0004	0.0008	77.3%	77.3%	population	0.0003	0.0006
2265002072	Construction	4-Stroke Skid Steer Loaders	MOVES	0.0007	0.0006	77.3%	77.3%	population	0.0005	0.0005
2265002078	Construction	4-Stroke Dumpers/Tenders	MOVES	0.0001	0.0004	77.3%	77.3%	population	0.0001	0.0003
2265002081	Construction	4-Stroke Other Construction Equipment	MOVES	0.0003	0.0002	77.3%	77.3%	population	0.0002	0.0001
2265003010	Industrial	4-Stroke Aerial Lifts	MOVES	0.0037	0.0031	77.3%	77.3%	population	0.0028	0.0024
2265003020	Industrial	4-Stroke Forklifts	MOVES	0.0094	0.0048	77.3%	77.3%	population	0.0073	0.0037
2265003030	Industrial	4-Stroke Sweepers/Scrubbers	MOVES	0.0013	0.0019	77.3%	77.3%	population	0.0010	0.0015
2265003040	Industrial	4-Stroke Other General Industrial Equipment	MOVES	0.0024	0.0096	77.3%	77.3%	population	0.0018	0.0074
2265003050	Industrial	4-Stroke Other Material Handling Equipment	MOVES	0.0002	0.0002	77.3%	77.3%	population	0.0002	0.0002
2265003060	Industrial	4-Stroke Industrial AC/Refrigeration	MOVES	0.0000	0.0001	77.3%	77.3%	population	0.0000	0.0001
2265003070	Industrial	4-Stroke Terminal Tractors	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0003	0.0001
2265004010	Lawn/Garden	4-Stroke Lawn mowers (Residential)	MOVES	0.0143	0.1399	77.3%	77.3%	population	0.0111	0.1081
2265004011	Lawn/Garden	4-Stroke Lawn mowers (Commercial)	MOVES	0.0064	0.0436	77.3%	77.3%	population	0.0049	0.0337
2265004015	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0012	0.0123	77.3%	77.3%	population	0.0010	0.0095
2265004016	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0036	0.0272	77.3%	77.3%	population	0.0027	0.0210
2265004025	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0001	0.0007	77.3%	77.3%	population	0.0001	0.0006
2265004026	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0002	0.0009	77.3%	77.3%	population	0.0001	0.0007
2265004030	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0001	0.0013	77.3%	77.3%	population	0.0001	0.0010
2265004031	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0084	0.0192	77.3%	77.3%	population	0.0065	0.0148
2265004035	Lawn/Garden	4-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0055	77.3%	77.3%	population	0.0000	0.0042
2265004036	Lawn/Garden	4-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0005	77.3%	77.3%	population	0.0000	0.0004
2265004040	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Res.)	MOVES	0.0032	0.0129	77.3%	77.3%	population	0.0025	0.0100
2265004041	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Comm.)	MOVES	0.0008	0.0019	77.3%	77.3%	population	0.0006	0.0015
2265004046	Lawn/Garden	4-Stroke Front Mowers (Commercial)	MOVES	0.0011	0.0029	77.3%	77.3%	population	0.0008	0.0022
2265004051	Lawn/Garden	4-Stroke Shredders < 6 HP (Commercial)	MOVES	0.0004	0.0033	77.3%	77.3%	population	0.0003	0.0025
2265004055	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Residential)	MOVES	0.0427	0.1388	77.3%	77.3%	population	0.0330	0.1073
2265004056	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Commercial)	MOVES	0.0110	0.0246	77.3%	77.3%	population	0.0085	0.0190
2265004066	Lawn/Garden	4-Stroke Chippers/Stump Grinders (Comm.)	MOVES	0.0020	0.0028	77.3%	77.3%	population	0.0016	0.0021

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2011 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2011 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265004071	Lawn/Garden	4-Stroke Commercial Turf Equipment (Comm.)	MOVES	0.0330	0.0851	77.3%	77.3%	population	0.0255	0.0658
2265004075	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Res.)	MOVES	0.0015	0.0083	77.3%	77.3%	population	0.0012	0.0064
2265004076	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Com.)	MOVES	0.0012	0.0064	77.3%	77.3%	population	0.0009	0.0049
2265005010	Agriculture	4-Stroke 2-Wheel Tractors	MOVES	0.0000	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005015	Agriculture	4-Stroke Agricultural Tractors	MOVES	0.0003	0.0002	24.2%	24.2%	land area (1)	0.0001	0.0000
2265005020	Agriculture	4-Stroke Combines	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005025	Agriculture	4-Stroke Balers	MOVES	0.0009	0.0006	24.2%	24.2%	land area (1)	0.0002	0.0001
2265005030	Agriculture	4-Stroke Agricultural Mowers	MOVES	0.0000	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005035	Agriculture	4-Stroke Sprayers	MOVES	0.0011	0.0018	24.2%	24.2%	land area (1)	0.0003	0.0004
2265005040	Agriculture	4-Stroke Tillers > 5 HP	MOVES	0.0016	0.0066	24.2%	24.2%	land area (1)	0.0004	0.0016
2265005045	Agriculture	4-Stroke Swathers	MOVES	0.0014	0.0009	24.2%	24.2%	land area (1)	0.0003	0.0002
2265005055	Agriculture	4-Stroke Other Agricultural Equipment	MOVES	0.0015	0.0010	24.2%	24.2%	land area (1)	0.0004	0.0003
2265005060	Agriculture	4-Stroke Irrigation Sets	MOVES	0.0003	0.0002	24.2%	24.2%	land area (1)	0.0001	0.0000
2265006005	Commercial	4-Stroke Light Commercial Generator Set	MOVES	0.0101	0.0377	77.3%	77.3%	population	0.0078	0.0291
2265006010	Commercial	4-Stroke Light Commercial Pumps	MOVES	0.0027	0.0095	77.3%	77.3%	population	0.0021	0.0074
2265006015	Commercial	4-Stroke Light Commercial Air Compressors	MOVES	0.0016	0.0038	77.3%	77.3%	population	0.0012	0.0030
2265006025	Commercial	4-Stroke Light Commercial Welders	MOVES	0.0030	0.0065	77.3%	77.3%	population	0.0023	0.0050
2265006030	Commercial	4-Stroke Light Commercial Pressure Wash	MOVES	0.0041	0.0175	77.3%	77.3%	population	0.0032	0.0135
2265006035	Commercial	4-Stroke Hydro Power Units	MOVES	0.0002	0.0006	77.3%	77.3%	population	0.0001	0.0004
2265007010	Logging	4-Stroke Logging Equipment Shredders > 6 HP	MOVES	0.0000	0.0001	30.9%	30.9%	land area	0.0000	0.0000
2265007015	Logging	4-Stroke Logging Equipment Skidders	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2267001060	Recreational	LPG Specialty Vehicle Carts	MOVES	0.0001	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2267002003	Construction	LPG Asphalt Pavers	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002015	Construction	LPG Rollers	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002021	Construction	LPG Paving Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002024	Construction	LPG Surfacing Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002030	Construction	LPG Trenchers	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0003	0.0001
2267002033	Construction	LPG Bore/Drill Rigs	MOVES	0.0002	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002039	Construction	LPG Concrete/Industrial Saws	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002045	Construction	LPG Cranes	MOVES	0.0002	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002054	Construction	LPG Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002057	Construction	LPG Rough Terrain Forklifts	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0002	0.0000
2267002060	Construction	LPG Rubber Tire Loaders	MOVES	0.0004	0.0001	77.3%	77.3%	population	0.0003	0.0001
2267002066	Construction	LPG Tractors/Loaders/Backhoes	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002072	Construction	LPG Skid Steer Loaders	MOVES	0.0006	0.0001	77.3%	77.3%	population	0.0004	0.0001
2267002081	Construction	LPG Other Construction Equipment	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0002	0.0000
2267003010	Industrial	LPG Aerial Lifts	MOVES	0.0032	0.0007	77.3%	77.3%	population	0.0025	0.0005
2267003020	Industrial	LPG Forklifts	MOVES	0.1575	0.0349	77.3%	77.3%	population	0.1217	0.0270
2267003030	Industrial	LPG Sweepers/Scrubbers	MOVES	0.0008	0.0002	77.3%	77.3%	population	0.0006	0.0001
2267003040	Industrial	LPG Other General Industrial Equipment	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0002	0.0000

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2011 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2011 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2267003050	Industrial	LPG Other Material Handling Equipment	MOVES	0.0002	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267003070	Industrial	LPG Terminal Tractors	MOVES	0.0003	0.0000	77.3%	77.3%	population	0.0002	0.0000
2267004066	Lawn/Garden	LPG Chippers/Stump Grinders (Commercial)	MOVES	0.0011	0.0002	77.3%	77.3%	population	0.0008	0.0002
2267005055	Agriculture	LPG Other Agricultural Equipment	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2267005060	Agriculture	LPG Irrigation Sets	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2267006005	Commercial	LPG Light Commercial Generator Sets	MOVES	0.0042	0.0007	77.3%	77.3%	population	0.0033	0.0005
2267006010	Commercial	LPG Light Commercial Pumps	MOVES	0.0007	0.0001	77.3%	77.3%	population	0.0006	0.0001
2267006015	Commercial	LPG Light Commercial Air Compressors	MOVES	0.0006	0.0001	77.3%	77.3%	population	0.0005	0.0001
2267006025	Commercial	LPG Light Commercial Welders	MOVES	0.0009	0.0002	77.3%	77.3%	population	0.0007	0.0001
2267006030	Commercial	LPG Light Commercial Pressure Washers	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267006035	Commercial	LPG Hydro Power Units	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268002081	Construction	CNG Other Construction Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268003020	Industrial	CNG Forklifts	MOVES	0.0123	0.0097	77.3%	77.3%	population	0.0095	0.0075
2268003030	Industrial	CNG Sweepers/Scrubbers	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268003040	Industrial	CNG Other General Industrial Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268003060	Industrial	CNG AC/Refrigeration	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268003070	Industrial	CNG Terminal Tractors	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268005055	Agriculture	CNG Other Agricultural Equipment	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2268005060	Agriculture	CNG Irrigation Sets	MOVES	0.0005	0.0004	24.2%	24.2%	land area (1)	0.0001	0.0001
2268006005	Commercial	CNG Light Commercial Generator Sets	MOVES	0.0016	0.0010	77.3%	77.3%	population	0.0012	0.0007
2268006010	Commercial	CNG Light Commercial Pumps	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2268006015	Commercial	CNG Light Commercial Air Compressors	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268006020	Commercial	CNG Light Commercial Gas Compressors	MOVES	0.0005	0.0002	77.3%	77.3%	population	0.0004	0.0002
2270001060	Recreational	Diesel Specialty Vehicle Carts	MOVES	0.0009	0.0003	30.9%	30.9%	land area	0.0003	0.0001
2270002003	Construction	Diesel Pavers	MOVES	0.0098	0.0008	77.3%	77.3%	population	0.0076	0.0007
2270002006	Construction	Diesel Tampers/Rammers (unused)	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2270002009	Construction	Diesel Plate Compactors	MOVES	0.0004	0.0001	77.3%	77.3%	population	0.0003	0.0000
2270002015	Construction	Diesel Rollers	MOVES	0.0260	0.0024	77.3%	77.3%	population	0.0201	0.0018
2270002018	Construction	Diesel Scrapers	MOVES	0.0301	0.0016	77.3%	77.3%	population	0.0233	0.0013
2270002021	Construction	Diesel Paving Equipment	MOVES	0.0017	0.0002	77.3%	77.3%	population	0.0013	0.0001
2270002024	Construction	Diesel Surfacing Equipment	MOVES	0.0013	0.0001	77.3%	77.3%	population	0.0010	0.0001
2270002027	Construction	Diesel Signal Boards	MOVES	0.0032	0.0004	77.3%	77.3%	population	0.0024	0.0003
2270002030	Construction	Diesel Trenchers	MOVES	0.0139	0.0014	77.3%	77.3%	population	0.0107	0.0011
2270002033	Construction	Diesel Bore/Drill Rigs	MOVES	0.0186	0.0015	77.3%	77.3%	population	0.0144	0.0012
2270002036	Construction	Diesel Excavators	MOVES	0.0851	0.0064	77.3%	77.3%	population	0.0658	0.0050
2270002039	Construction	Diesel Concrete/Industrial Saws	MOVES	0.0009	0.0001	77.3%	77.3%	population	0.0007	0.0001
2270002042	Construction	Diesel Cement & Mortar Mixers	MOVES	0.0007	0.0001	77.3%	77.3%	population	0.0006	0.0001
2270002045	Construction	Diesel Cranes	MOVES	0.0294	0.0019	77.3%	77.3%	population	0.0227	0.0015
2270002048	Construction	Diesel Graders	MOVES	0.0221	0.0017	77.3%	77.3%	population	0.0171	0.0013
2270002051	Construction	Diesel Off-highway Trucks	MOVES	0.0820	0.0045	77.3%	77.3%	population	0.0634	0.0035

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2011 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2011 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2270002054	Construction	Diesel Crushing/Proc. Equipment	MOVES	0.0055	0.0004	77.3%	77.3%	population	0.0042	0.0003
2270002057	Construction	Diesel Rough Terrain Forklifts	MOVES	0.0367	0.0037	77.3%	77.3%	population	0.0284	0.0029
2270002060	Construction	Diesel Rubber Tire Loaders	MOVES	0.1342	0.0093	77.3%	77.3%	population	0.1037	0.0072
2270002066	Construction	Diesel Tractors/Loaders/Backhoes	MOVES	0.0993	0.0212	77.3%	77.3%	population	0.0768	0.0164
2270002069	Construction	Diesel Crawler Tractors	MOVES	0.1069	0.0071	77.3%	77.3%	population	0.0827	0.0055
2270002072	Construction	Diesel Skid Steer Loaders	MOVES	0.0686	0.0189	77.3%	77.3%	population	0.0530	0.0146
2270002075	Construction	Diesel Off-Highway Tractors	MOVES	0.0150	0.0009	77.3%	77.3%	population	0.0116	0.0007
2270002078	Construction	Diesel Dumpers/Tenders	MOVES	0.0002	0.0001	77.3%	77.3%	population	0.0002	0.0000
2270002081	Construction	Diesel Other Construction Equipment	MOVES	0.0153	0.0010	77.3%	77.3%	population	0.0118	0.0008
2270003010	Industrial	Diesel Aerial Lifts	MOVES	0.0049	0.0013	77.3%	77.3%	population	0.0038	0.0010
2270003020	Industrial	Diesel Forklifts	MOVES	0.0396	0.0030	77.3%	77.3%	population	0.0306	0.0023
2270003030	Industrial	Diesel Sweepers/Scrubbers	MOVES	0.0212	0.0018	77.3%	77.3%	population	0.0164	0.0014
2270003040	Industrial	Diesel Other General Industrial Equipment	MOVES	0.0248	0.0020	77.3%	77.3%	population	0.0192	0.0016
2270003050	Industrial	Diesel Other Material Handling Equipment	MOVES	0.0014	0.0003	77.3%	77.3%	population	0.0011	0.0002
2270003060	Industrial	Diesel AC/Refrigeration	MOVES	0.0502	0.0047	77.3%	77.3%	population	0.0388	0.0037
2270003070	Industrial	Diesel Terminal Tractors	MOVES	0.0250	0.0020	77.3%	77.3%	population	0.0193	0.0016
2270004031	Lawn/Garden	Diesel Leafblowers/Vacuums (Commercial)	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2270004036	Lawn/Garden	Diesel Snowblowers (Commercial)	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2270004046	Lawn/Garden	Diesel Front Mowers (Commercial)	MOVES	0.0133	0.0018	77.3%	77.3%	population	0.0103	0.0014
2270004056	Lawn/Garden	Diesel Lawn & Garden Tractors (Commercial)	MOVES	0.0026	0.0004	77.3%	77.3%	population	0.0020	0.0003
2270004066	Lawn/Garden	Diesel Chippers/Stump Grinders (Commercial)	MOVES	0.0211	0.0020	77.3%	77.3%	population	0.0163	0.0016
2270004071	Lawn/Garden	Diesel Commercial Turf Equipment (Comm.)	MOVES	0.0018	0.0002	77.3%	77.3%	population	0.0014	0.0001
2270004076	Lawn/Garden	Diesel Other Lawn & Garden Equipment	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0000	0.0000
2270005010	Agriculture	Diesel 2-Wheel Tractors	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005015	Agriculture	Diesel Agricultural Tractors	MOVES	0.3221	0.0300	24.2%	24.2%	land area (1)	0.0780	0.0073
2270005020	Agriculture	Diesel Combines	MOVES	0.0388	0.0033	24.2%	24.2%	land area (1)	0.0094	0.0008
2270005025	Agriculture	Diesel Balers	MOVES	0.0002	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005030	Agriculture	Diesel Agricultural Mowers	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005035	Agriculture	Diesel Sprayers	MOVES	0.0031	0.0004	24.2%	24.2%	land area (1)	0.0007	0.0001
2270005040	Agriculture	Diesel Tillers > 6 HP	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005045	Agriculture	Diesel Swathers	MOVES	0.0027	0.0003	24.2%	24.2%	land area (1)	0.0007	0.0001
2270005055	Agriculture	Diesel Other Agricultural Equipment	MOVES	0.0076	0.0007	24.2%	24.2%	land area (1)	0.0018	0.0002
2270005060	Agriculture	Diesel Irrigation Sets	MOVES	0.0036	0.0004	24.2%	24.2%	land area (1)	0.0009	0.0001
2270006005	Commercial	Diesel Light Commercial Generator Sets	MOVES	0.0225	0.0029	77.3%	77.3%	population	0.0174	0.0023
2270006010	Commercial	Diesel Light Commercial Pumps	MOVES	0.0053	0.0007	77.3%	77.3%	population	0.0041	0.0005
2270006015	Commercial	Diesel Light Commercial Air Compressors	MOVES	0.0121	0.0012	77.3%	77.3%	population	0.0094	0.0009
2270006025	Commercial	Diesel Light Commercial Welders	MOVES	0.0067	0.0021	77.3%	77.3%	population	0.0052	0.0016
2270006030	Commercial	Diesel Light Commercial Pressure Washer	MOVES	0.0007	0.0001	77.3%	77.3%	population	0.0006	0.0001
2270006035	Commercial	Diesel Hydro Power Units	MOVES	0.0005	0.0001	77.3%	77.3%	population	0.0004	0.0000
2270007015	Logging	Diesel Logging Equip Fell/Bunch/Skidders	MOVES	0.0007	0.0000	30.9%	30.9%	land area	0.0002	0.0000

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2011 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2011 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2275000000	Aircraft	All Aircraft	EPA	0.0080	0.0167	65.0%	63.0%	airport location (2)	0.0052	0.0106
2280002000	Comm. Mar.	Commercial Marine Vessels (c1&c2)	EPA	0.2192	0.0070	100.0%	100.0%	Lk. Mich. Shoreline	0.2192	0.0070
2280003000	Comm. Mar.	Commercial Marine Vessels (c3)	EPA	0.1107	0.0044	100.0%	100.0%	Lk. Mich. Shoreline	0.1107	0.0044
2282005010	Pleasure	2-Stroke Outboards	MOVES	0.0373	0.4460	4.0%	4.0%	water area (3)	0.0015	0.0178
2282005015	Pleasure	2-Stroke Personal Watercraft	MOVES	0.0151	0.1194	70.0%	70.0%	water area (3)	0.0105	0.0836
2282010005	Pleasure	4-Stroke Inboards	MOVES	0.1135	0.0847	70.0%	70.0%	water area (3)	0.0795	0.0593
2282020005	Pleasure	Diesel Inboards	MOVES	0.0860	0.0037	70.0%	70.0%	water area (3)	0.0602	0.0026
2282020010	Pleasure	Diesel Outboards	MOVES	0.0001	0.0000	4.0%	4.0%	water area (3)	0.0000	0.0000
2285002000	Railroad	All Diesel Line Haul Locomotives	EPA	0.6836	0.0336	60.0%	60.0%	rail links (2)	0.4101	0.0202
2285002015	Railroad	Diesel Railway Maintenance	MOVES	0.0020	0.0004	60.0%	60.0%	rail links (2)	0.0012	0.0002
2285004015	Railroad	4-Stroke Gasoline Railway Maintenance	MOVES	0.0000	0.0001	60.0%	60.0%	rail links (2)	0.0000	0.0001
2285006015	Railroad	LPG Railway Maintenance	MOVES	0.0000	0.0000	60.0%	60.0%	rail links (2)	0.0000	0.0000
ALL (Total)	**ALL (Total)**	**ALL (Total)**		**3.1049**	**1.9501**				**2.1021**	**1.0676**

(1) City of Kenosha excluded.

(2) Allocation based on data from EPA's 2011 Modeling Platform.

(3) Allocation based on surface water area from the NMIM2009 files WI_WIB.ALO and WI_WOB.ALO.

Table A7.2. 2017 Nonroad NOx and VOC Emissions: tons per summer day (tpsd)
Kenosha County and the Eastern Kenosha County Area

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2017 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2017 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2260001010	Recreational	2-Stroke Motorcycles: Off-Road	MOVES	0.0005	0.0509	30.9%	30.9%	land area	0.0002	0.0157
2260001030	Recreational	2-Stroke All Terrain Vehicles	MOVES	0.0003	0.0134	30.9%	30.9%	land area	0.0001	0.0041
2260001060	Recreational	2-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0007	30.9%	30.9%	land area	0.0001	0.0002
2260002006	Construction	2-Stroke Tampers/Rammers	MOVES	0.0002	0.0074	77.3%	77.3%	population	0.0001	0.0057
2260002009	Construction	2-Stroke Plate Compactors	MOVES	0.0000	0.0003	77.3%	77.3%	population	0.0000	0.0002
2260002021	Construction	2-Stroke Paving Equipment	MOVES	0.0000	0.0003	77.3%	77.3%	population	0.0000	0.0002
2260002027	Construction	2-Stroke Signal Boards	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260002039	Construction	2-Stroke Concrete/Industrial Saws	MOVES	0.0005	0.0190	77.3%	77.3%	population	0.0004	0.0147
2260002054	Construction	2-Stroke Crushing/Proc. Equipment	MOVES	0.0000	0.0001	77.3%	77.3%	population	0.0000	0.0000
2260003030	Industrial	2-Stroke Sweepers/Scrubbers	MOVES	0.0000	0.0003	77.3%	77.3%	population	0.0000	0.0002
2260003040	Industrial	2-Stroke Other General Industrial Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260004015	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0001	0.0014	77.3%	77.3%	population	0.0000	0.0011
2260004016	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0002	0.0040	77.3%	77.3%	population	0.0001	0.0031
2260004020	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Residential)	MOVES	0.0004	0.0134	77.3%	77.3%	population	0.0003	0.0103
2260004021	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Commercial)	MOVES	0.0010	0.0457	77.3%	77.3%	population	0.0008	0.0353
2260004025	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0011	0.0272	77.3%	77.3%	population	0.0009	0.0210
2260004026	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0018	0.0457	77.3%	77.3%	population	0.0014	0.0353
2260004030	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0007	0.0161	77.3%	77.3%	population	0.0006	0.0124
2260004031	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0017	0.0457	77.3%	77.3%	population	0.0013	0.0353
2260004035	Lawn/Garden	2-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0008	77.3%	77.3%	population	0.0000	0.0006
2260004036	Lawn/Garden	2-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0001	77.3%	77.3%	population	0.0000	0.0001
2260004071	Lawn/Garden	2-Stroke Commercial Turf Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260005035	Agriculture	2-Stroke Sprayers	MOVES	0.0000	0.0002	24.2%	24.2%	land area (1)	0.0000	0.0001
2260006005	Commercial	2-Stroke Light Commercial Generator Set	MOVES	0.0000	0.0010	77.3%	77.3%	population	0.0000	0.0007
2260006010	Commercial	2-Stroke Light Commercial Pumps	MOVES	0.0003	0.0067	77.3%	77.3%	population	0.0002	0.0052
2260006015	Commercial	2-Stroke Light Commercial Air Compressors	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260006035	Commercial	2-Stroke Hydro Power Units	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2260007005	Logging	2-Stroke Logging Equipment Chain Saws > 6 HP	MOVES	0.0000	0.0001	30.9%	30.9%	land area	0.0000	0.0000
2265001010	Recreational	4-Stroke Motorcycles: Off-Road	MOVES	0.0003	0.0022	30.9%	30.9%	land area	0.0001	0.0007
2265001030	Recreational	4-Stroke All Terrain Vehicles	MOVES	0.0025	0.0223	30.9%	30.9%	land area	0.0008	0.0069
2265001050	Recreational	4-Stroke Golf Carts	MOVES	0.0038	0.0113	30.9%	30.9%	land area	0.0012	0.0035
2265001060	Recreational	4-Stroke Specialty Vehicle Carts	MOVES	0.0003	0.0009	30.9%	30.9%	land area	0.0001	0.0003
2265002003	Construction	4-Stroke Asphalt Pavers	MOVES	0.0001	0.0003	77.3%	77.3%	population	0.0001	0.0003
2265002006	Construction	4-Stroke Tampers/Rammers	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2265002009	Construction	4-Stroke Plate Compactors	MOVES	0.0002	0.0008	77.3%	77.3%	population	0.0002	0.0006

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2017 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2017 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265002015	Construction	4-Stroke Rollers	MOVES	0.0002	0.0006	77.3%	77.3%	population	0.0002	0.0004
2265002021	Construction	4-Stroke Paving Equipment	MOVES	0.0005	0.0015	77.3%	77.3%	population	0.0004	0.0012
2265002024	Construction	4-Stroke Surfacing Equipment	MOVES	0.0002	0.0006	77.3%	77.3%	population	0.0002	0.0005
2265002027	Construction	4-Stroke Signal Boards	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2265002030	Construction	4-Stroke Trenchers	MOVES	0.0005	0.0010	77.3%	77.3%	population	0.0004	0.0008
2265002033	Construction	4-Stroke Bore/Drill Rigs	MOVES	0.0003	0.0005	77.3%	77.3%	population	0.0002	0.0004
2265002039	Construction	4-Stroke Concrete/Industrial Saws	MOVES	0.0009	0.0023	77.3%	77.3%	population	0.0007	0.0018
2265002042	Construction	4-Stroke Cement & Mortar Mixers	MOVES	0.0005	0.0018	77.3%	77.3%	population	0.0004	0.0014
2265002045	Construction	4-Stroke Cranes	MOVES	0.0001	0.0001	77.3%	77.3%	population	0.0001	0.0001
2265002054	Construction	4-Stroke Crushing/Proc. Equipment	MOVES	0.0001	0.0002	77.3%	77.3%	population	0.0001	0.0001
2265002057	Construction	4-Stroke Rough Terrain Forklifts	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2265002060	Construction	4-Stroke Rubber Tire Loaders	MOVES	0.0001	0.0001	77.3%	77.3%	population	0.0001	0.0000
2265002066	Construction	4-Stroke Tractors/Loaders/Backhoes	MOVES	0.0003	0.0007	77.3%	77.3%	population	0.0002	0.0006
2265002072	Construction	4-Stroke Skid Steer Loaders	MOVES	0.0004	0.0004	77.3%	77.3%	population	0.0003	0.0003
2265002078	Construction	4-Stroke Dumpers/Tenders	MOVES	0.0001	0.0003	77.3%	77.3%	population	0.0001	0.0002
2265002081	Construction	4-Stroke Other Construction Equipment	MOVES	0.0002	0.0001	77.3%	77.3%	population	0.0001	0.0001
2265003010	Industrial	4-Stroke Aerial Lifts	MOVES	0.0021	0.0019	77.3%	77.3%	population	0.0016	0.0015
2265003020	Industrial	4-Stroke Forklifts	MOVES	0.0037	0.0016	77.3%	77.3%	population	0.0029	0.0012
2265003030	Industrial	4-Stroke Sweepers/Scrubbers	MOVES	0.0008	0.0012	77.3%	77.3%	population	0.0006	0.0010
2265003040	Industrial	4-Stroke Other General Industrial Equipment	MOVES	0.0016	0.0052	77.3%	77.3%	population	0.0012	0.0040
2265003050	Industrial	4-Stroke Other Material Handling Equipment	MOVES	0.0001	0.0001	77.3%	77.3%	population	0.0001	0.0001
2265003060	Industrial	4-Stroke Industrial AC/Refrigeration	MOVES	0.0000	0.0001	77.3%	77.3%	population	0.0000	0.0001
2265003070	Industrial	4-Stroke Terminal Tractors	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0002	0.0001
2265004010	Lawn/Garden	4-Stroke Lawn mowers (Residential)	MOVES	0.0085	0.0638	77.3%	77.3%	population	0.0066	0.0493
2265004011	Lawn/Garden	4-Stroke Lawn mowers (Commercial)	MOVES	0.0041	0.0235	77.3%	77.3%	population	0.0032	0.0181
2265004015	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0007	0.0058	77.3%	77.3%	population	0.0006	0.0045
2265004016	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0022	0.0146	77.3%	77.3%	population	0.0017	0.0113
2265004025	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0000	0.0004	77.3%	77.3%	population	0.0000	0.0003
2265004026	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0001	0.0006	77.3%	77.3%	population	0.0001	0.0005
2265004030	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0001	0.0005	77.3%	77.3%	population	0.0001	0.0004
2265004031	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0043	0.0148	77.3%	77.3%	population	0.0033	0.0114
2265004035	Lawn/Garden	4-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0018	77.3%	77.3%	population	0.0000	0.0014
2265004036	Lawn/Garden	4-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0002	77.3%	77.3%	population	0.0000	0.0001
2265004040	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Res.)	MOVES	0.0018	0.0078	77.3%	77.3%	population	0.0014	0.0060
2265004041	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Comm.)	MOVES	0.0005	0.0014	77.3%	77.3%	population	0.0004	0.0011
2265004046	Lawn/Garden	4-Stroke Front Mowers (Commercial)	MOVES	0.0007	0.0021	77.3%	77.3%	population	0.0005	0.0016
2265004051	Lawn/Garden	4-Stroke Shredders < 6 HP (Commercial)	MOVES	0.0003	0.0017	77.3%	77.3%	population	0.0002	0.0013
2265004055	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Residential)	MOVES	0.0238	0.0871	77.3%	77.3%	population	0.0184	0.0673
2265004056	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Commercial)	MOVES	0.0062	0.0187	77.3%	77.3%	population	0.0048	0.0145
2265004066	Lawn/Garden	4-Stroke Chippers/Stump Grinders (Comm.)	MOVES	0.0010	0.0020	77.3%	77.3%	population	0.0008	0.0015

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2017 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2017 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265004071	Lawn/Garden	4-Stroke Commercial Turf Equipment (Comm.)	MOVES	0.0199	0.0544	77.3%	77.3%	population	0.0153	0.0420
2265004075	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Res.)	MOVES	0.0010	0.0041	77.3%	77.3%	population	0.0008	0.0032
2265004076	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Com.)	MOVES	0.0008	0.0032	77.3%	77.3%	population	0.0006	0.0025
2265005010	Agriculture	4-Stroke 2-Wheel Tractors	MOVES	0.0000	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005015	Agriculture	4-Stroke Agricultural Tractors	MOVES	0.0001	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005020	Agriculture	4-Stroke Combines	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005025	Agriculture	4-Stroke Balers	MOVES	0.0007	0.0005	24.2%	24.2%	land area (1)	0.0002	0.0001
2265005030	Agriculture	4-Stroke Agricultural Mowers	MOVES	0.0000	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005035	Agriculture	4-Stroke Sprayers	MOVES	0.0008	0.0010	24.2%	24.2%	land area (1)	0.0002	0.0002
2265005040	Agriculture	4-Stroke Tillers > 5 HP	MOVES	0.0014	0.0052	24.2%	24.2%	land area (1)	0.0003	0.0013
2265005045	Agriculture	4-Stroke Swathers	MOVES	0.0011	0.0007	24.2%	24.2%	land area (1)	0.0003	0.0002
2265005055	Agriculture	4-Stroke Other Agricultural Equipment	MOVES	0.0012	0.0008	24.2%	24.2%	land area (1)	0.0003	0.0002
2265005060	Agriculture	4-Stroke Irrigation Sets	MOVES	0.0001	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265006005	Commercial	4-Stroke Light Commercial Generator Set	MOVES	0.0066	0.0237	77.3%	77.3%	population	0.0051	0.0184
2265006010	Commercial	4-Stroke Light Commercial Pumps	MOVES	0.0017	0.0053	77.3%	77.3%	population	0.0013	0.0041
2265006015	Commercial	4-Stroke Light Commercial Air Compressors	MOVES	0.0009	0.0022	77.3%	77.3%	population	0.0007	0.0017
2265006025	Commercial	4-Stroke Light Commercial Welders	MOVES	0.0018	0.0050	77.3%	77.3%	population	0.0014	0.0038
2265006030	Commercial	4-Stroke Light Commercial Pressure Wash	MOVES	0.0027	0.0102	77.3%	77.3%	population	0.0021	0.0079
2265006035	Commercial	4-Stroke Hydro Power Units	MOVES	0.0001	0.0004	77.3%	77.3%	population	0.0001	0.0003
2265007010	Logging	4-Stroke Logging Equipment Shredders > 6 HP	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2265007015	Logging	4-Stroke Logging Equipment Skidders	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2267001060	Recreational	LPG Specialty Vehicle Carts	MOVES	0.0001	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2267002003	Construction	LPG Asphalt Pavers	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002015	Construction	LPG Rollers	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002021	Construction	LPG Paving Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002024	Construction	LPG Surfacing Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002030	Construction	LPG Trenchers	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002033	Construction	LPG Bore/Drill Rigs	MOVES	0.0002	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002039	Construction	LPG Concrete/Industrial Saws	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002045	Construction	LPG Cranes	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002054	Construction	LPG Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002057	Construction	LPG Rough Terrain Forklifts	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002060	Construction	LPG Rubber Tire Loaders	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267002066	Construction	LPG Tractors/Loaders/Backhoes	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267002072	Construction	LPG Skid Steer Loaders	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0003	0.0001
2267002081	Construction	LPG Other Construction Equipment	MOVES	0.0002	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267003010	Industrial	LPG Aerial Lifts	MOVES	0.0017	0.0004	77.3%	77.3%	population	0.0013	0.0003
2267003020	Industrial	LPG Forklifts	MOVES	0.0561	0.0083	77.3%	77.3%	population	0.0433	0.0064
2267003030	Industrial	LPG Sweepers/Scrubbers	MOVES	0.0004	0.0001	77.3%	77.3%	population	0.0003	0.0000
2267003040	Industrial	LPG Other General Industrial Equipment	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2017 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2017 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2267003050	Industrial	LPG Other Material Handling Equipment	MOVES	0.0001	0.0000	77.3%	77.3%	population	0.0001	0.0000
2267003070	Industrial	LPG Terminal Tractors	MOVES	0.0002	0.0000	77.3%	77.3%	population	0.0002	0.0000
2267004066	Lawn/Garden	LPG Chippers/Stump Grinders (Commercial)	MOVES	0.0004	0.0001	77.3%	77.3%	population	0.0003	0.0000
2267005055	Agriculture	LPG Other Agricultural Equipment	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2267005060	Agriculture	LPG Irrigation Sets	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2267006005	Commercial	LPG Light Commercial Generator Sets	MOVES	0.0031	0.0005	77.3%	77.3%	population	0.0024	0.0004
2267006010	Commercial	LPG Light Commercial Pumps	MOVES	0.0004	0.0001	77.3%	77.3%	population	0.0003	0.0000
2267006015	Commercial	LPG Light Commercial Air Compressors	MOVES	0.0002	0.0000	77.3%	77.3%	population	0.0002	0.0000
2267006025	Commercial	LPG Light Commercial Welders	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0002	0.0000
2267006030	Commercial	LPG Light Commercial Pressure Washers	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2267006035	Commercial	LPG Hydro Power Units	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268002081	Construction	CNG Other Construction Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268003020	Industrial	CNG Forklifts	MOVES	0.0045	0.0024	77.3%	77.3%	population	0.0035	0.0019
2268003030	Industrial	CNG Sweepers/Scrubbers	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268003040	Industrial	CNG Other General Industrial Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268003060	Industrial	CNG AC/Refrigeration	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268003070	Industrial	CNG Terminal Tractors	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268005055	Agriculture	CNG Other Agricultural Equipment	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2268005060	Agriculture	CNG Irrigation Sets	MOVES	0.0002	0.0001	24.2%	24.2%	land area (1)	0.0001	0.0000
2268006005	Commercial	CNG Light Commercial Generator Sets	MOVES	0.0012	0.0007	77.3%	77.3%	population	0.0009	0.0006
2268006010	Commercial	CNG Light Commercial Pumps	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268006015	Commercial	CNG Light Commercial Air Compressors	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2268006020	Commercial	CNG Light Commercial Gas Compressors	MOVES	0.0005	0.0002	77.3%	77.3%	population	0.0004	0.0002
2270001060	Recreational	Diesel Specialty Vehicle Carts	MOVES	0.0007	0.0002	30.9%	30.9%	land area	0.0002	0.0001
2270002003	Construction	Diesel Pavers	MOVES	0.0057	0.0003	77.3%	77.3%	population	0.0044	0.0002
2270002006	Construction	Diesel Tampers/Rammers (unused)	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2270002009	Construction	Diesel Plate Compactors	MOVES	0.0003	0.0001	77.3%	77.3%	population	0.0003	0.0000
2270002015	Construction	Diesel Rollers	MOVES	0.0161	0.0010	77.3%	77.3%	population	0.0124	0.0008
2270002018	Construction	Diesel Scrapers	MOVES	0.0144	0.0007	77.3%	77.3%	population	0.0112	0.0006
2270002021	Construction	Diesel Paving Equipment	MOVES	0.0011	0.0001	77.3%	77.3%	population	0.0008	0.0001
2270002024	Construction	Diesel Surfacing Equipment	MOVES	0.0010	0.0001	77.3%	77.3%	population	0.0008	0.0001
2270002027	Construction	Diesel Signal Boards	MOVES	0.0031	0.0003	77.3%	77.3%	population	0.0024	0.0002
2270002030	Construction	Diesel Trenchers	MOVES	0.0107	0.0008	77.3%	77.3%	population	0.0082	0.0006
2270002033	Construction	Diesel Bore/Drill Rigs	MOVES	0.0145	0.0011	77.3%	77.3%	population	0.0112	0.0008
2270002036	Construction	Diesel Excavators	MOVES	0.0475	0.0024	77.3%	77.3%	population	0.0367	0.0018
2270002039	Construction	Diesel Concrete/Industrial Saws	MOVES	0.0008	0.0001	77.3%	77.3%	population	0.0006	0.0000
2270002042	Construction	Diesel Cement & Mortar Mixers	MOVES	0.0006	0.0001	77.3%	77.3%	population	0.0005	0.0000
2270002045	Construction	Diesel Cranes	MOVES	0.0161	0.0009	77.3%	77.3%	population	0.0124	0.0007
2270002048	Construction	Diesel Graders	MOVES	0.0110	0.0006	77.3%	77.3%	population	0.0085	0.0005
2270002051	Construction	Diesel Off-highway Trucks	MOVES	0.0581	0.0024	77.3%	77.3%	population	0.0449	0.0019

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2017 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2017 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2270002054	Construction	Diesel Crushing/Proc. Equipment	MOVES	0.0036	0.0002	77.3%	77.3%	population	0.0027	0.0002
2270002057	Construction	Diesel Rough Terrain Forklifts	MOVES	0.0229	0.0015	77.3%	77.3%	population	0.0177	0.0012
2270002060	Construction	Diesel Rubber Tire Loaders	MOVES	0.0795	0.0044	77.3%	77.3%	population	0.0615	0.0034
2270002066	Construction	Diesel Tractors/Loaders/Backhoes	MOVES	0.0761	0.0141	77.3%	77.3%	population	0.0588	0.0109
2270002069	Construction	Diesel Crawler Tractors	MOVES	0.0584	0.0029	77.3%	77.3%	population	0.0452	0.0023
2270002072	Construction	Diesel Skid Steer Loaders	MOVES	0.0581	0.0131	77.3%	77.3%	population	0.0449	0.0101
2270002075	Construction	Diesel Off-Highway Tractors	MOVES	0.0097	0.0005	77.3%	77.3%	population	0.0075	0.0004
2270002078	Construction	Diesel Dumpers/Tenders	MOVES	0.0002	0.0000	77.3%	77.3%	population	0.0001	0.0000
2270002081	Construction	Diesel Other Construction Equipment	MOVES	0.0103	0.0006	77.3%	77.3%	population	0.0080	0.0005
2270003010	Industrial	Diesel Aerial Lifts	MOVES	0.0041	0.0009	77.3%	77.3%	population	0.0032	0.0007
2270003020	Industrial	Diesel Forklifts	MOVES	0.0246	0.0010	77.3%	77.3%	population	0.0190	0.0008
2270003030	Industrial	Diesel Sweepers/Scrubbers	MOVES	0.0125	0.0007	77.3%	77.3%	population	0.0097	0.0006
2270003040	Industrial	Diesel Other General Industrial Equipment	MOVES	0.0157	0.0011	77.3%	77.3%	population	0.0121	0.0009
2270003050	Industrial	Diesel Other Material Handling Equipment	MOVES	0.0010	0.0002	77.3%	77.3%	population	0.0008	0.0001
2270003060	Industrial	Diesel AC/Refrigeration	MOVES	0.0411	0.0024	77.3%	77.3%	population	0.0318	0.0019
2270003070	Industrial	Diesel Terminal Tractors	MOVES	0.0115	0.0006	77.3%	77.3%	population	0.0089	0.0005
2270004031	Lawn/Garden	Diesel Leafblowers/Vacuums (Commercial)	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2270004036	Lawn/Garden	Diesel Snowblowers (Commercial)	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2270004046	Lawn/Garden	Diesel Front Mowers (Commercial)	MOVES	0.0113	0.0012	77.3%	77.3%	population	0.0088	0.0009
2270004056	Lawn/Garden	Diesel Lawn & Garden Tractors (Commercial)	MOVES	0.0023	0.0003	77.3%	77.3%	population	0.0017	0.0002
2270004066	Lawn/Garden	Diesel Chippers/Stump Grinders (Commercial)	MOVES	0.0173	0.0015	77.3%	77.3%	population	0.0134	0.0011
2270004071	Lawn/Garden	Diesel Commercial Turf Equipment (Comm.)	MOVES	0.0012	0.0001	77.3%	77.3%	population	0.0010	0.0001
2270004076	Lawn/Garden	Diesel Other Lawn & Garden Equipment	MOVES	0.0000	0.0000	77.3%	77.3%	population	0.0000	0.0000
2270005010	Agriculture	Diesel 2-Wheel Tractors	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005015	Agriculture	Diesel Agricultural Tractors	MOVES	0.1889	0.0151	24.2%	24.2%	land area (1)	0.0457	0.0037
2270005020	Agriculture	Diesel Combines	MOVES	0.0287	0.0023	24.2%	24.2%	land area (1)	0.0070	0.0006
2270005025	Agriculture	Diesel Balers	MOVES	0.0001	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005030	Agriculture	Diesel Agricultural Mowers	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005035	Agriculture	Diesel Sprayers	MOVES	0.0023	0.0002	24.2%	24.2%	land area (1)	0.0006	0.0001
2270005040	Agriculture	Diesel Tillers > 6 HP	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005045	Agriculture	Diesel Swathers	MOVES	0.0020	0.0002	24.2%	24.2%	land area (1)	0.0005	0.0001
2270005055	Agriculture	Diesel Other Agricultural Equipment	MOVES	0.0050	0.0004	24.2%	24.2%	land area (1)	0.0012	0.0001
2270005060	Agriculture	Diesel Irrigation Sets	MOVES	0.0017	0.0001	24.2%	24.2%	land area (1)	0.0004	0.0000
2270006005	Commercial	Diesel Light Commercial Generator Sets	MOVES	0.0188	0.0020	77.3%	77.3%	population	0.0145	0.0015
2270006010	Commercial	Diesel Light Commercial Pumps	MOVES	0.0045	0.0005	77.3%	77.3%	population	0.0034	0.0004
2270006015	Commercial	Diesel Light Commercial Air Compressors	MOVES	0.0089	0.0007	77.3%	77.3%	population	0.0069	0.0005
2270006025	Commercial	Diesel Light Commercial Welders	MOVES	0.0059	0.0013	77.3%	77.3%	population	0.0045	0.0010
2270006030	Commercial	Diesel Light Commercial Pressure Washer	MOVES	0.0006	0.0001	77.3%	77.3%	population	0.0005	0.0001
2270006035	Commercial	Diesel Hydro Power Units	MOVES	0.0004	0.0000	77.3%	77.3%	population	0.0003	0.0000
2270007015	Logging	Diesel Logging Equip Fell/Bunch/Skidders	MOVES	0.0003	0.0000	30.9%	30.9%	land area	0.0001	0.0000

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2017 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2017 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2275000000	Aircraft	All Aircraft	EPA	0.0160	0.0186	65.0%	63.0%	airport location (2)	0.0104	0.0117
2280002000	Comm. Mar.	Commercial Marine Vessels (c1&c2)	EPA	0.2100	0.0067	100.0%	100.0%	Lk. Mich. Shoreline	0.2100	0.0067
2280003000	Comm. Mar.	Commercial Marine Vessels (c3)	EPA	0.1195	0.0050	100.0%	100.0%	Lk. Mich. Shoreline	0.1195	0.0050
2282005010	Pleasure	2-Stroke Outboards	MOVES	0.0416	0.2474	4.0%	4.0%	water area (3)	0.0017	0.0099
2282005015	Pleasure	2-Stroke Personal Watercraft	MOVES	0.0185	0.0465	70.0%	70.0%	water area (3)	0.0130	0.0325
2282010005	Pleasure	4-Stroke Inboards	MOVES	0.0910	0.0663	70.0%	70.0%	water area (3)	0.0637	0.0464
2282020005	Pleasure	Diesel Inboards	MOVES	0.0799	0.0041	70.0%	70.0%	water area (3)	0.0560	0.0029
2282020010	Pleasure	Diesel Outboards	MOVES	0.0001	0.0000	4.0%	4.0%	water area (3)	0.0000	0.0000
2285002000	Railroad	All Diesel Line Haul Locomotives	EPA	0.7797	0.0368	60.0%	60.0%	rail links (2)	0.4678	0.0221
2285002015	Railroad	Diesel Railway Maintenance	MOVES	0.0015	0.0003	60.0%	60.0%	rail links (2)	0.0009	0.0002
2285004015	Railroad	4-Stroke Gasoline Railway Maintenance	MOVES	0.0000	0.0001	60.0%	60.0%	rail links (2)	0.0000	0.0000
2285006015	Railroad	LPG Railway Maintenance	MOVES	0.0000	0.0000	60.0%	60.0%	rail links (2)	0.0000	0.0000
ALL (Total)	**ALL (Total)**	**ALL (Total)**		**2.4842**	**1.2485**				**1.6848**	**0.7070**

(1) City of Kenosha excluded.

(2) Allocation based on data from EPA's 2011 Modeling Platform, ver. 6.3.

(3) Allocation based on surface water area from the NMIM2009 files WI_WIB.ALO and WI_WOB.ALO.

Table A7.3. 2025 Nonroad NOx and VOC Emissions: tons per summer day (tpsd)
Kenosha County and the Eastern Kenosha County Area

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2025 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2025 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2260001010	Recreational	2-Stroke Motorcycles: Off-Road	MOVES	0.0006	0.0423	30.9%	30.9%	land area	0.0002	0.0131
2260001030	Recreational	2-Stroke All Terrain Vehicles	MOVES	0.0003	0.0038	30.9%	30.9%	land area	0.0001	0.0012
2260001060	Recreational	2-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0006	30.9%	30.9%	land area	0.0001	0.0002
2260002006	Construction	2-Stroke Tampers/Rammers	MOVES	0.0002	0.0085	77.4%	77.4%	population	0.0002	0.0066
2260002009	Construction	2-Stroke Plate Compactors	MOVES	0.0000	0.0003	77.4%	77.4%	population	0.0000	0.0002
2260002021	Construction	2-Stroke Paving Equipment	MOVES	0.0000	0.0004	77.4%	77.4%	population	0.0000	0.0003
2260002027	Construction	2-Stroke Signal Boards	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260002039	Construction	2-Stroke Concrete/Industrial Saws	MOVES	0.0006	0.0217	77.4%	77.4%	population	0.0004	0.0168
2260002054	Construction	2-Stroke Crushing/Proc. Equipment	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0001
2260003030	Industrial	2-Stroke Sweepers/Scrubbers	MOVES	0.0000	0.0004	77.4%	77.4%	population	0.0000	0.0003
2260003040	Industrial	2-Stroke Other General Industrial Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260004015	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0001	0.0013	77.4%	77.4%	population	0.0000	0.0010
2260004016	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0002	0.0040	77.4%	77.4%	population	0.0001	0.0031
2260004020	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Residential)	MOVES	0.0004	0.0133	77.4%	77.4%	population	0.0003	0.0103
2260004021	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Commercial)	MOVES	0.0010	0.0453	77.4%	77.4%	population	0.0008	0.0351
2260004025	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0011	0.0268	77.4%	77.4%	population	0.0009	0.0208
2260004026	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0018	0.0454	77.4%	77.4%	population	0.0014	0.0351
2260004030	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0007	0.0159	77.4%	77.4%	population	0.0006	0.0123
2260004031	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0017	0.0454	77.4%	77.4%	population	0.0013	0.0351
2260004035	Lawn/Garden	2-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0007	77.4%	77.4%	population	0.0000	0.0005
2260004036	Lawn/Garden	2-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0000
2260004071	Lawn/Garden	2-Stroke Commercial Turf Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260005035	Agriculture	2-Stroke Sprayers	MOVES	0.0000	0.0002	24.2%	24.2%	land area (1)	0.0000	0.0001
2260006005	Commercial	2-Stroke Light Commercial Generator Set	MOVES	0.0000	0.0011	77.4%	77.4%	population	0.0000	0.0009
2260006010	Commercial	2-Stroke Light Commercial Pumps	MOVES	0.0003	0.0077	77.4%	77.4%	population	0.0002	0.0060
2260006015	Commercial	2-Stroke Light Commercial Air Compressors	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260006035	Commercial	2-Stroke Hydro Power Units	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260007005	Logging	2-Stroke Logging Equipment Chain Saws > 6 HP	MOVES	0.0000	0.0001	30.9%	30.9%	land area	0.0000	0.0000
2265001010	Recreational	4-Stroke Motorcycles: Off-Road	MOVES	0.0003	0.0020	30.9%	30.9%	land area	0.0001	0.0006
2265001030	Recreational	4-Stroke All Terrain Vehicles	MOVES	0.0022	0.0199	30.9%	30.9%	land area	0.0007	0.0061
2265001050	Recreational	4-Stroke Golf Carts	MOVES	0.0038	0.0112	30.9%	30.9%	land area	0.0012	0.0034
2265001060	Recreational	4-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0006	30.9%	30.9%	land area	0.0001	0.0002
2265002003	Construction	4-Stroke Asphalt Pavers	MOVES	0.0001	0.0004	77.4%	77.4%	population	0.0001	0.0003
2265002006	Construction	4-Stroke Tampers/Rammers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265002009	Construction	4-Stroke Plate Compactors	MOVES	0.0003	0.0009	77.4%	77.4%	population	0.0002	0.0007

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2025 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2025 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265002015	Construction	4-Stroke Rollers	MOVES	0.0003	0.0006	77.4%	77.4%	population	0.0002	0.0005
2265002021	Construction	4-Stroke Paving Equipment	MOVES	0.0005	0.0016	77.4%	77.4%	population	0.0004	0.0013
2265002024	Construction	4-Stroke Surfacing Equipment	MOVES	0.0002	0.0007	77.4%	77.4%	population	0.0002	0.0005
2265002027	Construction	4-Stroke Signal Boards	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265002030	Construction	4-Stroke Trenchers	MOVES	0.0005	0.0012	77.4%	77.4%	population	0.0004	0.0009
2265002033	Construction	4-Stroke Bore/Drill Rigs	MOVES	0.0002	0.0005	77.4%	77.4%	population	0.0002	0.0004
2265002039	Construction	4-Stroke Concrete/Industrial Saws	MOVES	0.0010	0.0026	77.4%	77.4%	population	0.0008	0.0020
2265002042	Construction	4-Stroke Cement & Mortar Mixers	MOVES	0.0005	0.0017	77.4%	77.4%	population	0.0003	0.0013
2265002045	Construction	4-Stroke Cranes	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265002054	Construction	4-Stroke Crushing/Proc. Equipment	MOVES	0.0001	0.0002	77.4%	77.4%	population	0.0000	0.0001
2265002057	Construction	4-Stroke Rough Terrain Forklifts	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265002060	Construction	4-Stroke Rubber Tire Loaders	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2265002066	Construction	4-Stroke Tractors/Loaders/Backhoes	MOVES	0.0003	0.0008	77.4%	77.4%	population	0.0002	0.0006
2265002072	Construction	4-Stroke Skid Steer Loaders	MOVES	0.0002	0.0004	77.4%	77.4%	population	0.0002	0.0003
2265002078	Construction	4-Stroke Dumpers/Tenders	MOVES	0.0001	0.0003	77.4%	77.4%	population	0.0001	0.0002
2265002081	Construction	4-Stroke Other Construction Equipment	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2265003010	Industrial	4-Stroke Aerial Lifts	MOVES	0.0014	0.0016	77.4%	77.4%	population	0.0011	0.0013
2265003020	Industrial	4-Stroke Forklifts	MOVES	0.0041	0.0016	77.4%	77.4%	population	0.0032	0.0013
2265003030	Industrial	4-Stroke Sweepers/Scrubbers	MOVES	0.0010	0.0016	77.4%	77.4%	population	0.0008	0.0013
2265003040	Industrial	4-Stroke Other General Industrial Equipment	MOVES	0.0021	0.0069	77.4%	77.4%	population	0.0016	0.0053
2265003050	Industrial	4-Stroke Other Material Handling Equipment	MOVES	0.0001	0.0001	77.4%	77.4%	population	0.0001	0.0001
2265003060	Industrial	4-Stroke Industrial AC/Refrigeration	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0001
2265003070	Industrial	4-Stroke Terminal Tractors	MOVES	0.0004	0.0001	77.4%	77.4%	population	0.0003	0.0001
2265004010	Lawn/Garden	4-Stroke Lawn mowers (Residential)	MOVES	0.0076	0.0535	77.4%	77.4%	population	0.0059	0.0414
2265004011	Lawn/Garden	4-Stroke Lawn mowers (Commercial)	MOVES	0.0041	0.0233	77.4%	77.4%	population	0.0031	0.0180
2265004015	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0007	0.0049	77.4%	77.4%	population	0.0005	0.0038
2265004016	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0021	0.0137	77.4%	77.4%	population	0.0016	0.0106
2265004025	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0000	0.0004	77.4%	77.4%	population	0.0000	0.0003
2265004026	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0001	0.0006	77.4%	77.4%	population	0.0001	0.0005
2265004030	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0001	0.0005	77.4%	77.4%	population	0.0001	0.0004
2265004031	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0037	0.0144	77.4%	77.4%	population	0.0029	0.0111
2265004035	Lawn/Garden	4-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0015	77.4%	77.4%	population	0.0000	0.0012
2265004036	Lawn/Garden	4-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0001
2265004040	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Res.)	MOVES	0.0015	0.0070	77.4%	77.4%	population	0.0012	0.0054
2265004041	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Comm.)	MOVES	0.0004	0.0014	77.4%	77.4%	population	0.0003	0.0011
2265004046	Lawn/Garden	4-Stroke Front Mowers (Commercial)	MOVES	0.0005	0.0016	77.4%	77.4%	population	0.0004	0.0013
2265004051	Lawn/Garden	4-Stroke Shredders < 6 HP (Commercial)	MOVES	0.0002	0.0016	77.4%	77.4%	population	0.0002	0.0012
2265004055	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Residential)	MOVES	0.0206	0.0787	77.4%	77.4%	population	0.0159	0.0609
2265004056	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Commercial)	MOVES	0.0061	0.0185	77.4%	77.4%	population	0.0047	0.0143
2265004066	Lawn/Garden	4-Stroke Chippers/Stump Grinders (Comm.)	MOVES	0.0010	0.0019	77.4%	77.4%	population	0.0008	0.0015

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				NOx	VOC	NOx	VOC		NOx	VOC
2265004071	Lawn/Garden	4-Stroke Commercial Turf Equipment (Comm.)	MOVES	0.0196	0.0538	77.4%	77.4%	population	0.0152	0.0416
2265004075	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Res.)	MOVES	0.0008	0.0032	77.4%	77.4%	population	0.0006	0.0024
2265004076	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Com.)	MOVES	0.0006	0.0024	77.4%	77.4%	population	0.0005	0.0019
2265005010	Agriculture	4-Stroke 2-Wheel Tractors	MOVES	0.0000	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005015	Agriculture	4-Stroke Agricultural Tractors	MOVES	0.0001	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005020	Agriculture	4-Stroke Combines	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005025	Agriculture	4-Stroke Balers	MOVES	0.0003	0.0002	24.2%	24.2%	land area (1)	0.0001	0.0001
2265005030	Agriculture	4-Stroke Agricultural Mowers	MOVES	0.0000	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005035	Agriculture	4-Stroke Sprayers	MOVES	0.0005	0.0007	24.2%	24.2%	land area (1)	0.0001	0.0002
2265005040	Agriculture	4-Stroke Tillers > 5 HP	MOVES	0.0008	0.0029	24.2%	24.2%	land area (1)	0.0002	0.0007
2265005045	Agriculture	4-Stroke Swathers	MOVES	0.0005	0.0003	24.2%	24.2%	land area (1)	0.0001	0.0001
2265005055	Agriculture	4-Stroke Other Agricultural Equipment	MOVES	0.0006	0.0004	24.2%	24.2%	land area (1)	0.0001	0.0001
2265005060	Agriculture	4-Stroke Irrigation Sets	MOVES	0.0001	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265006005	Commercial	4-Stroke Light Commercial Generator Set	MOVES	0.0064	0.0239	77.4%	77.4%	population	0.0050	0.0185
2265006010	Commercial	4-Stroke Light Commercial Pumps	MOVES	0.0017	0.0059	77.4%	77.4%	population	0.0013	0.0046
2265006015	Commercial	4-Stroke Light Commercial Air Compressors	MOVES	0.0009	0.0024	77.4%	77.4%	population	0.0007	0.0019
2265006025	Commercial	4-Stroke Light Commercial Welders	MOVES	0.0019	0.0056	77.4%	77.4%	population	0.0014	0.0043
2265006030	Commercial	4-Stroke Light Commercial Pressure Wash	MOVES	0.0029	0.0114	77.4%	77.4%	population	0.0023	0.0088
2265006035	Commercial	4-Stroke Hydro Power Units	MOVES	0.0001	0.0004	77.4%	77.4%	population	0.0001	0.0003
2265007010	Logging	4-Stroke Logging Equipment Shredders > 6 HP	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2265007015	Logging	4-Stroke Logging Equipment Skidders	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2267001060	Recreational	LPG Specialty Vehicle Carts	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2267002003	Construction	LPG Asphalt Pavers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002015	Construction	LPG Rollers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002021	Construction	LPG Paving Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002024	Construction	LPG Surfacing Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002030	Construction	LPG Trenchers	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267002033	Construction	LPG Bore/Drill Rigs	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267002039	Construction	LPG Concrete/Industrial Saws	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002045	Construction	LPG Cranes	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002054	Construction	LPG Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002057	Construction	LPG Rough Terrain Forklifts	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002060	Construction	LPG Rubber Tire Loaders	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267002066	Construction	LPG Tractors/Loaders/Backhoes	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002072	Construction	LPG Skid Steer Loaders	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267002081	Construction	LPG Other Construction Equipment	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267003010	Industrial	LPG Aerial Lifts	MOVES	0.0009	0.0002	77.4%	77.4%	population	0.0007	0.0001
2267003020	Industrial	LPG Forklifts	MOVES	0.0602	0.0071	77.4%	77.4%	population	0.0466	0.0055
2267003030	Industrial	LPG Sweepers/Scrubbers	MOVES	0.0005	0.0001	77.4%	77.4%	population	0.0004	0.0000
2267003040	Industrial	LPG Other General Industrial Equipment	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000

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				NOx	VOC	NOx	VOC		NOx	VOC
2267003050	Industrial	LPG Other Material Handling Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267003070	Industrial	LPG Terminal Tractors	MOVES	0.0003	0.0000	77.4%	77.4%	population	0.0002	0.0000
2267004066	Lawn/Garden	LPG Chippers/Stump Grinders (Commercial)	MOVES	0.0003	0.0000	77.4%	77.4%	population	0.0003	0.0000
2267005055	Agriculture	LPG Other Agricultural Equipment	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2267005060	Agriculture	LPG Irrigation Sets	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2267006005	Commercial	LPG Light Commercial Generator Sets	MOVES	0.0016	0.0003	77.4%	77.4%	population	0.0012	0.0002
2267006010	Commercial	LPG Light Commercial Pumps	MOVES	0.0002	0.0000	77.4%	77.4%	population	0.0002	0.0000
2267006015	Commercial	LPG Light Commercial Air Compressors	MOVES	0.0002	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267006025	Commercial	LPG Light Commercial Welders	MOVES	0.0002	0.0000	77.4%	77.4%	population	0.0002	0.0000
2267006030	Commercial	LPG Light Commercial Pressure Washers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267006035	Commercial	LPG Hydro Power Units	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268002081	Construction	CNG Other Construction Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268003020	Industrial	CNG Forklifts	MOVES	0.0049	0.0021	77.4%	77.4%	population	0.0038	0.0016
2268003030	Industrial	CNG Sweepers/Scrubbers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268003040	Industrial	CNG Other General Industrial Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268003060	Industrial	CNG AC/Refrigeration	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268003070	Industrial	CNG Terminal Tractors	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268005055	Agriculture	CNG Other Agricultural Equipment	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2268005060	Agriculture	CNG Irrigation Sets	MOVES	0.0002	0.0001	24.2%	24.2%	land area (1)	0.0001	0.0000
2268006005	Commercial	CNG Light Commercial Generator Sets	MOVES	0.0007	0.0004	77.4%	77.4%	population	0.0005	0.0003
2268006010	Commercial	CNG Light Commercial Pumps	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268006015	Commercial	CNG Light Commercial Air Compressors	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268006020	Commercial	CNG Light Commercial Gas Compressors	MOVES	0.0006	0.0003	77.4%	77.4%	population	0.0005	0.0002
2270001060	Recreational	Diesel Specialty Vehicle Carts	MOVES	0.0005	0.0001	30.9%	30.9%	land area	0.0001	0.0000
2270002003	Construction	Diesel Pavers	MOVES	0.0026	0.0001	77.4%	77.4%	population	0.0020	0.0001
2270002006	Construction	Diesel Tampers/Rammers (unused)	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2270002009	Construction	Diesel Plate Compactors	MOVES	0.0004	0.0001	77.4%	77.4%	population	0.0003	0.0000
2270002015	Construction	Diesel Rollers	MOVES	0.0083	0.0004	77.4%	77.4%	population	0.0065	0.0003
2270002018	Construction	Diesel Scrapers	MOVES	0.0044	0.0003	77.4%	77.4%	population	0.0034	0.0002
2270002021	Construction	Diesel Paving Equipment	MOVES	0.0006	0.0000	77.4%	77.4%	population	0.0005	0.0000
2270002024	Construction	Diesel Surfacing Equipment	MOVES	0.0006	0.0000	77.4%	77.4%	population	0.0005	0.0000
2270002027	Construction	Diesel Signal Boards	MOVES	0.0030	0.0003	77.4%	77.4%	population	0.0023	0.0002
2270002030	Construction	Diesel Trenchers	MOVES	0.0074	0.0003	77.4%	77.4%	population	0.0057	0.0002
2270002033	Construction	Diesel Bore/Drill Rigs	MOVES	0.0091	0.0006	77.4%	77.4%	population	0.0070	0.0005
2270002036	Construction	Diesel Excavators	MOVES	0.0140	0.0006	77.4%	77.4%	population	0.0109	0.0005
2270002039	Construction	Diesel Concrete/Industrial Saws	MOVES	0.0006	0.0000	77.4%	77.4%	population	0.0004	0.0000
2270002042	Construction	Diesel Cement & Mortar Mixers	MOVES	0.0004	0.0000	77.4%	77.4%	population	0.0003	0.0000
2270002045	Construction	Diesel Cranes	MOVES	0.0050	0.0003	77.4%	77.4%	population	0.0039	0.0002
2270002048	Construction	Diesel Graders	MOVES	0.0024	0.0001	77.4%	77.4%	population	0.0019	0.0001
2270002051	Construction	Diesel Off-highway Trucks	MOVES	0.0432	0.0009	77.4%	77.4%	population	0.0334	0.0007

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				NOx	VOC	NOx	VOC		NOx	VOC
2270002054	Construction	Diesel Crushing/Proc. Equipment	MOVES	0.0016	0.0001	77.4%	77.4%	population	0.0013	0.0001
2270002057	Construction	Diesel Rough Terrain Forklifts	MOVES	0.0125	0.0005	77.4%	77.4%	population	0.0097	0.0004
2270002060	Construction	Diesel Rubber Tire Loaders	MOVES	0.0313	0.0014	77.4%	77.4%	population	0.0243	0.0011
2270002066	Construction	Diesel Tractors/Loaders/Backhoes	MOVES	0.0354	0.0046	77.4%	77.4%	population	0.0274	0.0036
2270002069	Construction	Diesel Crawler Tractors	MOVES	0.0241	0.0010	77.4%	77.4%	population	0.0187	0.0007
2270002072	Construction	Diesel Skid Steer Loaders	MOVES	0.0455	0.0073	77.4%	77.4%	population	0.0353	0.0056
2270002075	Construction	Diesel Off-Highway Tractors	MOVES	0.0057	0.0002	77.4%	77.4%	population	0.0044	0.0002
2270002078	Construction	Diesel Dumpers/Tenders	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2270002081	Construction	Diesel Other Construction Equipment	MOVES	0.0037	0.0002	77.4%	77.4%	population	0.0029	0.0002
2270003010	Industrial	Diesel Aerial Lifts	MOVES	0.0036	0.0005	77.4%	77.4%	population	0.0028	0.0004
2270003020	Industrial	Diesel Forklifts	MOVES	0.0187	0.0004	77.4%	77.4%	population	0.0145	0.0003
2270003030	Industrial	Diesel Sweepers/Scrubbers	MOVES	0.0062	0.0002	77.4%	77.4%	population	0.0048	0.0002
2270003040	Industrial	Diesel Other General Industrial Equipment	MOVES	0.0071	0.0003	77.4%	77.4%	population	0.0055	0.0003
2270003050	Industrial	Diesel Other Material Handling Equipment	MOVES	0.0007	0.0001	77.4%	77.4%	population	0.0005	0.0001
2270003060	Industrial	Diesel AC/Refrigeration	MOVES	0.0464	0.0015	77.4%	77.4%	population	0.0359	0.0012
2270003070	Industrial	Diesel Terminal Tractors	MOVES	0.0036	0.0001	77.4%	77.4%	population	0.0028	0.0001
2270004031	Lawn/Garden	Diesel Leafblowers/Vacuums (Commercial)	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2270004036	Lawn/Garden	Diesel Snowblowers (Commercial)	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2270004046	Lawn/Garden	Diesel Front Mowers (Commercial)	MOVES	0.0091	0.0007	77.4%	77.4%	population	0.0070	0.0005
2270004056	Lawn/Garden	Diesel Lawn & Garden Tractors (Commercial)	MOVES	0.0020	0.0002	77.4%	77.4%	population	0.0016	0.0001
2270004066	Lawn/Garden	Diesel Chippers/Stump Grinders (Commercial)	MOVES	0.0108	0.0008	77.4%	77.4%	population	0.0083	0.0006
2270004071	Lawn/Garden	Diesel Commercial Turf Equipment (Comm.)	MOVES	0.0008	0.0000	77.4%	77.4%	population	0.0006	0.0000
2270004076	Lawn/Garden	Diesel Other Lawn & Garden Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2270005010	Agriculture	Diesel 2-Wheel Tractors	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005015	Agriculture	Diesel Agricultural Tractors	MOVES	0.0810	0.0052	24.2%	24.2%	land area (1)	0.0196	0.0013
2270005020	Agriculture	Diesel Combines	MOVES	0.0130	0.0010	24.2%	24.2%	land area (1)	0.0031	0.0002
2270005025	Agriculture	Diesel Balers	MOVES	0.0001	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005030	Agriculture	Diesel Agricultural Mowers	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005035	Agriculture	Diesel Sprayers	MOVES	0.0011	0.0001	24.2%	24.2%	land area (1)	0.0003	0.0000
2270005040	Agriculture	Diesel Tillers > 6 HP	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005045	Agriculture	Diesel Swathers	MOVES	0.0010	0.0001	24.2%	24.2%	land area (1)	0.0002	0.0000
2270005055	Agriculture	Diesel Other Agricultural Equipment	MOVES	0.0018	0.0001	24.2%	24.2%	land area (1)	0.0004	0.0000
2270005060	Agriculture	Diesel Irrigation Sets	MOVES	0.0009	0.0000	24.2%	24.2%	land area (1)	0.0002	0.0000
2270006005	Commercial	Diesel Light Commercial Generator Sets	MOVES	0.0143	0.0012	77.4%	77.4%	population	0.0111	0.0009
2270006010	Commercial	Diesel Light Commercial Pumps	MOVES	0.0034	0.0003	77.4%	77.4%	population	0.0026	0.0002
2270006015	Commercial	Diesel Light Commercial Air Compressors	MOVES	0.0054	0.0002	77.4%	77.4%	population	0.0042	0.0002
2270006025	Commercial	Diesel Light Commercial Welders	MOVES	0.0048	0.0007	77.4%	77.4%	population	0.0037	0.0005
2270006030	Commercial	Diesel Light Commercial Pressure Washer	MOVES	0.0005	0.0000	77.4%	77.4%	population	0.0004	0.0000
2270006035	Commercial	Diesel Hydro Power Units	MOVES	0.0003	0.0000	77.4%	77.4%	population	0.0002	0.0000
2270007015	Logging	Diesel Logging Equip Fell/Bunch/Skidders	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2025 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2025 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2275000000	Aircraft	All Aircraft	EPA	0.0120	0.0174	65.0%	63.0%	airport location (2)	0.0078	0.0110
2280002000	Comm. Mar.	Commercial Marine Vessels (c1&c2)	EPA	0.1415	0.0043	100.0%	100.0%	Lk. Mich. Shoreline	0.1415	0.0043
2280003000	Comm. Mar.	Commercial Marine Vessels (c3)	EPA	0.1335	0.0059	100.0%	100.0%	Lk. Mich. Shoreline	0.1335	0.0059
2282005010	Pleasure	2-Stroke Outboards	MOVES	0.0441	0.1108	4.0%	4.0%	water area (3)	0.0018	0.0044
2282005015	Pleasure	2-Stroke Personal Watercraft	MOVES	0.0210	0.0234	70.0%	70.0%	water area (3)	0.0147	0.0164
2282010005	Pleasure	4-Stroke Inboards	MOVES	0.0545	0.0462	70.0%	70.0%	water area (3)	0.0382	0.0323
2282020005	Pleasure	Diesel Inboards	MOVES	0.0744	0.0048	70.0%	70.0%	water area (3)	0.0520	0.0034
2282020010	Pleasure	Diesel Outboards	MOVES	0.0001	0.0000	4.0%	4.0%	water area (3)	0.0000	0.0000
2285002000	Railroad	All Diesel Line Haul Locomotives	EPA	0.6408	0.0275	60.0%	60.0%	rail links (2)	0.3845	0.0165
2285002015	Railroad	Diesel Railway Maintenance	MOVES	0.0009	0.0001	60.0%	60.0%	rail links (2)	0.0006	0.0001
2285004015	Railroad	4-Stroke Gasoline Railway Maintenance	MOVES	0.0000	0.0001	60.0%	60.0%	rail links (2)	0.0000	0.0000
2285006015	Railroad	LPG Railway Maintenance	MOVES	0.0000	0.0000	60.0%	60.0%	rail links (2)	0.0000	0.0000
ALL (Total)	**ALL (Total)**	**ALL (Total)**		**1.8099**	**0.9652**				**1.2483**	**0.6115**

(1) City of Kenosha excluded.

(2) Allocation based on data from EPA's 2011 Modeling Platform, ver. 6.3.

(3) Allocation based on surface water area from the NMIM2009 files WI_WIB.ALO and WI_WOB.ALO.

Table A7.4. 2030 Nonroad NOx and VOC Emissions: tons per summer day (tpsd)
Kenosha County and the Eastern Kenosha County Area

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2030 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2030 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2260001010	Recreational	2-Stroke Motorcycles: Off-Road	MOVES	0.0006	0.0412	30.9%	30.9%	land area	0.0002	0.0127
2260001030	Recreational	2-Stroke All Terrain Vehicles	MOVES	0.0003	0.0025	30.9%	30.9%	land area	0.0001	0.0008
2260001060	Recreational	2-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0006	30.9%	30.9%	land area	0.0001	0.0002
2260002006	Construction	2-Stroke Tampers/Rammers	MOVES	0.0002	0.0086	77.4%	77.4%	population	0.0002	0.0066
2260002009	Construction	2-Stroke Plate Compactors	MOVES	0.0000	0.0003	77.4%	77.4%	population	0.0000	0.0002
2260002021	Construction	2-Stroke Paving Equipment	MOVES	0.0000	0.0004	77.4%	77.4%	population	0.0000	0.0003
2260002027	Construction	2-Stroke Signal Boards	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260002039	Construction	2-Stroke Concrete/Industrial Saws	MOVES	0.0006	0.0219	77.4%	77.4%	population	0.0004	0.0170
2260002054	Construction	2-Stroke Crushing/Proc. Equipment	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0001
2260003030	Industrial	2-Stroke Sweepers/Scrubbers	MOVES	0.0000	0.0004	77.4%	77.4%	population	0.0000	0.0003
2260003040	Industrial	2-Stroke Other General Industrial Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260004015	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0001	0.0013	77.4%	77.4%	population	0.0000	0.0010
2260004016	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0002	0.0040	77.4%	77.4%	population	0.0001	0.0031
2260004020	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Residential)	MOVES	0.0004	0.0132	77.4%	77.4%	population	0.0003	0.0102
2260004021	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Commercial)	MOVES	0.0010	0.0451	77.4%	77.4%	population	0.0008	0.0349
2260004025	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0011	0.0267	77.4%	77.4%	population	0.0009	0.0207
2260004026	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0018	0.0452	77.4%	77.4%	population	0.0014	0.0350
2260004030	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0007	0.0158	77.4%	77.4%	population	0.0006	0.0122
2260004031	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0016	0.0451	77.4%	77.4%	population	0.0013	0.0349
2260004035	Lawn/Garden	2-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0007	77.4%	77.4%	population	0.0000	0.0005
2260004036	Lawn/Garden	2-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0000
2260004071	Lawn/Garden	2-Stroke Commercial Turf Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260005035	Agriculture	2-Stroke Sprayers	MOVES	0.0000	0.0002	24.2%	24.2%	land area (1)	0.0000	0.0001
2260006005	Commercial	2-Stroke Light Commercial Generator Set	MOVES	0.0000	0.0012	77.4%	77.4%	population	0.0000	0.0009
2260006010	Commercial	2-Stroke Light Commercial Pumps	MOVES	0.0003	0.0084	77.4%	77.4%	population	0.0002	0.0065
2260006015	Commercial	2-Stroke Light Commercial Air Compressors	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2260006035	Commercial	2-Stroke Hydro Power Units	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0000
2260007005	Logging	2-Stroke Logging Equipment Chain Saws > 6 HP	MOVES	0.0000	0.0001	30.9%	30.9%	land area	0.0000	0.0000
2265001010	Recreational	4-Stroke Motorcycles: Off-Road	MOVES	0.0003	0.0019	30.9%	30.9%	land area	0.0001	0.0006
2265001030	Recreational	4-Stroke All Terrain Vehicles	MOVES	0.0022	0.0196	30.9%	30.9%	land area	0.0007	0.0060
2265001050	Recreational	4-Stroke Golf Carts	MOVES	0.0038	0.0111	30.9%	30.9%	land area	0.0012	0.0034
2265001060	Recreational	4-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0005	30.9%	30.9%	land area	0.0001	0.0001
2265002003	Construction	4-Stroke Asphalt Pavers	MOVES	0.0001	0.0004	77.4%	77.4%	population	0.0001	0.0003
2265002006	Construction	4-Stroke Tampers/Rammers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265002009	Construction	4-Stroke Plate Compactors	MOVES	0.0003	0.0010	77.4%	77.4%	population	0.0002	0.0007

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2030 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2030 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265002015	Construction	4-Stroke Rollers	MOVES	0.0003	0.0007	77.4%	77.4%	population	0.0002	0.0005
2265002021	Construction	4-Stroke Paving Equipment	MOVES	0.0005	0.0016	77.4%	77.4%	population	0.0004	0.0013
2265002024	Construction	4-Stroke Surfacing Equipment	MOVES	0.0002	0.0007	77.4%	77.4%	population	0.0002	0.0005
2265002027	Construction	4-Stroke Signal Boards	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265002030	Construction	4-Stroke Trenchers	MOVES	0.0005	0.0012	77.4%	77.4%	population	0.0004	0.0009
2265002033	Construction	4-Stroke Bore/Drill Rigs	MOVES	0.0002	0.0005	77.4%	77.4%	population	0.0001	0.0004
2265002039	Construction	4-Stroke Concrete/Industrial Saws	MOVES	0.0010	0.0027	77.4%	77.4%	population	0.0008	0.0021
2265002042	Construction	4-Stroke Cement & Mortar Mixers	MOVES	0.0005	0.0017	77.4%	77.4%	population	0.0003	0.0013
2265002045	Construction	4-Stroke Cranes	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265002054	Construction	4-Stroke Crushing/Proc. Equipment	MOVES	0.0001	0.0002	77.4%	77.4%	population	0.0000	0.0001
2265002057	Construction	4-Stroke Rough Terrain Forklifts	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265002060	Construction	4-Stroke Rubber Tire Loaders	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2265002066	Construction	4-Stroke Tractors/Loaders/Backhoes	MOVES	0.0003	0.0008	77.4%	77.4%	population	0.0002	0.0007
2265002072	Construction	4-Stroke Skid Steer Loaders	MOVES	0.0002	0.0003	77.4%	77.4%	population	0.0002	0.0003
2265002078	Construction	4-Stroke Dumpers/Tenders	MOVES	0.0001	0.0003	77.4%	77.4%	population	0.0001	0.0002
2265002081	Construction	4-Stroke Other Construction Equipment	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0000	0.0000
2265003010	Industrial	4-Stroke Aerial Lifts	MOVES	0.0014	0.0018	77.4%	77.4%	population	0.0011	0.0014
2265003020	Industrial	4-Stroke Forklifts	MOVES	0.0049	0.0019	77.4%	77.4%	population	0.0038	0.0015
2265003030	Industrial	4-Stroke Sweepers/Scrubbers	MOVES	0.0012	0.0020	77.4%	77.4%	population	0.0009	0.0015
2265003040	Industrial	4-Stroke Other General Industrial Equipment	MOVES	0.0025	0.0082	77.4%	77.4%	population	0.0019	0.0063
2265003050	Industrial	4-Stroke Other Material Handling Equipment	MOVES	0.0001	0.0001	77.4%	77.4%	population	0.0001	0.0001
2265003060	Industrial	4-Stroke Industrial AC/Refrigeration	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0001
2265003070	Industrial	4-Stroke Terminal Tractors	MOVES	0.0004	0.0002	77.4%	77.4%	population	0.0003	0.0001
2265004010	Lawn/Garden	4-Stroke Lawn mowers (Residential)	MOVES	0.0076	0.0532	77.4%	77.4%	population	0.0059	0.0412
2265004011	Lawn/Garden	4-Stroke Lawn mowers (Commercial)	MOVES	0.0040	0.0232	77.4%	77.4%	population	0.0031	0.0179
2265004015	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0007	0.0049	77.4%	77.4%	population	0.0005	0.0038
2265004016	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0021	0.0137	77.4%	77.4%	population	0.0016	0.0106
2265004025	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0000	0.0004	77.4%	77.4%	population	0.0000	0.0003
2265004026	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0001	0.0006	77.4%	77.4%	population	0.0001	0.0005
2265004030	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0001	0.0005	77.4%	77.4%	population	0.0001	0.0004
2265004031	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0037	0.0143	77.4%	77.4%	population	0.0028	0.0111
2265004035	Lawn/Garden	4-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0015	77.4%	77.4%	population	0.0000	0.0012
2265004036	Lawn/Garden	4-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0001	77.4%	77.4%	population	0.0000	0.0001
2265004040	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Res.)	MOVES	0.0015	0.0069	77.4%	77.4%	population	0.0012	0.0054
2265004041	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Comm.)	MOVES	0.0004	0.0014	77.4%	77.4%	population	0.0003	0.0011
2265004046	Lawn/Garden	4-Stroke Front Mowers (Commercial)	MOVES	0.0005	0.0016	77.4%	77.4%	population	0.0004	0.0012
2265004051	Lawn/Garden	4-Stroke Shredders < 6 HP (Commercial)	MOVES	0.0002	0.0015	77.4%	77.4%	population	0.0002	0.0012
2265004055	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Residential)	MOVES	0.0205	0.0783	77.4%	77.4%	population	0.0158	0.0606
2265004056	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Commercial)	MOVES	0.0060	0.0184	77.4%	77.4%	population	0.0047	0.0142
2265004066	Lawn/Garden	4-Stroke Chippers/Stump Grinders (Comm.)	MOVES	0.0010	0.0019	77.4%	77.4%	population	0.0008	0.0015

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2030 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2030 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265004071	Lawn/Garden	4-Stroke Commercial Turf Equipment (Comm.)	MOVES	0.0195	0.0535	77.4%	77.4%	population	0.0151	0.0414
2265004075	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Res.)	MOVES	0.0007	0.0031	77.4%	77.4%	population	0.0006	0.0024
2265004076	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Com.)	MOVES	0.0006	0.0023	77.4%	77.4%	population	0.0005	0.0018
2265005010	Agriculture	4-Stroke 2-Wheel Tractors	MOVES	0.0000	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005015	Agriculture	4-Stroke Agricultural Tractors	MOVES	0.0001	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005020	Agriculture	4-Stroke Combines	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005025	Agriculture	4-Stroke Balers	MOVES	0.0002	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005030	Agriculture	4-Stroke Agricultural Mowers	MOVES	0.0000	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265005035	Agriculture	4-Stroke Sprayers	MOVES	0.0003	0.0005	24.2%	24.2%	land area (1)	0.0001	0.0001
2265005040	Agriculture	4-Stroke Tillers > 5 HP	MOVES	0.0006	0.0020	24.2%	24.2%	land area (1)	0.0001	0.0005
2265005045	Agriculture	4-Stroke Swathers	MOVES	0.0003	0.0002	24.2%	24.2%	land area (1)	0.0001	0.0000
2265005055	Agriculture	4-Stroke Other Agricultural Equipment	MOVES	0.0003	0.0003	24.2%	24.2%	land area (1)	0.0001	0.0001
2265005060	Agriculture	4-Stroke Irrigation Sets	MOVES	0.0001	0.0001	24.2%	24.2%	land area (1)	0.0000	0.0000
2265006005	Commercial	4-Stroke Light Commercial Generator Set	MOVES	0.0069	0.0259	77.4%	77.4%	population	0.0054	0.0200
2265006010	Commercial	4-Stroke Light Commercial Pumps	MOVES	0.0018	0.0064	77.4%	77.4%	population	0.0014	0.0049
2265006015	Commercial	4-Stroke Light Commercial Air Compressors	MOVES	0.0009	0.0027	77.4%	77.4%	population	0.0007	0.0021
2265006025	Commercial	4-Stroke Light Commercial Welders	MOVES	0.0020	0.0061	77.4%	77.4%	population	0.0016	0.0047
2265006030	Commercial	4-Stroke Light Commercial Pressure Wash	MOVES	0.0032	0.0124	77.4%	77.4%	population	0.0025	0.0096
2265006035	Commercial	4-Stroke Hydro Power Units	MOVES	0.0002	0.0004	77.4%	77.4%	population	0.0001	0.0003
2265007010	Logging	4-Stroke Logging Equipment Shredders > 6 HP	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2265007015	Logging	4-Stroke Logging Equipment Skidders	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2267001060	Recreational	LPG Specialty Vehicle Carts	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000
2267002003	Construction	LPG Asphalt Pavers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002015	Construction	LPG Rollers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002021	Construction	LPG Paving Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002024	Construction	LPG Surfacing Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002030	Construction	LPG Trenchers	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002033	Construction	LPG Bore/Drill Rigs	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002039	Construction	LPG Concrete/Industrial Saws	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002045	Construction	LPG Cranes	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002054	Construction	LPG Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002057	Construction	LPG Rough Terrain Forklifts	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002060	Construction	LPG Rubber Tire Loaders	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267002066	Construction	LPG Tractors/Loaders/Backhoes	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267002072	Construction	LPG Skid Steer Loaders	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267002081	Construction	LPG Other Construction Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267003010	Industrial	LPG Aerial Lifts	MOVES	0.0009	0.0001	77.4%	77.4%	population	0.0007	0.0001
2267003020	Industrial	LPG Forklifts	MOVES	0.0714	0.0084	77.4%	77.4%	population	0.0553	0.0065
2267003030	Industrial	LPG Sweepers/Scrubbers	MOVES	0.0006	0.0001	77.4%	77.4%	population	0.0004	0.0001
2267003040	Industrial	LPG Other General Industrial Equipment	MOVES	0.0002	0.0000	77.4%	77.4%	population	0.0001	0.0000

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2030 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2030 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2267003050	Industrial	LPG Other Material Handling Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267003070	Industrial	LPG Terminal Tractors	MOVES	0.0003	0.0000	77.4%	77.4%	population	0.0003	0.0000
2267004066	Lawn/Garden	LPG Chippers/Stump Grinders (Commercial)	MOVES	0.0003	0.0000	77.4%	77.4%	population	0.0003	0.0000
2267005055	Agriculture	LPG Other Agricultural Equipment	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2267005060	Agriculture	LPG Irrigation Sets	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2267006005	Commercial	LPG Light Commercial Generator Sets	MOVES	0.0011	0.0002	77.4%	77.4%	population	0.0009	0.0001
2267006010	Commercial	LPG Light Commercial Pumps	MOVES	0.0002	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267006015	Commercial	LPG Light Commercial Air Compressors	MOVES	0.0002	0.0000	77.4%	77.4%	population	0.0001	0.0000
2267006025	Commercial	LPG Light Commercial Welders	MOVES	0.0002	0.0000	77.4%	77.4%	population	0.0002	0.0000
2267006030	Commercial	LPG Light Commercial Pressure Washers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2267006035	Commercial	LPG Hydro Power Units	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268002081	Construction	CNG Other Construction Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268003020	Industrial	CNG Forklifts	MOVES	0.0058	0.0025	77.4%	77.4%	population	0.0045	0.0019
2268003030	Industrial	CNG Sweepers/Scrubbers	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268003040	Industrial	CNG Other General Industrial Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268003060	Industrial	CNG AC/Refrigeration	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268003070	Industrial	CNG Terminal Tractors	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268005055	Agriculture	CNG Other Agricultural Equipment	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2268005060	Agriculture	CNG Irrigation Sets	MOVES	0.0002	0.0001	24.2%	24.2%	land area (1)	0.0001	0.0000
2268006005	Commercial	CNG Light Commercial Generator Sets	MOVES	0.0005	0.0002	77.4%	77.4%	population	0.0004	0.0002
2268006010	Commercial	CNG Light Commercial Pumps	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268006015	Commercial	CNG Light Commercial Air Compressors	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2268006020	Commercial	CNG Light Commercial Gas Compressors	MOVES	0.0006	0.0003	77.4%	77.4%	population	0.0005	0.0002
2270001060	Recreational	Diesel Specialty Vehicle Carts	MOVES	0.0004	0.0001	30.9%	30.9%	land area	0.0001	0.0000
2270002003	Construction	Diesel Pavers	MOVES	0.0021	0.0001	77.4%	77.4%	population	0.0016	0.0001
2270002006	Construction	Diesel Tampers/Rammers (unused)	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2270002009	Construction	Diesel Plate Compactors	MOVES	0.0004	0.0001	77.4%	77.4%	population	0.0003	0.0000
2270002015	Construction	Diesel Rollers	MOVES	0.0068	0.0003	77.4%	77.4%	population	0.0052	0.0002
2270002018	Construction	Diesel Scrapers	MOVES	0.0017	0.0001	77.4%	77.4%	population	0.0013	0.0001
2270002021	Construction	Diesel Paving Equipment	MOVES	0.0005	0.0000	77.4%	77.4%	population	0.0003	0.0000
2270002024	Construction	Diesel Surfacing Equipment	MOVES	0.0004	0.0000	77.4%	77.4%	population	0.0003	0.0000
2270002027	Construction	Diesel Signal Boards	MOVES	0.0029	0.0002	77.4%	77.4%	population	0.0022	0.0002
2270002030	Construction	Diesel Trenchers	MOVES	0.0063	0.0002	77.4%	77.4%	population	0.0049	0.0001
2270002033	Construction	Diesel Bore/Drill Rigs	MOVES	0.0052	0.0003	77.4%	77.4%	population	0.0040	0.0002
2270002036	Construction	Diesel Excavators	MOVES	0.0113	0.0005	77.4%	77.4%	population	0.0088	0.0004
2270002039	Construction	Diesel Concrete/Industrial Saws	MOVES	0.0005	0.0000	77.4%	77.4%	population	0.0004	0.0000
2270002042	Construction	Diesel Cement & Mortar Mixers	MOVES	0.0003	0.0000	77.4%	77.4%	population	0.0002	0.0000
2270002045	Construction	Diesel Cranes	MOVES	0.0028	0.0001	77.4%	77.4%	population	0.0022	0.0001
2270002048	Construction	Diesel Graders	MOVES	0.0014	0.0001	77.4%	77.4%	population	0.0010	0.0001
2270002051	Construction	Diesel Off-highway Trucks	MOVES	0.0424	0.0008	77.4%	77.4%	population	0.0328	0.0006

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2030 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2030 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2270002054	Construction	Diesel Crushing/Proc. Equipment	MOVES	0.0012	0.0000	77.4%	77.4%	population	0.0009	0.0000
2270002057	Construction	Diesel Rough Terrain Forklifts	MOVES	0.0089	0.0002	77.4%	77.4%	population	0.0069	0.0002
2270002060	Construction	Diesel Rubber Tire Loaders	MOVES	0.0216	0.0008	77.4%	77.4%	population	0.0167	0.0006
2270002066	Construction	Diesel Tractors/Loaders/Backhoes	MOVES	0.0261	0.0025	77.4%	77.4%	population	0.0202	0.0019
2270002069	Construction	Diesel Crawler Tractors	MOVES	0.0167	0.0005	77.4%	77.4%	population	0.0129	0.0004
2270002072	Construction	Diesel Skid Steer Loaders	MOVES	0.0341	0.0037	77.4%	77.4%	population	0.0264	0.0028
2270002075	Construction	Diesel Off-Highway Tractors	MOVES	0.0045	0.0001	77.4%	77.4%	population	0.0035	0.0001
2270002078	Construction	Diesel Dumpers/Tenders	MOVES	0.0001	0.0000	77.4%	77.4%	population	0.0001	0.0000
2270002081	Construction	Diesel Other Construction Equipment	MOVES	0.0022	0.0001	77.4%	77.4%	population	0.0017	0.0001
2270003010	Industrial	Diesel Aerial Lifts	MOVES	0.0035	0.0004	77.4%	77.4%	population	0.0027	0.0003
2270003020	Industrial	Diesel Forklifts	MOVES	0.0222	0.0004	77.4%	77.4%	population	0.0171	0.0003
2270003030	Industrial	Diesel Sweepers/Scrubbers	MOVES	0.0064	0.0002	77.4%	77.4%	population	0.0050	0.0002
2270003040	Industrial	Diesel Other General Industrial Equipment	MOVES	0.0053	0.0002	77.4%	77.4%	population	0.0041	0.0002
2270003050	Industrial	Diesel Other Material Handling Equipment	MOVES	0.0005	0.0001	77.4%	77.4%	population	0.0004	0.0000
2270003060	Industrial	Diesel AC/Refrigeration	MOVES	0.0546	0.0017	77.4%	77.4%	population	0.0423	0.0013
2270003070	Industrial	Diesel Terminal Tractors	MOVES	0.0040	0.0001	77.4%	77.4%	population	0.0031	0.0001
2270004031	Lawn/Garden	Diesel Leafblowers/Vacuums (Commercial)	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2270004036	Lawn/Garden	Diesel Snowblowers (Commercial)	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2270004046	Lawn/Garden	Diesel Front Mowers (Commercial)	MOVES	0.0083	0.0006	77.4%	77.4%	population	0.0064	0.0004
2270004056	Lawn/Garden	Diesel Lawn & Garden Tractors (Commercial)	MOVES	0.0020	0.0002	77.4%	77.4%	population	0.0015	0.0001
2270004066	Lawn/Garden	Diesel Chippers/Stump Grinders (Commercial)	MOVES	0.0070	0.0005	77.4%	77.4%	population	0.0054	0.0004
2270004071	Lawn/Garden	Diesel Commercial Turf Equipment (Comm.)	MOVES	0.0007	0.0000	77.4%	77.4%	population	0.0005	0.0000
2270004076	Lawn/Garden	Diesel Other Lawn & Garden Equipment	MOVES	0.0000	0.0000	77.4%	77.4%	population	0.0000	0.0000
2270005010	Agriculture	Diesel 2-Wheel Tractors	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005015	Agriculture	Diesel Agricultural Tractors	MOVES	0.0486	0.0027	24.2%	24.2%	land area (1)	0.0118	0.0007
2270005020	Agriculture	Diesel Combines	MOVES	0.0065	0.0005	24.2%	24.2%	land area (1)	0.0016	0.0001
2270005025	Agriculture	Diesel Balers	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005030	Agriculture	Diesel Agricultural Mowers	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005035	Agriculture	Diesel Sprayers	MOVES	0.0006	0.0001	24.2%	24.2%	land area (1)	0.0001	0.0000
2270005040	Agriculture	Diesel Tillers > 6 HP	MOVES	0.0000	0.0000	24.2%	24.2%	land area (1)	0.0000	0.0000
2270005045	Agriculture	Diesel Swathers	MOVES	0.0006	0.0001	24.2%	24.2%	land area (1)	0.0001	0.0000
2270005055	Agriculture	Diesel Other Agricultural Equipment	MOVES	0.0010	0.0001	24.2%	24.2%	land area (1)	0.0002	0.0000
2270005060	Agriculture	Diesel Irrigation Sets	MOVES	0.0005	0.0000	24.2%	24.2%	land area (1)	0.0001	0.0000
2270006005	Commercial	Diesel Light Commercial Generator Sets	MOVES	0.0120	0.0009	77.4%	77.4%	population	0.0093	0.0007
2270006010	Commercial	Diesel Light Commercial Pumps	MOVES	0.0028	0.0002	77.4%	77.4%	population	0.0021	0.0002
2270006015	Commercial	Diesel Light Commercial Air Compressors	MOVES	0.0046	0.0001	77.4%	77.4%	population	0.0036	0.0001
2270006025	Commercial	Diesel Light Commercial Welders	MOVES	0.0044	0.0004	77.4%	77.4%	population	0.0034	0.0003
2270006030	Commercial	Diesel Light Commercial Pressure Washer	MOVES	0.0004	0.0000	77.4%	77.4%	population	0.0003	0.0000
2270006035	Commercial	Diesel Hydro Power Units	MOVES	0.0002	0.0000	77.4%	77.4%	population	0.0002	0.0000
2270007015	Logging	Diesel Logging Equip Fell/Bunch/Skidders	MOVES	0.0000	0.0000	30.9%	30.9%	land area	0.0000	0.0000

SCC	Segment Description	SCC Description	Emis-sions from	Kenosha County 2030 Emissions		% in Eastern Kenosha Co.		Allocate by	Eastern Ken. Co. 2030 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2275000000	Aircraft	All Aircraft	EPA	0.0094	0.0157	65.0%	63.0%	airport location (2)	0.0061	0.0099
2280002000	Comm. Mar.	Commercial Marine Vessels (c1&c2)	EPA	0.1214	0.0037	100.0%	100.0%	Lk. Mich. Shoreline	0.1214	0.0037
2280003000	Comm. Mar.	Commercial Marine Vessels (c3)	EPA	0.1466	0.0066	100.0%	100.0%	Lk. Mich. Shoreline	0.1466	0.0066
2282005010	Pleasure	2-Stroke Outboards	MOVES	0.0450	0.0824	4.0%	4.0%	water area (3)	0.0018	0.0033
2282005015	Pleasure	2-Stroke Personal Watercraft	MOVES	0.0215	0.0227	70.0%	70.0%	water area (3)	0.0150	0.0159
2282010005	Pleasure	4-Stroke Inboards	MOVES	0.0384	0.0390	70.0%	70.0%	water area (3)	0.0269	0.0273
2282020005	Pleasure	Diesel Inboards	MOVES	0.0757	0.0052	70.0%	70.0%	water area (3)	0.0530	0.0037
2282020010	Pleasure	Diesel Outboards	MOVES	0.0001	0.0000	4.0%	4.0%	water area (3)	0.0000	0.0000
2285002000	Railroad	All Diesel Line Haul Locomotives	EPA	0.5996	0.0244	60.0%	60.0%	rail links (2)	0.3598	0.0147
2285002015	Railroad	Diesel Railway Maintenance	MOVES	0.0006	0.0001	60.0%	60.0%	rail links (2)	0.0004	0.0000
2285004015	Railroad	4-Stroke Gasoline Railway Maintenance	MOVES	0.0000	0.0001	60.0%	60.0%	rail links (2)	0.0000	0.0000
2285006015	Railroad	LPG Railway Maintenance	MOVES	0.0000	0.0000	60.0%	60.0%	rail links (2)	0.0000	0.0000
ALL (Total)	**ALL (Total)**	**ALL (Total)**		**1.6561**	**0.9136**				**1.1581**	**0.5976**

(1) City of Kenosha excluded.

(2) Allocation based on data from EPA's 2011 Modeling Platform, ver. 6.3.

(3) Allocation based on surface water area from the NMIM2009 files WI_WIB.ALO and WI_WOB.ALO.

APPENDIX 8

Onroad Emissions and Activity Data for 2011, 2017, 2025 and 2030

This appendix provides detailed listings of the estimated onroad daily emissions and activity data for the eastern Kenosha County area for 2011, 2017, 2025 and 2030. The sums of NOx and VOC emissions from the different onroad source types were used for the onroad sector NOx and VOC tons per summer weekday (tpsd) emission estimates in sections 4.2 (Nonattainment Year and Attainment Year Inventories) and 4.3 (Maintenance Year Inventories) of the Wisconsin Department of Natural Resources' (WDNR) eastern Kenosha County redesignation request and maintenance plan for the 2008 ozone standard.

Table A8.1. 2011 Onroad NO_X and VOC Emissions: tons per summer weekday (tpswd) for the Eastern Kenosha County area.

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2011			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Motorcycle	Gasoline	Off-Network	0.0001	0.0005	0.0301	0.0306
Motorcycle	Gasoline	Rural Restricted	0.0019	0.0019	0.0006	0.0026
Motorcycle	Gasoline	Rural Unrestricted	0.0039	0.0046	0.0020	0.0066
Motorcycle	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motorcycle	Gasoline	Urban Unrestricted	0.0074	0.0130	0.0069	0.0199
Passenger Car	Gasoline	Off-Network	0.2942	0.3178	0.3805	0.6984
Passenger Car	Gasoline	Rural Restricted	0.2452	0.0472	0.0158	0.0630
Passenger Car	Gasoline	Rural Unrestricted	0.1570	0.0333	0.0148	0.0481
Passenger Car	Gasoline	Urban Restricted	0.0009	0.0002	0.0001	0.0003
Passenger Car	Gasoline	Urban Unrestricted	0.3896	0.0996	0.0518	0.1514
Passenger Car	Diesel	Off-Network	0.0013	0.0027	0.0000	0.0027
Passenger Car	Diesel	Rural Restricted	0.0011	0.0005	0.0000	0.0005
Passenger Car	Diesel	Rural Unrestricted	0.0007	0.0004	0.0000	0.0004
Passenger Car	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Unrestricted	0.0017	0.0012	0.0000	0.0012
Passenger Car	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Car	Ethanol (E-85)	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Ethanol (E-85)	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Ethanol (E-85)	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Ethanol (E-85)	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Gasoline	Off-Network	0.3114	0.3634	0.1670	0.5305
Passenger Truck	Gasoline	Rural Restricted	0.3181	0.0576	0.0078	0.0653
Passenger Truck	Gasoline	Rural Unrestricted	0.1936	0.0393	0.0073	0.0466
Passenger Truck	Gasoline	Urban Restricted	0.0010	0.0003	0.0001	0.0003
Passenger Truck	Gasoline	Urban Unrestricted	0.4548	0.1143	0.0255	0.1398
Passenger Truck	Diesel	Off-Network	0.0046	0.0034	0.0000	0.0034
Passenger Truck	Diesel	Rural Restricted	0.0139	0.0026	0.0000	0.0026
Passenger Truck	Diesel	Rural Unrestricted	0.0100	0.0021	0.0000	0.0021
Passenger Truck	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Passenger Truck	Diesel	Urban Unrestricted	0.0291	0.0062	0.0000	0.0062
Passenger Truck	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0000	0.0001
Passenger Truck	Ethanol (E-85)	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Ethanol (E-85)	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Ethanol (E-85)	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Ethanol (E-85)	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Gasoline	Off-Network	0.1081	0.1261	0.0698	0.1960
Light Commercial Truck	Gasoline	Rural Restricted	0.1015	0.0209	0.0034	0.0243
Light Commercial Truck	Gasoline	Rural Unrestricted	0.0648	0.0158	0.0032	0.0190
Light Commercial Truck	Gasoline	Urban Restricted	0.0003	0.0001	0.0000	0.0001
Light Commercial Truck	Gasoline	Urban Unrestricted	0.1527	0.0487	0.0111	0.0597
Light Commercial Truck	Diesel	Off-Network	0.0043	0.0036	0.0000	0.0036
Light Commercial Truck	Diesel	Rural Restricted	0.0121	0.0026	0.0000	0.0026
Light Commercial Truck	Diesel	Rural Unrestricted	0.0090	0.0021	0.0000	0.0021
Light Commercial Truck	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Light Commercial Truck	Diesel	Urban Unrestricted	0.0266	0.0063	0.0000	0.0063
Light Commercial Truck	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Ethanol (E-85)	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Ethanol (E-85)	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Ethanol (E-85)	Urban Restricted	0.0000	0.0000	0.0000	0.0000

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2011			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Light Commercial Truck	Ethanol (E-85)	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Rural Restricted	0.0027	0.0002	0.0000	0.0002
Intercity Bus	Diesel	Rural Unrestricted	0.0023	0.0002	0.0000	0.0002
Intercity Bus	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Urban Unrestricted	0.0062	0.0005	0.0000	0.0005
Transit Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Restricted	0.0056	0.0004	0.0000	0.0004
Transit Bus	Diesel	Rural Unrestricted	0.0040	0.0003	0.0000	0.0003
Transit Bus	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Unrestricted	0.0095	0.0008	0.0000	0.0008
Transit Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Restricted	0.0005	0.0001	0.0000	0.0001
Transit Bus	CNG	Rural Unrestricted	0.0003	0.0001	0.0000	0.0001
Transit Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Unrestricted	0.0007	0.0002	0.0000	0.0002
School Bus	Gasoline	Off-Network	0.0000	0.0001	0.0000	0.0001
School Bus	Gasoline	Rural Restricted	0.0001	0.0000	0.0000	0.0000
School Bus	Gasoline	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
School Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Urban Unrestricted	0.0001	0.0001	0.0000	0.0001
School Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Restricted	0.0070	0.0008	0.0000	0.0008
School Bus	Diesel	Rural Unrestricted	0.0051	0.0008	0.0000	0.0008
School Bus	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	Diesel	Urban Unrestricted	0.0125	0.0023	0.0000	0.0023
Refuse Truck	Gasoline	Off-Network	0.0001	0.0001	0.0001	0.0002
Refuse Truck	Gasoline	Rural Restricted	0.0004	0.0001	0.0000	0.0001
Refuse Truck	Gasoline	Rural Unrestricted	0.0003	0.0001	0.0000	0.0001
Refuse Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Unrestricted	0.0007	0.0003	0.0000	0.0003
Refuse Truck	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Rural Restricted	0.0203	0.0010	0.0000	0.0010
Refuse Truck	Diesel	Rural Unrestricted	0.0124	0.0008	0.0000	0.0008
Refuse Truck	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Unrestricted	0.0337	0.0023	0.0000	0.0023
Single Unit Short-haul Truck	Gasoline	Off-Network	0.0226	0.0217	0.0193	0.0409
Single Unit Short-haul Truck	Gasoline	Rural Restricted	0.0351	0.0059	0.0005	0.0064
Single Unit Short-haul Truck	Gasoline	Rural Unrestricted	0.0213	0.0045	0.0005	0.0050
Single Unit Short-haul Truck	Gasoline	Urban Restricted	0.0001	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	Gasoline	Urban Unrestricted	0.0511	0.0183	0.0016	0.0199
Single Unit Short-haul Truck	Diesel	Off-Network	0.0063	0.0004	0.0000	0.0004
Single Unit Short-haul Truck	Diesel	Rural Restricted	0.1368	0.0181	0.0000	0.0181
Single Unit Short-haul Truck	Diesel	Rural Unrestricted	0.0906	0.0150	0.0000	0.0150
Single Unit Short-haul Truck	Diesel	Urban Restricted	0.0007	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	Diesel	Urban Unrestricted	0.2733	0.0453	0.0000	0.0453
Single Unit Long-haul Truck	Gasoline	Off-Network	0.0006	0.0007	0.0006	0.0012
Single Unit Long-haul Truck	Gasoline	Rural Restricted	0.0014	0.0003	0.0000	0.0003

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2011			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Single Unit Long-haul Truck	Gasoline	Rural Unrestricted	0.0009	0.0002	0.0000	0.0002
Single Unit Long-haul Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Gasoline	Urban Unrestricted	0.0020	0.0008	0.0001	0.0009
Single Unit Long-haul Truck	Diesel	Off-Network	0.0002	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Rural Restricted	0.0081	0.0012	0.0000	0.0012
Single Unit Long-haul Truck	Diesel	Rural Unrestricted	0.0053	0.0010	0.0000	0.0010
Single Unit Long-haul Truck	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Urban Unrestricted	0.0162	0.0031	0.0000	0.0031
Motor Home	Gasoline	Off-Network	0.0013	0.0018	0.0044	0.0062
Motor Home	Gasoline	Rural Restricted	0.0038	0.0008	0.0001	0.0009
Motor Home	Gasoline	Rural Unrestricted	0.0022	0.0006	0.0001	0.0006
Motor Home	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	Gasoline	Urban Unrestricted	0.0052	0.0021	0.0003	0.0024
Motor Home	Diesel	Off-Network	0.0001	0.0000	0.0000	0.0000
Motor Home	Diesel	Rural Restricted	0.0030	0.0004	0.0000	0.0004
Motor Home	Diesel	Rural Unrestricted	0.0018	0.0003	0.0000	0.0003
Motor Home	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	Diesel	Urban Unrestricted	0.0053	0.0010	0.0000	0.0010
Combination Short-haul Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Rural Restricted	0.1720	0.0083	0.0000	0.0083
Combination Short-haul Truck	Diesel	Rural Unrestricted	0.0279	0.0017	0.0000	0.0017
Combination Short-haul Truck	Diesel	Urban Restricted	0.0007	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Urban Unrestricted	0.0736	0.0049	0.0000	0.0049
Combination Long-haul Truck	Diesel	Off-Network	0.5639	0.1496	0.0000	0.1496
Combination Long-haul Truck	Diesel	Rural Restricted	0.4782	0.0233	0.0000	0.0233
Combination Long-haul Truck	Diesel	Rural Unrestricted	0.0811	0.0048	0.0000	0.0048
Combination Long-haul Truck	Diesel	Urban Restricted	0.0019	0.0001	0.0000	0.0001
Combination Long-haul Truck	Diesel	Urban Unrestricted	0.2138	0.0141	0.0000	0.0141
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**5.3547**	**1.7003**	**0.8253**	**2.5255**
Motorcycle	ALL	ALL	0.0132	0.0201	0.0396	0.0597
Passenger Car	ALL	ALL	1.0917	0.5030	0.4630	0.9659
Passenger Truck	ALL	ALL	1.3368	0.5891	0.2077	0.7968
Light Commercial Truck	ALL	ALL	0.4796	0.2263	0.0874	0.3137
Intercity Bus	ALL	ALL	0.0113	0.0008	0.0000	0.0008
Transit Bus	ALL	ALL	0.0207	0.0017	0.0000	0.0017
School Bus	ALL	ALL	0.0249	0.0041	0.0000	0.0041
Refuse Truck	ALL	ALL	0.0680	0.0047	0.0001	0.0047
Single Unit Short-haul Truck	ALL	ALL	0.6378	0.1294	0.0219	0.1512
Single Unit Long-haul Truck	ALL	ALL	0.0348	0.0072	0.0007	0.0079
Motor Home	ALL	ALL	0.0228	0.0070	0.0048	0.0118
Combination Short-haul Truck	ALL	ALL	0.2742	0.0150	0.0000	0.0150
Combination Long-haul Truck	ALL	ALL	1.3390	0.1920	0.0000	0.1920
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**5.3547**	**1.7003**	**0.8253**	**2.5255**
ALL	Gasoline	ALL	2.9562	1.3631	0.8252	2.1884

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2011			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
ALL	Diesel	ALL	2.3969	0.3368	0.0000	0.3368
ALL	CNG	ALL	0.0015	0.0003	0.0000	0.0003
ALL	Ethanol (E-85)	ALL	0.0002	0.0001	0.0000	0.0001
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**5.3547**	**1.7003**	**0.8253**	**2.5255**
ALL	ALL	Off-Network	1.3194	0.9920	0.6719	1.6639
ALL	ALL	Rural Restricted	1.5689	0.1941	0.0282	0.2224
ALL	ALL	Rural Unrestricted	0.6945	0.1279	0.0278	0.1557
ALL	ALL	Urban Restricted	0.0061	0.0010	0.0002	0.0012
ALL	ALL	Urban Unrestricted	1.7658	0.3852	0.0972	0.4824
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**5.3547**	**1.7003**	**0.8253**	**2.5255**

Table A8.2. 2017 Onroad NO_X and VOC Emissions: tons per summer weekday (tpswd) for the Eastern Kenosha County area.

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2017			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Motorcycle	Gasoline	Off-Network	0.0001	0.0006	0.0393	0.0399
Motorcycle	Gasoline	Rural Restricted	0.0019	0.0018	0.0006	0.0025
Motorcycle	Gasoline	Rural Unrestricted	0.0037	0.0042	0.0019	0.0062
Motorcycle	Gasoline	Urban Restricted	0.0001	0.0001	0.0000	0.0001
Motorcycle	Gasoline	Urban Unrestricted	0.0077	0.0128	0.0074	0.0202
Passenger Car	Gasoline	Off-Network	0.1675	0.1917	0.2470	0.4387
Passenger Car	Gasoline	Rural Restricted	0.0947	0.0187	0.0077	0.0264
Passenger Car	Gasoline	Rural Unrestricted	0.0498	0.0104	0.0071	0.0175
Passenger Car	Gasoline	Urban Restricted	0.0038	0.0008	0.0003	0.0011
Passenger Car	Gasoline	Urban Unrestricted	0.1309	0.0326	0.0268	0.0594
Passenger Car	Diesel	Off-Network	0.0009	0.0011	0.0000	0.0011
Passenger Car	Diesel	Rural Restricted	0.0007	0.0002	0.0000	0.0002
Passenger Car	Diesel	Rural Unrestricted	0.0003	0.0001	0.0000	0.0001
Passenger Car	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Unrestricted	0.0009	0.0003	0.0000	0.0003
Passenger Car	Ethanol (E-85)	Off-Network	0.0002	0.0003	0.0003	0.0007
Passenger Car	Ethanol (E-85)	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Passenger Car	Ethanol (E-85)	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Ethanol (E-85)	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Ethanol (E-85)	Urban Unrestricted	0.0001	0.0000	0.0000	0.0001
Passenger Truck	Gasoline	Off-Network	0.1458	0.1594	0.1114	0.2708
Passenger Truck	Gasoline	Rural Restricted	0.1119	0.0209	0.0041	0.0251
Passenger Truck	Gasoline	Rural Unrestricted	0.0525	0.0103	0.0038	0.0141
Passenger Truck	Gasoline	Urban Restricted	0.0045	0.0009	0.0002	0.0010
Passenger Truck	Gasoline	Urban Unrestricted	0.1306	0.0310	0.0144	0.0454
Passenger Truck	Diesel	Off-Network	0.0043	0.0015	0.0000	0.0015
Passenger Truck	Diesel	Rural Restricted	0.0084	0.0011	0.0000	0.0011
Passenger Truck	Diesel	Rural Unrestricted	0.0054	0.0008	0.0000	0.0008
Passenger Truck	Diesel	Urban Restricted	0.0004	0.0000	0.0000	0.0000
Passenger Truck	Diesel	Urban Unrestricted	0.0172	0.0026	0.0000	0.0026
Passenger Truck	Ethanol (E-85)	Off-Network	0.0005	0.0007	0.0007	0.0014
Passenger Truck	Ethanol (E-85)	Rural Restricted	0.0005	0.0001	0.0000	0.0001
Passenger Truck	Ethanol (E-85)	Rural Unrestricted	0.0002	0.0000	0.0000	0.0001
Passenger Truck	Ethanol (E-85)	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Ethanol (E-85)	Urban Unrestricted	0.0004	0.0001	0.0001	0.0002
Light Commercial Truck	Gasoline	Off-Network	0.0750	0.0841	0.0527	0.1369
Light Commercial Truck	Gasoline	Rural Restricted	0.0504	0.0103	0.0020	0.0123
Light Commercial Truck	Gasoline	Rural Unrestricted	0.0266	0.0063	0.0018	0.0081
Light Commercial Truck	Gasoline	Urban Restricted	0.0020	0.0004	0.0001	0.0005
Light Commercial Truck	Gasoline	Urban Unrestricted	0.0676	0.0205	0.0069	0.0274
Light Commercial Truck	Diesel	Off-Network	0.0039	0.0024	0.0000	0.0024
Light Commercial Truck	Diesel	Rural Restricted	0.0077	0.0013	0.0000	0.0013
Light Commercial Truck	Diesel	Rural Unrestricted	0.0050	0.0010	0.0000	0.0010
Light Commercial Truck	Diesel	Urban Restricted	0.0003	0.0001	0.0000	0.0001
Light Commercial Truck	Diesel	Urban Unrestricted	0.0159	0.0032	0.0000	0.0032
Light Commercial Truck	Ethanol (E-85)	Off-Network	0.0001	0.0002	0.0002	0.0004
Light Commercial Truck	Ethanol (E-85)	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Light Commercial Truck	Ethanol (E-85)	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Ethanol (E-85)	Urban Restricted	0.0000	0.0000	0.0000	0.0000

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2017			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Light Commercial Truck	Ethanol (E-85)	Urban Unrestricted	0.0001	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Rural Restricted	0.0026	0.0001	0.0000	0.0001
Intercity Bus	Diesel	Rural Unrestricted	0.0020	0.0001	0.0000	0.0001
Intercity Bus	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Urban Unrestricted	0.0056	0.0004	0.0000	0.0004
Transit Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Restricted	0.0037	0.0002	0.0000	0.0002
Transit Bus	Diesel	Rural Unrestricted	0.0023	0.0002	0.0000	0.0002
Transit Bus	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Unrestricted	0.0059	0.0005	0.0000	0.0005
Transit Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Restricted	0.0003	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Unrestricted	0.0002	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Unrestricted	0.0005	0.0001	0.0000	0.0001
School Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Restricted	0.0041	0.0004	0.0000	0.0004
School Bus	Diesel	Rural Unrestricted	0.0025	0.0004	0.0000	0.0004
School Bus	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
School Bus	Diesel	Urban Unrestricted	0.0068	0.0012	0.0000	0.0012
Refuse Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Rural Restricted	0.0134	0.0006	0.0000	0.0006
Refuse Truck	Diesel	Rural Unrestricted	0.0077	0.0005	0.0000	0.0005
Refuse Truck	Diesel	Urban Restricted	0.0006	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Unrestricted	0.0234	0.0017	0.0000	0.0017
Single Unit Short-haul Truck	Gasoline	Off-Network	0.0158	0.0155	0.0134	0.0290
Single Unit Short-haul Truck	Gasoline	Rural Restricted	0.0119	0.0022	0.0003	0.0025
Single Unit Short-haul Truck	Gasoline	Rural Unrestricted	0.0068	0.0017	0.0002	0.0019
Single Unit Short-haul Truck	Gasoline	Urban Restricted	0.0005	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	Gasoline	Urban Unrestricted	0.0177	0.0075	0.0009	0.0084
Single Unit Short-haul Truck	Diesel	Off-Network	0.0082	0.0004	0.0000	0.0004
Single Unit Short-haul Truck	Diesel	Rural Restricted	0.0712	0.0074	0.0000	0.0074
Single Unit Short-haul Truck	Diesel	Rural Unrestricted	0.0423	0.0060	0.0000	0.0060
Single Unit Short-haul Truck	Diesel	Urban Restricted	0.0030	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Diesel	Urban Unrestricted	0.1364	0.0199	0.0000	0.0199
Single Unit Long-haul Truck	Gasoline	Off-Network	0.0004	0.0005	0.0005	0.0010
Single Unit Long-haul Truck	Gasoline	Rural Restricted	0.0005	0.0001	0.0000	0.0001

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2017			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Single Unit Long-haul Truck	Gasoline	Rural Unrestricted	0.0003	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Gasoline	Urban Unrestricted	0.0007	0.0003	0.0001	0.0003
Single Unit Long-haul Truck	Diesel	Off-Network	0.0003	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Rural Restricted	0.0042	0.0005	0.0000	0.0005
Single Unit Long-haul Truck	Diesel	Rural Unrestricted	0.0025	0.0004	0.0000	0.0004
Single Unit Long-haul Truck	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Urban Unrestricted	0.0082	0.0013	0.0000	0.0013
Motor Home	Gasoline	Off-Network	0.0014	0.0019	0.0063	0.0083
Motor Home	Gasoline	Rural Restricted	0.0035	0.0008	0.0001	0.0009
Motor Home	Gasoline	Rural Unrestricted	0.0018	0.0005	0.0001	0.0006
Motor Home	Gasoline	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Motor Home	Gasoline	Urban Unrestricted	0.0047	0.0021	0.0003	0.0024
Motor Home	Diesel	Off-Network	0.0002	0.0000	0.0000	0.0000
Motor Home	Diesel	Rural Restricted	0.0033	0.0003	0.0000	0.0003
Motor Home	Diesel	Rural Unrestricted	0.0016	0.0003	0.0000	0.0003
Motor Home	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Motor Home	Diesel	Urban Unrestricted	0.0051	0.0009	0.0000	0.0009
Combination Short-haul Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Rural Restricted	0.0931	0.0039	0.0000	0.0039
Combination Short-haul Truck	Diesel	Rural Unrestricted	0.0133	0.0008	0.0000	0.0008
Combination Short-haul Truck	Diesel	Urban Restricted	0.0038	0.0002	0.0000	0.0002
Combination Short-haul Truck	Diesel	Urban Unrestricted	0.0387	0.0026	0.0000	0.0026
Combination Long-haul Truck	Diesel	Off-Network	0.5168	0.1153	0.0000	0.1153
Combination Long-haul Truck	Diesel	Rural Restricted	0.3148	0.0129	0.0000	0.0129
Combination Long-haul Truck	Diesel	Rural Unrestricted	0.0467	0.0026	0.0000	0.0026
Combination Long-haul Truck	Diesel	Urban Restricted	0.0130	0.0006	0.0000	0.0006
Combination Long-haul Truck	Diesel	Urban Unrestricted	0.1348	0.0083	0.0000	0.0083
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**2.8112**	**0.8599**	**0.5593**	**1.4192**
Motorcycle	ALL	ALL	0.0135	0.0196	0.0493	0.0688
Passenger Car	ALL	ALL	0.4500	0.2563	0.2893	0.5455
Passenger Truck	ALL	ALL	0.4827	0.2294	0.1348	0.3642
Light Commercial Truck	ALL	ALL	0.2549	0.1299	0.0637	0.1936
Intercity Bus	ALL	ALL	0.0103	0.0007	0.0000	0.0007
Transit Bus	ALL	ALL	0.0131	0.0011	0.0000	0.0011
School Bus	ALL	ALL	0.0137	0.0020	0.0000	0.0020
Refuse Truck	ALL	ALL	0.0451	0.0028	0.0000	0.0029
Single Unit Short-haul Truck	ALL	ALL	0.3138	0.0610	0.0148	0.0759
Single Unit Long-haul Truck	ALL	ALL	0.0173	0.0031	0.0006	0.0036
Motor Home	ALL	ALL	0.0217	0.0068	0.0069	0.0137
Combination Short-haul Truck	ALL	ALL	0.1490	0.0075	0.0000	0.0075
Combination Long-haul Truck	ALL	ALL	1.0261	0.1397	0.0000	0.1397
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**2.8112**	**0.8599**	**0.5593**	**1.4192**
ALL	Gasoline	ALL	1.1936	0.6512	0.5579	1.2091

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2017			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
ALL	Diesel	ALL	1.6141	0.2069	0.0000	0.2069
ALL	CNG	ALL	0.0010	0.0002	0.0000	0.0002
ALL	Ethanol (E-85)	ALL	0.0026	0.0016	0.0015	0.0030
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**2.8112**	**0.8599**	**0.5593**	**1.4192**
ALL	ALL	Off-Network	0.9416	0.5758	0.4719	1.0477
ALL	ALL	Rural Restricted	0.8032	0.0841	0.0149	0.0990
ALL	ALL	Rural Unrestricted	0.2737	0.0467	0.0150	0.0617
ALL	ALL	Urban Restricted	0.0330	0.0035	0.0007	0.0042
ALL	ALL	Urban Unrestricted	0.7597	0.1498	0.0569	0.2067
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**2.8112**	**0.8599**	**0.5593**	**1.4192**

Table A8.3. 2025 Onroad NO_X and VOC Emissions: tons per summer weekday (tpswd) for the Eastern Kenosha County area.

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2025			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Motorcycle	Gasoline	Off-Network	0.0002	0.0009	0.0384	0.0392
Motorcycle	Gasoline	Rural Restricted	0.0016	0.0013	0.0006	0.0018
Motorcycle	Gasoline	Rural Unrestricted	0.0035	0.0032	0.0019	0.0052
Motorcycle	Gasoline	Urban Restricted	0.0005	0.0004	0.0002	0.0006
Motorcycle	Gasoline	Urban Unrestricted	0.0085	0.0112	0.0082	0.0194
Passenger Car	Gasoline	Off-Network	0.0875	0.1243	0.1869	0.3113
Passenger Car	Gasoline	Rural Restricted	0.0355	0.0076	0.0048	0.0124
Passenger Car	Gasoline	Rural Unrestricted	0.0189	0.0041	0.0051	0.0092
Passenger Car	Gasoline	Urban Restricted	0.0117	0.0025	0.0016	0.0041
Passenger Car	Gasoline	Urban Unrestricted	0.0542	0.0135	0.0219	0.0355
Passenger Car	Diesel	Off-Network	0.0008	0.0009	0.0000	0.0009
Passenger Car	Diesel	Rural Restricted	0.0004	0.0001	0.0000	0.0001
Passenger Car	Diesel	Rural Unrestricted	0.0002	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Unrestricted	0.0006	0.0001	0.0000	0.0001
Passenger Car	Ethanol (E-85)	Off-Network	0.0008	0.0014	0.0019	0.0033
Passenger Car	Ethanol (E-85)	Rural Restricted	0.0003	0.0001	0.0001	0.0001
Passenger Car	Ethanol (E-85)	Rural Unrestricted	0.0001	0.0000	0.0001	0.0001
Passenger Car	Ethanol (E-85)	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Passenger Car	Ethanol (E-85)	Urban Unrestricted	0.0004	0.0001	0.0003	0.0003
Passenger Truck	Gasoline	Off-Network	0.0567	0.0754	0.0822	0.1577
Passenger Truck	Gasoline	Rural Restricted	0.0403	0.0081	0.0027	0.0108
Passenger Truck	Gasoline	Rural Unrestricted	0.0177	0.0034	0.0028	0.0063
Passenger Truck	Gasoline	Urban Restricted	0.0133	0.0027	0.0009	0.0036
Passenger Truck	Gasoline	Urban Unrestricted	0.0474	0.0105	0.0120	0.0225
Passenger Truck	Diesel	Off-Network	0.0040	0.0006	0.0000	0.0006
Passenger Truck	Diesel	Rural Restricted	0.0029	0.0003	0.0000	0.0003
Passenger Truck	Diesel	Rural Unrestricted	0.0022	0.0002	0.0000	0.0002
Passenger Truck	Diesel	Urban Restricted	0.0010	0.0001	0.0000	0.0001
Passenger Truck	Diesel	Urban Unrestricted	0.0080	0.0007	0.0000	0.0007
Passenger Truck	Ethanol (E-85)	Off-Network	0.0021	0.0034	0.0042	0.0076
Passenger Truck	Ethanol (E-85)	Rural Restricted	0.0015	0.0003	0.0001	0.0005
Passenger Truck	Ethanol (E-85)	Rural Unrestricted	0.0006	0.0001	0.0002	0.0003
Passenger Truck	Ethanol (E-85)	Urban Restricted	0.0005	0.0001	0.0000	0.0002
Passenger Truck	Ethanol (E-85)	Urban Unrestricted	0.0016	0.0004	0.0007	0.0010
Light Commercial Truck	Gasoline	Off-Network	0.0324	0.0423	0.0362	0.0785
Light Commercial Truck	Gasoline	Rural Restricted	0.0164	0.0032	0.0012	0.0044
Light Commercial Truck	Gasoline	Rural Unrestricted	0.0088	0.0019	0.0012	0.0031
Light Commercial Truck	Gasoline	Urban Restricted	0.0054	0.0011	0.0004	0.0015
Light Commercial Truck	Gasoline	Urban Unrestricted	0.0247	0.0066	0.0052	0.0118
Light Commercial Truck	Diesel	Off-Network	0.0031	0.0013	0.0000	0.0013
Light Commercial Truck	Diesel	Rural Restricted	0.0027	0.0004	0.0000	0.0004
Light Commercial Truck	Diesel	Rural Unrestricted	0.0020	0.0003	0.0000	0.0003
Light Commercial Truck	Diesel	Urban Restricted	0.0009	0.0001	0.0000	0.0001
Light Commercial Truck	Diesel	Urban Unrestricted	0.0073	0.0011	0.0000	0.0011
Light Commercial Truck	Ethanol (E-85)	Off-Network	0.0007	0.0010	0.0012	0.0022
Light Commercial Truck	Ethanol (E-85)	Rural Restricted	0.0004	0.0001	0.0000	0.0001
Light Commercial Truck	Ethanol (E-85)	Rural Unrestricted	0.0002	0.0000	0.0000	0.0001
Light Commercial Truck	Ethanol (E-85)	Urban Restricted	0.0001	0.0000	0.0000	0.0000

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2025			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Light Commercial Truck	Ethanol (E-85)	Urban Unrestricted	0.0004	0.0001	0.0002	0.0003
Intercity Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Rural Restricted	0.0007	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Rural Unrestricted	0.0006	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Urban Unrestricted	0.0022	0.0001	0.0000	0.0001
Transit Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Restricted	0.0013	0.0001	0.0000	0.0001
Transit Bus	Diesel	Rural Unrestricted	0.0009	0.0001	0.0000	0.0001
Transit Bus	Diesel	Urban Restricted	0.0004	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Unrestricted	0.0028	0.0002	0.0000	0.0002
Transit Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Restricted	0.0002	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Unrestricted	0.0002	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Unrestricted	0.0004	0.0001	0.0000	0.0001
School Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Restricted	0.0014	0.0001	0.0000	0.0001
School Bus	Diesel	Rural Unrestricted	0.0010	0.0001	0.0000	0.0001
School Bus	Diesel	Urban Restricted	0.0005	0.0000	0.0000	0.0000
School Bus	Diesel	Urban Unrestricted	0.0031	0.0003	0.0000	0.0003
Refuse Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Rural Restricted	0.0024	0.0001	0.0000	0.0001
Refuse Truck	Diesel	Rural Unrestricted	0.0016	0.0001	0.0000	0.0001
Refuse Truck	Diesel	Urban Restricted	0.0008	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Unrestricted	0.0055	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Gasoline	Off-Network	0.0074	0.0079	0.0083	0.0162
Single Unit Short-haul Truck	Gasoline	Rural Restricted	0.0048	0.0008	0.0002	0.0010
Single Unit Short-haul Truck	Gasoline	Rural Unrestricted	0.0031	0.0007	0.0002	0.0009
Single Unit Short-haul Truck	Gasoline	Urban Restricted	0.0016	0.0003	0.0001	0.0003
Single Unit Short-haul Truck	Gasoline	Urban Unrestricted	0.0092	0.0039	0.0006	0.0046
Single Unit Short-haul Truck	Diesel	Off-Network	0.0097	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Diesel	Rural Restricted	0.0233	0.0017	0.0000	0.0017
Single Unit Short-haul Truck	Diesel	Rural Unrestricted	0.0164	0.0016	0.0000	0.0016
Single Unit Short-haul Truck	Diesel	Urban Restricted	0.0078	0.0006	0.0000	0.0006
Single Unit Short-haul Truck	Diesel	Urban Unrestricted	0.0596	0.0060	0.0000	0.0060
Single Unit Long-haul Truck	Gasoline	Off-Network	0.0001	0.0001	0.0001	0.0002
Single Unit Long-haul Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2025			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Single Unit Long-haul Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Gasoline	Urban Unrestricted	0.0001	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Off-Network	0.0003	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Rural Restricted	0.0019	0.0002	0.0000	0.0002
Single Unit Long-haul Truck	Diesel	Rural Unrestricted	0.0014	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Diesel	Urban Restricted	0.0006	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Diesel	Urban Unrestricted	0.0050	0.0005	0.0000	0.0005
Motor Home	Gasoline	Off-Network	0.0009	0.0012	0.0041	0.0053
Motor Home	Gasoline	Rural Restricted	0.0013	0.0003	0.0001	0.0004
Motor Home	Gasoline	Rural Unrestricted	0.0008	0.0002	0.0001	0.0003
Motor Home	Gasoline	Urban Restricted	0.0004	0.0001	0.0000	0.0001
Motor Home	Gasoline	Urban Unrestricted	0.0024	0.0011	0.0002	0.0013
Motor Home	Diesel	Off-Network	0.0002	0.0000	0.0000	0.0000
Motor Home	Diesel	Rural Restricted	0.0019	0.0002	0.0000	0.0002
Motor Home	Diesel	Rural Unrestricted	0.0011	0.0002	0.0000	0.0002
Motor Home	Diesel	Urban Restricted	0.0006	0.0001	0.0000	0.0001
Motor Home	Diesel	Urban Unrestricted	0.0039	0.0006	0.0000	0.0006
Combination Short-haul Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Rural Restricted	0.0276	0.0010	0.0000	0.0010
Combination Short-haul Truck	Diesel	Rural Unrestricted	0.0047	0.0002	0.0000	0.0002
Combination Short-haul Truck	Diesel	Urban Restricted	0.0091	0.0003	0.0000	0.0003
Combination Short-haul Truck	Diesel	Urban Unrestricted	0.0159	0.0009	0.0000	0.0009
Combination Long-haul Truck	Diesel	Off-Network	0.3997	0.0694	0.0000	0.0694
Combination Long-haul Truck	Diesel	Rural Restricted	0.0882	0.0025	0.0000	0.0025
Combination Long-haul Truck	Diesel	Rural Unrestricted	0.0156	0.0006	0.0000	0.0006
Combination Long-haul Truck	Diesel	Urban Restricted	0.0293	0.0008	0.0000	0.0008
Combination Long-haul Truck	Diesel	Urban Unrestricted	0.0535	0.0024	0.0000	0.0024
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**1.3670**	**0.4464**	**0.4375**	**0.8838**
Motorcycle	ALL	ALL	0.0142	0.0170	0.0492	0.0662
Passenger Car	ALL	ALL	0.2116	0.1547	0.2228	0.3776
Passenger Truck	ALL	ALL	0.1998	0.1063	0.1059	0.2122
Light Commercial Truck	ALL	ALL	0.1055	0.0595	0.0457	0.1051
Intercity Bus	ALL	ALL	0.0038	0.0002	0.0000	0.0002
Transit Bus	ALL	ALL	0.0063	0.0005	0.0000	0.0005
School Bus	ALL	ALL	0.0059	0.0004	0.0000	0.0005
Refuse Truck	ALL	ALL	0.0104	0.0004	0.0000	0.0004
Single Unit Short-haul Truck	ALL	ALL	0.1428	0.0239	0.0093	0.0332
Single Unit Long-haul Truck	ALL	ALL	0.0095	0.0011	0.0001	0.0012
Motor Home	ALL	ALL	0.0135	0.0040	0.0044	0.0084
Combination Short-haul Truck	ALL	ALL	0.0572	0.0024	0.0000	0.0024
Combination Long-haul Truck	ALL	ALL	0.5863	0.0759	0.0000	0.0759
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**1.3670**	**0.4464**	**0.4375**	**0.8838**
ALL	Gasoline	ALL	0.5175	0.3411	0.4284	0.7695

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2025			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
ALL	Diesel	ALL	0.8388	0.0980	0.0000	0.0980
ALL	CNG	ALL	0.0009	0.0001	0.0000	0.0001
ALL	Ethanol (E-85)	ALL	0.0098	0.0072	0.0090	0.0162
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**1.3670**	**0.4464**	**0.4375**	**0.8838**
ALL	ALL	Off-Network	0.6065	0.3306	0.3636	0.6942
ALL	ALL	Rural Restricted	0.2570	0.0282	0.0097	0.0379
ALL	ALL	Rural Unrestricted	0.1016	0.0174	0.0115	0.0289
ALL	ALL	Urban Restricted	0.0853	0.0094	0.0033	0.0126
ALL	ALL	Urban Unrestricted	0.3166	0.0607	0.0494	0.1101
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**1.3670**	**0.4464**	**0.4375**	**0.8838**
Safety Margin			7½%			7½%
Emissions Budget			**1.4695**			**0.9501**

Table A8.4. 2030 Onroad NO_X and VOC Emissions: tons per summer weekday (tpswd) for the Eastern Kenosha County area.

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2030			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Motorcycle	Gasoline	Off-Network	0.0002	0.0010	0.0327	0.0337
Motorcycle	Gasoline	Rural Restricted	0.0015	0.0012	0.0006	0.0017
Motorcycle	Gasoline	Rural Unrestricted	0.0036	0.0031	0.0019	0.0050
Motorcycle	Gasoline	Urban Restricted	0.0006	0.0005	0.0002	0.0007
Motorcycle	Gasoline	Urban Unrestricted	0.0090	0.0111	0.0086	0.0197
Passenger Car	Gasoline	Off-Network	0.0630	0.0868	0.1400	0.2267
Passenger Car	Gasoline	Rural Restricted	0.0237	0.0050	0.0038	0.0088
Passenger Car	Gasoline	Rural Unrestricted	0.0114	0.0025	0.0041	0.0066
Passenger Car	Gasoline	Urban Restricted	0.0093	0.0020	0.0015	0.0035
Passenger Car	Gasoline	Urban Unrestricted	0.0326	0.0083	0.0183	0.0266
Passenger Car	Diesel	Off-Network	0.0007	0.0008	0.0000	0.0008
Passenger Car	Diesel	Rural Restricted	0.0003	0.0001	0.0000	0.0001
Passenger Car	Diesel	Rural Unrestricted	0.0002	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Unrestricted	0.0004	0.0001	0.0000	0.0001
Passenger Car	Ethanol (E-85)	Off-Network	0.0008	0.0014	0.0024	0.0038
Passenger Car	Ethanol (E-85)	Rural Restricted	0.0003	0.0001	0.0001	0.0001
Passenger Car	Ethanol (E-85)	Rural Unrestricted	0.0001	0.0000	0.0001	0.0001
Passenger Car	Ethanol (E-85)	Urban Restricted	0.0001	0.0000	0.0000	0.0001
Passenger Car	Ethanol (E-85)	Urban Unrestricted	0.0004	0.0001	0.0004	0.0005
Passenger Truck	Gasoline	Off-Network	0.0384	0.0505	0.0690	0.1195
Passenger Truck	Gasoline	Rural Restricted	0.0273	0.0054	0.0023	0.0078
Passenger Truck	Gasoline	Rural Unrestricted	0.0112	0.0022	0.0025	0.0047
Passenger Truck	Gasoline	Urban Restricted	0.0107	0.0021	0.0009	0.0031
Passenger Truck	Gasoline	Urban Unrestricted	0.0305	0.0068	0.0112	0.0180
Passenger Truck	Diesel	Off-Network	0.0038	0.0004	0.0000	0.0004
Passenger Truck	Diesel	Rural Restricted	0.0019	0.0002	0.0000	0.0002
Passenger Truck	Diesel	Rural Unrestricted	0.0014	0.0001	0.0000	0.0001
Passenger Truck	Diesel	Urban Restricted	0.0007	0.0001	0.0000	0.0001
Passenger Truck	Diesel	Urban Unrestricted	0.0055	0.0005	0.0000	0.0005
Passenger Truck	Ethanol (E-85)	Off-Network	0.0021	0.0032	0.0050	0.0082
Passenger Truck	Ethanol (E-85)	Rural Restricted	0.0014	0.0003	0.0002	0.0005
Passenger Truck	Ethanol (E-85)	Rural Unrestricted	0.0006	0.0001	0.0002	0.0003
Passenger Truck	Ethanol (E-85)	Urban Restricted	0.0005	0.0001	0.0001	0.0002
Passenger Truck	Ethanol (E-85)	Urban Unrestricted	0.0015	0.0003	0.0009	0.0012
Light Commercial Truck	Gasoline	Off-Network	0.0198	0.0247	0.0290	0.0537
Light Commercial Truck	Gasoline	Rural Restricted	0.0097	0.0020	0.0010	0.0029
Light Commercial Truck	Gasoline	Rural Unrestricted	0.0047	0.0009	0.0010	0.0020
Light Commercial Truck	Gasoline	Urban Restricted	0.0038	0.0008	0.0004	0.0012
Light Commercial Truck	Gasoline	Urban Unrestricted	0.0135	0.0031	0.0046	0.0077
Light Commercial Truck	Diesel	Off-Network	0.0028	0.0007	0.0000	0.0007
Light Commercial Truck	Diesel	Rural Restricted	0.0016	0.0002	0.0000	0.0002
Light Commercial Truck	Diesel	Rural Unrestricted	0.0012	0.0001	0.0000	0.0001
Light Commercial Truck	Diesel	Urban Restricted	0.0006	0.0001	0.0000	0.0001
Light Commercial Truck	Diesel	Urban Unrestricted	0.0044	0.0005	0.0000	0.0005
Light Commercial Truck	Ethanol (E-85)	Off-Network	0.0007	0.0012	0.0018	0.0030
Light Commercial Truck	Ethanol (E-85)	Rural Restricted	0.0004	0.0001	0.0001	0.0001
Light Commercial Truck	Ethanol (E-85)	Rural Unrestricted	0.0002	0.0000	0.0001	0.0001
Light Commercial Truck	Ethanol (E-85)	Urban Restricted	0.0001	0.0000	0.0000	0.0001

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2030			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Light Commercial Truck	Ethanol (E-85)	Urban Unrestricted	0.0004	0.0001	0.0003	0.0004
Intercity Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Rural Restricted	0.0005	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Rural Unrestricted	0.0004	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Intercity Bus	Diesel	Urban Unrestricted	0.0015	0.0001	0.0000	0.0001
Transit Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Restricted	0.0007	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Unrestricted	0.0005	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Restricted	0.0003	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Unrestricted	0.0017	0.0001	0.0000	0.0001
Transit Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Unrestricted	0.0003	0.0000	0.0000	0.0000
School Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Restricted	0.0010	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Unrestricted	0.0008	0.0000	0.0000	0.0000
School Bus	Diesel	Urban Restricted	0.0004	0.0000	0.0000	0.0000
School Bus	Diesel	Urban Unrestricted	0.0024	0.0002	0.0000	0.0002
Refuse Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Rural Restricted	0.0022	0.0001	0.0000	0.0001
Refuse Truck	Diesel	Rural Unrestricted	0.0015	0.0001	0.0000	0.0001
Refuse Truck	Diesel	Urban Restricted	0.0009	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Unrestricted	0.0054	0.0002	0.0000	0.0002
Single Unit Short-haul Truck	Gasoline	Off-Network	0.0046	0.0057	0.0062	0.0118
Single Unit Short-haul Truck	Gasoline	Rural Restricted	0.0038	0.0006	0.0001	0.0008
Single Unit Short-haul Truck	Gasoline	Rural Unrestricted	0.0025	0.0006	0.0001	0.0007
Single Unit Short-haul Truck	Gasoline	Urban Restricted	0.0015	0.0003	0.0001	0.0003
Single Unit Short-haul Truck	Gasoline	Urban Unrestricted	0.0076	0.0031	0.0006	0.0038
Single Unit Short-haul Truck	Diesel	Off-Network	0.0100	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Diesel	Rural Restricted	0.0161	0.0010	0.0000	0.0010
Single Unit Short-haul Truck	Diesel	Rural Unrestricted	0.0116	0.0010	0.0000	0.0010
Single Unit Short-haul Truck	Diesel	Urban Restricted	0.0064	0.0004	0.0000	0.0004
Single Unit Short-haul Truck	Diesel	Urban Unrestricted	0.0439	0.0040	0.0000	0.0040
Single Unit Long-haul Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2030			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
Single Unit Long-haul Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Off-Network	0.0003	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Rural Restricted	0.0014	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Diesel	Rural Unrestricted	0.0010	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Diesel	Urban Restricted	0.0005	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Urban Unrestricted	0.0038	0.0004	0.0000	0.0004
Motor Home	Gasoline	Off-Network	0.0005	0.0008	0.0021	0.0029
Motor Home	Gasoline	Rural Restricted	0.0007	0.0001	0.0000	0.0001
Motor Home	Gasoline	Rural Unrestricted	0.0004	0.0001	0.0000	0.0001
Motor Home	Gasoline	Urban Restricted	0.0003	0.0000	0.0000	0.0001
Motor Home	Gasoline	Urban Unrestricted	0.0013	0.0005	0.0001	0.0006
Motor Home	Diesel	Off-Network	0.0003	0.0000	0.0000	0.0000
Motor Home	Diesel	Rural Restricted	0.0012	0.0001	0.0000	0.0001
Motor Home	Diesel	Rural Unrestricted	0.0007	0.0001	0.0000	0.0001
Motor Home	Diesel	Urban Restricted	0.0005	0.0001	0.0000	0.0001
Motor Home	Diesel	Urban Unrestricted	0.0028	0.0005	0.0000	0.0005
Combination Short-haul Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Gasoline	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Rural Restricted	0.0177	0.0005	0.0000	0.0005
Combination Short-haul Truck	Diesel	Rural Unrestricted	0.0031	0.0001	0.0000	0.0001
Combination Short-haul Truck	Diesel	Urban Restricted	0.0070	0.0002	0.0000	0.0002
Combination Short-haul Truck	Diesel	Urban Unrestricted	0.0111	0.0005	0.0000	0.0005
Combination Long-haul Truck	Diesel	Off-Network	0.3871	0.0647	0.0000	0.0647
Combination Long-haul Truck	Diesel	Rural Restricted	0.0600	0.0015	0.0000	0.0015
Combination Long-haul Truck	Diesel	Rural Unrestricted	0.0107	0.0004	0.0000	0.0004
Combination Long-haul Truck	Diesel	Urban Restricted	0.0237	0.0006	0.0000	0.0006
Combination Long-haul Truck	Diesel	Urban Unrestricted	0.0388	0.0016	0.0000	0.0016
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**1.0641**	**0.3227**	**0.3546**	**0.6773**
Motorcycle	ALL	ALL	0.0148	0.0169	0.0440	0.0609
Passenger Car	ALL	ALL	0.1435	0.1072	0.1707	0.2779
Passenger Truck	ALL	ALL	0.1375	0.0726	0.0922	0.1649
Light Commercial Truck	ALL	ALL	0.0639	0.0345	0.0382	0.0727
Intercity Bus	ALL	ALL	0.0026	0.0002	0.0000	0.0002
Transit Bus	ALL	ALL	0.0039	0.0003	0.0000	0.0003
School Bus	ALL	ALL	0.0047	0.0003	0.0000	0.0003
Refuse Truck	ALL	ALL	0.0100	0.0004	0.0000	0.0004
Single Unit Short-haul Truck	ALL	ALL	0.1080	0.0170	0.0071	0.0241
Single Unit Long-haul Truck	ALL	ALL	0.0071	0.0007	0.0000	0.0007
Motor Home	ALL	ALL	0.0087	0.0024	0.0022	0.0046
Combination Short-haul Truck	ALL	ALL	0.0390	0.0014	0.0000	0.0014
Combination Long-haul Truck	ALL	ALL	0.5204	0.0689	0.0000	0.0689
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**1.0641**	**0.3227**	**0.3546**	**0.6773**
ALL	Gasoline	ALL	0.3478	0.2319	0.3431	0.5750

Source Type	Fuel Type	Road Type	Eastern Kenosha County – Year 2030			
			NO_x Emissions (tpswd)	VOC Emissions (tpswd)		
			Total	Exhaust	Evaporative	**Total**
ALL	Diesel	ALL	0.7060	0.0836	0.0000	0.0836
ALL	CNG	ALL	0.0006	0.0001	0.0000	0.0001
ALL	Ethanol (E-85)	ALL	0.0097	0.0072	0.0115	0.0187
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**1.0641**	**0.3227**	**0.3546**	**0.6773**
ALL	ALL	Off-Network	0.5351	0.2423	0.2881	0.5304
ALL	ALL	Rural Restricted	0.1737	0.0187	0.0082	0.0269
ALL	ALL	Rural Unrestricted	0.0680	0.0119	0.0101	0.0220
ALL	ALL	Urban Restricted	0.0683	0.0074	0.0033	0.0107
ALL	ALL	Urban Unrestricted	0.2190	0.0425	0.0449	0.0874
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**1.0641**	**0.3227**	**0.3546**	**0.6773**
Safety Margin			7½%			7½%
Emissions Budget			**1.1439**			**0.7281**

Table A8.5. Vehicle Activity Data Output from the MOVES2014b Model for Years 2011, 2017, 2025 and 2030 for the Eastern Kenosha County area.

Source Type	Fuel Type	Road Type	Eastern Kenosha County							
			Vehicle Population				Vehicle-Miles of Travel Summer Weekday			
			2011	2017	2025	2030	2011	2017	2025	2030
Motorcycle	Gasoline	Off-Network	3,091	3,116	3,431	3,588				
Motorcycle	Gasoline	Rural Restricted					2,458	2,545	2,231	2,222
Motorcycle	Gasoline	Rural Unrestricted					5,492	5,293	5,244	5,312
Motorcycle	Gasoline	Urban Restricted					9	105	740	875
Motorcycle	Gasoline	Urban					13,088	13,646	15,521	16,410
Passenger Car	Gasoline	Off-Network	42,927	43,665	47,723	49,440				
Passenger Car	Gasoline	Rural Restricted					427,185	443,684	379,064	374,304
Passenger Car	Gasoline	Rural Unrestricted					293,163	278,967	276,073	277,282
Passenger Car	Gasoline	Urban Restricted					1,647	18,253	125,665	147,360
Passenger Car	Gasoline	Urban					698,019	719,344	816,359	855,866
Passenger Car	Diesel	Off-Network	181	315	504	571				
Passenger Car	Diesel	Rural Restricted					1,743	3,494	4,196	4,412
Passenger Car	Diesel	Rural Unrestricted					1,196	2,197	3,056	3,268
Passenger Car	Diesel	Urban Restricted					7	144	1,391	1,737
Passenger Car	Diesel	Urban					2,848	5,665	9,037	10,088
Passenger Car	Ethanol (E-85)	Off-Network	3	100	565	739				
Passenger Car	Ethanol (E-85)	Rural Restricted					38	1,098	4,575	5,622
Passenger Car	Ethanol (E-85)	Rural Unrestricted					26	690	3,332	4,165
Passenger Car	Ethanol (E-85)	Urban Restricted					0	45	1,517	2,213
Passenger Car	Ethanol (E-85)	Urban					62	1,780	9,852	12,855
Passenger Truck	Gasoline	Off-Network	30,661	32,284	35,340	36,660				
Passenger Truck	Gasoline	Rural Restricted					354,522	385,566	329,399	325,645
Passenger Truck	Gasoline	Rural Unrestricted					243,317	242,454	239,834	241,164
Passenger Truck	Gasoline	Urban Restricted					1,367	15,863	109,196	128,196
Passenger Truck	Gasoline	Urban					579,307	625,171	709,240	744,429
Passenger Truck	Diesel	Off-Network	517	627	744	790				
Passenger Truck	Diesel	Rural Restricted					6,196	7,624	6,973	7,027
Passenger Truck	Diesel	Rural Unrestricted					4,252	4,794	5,077	5,204
Passenger Truck	Diesel	Urban Restricted					24	314	2,311	2,766
Passenger Truck	Diesel	Urban					10,124	12,362	15,013	16,065
Passenger Truck	Ethanol (E-85)	Off-Network	7	260	1,631	2,151				
Passenger Truck	Ethanol (E-85)	Rural Restricted					90	3,373	15,352	19,124
Passenger Truck	Ethanol (E-85)	Rural Unrestricted					62	2,121	11,177	14,163
Passenger Truck	Ethanol (E-85)	Urban Restricted					0	139	5,089	7,529

Source Type	Fuel Type	Road Type	Eastern Kenosha County							
			Vehicle Population				Vehicle-Miles of Travel Summer Weekday			
			2011	2017	2025	2030	2011	2017	2025	2030
Passenger Truck	Ethanol (E-85)	Urban					147	5,469	33,054	43,718
Light Commercial Truck	Gasoline	Off-Network	7,207	7,891	8,739	9,056				
Light Commercial Truck	Gasoline	Rural Restricted					77,578	85,933	74,414	73,513
Light Commercial Truck	Gasoline	Rural Unrestricted					53,244	54,037	54,181	54,442
Light Commercial Truck	Gasoline	Urban Restricted					299	3,535	24,668	28,940
Light Commercial Truck	Gasoline	Urban					126,766	139,335	160,224	168,051
Light Commercial Truck	Diesel	Off-Network	407	446	509	533				
Light Commercial Truck	Diesel	Rural Restricted					4,433	4,864	4,332	4,335
Light Commercial Truck	Diesel	Rural Unrestricted					3,042	3,058	3,154	3,210
Light Commercial Truck	Diesel	Urban Restricted					17	200	1,436	1,706
Light Commercial Truck	Diesel	Urban					7,243	7,886	9,327	9,909
Light Commercial Truck	Ethanol (E-85)	Off-Network	1	49	353	495				
Light Commercial Truck	Ethanol (E-85)	Rural Restricted					16	621	3,154	4,075
Light Commercial Truck	Ethanol (E-85)	Rural Unrestricted					11	390	2,296	3,018
Light Commercial Truck	Ethanol (E-85)	Urban Restricted					0	26	1,045	1,604
Light Commercial Truck	Ethanol (E-85)	Urban					27	1,006	6,790	9,315
Intercity Bus	Diesel	Off-Network	3	4	4	5				
Intercity Bus	Diesel	Rural Restricted					216	272	215	250
Intercity Bus	Diesel	Rural Unrestricted					198	227	208	245
Intercity Bus	Diesel	Urban Restricted					1	11	71	98
Intercity Bus	Diesel	Urban					453	566	597	735
Transit Bus	Gasoline	Off-Network	0	0	0	0				
Transit Bus	Gasoline	Rural Restricted					7	9	10	10
Transit Bus	Gasoline	Rural Unrestricted					6	7	9	10
Transit Bus	Gasoline	Urban Restricted					0	0	3	4
Transit Bus	Gasoline	Urban					14	18	26	30
Transit Bus	Diesel	Off-Network	11	12	13	14				
Transit Bus	Diesel	Rural Restricted					447	423	372	364
Transit Bus	Diesel	Rural Unrestricted					409	354	359	358
Transit Bus	Diesel	Urban Restricted					2	17	123	143
Transit Bus	Diesel	Urban					938	882	1,029	1,072
Transit Bus	CNG	Off-Network	1	2	2	3				
Transit Bus	CNG	Rural Restricted					60	65	69	69
Transit Bus	CNG	Rural Unrestricted					55	54	66	67
Transit Bus	CNG	Urban Restricted					0	3	23	27
Transit Bus	CNG	Urban					126	134	190	202
School Bus	Gasoline	Off-Network	2	1	1	2				
School Bus	Gasoline	Rural Restricted					23	16	13	13
School Bus	Gasoline	Rural Unrestricted					21	13	12	12

Source Type	Fuel Type	Road Type	Eastern Kenosha County							
			Vehicle Population				Vehicle-Miles of Travel Summer Weekday			
			2011	2017	2025	2030	2011	2017	2025	2030
School Bus	Gasoline	Urban Restricted					0	1	4	5
School Bus	Gasoline	Urban					49	32	36	37
School Bus	Diesel	Off-Network	110	128	143	149				
School Bus	Diesel	Rural Restricted					1,315	1,439	1,274	1,239
School Bus	Diesel	Rural Unrestricted					1,204	1,204	1,230	1,215
School Bus	Diesel	Urban Restricted					5	59	422	488
School Bus	Diesel	Urban					2,760	2,998	3,529	3,645
Refuse Truck	Gasoline	Off-Network	5	1	0	0				
Refuse Truck	Gasoline	Rural Restricted					82	10	6	6
Refuse Truck	Gasoline	Rural Unrestricted					53	6	4	4
Refuse Truck	Gasoline	Urban Restricted					0	0	2	2
Refuse Truck	Gasoline	Urban					122	14	11	12
Refuse Truck	Diesel	Off-Network	72	87	101	105				
Refuse Truck	Diesel	Rural Restricted					1,851	2,018	1,822	1,810
Refuse Truck	Diesel	Rural Unrestricted					1,195	1,191	1,238	1,250
Refuse Truck	Diesel	Urban Restricted					7	83	604	712
Refuse Truck	Diesel	Urban					2,746	2,968	3,556	3,752
Single Unit Short-haul	Gasoline	Off-Network	860	914	1,025	1,085				
Single Unit Short-haul	Gasoline	Rural Restricted					12,088	13,205	12,154	12,204
Single Unit Short-haul	Gasoline	Rural Unrestricted					7,806	7,794	8,258	8,426
Single Unit Short-haul	Gasoline	Urban Restricted					47	543	4,029	4,804
Single Unit Short-haul	Gasoline	Urban					17,929	19,427	23,719	25,301
Single Unit Short-haul	Diesel	Off-Network	1,699	1,957	2,232	2,318				
Single Unit Short-haul	Diesel	Rural Restricted					27,477	29,536	25,957	25,741
Single Unit Short-haul	Diesel	Rural Unrestricted					17,743	17,433	17,637	17,773
Single Unit Short-haul	Diesel	Urban Restricted					106	1,215	8,605	10,133
Single Unit Short-haul	Diesel	Urban					40,755	43,454	50,656	53,366
Single Unit Long-haul Truck	Gasoline	Off-Network	28	20	4	1				
Single Unit Long-haul Truck	Gasoline	Rural Restricted					402	143	16	2
Single Unit Long-haul Truck	Gasoline	Rural Unrestricted					260	84	11	1
Single Unit Long-haul Truck	Gasoline	Urban Restricted					2	6	5	1
Single Unit Long-haul Truck	Gasoline	Urban					597	211	31	4
Single Unit Long-haul Truck	Diesel	Off-Network	79	102	130	139				
Single Unit Long-haul Truck	Diesel	Rural Restricted					1,748	2,277	2,088	2,090
Single Unit Long-haul Truck	Diesel	Rural Unrestricted					1,129	1,344	1,419	1,443
Single Unit Long-haul Truck	Diesel	Urban Restricted					7	94	692	823
Single Unit Long-haul Truck	Diesel	Urban					2,593	3,350	4,074	4,334
Motor Home	Gasoline	Off-Network	418	469	468	458				
Motor Home	Gasoline	Rural Restricted					954	1,025	778	732

Source Type	Fuel Type	Road Type	Eastern Kenosha County							
			Vehicle Population				Vehicle-Miles of Travel Summer Weekday			
			2011	2017	2025	2030	2011	2017	2025	2030
Motor Home	Gasoline	Rural Unrestricted					616	605	529	505
Motor Home	Gasoline	Urban Restricted					4	42	258	288
Motor Home	Gasoline	Urban					1,415	1,508	1,519	1,517
Motor Home	Diesel	Off-Network	222	252	359	411				
Motor Home	Diesel	Rural Restricted					507	550	598	657
Motor Home	Diesel	Rural Unrestricted					327	325	407	454
Motor Home	Diesel	Urban Restricted					2	23	198	259
Motor Home	Diesel	Urban					752	809	1,168	1,362
Combination Short-haul	Gasoline	Off-Network	0	0	0	0				
Combination Short-haul	Gasoline	Rural Restricted					5	1	0	0
Combination Short-haul	Gasoline	Rural Unrestricted					1	0	0	0
Combination Short-haul	Gasoline	Urban Restricted					0	0	0	0
Combination Short-haul	Gasoline	Urban					2	0	0	0
Combination Short-haul	Diesel	Off-Network	230	253	266	270				
Combination Short-haul	Diesel	Rural Restricted					13,944	16,396	13,229	12,692
Combination Short-haul	Diesel	Rural Unrestricted					2,391	2,563	2,383	2,323
Combination Short-haul	Diesel	Urban Restricted					54	674	4,385	4,996
Combination Short-haul	Diesel	Urban					5,483	6,388	6,839	6,970
Combination Long-haul	Diesel	Off-Network	242	286	346	369				
Combination Long-haul	Diesel	Rural Restricted					49,542	51,591	47,499	47,786
Combination Long-haul	Diesel	Rural Unrestricted					8,494	8,066	8,557	8,747
Combination Long-haul	Diesel	Urban Restricted					192	2,122	15,746	18,812
Combination Long-haul	Diesel	Urban					19,481	20,098	24,554	26,245
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**88,986**	**93,242**	**104,635**	**109,352**	**3,168,282**	**3,371,090**	**3,789,719**	**3,959,813**
Motorcycle	ALL	ALL	3,091	3,116	3,431	3,588	21,048	21,588	23,736	24,819
Passenger Car	ALL	ALL	43,112	44,080	48,792	50,751	1,425,934	1,475,361	1,634,116	1,699,172
Passenger Truck	ALL	ALL	31,185	33,172	37,716	39,601	1,199,407	1,305,250	1,481,714	1,555,030
Light Commercial Truck	ALL	ALL	7,615	8,386	9,601	10,083	272,676	300,892	345,021	362,116
Intercity Bus	ALL	ALL	3	4	4	5	868	1,076	1,091	1,327
Transit Bus	ALL	ALL	13	14	16	17	2,064	1,967	2,279	2,357
School Bus	ALL	ALL	112	129	144	151	5,377	5,762	6,521	6,654
Refuse Truck	ALL	ALL	77	88	101	105	6,056	6,289	7,243	7,547
Single Unit Short-haul	ALL	ALL	2,559	2,871	3,257	3,403	123,950	132,607	151,015	157,746
Single Unit Long-haul Truck	ALL	ALL	107	122	134	140	6,737	7,509	8,336	8,699
Motor Home	ALL	ALL	640	721	827	869	4,576	4,887	5,455	5,774
Combination Short-haul	ALL	ALL	230	253	266	270	21,880	26,023	26,836	26,981
Combination Long-haul	ALL	ALL	242	286	346	369	77,709	81,878	96,355	101,590

Source Type	Fuel Type	Road Type	Eastern Kenosha County							
			Vehicle Population				Vehicle-Miles of Travel Summer Weekday			
			2011	2017	2025	2030	2011	2017	2025	2030
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**88,986**	**93,242**	**104,635**	**109,352**	**3,168,282**	**3,371,090**	**3,789,719**	**3,959,813**
ALL	Gasoline	ALL	85,200	88,362	96,733	100,290	2,919,965	3,078,451	3,373,497	3,497,939
ALL	Diesel	ALL	3,773	4,469	5,350	5,674	247,596	275,625	318,642	334,110
ALL	CNG	ALL	1	2	2	3	242	256	348	364
ALL	Ethanol (E-85)	ALL	12	409	2,549	3,385	479	16,758	97,232	127,400
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**88,986**	**93,242**	**104,635**	**109,352**	**3,168,282**	**3,371,090**	**3,789,719**	**3,959,813**
ALL	ALL	Off-Network	88,986	93,242	104,635	109,352				
ALL	ALL	Rural Restricted					984,926	1,057,776	929,788	925,942
ALL	ALL	Rural Unrestricted					645,713	635,274	645,750	654,061
ALL	ALL	Urban Restricted					3,799	43,517	308,230	364,522
ALL	ALL	Urban					1,533,844	1,634,523	1,905,951	2,015,289
ALL (Total)	**ALL (Total)**	**ALL (Total)**	**88,986**	**93,242**	**104,635**	**109,352**	**3,168,282**	**3,371,090**	**3,789,719**	**3,959,813**

APPENDIX 9

Permanent and Enforceable Control Measures in the Eastern Kenosha County Area

This appendix provides additional details about the permanent and enforceable control measures that have reduced emissions of ozone precursors from the Eastern Kenosha County area. This information expands upon that presented in Section 6 of the Redesignation Request and Maintenance Plan for the Eastern Kenosha County, Wisconsin 2008 8-hour Ozone Nonattainment Area.

1. Point Source Control Measures

NO_x Control Measures

Wisconsin NO_x RACT – Wisconsin has implemented RACT for major NO_x sources (sources with a potential to emit, PTE, of 100 tons or greater per year) in Wisconsin as part of compliance requirements for the 1997 ozone NAAQS. NOx RACT applies to all of Kenosha County. The NOx RACT requirements are codified under ss. NR 428.20 to 428.25, Wis. Adm. Code and became applicable May 1, 2009.

In 2017, there were 2,128.5 tons of NOx emissions from We Energies - Pleasant Prairie Power Plant (FID #230006260) and approximately 44 individual NOx emission units with 48.4 tons of NOx emissions from point sources in the Eastern Kenosha County area (Table A9.1).

The NOx emission units at We Energies - Pleasant Prairie Power Plant (FID #230006260) include two coal fired boilers (B20 and B21), two auxiliary natural gas fired boilers (B22 and B23), and four emergency generators (P30-P33). Boilers B20 and B21 are subject to the NOx RACT requirements in s. NR 428.22(1)(a)1.a., Wis. Adm. Code and shall comply with the NOx emission limit of 0.1 lbs/MMBtu, based on a 30-day rolling average, by May 1, 2009. Pursuant to a consent decree (Civil Action No. 03-C-0371), Boilers B20 and B21 became subject to the NOx emission limit of 0.08 lbs/MMBtu, based on a 12-month rolling average, by December 31, 2006 and December 31, 2003, respectively. As noted in the source's construction permit #18-RAB-05-ERC, issued on September 7, 2018, boilers B20-B23 were permanently shut down on or around April 10, 2018.

The remainder of the NOx emission units are located at smaller facilities that have PTEs below major source thresholds or individual emissions units that have relatively small PTE or operate infrequently (e.g., batch heat treat furnaces, emergency generators, auxiliary boilers) and therefore are not subject to NOx RACT requirements. If the owners of these facilities modify or add sources such that total facility potential emissions increase above 100 tons per year, the facilities and emission units become subject to state NOx RACT requirements. In addition, any new emission units at these facilities would be subject to performance standards under s. NR 428.05, Wis. Adm. Code, as discussed in section 5.

Table A9.1. 2008-2017 NOx emissions and requirements for point sources in the eastern Kenosha County area.

Facility		2008	2011	2017	2008 – 2017 Change	Permanent and Enforceable Control Measures
We Energies - Pleasant Prairie Power Plant (FID #230006260)	Annual NOx Emissions (TPY)	2,861.7	2,498.5	2,128.5	-25.6%	**For coal fired boilers B20 and B21:** < 0.1 lbs/MMBtu [NR 428.22(1)(a)1.a.] < 0.08 lbs/MMBtu [Consent Decree]
Other NOx Emissions Units	Annual NOx Emissions (TPY)	53.0	32.3	48.4	-8.5%	Emission units become subject to NOx RACT if facilities exceed 100 TPY
	Number of Units	52	36	44	-15.3%	
Total NOx Emissions (TPY)		2,914.7	2,530.8	2,176.9	-25.3%	

Federal NOx Transport Rules – Beginning January 1, 2009, EGUs in 22 states east of the Mississippi (including Wisconsin) became subject to ozone season NOx emission budgets under the Clean Air Interstate Rule (CAIR). CAIR addresses the broad regional interstate transport of NOx affecting attainment and maintenance of the 1997 ozone NAAQS as required under CAA s. 110(a)(2)(D). CAIR resulted in a significant reduction of NOx emissions during the ozone season in areas contributing to Kenosha County over the 2009-2014 period.

Table A9.2 shows emission levels for EGUs affected by the CAIR rule through 2014 for states upwind of the eastern Kenosha County area. The states listed (in decreasing order of contribution) are those states contributing more than 1% of the 2008 standard (0.75 ppb) to the Chiwaukee Prairie monitor. Between 2008 and 2014, total EGU emissions across these states decreased by approximately 24%. Emission reductions were proportionately larger, ranging from 24.1% to 54.5%, for the three states contributing the most to eastern Kenosha County ozone concentrations: Illinois, Indiana, and Wisconsin.

Table A9.2. EGU NOx emitted under the CAIR program in states contributing > 0.75 ppb (1% of the 2008 NAAQS) in Kenosha County.

State	CSAPR Modeled Contribution to Kenosha County[1] (ppb)	Ozone Season NOx Emissions (Tons)			Percent Reduction		
		2008	2011	2014	2008 - 2011	2011 – 2014	2008 – 2014
Illinois	31.090	31,106	26,894	18,489	13.5%	31.3%	40.6%
Indiana	12.888	53,016	48,926	40,247	7.7%	17.7%	24.1%
Wisconsin	3.990	19,951	13,818	9,087	30.7%	34.2%	54.5%
Ohio	2.354	52,603	43,346	32,181	17.6%	25.8%	38.8%
Kentucky	1.875	39,324	40,055	33,896	-1.9%	15.4%	13.8%
Missouri	1.349	34,820	26,912	31,235	22.7%	-16.1%	10.3%
W. Virginia	1.069	25,398	23,431	28,681	7.7%	-22.4%	-12.9%
Virginia	0.958	17,392	15,620	9,695	10.2%	37.9%	44.3%
Pennsylvania	0.878	53,800	65,109	44,243	-21.0%	32.0%	17.8%
Total		**327,410**	**304,110**	**247,754**	**7.1%**	**18.5%**	**24.3%**

[1] Ozone contributions as determined by EPA in the final CSAPR rule, 76 FR 48208, August 8, 2011.
Source: EPA Clean Air Markets Division, Database of reported emissions.

Starting with the 2015 ozone season, the Cross-State Air Pollution Rule (CSAPR) replaced CAIR to reduce interstate NOx transport relative to the 1997 ozone NAAQS. CSAPR implemented NOx budgets for the impacted states in two phases. Phase I limits NOx emissions in 2015 and 2016. EPA published the CSAPR Update (81 FR 74504) in 2016 to address NOx transport affecting the attainment and maintenance of the 2008 ozone NAAQS (79 FR 16436). The CSAPR Update establishes Phase II NOx budgets starting with the 2017 ozone season.

VOC Control Measures

VOC RACT / CTG – The 2008 Ozone Implementation Rule states that RACT requirements can be met through previously adopted RACT controls approved by EPA under prior ozone NAAQS (80 FR 12264). Wisconsin has implemented VOC Control Techniques Guidelines (CTG) to fulfill RACT requirements for Wisconsin nonattainment areas, including the eastern Kenosha County area, under the 1997 ozone NAAQS. These VOC RACT / CTG requirements are codified under chapters NR 419 through 424, Wis. Adm. Code. The list of the CTGs in place in Wisconsin are provided in Appendix 10. All of these CTG requirements were implemented and effective prior to the 2011 base year. Appendix 10 also establishes that there are no sources within the eastern Kenosha County area that are subject to the CTGs that have not been incorporated into Wisconsin's Administrative Code and provides negative declarations regarding the need for regulation codifying these CTGs.

Eastern Kenosha County – Table A9.3 lists the point sources emitting VOCs in the eastern Kenosha County area in 2017. This assessment shows that approximately 82% of 2017 VOC emissions come from combustion sources. The majority of these combustion-related emissions were from two utility boilers at the We-Energies Pleasant Prairie Power Plant, which was shut down in the spring of 2018. Other combustion emissions originated from a number of industrial boilers, reciprocating engines, and various space and process heating units. As indicated in Table A9.3, the majority of these combustion-related emissions are subject to various National Emission Standards for Hazardous Air Pollutant (NESHAP) rules that have become effective since 2011. These NESHAP rules implement good combustion practices that minimize VOC emissions or apply direct emission limitations on total hydrocarbons (including VOCs). The specifics of the NESHAP rules are further described below in the section "Federal / Regional VOC Control Measures". It should be noted, however, that although the combustion NESHAP requirements are expected to minimize VOC emissions, the incremental emission reductions due to these rules are expected to be relatively small and difficult to quantify.

Table A9.3. 2017 VOC emissions and requirements for point sources in the eastern Kenosha County area.

FID	Facility	Unit	Annual VOC (Tons)	Percent of Total	Permanent and Enforceable Control Measures
Combustion Sources					
230006260	We-Energies Pleasant Prairie Power Plant B20 & B21	2 units	106.5	78.1%	MATS Combustion requirements
Multiple	Reciprocating Engines	7 units	0.02	0.02%	RICE NESHAP requirements[1]
Multiple	Natural Gas-Fired Boilers, Fuel Oil-Fired Boilers, Process Heaters	53 units	5.3	3.9%	ICI boiler and process heater NESHAP combustion requirements[1]
Subtotal =		**62 units**	**111.8**	**82.0%**	
Non-Combustion Sources					
Multiple	Non-combustion sources	38 units	24.7	18.0%	Individual emission units subject to VOC RACT / CTGs as applicable
Total =			**136.5**	**100.0%**	

ICI = Industrial, Commercial and Institutional, RICE = Reciprocating Internal Combustion Engine.

[1] The emissions units are subject to either major source or area source NESHAP emission requirements based on size thresholds. The applicability of requirements and exemptions for each unit has not been determined for purposes of this assessment. Natural gas-fired boilers and processes at area sources are not subject to requirements.

Table A9.3 shows that approximately 18% of VOC emissions in 2017 came from non-combustion activities or processes, which are subject to VOC RACT rules codified under chapters NR 419 through 424, Wis. Adm. Code. These rules aid in controlling VOC emissions but were implemented prior to 2011 with no additional incremental reduction expected between 2011 and 2017.

Federal VOC Control Measures for Point Sources

A number of federal NESHAP rules were implemented to control hazardous pollutants. These rules include requirements to control hazardous organic pollutants through ensuring complete combustion of fuels or implementing requirements for emissions of total hydrocarbons. Under either approach, the rules act to reduce total VOC emitted by the affected sources. These NESHAP rules apply to both major and area source facilities. Major sources are those facilities emitting more than 10 tons per year of a single hazardous air pollutant or more than 25 tons per year of all hazardous air pollutants in total. Area sources are those facilities that emit less than the major source thresholds for hazardous air pollutants.

These NESHAP measures apply to sources within the Eastern Kenosha County area but also apply nationally, thereby reducing the transport of VOC emissions into the nonattainment area. The NESHAP rules that have likely contributed to attainment by 2017 include the following:

- *Mercury and Air Toxics (MATS) NESHAP* – On February 16, 2012 EPA promulgated the MATS rule under part 63 subpart UUUUU. Emission requirements were fully applicable by April 16, 2015. Affected sources were required to conduct energy assessments and combustion tuning to ensuring complete combustion.

- *Major Source ICI Boiler and Process Heater NESHAP* – On March 21, 2011, EPA promulgated the "National Emission Standards for Hazardous Air Pollutants for Major Sources: Industrial, Commercial, and Institutional Boilers and Process Heaters" under part 63 subpart DDDDD. This NESHAP requires all boilers and process heaters, including natural gas fired units, at major source facilities to perform an initial energy assessment and perform periodic tune-ups by January 31, 2016. This action is intended to ensure complete combustion.

- *Area Source (non-major point sources) ICI Boiler and Process Heater NESHAP* – On March 21, 2011 EPA promulgated the "National Emission Standards for Hazardous Air Pollutants for Area Sources: Industrial, Commercial, and Institutional Boilers" under part 63 subpart JJJJJJ. This NESHAP requires solid fuel and oil fuel fired boilers operated by sources that are below the major source threshold to begin periodic combustion tuning by March 21, 2014.

- *Internal Combustion Engine Rules* – EPA has promulgated three rules which limit the total amount of hydrocarbon emissions from internal combustion engines - the "National Emission Standards for Hazardous Pollutants for Reciprocating Internal Combustion Engines" (RICE MACT) was promulgated on June 15, 2004 under Part 63, subpart ZZZZ and revised in January 2008 and March 2010, with the two revisions impacting additional RICE units; the "Standards of Performance for Stationary Spark Ignition Internal Combustion Engines" promulgated on January 18, 2008 under Part 60, subpart JJJJ; and "Standards of Performance for Stationary Compression Ignition Internal Combustion Engines promulgated on July 11, 2006 under Part 60, subpart IIII. These rules implement hydrocarbon emission limitations prior to and after 2011 based on compliance dates. These rules also act to continuously reduce emissions as existing stationary engines are replaced by new, cleaner-burning engines.

2. Area Source Control Measures

As noted for point sources, Wisconsin has implemented all of the necessary VOC RACT / CTG rules under chs. NR 419 through 424, Wis. Adm. Code. A number of these rules limit VOC emissions from area sources as noted in Appendix 10. Wisconsin previously had a Stage 2 vehicle refueling vapor recovery program in place. However, this program was removed from Wisconsin's ozone SIP on November 4, 2013 (78 FR 65875) with EPA approval because the equipment was found to defeat onboard vapor recovery systems for some new vehicles. As stage 2 equipment is removed, actual VOC emissions are anticipated to decrease slightly. This SIP revision was based on a technical showing of net benefit as required under the CAA in order to prevent SIP backsliding.

There are also a number of federal programs in place which reduce area source VOC emissions. VOC emission standards for consumer and commercial products were promulgated under 40 CFR Part 59. This program was implemented prior to 2011 and will continue to maintain reduced VOCs emitted from this source category. Actual emission levels going into the future will vary depending on population and activity use factors. Two other federal rules, the NESHAPs for Gasoline Distribution (Stage I) and Area Source ICI Boilers, also control area source VOC emissions associated with fuel storage and transfer activities.

3. Onroad Source Control Measures

Both NOx and VOC emissions from onroad mobile sources are substantially controlled through federal new vehicle emission standards programs and fuel standards. Although initial compliance dates in many cases were prior to 2011, these regulations have continued to reduce area-wide emissions as fleets turn over to newer vehicles. All of these programs apply nationally and have reduced emissions both within the nonattainment area and contributing ozone precursor transport areas. The federal programs contributing to attainment of the 2008 ozone NAAQS include those listed in Table A9.4.

The Wisconsin-administered I/M program also limits on-road VOC and NOx emissions from onroad sources and is required for Eastern Kenosha County. The Wisconsin I/M program was first implemented in 1984 and has gone through several modifications and enhancements since that time. The I/M program requirements are codified in chs. NR 485 and Trans 131, Wis. Adm. Code. The I/M program reduces average vehicle VOC and NOx emissions and garners some level of continued incremental reduction as fleets turn over to new vehicles.

Table A9.4. Federal onroad mobile source regulations contributing to attainment.

On-road Control Program	Pollutants	Model Year[1]	Regulation
Passenger vehicles, SUVs, and light duty trucks – emissions and fuel standards	VOC & NOx	2004 – 2009+ (Tier 2) 2017+ (Tier 3)	40 CFR Part 85 & 86
Light-duty trucks and medium duty passenger vehicle – evaporative standards	VOC	2004 - 2010	40 CFR Part 86
Heavy-duty highway compression engines	VOC & NOx	2007+	40 CFR Part 86
Heavy-duty spark ignition engines	VOC & NOx	2005 – 2008+	40 CFR Part 86
Motorcycles	VOC & NOx	2006 – 2010 (Tier 1 & 2)	40 CFR Part 86
Mobile Source Air Toxics – fuel formulation, passenger vehicle emissions, and portable container emissions	Organic Toxics & VOC	2009 - 2015[2]	40 CFR Part 59, 80, 85, & 86
Light duty vehicle corporate average fuel economy (CAFE) standards	Fuel efficiency (VOC and NOx)	2012-2016 & 2017-2025	40 CFR Part 600

[1]The range in model years affected can reflect phasing of requirements based on engine size or initial years for replacing earlier tier requirements.
[2]The range in model years reflects phased implementation of fuel, passenger vehicle, and portable container emission requirements as well as the phasing by vehicle size and type.

4. Nonroad Source Control Measures

Similar to onroad sources, VOC and NOx emitted by nonroad mobile sources are significantly controlled via federal standards for new engines. These programs therefore reduce ozone precursor emissions generated within eastern Kenosha County and in the broader regional areas contributing to ozone transport. Table A9.5 lists the nonroad source categories and applicable federal regulations. The nonroad regulations continue to slowly lower average unit and total sector emissions as equipment fleets are replaced each year (approximately 20 years for complete fleet turnover) pulling the highest emitting equipment out of circulation or substantially reducing its use. The new engine tier requirements are implemented in conjunction with fuel programs regulating fuel sulfur content. The fuel programs enable achievement of various new engine tier VOC and NOx emission limits.

Table A9.5. Federal nonroad mobile source regulations contributing to attainment.

Nonroad Control Program	Pollutants	Model Year[1]	Regulation
Aircraft	HC & NOx	2000 – 2005+	40 CFR Part 87
Compression Ignition[2]	NMHC & NOx	2000 – 2015+ (Tier 4)	40 CFR Part 89 & 1039
Large Spark Ignition	HC & NOx	2007+	40 CFR Part 1048
Locomotive Engines	HC & NOx	2012 – 2014 (Tier 3) 2015+ (Tier 4)	40 CFR Part 1033
Marine Compression Ignition	HC & NOx	2012 – 2018	40 CFR Part 1042
Marine Spark Ignition	HC & NOx	2010+	40 CFR Part 1045
Recreational Vehicle[3]	HC & NOx	2006 – 2012 (Tier 1 – 3) (phasing dependent on vehicle type)	40 CFR Part 1051
Small Spark Ignition Engine[4] < 19d Kw – emission standards	HC & NOx	2005 – 2012 (Tier 2 & 3)	

HC – Hydrocarbon (VOCs)
NMHC – Non-Methane Hydrocarbon (VOCs)
[1]The range in model years affected can reflect phasing of requirements based on engine size or initial years for replacing earlier tier requirements.
[2]Compression ignition applies to diesel non-road compression engines including engines operated in construction, agricultural, and mining equipment.
[3]Recreational vehicles include snowmobiles, off-road motorcycles, and ATVs
[4]Small spark ignition engines include engines operated in lawn and hand-held equipment.

5. New Source Requirements

Wisconsin has a fully approved NSR program. For areas designated or redesignated attainment, the NSR program implements PSD requirements as codified under ch. NR 405, Wis. Adm. Code. The state's PSD program has also been approved by EPA, as discussed in section 2.1 of the main document. Under the PSD program, any new major source or an existing major source undergoing a major modification will be required to apply Best Available Control Technology. A major modification is defined as a major source increasing net emissions or potential-to-emit of an air contaminant above the applicable thresholds of 40 tons NOx per year and/or 40 tons VOC per year.

6. Section 110(l) Noninterference Requirements

When revising rules and regulations in the SIP, the state is responsible for demonstrating that such a change will not interfere with attainment of the NAAQS, Rate of Progress (ROP), or other applicable CAA requirements for any of the criteria pollutants. This request for redesignation does not implement any changes in the control programs or requirements approved in the SIP and in place during the 2017 attainment year. Therefore, all requirements related to section 110(l) noninterference are fulfilled under this request. Further, Wisconsin will continue to implement all control programs currently in the SIP for emissions of ozone precursors from the eastern Kenosha County area. As documented in Wisconsin's iSIP for the 2008 ozone NAAQS (Appendix 1), WDNR has the legal authority and necessary resources to actively enforce any

violations of its rules or permit provisions. Removal of any control program from the SIP will be subject to a public hearing process, a demonstration of noninterference, and approval by EPA.

APPENDIX 10

VOC RACT Rules and Negative Declarations for the Eastern Kenosha County 2008 Ozone Nonattainment Area

This appendix provides additional details about the permanent and enforceable VOC RACT program that Wisconsin has implemented in the eastern Kenosha County area. This information expands upon that presented in Section 6 of the Redesignation Request and Maintenance Plan for the Eastern Kenosha County, Wisconsin 2008 8-hour Ozone Nonattainment Area.

Background

Reasonably Available Control Technology (RACT) represents the lowest emission limitation that a particular source is capable of meeting by the application of control technology that is reasonably available considering technological and economic feasibility (44 FR 53761). Section 182(b)(2) of the Clean Air Act (CAA) requires nonattainment areas classified as moderate or higher to implement RACT for sources of Volatile Organic Compounds (VOCs). In such areas, RACT is required for sources covered in Control Technique Guidelines (CTGs) issued by EPA, as well as sources that meet the major stationary source definition after subtracting their CTG-applicable emissions (non-CTG major sources). The Wisconsin Department of Natural Resources (WDNR) has implemented a VOC RACT program for the partial Kenosha County 2008 ozone nonattainment area through:

(1) adoption of CTG-recommended controls to limit VOC emissions from specific source categories,

(2) negative declarations that no sources exist in the nonattainment area that are subject to the CTGs whose recommendations have not been codified, and

(3) a negative declaration that no non-CTG major source of VOC exists in the nonattainment area.

When approved, the three components outlined above constitute a permanent and enforceable VOC RACT program for the partial Kenosha County 2008 ozone nonattainment area. The three components are described herein.

1. RACT Requirements for CTG Sources

Section 183 of the CAA requires EPA to issue guidance for RACT controls for reducing emissions from stationary sources. EPA has issued such guidance in the form of CTGs, which represent “presumptive norms” for RACT for specific source categories of VOCs. States with nonattainment areas subject to section 182(b)(2) are required to implement RACT for CTGs issued between the date of the CAA Amendments of 1990 and the date of attainment (section 182(b)(2)(A)), and for CTGs issued before the date of enactment of the CAA Amendments of 1990 (section 182(b)(2)(B)). Generally, states meet RACT requirements by codifying control requirements established in CTG documents. Table A10-1 lists the CTGs and source categories for which Wisconsin has codified control requirements.

Table A10-1. Volatile Organic Compounds (VOC) Control Technique Guidelines Incorporated into Wisconsin Administrative Code.

Source	Title (Description)	EPA CTG Report No.	Wis. Adm. Code Incorporation	Emissions Inventory Classification[1]
Petroleum and Gasoline Sources				
Bulk Gasoline Plants	Control of Volatile Organic Emissions from Bulk Gasoline Plants [bulk gasoline plant unloading, loading and storage]	EPA-450/2-77-035	NR 420.04(2)	Stationary Point Source
Refinery Equipment - Vacuum Producing Systems, Wastewater Separators, and Process Unit Turnarounds	Control of Refinery Vacuum Producing Systems, Wastewater Separators, and Process Unit Turnarounds	EPA-450/2-77-025	NR 420.05(1), (2) and (3)	Stationary Point Source
Refinery Equipment - Control of VOC Leaks	Control of Volatile Organic Compound Leaks from Petroleum Refinery Equipment	EPA-450/2-78-036	NR 420.05(4)	Stationary Point Source
Refinery Equipment - Control of VOC Leaks	Control of Volatile Organic Compound Equipment Leaks from Natural Gas/Gasoline Processing Plants	EPA-450/3-83-007	NR 420.05(4)	Stationary Point Source
Tanks - Fixed Roof	Control of Volatile Organic Emissions from Storage of Petroleum Liquids in Fixed-Roof Tanks	EPA-450/2-77-036	NR 420.03(5)	Stationary Point Source
Tanks - External Floating Roofs	Control of Volatile Organic Emissions from Petroleum Liquid Storage in External Floating Roof Tanks	EPA-450/2-78-047	NR 420.03(6) and (7)	Stationary Point Source
Gasoline Loading Terminals	Control of Hydrocarbons from Tank Truck Gasoline Loading Terminals	EPA-450/2-77-026	NR 420.04(1)	Stationary Point Source
Tank Trucks	Control of Volatile Organic Compound Leaks from Gasoline Tank Trucks and Vapor Collection Systems	EPA-450/2-78-051	NR 420.04(4)	Stationary Area Source

Source	Title (Description)	EPA CTG Report No.	Wis. Adm. Code Incorporation	Emissions Inventory Classification[1]
Gasoline Delivery - Stage I Vapor Control Systems	Design Criteria for Stage I Vapor Control Systems – Gasoline Service Stations	EPA-450/R-75-102	NR 420.04(3)	Stationary Area Source
Surface Coating				
Automobile & Light-duty Truck	Control Techniques Guidelines for Automobile and Light-Duty Truck Assembly Coatings	EPA 453/R-08-006	NR 422.09	Stationary Point Source
Cans	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume II: Surface Coating of Cans, Coils, Paper, Fabrics, Automobiles, and Light-Duty Trucks	EPA-450/2-77-008	NR 422.05	Stationary Point Source
Coils	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume II: Surface Coating of Cans, Coils, Paper, Fabrics, Automobiles, and Light-Duty Trucks	EPA-450/2-77-008	NR 422.06	Stationary Point Source
Fabric & Vinyl	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume II: Surface Coating of Cans, Coils, Paper, Fabrics, Automobiles, and Light-Duty Trucks	EPA-450/2-77-008	NR 422.08	Stationary Point Source
Flat Wood Paneling	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume VII: Factory Surface Coating of Flat Wood Paneling	EPA-450/2-78-032	NR 422.13	Stationary Point Source
	Control Techniques Guidelines for Flat Wood Paneling Coatings	EPA-453/R-06-004	NR 422.131	Stationary Point Source
Large Appliances	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume V: Surface Coating of Large Appliances	EPA-450/2-77-034	NR 422.11	Stationary Point Source

Source	Title (Description)	EPA CTG Report No.	Wis. Adm. Code Incorporation	Emissions Inventory Classification[1]
	Control Techniques Guidelines for Large Appliance Coatings	EPA 453/R-07-004	NR 422.115	Stationary Point Source
Magnet Wire	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume IV: Surface Coating of Insulation of Magnet Wire	EPA-450/2-77-033	NR 422.12	Stationary Point Source
Metal Furniture	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume III: Surface Coating of Metal Furniture	EPA-450/2-77-032	NR 422.1	Stationary Point Source
	Control Techniques Guidelines for Metal Furniture Coatings	EPA 453/R-07-005	NR 422.105	Stationary Point Source
Metal Parts, miscellaneous	Control Techniques Guidelines for Miscellaneous Metal and Plastic Parts Coatings	EPA 453/R-08-003	NR 422.15	Stationary Point Source
	Fire Truck and Emergency Response Vehicle Manufacturing - surface coating	(covered under Misc. Metal Parts CTG)	NR 422.151	Stationary Point Source
Paper, Film and Foil	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume II: Surface Coating of Cans, Coils, Paper, Fabrics, Automobiles, and Light-Duty Trucks	EPA-450/2-77-008	NR 422.07	Stationary Point Source
	Control Techniques Guidelines for Paper, Film, and Foil Coatings	EPA 453/R-07-003	NR 422.075	Stationary Point Source
Plastic Parts - Coatings	Control Techniques Guidelines for Miscellaneous Metal and Plastic Parts Coatings	EPA 453/R-08-003	NR 422.083	Stationary Point Source

Source	Title (Description)	EPA CTG Report No.	Wis. Adm. Code Incorporation	Emissions Inventory Classification[1]
Traffic Markings	Reduction of Volatile Organic Compound Emissions from the Application of Traffic Markings	EPA-450/3-88-007	NR 422.17	Stationary Area Source
Wood Furniture	Control of Volatile Organic Compound Emissions from Wood Furniture Manufacturing Operations	EPA-453/R-96-007	NR 422.125	Stationary Point Source
Graphic Arts				
Rotogravure & Flexography	Control of Volatile Organic Emissions from Existing Stationary Sources – Volume VIII: Graphic Arts-Rotogravure and Flexography	EPA-450/2-78-033	NR 422.14	Stationary Point Source
Flexible Packaging	Control Techniques Guidelines for Flexible Package Printing	EPA-453/R-06-003	NR 422.141	Stationary Point Source
Letterpress	Control Techniques Guidelines for Offset Lithographic Printing and Letterpress Printing	EPA-453/R-06-002	NR 422.144	Stationary Point Source
Lithographic	Control Techniques Guidelines for Offset Lithographic Printing and Letterpress Printing	EPA-453/R-06-002	NR 422.142 and 422.143	Stationary Point Source
Solvents				
Dry Cleaning	Control of Volatile Organic Emissions from Perchloroethylene Dry Cleaning Systems	EPA-450/2-78-050	NR 423.05	Stationary Area Source
Dry Cleaning	Control of Volatile Organic Compound Emissions from Large Petroleum Dry Cleaners	EPA-450/3-82-009	NR 423.05	Stationary Area Source
Industrial Cleaning	Control Techniques Guidelines for Industrial Cleaning Solvents	EPA-453/R-06-001	NR 423.035 and 423.037	Stationary Area Source

Source	Title (Description)	EPA CTG Report No.	Wis. Adm. Code Incorporation	Emissions Inventory Classification[1]
Metal Cleaning	Control of Volatile Organic Emissions from Solvent Metal Cleaning	EPA-450/2-77-022	NR 423.03	Stationary Area Source
Chemical				
Pharmaceutical	Control of Volatile Organic Emissions from Manufacture of Synthesized Pharmaceutical Products	EPA-450/2-78-029	NR 421.03	Stationary Point Source
Polystyrene	Control of Volatile Organic Compound Emissions from Manufacture of High-Density Polyethylene, Polypropylene, and Polystyrene Resins	EPA-450/3-83-008	NR 421.05	Stationary Point Source
Rubber	Control of Volatile Organic Emissions from Manufacture of Pneumatic Rubber Tires	EPA-450/2-78-030	NR 421.04	Stationary Point Source
Synthetic Organic	Control of Volatile Organic Compound Emissions from Air Oxidation Processes in Synthetic Organic Chemical Manufacturing Industry	EPA-450/3-84-015	NR 421.07	Stationary Point Source
Synthetic Organic	Control of Volatile Organic Compound Emissions from Reactor Processes and Distillation Operations in Synthetic Organic Chemical Manufacturing Industry	EPA-450/4-91-031	NR 421.07	Stationary Point Source
Synthetic Resin	Control of Volatile Organic Compound Leaks from Synthetic Organic Chemical Polymer and Resin Manufacturing Equipment	EPA-450/3-83-006	NR 421.05	Stationary Point Source
Manufacturing				
Asphalt	Control of Volatile Organic Emissions from Use of Cutback Asphalt	EPA-450/2-77-037	NR 422.16	Stationary Area Source

[1]For purposes of this table, an "Area" source is defined as a nonpoint or fugitive emission source.

2. Negative Declarations for Control Techniques Guidelines

To satisfy Section 182(b)(2)(A) and (B) requirements for the eastern Kenosha County 2008 ozone nonattainment area, WDNR must officially certify with Negative Declarations that there are no facilities within this nonattainment area for which RACT requirements have not be codified or for which Wisconsin's Administrative Code does not reflect the most recently published CTG.

Wisconsin has not adopted VOC RACT requirements covered by the following four CTGs (year published):

- Shipbuilding and Ship Repair (1996),
- Aerospace Manufacturing (1997),
- Fiberglass Boat Manufacturing (2008), and
- Oil and Natural Gas Industry (2016).

Wisconsin previously promulgated RACT requirements for industrial adhesive use (NR 422.127), metal (NR 422.15) and plastic (NR 422.083) parts coatings, and automobile and light-duty truck manufacturing (NR 422.09). However, Wisconsin's Administrative Code does not currently reflect the most recently published CTGs for these source categories (year published):

- Miscellaneous Industrial Adhesives (2008),
- Miscellaneous Metal and Plastic Parts Coatings (2008), and
- Automobile and Light-Duty Truck Assembly Coatings (2008).

WDNR's VOC RACT applicability analysis is described step-wise below for each CTG category for which Wisconsin has not adopted/updated RACT requirements. Negative Declarations are provided below for Wisconsin's missing CTGs.

Shipbuilding and Ship Repair Operations CTG

WDNR determined that there are no facilities in the eastern Kenosha County 2008 ozone nonattainment area that satisfy the CTG for Shipbuilding and Ship Repair Operations' (SSRO) applicability criteria for a major VOC source. Under the SSRO CTG, major sources are facilities that have the potential to emit (PTE) equal to or greater than 25 tons per year (TPY).

Methodology

WDNR took the following steps to make this determination:

1. WDNR queried the Wisconsin Air Emissions Inventory[1] to create a list of all the VOC-emitting facilities in the eastern Kenosha County 2008 ozone nonattainment area. WDNR searched this list for facilities with the following ship building and ship repair-related Standard Industrial Classification (SIC) codes:
    a. 3731 – Ship Building and Repairing
    b. 1721 – Ship Painting Contractors
    c. 4491 – Ship Hold Cleaning
    d. 4499 – Ship Cleaning (except holds)
    e. 7699 – Ship Scaling

2. WDNR searched the Wisconsin Air Resource Program (WARP) database, which contains facility and emissions information about all Wisconsin companies that have obtained an air pollution control permit, for sources located within the partial county nonattainment area with the SIC codes identified above.

3. WDNR searched the membership directories found on the following organizations' websites:
    a. WorkBoat Associations and Organizations Directory
    b. Shipbuilders Council of America
    c. Chamber of Shipping of America

4. WDNR also searched the ReferenceUSA database for facilities located within the partial county nonattainment area with the SIC codes listed above. ReferenceUSA provides SIC code-searchable directories of U.S. companies. This step would identify facilities not listed in the Wisconsin Air Emissions Inventory or WARP database.

After reviewing information from the sources listed above, WDNR did not identify any facilities in the eastern Kenosha County 2008 ozone nonattainment area that engage in ship building or ship repair.

[1] Wisconsin State Code Chapter NR 438.03(a) requires facilities that emit equal to or greater than 3 tons of VOC per year to submit annual emission inventory reports to the State.

Aerospace Manufacturing and Rework Operations CTG

WDNR determined that there are no facilities in the eastern Kenosha County 2008 ozone nonattainment area that satisfy the applicability criteria for a major VOC source defined by the Coating Operations at Aerospace Manufacturing and Rework Operations (Aerospace) CTG. Under the Aerospace CTG, major sources are facilities that have a PTE equal to or greater than 25 TPY.

Methodology

WDNR took the following steps to make this determination:

1. WDNR queried the Wisconsin Air Emissions Inventory[1] to create a list of all the VOC-emitting facilities in the eastern Kenosha County 2008 ozone nonattainment area. WDNR searched this list for facilities for the following aerospace-related SIC codes:
    a. 3720 – Aircraft and Parts
    b. 3721 – Aircraft
    c. 3724 – Aircraft Engines and Engine Parts
    d. 3728 – Aircraft Parts and Equipment
    e. 3760 – Guided Missiles, Space Vehicles, and Parts
    f. 3761 – Guided Missiles and Space Vehicles
    g. 3764 – Space Propulsion Units and Parts
    h. 3769 – Space Vehicle Equipment
    i. 4512 – Air Transportation, Scheduled
    j. 4581 – Airports, Flying Fields, and Services
    k. 9711 – National Security

2. WDNR searched the WARP database for facilities located within the partial county nonattainment area with the SIC codes identified above.

3. WDNR also searched membership directories found on the following organizations' websites:
    a. Wisconsin Aerospace Partners
    b. In Wisconsin Aerospace Company Directory

4. WDNR searched the ReferenceUSA database for facilities located within the partial county nonattainment area with the SIC codes listed above.

WDNR identified a former aerospace manufacturing facility within the partial county nonattainment area, United Technologies Aerospace Systems in Pleasant Prairie, WI. This facility was shut down as part of the United Technologies-Rockwell Collins merger, which was completed in November 2018. Several operational aviation-related facilities are located in the eastern Kenosha County 2008 ozone nonattainment area. These facilities include: the Kenosha Regional Airport, the airport's two fixed-base operators which also provide aircraft maintenance services, and a flight school. None of these facilities engage in coating operations related to aircraft manufacturing and rework.

After reviewing information from the sources listed above, WDNR did not identify any facilities in the eastern Kenosha County 2008 ozone nonattainment area that are covered by the Aerospace CTG.

Fiberglass Boat Manufacturing CTG

WDNR determined that there are no facilities in the eastern Kenosha County 2008 ozone nonattainment area that meet the applicability threshold of 15 lb VOC emitted per day, or equivalently 3 TPY, specified by the CTG for Fiberglass Boat Manufacturing.

Methodology

WDNR took the following steps to make this determination:

1. WDNR queried the Wisconsin Air Emissions Inventory[1] to create a list of all the VOC-emitting facilities in the eastern Kenosha County 2008 ozone nonattainment area. WDNR searched this list for facilities with the following SIC code:
    a. 3732 – Boat Building and Repair

2. WDNR searched the WARP database for facilities located within the partial county nonattainment area with the SIC code identified above.

3. WDNR searched the membership directory found on the following organization's website:
    a. National Marine Manufacturers Association's website

4. WDNR also searched the ReferenceUSA database for facilities located within the partial county nonattainment area with the SIC code listed above.

After reviewing information from the sources listed above, WDNR did not identify any facilities in the eastern Kenosha County 2008 ozone nonattainment area that engage in fiberglass boat manufacturing operations.

Miscellaneous Industrial Adhesives

WDNR determined that there are no facilities in the eastern Kenosha County 2008 ozone nonattainment area that satisfy the applicability threshold of 15 lb VOC emitted per day, or equivalently 3 TPY, specified by the CTG for Miscellaneous Industrial Adhesives.

Methodology

WDNR took the following steps to make this determination:

1. WDNR queried the Wisconsin Air Emissions Inventory[1] to create a list of all the VOC-emitting facilities in the eastern Kenosha County 2008 ozone nonattainment area. WDNR searched this list for facilities that work with industrial adhesives based on the following Standard Classification Codes (SCCs):
    a. 40200701 – Adhesive Application
    b. 40200706 – Adhesive: Solvent Mixing
    c. 40200707 – Adhesive: Solvent Storage
    d. 40200710 – Adhesive: General
    e. 40200711 – Adhesive: Spray
    f. 40200712 – Adhesive: Roll-on

2. WDNR searched the WARP database for facilities located within the partial county nonattainment area with the SCCs identified above.

After reviewing information from the sources listed above, WDNR did not identify any facilities in the eastern Kenosha County 2008 ozone nonattainment area who engage in adhesive application operations.

Miscellaneous Metal and Plastic Parts Coatings

WDNR determined that there are no facilities in the eastern Kenosha County 2008 ozone nonattainment area that satisfy the applicability emission threshold of 15 lb VOC per day, or equivalently 3 TPY, specified by the CTG for Miscellaneous Metal and Plastic Parts Coatings.

Methodology

WDNR took the following steps to make this determination:

1. WDNR queried the Wisconsin Air Emissions Inventory[1] to create a list of all the VOC-emitting facilities in the eastern Kenosha County 2008 ozone nonattainment area. WDNR searched this list for facilities with SIC codes that begin with the following digits:
    a. 282 – Plastics Materials and Synthetic Resins, Synthetic Rubber
    b. 30 – Rubber and Miscellaneous Plastics Products
    c. 33 – Primary Metal Industries
    d. 34 – Fabricated Metal Products, except Machinery and Transportation Equipment
    e. 35 – Industrial and Commercial Machinery and Computer Equipment
    f. 36 – Electronic and other Electrical Equipment and Components, except Computer Equipment
    g. 37 – Transportation Equipment
    h. 38 – Measuring, Analyzing, and Controlling Instruments; Photographic, Medical and Optical Goods; Watches and Clocks
    i. 39 – Miscellaneous Manufacturing Industries

2. WDNR searched the WARP database for facilities located within the partial county nonattainment area with the SIC codes identified above.

3. WDNR also searched the ReferenceUSA database for facilities located within the partial county nonattainment area with the SIC codes listed above.

4. WDNR then filtered the resulting list to include only the facilities that engage in coating-related processes. This information is provided in each facilities' annual emissions inventory report submitted to WDNR.

After completing these steps, WDNR identified three facilities within the eastern Kenosha County 2008 ozone nonattainment area that conduct coating applications of metal or plastic products. The total actual VOC emissions from coating processes, including cleaning, from each of the facilities were calculated using the WARP database, which contains process-level emission information. Table A10-2 lists each of the facilities and their 2018 inventory year's VOC emissions associated with metal or plastic coating and coating-related cleanup operations.

Table A10-2. Sources Analyzed for Miscellaneous Metal and Plastic Parts Coatings CTG Applicability

Facility	Facility Identification (FID)	2018 VOC Emissions
Insinkerator	230167630	2.9 TPY– Coatings
IEA, Inc.	230167520	NA – Under-Thresholds-Notification submitted for 2018
KKSP Precision Machining LLC	230198760	0.37 TPY – Coatings

Coating-related VOC emissions in 2018 from Insinkerator, IEA, Inc., and KKSP Precision Machining LLC were below the CTG threshold. The most recent year that IEA, Inc. reported VOC emissions from coating operations was 2015, after which, the facility's VOC emissions fell below Wisconsin's VOC reporting threshold of 3 TPY,[1] which is also the CTG's applicability threshold. The facility submitted an Under-Thresholds-Notification to WDNR officially stating that the source's 2018 VOC emissions were below Wisconsin's reporting threshold for VOC.[1]

After reviewing information from the sources listed above, WDNR did not identify any facilities in the eastern Kenosha County 2008 ozone nonattainment area whose coating-related VOC emissions exceed the Miscellaneous Metal and Plastic Parts Coatings CTG's applicability threshold.

Automobile and Light-Duty Truck Assembly Coatings CTG

WDNR determined that there are no facilities in the eastern Kenosha County 2008 ozone nonattainment area that satisfy the applicability threshold of 15 lb VOC emitted per day, or equivalently 3 TPY, specified by the Automobile and Light-Duty Truck Assembly Coatings (Auto Coatings) CTG.

Methodology

WDNR took the following steps to make this determination:

1. WDNR queried the Wisconsin Air Emissions Inventory[1] to create a list of all the VOC-emitting facilities in the eastern Kenosha County 2008 ozone nonattainment area. WDNR searched this list for facilities with the following coating-related SIC codes:
    a. 3711 – Motor Vehicles and Passenger Car Bodies
    b. 3714 – Motor Vehicle Parts and Accessories
    c. 7532 – Top, Body, and Upholstery Repair Shops and Paint Shops
    d. 7549 – Automotive Services, Except Repair and Carwashes

2. WDNR searched the WARP database for facilities located within the partial county nonattainment area with the SIC codes listed above. WDNR also search the WARP database for facilities located within the partial county nonattainment area that have the following automobile coating-related SCCs:
    a. 40201621 – Prime Coating: Solvent-borne – Automobiles
    b. 40201622 – Prime Coating: Electro-deposition – Automobiles
    c. 40201623 – Guide Coating: Solvent-borne – Automobiles
    d. 40201624 – Guide Coating: Water-borne – Automobiles

3. WDNR also searched the ReferenceUSA database for facilities located within the partial county nonattainment area with the SIC codes listed above.

After completing these steps, WDNR identified one facility within the eastern Kenosha County 2008 ozone nonattainment area that conducted coating applications of automobiles at one time (Table A10-3). The facility, Chrysler LLC, ceased operations as of May 1, 2011.

Table A10-3. Source Analyzed for Automobile and Light-Duty Truck Assembly Coatings CTG Applicability

Facility	Facility Identification (FID)	VOC Emissions
Chrysler LLC	230004500	Inactive as of May 1, 2011

After reviewing information from the sources listed above, WDNR did not identify any active facilities in the eastern Kenosha County 2008 ozone nonattainment area that are covered by the Auto Coatings CTG.

Oil and Natural Gas Industry CTG

WDNR determined that there are no facilities in the eastern Kenosha County 2008 ozone nonattainment area that are applicable to the Oil and Natural Gas Industry (O&NG) CTG. The O&NG CTG covers select sources of VOC emissions in the onshore production and processing of oil and natural gas, including: pneumatic controllers, pneumatic pumps, compressors, equipment leaks, fugitive emissions, and storage vessels.

Methodology

WDNR took the following steps to make this determination:

1. WDNR queried the Wisconsin Air Emissions Inventory[1] to create a list of all the VOC-emitting facilities in the eastern Kenosha County 2008 ozone nonattainment area. WDNR searched this list for facilities with the following oil and natural gas industry-related SIC codes:
    a. 1311 – Crude Petroleum and Natural Gas
    b. 1312 – Natural Gas Liquids
    c. 1389 – Oil and Gas Field Services
    d. 4619 – Pipelines
    e. 4922 – Natural Gas Transmission
    f. 4923 – Natural Gas Transmission and Distribution

2. WDNR searched the WARP database for facilities located within the partial county nonattainment area with the SIC codes listed above.

After reviewing information from the sources listed above, WDNR did not identify any facilities in the eastern Kenosha County 2008 ozone nonattainment area applicable to the O&NG CTG.

3. Negative Declaration for VOC Non-CTG Major Sources

Section 182(b)(2)(C) of the CAA requires ozone nonattainment areas classified as moderate or higher to implement VOC RACT for non-CTG major stationary sources. For serious nonattainment areas, non-CTG major sources are those that have the potential to emit (PTE) 50 TPY or more of VOC from non-CTG applicable processes. WDNR is certifying that the eastern Kenosha County 2008 ozone nonattainment area has no active non-CTG major sources of VOC. Prior to its closure, the WE Energies – Pleasant Prairie Power Plant was the only facility within the partial Kenosha County 2008 ozone nonattainment area that had the potential to emit over 50 tons VOC from non-CTG processes. As discussed in the Section 6 of the redesignation request, this facility permanently closed on or around April 10, 2018 (construction permit #18-RAB-050-ERC), leaving no non-CTG major sources of VOC in eastern Kenosha County. For reference, Table A10-4 lists the Pleasant Prairie Power Plant's total PTE, non-CTG PTE, and actual 2017 VOC emissions.

Table A10-4. Non-CTG Major Stationary Sources of VOC in the Partial Kenosha County 2008 Ozone Nonattainment Area

FID	Facility Name	PTE of VOC for the Entire Source (TPY)	Actual VOC Emissions in 2017 (TPY)	CTG Affected Units	PTE of VOC excluding the CTG Affected Units (TPY)	Operational Status
230006260	WISCONSIN ELECTRIC POWER COMPANY D/B/A WE ENERGIES-PLEASANT PRAIRIE POWER PLANT	221	106.71	None	221	Facility ceased operations in April 2018.