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December 3, 2021

Debra Shore
Regional Administrator
U.S. Environmental Protection Agency - Region 5
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Subject: Redesignation Request and Maintenance Plan for the Wisconsin Portion of the Chicago-Naperville (IL-IN-WI) 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) Nonattainment Area

Dear Regional Administrator Shore:


The Wisconsin Department of Natural Resources (WDNR) requests U.S. Environmental Protection Agency (EPA) approval of the enclosed Redesignation Request and Maintenance Plan for the Wisconsin Portion of the Chicago-Naperville (IL-IN-WI) 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) Nonattainment Area. The Chicago-Naperville, IL-IN-WI, nonattainment area for the 2008 ozone NAAQS (the "Chicago nonattainment area") consists of portions of Illinois, Indiana and Wisconsin. The Wisconsin portion of the tristate Chicago nonattainment area consists only of the area of Kenosha County which is east of Interstate 94.

Per Section 107(d)(3)(D) of the Clean Air Act, states may request that nonattainment areas be redesignated to attainment provided that certain criteria are met. The WDNR is requesting that EPA redesignate Kenosha County to attainment and approve the maintenance plan for the 2008 ozone NAAQS based on attainment level ozone concentrations measured throughout the Chicago nonattainment area for the years 2019 through 2021. This State Implementation Plan (SIP) submittal demonstrates that all applicable provisions of the Clean Air Act regarding redesignation to attainment have been met for the Kenosha County portion of the Chicago nonattainment area.

This SIP revision meets the completeness requirements of 40 CFR Part 51, Appendix V. The WDNR has legal authority under s. 285.11(6) Wis. Stats., to develop a SIP for the prevention, abatement, and control of air pollution. Pursuant to the requirements of 40 CFR §51.102(f), WDNR provided opportunity for public comment on the SIP submittal. The notice of the public comment period and public hearing date was published on November 1, 2021. A copy of the public hearing notice and proof of publication is enclosed. The public hearing, held on December 1, 2021, was conducted via video conference and phone. Four members of the public attended the public hearing. The public comment period concluded on December 2, 2021. The WDNR received one comment in support of the redesignation request and maintenance plan.

This SIP is being submitted using EPA's State Planning Electronic Collaboration System (SPeCS). If you have any questions regarding this submittal, please contact Olivia Salmon at OliviaE.Salmon@wisconsin.gov.

Sincerely,

DocuSigned by:
 12/3/2021 | 10:53 AM CST
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Gail E. Good
Director, Air Management
Wisconsin Department of Natural Resources

cc: Sarah Arra – U.S. EPA Region 5
Jason Treutel – AM/7
Olivia Salmon – AM/7
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Enclosures

1. Redesignation Request and Maintenance Plan for the Wisconsin Portion of the Chicago-Naperville (IL-IN-WI) 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) Nonattainment Area
2. Public hearing notice
3. Proof of public hearing notice publication

**Redesignation Request and Maintenance Plan
for the Wisconsin Portion of the
Chicago-Naperville (IL-IN-WI) 2008 8-Hour Ozone
National Ambient Air Quality Standard
Serious Nonattainment Area**

Kenosha County (Partial), Wisconsin

**Developed By:
The Wisconsin Department of Natural Resources**

December 2021



Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

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List of Acronyms

AEI	WDNR's air emissions inventory
AQS	EPA's Air Quality System database
CAA	Clean Air Act
CAMD	EPA's Clean Air Markets Division
CSA	Combined statistical area
CSAPR	Cross-State Air Pollution Rule
CTG	Control techniques guideline
DV	Design value
EGU	Electric generating unit
EIA	Energy Information Administration
EPA	U.S. Environmental Protection Agency
FID	Facility identification number
ICI	Industrial, commercial and institutional emissions sources
IDEM	Indiana Department of Environmental Management
IEPA	Illinois Environmental Protection Agency
I/M	Vehicle inspection and maintenance (emissions testing)
iSIP	Infrastructure state implementation plan
LADCO	Lake Michigan Air Directors Consortium
MOVES	EPA's MOtor Vehicle Emission Simulator model
MPO	Metropolitan planning organization
MVEB	Motor vehicle emissions budget
NAAQS	National Ambient Air Quality Standard
NAICS	North American Industrial Classification System
NEI	National Emissions Inventory
NESHAP	National Emission Standards for Hazardous Air Pollutants
NO _x	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
RFP	Reasonable further progress
RTP	Regional transportation plan
SCC	Source Classification Code
SEWRPC	Southeastern Wisconsin Regional Planning Commission
SIP	State implementation plan
TIP	Transportation improvement program
tposd	Tons per ozone season day
tposwd	Tons per ozone season weekday
VMT	Vehicle miles traveled
VOC	Volatile organic compounds
WDNR	Wisconsin Department of Natural Resources
WDOT	Wisconsin Department of Transportation

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 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 part of 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 plan to submit separate 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 2019 through 2021 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 in Kenosha County. Kenosha County was designated nonattainment for two previous ozone NAAQS but has been either redesignated to attainment or found to be attaining each of these standards¹, 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.

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The air quality in the Chicago nonattainment area attained the 2008 ozone NAAQS based on 2017-2019 monitoring data, and all three states subsequently submitted requests to EPA to redesignate the area to attainment.³ However, the area reviolated the standard in 2020 before EPA could finalize those requests.

Table 1.1. Kenosha County ozone NAAQS nonattainment history.

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
Wisconsin 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 Attainment¹	4/24/2009 74 FR 18641	7/31/2012 77 FR 45252	TBD	TBD

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

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 Kenosha County as nonattainment of the 2015 ozone NAAQS based on 2014-2016 monitoring data (83 FR 25776). The EPA designated the remainder of Kenosha County as attainment for the 2015 ozone NAAQS.

On June 14, 2021, in response to a July 10, 2020 decision by the D.C. Circuit Court, EPA published a final rule revising the 2015 ozone NAAQS designations for 13 counties, including Kenosha County (86 FR 31438). The revised designations expanded the nonattainment area in Kenosha County to include a larger part of the county and was effective July 14, 2021. The revised 2015 ozone NAAQS area is identical to the county's 2008 ozone NAAQS nonattainment area.

This redesignation request is for the 2008 ozone NAAQS and does not affect Kenosha County's nonattainment status under the 2015 ozone 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

³ EPA proposed approving Wisconsin's redesignation request on April 17, 2020 (85 FR 21351).

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townships of Pleasant Prairie and Somers. Kenosha County has a largely service-based and industrial economy, with a 2020 population of 169,151. 77% of the county’s population (130,813) is estimated to live 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.

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 Air Quality

Ozone monitoring data for the most recent three years, 2019 through 2021, 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 (NO_x) 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 Request

Sections 107(d)(3)(E)(i) through (v) of the CAA establish several criteria to be met 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; and
- (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 further list criteria that must be met before a nonattainment area can be redesignated to attainment. In addition, EPA has published guidance entitled “Procedures for Processing Requests to Redesignate Areas to Attainment,” issued September 4, 1992 as a memo to EPA Regional Air Directors (“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 the applicable 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 (2019), in combination with a discussion of the control measures in place, indicate that air quality improvements are consistent with observed reductions in NO_x and VOC inventories and are due to permanent and enforceable emissions reductions (criterion (iii), addressed in Sections 4 and 6).

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- 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 (2030 and 2035) 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 NO₂ and SO₂ 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

⁴ On December 6, 2018, EPA finalized a determination that the CSAPR Update fully addresses Wisconsin's transport obligations for the 2008 ozone NAAQS. EPA reaffirmed that finding in its Revised CSAPR Update (86 FR 26054).

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- EPA approved Wisconsin’s state board requirements under section 128 of the CAA on January 21, 2016 (81 FR 3334).

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 submittals 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 May 4, 2016, EPA reclassified the Chicago nonattainment area to a classification of moderate. The WDNR subsequently submitted the required moderate area attainment plan on April 17, 2017.⁵ EPA approved most elements of that plan on February 13, 2019.⁶ On August 23, 2019, EPA further reclassified the Chicago nonattainment area to a classification of serious. The WDNR submitted the required serious area attainment plan on December 1, 2020.⁷

Subpart 1 Requirements

Section 172(c)(1) requires that states implement any reasonably available control measures (RACM) necessary for attainment of the NAAQS. The WDNR submitted an evaluation of RACM in Section 6.4 of its December 2020 serious area attainment plan. The WDNR concluded that no additional controls or emission reduction requirements were applicable for RACM under the 2008 ozone NAAQS in this area.

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 submittal 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

⁵ “Attainment Plan for the Wisconsin Portion of the Chicago-Naperville (IL-IN-WI) 2008 8-Hour Ozone Moderate Nonattainment Area.” Available at:

<https://dnr.wisconsin.gov/sites/default/files/topic/AirQuality/AttainmentPlan20170417.pdf>.

⁶ See 84 FR 3701. EPA approved all elements of the plan except the modeled attainment demonstration.

⁷ “Attainment Plan for the Wisconsin Portion of the Chicago-Naperville (IL-IN-WI) 2008 8-Hour Ozone Serious Nonattainment Area.” Available at:

<https://dnr.wisconsin.gov/sites/default/files/topic/AirQuality/AttainmentPlanKenosha1212020.pdf>.

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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 partial Kenosha County moderate nonattainment area for the 2008 ozone NAAQS on February 13, 2019 (84 FR 3701). The WDNR further submitted RFP contingency measures as part of its December 2020 serious area attainment plan.

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 a discussion of transportation conformity.

Subpart 2 Section 182 Requirements

CAA Section 182(c) describes requirements applicable to ozone nonattainment areas classified as serious. CAA Section 182(a) and (b) requirements applicable to marginal and moderate areas also need to be satisfied in serious areas. WDNR addressed these marginal and moderate requirements as they apply to serious areas in its December 2020 serious area attainment plan.

Marginal area requirements

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

Section 182(a)(2) requires the submittal 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 submittal of an emission statement SIP. EPA approved Wisconsin's emission statement program for the partial Kenosha County nonattainment area for the 2008 ozone NAAQS on February 13, 2019 (84 FR 3701).

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Moderate area requirements

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

Section 182(b)(2) requires areas to implement VOC RACT. EPA approved Wisconsin's VOC RACT program as meeting the moderate VOC RACT requirements for this area on September 16, 2020 (85 FR 57729).

Section 182(b)(4) requires a vehicle I/M program. 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).

Section 182(f) requires states with moderate nonattainment areas to implement NO_x RACT. EPA approved Wisconsin's NO_x RACT program in October 2010 (75 FR 64155).

Serious area requirements

The WDNR submitted an attainment plan for the Wisconsin portion of the Chicago 2008 ozone NAAQS serious nonattainment area on December 1, 2020. This plan addressed all Section 182(c) requirements for serious nonattainment areas, including the following:

- Enhanced ozone monitoring (Section 182(c)(1)).
- An attainment demonstration showing how the standard will be attained by the applicable attainment date, and the required demonstration of RFP (Section 182(c)(2)).
- Enhanced vehicle I/M program (Section 182(c)(3)), with additional information provided in Appendix 10 of this submittal.⁸
- Clean-fuel vehicle program requirements (Section 182(c)(4)).
- Transportation control measures (Section 182(c)(5)).
- Nonattainment NSR provisions and rules (Sections 182(c)(6)-(8)).
- Contingency measures (Section 182(c)(9)).
- Nonattainment NSR NO_x and VOC emissions offsets (Section 182(c)(10)).

The WDNR's December 2020 attainment plan also addressed marginal and moderate requirements as they apply to serious areas for the partial Kenosha County area. Once EPA approves the applicable elements from the WDNR's December 2020 serious area attainment plan, along with the applicable additional information provided in this request, WDNR will have a fully approved SIP and will have satisfied all Section 182 elements required for redesignation.

⁸ Appendix 10 provides a detailed analysis of Wisconsin's performance standard modeling for the enhanced I/M program that is operated in the partial Kenosha County 2008 ozone NAAQS serious nonattainment area. The WDNR used EPA's MOVES3 model for the analysis and was consistent with EPA's guidance on existing I/M programs.

3. OZONE MONITORING

3.1. Ozone Monitoring Network

There are currently 21 ozone monitors operating in the Chicago nonattainment area. The WDNR operates two of these monitors in Kenosha County, both located in the nonattainment area (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 2019-2021, along with the design values for 2019-2021. During this time period, no design value exceeded the standard. This data confirms that the entire nonattainment area attained the 2008 ozone NAAQS in 2019-2021. The monitored design values are shown graphically in Figure 3.1.

Significant reductions in emissions of ozone precursors, NO_x 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 December 2020 serious area attainment plan for this area.

3.3. Quality Assurance

The 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 AQS meets federal criteria. The 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

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assurance plans. The 2019 through 2021 datasets have been certified by the states and submitted to EPA and are available to the public.

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 but one Illinois ozone monitoring site meets EPA requirements for completeness (as described in Appendix P to 40 CFR Part 50) for the years 2019 through 2021. For these three years, the overall average data completeness for all sites was 95.7 percent. All but one Illinois site individually averaged at least 90 percent completeness for the 3-year period, and no site was less than 75 percent complete in any given year.

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Table 3.1. Monitoring data for the Chicago nonattainment area, showing annual fourth-highest 8-hour concentrations and design values (DV) ppm. 2019 through 2021 data were downloaded from EPA’s Air Quality System (AQS) database.

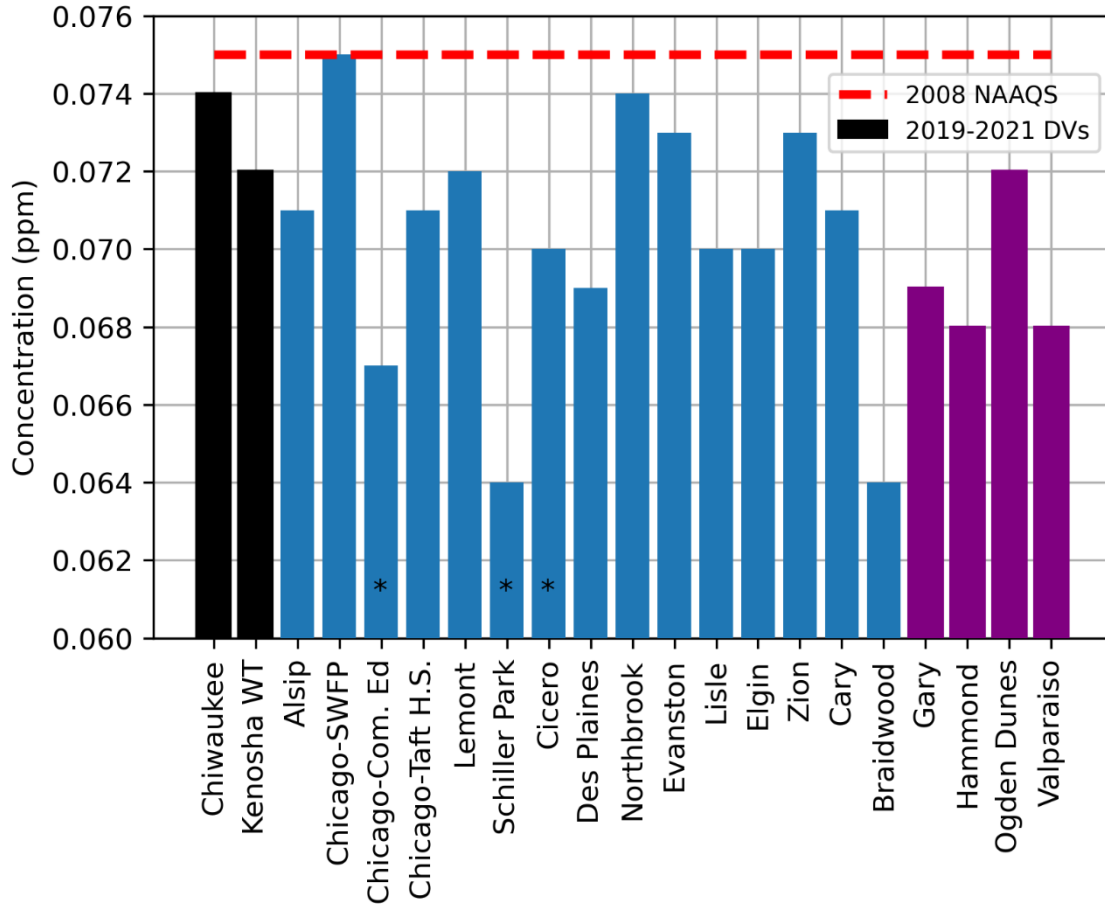
Wisconsin			4th high 8-hr ozone (ppm)			2019-21 DV (ppm)
Site ID	County	Site	2019	2020	2021	
55-059-0019	Kenosha	Chiwaukee	0.067	0.078	0.079	0.074
55-059-0025	Kenosha	Kenosha WT	0.066	0.078	0.072	0.072

Illinois			4th high 8-hr ozone (ppm)			2019-21 DV (ppm)
Site ID	County	Site	2019	2020	2021	
17-031-0001	Cook	Alsip	0.070	0.076	0.068	0.071
17-031-0032	Cook	Chicago-SWFP	0.071	0.077	0.077	0.075
17-031-0076	Cook	Chicago-Com. Ed	0.065	0.068	0.070*	0.067*
17-031-1003	Cook	Chicago-Taft H.S.	0.069	0.077	0.068	0.071
17-031-1601	Cook	Lemont	0.068	0.078	0.072	0.072
17-031-3103	Cook	Schiller Park	0.064	0.068	0.060*	0.064*
17-031-4002	Cook	Cicero	0.064	0.079	0.067*	0.070*
17-031-4007	Cook	Des Plaines	0.066	0.072	0.069	0.069
17-031-4201	Cook	Northbrook	0.069	0.079	0.075	0.074
17-031-7002	Cook	Evanston	0.069	0.074	0.078	0.073
17-043-6001	DuPage	Lisle	0.070	0.073	0.069	0.070
17-089-0005	Kane	Elgin	0.071	0.073	0.068	0.070
17-097-1007	Lake	Zion	0.066	0.076	0.077	0.073
17-111-0001	McHenry	Cary	0.070	0.076	0.069	0.071
17-197-1011	Will	Braidwood	0.060	0.067	0.065	0.064

Indiana			4th high 8-hr ozone (ppm)			2019-21 DV (ppm)
Site ID	County	Site	2019	2020	2021	
18-089-0022	Lake	Gary	0.065	0.074	0.070	0.069
18-089-2008	Lake	Hammond	0.065	0.071	0.068	0.068
18-127-0024	Porter	Ogden Dunes	0.068	0.076	0.072	0.072
18-127-0026	Porter	Valparaiso	0.071	0.067	0.066	0.068

*Data from AirNow Tech (<https://www.airnowtech.org/data/>) due to an inconsistency in AQS reports. All other design values are from AQS AMP480 report.

Figure 3.1. 2019-2021 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.



*Data from AirNow Tech (<https://www.airnowtech.org/data/>) due to an inconsistency in AQS reports. All other design values are from AQS AMP480 report.

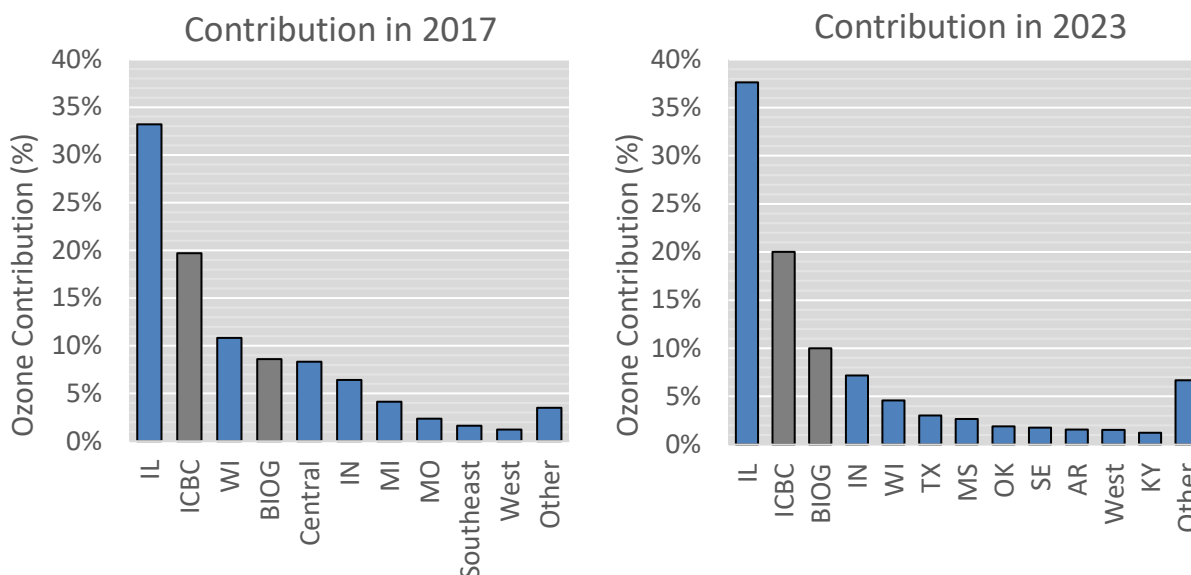
4. EMISSIONS INVENTORIES

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 Kenosha County monitors, ozone design values within 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.⁹



⁹ 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 “initial/boundary conditions,” which are contributions that cannot otherwise be attributed to a state or source region, such as emissions originating outside the U.S. “BIOG” represents biogenic emissions. “Other” represents other states or regions not otherwise listed.

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The WDNR is submitting comprehensive inventories of actual and projected emissions for the partial Kenosha County nonattainment area. These inventories fulfill the CAA requirement to demonstrate that reductions 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 inventories do not result in a limitation on emissions for any specific source or source category in the future. The inventories are a snapshot of recent emissions levels and a best estimate of future emissions levels and are 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 after the area has been redesignated to attainment to demonstrate maintenance ("maintenance year"); and
4. An intermediate year between the attainment year and maintenance year ("interim year").

The WDNR has developed the following NO_x and VOC emissions inventories for the partial Kenosha County area as part of the redesignation request:

- 2011 nonattainment year emissions inventory;
- 2019 attainment year emissions inventory;
- 2030 interim maintenance year emissions inventory; and
- 2035 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 2019-2021. 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 2030 as the interim projection year and 2035 as the maintenance year. The emissions projections through 2035 are relied upon in the maintenance demonstration presented in section 7.

Illinois and Indiana also developed emissions inventories for these same years for their portions of the Chicago nonattainment area. These inventories are presented and discussed in Section 4.4.

Tables 4.1 and 4.2 provide a summary of emissions (in tons per ozone season day, or tposd) for NO_x and VOC within the partial Kenosha County area for the different sectors. These tables also show that the Wisconsin portion of the Chicago nonattainment area contributes less than 3% of total NO_x 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 Kenosha County emissions to the emissions inventories from the Illinois and Indiana portions of the nonattainment area is also provided.

4.2. Nonattainment Year (2011) and Attainment Year (2019) Inventories

The WDNR developed the following emissions information to satisfy EPA’s redesignation requirements to submit nonattainment and attainment year inventories for NO_x and VOC. The EPA has approved Wisconsin’s 2011 emissions inventories for partial Kenosha County and other nonattainment areas under the 2008 8-hour ozone standard (81 FR 11673).¹⁰ Appendix 2 includes a discussion of the methodology used to estimate sector-specific emissions for 2011 and 2019 (shown in Tables 4.1 and 4.2).

The emissions reduction credits (ERCs) shown are based on a creditable VOC emissions reduction of 135.3 tons per year and a creditable NO_x emissions 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 Kenosha County (Construction Permit #18-RAB-050-ERC). ERC ozone season day emissions were derived by dividing the annual tons by 365 days.

Between 2011 and 2019, NO_x emissions decreased 30%, and VOC emissions decreased 26% in the partial Kenosha County nonattainment area. These reductions are primarily due to decreases in NO_x 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), along with the decrease in NO_x emissions from the Pleasant Prairie power plant shutdown that were not credited for NO_x ERCs.

Table 4.1. Partial Kenosha County area NO_x emissions (tposd) by source type.

Sector	2011 nonattainment year	2019 attainment year	2030 interim year	2035 maintenance year
Point - EGU	8.71	0.00	0.00	0.00
Point - Non-EGU	0.09	0.08	0.12	0.12
Area	1.20	1.13	0.95	0.96
Onroad	4.82	1.81	0.85	0.75
Nonroad	2.25	1.64	1.21	1.21
Emissions Reduction Credits	---	7.22	7.22	7.22
TOTAL	17.08	11.87	10.34	10.26
% of Chicago nonattainment area	2.16%	2.36%	2.57%	2.67%

¹⁰ Once approved by EPA, the 2011 nonattainment year inventory contained in this request will replace the approved baseline inventory for this area.

Table 4.2. Partial Kenosha County area VOC emissions (tpod) by source type.

Sector	2011 nonattainment year	2019 attainment year	2030 interim year	2035 maintenance year
Point - EGU	0.38	0.00	0.00	0.00
Point - Non-EGU	0.24	0.19	0.26	0.26
Area	4.10	3.58	3.49	3.56
Onroad	1.90	0.89	0.54	0.47
Nonroad	1.14	0.70	0.63	0.62
Emissions Reduction Credits	---	0.37	0.37	0.37
TOTAL	7.75	5.72	5.28	5.29
% of Chicago nonattainment area	1.32%	1.21%	1.21%	1.24%

4.3. Maintenance Year Inventories (2030 and 2035) and Projected Emissions Trends

The WDNR developed emissions information to satisfy the EPA redesignation requirements to submit an interim maintenance year and maintenance year inventory for NO_x and VOC. Appendix 3 includes information on sector-specific emissions projection methodology. Tables 4.1 and 4.2 show the projected NO_x and VOC emissions (in tpsod) in 2030 and 2035 for electric generating unit (EGU) point, non-EGU point, area, onroad mobile, and nonroad mobile sources. ERC ozone season day emissions are also shown for 2030 and 2035, and are the same as the 2019 ERC emissions shown in section 4.2.

Comparison of emissions from 2019 to projected emissions in the maintenance year (2035) for the partial Kenosha County area shows that total NO_x emissions in this area are projected to decrease by approximately 14% (1.61 tpsod) over this time (Table 4.1). The largest reductions are projected from the onroad mobile sector (1.06 tpsod). VOC emissions are projected to decrease in the partial Kenosha County area by approximately 8% (or 0.44 tpsod) from 2019 to 2035 (Table 4.2). The largest VOC reductions are projected from the onroad mobile sector (0.41 tpsod). This analysis shows that the partial Kenosha County area 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 Partial Kenosha County Nonattainment Area Emissions and Total Chicago Nonattainment Area Emissions

The WDNR also compared 2011 and 2019 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 emissions changes for all three states between the 2019 inventory and projected 2030 and 2035 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 partial Kenosha County nonattainment area NO_x emissions are a very small part (less than 3%) of the total Chicago nonattainment area NO_x emissions in every inventory year. Between 2011 and 2019, NO_x emissions decreased in both the partial Kenosha County (30%) and total Chicago nonattainment areas (38%). NO_x emissions within the partial Kenosha County area are projected to decline by 14% between 2019 and 2035, and emissions from the total Chicago nonattainment area are projected to decrease by 23% over the same period. The largest NO_x reductions in the Chicago nonattainment area are projected from the onroad mobile sector (96.0 tpsd), followed by the nonroad mobile sector (18.7 tpsd). These reductions are anticipated due to federal and state mobile source control programs.

As with NO_x, the partial 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 2019, VOC emissions decreased for partial Kenosha County (26%) and the total Chicago nonattainment area (10%). VOC emissions within the partial Kenosha County area are projected to decline by 8% between 2019 and 2035 and by 9% in the total Chicago nonattainment area. The largest VOC reductions in the Chicago nonattainment area are anticipated from the onroad mobile sector (36.5 tpsd) followed by the area source sector (6.06 tpsd).

The continued NO_x and VOC emissions reductions from the attainment year (2019) to the maintenance year (2035), shown in Table 4.3 and Table 4.4, illustrate that continued maintenance of the 2008 8-hour ozone NAAQS is expected both in the partial Kenosha County nonattainment area and throughout the greater Chicago nonattainment area.

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

Source Type	2011 nonattainment year	2019 attainment year	2030 interim year	2035 maintenance year
<i>Illinois</i>				
Point – EGU	67.41	35.23	43.59	40.97
Point – Non EGU	52.58	47.55	48.56	49.28
Area	32.03	34.63	34.97	35.04
Onroad	285.34	134.38	55.94	48.81
Nonroad	176.60	121.63	106.80	108.27
TOTAL	613.96	373.42	289.86	282.37
<i>Indiana</i>				
Point – EGU	24.04	4.29	1.44	0.42
Point – Non-EGU	70.77	59.91	60.79	61.51
Area	9.39	0.91	0.88	0.87
Onroad	24.70	14.91	6.62	5.51
Nonroad	15.84	13.43	10.25	8.49
TOTAL	144.74	93.45	79.98	76.80
<i>Wisconsin</i>				
Point – EGU	8.71	0.00	0.00	0.00
Point – Non-EGU	0.09	0.08	0.12	0.12
Area	1.20	1.13	0.95	0.96
Onroad	4.82	1.81	0.85	0.75
Nonroad	2.25	1.64	1.21	1.21
Emissions Reduction Credits	---	7.22	7.22	7.22
TOTAL	17.08	11.87	10.34	10.26
<i>Total Nonattainment Area</i>				
Point – EGU	100.16	39.52	45.03	41.39
Point – Non-EGU	123.44	107.54	109.47	110.91
Area	42.62	36.67	36.80	36.87
Onroad	314.86	151.10	63.41	55.07
Nonroad	194.69	136.70	118.26	117.97
Emissions Reduction Credits	0.00	7.22	7.22	7.22
TOTAL	775.78	478.75	380.18	369.43

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

Source Type	2011 nonattainment year	2019 attainment year	2030 interim year	2035 maintenance year
<i>Illinois</i>				
Point – EGU	0.62	0.97	2.52	2.80
Point – Non EGU	47.63	45.35	44.71	44.54
Area	215.14	232.00	225.11	225.11
Onroad	72.43	66.45	37.42	34.27
Nonroad	101.83	67.67	66.41	67.37
TOTAL	437.65	412.44	376.17	374.09
<i>Indiana</i>				
Point – EGU	0.54	0.47	0.56	0.67
Point – Non-EGU	17.22	10.83	10.84	10.90
Area	18.26	17.00	17.58	17.85
Onroad	9.58	6.80	3.77	2.93
Nonroad	21.43	5.53	4.80	4.35
TOTAL	67.03	40.63	37.55	36.70
<i>Wisconsin</i>				
Point – EGU	0.38	0.00	0.00	0.00
Point – Non-EGU	0.24	0.19	0.26	0.26
Area	4.10	3.58	3.49	3.56
Onroad	1.90	0.89	0.54	0.47
Nonroad	1.14	0.70	0.63	0.62
Emissions Reduction Credits	---	0.37	0.37	0.37
TOTAL	7.75	5.72	5.28	5.29
<i>Total Nonattainment Area</i>				
Point – EGU	1.54	1.44	3.08	3.47
Point – Non-EGU	65.09	56.37	55.81	55.70
Area	237.50	252.58	246.18	246.52
Onroad	83.91	74.14	41.73	37.67
Nonroad	124.40	73.90	71.84	72.34
Emissions Reduction Credits	0.00	0.37	0.37	0.37
TOTAL	512.43	458.79	419.00	416.08

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

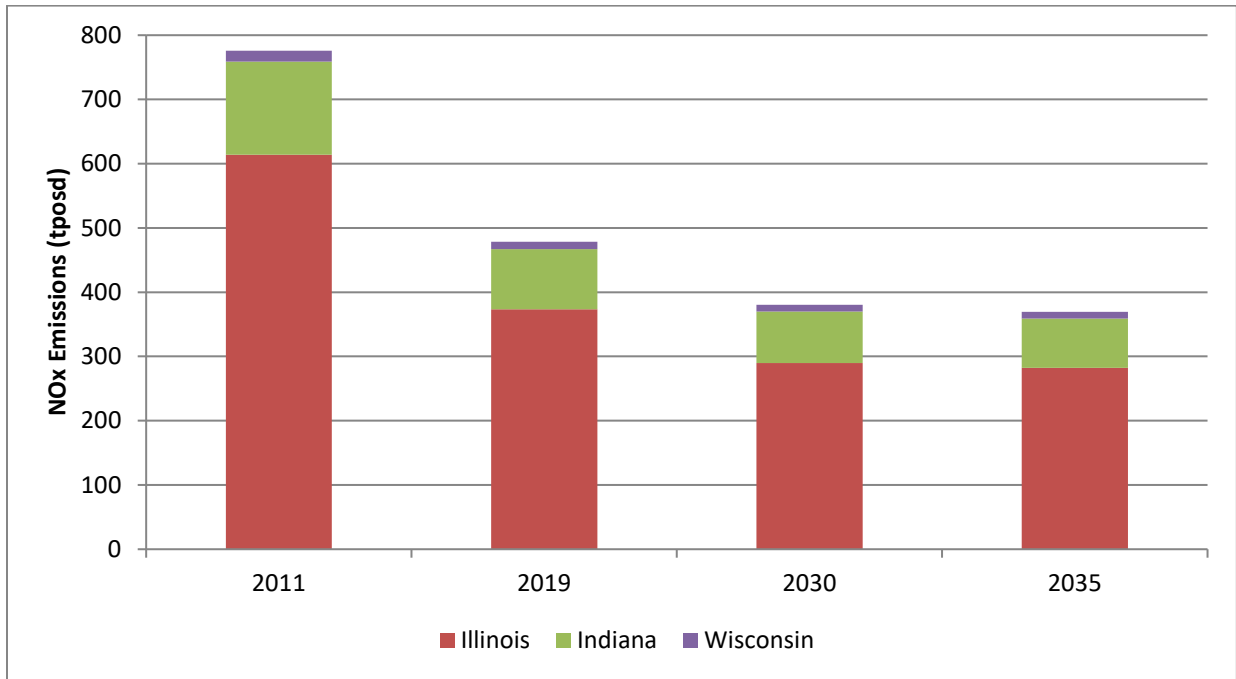


Figure 4.3. Comparison of VOC emissions for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

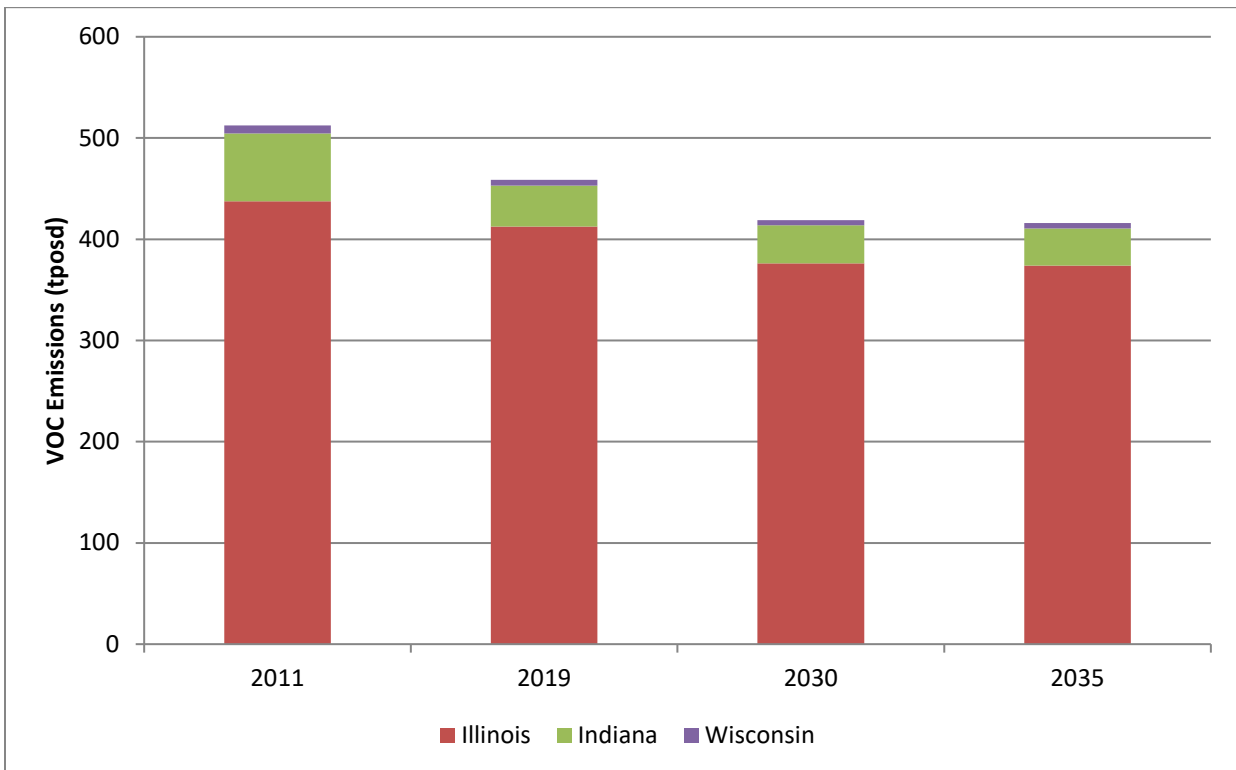


Figure 4.4. NOx emissions by source type for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

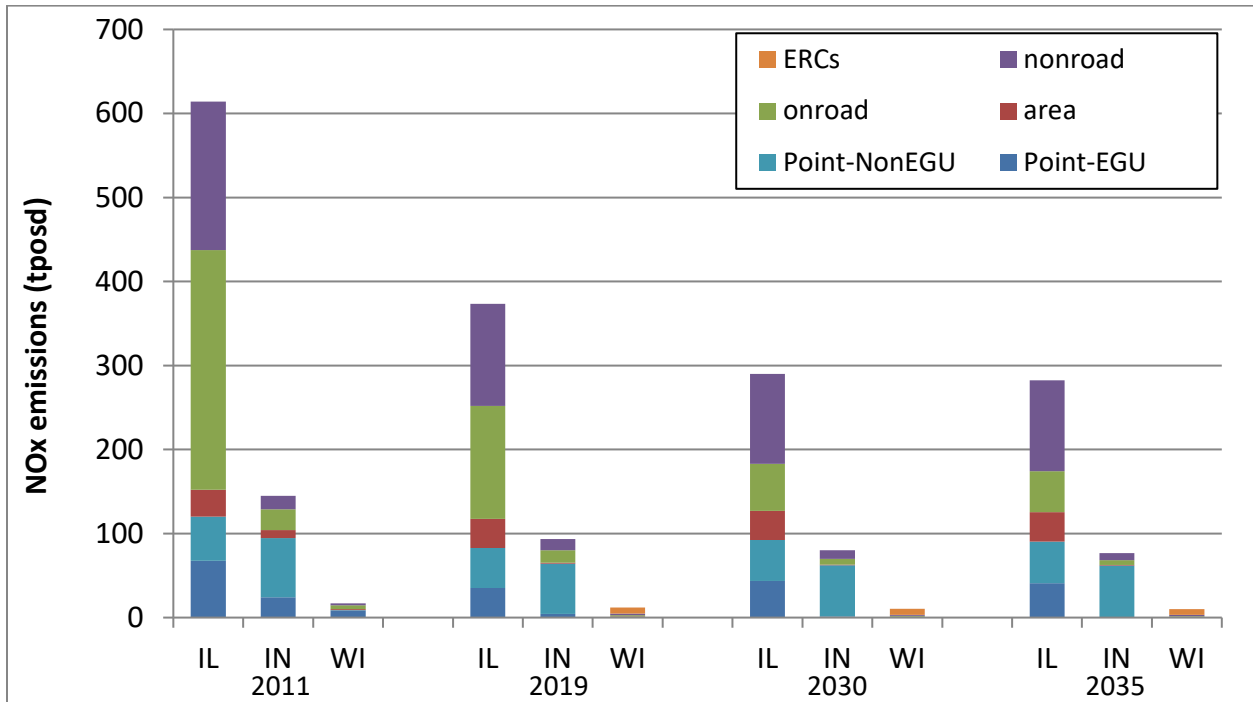


Figure 4.5. Partial Kenosha County area NOx emissions by source type.

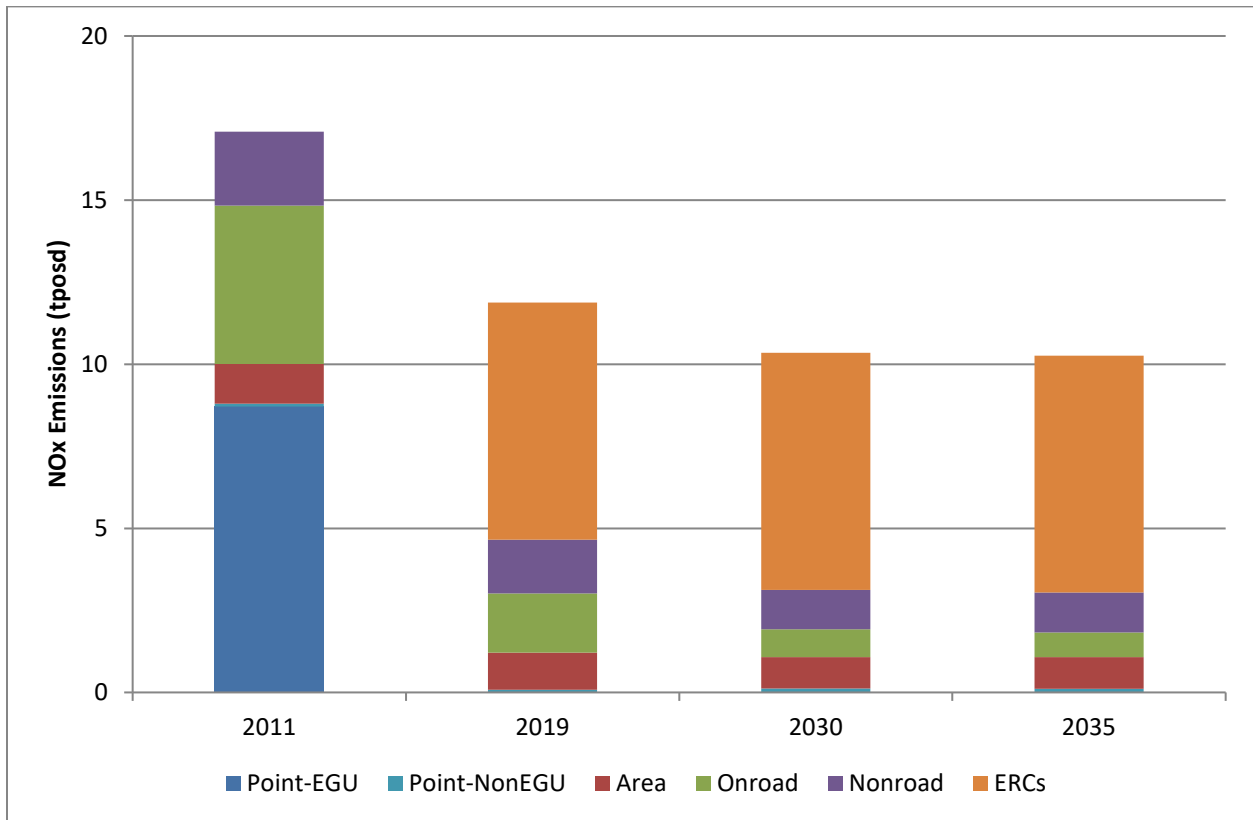


Figure 4.6. VOC emissions by source type for the Illinois, Indiana and Wisconsin portions of the Chicago nonattainment area.

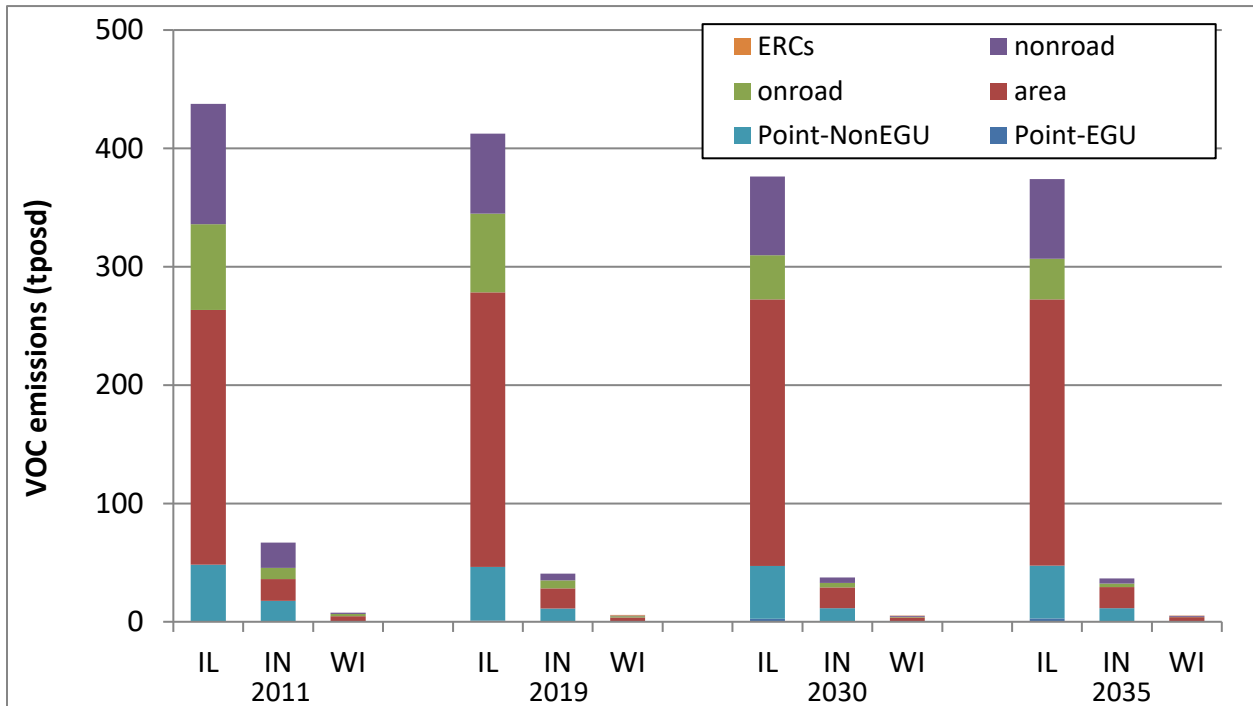
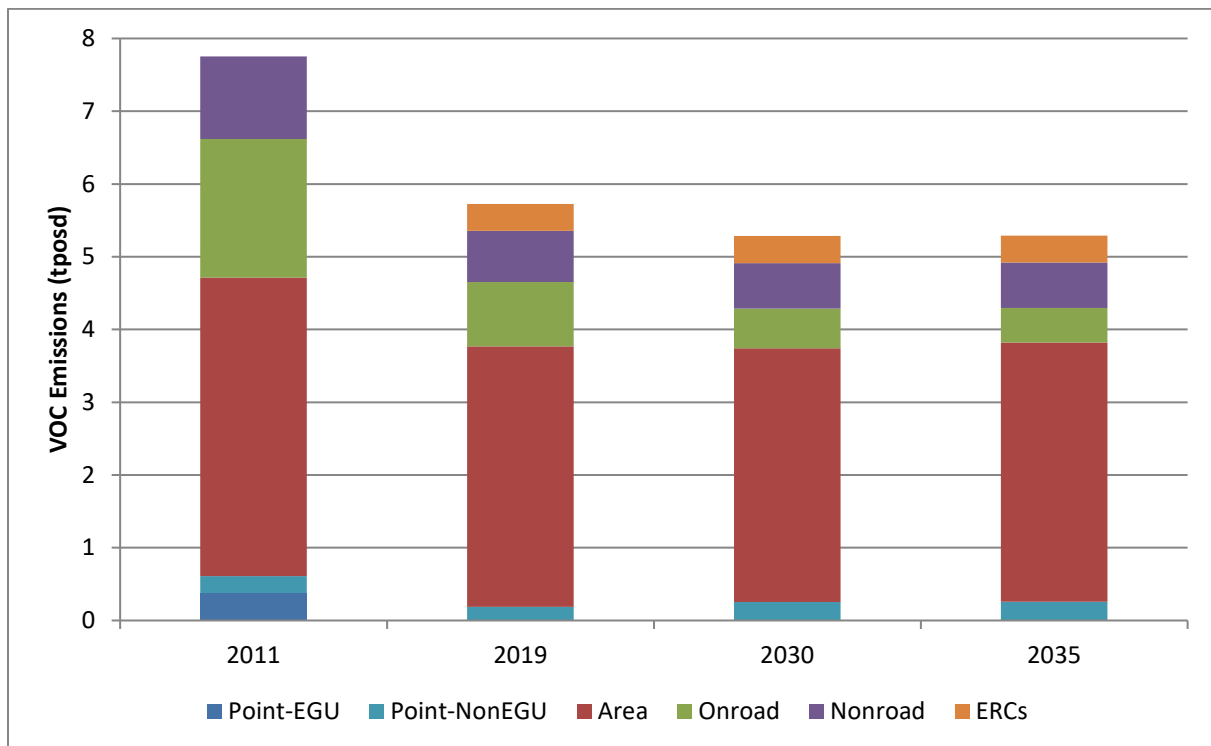


Figure 4.7. Partial Kenosha County area VOC emissions by source type.



5. TRANSPORTATION CONFORMITY

Transportation conformity is required by section 176(c) of the CAA (42 U.S.C. 7506(c)). Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS (CAA 176(c)(1)(B)). The EPA's conformity rule in 40 CFR part 93 requires that transportation plans, programs and projects conform to SIPs and establish the criteria and procedures for determining whether they conform. The conformity rule generally requires a demonstration that emissions from the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) are consistent with the motor vehicle emissions budget (MVEB) contained in the control strategy SIP revision or maintenance plan (40 CFR 93.101, 93.118, and 93.124). A MVEB is defined as "that portion of the total allowable emissions defined in the submitted or approved control strategy implementation plan revision or maintenance plan for a certain date for the purpose of meeting reasonable further progress milestones or demonstrating attainment or maintenance of the NAAQS, for any criteria pollutant or its precursors, allocated to highway and transit vehicle use and emissions" (40 CFR 93.101). The WDNR is submitting MVEBs for the partial Kenosha County 2008 ozone NAAQS area as part of this redesignation request.

5.1. Motor Vehicle Emissions Model

The MVEBs were developed using EPA's MOtor Vehicle Emission Simulator (MOVES3) model and a travel demand model. The MOVES3 model is used to derive estimates of hot summer day emissions for ozone precursors of NO_x 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 MOVES3.¹¹

5.2. Motor Vehicle Emissions Budgets

The WDNR submitted an early progress SIP with updated MVEBs for the partial 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).

The WDNR submitted updated MVEBs for the partial Kenosha County area as part of its 2008 ozone NAAQS moderate area attainment plan 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). The WDNR submitted revised MVEBs for this area in its serious area attainment plan in December 2020. EPA has not yet approved or determined those budgets to be adequate.

Table 5.1 describe the MVEBs developed by WDNR for the partial Kenosha County 2008 ozone NAAQS area for the years 2030 and 2035. These budgets are identical to the corresponding

¹¹ The complete set of inputs to MOVES3 is too lengthy to include in this document. However, electronic copies of the inputs can be obtained from WDNR upon request.

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projected emissions inventories presented in section 4. They 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 provide a safety margin, WDNR increased the emissions calculated by MOVES3 by 7.5% for 2030 and 2035 for the partial Kenosha County maintenance area.

To ensure consistency between SIP inventories and photochemical modeling inventories, the vehicle miles traveled and vehicle population data for the partial Kenosha County area 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 the partial Kenosha County area for 2030 and 2035.

Year	Emissions (tons per hot summer day)	
	VOC	NO _x
2030	0.54	0.85
2035	0.47	0.75

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 emissions reductions. Additionally, EPA’s 1992 Calcagni memo indicates that attainment resulting from temporary reductions in emission rates (e.g., reduced production or shutdown due to temporary adverse economic conditions) or unusually favorable meteorology would not qualify as an air quality improvement due to permanent and enforceable emissions reductions. This section outlines the permanent and enforceable control measures that apply to sources in the partial Kenosha County 2008 ozone NAAQS area. These control measures reduced emissions in this area by the 2019 attainment year, leading to the emissions 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 (the nonattainment year) and 2019 (the attainment year). This discussion highlights those control measures or emissions reductions that have occurred since 2011.

Table 6.1. Emission control programs that have reduced NO_x and VOC emissions in the partial Kenosha County area and contributing regions.^a

Sector	NO _x Control Measures	VOC Control Measures
Point	- Wisconsin NO _x RACM ^b and RACT ^c - Federal NO _x Transport Rules	- VOC RACT/CTG ^d - Federal NESHAP ^e 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 vehicle inspection and maintenance program	
Nonroad	- Numerous federal nonroad mobile source control programs ^a	

^a Table 6.1 lists emission control programs implemented within the partial Kenosha County 2008 ozone NAAQS nonattainment area and/or throughout the state. Appendix 9 provides a detailed explanation of these programs.

^b Reasonably Available Control Measures

^c Reasonably Available Control Technology

^d Control Techniques Guidelines

^e National Emissions Standards for Hazardous Air Pollutants

It is important to note that: (1) emissions sources located in the partial Kenosha County area are already very well-controlled in all respects; and (2) most of the ozone measured in Kenosha County comes from ozone and ozone precursors originating in upwind states. For these reasons, even though pollution control programs continue to decrease emissions within the partial

Kenosha County area, emissions 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 in the state's nonattainment areas for the 1997 ozone NAAQS. This area included the partial Kenosha County 2008 ozone nonattainment area.

Wisconsin implemented Reasonably Available Control Measures (RACM) for NO_x sources in the state's nonattainment areas for the 1997 ozone NAAQS. NO_x emissions units constructed on or before February 1, 2001 in Kenosha County that meet the corresponding applicability criteria are subject to the NO_x RACM requirements in s. NR 428.05, Wis. Adm. Code, which list the NO_x emission rate limits for various types of NO_x emissions units. The affected NO_x emissions units are required to install continuous emissions monitoring systems to demonstrate compliance with the NO_x emission limits specified in s. NR 428.05, Wis. Adm. Code. NO_x emissions units constructed or modified after February 1, 2001 are subject to the federal transport requirements described below.

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 NO_x 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 NO_x and VOC point source in the partial Kenosha County area, was shut down on or around April 10, 2018, between the nonattainment and attainment 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 NO_x transport rules since 2009. These rules have included the Clean Air Interstate Rule, the Cross State Air Pollution Rule (CSAPR) and the CSAPR Update Rule. These rules contributed to a 24% reduction from 2008 to 2014 in total EGU NO_x 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 emissions reductions of 40.6%, 24.1%, and 54.5%, respectively, from 2008 to 2014.

On April 30, 2021, EPA promulgated the Revised CSAPR Update rule in order to fully address 21 states' outstanding interstate pollution transport obligations for the 2008 ozone NAAQS (86 FR23054).¹² The rule further reduced EGU NO_x emissions in 12 states starting in the 2021 ozone season. Due to this rule and other changes already underway in the power sector, EPA

¹² The rulemaking responds to a September 2019 ruling by the U.S. Court of Appeals for the D.C. Circuit, *Wisconsin v. EPA*, which remanded the CSAPR Update to EPA for failing to fully eliminate significant contribution to nonattainment and interference with maintenance of the 2008 ozone NAAQS from upwind states by downwind areas' attainment dates.

expects ozone season NO_x emissions will be nearly 25,000 tons lower in 2021 than in 2019, a reduction of 19 percent.¹³

EPA approved moderate area VOC RACT requirements for the partial Kenosha County 2008 ozone NAAQS area on September 16, 2020 (85 FR 57729). The December 2020 serious area attainment plan describes the partial Kenosha County 2008 ozone NAAQS area's VOC RACT program, which includes codified Control Techniques Guidelines (CTGs), SIP-approved RACT equivalency measures for a source subject to a CTG that has not been incorporated into state code, and negative declarations that no other sources exist within the partial Kenosha County area that are applicable to any unincorporated CTGs or that meet VOC major source criteria.

In the 2019 attainment year, non-combustion sources accounted for the majority (96%) of total VOC emissions in the partial Kenosha County area. Combustion sources accounted for the remaining 4% of the area's VOC emissions. Sources of VOCs in the area are subject to source-specific National Emission Standards for Hazardous Air Pollutant (NESHAP) requirements and/or VOC RACT rules, as applicable. The non-combustion NESHAP rules were implemented prior to 2011 with no additional reductions expected after 2011. 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 Appendix 9 for more information about these federally enforceable control programs.

6.2. Area Source Control Measures

As noted for point sources, Wisconsin has implemented VOC RACT rules under chs. NR 419 through 424, Wis. Adm. Code. In addition, VOC emissions 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 Appendix 9 for more information about these federally enforceable control programs.

6.3. Onroad Source Control Measures

Both NO_x and VOC emissions from onroad mobile sources are controlled through federal new vehicle emissions 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. These programs apply nationally and have reduced emissions both within the nonattainment area and in contributing ozone precursor transport areas. The Wisconsin-administered I/M program also limits on-road VOC and NO_x emissions from on-road sources in southeastern Wisconsin and meets the performance standard for enhanced I/M programs. See Appendices 9 and 10 for more information about these federally enforceable control programs.

¹³ https://www.epa.gov/sites/default/files/2021-03/documents/revised_csapr_update_factsheet_for_final_rule.pdf.

6.4. Nonroad Source Control Measures

VOC and NO_x emitted by nonroad mobile sources are significantly controlled via federal standards for new engines. 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 NO_x emission limits. See Appendix 9 for more information about these federally enforceable control programs.

6.5. Section 110(l) Noninterference Requirements

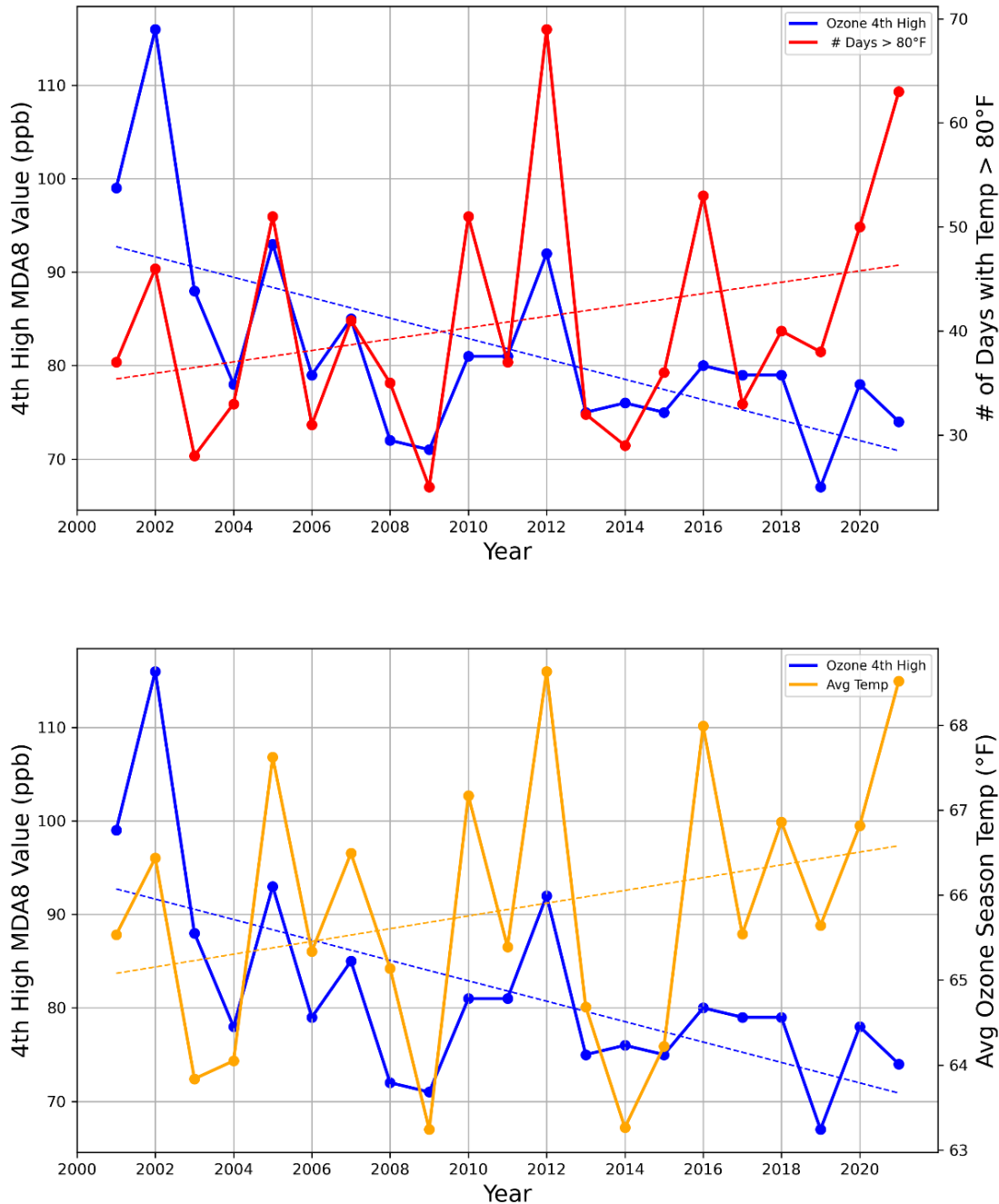
When revising rules and regulations in the SIP, the state is responsible for demonstrating that such a change will not interfere with any applicable requirement concerning attainment and reasonable further progress, or any other applicable CAA requirements for any of the criteria pollutants. This request for redesignation does not implement any changes in the control programs or requirements approved in the SIP and in place during the 2019 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.

6.6. Impact of Permanent and Enforceable Measures on Monitored Ozone Concentrations

Comparison of trends in ozone concentrations and temperature supports the conclusion that the improvement in air quality shown in Section 3 is derived from the permanent and enforceable control measures described in this section, rather than from unusually favorable meteorology or adverse economic conditions. Since ozone typically has a positive correlation with temperature, WDNR analyzed the fourth highest daily maximum 8-hour average (MDA8) ozone concentrations for the months May through September. These data were compared with two measures of temperature: the number of days with temperatures above 80 °F and the average ozone season (defined here as May through September) temperature. The WDNR examined data since 2001 in order to eliminate or dampen the influence of other meteorological variables affecting ozone formation, such as wind direction and wind speed.

Figure 6.1 shows that, over the past twenty years, ozone concentrations at the Chiwaukee Prairie monitor have decreased substantially. In contrast, local temperatures have increased, with the data showing both an increase in the number of hot days and in the average seasonal temperature. This comparison suggests that reductions in emissions, rather than favorable meteorology, led to the long-term reduction in ozone concentrations. Therefore, this analysis suggests that the observed long-term decreases in ozone concentrations, including the more recent nonattainment to attainment year ozone concentrations, are due to the permanent and enforceable reductions in ozone precursor emissions discussed earlier in this section. Similarly, adverse economic conditions cannot account for the downward trends in ozone levels.

Figure 6.1. Comparison of Kenosha County ozone values to temperature (2001-2021). Annual fourth highest maximum daily 8-hour average ozone concentrations plotted with (top) the number of days with temperatures over 80 °F and (bottom) the average May through September temperatures. Dotted lines are best-fit linear regressions.¹⁴



¹⁴ Ozone data is from the Chiwaukee Prairie air quality monitor. Temperature data is from the Kenosha Wastewater Treatment Plant, obtained from the Midwest Regional Climate Center (MRCC) database.

7. MAINTENANCE PLAN

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 (2019) 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. Comparison of Attainment and Maintenance Emissions Inventories

Maintenance emissions 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 2019 as the representative attainment year inventory.¹⁵ 2035 was chosen as the maintenance year and 2030 was chosen as the interim year.

The forecast maintenance inventories for 2030 and 2035 demonstrate that emissions of NO_x and VOCs are projected to decrease in future years relative to the 2019 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 23% for NO_x and 9% for VOC from 2019 to 2035. NO_x and VOC emissions from the partial Kenosha County area are projected to decrease 14% and 8% during this same 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 2019-2021 and emissions are projected to decrease through 2035, this inventory analysis demonstrates that the Chicago nonattainment area is expected to maintain the 2008 NAAQS for more than ten years into the future.

¹⁵ 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. 2019 is the first year in the attainment design value period (2019-2021) 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.

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Table 7.1. NO_x emissions in the Chicago-Naperville, IL-IN-WI, 2008 ozone NAAQS maintenance area.

	Total NO _x emissions (tpod)			
	2019 attainment year	2030 interim year	2035 maintenance year	Net Change (2019-2035)
Partial Kenosha County Area				
Point	0.08	0.12	0.12	0.03 (38%)
Area	1.13	0.95	0.96	-0.16 (-15%)
Onroad	1.81	0.85	0.75	-1.06 (-58%)
Nonroad	1.64	1.21	1.21	-0.52 (-31%)
Emissions Reduction Credits	7.22	7.22	7.22	0.00 (0.0%)
Total	11.87	10.34	10.26	-1.62 (-14%)
Kenosha % of Total Area	2.48%	2.72%	2.78%	---
Total Chicago-Naperville Area				
Point	147.06	154.50	152.30	5.23 (3.6%)
Area	36.67	36.80	36.87	0.21 (0.6%)
Onroad	151.10	63.41	55.07	-96.03 (-64%)
Nonroad	136.70	118.26	117.97	-18.72 (-14%)
Emissions Reduction Credits	7.22	7.22	7.22	0.00 (0.0%)
Total	478.75	380.18	369.43	-109.32 (-23%)

Table 7.2. VOC emissions in the Chicago-Naperville, IL-IN-WI, 2008 ozone NAAQS maintenance area.

	Total VOC emissions (tposd)				Net Change (2019-2035)
	2019 attainment year	2030 interim year	2035 maintenance year		
Partial Kenosha County Area					
Point	0.19	0.26	0.26	0.07	(38%)
Area	3.58	3.49	3.56	-0.02	(-0.5%)
Onroad	0.89	0.54	0.47	-0.41	(-47%)
Nonroad	0.70	0.63	0.62	-0.08	(-11%)
Emissions Reduction Credits	0.37	0.37	0.37	0.00	(0.0%)
Total	5.72	5.28	5.29	-0.44	(-7.6%)
Kenosha % of Total Area	1.25%	1.26%	1.27%	---	
Total Chicago-Naperville Area					
Point	57.81	58.89	59.17	1.36	(2.4%)
Area	252.58	246.18	246.52	-6.06	(-2.4%)
Onroad	74.14	41.73	37.67	-36.46	(-49%)
Nonroad	73.90	71.84	72.34	-1.56	(-2.1%)
Emissions Reduction Credits	0.37	0.37	0.37	0.00	(0.0%)
Total	458.79	419.00	416.08	-42.72	(-9.3%)

7.2. Verification of Continued Attainment

Per EPA’s Redesignation Guidance, WDNR will verify continued attainment of the 2008 8-hour ozone NAAQS in the partial Kenosha County area during the maintenance period via continued ozone monitoring. The 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. The WDNR will continue to quality assure the monitoring data to meet the requirements of 40 CFR Part 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’s website,¹⁶ providing real-time data and information about any NAAQS exceedances to the public.

In addition, ozone precursor inventories will be prepared for 2020, 2023, 2026, 2029, and 2032 as part of the CAA-required National Emissions Inventory program. These inventories will be compared with the 2019 attainment year inventory and projected 2030 interim and 2035

¹⁶ See <https://airquality.wi.gov/home/map>.

maintenance year inventories to assess emissions trends, as necessary, to assure continued attainment of the 2008 ozone NAAQS.

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 warning level study will be initiated no later than six months following data certification with a final evaluation completed within 12 months after data certification. This 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.

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. The action level study will be initiated no later than six months following data certification with a final

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evaluation completed within 12 months after data certification. This study would examine the following factors for the 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;
- Emissions 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 emissions reduction measures to be implemented will be based upon their potential to reduce ozone concentrations at violating monitors in the nonattainment area, cost-effectiveness, emissions 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 NO_x 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 NO_x 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 NO_x emission limits for heavy-duty vehicles.
- Updated (Phase 2) federal fuel efficiency standards for medium- and heavy-duty engines and vehicles.

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- 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. The 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

As required by Section 175A(b) of the CAA, WDNR commits to submit to EPA, eight years after redesignation, an additional revision of the SIP. The revision will contain Wisconsin's plan for maintaining the 2008 ozone NAAQS in this area for an additional ten years beyond the first ten-year maintenance period following redesignation.

8. PUBLIC PARTICIPATION

In accordance with section 110(a)(2) of the CAA, WDNR published a notice on the internet on November 1, 2021 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 on December 1, 2021 at 1 pm. A notice of availability was also posted on the website. The redesignation request was available for public comment through December 2, 2021. The WDNR received one comment in support of this submittal.

The WDNR made changes to the public draft to reflect updated emissions inventory data for Illinois and Indiana, clarify the enhanced I/M program performance standard assessment, reflect certification of 2021 ozone monitoring data, clarify the timing of maintenance plan requirements, and make other minor clarifications and corrections.

9. CONCLUSIONS

The partial Kenosha County, Wisconsin nonattainment area, along with the rest of the greater 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 the partial Kenosha County area from nonattainment to attainment for the 2008 ozone NAAQS and approve the associated maintenance plan for the area.

APPENDIX 1

Wisconsin’s Infrastructure SIP for the 2008 Ozone NAAQS

This appendix includes:

1. Wisconsin Nitrogen Dioxide (NO₂), Ozone (O₃), and Sulfur Dioxide (SO₂) 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 NO₂, and 2010 SO₂ 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 – PM_{2.5} Increment and Various PSD Program Changes, submitted to U.S. EPA on February 8, 2016.....19
7. Air Plan Approval; Wisconsin; NO_x 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 (NO₂), Ozone (O₃), and Sulfur Dioxide (SO₂) Infrastructure State Implementation Plan (SIP)

Dear Ms. Hedman:

The Wisconsin Department of Natural Resources (WDNR) hereby submits an infrastructure SIP for the 2008 O₃ and 2010 NO₂ and SO₂ 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,

A handwritten signature in blue ink that reads 'Bart Sponseller'. The signature is written in a cursive style and is positioned above the typed name.

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 NO₂, O₃, and SO₂ 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 (NO₂), Ozone (O₃), and Sulfur Dioxide (SO₂)

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 O₃ NAAQS, 2010 NO₂ NAAQS, and 2010 SO₂ 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 O₃ 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. Section 110(a)(2)(D)(i): Interstate transport provisions

"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 O₃ and PM_{2.5} precursor emissions. Emissions of NO₂ and SO₂ 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 NO₂, O₃, and SO₂ – using models such as AERMOD. The WDNR works with LADCO and the U.S. EPA to perform regional modeling of O₃ and PM_{2.5} precursors – including NO₂ and SO₂ – 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
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Madison WI 53707-7921

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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 NO_x 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 NO₂, and 2010 SO₂ 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 (NO₂), and 2010 sulfur dioxide (SO₂) 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 NO₂, and 2010 SO₂ 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 NO₂, and 2010 SO₂ 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 NO₂, and 2010 SO₂ 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 NO₂, and 2010 SO₂ 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 Rule-making.

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 (NO₂) 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 (SO₂) 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 (HVLV) 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 (NO₂), and 2010 sulfur dioxide (SO₂) 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 NO₂, and 2010 SO₂ 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} 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 NO₂, and 2010 SO₂ 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 NO₂, and 2010 SO₂ 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 NO₂, and 2010 SO₂ 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
Toll Free 1-888-936-7463
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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 – PM_{2.5} 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 NO_x 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 NO_x 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 NO_x as a precursor to ozone.

The WDNR in DNR Board Order AM-15-14 is completing rulemaking to address these deficiencies including identifying NO_x 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 NO _x 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 NO _x 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 NO _x 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 (NO₂), 2010 sulfur dioxide (SO₂), 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 NO₂, 2010 SO₂, 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 (µg/m³) 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 µg/m³, 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 NO₂, 2010 SO₂, 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 NO₂, 2010 SO₂, 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 (NO₂) 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 (SO₂) 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 2019 Emissions Inventories Documentation

1. Introduction

This appendix provides additional information for the sector-specific nitrogen oxides (NO_x) and volatile organic compounds (VOC) tons per ozone season day (tposd) emissions estimates in Section 4.2 of the WDNR's Redesignation Request and Maintenance Plan for the Partial Kenosha County, Wisconsin 2008 Ozone NAAQS Nonattainment Area.

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 emissions inventories include all reporting sources at that facility regardless of the magnitude of reported emissions. For this attainment plan, portable point sources, such as asphalt plants and rock crushers, were reported under nonpoint sources to be consistent with other states. The 2011 and 2019 point source emissions inventories were created using 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 emissions 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 from facilities using web-based software 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 WebFIRE database.¹ 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 that operated in the partial Kenosha County 2008 ozone nonattainment area over the period of this request: the Pleasant Prairie coal-fired power plant. For this facility, WDNR used the ozone season NO_x emissions divided by the days of reported operation during the ozone season to represent 2011 ozone season day emissions. The 2011 VOC ozone season day emissions were derived by multiplying the facility's ozone season heat input by an average VOC emission rate. There are no 2019 NO_x and VOC ozone season day emissions from the Pleasant Prairie power plant because the facility retired in 2018. Appendix 4 provides the detailed methodology used to calculate EGU 2011 ozone season day emissions.

¹ WebFIRE is EPA's online emissions factor repository, retrieval, and development tool, found online at: <https://www.epa.gov/electronic-reporting-air-emissions/webfire>.

The 2011 and 2019 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 WebFIRE database. The emissions 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 2019.

The following procedure was used to determine an average day's emissions for a typical ozone season work weekday for non-EGU point sources. The WDNR obtained the quarterly operation schedule and the normal operating days per week information for each facility as collected by the WDNR AEI. The WDNR used emissions from the third quarter of the calendar year (i.e., July 1 to September 30) to represent the typical ozone season day emissions for these sources. The equation below was then used to calculate the emissions from typical ozone season days for each emissions unit and process line. The emissions from each unit/process line at a facility were then summed to arrive at the total tons per ozone season day emissions for that facility.

$$EM = (Annual \times Third \ Quarter \ Percentage) / (DPW \times N_{weeks})$$

Where:

EM = Typical ozone season day emissions in tons per day

Annual = Annual emissions of VOC or NO_x in tons

Third Quarter Percentage = the percentage of time that the unit is in operation for the third quarter of the calendar year, compared to the total time the unit is in operation for the entire calendar year, as reported to WDNR

DPW = Days per week the facility operates, as reported to WDNR

N_{weeks} = Number of weeks (13) from July 1 to September 30

This equation inherently accounts for ozone season work weekday emissions being higher if a facility only operates during the work week (i.e., five days) instead of the entire week (i.e., seven days), consistent with EPA guidance for emissions inventories associated with the 2015 ozone NAAQS.

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. 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 certain categories as described below. Emissions calculation

methodologies used in developing 2011 nonpoint emissions inventory are available in the EPA's 2011 NEI, version 2 Technical Support Document.²

For the 2019 attainment year, nonpoint source emissions inventory estimates were based on the data interpolation between the 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.³

The WDNR updated EPA nonpoint emissions estimates for stationary nonpoint sources for the following sectors: fuel combustion for 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.

For the WDNR-updated nonpoint fuel combustion sectors, the Source Classification Code (SCC) cross-walk between nonpoint and their corresponding point source SCCs provided by EPA 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's Energy Information Administration (EIA). This survey data is the source of activity data for ICI fuel combustion. EIA's State Energy Data System (SEDS) data, as reported in EIA's most recent State Energy Consumption Estimates report, was used to determine total consumption for most fuel oil and kerosene.⁴

To update emissions estimates for most of the solvent utilization for industrial surface coating categories, the U.S. Census Bureau's employment and county business pattern data were used.⁵

In order to obtain the area source emissions for the partial Kenosha County area, emissions estimates for the entire county were allocated to the partial county area based on population data. Kenosha County's population for 2019 was estimated by interpolating 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 partial Kenosha County area as compared to the entire county. For 2011 and 2019, 77% of the county's population was estimated to live in the partial Kenosha County area. Appendix 6 includes table of area source emissions by source category.

² https://www.epa.gov/sites/production/files/2015-10/documents/nei2011v2_tsd_14aug2015.pdf.

³ <http://views.cira.colostate.edu/wiki/wiki/10202>.

⁴ https://www.eia.gov/state/seds/sep_use/notes/use_print.pdf.

⁵ <https://www.census.gov/programs-surveys/cbp/data.html>.

Waste Disposal

For the 2011 NEI, WDNR adopted EPA estimated emissions for waste disposal. However, for this redesignation request, WDNR back-calculated NO_x and VOC emissions for waste disposal categories using EPA's 2016 and 2023 emissions modeling estimates. This was done due to a suspected methodology change by EPA (which led to significantly lower NO_x and VOC emission estimates) for NO_x and VOC emissions 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 Grilling

For the 2011 NEI, WDNR adopted EPA estimated emissions for residential grilling. However, for this redesignation request, WDNR back-calculated NO_x and VOC emissions for residential grilling category listed under miscellaneous non-industrial not-elsewhere-classified (NEC) using EPA's 2016 and 2023 emissions modeling estimates. This was done due to a suspected methodology change by EPA (which led to significantly lower NO_x and VOC emissions estimates) for NO_x and VOC emissions 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.

Fuel Combustion-ICI Boilers

For the 2011 NEI, WDNR estimated emissions for industrial, commercial and institutional fuel combustion. However, for this redesignation request, WDNR back-calculated VOC emissions for distillate oil IC engines of both industrial as well as commercial and institutional fuel combustion categories using EPA's 2016 and 2023 emissions modeling estimates. This was done due to a suspected methodology change by EPA, which led to significantly higher VOC emissions estimates for these categories after 2011. Back-calculating 2011 emissions from EPA's 2016 and 2023 modeling estimates is assumed to more accurately reflect EPA's updated methodology after 2011.

Residential and Commercial Portable Fuel Containers

For the 2011 NEI, WDNR adopted EPA estimated emissions for residential and commercial portable fuel containers. However, for this redesignation request, WDNR back-calculated VOC emissions for selected SCCs of these categories using 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 emissions estimates) for VOC emissions 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 back-calculated VOC emissions for selected SCCs of residential wood combustion using EPA's 2016 and 2023 emissions modeling estimates. The selection was made if there was a significant negative discrepancy from 2011 to 2016 emissions estimates for those SCCs. This was done due to a suspected methodology change by EPA (which led to significantly lower VOC emissions estimates) for VOC emissions 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.

Agricultural Livestock Waste

For the 2011 NEI, WDNR adopted EPA estimated emissions for agricultural livestock waste. However, for this redesignation request, WDNR back-calculated VOC emissions for agricultural livestock waste categories using EPA's 2016 and 2023 emissions modeling estimates. This was done due to a suspected methodology change by EPA, which led to significantly higher VOC emissions estimates for these categories after 2011. Back-calculating 2011 emissions from EPA's 2016 and 2023 modeling estimates is assumed to more accurately reflect EPA's updated methodology after 2011.

Solvent Utilization: Agricultural Pesticides

For the 2011 NEI, WDNR adopted EPA estimated emissions for agricultural pesticide application. However, for this redesignation request, WDNR back-calculated VOC emissions for this source category using EPA's 2016 and 2023 emissions modeling estimates. The decision was made based on a significant negative discrepancy from 2011 to 2016 emissions estimates for SCC 2461850000. This was done due to a suspected methodology change by EPA, which led to significantly lower VOC emissions estimates for this category 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.

Gasoline Service Stations, Stage II: Total Refueling

The WDNR estimated emissions from vehicle refueling at gasoline stations (Stage II refueling) using EPA's MOVES3.0.2 model, using the same inputs used for the onroad modeling.

Beginning in the 1990s, a Stage II vapor recovery program (vapor recovery nozzles at gas pumps) was in effect in nine Wisconsin counties, including Kenosha County. This program 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.⁶ Wisconsin submitted a state implementation plan (SIP) revision removing Stage II requirements, which EPA approved in November 2013. By 2019 most gasoline stations in the nine Wisconsin

⁶ 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.

counties had removed or decommissioned their Stage II vapor recovery systems. Because of this significant decrease in Stage II systems from 2011 to 2019, WDNR used different Stage II-related inputs to MOVES3.0.2 for those two years.

To model the effects of a Stage II program, MOVES3.0.2 provides the following two inputs:

- Vapor displacement reductions
- Spillage reductions

The 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).⁷ Because of a near total removal of Stage II systems by the summer of 2019, WDNR used a value of 0% for 2019.

The WDNR used a spillage reduction percentage of 50% for 2011. This percentage is the standard percentage used in the MOVES3.0.2 model for all areas in the United States having a Stage II vapor recovery program. Again, WDNR used a value of 0% for 2019.

Since the MOVES modeling for onroad emissions used ozone season weekday (oswd) travel activity, whereas the nonpoint emissions are based on the average of all seven days of the week (osd), the WDNR, using travel data developed by the Wisconsin Department of Transportation (WDOT), adjusted the MOVES oswd output emissions to osd emissions, based on the ratio of average day (weekdays and weekends) to weekday travel during the ozone season. The adjustment factors used are 0.9525 for 2011 and 0.9510 for 2019.

2.3 Onroad Mobile Sources

Onroad mobile sources are motorized mobile equipment that are primarily used on public roadways. Examples of onroad mobile sources are cars, trucks, buses and road motorcycles. The emissions reported in this document were estimated using MOVES, the EPA's recommended mobile source model. The model was run in inventory mode. The version used was MOVES3.0.2, the most recent version of the model, released in September 2021. All estimates were made in accordance with the following EPA technical guidance:

- "MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity" (76 pp, November 2020, EPA-420-B-20-052).

The onroad mobile NO_x and VOC emissions for the partial Kenosha County area for 2011 and 2019 (as well as the 2030 and 2035 projections) are presented in Appendix 8, separated by

⁷ "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: "MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity," EPA-420-B-20-052, November 2020.

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source type (vehicle class), fuel type and road type. A Table summarizing vehicle activity data presented in Appendix 8 after the emissions tables.⁸

⁸ The complete set of inputs to MOVES3.0.2 is too lengthy to include in this document. Electronic copies can be obtained from WDNR upon request.

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 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 also runs the MOVES model for transportation planning and conformity analyses.

On September 23, 2021, SEWRPC provided to WDNR MOVES input files for the partial Kenosha County area for 2011 and 2019 (as well as projections to 2030 and 2035) for the following data:

- Annual VMT by five vehicle classes
- Vehicle population by 13 vehicle classes
- Average speed distributions
- VMT distributions by roadway type and vehicle class
- Temporal VMT distributions by:
 - Hour of day
 - Weekday vs. weekend
 - Month of year

2.3.2 Descriptions of MOVES Modeling Inputs

The MOVES modeling inputs are described in the following nine subsections.

2.3.2.1 Vehicle-Miles of Travel (VMT)

SEWRPC provided WDNR annual VMT data for 2011 and 2019 (as well as projections to 2030 and 2035), broken down by five Highway Performance Monitoring System (HPMS) vehicle classes for all travel in the partial Kenosha County area. The data were obtained from their transportation network inventory data and travel demand model. The WDNR then input those data into MOVES3.0.2 (see Table A2.1).

Table A2.1. Annual VMT Provided by SEWRPC and Input into MOVES3.0.2.

HPMS Vehicle Class	Year	
	2011	2019
Motorcycles	6,774,406	7,067,687
Light Duty Vehicles	943,903,376	1,048,458,574
Buses	2,696,161	2,980,308
Single Unit Trucks	46,068,512	52,184,615
Combination Trucks	33,130,997	38,448,371
TOTAL	1,032,573,452	1,149,139,555

As specified in the EPA technical guidance, the onroad inventories for ozone SIPs should be based on ozone season *weekday* VMT, where “weekday” includes all five of the weekdays. The WDNR has always defined “ozone season” for the mobile sector as the three months of June, July and August. To determine ozone season weekday VMT, WDNR input into MOVES temporal VMT distributions for month-of-year and weekday-vs.-weekend provided by SEWRPC. (SEWRPC developed these distributions from WDOT statewide data.) MOVES3.0.2 then calculated the ozone season weekday VMT and furthermore subdivided the VMT from the five HPMS vehicle classes into 13 vehicle classes, using default vehicle class distributions. The resulting VMT output by MOVES3.0.2 is shown in Table A2.2.

Table A2.2. Ozone Season Weekday VMT Output by MOVES3.0.2.

MOVES Vehicle Class	Year	
	2011	2019
Motorcycles	21,263	22,144
Passenger Cars	1,451,618	1,521,353
Passenger Trucks	1,337,252	1,568,135
Light Commercial Trucks	142,562	163,754
Other Buses	4,450	5,025
Transit Buses	1,248	1,532
School Buses	2,697	2,713
Refuse Trucks	1,818	1,488
Single Unit Short-haul Trucks	127,202	145,585
Single Unit Long-haul Trucks	7,624	9,172
Motor Homes	6,235	5,478
Combination Short-haul Trucks	16,491	20,332
Combination Long-haul Trucks	84,374	96,906
TOTAL	3,204,835	3,563,619

The total ozone season weekday VMT in 2019 is 11.2% greater than the total ozone season weekday VMT in 2011. Annual VMT divided by ozone season weekday VMT equals 322.2 for 2011 and 322.5 for 2019.

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.

Table A2.3. Vehicle Populations Provided by SEWRPC and Output by MOVES3.0.2.

MOVES Vehicle Class	Year	
	2011	2019
Motorcycles	2,999	2,941
Passenger Cars	42,375	43,786
Passenger Trucks	33,570	38,393
Light Commercial Trucks	3,844	4,396
Other Buses	55	54
Transit Buses	16	17
School Buses	90	76
Refuse Trucks	26	24
Single Unit Short-haul Trucks	2,834	3,436
Single Unit Long-haul Trucks	126	152
Motor Homes	339	346
Combination Short-haul Trucks	188	198
Combination Long-haul Trucks	273	339
TOTAL	86,735	94,158

The total vehicle population in 2019 is 8.6% greater than the total vehicle population in 2011.

2.3.2.4 Average Speed Distribution

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

2.3.2.5 Vehicle Age Distribution

Year 2011: The WDNR had previously developed local vehicle age distributions for 2014 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. The WDNR calculated the local distributions from a file of select fields from the state’s registration database of March 2014 provided by the WDOT. The WDNR calculated a 2014 distribution for a seven-county region, including Kenosha County. The 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 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). The WDNR calculated a 2017 distribution for a seven-county region including Kenosha County.

Year 2019: The WDNR projected the 2017 vehicle age distribution to 2019 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.

A comparison of the average vehicle ages from the 2011, 2017 and 2019 age distributions follows:

Table A2.4. Average Vehicle Ages (years old).

MOVES Vehicle Class	Year		
	2011	2017	2019
Motorcycle	7.28	13.74	13.68
Passenger Car	9.67	9.37	9.31
Passenger Truck	8.18	7.44	7.39
Light Commercial Truck	10.33	10.27	10.21
Other Bus	9.18	11.29	11.12
Transit Bus	10.60	12.33	12.33
School Bus	6.71	7.42	7.37
Refuse Truck	10.64	10.95	11.09
Single Unit Short-haul Truck	11.32	11.14	11.03
Single Unit Long-haul Truck	11.84	11.95	11.78
Motor Home	10.76	15.29	15.24
Combination Short-haul Truck	13.46	13.55	13.48
Combination Long-haul Truck	7.53	10.42	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.

The average ages in 2019 tend to be slightly less than those in 2017. The reason for this is that the effect of the “recession dip” for model years 2009 to 2011 on lowering the average age diminishes over time.

2.3.2.6 Road Type Distribution

MOVES requires that VMT for each of the 13 source types be allocated to the following four roadway classes:

- Rural – Restricted Access
- Rural – Unrestricted Access
- Urban – Restricted Access
- Urban – Unrestricted Access

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

A detailed breakdown of VMT by roadway class by MOVES source type is provided in Appendix 5. The proportion of heavy-duty truck travel is significantly higher on restricted access roadways than on unrestricted access roadways.

2.3.2.7 Fuel Formulation and Supply

The MOVES3.0.2 defaults currently provide the best available fuel data and therefore were used.

2.3.2.8 Vehicle Inspection and Maintenance Program

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

2.3.2.9 Meteorology Data

Temperatures conducive to peak ozone formation were assumed for the ozone season weekday modeling. To ensure consistent emissions estimates over time, 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 2019 nonroad emissions for the non-MAR categories were developed using the EPA's MOVES3.0.2 model.

The only change WDNR made to the MOVES3.0.2 nonroad defaults was an updated monthly distribution of agricultural activity, developed by the Lake Michigan Air Directors Consortium (LADCO) for Wisconsin and other Midwestern states. EPA also used these updated distributions for each Midwestern state for the 2016 emissions modeling platform, version 1, and the 2017 NEI.

The model was run for Kenosha County for the months of June, July and August, using the same hot ozone season day temperatures used for the onroad modeling. The countywide hot ozone season day emissions were then calculated by dividing the total emissions over these three months by 92 (the number of days in the three months).

The WDNR then allocated the countywide hot ozone season day emissions to the partial 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

To avoid the possibility of inconsistent emissions between years due to methodology changes, WDNR used the same data source for estimating aircraft and rail emissions for all four inventory

years (2011, 2019, 2030 and 2035): the EPA's 2016 emissions modeling platform, version 1 (2016v1 platform). First, emissions for the three months of June, July and August were obtained from the 2016v1 for the years 2016, 2023 and 2028. Then, WDNR divided these emissions by 92 (the number of days in those three months) to obtain ozone season day emissions.

For the year 2011, WDNR calculated emissions by linearly back-calculating from the 2023 and 2016 ozone season day emissions, with the constraint that if the 2016 emissions exceeded the 2023 emissions, the 2011 emissions were set equal to the 2016 emissions. This constraint helps ensure against an overestimation of 2011 emissions.

For the year 2019, WDNR calculated emissions by linearly interpolating between 2016 and 2023 ozone season day emissions.

The resulting ratio of annual emissions to ozone season day emissions is 339.7 to 1 for aircraft and 362.6 to 1 for rail locomotive. These two ratios hold for all years (2011 and 2019, as well as the 2030 and 2035 projection years) and for both pollutants (NO_x and VOC).

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

2.4.3 MAR Sources – Commercial Marine Vessels

As was done for aircraft and rail, WDNR used the same data source for estimating commercial marine emissions for all four inventory years. In this case, the data source was a May 2020 EPA update to the 2016v1 platform for annual commercial marine emissions in the Great Lakes region for the years 2016 and 2028.

For the year 2011, WDNR calculated emissions by linearly back-calculating from the 2028 and 2016 annual emissions, again with the constraint that if the 2016 emissions were greater than the 2028 emissions, the 2011 emissions were set equal to the 2016 emissions.

For the year 2019, WDNR calculated emissions by linearly interpolating between the 2016 and 2028 annual emissions.

Since the EPA's May 2020 updated emissions did not include monthly emissions, WDNR used earlier monthly estimates in EPA's 2016 emissions modeling platform to develop ratios between annual emissions and ozone season day emissions. Using the same procedures described in section 2.4.2 for aircraft and rail, WDNR determined that ozone season day emissions equal annual emissions divided by the following amounts:

- For category C1 and C2 engines:
 - 208.3 for NO_x for all four years (2011, 2019, 2030 and 2035)
 - 206.1 for VOC for all four years (2011, 2019, 2030 and 2035)
- For category C3 engines:
 - 312.1 for NO_x for all four years (2011, 2019, 2030 and 2035)
 - 318.7 for VOC for all four years (2011, 2019, 2030 and 2035)

Thus, to estimate ozone season day emissions, WDNR divided the annual emissions by the above amounts.

2.4.4 Allocation of Emissions to the partial Kenosha County area

Given the wide range of nonroad mobile sources, several surrogates were employed to estimate the proportion of countywide emissions in the partial Kenosha County area. The surrogates are described below:

2.4.4.1 Land Area

Based on geographic data for each city and township in Kenosha County, the land area of the partial Kenosha County area comprises 31% of the total county land area. Excluding the City of Kenosha, where no significant agricultural activity occurs, this percentage is 24%.

The nonroad categories allocated to the partial Kenosha County area based on land area are agriculture, logging, oilfields, recreational, and underground mining. The 24% factor was used for agriculture and the 31% factor was used for the other categories. Kenosha County has no emissions from oilfields or underground mining.

2.4.4.2 Population

As described in section 2.2 (Nonpoint (Area) Sources), the percentage of the county's population estimated to live in the partial Kenosha County area is 77% for both 2011 and 2019.

The nonroad categories allocated to the partial Kenosha County area based on this 77% population proportion are: commercial, construction, industrial, and lawn & garden.

2.4.4.3 Water Area

The WDNR obtained water area data from two tables in the MOVES3.0.2 nonroad data files: WI_WIB.ALO, which provides the water area in each Wisconsin county applicable to pleasure craft having inboard engines, and WI_WOB.ALO, which provides water area in each Wisconsin county applicable to pleasure craft having outboard engines. The difference between these two tables is that WI_WIB.ALO includes water area along the Lake Michigan shore as well as inland water area, while WI_WOB.ALO only includes the inland water area.

For Kenosha County, WI_WIB.ALO has 81 square kilometers of water area and WI_WOB.ALO has 25 square kilometers of water area. 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 the partial Kenosha County area). The 25 square kilometer value for outboard engines contains only the water from the inland lakes. Thus, for pleasure craft with inboard engines $(56+1)/81 = 70\%$ of the associated water area is in the partial Kenosha County area and for pleasure craft with outboard engines $1/25 = 4\%$ of the associated water area is in the partial Kenosha County area.

The nonroad category allocated to the partial 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 partial Kenosha County area and for pleasure craft with outboard engines, 4% of the full county emissions were allocated to the partial Kenosha County area.

2.4.4.4 Lake Michigan Shoreline

All (100.0%) of the Lake Michigan shoreline is in the partial Kenosha County area. The nonroad category allocated to the partial 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 WDNR obtained countywide annual aircraft emissions from the EPA's February 2020 release of 2017 NEI point source emissions. These summaries include the longitude and latitude of the airport associated with the emissions, allowing one to determine which of the airports are in the partial Kenosha County area. The WDNR calculated that the percentage of countywide aircraft emissions in the partial Kenosha County area are:

- 88% for NO_x
- 82% for VOC

Thus, aircraft emissions in the partial Kenosha County area are those percentages of the total Kenosha County aircraft emissions.

2.4.4.6 Railroad Link Location

The EPA's 2014 NEI, version 2, provides the location (shape identifier) and the percentage of county rail travel for each link of railway in the United States. The WDNR used these data to estimate the percentage of Kenosha County rail travel within the partial Kenosha County area and assumed these travel percentages would equal the emission percentages. These percentages are 60% for commercial rail and 100% for passenger rail. Based on the rail emissions in the 2017 NEI, the weighted-average percentages for all rail emissions are 63% for NO_x and 64% for VOC. The WDNR assumed these weighted-average percentage to hold for all four inventory years (2011, 2019, 2030 and 2035).

Thus, rail locomotive emissions in the partial Kenosha County area are those percentages of the total Kenosha County rail locomotive emissions.

For railroad maintenance emissions, 100% of the countywide emissions are assumed to be in the partial Kenosha County area since no railyards exist in Kenosha County outside of that area.

APPENDIX 3

2030 and 2035 Emissions Projections Documentation

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

This appendix provides additional information for the sector-specific nitrogen oxides (NO_x) and volatile organic compounds (VOC) tons per ozone season day (tposd) emissions estimates in Section 4.3 of WDNR's Redesignation Request and Maintenance Plan for the Partial Kenosha County, Wisconsin 2008 Ozone NAAQS Nonattainment Area.

1. EGU Inventory Methodology for 2030 and 2035

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

2. Point Non-EGU Inventory Methodology for 2030 and 2035

Non-EGU point source emissions are projected for 2030 and 2035 by applying growth factors to the 2019 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 2020 for Existing Sources

Non-EGU point source projected 2030 and 2035 emissions were derived by applying growth factors to the 2019 base year inventory. Growth factors were developed from Annual Energy Outlook (AEO) 2020 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 A3.1. Growth Factors from AEO 2020 Used for Projecting Wisconsin Non-EGU Point Source Emissions for the Partial Kenosha County Area.

NAICS	NAICS Description	AEO Industrial or Commercial Sub-sector	AEO Energy Consumption (trillion Btu) ¹			Growth Factors (from 2017) ²	
			2019	2030	2035	2030 GF	2035 GF
323111	Printing and Related Support Activities	Paper Industry	1483	1565	1571	1.06	1.06
322222	Paper Bag and Coated and Treated Paper Manufacturing	Paper Industry	1483	1565	1571	1.06	1.06
326112	Plastics Packaging Film and Sheet (including Laminated) Manufacturing	Other Manufacturing - Plastics	456	555	573	1.22	1.26
332722	Fabricated Metal Product Manufacturing	Metals Based Durables	350	363	379	1.04	1.08
332322	Fabricated Metal Product Manufacturing	Metals Based Durables	350	363	379	1.04	1.08

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331513	Foundries	Iron and Steel Industries	1321	1161	1108	0.88	0.84
335921	Electrical Equipment, Appliance, and Component Manufacturing	Industrial Sector Macroeconomic Indicators - Electrical Equipment	130	220	255	1.69	1.96
335210	Small Electrical Appliance Manufacturing	Industrial Sector Macroeconomic Indicators - Electrical Equipment	130	220	255	1.69	1.96
311421	Food Manufacturing	Food Industry	1154	1286	1345	1.11	1.17
31121	Flour Milling and Malt Manufacturing	Food Industry	1154	1286	1345	1.11	1.17
622110	General Medical and Surgical Hospitals	East North Central	2782	3266	2904	1.17	1.04
6221	General Medical and Surgical Hospitals	East North Central	2782	3266	2904	1.17	1.04
611310	Colleges, Universities, and Professional Schools	East North Central	2782	3266	2904	1.17	1.04
611310	Colleges, Universities, and Professional Schools	East North Central	2782	3266	2904	1.17	1.04
325510	Paint, Coating and Adhesive Manufacturing	Bulk Chemical Industry Energy Consumption	7546	9850	10481	1.31	1.39
424690	Other Chemical and Allied Products Merchant Wholesalers	Bulk Chemical Industry Energy Consumption	7546	9850	10481	1.31	1.39
331523	Foundries	Aluminum Industry	219	222	226	1.02	1.03
221320	Sewage Treatment Facilities					1	1

¹ Source: <http://www.eia.gov/forecasts/aeo/index.cfm>.

² Growth factors for the entire 2019-2030 and 2019-2035 periods were calculated by dividing the 2030 or 2035 energy consumption values by the 2019 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 emissions 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 partial Kenosha County area from 2016 to 2020 (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 2030 and 2035 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.

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

Construction Permit Class	Year	Potential Emissions Increase (TPY)		Estimated Daily Average (TPOSD) ¹		Project Description	Construction Permit #
		NO _x	VOC	NO _x	VOC		
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	
Minor action ²	2019	0	0	0.000	0.000	N/A	
Minor action ²	2020	0	0	0.000	0.000	N/A	
Total		0.00	10.0	0.00	0.027		

¹ Daily ozone season 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 for PSD minor sources, or the significant emissions increase threshold of 40 TPY for PSD major sources.

3. Area Source Inventory Methodology for 2030 and 2035

EPA's 2016 Emissions Modeling Platform, Version 1 includes base year 2016 and projections for the years 2023 and 2028.¹ Wisconsin's 2030 and 2035 area source emissions were estimated primarily by extrapolating EPA's 2016, 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 MOVES3.0.2 model with the same inputs used for the onroad modeling.

As was done for Stage II refueling emissions for 2011 and 2019, WDNR adjusted weekday emissions from MOVES3.0.2 to average day (weekdays and weekends) emissions, based on the ratio of average day to weekday travel, resulting in adjustment factors of 0.9485 for 2030 and 0.9480 for 2035. Also, as was done for 2019, no Stage II vapor recovery program was modeled for 2030 and 2035. Owing to most vehicles now having their own vapor recovery system (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 2019 and the projection years, emissions from Stage II refueling steadily decrease from 2011 to 2035, owing to the larger percentage of vehicles having ORVR.

In order to obtain the areas source emissions for the partial Kenosha County area, emissions estimates for the entire county were allocated to the partial county area based on population data. The Kenosha County population data projections for 2030 and 2035 from the Wisconsin Department of Administration were used to calculate the emissions estimates. The partial-county population was identified based on the relative population of the Minor Civil Divisions in the partial Kenosha County area compared with the entire county. For both 2030 and 2035, the percentage of the county population estimated to live in the partial Kenosha area was 77%. Appendix 6 includes tables of projected area source emissions for the partial Kenosha County area by source category.

¹ <https://www.epa.gov/air-emissions-modeling/2016v1-platform>

4. Onroad Inventory Methodology for 2030 and 2035

As was done for the 2011 and 2019 emissions, the 2030 and 2035 projected onroad emissions were developed using the MOVES3.0.2 model. Unless otherwise stated in this section, the methodology WDNR used for 2030 and 2035 is the same methodology WDNR used for years 2011 and 2019, as described in Appendix 2, section 2.3.

SEWRPC provided WDNR the same suite of MOVES inputs they provided for 2011 and 2019 for the two projection years of 2030 and 2035

The resulting annual VMTs that WDNR entered into MOVES3.0.2 and the ozone season weekday VMTs output by MOVES3.0.2 are shown in the following two tables:

Table A3.3. Annual VMT Provided by SEWRPC and Input into MOVES3.0.2.

HPMS Vehicle Class	Year			
	2011	2019	2030	2035
Motorcycles	6,774,406	7,067,687	7,918,696	8,284,849
Light Duty Vehicles	943,903,376	1,048,458,574	1,169,531,905	1,225,358,642
Buses	2,696,161	2,980,308	3,328,975	3,486,066
Single Unit Trucks	46,068,512	52,184,615	58,191,120	60,971,304
Combination Trucks	33,130,997	38,448,371	42,568,178	44,707,493
TOTAL	1,032,573,452	1,149,139,555	1,281,538,874	1,342,808,355

Table A3.4. Ozone Season Weekday VMT Output by MOVES3.0.2.

MOVES Vehicle Class	Year			
	2011	2019	2030	2035
Motorcycles	21,263	22,144	24,765	25,912
Passenger Cars	1,451,618	1,521,353	1,685,042	1,748,777
Passenger Trucks	1,337,252	1,568,135	1,756,861	1,855,545
Light Commercial Trucks	142,562	163,754	183,995	194,265
Other Buses	4,450	5,025	5,617	5,853
Transit Buses	1,248	1,532	1,673	1,784
School Buses	2,697	2,713	3,054	3,195
Refuse Trucks	1,818	1,488	1,705	1,762
Single Unit Short-haul Trucks	127,202	145,585	162,178	169,843
Single Unit Long-haul Trucks	7,624	9,172	10,270	10,815
Motor Homes	6,235	5,478	6,058	6,388
Combination Short-haul Trucks	16,491	20,332	22,625	23,671
Combination Long-haul Trucks	84,374	96,906	107,290	112,721
TOTAL	3,204,835	3,563,619	3,971,134	4,160,529

The total ozone season weekday VMT increases by 11.2% from 2011 to 2019, increases by 11.4% from 2019 to 2030, and increases by 4.8% from 2030 to 2035. In terms of annual VMT growth rates, these rates are 1.34% from 2011 to 2019, 0.99% from 2019 to 2030, and 0.94% from 2030 to 2035.

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Annual VMT divided by ozone season weekday VMT equals 322.2 for 2011, 322.5 for 2019, and 322.7 for both 2030 and 2035.

The vehicle populations for each of the years are:

Table A3.5. Vehicle Populations Provided by SEWRPC and Output by MOVES3.0.2.

MOVES Vehicle Class	Year			
	2011	2019	2030	2035
Motorcycles	2,999	2,941	3,382	3,635
Passenger Cars	42,375	43,786	48,470	50,017
Passenger Trucks	33,570	38,393	43,088	45,249
Light Commercial Trucks	3,844	4,396	4,934	5,182
Other Buses	55	54	58	60
Transit Buses	16	17	18	19
School Buses	90	76	83	86
Refuse Trucks	26	24	26	26
Single Unit Short-haul Trucks	2,834	3,436	3,693	3,736
Single Unit Long-haul Trucks	126	152	164	166
Motor Homes	339	346	372	377
Combination Short-haul Trucks	188	198	204	207
Combination Long-haul Trucks	273	339	349	355
TOTAL	86,735	94,158	104,841	109,115

The total vehicle population increases by 8.6% from 2011 to 2019, increases by 11.3% from 2019 to 2030, and increases by 4.1% from 2030 to 2035. In terms of annual population growth rates, these rates are 1.03% from 2011 to 2019, 0.98% from 2019 to 2030, and 0.80% from 2030 to 2035.

The WDNR projected the 2017 vehicle age distribution to 2030 and 2035 using the methodology done to project to 2019, which is described in section 2.3.2.5 in Appendix 2. Table A3.6 presents the resulting average vehicle ages for all four inventory years as well as for 2017.

Table A3.6. Average Vehicle Ages (years old).

MOVES Vehicle Class	Year				
	2011	2017	2019	2030	2035
Motorcycle	7.28	13.74	13.68	13.46	13.48
Passenger Car	9.67	9.37	9.31	9.29	9.30
Passenger Truck	8.18	7.44	7.39	7.44	7.45
Light Commercial Truck	10.33	10.27	10.21	10.18	10.20
Other Bus	9.18	11.29	11.12	10.75	10.84
Transit Bus	10.60	12.33	12.33	12.33	12.33
School Bus	6.71	7.42	7.37	7.38	7.39
Refuse Truck	10.64	10.95	11.09	10.59	10.72
Single Unit Short-haul Truck	11.32	11.14	11.03	10.83	10.90
Single Unit Long-haul Truck	11.84	11.95	11.78	11.58	11.55
Motor Home	10.76	15.29	15.24	14.92	14.96
Combination Short-haul Truck	13.46	13.55	13.48	13.46	13.46
Combination Long-haul Truck	7.53	10.42	10.42	10.42	10.42

Emissions for 2030 and 2035 were increased by a 7.5% safety margin, as agreed through the interagency transportation conformity consultative process.

The motor vehicle inspection and maintenance (I/M) program was assumed to remain in effect for 2030 and 2035.

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

5. Nonroad Inventory Methodology for 2030 and 2035

The methodology for the 2030 and 2035 projected nonroad emissions is parallel to the methodology used to determine the 2011 and 2019 estimates, as described in Appendix 2, section 2.4.

For all source categories except commercial marine, aircraft and rail locomotive (MAR), the nonroad component of the MOVES3.0.2 model was run for Kenosha County at hot ozone season day temperatures. As was done for 2011 and 2019, the only change made to the MOVES3.0.2 nonroad defaults was an updated monthly distribution of agricultural activity, developed by the Lake Michigan Air Directors Consortium (LADCO). The MOVES3.0.2 model's default growth projections were assumed.

For aircraft and rail locomotive, WDNR calculated emissions for 2030 and 2035 by linearly extrapolating from the 2023 and 2028 ozone season day emissions derived from the EPA's 2016 emissions modeling platform, version 1, with the constraint that if the 2028 emissions were less than the 2023 emissions, the 2030 and 2035 emissions were set equal to the 2028 emissions. The intent of this constraint is to avoid an underestimation of 2030 and 2035 emissions.

For commercial marine, WDNR calculated emissions for 2030 and 2035 by linearly extrapolating from the ozone season day emissions values for the years 2016 and 2028 derived from the EPA's May 2020 updated commercial marine estimates in EPA's 2016 emissions modeling platform, version 1, again with the constraint that if 2028 emissions were less than 2016 emissions, the 2030 and 2035 emissions were set equal to the 2028 emissions.

In allocating the full Kenosha County emissions to the partial Kenosha County area, the adjustment factors did not change from those used for 2011 and 2019. In particular, the population adjustment factor was 77% for all four inventory years, consistent with the allocation done for area sources as described in section 3 of Appendices 2 and 3.

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

APPENDIX 4

EGU Point Source Emissions for 2011, 2019, 2030 and 2035

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This appendix provides the methodology for calculating electric generating unit (EGU) sector nitrogen oxides (NO_x) and volatile organic compounds (VOC) tons per ozone season day (tposd) emissions estimates in Section 4.2 and Section 4.3 of WDNR’s Redesignation Request and Maintenance Plan for the Partial Kenosha County 2008 Ozone NAAQS Nonattainment Area.

The Pleasant Prairie coal-fired power plant retired in 2018 and was the only EGU point source facility located in the partial Kenosha County nonattainment area. The NO_x emissions and days of operation for 2011 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) NO_x emissions divided by the days of reported operation during the ozone season to represent ozone season day emissions. This data and the tposd emissions calculated from this data are provided in Table A4.1. The NO_x emissions were 8.71 tposd in 2011. It should be noted that the Pleasant Prairie power plant operated selective catalytic reduction (SCR) since 2006 for controlling NO_x emissions.

The VOC ozone season day emissions for 2011 for Pleasant Prairie were derived by multiplying the facility’s ozone season heat input by an average VOC emission rate for 2011. 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 NO_x. 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 the VOC emission rate for 2011 by the ozone season heat input then dividing by the days of reported operation during the ozone season resulted in 0.38 tposd of VOC in 2011.

Note: emissions from non-electric generating emissions 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 Ozone Season Day Operation and Emissions.

Variable	2011		2019		2030	2035
	B20	B21	B20	B21	B20&B21	B20&B21
Ozone Season NO _x (tons) ¹	531.1	522.8	Retired	Retired	Retired	Retired
# of Ozone Season Days Reported ¹	123	119				
NO _x (tposd)	4.32	4.39				
NO _x Control	SCR	SCR				
VOC Rate (lbs/mmBtu) ²	0.0033					
Ozone Season Heat Input (mmBtu) ³	31,500,945					
# of Ozone Season Days Reported ¹	138					
VOC (tposd)	0.38					

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.

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

Variable	2011	2019	2030	2035
Annual VOC (tons) ¹	123.6	Retired	Retired	Retired
Annual Heat Input (mmBtu) ²	75,084,093			
VOC Rate (lbs/mmBtu) ³	0.0033			

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

Non-EGU Point Source Emissions for 2011, 2019, 2030 and 2035

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This appendix provides a list of the point source non-electric generating unit (non-EGU) tons per ozone day (tposd) emissions by facility identification number (FID) and facility name for 2011, 2019, 2030 and 2035 in the partial Kenosha County area. The sums of nitrogen oxides (NOx) and volatile organic compounds (VOC) emissions from these facilities were used for the non-EGU sector NOx and VOC tposd emissions estimates in Section 4.2 and Section 4.3 of WDNR's Redesignation Request and Maintenance Plan for the Partial Kenosha County 2008 Ozone NAAQS Nonattainment Area.

Table A5.1 2011 and 2019 Point Non-EGU Emissions for the Partial Kenosha County 2008 Ozone NAAQS area.^{1,2}

FID	Facility Name	NAICS	Pollutant	2011 (tposd)	2019 (tposd)	2011 (tons)	2019 (tons)
230008350	KENOSHA STEEL CASTINGS	230008350	NOx	0.0092	0.0042	2.13	0.78
230009450	OCEAN SPRAY CRANBERRIES INC	230009450	NOx	0.017	0.0018	8.83	9.01
230012530	LAMINATED PRODUCTS INC	230012530	NOx	0.0013	Shut down	0.43	Shut down
230035410	BALCAN USA INC. (Mondi Akrosil LLC)	230035410	NOx	0.014	0.013	0.63	4.76
230058180	WI DOA / UW-PARKSIDE POWER PLANT	230058180	NOx	0.0096	0.0087	5.87	5.51
230059280	FROEDTERT SOUTH PLEASANT PRAIRIE HOSPITAL (St. Catherines Medical Center Campus/UHSI)	230059280	NOx	0.012	0.017	4.26	5.30
230072040	RUST - OLEUM CORP	230072040	NOx	0.0041	0.0072	1.50	2.10
230094590	FROEDTERT SOUTH KENOSHA HOSPITAL (Kenosha Medical Center Campus)	230094590	NOx	0.011	0.0099	3.81	2.07
230099100	CARTHAGE COLLEGE	230099100	NOx	0.012	0.012	4.49	9.12
230105590	SHILOH - PLEASANT PRAIRIE	230105590	NOx	Not reporting	Not reporting	Not reporting	Not reporting
230141780	ARDENT MILLS LLC	230141780	NOx	0.00	0.00	0.01	0.01
230167520	IEA INC - KENOSHA	230167520	NOx	0.0006	Not reporting	0.29	Not reporting
230198760	KKSP PRECISION MACHINING LLC	230198760	NOx	0.00007	0.00007	0.07	0.04
230167630	INSINKERATOR	230167630	NOx	Not reporting	0.00004	Not reporting	0.06
230002960	KENOSHA WASTEWATER TREATMENT FACILITY	230002960	NOx	Not reporting	9.50E-03	Not reporting	3.69
230008350	KENOSHA STEEL CASTINGS	331513	VOC	0.053	0.047	15.7	9.07
230009450	OCEAN SPRAY CRANBERRIES INC	311421	VOC	0.0032	0.0034	1.32	1.43
230012530	LAMINATED PRODUCTS INC	N/A	VOC	0.013	Shut down	3.29	Shut down
230035410	BALCAN USA INC. (Mondi Akrosil LLC)	322222	VOC	0.016	0.0022	0.69	0.79
230058180	WI DOA / UW-PARKSIDE POWER PLANT	611310	VOC	0.0005	0.0005	0.32	0.3

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FID	Facility Name	NAICS	Pollutant	2011 (tposd)	2019 (tposd)	2011 (tons)	2019 (tons)
230059280	FROEDTERT SOUTH PLEASANT PRAIRIE HOSPITAL (St. Catherines Medical Center/UHSI)	6221	VOC	0.0006	0.0009	0.22	0.32
230072040	RUST - OLEUM CORP	325510	VOC	0.046	0.015	14.6	5.47
230094590	FROEDTERT SOUTH KENOSHA HOSPITAL (Kenosha Medical Center Campus)	622110	VOC	0.0006	0.0006	0.23	0.2
230099100	CARTHAGE COLLEGE	611310	VOC	0.0007	0.0006	0.25	0.24
230105590	SHILOH - PLEASANT PRAIRIE	331523	VOC	Not reporting	Not Reporting	Not reporting	Not Reporting
230117580	RESIDEO TECHNOLOGIES INC. (Honeywell Automation and Control Solutions)	335921	VOC	0.0046	0.0051	1.2	1.46
230134960	LMI PACKAGING SOLUTIONS	323111	VOC	0.021	0.025	6.52	8.93
230141780	ARDENT MILLS LLC	31121	VOC	0.00	0.00	0.0004	0.00046
230167520	IEA INC - KENOSHA	332322	VOC	0.013	Not reporting	3.94	Not reporting
230198760	KKSP PRECISION MACHINING LLC	332722	VOC	0.063	0.0022	16.4	0.57
230167630	INSINKERATOR	335210	VOC	Not reporting	0.009	Not reporting	2.42
230153000	PPC INDUSTRIES	326112	VOC	Not reporting	0.05	Not reporting	18.2
230200190	EMCO CHEMICAL DISTRIBUTORS INC.	424690	VOC	Not reporting	0.027	Not reporting	8.45
230002960	KENOSHA WASTEWATER TREATMENT FACILITY	221320	VOC	Not reporting	0.0004	Not reporting	0.14
TOTAL			NOX	0.09	0.08	32.32	42.45
			VOC	0.24	0.19	64.65	57.99

¹ Tons per ozone season day (tposd) emissions were calculated by Wisconsin air emissions inventory using the 3rd quarter operation information.

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 emissions inventory reports. Sources that chose not to report NOx and/or VOC for a certain year are thus listed as “Not reporting” for that year.

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Table A5.2 2030 and 2035 Point Non-EGU Emissions for the Partial Kenosha County 2008 Ozone NAAQS area.¹

FID	Facility Name	NAICS	Pollutant	2030 (tposd)	2035 (tposd)	2030 (tons)	2035 (tons)
230008350	KENOSHA STEEL CASTINGS	230008350	NO _x	0.004	0.004	0.685	0.654
230009450	OCEAN SPRAY CRANBERRIES INC	230009450	NO _x	0.002	0.002	10.037	10.501
230012530	LAMINATED PRODUCTS INC	230012530	NO _x	N/A	N/A	N/A	N/A
230035410	BALCAN USA INC. (Mondi Akrosil LLC)	230035410	NO _x	0.014	0.014	5.023	5.041
230058180	WI DOA / UW-PARKSIDE POWER PLANT	230058180	NO _x	0.010	0.009	6.469	5.752
230059280	FROEDTERT SOUTH PLEASANT PRAIRIE HOSPITAL (St. Catherines Medical Center Campus/UHSI)	230059280	NO _x	0.020	0.018	6.222	5.532
230072040	RUST - OLEUM CORP	230072040	NO _x	0.009	0.010	2.741	2.917
230094590	FROEDTERT SOUTH KENOSAH HOSPITAL (Kenosha Medical Center Campus)	230094590	NO _x	0.012	0.010	2.430	2.161
230099100	CARTHAGE COLLEGE	230099100	NO _x	0.014	0.013	10.707	9.520
230105590	SHILOH - PLEASANT PRAIRIE	230105590	NO _x	0.0265	0.0268	10.1	10.2
230141780	ARDENT MILLS LLC	230141780	NO _x	0.0	0.0	0.009	0.010
230167520	IEA INC - KENOSHA	230167520	NO _x	0.00000084	0.00000088	0.00022	0.00023
230198760	KKSP PRECISION MACHINING LLC	230198760	NO _x	0.000073	0.000076	0.041	0.043
230167630	INSINKERATOR	230167630	NO _x	0.000042	0.000045	0.064	0.068
230002960	KENOSHA WASTEWATER TREATMENT FACILITY	230002960	NO _x	0.0095	0.010	3.690	3.690
230008350	KENOSHA STEEL CASTINGS	331513	VOC	0.0413	0.0394	7.97	7.60
230009450	OCEAN SPRAY CRANBERRIES INC	311421	VOC	0.00379	0.00396	1.59	1.67

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FID	Facility Name	NAICS	Pollutant	2030 (tposd)	2035 (tposd)	2030 (tons)	2035 (tons)
230012530	LAMINATED PRODUCTS INC	N/A	VOC	N/A	N/A	N/A	N/A
230035410	BALCAN USA INC. (Mondi Akrosil LLC)	322222	VOC	0.00232	0.00233	0.83	0.84
230058180	WI DOA / UW- PARKSIDE POWER PLANT	611310	VOC	0.000585	0.00052	0.35	0.31
230059280	FROEDTERT SOUTH PLEASANT PRAIRIE HOSPITAL (St. Catherines Medical Center)	6221	VOC	0.00105	0.000936	0.37	0.33
230072040	RUST - OLEUM CORP	325510	VOC	0.0196	0.0208	7.14	7.60
230094590	FROEDTERT SOUTH KENOSHA HOSPITAL (Kenosha Medical Center Campus)	622110	VOC	0.000702	0.000624	0.23	0.21
230099100	CARTHAGE COLLEGE	611310	VOC	0.000702	0.000624	0.28	0.25
230105590	SHILOH - PLEASANT PRAIRIE	331523	VOC	0.00704	0.00711	2.58	2.61
230117580	RESIDEO TECHNOLOGIES INC. (Honeywell Automation and Control Solutions)	335921	VOC	0.00541	0.0054	1.55	1.65
230134960	LMI PACKAGING SOLUTIONS	323111	VOC	0.0264	0.0264	9.42	9.46
230141780	ARDENT MILLS LLC	31121	VOC	0.00000	0.00000	0.00051	0.00054
230167520	IEA INC - KENOSHA	332322	VOC	0.0105	0.0109	3.42	3.57
230198760	KKSP PRECISION MACHINING LLC	332722	VOC	0.00228	0.00238	0.59	0.62
230167630	INSINKERATOR	335210	VOC	0.00954	0.0102	2.57	2.73
230153000	PPC INDUSTRIES	326112	VOC	0.0609	0.0629	22.17	22.89
230200190	EMCO CHEMICAL DISTRIBUTORS INC.	424690	VOC	0.0352	0.0375	11.03	11.74
230002960	KENOSHA WASTEWATER TREATMENT FACILITY	221320	VOC	0.00040	0.0004	0.14	0.14

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Sub-total – Existing Sources			NOX	0.12	0.12	58.19	56.05
			VOC	0.23	0.23	72.24	74.21
<i>New & Modified Sources</i>							
N/A	N/A	N/A	NOX	0.00	0.00	0.00	0.00
N/A	N/A	N/A	VOC	0.027	0.027	10.0	10.0
TOTAL (Existing + New/Modified Sources)			NOX	0.12	0.12	58.19	56.05
			VOC	0.26	0.26	82.24	84.21

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 emissions inventory reports. For sources that chose not to report NOx and/or VOC for 2019, other reported emissions have been used to determine projections. In the case of Shiloh – Pleasant Prairie (FID 230105590), 2018 emissions were utilized. IEA Inc – Kenosha (FID 230167520), 2015 emissions were utilized.

APPENDIX 6

Area Source Emissions for 2011, 2019, 2030 and 2035

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This appendix provides a list of the area source tons per summer day (tposd) emissions by source classification code (SCC) for 2011, 2019, 2030 and 2035 in the partial Kenosha County area. The sums of nitrogen oxides (NO_x) and volatile organic compounds (VOC) emissions from the different SCCs were used for the area source sector NO_x and VOC tposd emission estimates in Section 4.2 and Section 4.3 of WDNR's Redesignation Request and Maintenance Plan for the Partial Kenosha County, Wisconsin 2008 Ozone NAAQS Nonattainment Area.

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Table A6.1. Area Source 2011 and Projected 2019, 2030 and 2035 Emissions for the Partial Kenosha County 2008 Ozone NAAQS area.

FIPS	SCC	POLLUTANT	2011(tpsod)	2019(tpsod)	2030(tpsod)	2035(tpsod)
55059	2102001000	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2102002000	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2102004001	NOx	1.0E-03	4.5E-04	1.8E-03	2.3E-03
55059	2102004002	NOx	5.6E-03	2.4E-03	9.4E-03	1.2E-02
55059	2102005000	NOx	5.8E-04	0.0E+00	0.0E+00	0.0E+00
55059	2102006000	NOx	6.1E-02	1.6E-01	5.1E-03	5.1E-03
55059	2102007000	NOx	1.5E-03	2.1E-03	1.4E-03	1.1E-03
55059	2102008000	NOx	0.0E+00	1.2E-01	9.1E-02	8.0E-02
55059	2102011000	NOx	0.0E+00	5.3E-05	0.0E+00	0.0E+00
55059	2103001000	NOx	0.0E+00	1.5E-05	0.0E+00	0.0E+00
55059	2103002000	NOx	1.3E-02	2.0E-03	0.0E+00	0.0E+00
55059	2103004001	NOx	6.8E-03	1.5E-03	1.5E-03	1.4E-03
55059	2103004002	NOx	2.3E-01	3.9E-03	9.2E-03	1.1E-02
55059	2103005000	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2103006000	NOx	1.6E-01	2.0E-01	1.5E-01	1.3E-01
55059	2103007000	NOx	1.1E-02	1.1E-02	1.0E-02	1.0E-02
55059	2103008000	NOx	1.2E-02	1.3E-02	1.3E-02	1.3E-02
55059	2103011000	NOx	2.6E-08	8.5E-05	4.7E-05	3.1E-05
55059	2104001000	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2104002000	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2104004000	NOx	9.4E-03	5.9E-03	8.9E-03	1.0E-02
55059	2104006000	NOx	5.2E-01	4.7E-01	5.4E-01	5.7E-01
55059	2104007000	NOx	1.7E-02	5.6E-02	1.2E-02	1.6E-03
55059	2104008100	NOx	1.4E-02	6.2E-03	3.1E-04	3.1E-04
55059	2104008210	NOx	9.4E-03	7.7E-04	1.6E-03	2.0E-03
55059	2104008220	NOx	3.2E-03	1.1E-03	4.8E-04	2.3E-04
55059	2104008230	NOx	9.2E-04	5.4E-04	2.2E-05	2.2E-05
55059	2104008310	NOx	4.1E-02	3.2E-03	4.9E-03	5.5E-03
55059	2104008320	NOx	1.1E-02	6.1E-03	3.4E-03	2.3E-03
55059	2104008330	NOx	1.0E-02	3.6E-03	1.9E-03	1.2E-03
55059	2104008400	NOx	4.1E-03	4.1E-03	4.7E-03	5.0E-03
55059	2104008510	NOx	6.9E-05	1.6E-03	3.3E-04	3.3E-04
55059	2104008530	NOx	0.0E+00	3.3E-03	0.0E+00	0.0E+00
55059	2104008610	NOx	2.2E-04	1.7E-03	5.8E-04	5.8E-04
55059	2104008620	NOx	0.0E+00	1.1E-03	0.0E+00	0.0E+00
55059	2104008630	NOx	0.0E+00	8.8E-05	0.0E+00	0.0E+00
55059	2104008700	NOx	2.4E-02	1.4E-02	3.1E-02	3.8E-02
55059	2104009000	NOx	2.7E-04	2.8E-04	3.1E-04	3.2E-04
55059	2104011000	NOx	1.9E-04	1.1E-04	1.4E-04	1.6E-04
55059	2302002200	NOx	0.0E+00	0.0E+00	0.0E+00	0.0E+00

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FIPS	SCC	POLLUTANT	2011(tpsod)	2019(tpsod)	2030(tpsod)	2035(tpsod)
55059	2610000100	NOx	2.7E-04	2.4E-04	2.9E-04	3.2E-04
55059	2610000400	NOx	2.1E-04	2.2E-04	2.2E-04	2.3E-04
55059	2610000500	NOx	1.8E-02	1.5E-02	2.0E-02	2.1E-02
55059	2610030000	NOx	1.3E-02	1.2E-02	1.4E-02	1.5E-02
55059	2810025000	NOx	6.3E-03	3.5E-03	8.0E-03	1.0E-02
55059	2810060100	NOx	1.5E-03	6.8E-04	1.9E-03	2.4E-03
55059	2810060200	NOx	0.0E+00	4.2E-08	0.0E+00	0.0E+00
55059	2102001000	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2102002000	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2102004001	VOC	1.0E-05	4.5E-06	1.3E-05	1.4E-05
55059	2102004002	VOC	5.0E-04	1.7E-04	5.6E-04	6.7E-04
55059	2102005000	VOC	3.0E-06	0.0E+00	0.0E+00	0.0E+00
55059	2102006000	VOC	3.3E-03	9.3E-03	5.1E-03	5.0E-03
55059	2102007000	VOC	5.8E-06	7.9E-05	7.5E-05	8.5E-05
55059	2102008000	VOC	0.0E+00	9.4E-03	9.5E-03	1.1E-02
55059	2102011000	VOC	4.7E-07	5.2E-07	0.0E+00	0.0E+00
55059	2103001000	VOC	0.0E+00	5.0E-07	0.0E+00	0.0E+00
55059	2103002000	VOC	5.8E-05	9.2E-06	0.0E+00	0.0E+00
55059	2103004001	VOC	1.2E-04	2.5E-05	8.4E-06	4.7E-07
55059	2103004002	VOC	5.1E-04	2.7E-04	6.0E-04	7.1E-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	1.2E-02
55059	2103007000	VOC	4.8E-04	3.9E-04	3.7E-04	3.5E-04
55059	2103008000	VOC	8.3E-06	9.8E-04	1.2E-03	1.3E-03
55059	2103011000	VOC	4.4E-10	1.4E-06	1.3E-06	1.4E-06
55059	2104001000	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2104002000	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2104004000	VOC	3.7E-04	2.3E-04	2.8E-04	2.8E-04
55059	2104006000	VOC	2.6E-02	2.7E-02	3.1E-02	3.1E-02
55059	2104007000	VOC	6.1E-04	2.2E-03	1.3E-03	1.3E-03
55059	2104008100	VOC	1.0E-01	4.5E-02	4.6E-03	1.8E-03
55059	2104008210	VOC	1.8E-01	1.5E-02	2.0E-02	1.8E-02
55059	2104008220	VOC	1.7E-02	5.6E-03	1.4E-03	1.8E-04
55059	2104008230	VOC	6.9E-03	4.1E-03	8.4E-04	9.8E-05
55059	2104008310	VOC	8.8E-02	6.2E-02	7.1E-02	6.6E-02
55059	2104008320	VOC	2.3E-02	3.2E-02	1.8E-02	1.3E-02
55059	2104008330	VOC	2.0E-02	2.7E-02	9.6E-03	8.2E-04
55059	2104008400	VOC	4.2E-05	2.4E-03	3.3E-03	3.9E-03
55059	2104008510	VOC	0.0E+00	1.0E-02	2.1E-03	1.5E-03
55059	2104008530	VOC	0.0E+00	1.9E-03	0.0E+00	0.0E+00
55059	2104008610	VOC	0.0E+00	5.9E-02	1.9E-02	1.8E-02
55059	2104008620	VOC	0.0E+00	3.6E-02	0.0E+00	0.0E+00

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FIPS	SCC	POLLUTANT	2011(tpsod)	2019(tpsod)	2030(tpsod)	2035(tpsod)
55059	2104008630	VOC	0.0E+00	5.1E-05	0.0E+00	0.0E+00
55059	2104008700	VOC	1.7E-01	1.0E-01	1.8E-01	1.9E-01
55059	2104009000	VOC	1.4E-03	1.5E-03	1.6E-03	1.7E-03
55059	2104011000	VOC	7.5E-06	4.1E-06	4.5E-06	4.1E-06
55059	2302002100	VOC	2.8E-03	3.8E-03	3.3E-03	3.3E-03
55059	2302002200	VOC	7.8E-03	1.1E-02	9.1E-03	9.1E-03
55059	2302003000	VOC	1.4E-03	2.3E-03	1.7E-03	1.7E-03
55059	2302003100	VOC	1.0E-03	1.4E-03	1.2E-03	1.2E-03
55059	2302003200	VOC	4.8E-05	7.8E-05	5.9E-05	5.9E-05
55059	2401001000	VOC	4.1E-01	4.2E-01	4.3E-01	4.4E-01
55059	2401005000	VOC	6.6E-02	7.1E-02	7.2E-02	7.3E-02
55059	2401008000	VOC	3.4E-04	7.3E-02	9.1E-02	1.0E-01
55059	2401015000	VOC	2.5E-03	1.3E-03	0.0E+00	0.0E+00
55059	2401020000	VOC	9.2E-02	1.5E-02	0.0E+00	0.0E+00
55059	2401025000	VOC	2.3E-02	4.9E-03	1.1E-02	1.0E-02
55059	2401030000	VOC	0.0E+00	0.0E+00	0.0E+00	0.0E+00
55059	2401055000	VOC	2.0E-03	1.6E-03	0.0E+00	0.0E+00
55059	2401065000	VOC	6.1E-03	1.8E-03	0.0E+00	0.0E+00
55059	2401070000	VOC	1.5E-01	2.2E-02	0.0E+00	0.0E+00
55059	2401080000	VOC	2.4E-03	1.6E-03	2.9E-03	3.1E-03
55059	2401090000	VOC	7.7E-03	1.8E-02	0.0E+00	0.0E+00
55059	2401100000	VOC	1.1E-01	7.9E-02	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	1.5E-01	0.0E+00	0.0E+00
55059	2420000000	VOC	2.8E-07	5.6E-04	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	3.5E-01	3.7E-01	3.8E-01
55059	2460200000	VOC	3.2E-01	3.7E-01	4.2E-01	4.3E-01
55059	2460400000	VOC	2.4E-01	1.0E-01	2.2E-01	2.3E-01
55059	2460500000	VOC	1.7E-01	1.7E-01	1.7E-01	1.8E-01
55059	2460600000	VOC	1.0E-01	2.5E-01	1.3E-01	1.3E-01
55059	2460800000	VOC	3.1E-01	3.2E-01	3.3E-01	3.3E-01
55059	2460900000	VOC	1.2E-02	1.3E-02	1.3E-02	1.3E-02
55059	2461021000	VOC	9.1E-02	1.5E-01	1.7E-01	1.9E-01
55059	2461022000	VOC	2.2E-02	8.1E-02	1.0E-01	1.1E-01
55059	2461850000	VOC	4.1E-02	4.3E-02	3.0E-02	2.1E-02
55059	2501011011	VOC	7.4E-03	7.4E-03	8.8E-04	8.8E-04
55059	2501011012	VOC	8.3E-03	8.3E-03	8.5E-03	8.5E-03
55059	2501011013	VOC	1.0E-02	1.1E-02	1.1E-02	1.1E-02
55059	2501011014	VOC	1.6E-03	1.5E-03	1.2E-03	9.9E-04
55059	2501011015	VOC	2.9E-04	2.9E-04	3.0E-04	3.0E-04
55059	2501012011	VOC	3.2E-04	3.2E-04	1.4E-04	2.9E-06

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FIPS	SCC	POLLUTANT	2011(tpsod)	2019(tpsod)	2030(tpsod)	2035(tpsod)
55059	2501012012	VOC	2.7E-04	2.6E-04	2.7E-04	2.7E-04
55059	2501012013	VOC	1.4E-02	1.4E-02	1.5E-02	1.5E-02
55059	2501012014	VOC	4.5E-03	4.4E-03	4.2E-03	4.0E-03
55059	2501012015	VOC	5.6E-04	5.6E-04	5.8E-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
55059	2501060053	VOC	4.1E-02	2.3E-02	3.4E-02	3.3E-02
55059	2501060100	VOC	1.3E-01	1.0E-01	6.5E-02	6.3E-02
55059	2501060201	VOC	5.6E-02	2.9E-02	4.7E-02	4.6E-02
55059	2501080050	VOC	5.1E-02	4.3E-02	3.4E-02	3.1E-02
55059	2501080100	VOC	2.6E-03	3.3E-04	3.5E-04	9.3E-05
55059	2505030120	VOC	3.6E-03	1.9E-03	3.1E-03	3.0E-03
55059	2505040120	VOC	1.2E-02	0.0E+00	0.0E+00	0.0E+00
55059	2610000100	VOC	1.2E-03	1.1E-03	1.4E-03	1.6E-03
55059	2610000400	VOC	8.1E-04	9.5E-04	1.0E-03	1.2E-03
55059	2610000500	VOC	4.1E-02	4.1E-02	5.0E-02	5.7E-02
55059	2610030000	VOC	1.3E-02	1.2E-02	1.5E-02	1.7E-02
55059	2630020000	VOC	6.6E-03	1.6E-03	4.0E-03	3.9E-03
55059	2680003000	VOC	5.5E-02	5.1E-02	6.7E-02	7.6E-02
55059	2805002000	VOC	2.1E-03	2.1E-03	2.2E-03	2.3E-03
55059	2805007100	VOC	5.0E-05	4.8E-05	6.8E-05	8.1E-05
55059	2805009100	VOC	8.5E-06	8.3E-06	1.1E-05	1.3E-05
55059	2805010100	VOC	5.7E-06	5.7E-06	8.1E-06	9.9E-06
55059	2805018000	VOC	1.7E-02	1.7E-02	2.3E-02	2.7E-02
55059	2805025000	VOC	1.4E-03	1.4E-03	1.8E-03	2.1E-03
55059	2805035000	VOC	1.8E-03	1.8E-03	2.5E-03	3.1E-03
55059	2805040000	VOC	2.3E-04	2.3E-04	3.2E-04	3.9E-04
55059	2805045000	VOC	3.1E-05	3.1E-05	4.4E-05	5.4E-05
55059	2810025000	VOC	5.5E-03	5.5E-03	6.9E-03	7.8E-03
55059	2810060100	VOC	4.0E-06	1.7E-05	7.9E-06	7.6E-06
55059	2810060200	VOC	0.0E+00	3.5E-09	0.0E+00	0.0E+00
TOTAL		NOx	1.20	1.13	0.95	0.96
		VOC	4.10	3.58	3.49	3.56

*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. The WDNR estimated emissions from SCC 2501060100 using EPA's MOVES3.0.2 model for all years.

APPENDIX 7

Nonroad Emissions for 2011, 2019, 2030 and 2035

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
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This appendix provides detailed listings of the estimated nonroad emissions for over 200 subcategories for the partial Kenosha County area, as well as all of Kenosha County, for 2011, 2019, 2030 and 2035. The sums of nitrogen oxides (NO_x) and volatile organic compounds (VOC) emissions from the different nonroad source types were used for the nonroad sector NO_x and VOC tons per ozone season day (tposd) emissions estimates in Section 4.2 and Section 4.3 of WDNR's Redesignation Request and Maintenance Plan for the Partial Kenosha County, Wisconsin 2008 Ozone NAAQS Nonattainment Area.

These inventories are based on two primary sources of data:

MOVES model estimates¹

EPA's MOVES3.0.2 model was used for most source categories, with exceptions listed below.

EPA's 2016 Emissions Modeling Platform, version 1 (2016v1 Platform)²

Emissions for commercial marine, aircraft and rail locomotive were derived from EPA's 2016 emissions modeling platform, version 1 (which includes projections to 2023 and 2028).

Emissions for 2011 were linearly back-calculated, with the constraint of not being greater than 2016 emissions. Emissions for 2019 were linearly interpolated. Emissions for 2030 and 2035 were linearly extrapolated, with the constraint of not being less than 2028 emissions.

¹ <https://www.epa.gov/moves/latest-version-motor-vehicle-emission-simulator-moves>.

² <https://www.epa.gov/air-emissions-modeling/2016v1-platform>.

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**Table A7.1. 2011 Nonroad NO_x and VOC Emissions: tons per ozone season day (tposd)
Kenosha County and the Partial Kenosha County 2008 Ozone NAAQS area.**

SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2011 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2011 Emissions	
				NO _x	VOC	NO _x	VOC		NO _x	VOC
2260001010	Recreational	2-Stroke Motorcycles: Off-Road	MOVES	0.0004	0.0694	31%	31%	land area	0.0001	0.0215
2260001030	Recreational	2-Stroke All Terrain Vehicles	MOVES	0.0002	0.0300	31%	31%	land area	0.0001	0.0093
2260001060	Recreational	2-Stroke Specialty Vehicle Carts	MOVES	0.0004	0.0013	31%	31%	land area	0.0001	0.0004
2260002006	Construction	2-Stroke Tampers/Rammers	MOVES	0.0001	0.0055	77%	77%	population	0.0001	0.0042
2260002009	Construction	2-Stroke Plate Compactors	MOVES	0.0000	0.0002	77%	77%	population	0.0000	0.0002
2260002021	Construction	2-Stroke Paving Equipment	MOVES	0.0000	0.0002	77%	77%	population	0.0000	0.0002
2260002027	Construction	2-Stroke Signal Boards	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260002039	Construction	2-Stroke Concrete/Industrial Saws	MOVES	0.0004	0.0139	77%	77%	population	0.0003	0.0107
2260002054	Construction	2-Stroke Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260003030	Industrial	2-Stroke Sweepers/Scrubbers	MOVES	0.0000	0.0002	77%	77%	population	0.0000	0.0002
2260003040	Industrial	2-Stroke Other General Industrial Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260004015	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0001	0.0019	77%	77%	population	0.0000	0.0014
2260004016	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0002	0.0040	77%	77%	population	0.0001	0.0031
2260004020	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Residential)	MOVES	0.0004	0.0142	77%	77%	population	0.0003	0.0109
2260004021	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Commercial)	MOVES	0.0010	0.0440	77%	77%	population	0.0008	0.0339
2260004025	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0011	0.0339	77%	77%	population	0.0009	0.0261
2260004026	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0017	0.0445	77%	77%	population	0.0013	0.0343
2260004030	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0007	0.0224	77%	77%	population	0.0006	0.0172
2260004031	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0016	0.0443	77%	77%	population	0.0012	0.0341
2260004035	Lawn/Garden	2-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0041	77%	77%	population	0.0000	0.0031
2260004036	Lawn/Garden	2-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0004	77%	77%	population	0.0000	0.0003
2260004071	Lawn/Garden	2-Stroke Commercial Turf Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260005035	Agriculture	2-Stroke Sprayers	MOVES	0.0000	0.0001	24%	24%	land area (1)	0.0000	0.0000
2260006005	Commercial	2-Stroke Light Commercial Generator Set	MOVES	0.0000	0.0009	77%	77%	population	0.0000	0.0007
2260006010	Commercial	2-Stroke Light Commercial Pumps	MOVES	0.0002	0.0061	77%	77%	population	0.0002	0.0047
2260006015	Commercial	2-Stroke Light Commercial Air Compressors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260006035	Commercial	2-Stroke Hydro Power Units	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260007005	Logging	2-Stroke Logging Equipment Chain Saws > 6 HP	MOVES	0.0000	0.0001	31%	31%	land area	0.0000	0.0000
2265001010	Recreational	4-Stroke Motorcycles: Off-Road	MOVES	0.0003	0.0028	31%	31%	land area	0.0001	0.0009
2265001030	Recreational	4-Stroke All Terrain Vehicles	MOVES	0.0027	0.0288	31%	31%	land area	0.0008	0.0089
2265001050	Recreational	4-Stroke Golf Carts	MOVES	0.0045	0.0139	31%	31%	land area	0.0014	0.0043
2265001060	Recreational	4-Stroke Specialty Vehicle Carts	MOVES	0.0003	0.0014	31%	31%	land area	0.0001	0.0004
2265002003	Construction	4-Stroke Asphalt Pavers	MOVES	0.0002	0.0004	77%	77%	population	0.0002	0.0003
2265002006	Construction	4-Stroke Tampers/Rammers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002009	Construction	4-Stroke Plate Compactors	MOVES	0.0003	0.0013	77%	77%	population	0.0002	0.0010
2265002015	Construction	4-Stroke Rollers	MOVES	0.0003	0.0006	77%	77%	population	0.0002	0.0005
2265002021	Construction	4-Stroke Paving Equipment	MOVES	0.0006	0.0022	77%	77%	population	0.0005	0.0017

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2011 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2011 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265002024	Construction	4-Stroke Surfacing Equipment	MOVES	0.0002	0.0008	77%	77%	population	0.0002	0.0006
2265002027	Construction	4-Stroke Signal Boards	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002030	Construction	4-Stroke Trenchers	MOVES	0.0007	0.0015	77%	77%	population	0.0005	0.0012
2265002033	Construction	4-Stroke Bore/Drill Rigs	MOVES	0.0003	0.0009	77%	77%	population	0.0002	0.0007
2265002039	Construction	4-Stroke Concrete/Industrial Saws	MOVES	0.0008	0.0021	77%	77%	population	0.0006	0.0016
2265002042	Construction	4-Stroke Cement & Mortar Mixers	MOVES	0.0006	0.0031	77%	77%	population	0.0004	0.0024
2265002045	Construction	4-Stroke Cranes	MOVES	0.0002	0.0001	77%	77%	population	0.0001	0.0001
2265002054	Construction	4-Stroke Crushing/Proc. Equipment	MOVES	0.0001	0.0002	77%	77%	population	0.0001	0.0002
2265002057	Construction	4-Stroke Rough Terrain Forklifts	MOVES	0.0002	0.0001	77%	77%	population	0.0002	0.0001
2265002060	Construction	4-Stroke Rubber Tire Loaders	MOVES	0.0004	0.0002	77%	77%	population	0.0003	0.0002
2265002066	Construction	4-Stroke Tractors/Loaders/Backhoes	MOVES	0.0003	0.0008	77%	77%	population	0.0003	0.0006
2265002072	Construction	4-Stroke Skid Steer Loaders	MOVES	0.0006	0.0007	77%	77%	population	0.0005	0.0005
2265002078	Construction	4-Stroke Dumpers/Tenders	MOVES	0.0001	0.0005	77%	77%	population	0.0001	0.0004
2265002081	Construction	4-Stroke Other Construction Equipment	MOVES	0.0003	0.0002	77%	77%	population	0.0002	0.0001
2265003010	Industrial	4-Stroke Aerial Lifts	MOVES	0.0034	0.0033	77%	77%	population	0.0026	0.0026
2265003020	Industrial	4-Stroke Forklifts	MOVES	0.0087	0.0049	77%	77%	population	0.0067	0.0038
2265003030	Industrial	4-Stroke Sweepers/Scrubbers	MOVES	0.0012	0.0020	77%	77%	population	0.0009	0.0015
2265003040	Industrial	4-Stroke Other General Industrial Equipment	MOVES	0.0022	0.0099	77%	77%	population	0.0017	0.0076
2265003050	Industrial	4-Stroke Other Material Handling Equipment	MOVES	0.0002	0.0002	77%	77%	population	0.0002	0.0002
2265003060	Industrial	4-Stroke Industrial AC/Refrigeration	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2265003070	Industrial	4-Stroke Terminal Tractors	MOVES	0.0003	0.0002	77%	77%	population	0.0002	0.0001
2265004010	Lawn/Garden	4-Stroke Lawn mowers (Residential)	MOVES	0.0132	0.1521	77%	77%	population	0.0101	0.1171
2265004011	Lawn/Garden	4-Stroke Lawn mowers (Commercial)	MOVES	0.0058	0.0442	77%	77%	population	0.0045	0.0340
2265004015	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0011	0.0133	77%	77%	population	0.0009	0.0102
2265004016	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0033	0.0275	77%	77%	population	0.0025	0.0212
2265004025	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0001	0.0008	77%	77%	population	0.0001	0.0006
2265004026	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0001	0.0009	77%	77%	population	0.0001	0.0007
2265004030	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0001	0.0014	77%	77%	population	0.0001	0.0011
2265004031	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0078	0.0195	77%	77%	population	0.0060	0.0150
2265004035	Lawn/Garden	4-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0078	77%	77%	population	0.0000	0.0060
2265004036	Lawn/Garden	4-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0007	77%	77%	population	0.0000	0.0006
2265004040	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Res.)	MOVES	0.0029	0.0154	77%	77%	population	0.0023	0.0119
2265004041	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Comm.)	MOVES	0.0007	0.0020	77%	77%	population	0.0006	0.0015
2265004046	Lawn/Garden	4-Stroke Front Mowers (Commercial)	MOVES	0.0010	0.0032	77%	77%	population	0.0008	0.0025
2265004051	Lawn/Garden	4-Stroke Shredders < 6 HP (Commercial)	MOVES	0.0004	0.0034	77%	77%	population	0.0003	0.0026
2265004055	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Residential)	MOVES	0.0393	0.1602	77%	77%	population	0.0302	0.1234
2265004056	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Commercial)	MOVES	0.0101	0.0252	77%	77%	population	0.0078	0.0194
2265004066	Lawn/Garden	4-Stroke Chippers/Stump Grinders (Comm.)	MOVES	0.0019	0.0029	77%	77%	population	0.0014	0.0022
2265004071	Lawn/Garden	4-Stroke Commercial Turf Equipment (Comm.)	MOVES	0.0304	0.0875	77%	77%	population	0.0234	0.0674
2265004075	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Res.)	MOVES	0.0014	0.0092	77%	77%	population	0.0011	0.0071

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				NOx	VOC	NOx	VOC		NOx	VOC
2265004076	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Com.)	MOVES	0.0011	0.0072	77%	77%	population	0.0009	0.0055
2265005010	Agriculture	4-Stroke 2-Wheel Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005015	Agriculture	4-Stroke Agricultural Tractors	MOVES	0.0001	0.0001	24%	24%	land area (1)	0.0000	0.0000
2265005020	Agriculture	4-Stroke Combines	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005025	Agriculture	4-Stroke Balers	MOVES	0.0004	0.0004	24%	24%	land area (1)	0.0001	0.0001
2265005030	Agriculture	4-Stroke Agricultural Mowers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005035	Agriculture	4-Stroke Sprayers	MOVES	0.0006	0.0010	24%	24%	land area (1)	0.0001	0.0002
2265005040	Agriculture	4-Stroke Tillers > 5 HP	MOVES	0.0008	0.0037	24%	24%	land area (1)	0.0002	0.0009
2265005045	Agriculture	4-Stroke Swathers	MOVES	0.0007	0.0005	24%	24%	land area (1)	0.0002	0.0001
2265005055	Agriculture	4-Stroke Other Agricultural Equipment	MOVES	0.0007	0.0006	24%	24%	land area (1)	0.0002	0.0001
2265005060	Agriculture	4-Stroke Irrigation Sets	MOVES	0.0001	0.0001	24%	24%	land area (1)	0.0000	0.0000
2265006005	Commercial	4-Stroke Light Commercial Generator Set	MOVES	0.0093	0.0431	77%	77%	population	0.0071	0.0332
2265006010	Commercial	4-Stroke Light Commercial Pumps	MOVES	0.0025	0.0100	77%	77%	population	0.0019	0.0077
2265006015	Commercial	4-Stroke Light Commercial Air Compressors	MOVES	0.0014	0.0040	77%	77%	population	0.0011	0.0031
2265006025	Commercial	4-Stroke Light Commercial Welders	MOVES	0.0027	0.0067	77%	77%	population	0.0021	0.0052
2265006030	Commercial	4-Stroke Light Commercial Pressure Wash	MOVES	0.0038	0.0188	77%	77%	population	0.0029	0.0145
2265006035	Commercial	4-Stroke Hydro Power Units	MOVES	0.0002	0.0006	77%	77%	population	0.0001	0.0005
2265007010	Logging	4-Stroke Logging Equipment Shredders > 6 HP	MOVES	0.0000	0.0001	31%	31%	land area	0.0000	0.0000
2265007015	Logging	4-Stroke Logging Equipment Skidders	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2267001060	Recreational	LPG Specialty Vehicle Carts	MOVES	0.0001	0.0000	31%	31%	land area	0.0000	0.0000
2267002003	Construction	LPG Asphalt Pavers	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002015	Construction	LPG Rollers	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002021	Construction	LPG Paving Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002024	Construction	LPG Surfacing Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002030	Construction	LPG Trenchers	MOVES	0.0003	0.0001	77%	77%	population	0.0003	0.0001
2267002033	Construction	LPG Bore/Drill Rigs	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2267002039	Construction	LPG Concrete/Industrial Saws	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002045	Construction	LPG Cranes	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2267002054	Construction	LPG Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002057	Construction	LPG Rough Terrain Forklifts	MOVES	0.0003	0.0001	77%	77%	population	0.0002	0.0000
2267002060	Construction	LPG Rubber Tire Loaders	MOVES	0.0004	0.0001	77%	77%	population	0.0003	0.0001
2267002066	Construction	LPG Tractors/Loaders/Backhoes	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002072	Construction	LPG Skid Steer Loaders	MOVES	0.0006	0.0001	77%	77%	population	0.0004	0.0001
2267002081	Construction	LPG Other Construction Equipment	MOVES	0.0003	0.0001	77%	77%	population	0.0002	0.0000
2267003010	Industrial	LPG Aerial Lifts	MOVES	0.0032	0.0007	77%	77%	population	0.0025	0.0005
2267003020	Industrial	LPG Forklifts	MOVES	0.1575	0.0349	77%	77%	population	0.1213	0.0269
2267003030	Industrial	LPG Sweepers/Scrubbers	MOVES	0.0008	0.0002	77%	77%	population	0.0006	0.0001
2267003040	Industrial	LPG Other General Industrial Equipment	MOVES	0.0003	0.0001	77%	77%	population	0.0002	0.0000
2267003050	Industrial	LPG Other Material Handling Equipment	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2267003070	Industrial	LPG Terminal Tractors	MOVES	0.0003	0.0000	77%	77%	population	0.0002	0.0000

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				NOx	VOC	NOx	VOC		NOx	VOC
2267004066	Lawn/Garden	LPG Chippers/Stump Grinders (Commercial)	MOVES	0.0011	0.0002	77%	77%	population	0.0008	0.0002
2267005055	Agriculture	LPG Other Agricultural Equipment	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2267005060	Agriculture	LPG Irrigation Sets	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2267006005	Commercial	LPG Light Commercial Generator Sets	MOVES	0.0042	0.0007	77%	77%	population	0.0033	0.0005
2267006010	Commercial	LPG Light Commercial Pumps	MOVES	0.0007	0.0001	77%	77%	population	0.0005	0.0001
2267006015	Commercial	LPG Light Commercial Air Compressors	MOVES	0.0006	0.0001	77%	77%	population	0.0005	0.0001
2267006025	Commercial	LPG Light Commercial Welders	MOVES	0.0009	0.0002	77%	77%	population	0.0007	0.0001
2267006030	Commercial	LPG Light Commercial Pressure Washers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267006035	Commercial	LPG Hydro Power Units	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268002081	Construction	CNG Other Construction Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003020	Industrial	CNG Forklifts	MOVES	0.0123	0.0097	77%	77%	population	0.0095	0.0075
2268003030	Industrial	CNG Sweepers/Scrubbers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003040	Industrial	CNG Other General Industrial Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003060	Industrial	CNG AC/Refrigeration	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003070	Industrial	CNG Terminal Tractors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268005055	Agriculture	CNG Other Agricultural Equipment	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2268005060	Agriculture	CNG Irrigation Sets	MOVES	0.0003	0.0002	24%	24%	land area (1)	0.0001	0.0000
2268006005	Commercial	CNG Light Commercial Generator Sets	MOVES	0.0016	0.0010	77%	77%	population	0.0012	0.0007
2268006010	Commercial	CNG Light Commercial Pumps	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2268006015	Commercial	CNG Light Commercial Air Compressors	MOVES	0.0001	0.0000	77%	77%	population	0.0000	0.0000
2268006020	Commercial	CNG Light Commercial Gas Compressors	MOVES	0.0005	0.0002	77%	77%	population	0.0004	0.0002
2270001060	Recreational	Diesel Specialty Vehicle Carts	MOVES	0.0009	0.0003	31%	31%	land area	0.0003	0.0001
2270002003	Construction	Diesel Pavers	MOVES	0.0098	0.0008	77%	77%	population	0.0075	0.0006
2270002006	Construction	Diesel Tampers/Rammers (unused)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270002009	Construction	Diesel Plate Compactors	MOVES	0.0004	0.0001	77%	77%	population	0.0003	0.0000
2270002015	Construction	Diesel Rollers	MOVES	0.0260	0.0024	77%	77%	population	0.0200	0.0018
2270002018	Construction	Diesel Scrapers	MOVES	0.0301	0.0016	77%	77%	population	0.0232	0.0013
2270002021	Construction	Diesel Paving Equipment	MOVES	0.0017	0.0002	77%	77%	population	0.0013	0.0001
2270002024	Construction	Diesel Surfacing Equipment	MOVES	0.0013	0.0001	77%	77%	population	0.0010	0.0001
2270002027	Construction	Diesel Signal Boards	MOVES	0.0032	0.0004	77%	77%	population	0.0024	0.0003
2270002030	Construction	Diesel Trenchers	MOVES	0.0139	0.0014	77%	77%	population	0.0107	0.0011
2270002033	Construction	Diesel Bore/Drill Rigs	MOVES	0.0186	0.0015	77%	77%	population	0.0143	0.0012
2270002036	Construction	Diesel Excavators	MOVES	0.0851	0.0064	77%	77%	population	0.0655	0.0050
2270002039	Construction	Diesel Concrete/Industrial Saws	MOVES	0.0009	0.0001	77%	77%	population	0.0007	0.0001
2270002042	Construction	Diesel Cement & Mortar Mixers	MOVES	0.0007	0.0001	77%	77%	population	0.0006	0.0001
2270002045	Construction	Diesel Cranes	MOVES	0.0294	0.0019	77%	77%	population	0.0226	0.0015
2270002048	Construction	Diesel Graders	MOVES	0.0221	0.0017	77%	77%	population	0.0170	0.0013
2270002051	Construction	Diesel Off-highway Trucks	MOVES	0.0820	0.0045	77%	77%	population	0.0631	0.0035
2270002054	Construction	Diesel Crushing/Proc. Equipment	MOVES	0.0055	0.0004	77%	77%	population	0.0042	0.0003
2270002057	Construction	Diesel Rough Terrain Forklifts	MOVES	0.0367	0.0037	77%	77%	population	0.0283	0.0029

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				NOx	VOC	NOx	VOC		NOx	VOC
2270002060	Construction	Diesel Rubber Tire Loaders	MOVES	0.1342	0.0093	77%	77%	population	0.1033	0.0072
2270002066	Construction	Diesel Tractors/Loaders/Backhoes	MOVES	0.0993	0.0212	77%	77%	population	0.0765	0.0163
2270002069	Construction	Diesel Crawler Tractors	MOVES	0.1069	0.0071	77%	77%	population	0.0823	0.0055
2270002072	Construction	Diesel Skid Steer Loaders	MOVES	0.0686	0.0189	77%	77%	population	0.0528	0.0146
2270002075	Construction	Diesel Off-Highway Tractors	MOVES	0.0150	0.0009	77%	77%	population	0.0116	0.0007
2270002078	Construction	Diesel Dumpers/Tenders	MOVES	0.0002	0.0001	77%	77%	population	0.0002	0.0000
2270002081	Construction	Diesel Other Construction Equipment	MOVES	0.0153	0.0010	77%	77%	population	0.0118	0.0008
2270003010	Industrial	Diesel Aerial Lifts	MOVES	0.0049	0.0013	77%	77%	population	0.0038	0.0010
2270003020	Industrial	Diesel Forklifts	MOVES	0.0396	0.0030	77%	77%	population	0.0305	0.0023
2270003030	Industrial	Diesel Sweepers/Scrubbers	MOVES	0.0212	0.0018	77%	77%	population	0.0163	0.0014
2270003040	Industrial	Diesel Other General Industrial Equipment	MOVES	0.0248	0.0020	77%	77%	population	0.0191	0.0016
2270003050	Industrial	Diesel Other Material Handling Equipment	MOVES	0.0014	0.0003	77%	77%	population	0.0011	0.0002
2270003060	Industrial	Diesel AC/Refrigeration	MOVES	0.0502	0.0047	77%	77%	population	0.0387	0.0036
2270003070	Industrial	Diesel Terminal Tractors	MOVES	0.0250	0.0020	77%	77%	population	0.0193	0.0015
2270004031	Lawn/Garden	Diesel Leafblowers/Vacuums (Commercial)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270004036	Lawn/Garden	Diesel Snowblowers (Commercial)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270004046	Lawn/Garden	Diesel Front Mowers (Commercial)	MOVES	0.0133	0.0018	77%	77%	population	0.0103	0.0014
2270004056	Lawn/Garden	Diesel Lawn & Garden Tractors (Commercial)	MOVES	0.0026	0.0004	77%	77%	population	0.0020	0.0003
2270004066	Lawn/Garden	Diesel Chippers/Stump Grinders (Commercial)	MOVES	0.0211	0.0020	77%	77%	population	0.0162	0.0015
2270004071	Lawn/Garden	Diesel Commercial Turf Equipment (Comm.)	MOVES	0.0018	0.0002	77%	77%	population	0.0014	0.0001
2270004076	Lawn/Garden	Diesel Other Lawn & Garden Equipment	MOVES	0.0001	0.0000	77%	77%	population	0.0000	0.0000
2270005010	Agriculture	Diesel 2-Wheel Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005015	Agriculture	Diesel Agricultural Tractors	MOVES	0.1700	0.0158	24%	24%	land area (1)	0.0408	0.0038
2270005020	Agriculture	Diesel Combines	MOVES	0.0205	0.0017	24%	24%	land area (1)	0.0049	0.0004
2270005025	Agriculture	Diesel Balers	MOVES	0.0001	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005030	Agriculture	Diesel Agricultural Mowers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005035	Agriculture	Diesel Sprayers	MOVES	0.0016	0.0002	24%	24%	land area (1)	0.0004	0.0000
2270005040	Agriculture	Diesel Tillers > 6 HP	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005045	Agriculture	Diesel Swathers	MOVES	0.0014	0.0002	24%	24%	land area (1)	0.0003	0.0000
2270005055	Agriculture	Diesel Other Agricultural Equipment	MOVES	0.0040	0.0004	24%	24%	land area (1)	0.0010	0.0001
2270005060	Agriculture	Diesel Irrigation Sets	MOVES	0.0019	0.0002	24%	24%	land area (1)	0.0005	0.0000
2270006005	Commercial	Diesel Light Commercial Generator Sets	MOVES	0.0225	0.0029	77%	77%	population	0.0173	0.0022
2270006010	Commercial	Diesel Light Commercial Pumps	MOVES	0.0053	0.0007	77%	77%	population	0.0041	0.0005
2270006015	Commercial	Diesel Light Commercial Air Compressors	MOVES	0.0121	0.0012	77%	77%	population	0.0093	0.0009
2270006025	Commercial	Diesel Light Commercial Welders	MOVES	0.0067	0.0021	77%	77%	population	0.0052	0.0016
2270006030	Commercial	Diesel Light Commercial Pressure Washer	MOVES	0.0007	0.0001	77%	77%	population	0.0006	0.0001
2270006035	Commercial	Diesel Hydro Power Units	MOVES	0.0005	0.0001	77%	77%	population	0.0004	0.0000
2270007015	Logging	Diesel Logging Equip Fell/Bunch/Skidlers	MOVES	0.0007	0.0000	31%	31%	land area	0.0002	0.0000
2275000000	Aircraft	All Aircraft	EPA16v1	0.0176	0.0199	88%	82%	airport location	0.0155	0.0163
2280002201	Comm. Mar.	CM Vessels, Diesel, Underway, C1&C2, Main Eng.	EPA16v1	0.1215	0.0047	100%	100%	Lk. Mich. Shoreline	0.1215	0.0047

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2011 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2011 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2280002202	Comm. Mar.	CM Vessels, Diesel, Underway, C1&C2, Aux. Eng.	EPA16v1	0.2353	0.0069	100%	100%	Lk. Mich. Shoreline	0.2353	0.0069
2280002203	Comm. Mar.	CM Vessels, Diesel, Underway, C3, Main Eng.	EPA16v1	0.0765	0.0030	100%	100%	Lk. Mich. Shoreline	0.0765	0.0030
2280002204	Comm. Mar.	CM Vessels, Diesel, Underway, C3, Aux. Eng.	EPA16v1	0.0063	0.0002	100%	100%	Lk. Mich. Shoreline	0.0063	0.0002
2282005010	Pleasure Craft	2-Stroke Outboards	MOVES	0.0373	0.4678	4%	4%	water area	0.0015	0.0187
2282005015	Pleasure Craft	2-Stroke Personal Watercraft	MOVES	0.0151	0.1208	70%	70%	water area	0.0105	0.0846
2282010005	Pleasure Craft	4-Stroke Inboards	MOVES	0.1044	0.0991	70%	70%	water area	0.0731	0.0694
2282020005	Pleasure Craft	Diesel Inboards	MOVES	0.0860	0.0037	70%	70%	water area	0.0602	0.0026
2282020010	Pleasure Craft	Diesel Outboards	MOVES	0.0001	0.0000	4%	4%	water area	0.0000	0.0000
228500200x	Railroad	All Diesel Line Haul Locomotives	EPA16v1	0.8059	0.0384	63%	64%	rail links	0.5077	0.0246
2285002015	Railway Maint.	Diesel Railway Maintenance	MOVES	0.0020	0.0004	100%	100%	rail links	0.0020	0.0004
2285004015	Railway Maint.	4-Stroke Gasoline Railway Maintenance	MOVES	0.0000	0.0001	100%	100%	rail links	0.0000	0.0001
2285006015	Railway Maint.	LPG Railway Maintenance	MOVES	0.0000	0.0000	100%	100%	rail links	0.0000	0.0000
ALL (Total)	ALL (Total)	ALL (Total)		3.1399	2.0446	71.8%	55.5%		2.2540	1.1351
22xx005xxx	Agriculture	All	MOVES	0.2034	0.0254	24.0%	24.0%	land area (1)	0.0488	0.0061
22750xxxxx	Airport	All	EPA16v1	0.0176	0.0199	88.0%	82.0%	airport location	0.0155	0.0163
22xx006xxx	Commercial	All	MOVES	0.0768	0.0996	77.0%	77.0%	population	0.0591	0.0767
2280002xxx	Comm. Mar	All	EPA16v1	0.4395	0.0147	100.0%	100.0%	Lk. Mich. Shoreline	0.4395	0.0147
22xx002xxx	Construction	All	MOVES	0.8160	0.1222	77.0%	77.0%	population	0.6284	0.0941
22xx003xxx	Industrial	All	MOVES	0.3577	0.0817	77.0%	77.0%	population	0.2754	0.0629
22xx004xxx	Lawn/Garden	All	MOVES	0.1674	0.8027	77.0%	77.0%	population	0.1289	0.6181
22xx007xxx	Logging	All	MOVES	0.0007	0.0002	31.0%	31.0%	land area	0.0002	0.0001
22820xxxxx	Pleasure Craft	All	MOVES	0.2429	0.6915	59.8%	25.3%	water area	0.1453	0.1753
228500200x	Railroad	All	EPA16v1	0.8059	0.0384	63.0%	64.0%	rail links	0.5077	0.0246
228500x015	Railway Maint.	All	MOVES	0.0021	0.0005	100.0%	100.0%	rail links	0.0021	0.0005
22xx001xxx	Recreational	All	MOVES	0.0099	0.1479	31.0%	31.0%	land area	0.0031	0.0459
ALL (Total)	ALL (Total)	ALL (Total)		3.1399	2.0446	71.8%	55.5%		2.2540	1.1351

(1) City of Kenosha excluded.

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**Table A7.2. 2019 Nonroad NO_x and VOC Emissions: tons per ozone season day (tposd)
Kenosha County and the Partial Kenosha County 2008 Ozone NAAQS area.**

SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2019 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2019 Emissions	
				NO _x	VOC	NO _x	VOC		NO _x	VOC
2260001010	Recreational	2-Stroke Motorcycles: Off-Road	MOVES	0.0006	0.0470	31%	31%	land area	0.0002	0.0146
2260001030	Recreational	2-Stroke All Terrain Vehicles	MOVES	0.0003	0.0090	31%	31%	land area	0.0001	0.0028
2260001060	Recreational	2-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0007	31%	31%	land area	0.0001	0.0002
2260002006	Construction	2-Stroke Tampers/Rammers	MOVES	0.0002	0.0081	77%	77%	population	0.0002	0.0062
2260002009	Construction	2-Stroke Plate Compactors	MOVES	0.0000	0.0003	77%	77%	population	0.0000	0.0002
2260002021	Construction	2-Stroke Paving Equipment	MOVES	0.0000	0.0003	77%	77%	population	0.0000	0.0003
2260002027	Construction	2-Stroke Signal Boards	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260002039	Construction	2-Stroke Concrete/Industrial Saws	MOVES	0.0005	0.0206	77%	77%	population	0.0004	0.0158
2260002054	Construction	2-Stroke Crushing/Proc. Equipment	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2260003030	Industrial	2-Stroke Sweepers/Scrubbers	MOVES	0.0000	0.0003	77%	77%	population	0.0000	0.0002
2260003040	Industrial	2-Stroke Other General Industrial Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260004015	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0001	0.0014	77%	77%	population	0.0000	0.0011
2260004016	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0002	0.0040	77%	77%	population	0.0001	0.0031
2260004020	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Residential)	MOVES	0.0004	0.0140	77%	77%	population	0.0003	0.0108
2260004021	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Commercial)	MOVES	0.0010	0.0457	77%	77%	population	0.0008	0.0352
2260004025	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0011	0.0278	77%	77%	population	0.0009	0.0214
2260004026	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0018	0.0458	77%	77%	population	0.0014	0.0353
2260004030	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0007	0.0171	77%	77%	population	0.0006	0.0132
2260004031	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0017	0.0458	77%	77%	population	0.0013	0.0353
2260004035	Lawn/Garden	2-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0010	77%	77%	population	0.0000	0.0008
2260004036	Lawn/Garden	2-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2260004071	Lawn/Garden	2-Stroke Commercial Turf Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260005035	Agriculture	2-Stroke Sprayers	MOVES	0.0000	0.0001	24%	24%	land area (1)	0.0000	0.0000
2260006005	Commercial	2-Stroke Light Commercial Generator Set	MOVES	0.0000	0.0010	77%	77%	population	0.0000	0.0008
2260006010	Commercial	2-Stroke Light Commercial Pumps	MOVES	0.0003	0.0071	77%	77%	population	0.0002	0.0054
2260006015	Commercial	2-Stroke Light Commercial Air Compressors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260006035	Commercial	2-Stroke Hydro Power Units	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260007005	Logging	2-Stroke Logging Equipment Chain Saws > 6 HP	MOVES	0.0000	0.0001	31%	31%	land area	0.0000	0.0000
2265001010	Recreational	4-Stroke Motorcycles: Off-Road	MOVES	0.0003	0.0022	31%	31%	land area	0.0001	0.0007
2265001030	Recreational	4-Stroke All Terrain Vehicles	MOVES	0.0021	0.0226	31%	31%	land area	0.0007	0.0070
2265001050	Recreational	4-Stroke Golf Carts	MOVES	0.0035	0.0115	31%	31%	land area	0.0011	0.0036
2265001060	Recreational	4-Stroke Specialty Vehicle Carts	MOVES	0.0003	0.0009	31%	31%	land area	0.0001	0.0003
2265002003	Construction	4-Stroke Asphalt Pavers	MOVES	0.0001	0.0004	77%	77%	population	0.0001	0.0003
2265002006	Construction	4-Stroke Tampers/Rammers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002009	Construction	4-Stroke Plate Compactors	MOVES	0.0002	0.0009	77%	77%	population	0.0002	0.0007
2265002015	Construction	4-Stroke Rollers	MOVES	0.0002	0.0006	77%	77%	population	0.0002	0.0005
2265002021	Construction	4-Stroke Paving Equipment	MOVES	0.0005	0.0017	77%	77%	population	0.0004	0.0013

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2019 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2019 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265002024	Construction	4-Stroke Surfacing Equipment	MOVES	0.0002	0.0007	77%	77%	population	0.0002	0.0005
2265002027	Construction	4-Stroke Signal Boards	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002030	Construction	4-Stroke Trenchers	MOVES	0.0004	0.0012	77%	77%	population	0.0003	0.0009
2265002033	Construction	4-Stroke Bore/Drill Rigs	MOVES	0.0002	0.0006	77%	77%	population	0.0002	0.0004
2265002039	Construction	4-Stroke Concrete/Industrial Saws	MOVES	0.0009	0.0026	77%	77%	population	0.0007	0.0020
2265002042	Construction	4-Stroke Cement & Mortar Mixers	MOVES	0.0004	0.0020	77%	77%	population	0.0003	0.0016
2265002045	Construction	4-Stroke Cranes	MOVES	0.0001	0.0001	77%	77%	population	0.0001	0.0000
2265002054	Construction	4-Stroke Crushing/Proc. Equipment	MOVES	0.0001	0.0002	77%	77%	population	0.0000	0.0001
2265002057	Construction	4-Stroke Rough Terrain Forklifts	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2265002060	Construction	4-Stroke Rubber Tire Loaders	MOVES	0.0001	0.0001	77%	77%	population	0.0001	0.0000
2265002066	Construction	4-Stroke Tractors/Loaders/Backhoes	MOVES	0.0003	0.0008	77%	77%	population	0.0002	0.0006
2265002072	Construction	4-Stroke Skid Steer Loaders	MOVES	0.0003	0.0004	77%	77%	population	0.0003	0.0003
2265002078	Construction	4-Stroke Dumpers/Tenders	MOVES	0.0001	0.0003	77%	77%	population	0.0001	0.0003
2265002081	Construction	4-Stroke Other Construction Equipment	MOVES	0.0001	0.0001	77%	77%	population	0.0001	0.0001
2265003010	Industrial	4-Stroke Aerial Lifts	MOVES	0.0017	0.0019	77%	77%	population	0.0013	0.0015
2265003020	Industrial	4-Stroke Forklifts	MOVES	0.0033	0.0015	77%	77%	population	0.0025	0.0012
2265003030	Industrial	4-Stroke Sweepers/Scrubbers	MOVES	0.0008	0.0014	77%	77%	population	0.0006	0.0011
2265003040	Industrial	4-Stroke Other General Industrial Equipment	MOVES	0.0016	0.0058	77%	77%	population	0.0012	0.0045
2265003050	Industrial	4-Stroke Other Material Handling Equipment	MOVES	0.0001	0.0001	77%	77%	population	0.0001	0.0001
2265003060	Industrial	4-Stroke Industrial AC/Refrigeration	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2265003070	Industrial	4-Stroke Terminal Tractors	MOVES	0.0003	0.0001	77%	77%	population	0.0002	0.0001
2265004010	Lawn/Garden	4-Stroke Lawn mowers (Residential)	MOVES	0.0073	0.0612	77%	77%	population	0.0056	0.0471
2265004011	Lawn/Garden	4-Stroke Lawn mowers (Commercial)	MOVES	0.0038	0.0238	77%	77%	population	0.0029	0.0183
2265004015	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0006	0.0055	77%	77%	population	0.0005	0.0043
2265004016	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0019	0.0141	77%	77%	population	0.0015	0.0108
2265004025	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0000	0.0004	77%	77%	population	0.0000	0.0003
2265004026	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0001	0.0006	77%	77%	population	0.0001	0.0005
2265004030	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0001	0.0005	77%	77%	population	0.0001	0.0004
2265004031	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0037	0.0149	77%	77%	population	0.0029	0.0115
2265004035	Lawn/Garden	4-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0024	77%	77%	population	0.0000	0.0018
2265004036	Lawn/Garden	4-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0002	77%	77%	population	0.0000	0.0002
2265004040	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Res.)	MOVES	0.0015	0.0084	77%	77%	population	0.0012	0.0065
2265004041	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Comm.)	MOVES	0.0004	0.0015	77%	77%	population	0.0003	0.0011
2265004046	Lawn/Garden	4-Stroke Front Mowers (Commercial)	MOVES	0.0006	0.0020	77%	77%	population	0.0004	0.0015
2265004051	Lawn/Garden	4-Stroke Shredders < 6 HP (Commercial)	MOVES	0.0002	0.0016	77%	77%	population	0.0002	0.0013
2265004055	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Residential)	MOVES	0.0200	0.0907	77%	77%	population	0.0154	0.0698
2265004056	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Commercial)	MOVES	0.0056	0.0191	77%	77%	population	0.0043	0.0147
2265004066	Lawn/Garden	4-Stroke Chippers/Stump Grinders (Comm.)	MOVES	0.0009	0.0020	77%	77%	population	0.0007	0.0016
2265004071	Lawn/Garden	4-Stroke Commercial Turf Equipment (Comm.)	MOVES	0.0181	0.0560	77%	77%	population	0.0140	0.0431
2265004075	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Res.)	MOVES	0.0008	0.0042	77%	77%	population	0.0006	0.0032

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2019 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2019 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265004076	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Com.)	MOVES	0.0007	0.0032	77%	77%	population	0.0005	0.0025
2265005010	Agriculture	4-Stroke 2-Wheel Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005015	Agriculture	4-Stroke Agricultural Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005020	Agriculture	4-Stroke Combines	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005025	Agriculture	4-Stroke Balers	MOVES	0.0003	0.0003	24%	24%	land area (1)	0.0001	0.0001
2265005030	Agriculture	4-Stroke Agricultural Mowers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005035	Agriculture	4-Stroke Sprayers	MOVES	0.0004	0.0005	24%	24%	land area (1)	0.0001	0.0001
2265005040	Agriculture	4-Stroke Tillers > 5 HP	MOVES	0.0006	0.0026	24%	24%	land area (1)	0.0001	0.0006
2265005045	Agriculture	4-Stroke Swathers	MOVES	0.0005	0.0004	24%	24%	land area (1)	0.0001	0.0001
2265005055	Agriculture	4-Stroke Other Agricultural Equipment	MOVES	0.0005	0.0004	24%	24%	land area (1)	0.0001	0.0001
2265005060	Agriculture	4-Stroke Irrigation Sets	MOVES	0.0001	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265006005	Commercial	4-Stroke Light Commercial Generator Set	MOVES	0.0059	0.0264	77%	77%	population	0.0045	0.0203
2265006010	Commercial	4-Stroke Light Commercial Pumps	MOVES	0.0016	0.0057	77%	77%	population	0.0012	0.0044
2265006015	Commercial	4-Stroke Light Commercial Air Compressors	MOVES	0.0008	0.0023	77%	77%	population	0.0006	0.0018
2265006025	Commercial	4-Stroke Light Commercial Welders	MOVES	0.0016	0.0053	77%	77%	population	0.0013	0.0041
2265006030	Commercial	4-Stroke Light Commercial Pressure Wash	MOVES	0.0025	0.0112	77%	77%	population	0.0019	0.0086
2265006035	Commercial	4-Stroke Hydro Power Units	MOVES	0.0001	0.0004	77%	77%	population	0.0001	0.0003
2265007010	Logging	4-Stroke Logging Equipment Shredders > 6 HP	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2265007015	Logging	4-Stroke Logging Equipment Skidders	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2267001060	Recreational	LPG Specialty Vehicle Carts	MOVES	0.0001	0.0000	31%	31%	land area	0.0000	0.0000
2267002003	Construction	LPG Asphalt Pavers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002015	Construction	LPG Rollers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002021	Construction	LPG Paving Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002024	Construction	LPG Surfacing Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002030	Construction	LPG Trenchers	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002033	Construction	LPG Bore/Drill Rigs	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002039	Construction	LPG Concrete/Industrial Saws	MOVES	0.0001	0.0000	77%	77%	population	0.0000	0.0000
2267002045	Construction	LPG Cranes	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002054	Construction	LPG Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002057	Construction	LPG Rough Terrain Forklifts	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002060	Construction	LPG Rubber Tire Loaders	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002066	Construction	LPG Tractors/Loaders/Backhoes	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002072	Construction	LPG Skid Steer Loaders	MOVES	0.0003	0.0001	77%	77%	population	0.0002	0.0000
2267002081	Construction	LPG Other Construction Equipment	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267003010	Industrial	LPG Aerial Lifts	MOVES	0.0015	0.0003	77%	77%	population	0.0011	0.0002
2267003020	Industrial	LPG Forklifts	MOVES	0.0525	0.0068	77%	77%	population	0.0404	0.0052
2267003030	Industrial	LPG Sweepers/Scrubbers	MOVES	0.0004	0.0000	77%	77%	population	0.0003	0.0000
2267003040	Industrial	LPG Other General Industrial Equipment	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267003050	Industrial	LPG Other Material Handling Equipment	MOVES	0.0001	0.0000	77%	77%	population	0.0000	0.0000
2267003070	Industrial	LPG Terminal Tractors	MOVES	0.0002	0.0000	77%	77%	population	0.0002	0.0000

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2019 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2019 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2267004066	Lawn/Garden	LPG Chippers/Stump Grinders (Commercial)	MOVES	0.0003	0.0000	77%	77%	population	0.0003	0.0000
2267005055	Agriculture	LPG Other Agricultural Equipment	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2267005060	Agriculture	LPG Irrigation Sets	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2267006005	Commercial	LPG Light Commercial Generator Sets	MOVES	0.0027	0.0004	77%	77%	population	0.0021	0.0003
2267006010	Commercial	LPG Light Commercial Pumps	MOVES	0.0003	0.0000	77%	77%	population	0.0002	0.0000
2267006015	Commercial	LPG Light Commercial Air Compressors	MOVES	0.0002	0.0000	77%	77%	population	0.0002	0.0000
2267006025	Commercial	LPG Light Commercial Welders	MOVES	0.0003	0.0000	77%	77%	population	0.0002	0.0000
2267006030	Commercial	LPG Light Commercial Pressure Washers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267006035	Commercial	LPG Hydro Power Units	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268002081	Construction	CNG Other Construction Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003020	Industrial	CNG Forklifts	MOVES	0.0043	0.0020	77%	77%	population	0.0033	0.0015
2268003030	Industrial	CNG Sweepers/Scrubbers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003040	Industrial	CNG Other General Industrial Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003060	Industrial	CNG AC/Refrigeration	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003070	Industrial	CNG Terminal Tractors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268005055	Agriculture	CNG Other Agricultural Equipment	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2268005060	Agriculture	CNG Irrigation Sets	MOVES	0.0001	0.0001	24%	24%	land area (1)	0.0000	0.0000
2268006005	Commercial	CNG Light Commercial Generator Sets	MOVES	0.0011	0.0006	77%	77%	population	0.0008	0.0005
2268006010	Commercial	CNG Light Commercial Pumps	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268006015	Commercial	CNG Light Commercial Air Compressors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268006020	Commercial	CNG Light Commercial Gas Compressors	MOVES	0.0005	0.0003	77%	77%	population	0.0004	0.0002
2270001060	Recreational	Diesel Specialty Vehicle Carts	MOVES	0.0007	0.0002	31%	31%	land area	0.0002	0.0000
2270002003	Construction	Diesel Pavers	MOVES	0.0049	0.0002	77%	77%	population	0.0038	0.0002
2270002006	Construction	Diesel Tampers/Rammers (unused)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270002009	Construction	Diesel Plate Compactors	MOVES	0.0003	0.0001	77%	77%	population	0.0003	0.0000
2270002015	Construction	Diesel Rollers	MOVES	0.0140	0.0008	77%	77%	population	0.0108	0.0006
2270002018	Construction	Diesel Scrapers	MOVES	0.0100	0.0005	77%	77%	population	0.0077	0.0004
2270002021	Construction	Diesel Paving Equipment	MOVES	0.0009	0.0001	77%	77%	population	0.0007	0.0000
2270002024	Construction	Diesel Surfacing Equipment	MOVES	0.0009	0.0001	77%	77%	population	0.0007	0.0000
2270002027	Construction	Diesel Signal Boards	MOVES	0.0031	0.0003	77%	77%	population	0.0024	0.0002
2270002030	Construction	Diesel Trenchers	MOVES	0.0094	0.0006	77%	77%	population	0.0072	0.0004
2270002033	Construction	Diesel Bore/Drill Rigs	MOVES	0.0131	0.0009	77%	77%	population	0.0101	0.0007
2270002036	Construction	Diesel Excavators	MOVES	0.0353	0.0016	77%	77%	population	0.0272	0.0012
2270002039	Construction	Diesel Concrete/Industrial Saws	MOVES	0.0007	0.0000	77%	77%	population	0.0005	0.0000
2270002042	Construction	Diesel Cement & Mortar Mixers	MOVES	0.0006	0.0001	77%	77%	population	0.0004	0.0000
2270002045	Construction	Diesel Cranes	MOVES	0.0126	0.0007	77%	77%	population	0.0097	0.0005
2270002048	Construction	Diesel Graders	MOVES	0.0083	0.0004	77%	77%	population	0.0064	0.0003
2270002051	Construction	Diesel Off-highway Trucks	MOVES	0.0525	0.0018	77%	77%	population	0.0404	0.0014
2270002054	Construction	Diesel Crushing/Proc. Equipment	MOVES	0.0030	0.0002	77%	77%	population	0.0023	0.0001
2270002057	Construction	Diesel Rough Terrain Forklifts	MOVES	0.0195	0.0011	77%	77%	population	0.0150	0.0008

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2019 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2019 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2270002060	Construction	Diesel Rubber Tire Loaders	MOVES	0.0633	0.0033	77%	77%	population	0.0488	0.0026
2270002066	Construction	Diesel Tractors/Loaders/Backhoes	MOVES	0.0683	0.0122	77%	77%	population	0.0526	0.0094
2270002069	Construction	Diesel Crawler Tractors	MOVES	0.0459	0.0021	77%	77%	population	0.0354	0.0016
2270002072	Construction	Diesel Skid Steer Loaders	MOVES	0.0553	0.0114	77%	77%	population	0.0426	0.0087
2270002075	Construction	Diesel Off-Highway Tractors	MOVES	0.0078	0.0003	77%	77%	population	0.0060	0.0003
2270002078	Construction	Diesel Dumpers/Tenders	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2270002081	Construction	Diesel Other Construction Equipment	MOVES	0.0087	0.0005	77%	77%	population	0.0067	0.0004
2270003010	Industrial	Diesel Aerial Lifts	MOVES	0.0039	0.0008	77%	77%	population	0.0030	0.0006
2270003020	Industrial	Diesel Forklifts	MOVES	0.0199	0.0006	77%	77%	population	0.0153	0.0005
2270003030	Industrial	Diesel Sweepers/Scrubbers	MOVES	0.0101	0.0005	77%	77%	population	0.0077	0.0004
2270003040	Industrial	Diesel Other General Industrial Equipment	MOVES	0.0126	0.0008	77%	77%	population	0.0097	0.0006
2270003050	Industrial	Diesel Other Material Handling Equipment	MOVES	0.0009	0.0001	77%	77%	population	0.0007	0.0001
2270003060	Industrial	Diesel AC/Refrigeration	MOVES	0.0415	0.0020	77%	77%	population	0.0320	0.0015
2270003070	Industrial	Diesel Terminal Tractors	MOVES	0.0079	0.0004	77%	77%	population	0.0061	0.0003
2270004031	Lawn/Garden	Diesel Leafblowers/Vacuums (Commercial)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270004036	Lawn/Garden	Diesel Snowblowers (Commercial)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270004046	Lawn/Garden	Diesel Front Mowers (Commercial)	MOVES	0.0106	0.0010	77%	77%	population	0.0082	0.0008
2270004056	Lawn/Garden	Diesel Lawn & Garden Tractors (Commercial)	MOVES	0.0022	0.0002	77%	77%	population	0.0017	0.0002
2270004066	Lawn/Garden	Diesel Chippers/Stump Grinders (Commercial)	MOVES	0.0156	0.0013	77%	77%	population	0.0120	0.0010
2270004071	Lawn/Garden	Diesel Commercial Turf Equipment (Comm.)	MOVES	0.0011	0.0001	77%	77%	population	0.0008	0.0000
2270004076	Lawn/Garden	Diesel Other Lawn & Garden Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270005010	Agriculture	Diesel 2-Wheel Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005015	Agriculture	Diesel Agricultural Tractors	MOVES	0.0791	0.0059	24%	24%	land area (1)	0.0190	0.0014
2270005020	Agriculture	Diesel Combines	MOVES	0.0131	0.0011	24%	24%	land area (1)	0.0032	0.0003
2270005025	Agriculture	Diesel Balers	MOVES	0.0001	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005030	Agriculture	Diesel Agricultural Mowers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005035	Agriculture	Diesel Sprayers	MOVES	0.0011	0.0001	24%	24%	land area (1)	0.0003	0.0000
2270005040	Agriculture	Diesel Tillers > 6 HP	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005045	Agriculture	Diesel Swathers	MOVES	0.0009	0.0001	24%	24%	land area (1)	0.0002	0.0000
2270005055	Agriculture	Diesel Other Agricultural Equipment	MOVES	0.0022	0.0002	24%	24%	land area (1)	0.0005	0.0000
2270005060	Agriculture	Diesel Irrigation Sets	MOVES	0.0008	0.0001	24%	24%	land area (1)	0.0002	0.0000
2270006005	Commercial	Diesel Light Commercial Generator Sets	MOVES	0.0175	0.0017	77%	77%	population	0.0135	0.0013
2270006010	Commercial	Diesel Light Commercial Pumps	MOVES	0.0041	0.0004	77%	77%	population	0.0032	0.0003
2270006015	Commercial	Diesel Light Commercial Air Compressors	MOVES	0.0076	0.0005	77%	77%	population	0.0059	0.0004
2270006025	Commercial	Diesel Light Commercial Welders	MOVES	0.0056	0.0011	77%	77%	population	0.0043	0.0009
2270006030	Commercial	Diesel Light Commercial Pressure Washer	MOVES	0.0006	0.0001	77%	77%	population	0.0004	0.0000
2270006035	Commercial	Diesel Hydro Power Units	MOVES	0.0003	0.0000	77%	77%	population	0.0003	0.0000
2270007015	Logging	Diesel Logging Equip Fell/Bunch/Skidlers	MOVES	0.0002	0.0000	31%	31%	land area	0.0001	0.0000
2275000000	Aircraft	All Aircraft	EPA16v1	0.0164	0.0199	88%	82%	airport location	0.0144	0.0163
2280002201	Comm. Mar.	CM Vessels, Diesel, Underway, C1&C2, Main Eng.	EPA16v1	0.1080	0.0041	100%	100%	Lk. Mich. Shoreline	0.1080	0.0041

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2019 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2019 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2280002202	Comm. Mar.	CM Vessels, Diesel, Underway, C1&C2, Aux. Eng.	EPA16v1	0.2090	0.0060	100%	100%	Lk. Mich. Shoreline	0.2090	0.0060
2280002203	Comm. Mar.	CM Vessels, Diesel, Underway, C3, Main Eng.	EPA16v1	0.0875	0.0036	100%	100%	Lk. Mich. Shoreline	0.0875	0.0036
2280002204	Comm. Mar.	CM Vessels, Diesel, Underway, C3, Aux. Eng.	EPA16v1	0.0072	0.0003	100%	100%	Lk. Mich. Shoreline	0.0072	0.0003
2282005010	Pleasure Craft	2-Stroke Outboards	MOVES	0.0427	0.2145	4%	4%	water area	0.0017	0.0086
2282005015	Pleasure Craft	2-Stroke Personal Watercraft	MOVES	0.0196	0.0337	70%	70%	water area	0.0137	0.0236
2282010005	Pleasure Craft	4-Stroke Inboards	MOVES	0.0762	0.0719	70%	70%	water area	0.0533	0.0504
2282020005	Pleasure Craft	Diesel Inboards	MOVES	0.0786	0.0043	70%	70%	water area	0.0550	0.0030
2282020010	Pleasure Craft	Diesel Outboards	MOVES	0.0001	0.0000	4%	4%	water area	0.0000	0.0000
228500200x	Railroad	All Diesel Line Haul Locomotives	EPA16v1	0.7496	0.0347	63%	64%	rail links	0.4722	0.0222
2285002015	Railway Maint.	Diesel Railway Maintenance	MOVES	0.0014	0.0002	100%	100%	rail links	0.0014	0.0002
2285004015	Railway Maint.	4-Stroke Gasoline Railway Maintenance	MOVES	0.0000	0.0001	100%	100%	rail links	0.0000	0.0001
2285006015	Railway Maint.	LPG Railway Maintenance	MOVES	0.0000	0.0000	100%	100%	rail links	0.0000	0.0000
ALL (Total)	ALL (Total)	ALL (Total)		2.2692	1.1890	72.2%	59.0%		1.6391	0.7015
22xx005xxx	Agriculture	All	MOVES	0.0998	0.0118	24.0%	24.0%	land area (1)	0.0240	0.0028
22750xxxxx	Airport	All	EPA16v1	0.0164	0.0199	88.0%	82.0%	airport location	0.0144	0.0163
22xx006xxx	Commercial	All	MOVES	0.0536	0.0648	77.0%	77.0%	population	0.0412	0.0499
2280002xxx	Comm. Mar	All	EPA16v1	0.4117	0.0141	100.0%	100.0%	Lk. Mich. Shoreline	0.4117	0.0141
22xx002xxx	Construction	All	MOVES	0.4448	0.0813	77.0%	77.0%	population	0.3425	0.0626
22xx003xxx	Industrial	All	MOVES	0.1635	0.0257	77.0%	77.0%	population	0.1259	0.0198
22xx004xxx	Lawn/Garden	All	MOVES	0.1033	0.5178	77.0%	77.0%	population	0.0795	0.3987
22xx007xxx	Logging	All	MOVES	0.0002	0.0002	31.0%	31.0%	land area	0.0001	0.0000
22820xxxxx	Pleasure Craft	All	MOVES	0.2172	0.3244	57.0%	26.4%	water area	0.1238	0.0855
228500200x	Railroad	All	EPA16v1	0.7496	0.0347	63.0%	64.0%	rail links	0.4722	0.0222
228500x015	Railway Maint.	All	MOVES	0.0014	0.0003	100.0%	100.0%	rail links	0.0014	0.0003
22xx001xxx	Recreational	All	MOVES	0.0079	0.0940	31.0%	31.0%	land area	0.0025	0.0292
ALL (Total)	ALL (Total)	ALL (Total)		2.2692	1.1890	72.2%	59.0%		1.6391	0.7015

(1) City of Kenosha excluded.

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**Table A7.3. 2030 Nonroad NO_x and VOC Emissions: tons per ozone season day (tposd)
Kenosha County and the Partial Kenosha County 2008 Ozone NAAQS area.**

SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2030 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2030 Emissions	
				NO _x	VOC	NO _x	VOC		NO _x	VOC
2260001010	Recreational	2-Stroke Motorcycles: Off-Road	MOVES	0.0006	0.0414	31%	31%	land area	0.0002	0.0128
2260001030	Recreational	2-Stroke All Terrain Vehicles	MOVES	0.0003	0.0027	31%	31%	land area	0.0001	0.0008
2260001060	Recreational	2-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0007	31%	31%	land area	0.0001	0.0002
2260002006	Construction	2-Stroke Tampers/Rammers	MOVES	0.0002	0.0086	77%	77%	population	0.0002	0.0067
2260002009	Construction	2-Stroke Plate Compactors	MOVES	0.0000	0.0003	77%	77%	population	0.0000	0.0002
2260002021	Construction	2-Stroke Paving Equipment	MOVES	0.0000	0.0004	77%	77%	population	0.0000	0.0003
2260002027	Construction	2-Stroke Signal Boards	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260002039	Construction	2-Stroke Concrete/Industrial Saws	MOVES	0.0006	0.0220	77%	77%	population	0.0004	0.0169
2260002054	Construction	2-Stroke Crushing/Proc. Equipment	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2260003030	Industrial	2-Stroke Sweepers/Scrubbers	MOVES	0.0000	0.0004	77%	77%	population	0.0000	0.0003
2260003040	Industrial	2-Stroke Other General Industrial Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260004015	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0001	0.0014	77%	77%	population	0.0000	0.0011
2260004016	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0002	0.0040	77%	77%	population	0.0001	0.0031
2260004020	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Residential)	MOVES	0.0004	0.0138	77%	77%	population	0.0003	0.0107
2260004021	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Commercial)	MOVES	0.0010	0.0452	77%	77%	population	0.0008	0.0348
2260004025	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0011	0.0275	77%	77%	population	0.0009	0.0212
2260004026	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0018	0.0453	77%	77%	population	0.0014	0.0349
2260004030	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0007	0.0169	77%	77%	population	0.0005	0.0130
2260004031	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0016	0.0453	77%	77%	population	0.0013	0.0349
2260004035	Lawn/Garden	2-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0010	77%	77%	population	0.0000	0.0008
2260004036	Lawn/Garden	2-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2260004071	Lawn/Garden	2-Stroke Commercial Turf Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260005035	Agriculture	2-Stroke Sprayers	MOVES	0.0000	0.0001	24%	24%	land area (1)	0.0000	0.0000
2260006005	Commercial	2-Stroke Light Commercial Generator Set	MOVES	0.0000	0.0012	77%	77%	population	0.0000	0.0009
2260006010	Commercial	2-Stroke Light Commercial Pumps	MOVES	0.0003	0.0084	77%	77%	population	0.0002	0.0065
2260006015	Commercial	2-Stroke Light Commercial Air Compressors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260006035	Commercial	2-Stroke Hydro Power Units	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0000
2260007005	Logging	2-Stroke Logging Equipment Chain Saws > 6 HP	MOVES	0.0000	0.0001	31%	31%	land area	0.0000	0.0000
2265001010	Recreational	4-Stroke Motorcycles: Off-Road	MOVES	0.0003	0.0020	31%	31%	land area	0.0001	0.0006
2265001030	Recreational	4-Stroke All Terrain Vehicles	MOVES	0.0020	0.0206	31%	31%	land area	0.0006	0.0064
2265001050	Recreational	4-Stroke Golf Carts	MOVES	0.0035	0.0113	31%	31%	land area	0.0011	0.0035
2265001060	Recreational	4-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0005	31%	31%	land area	0.0000	0.0002
2265002003	Construction	4-Stroke Asphalt Pavers	MOVES	0.0001	0.0004	77%	77%	population	0.0001	0.0003
2265002006	Construction	4-Stroke Tampers/Rammers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002009	Construction	4-Stroke Plate Compactors	MOVES	0.0003	0.0010	77%	77%	population	0.0002	0.0008
2265002015	Construction	4-Stroke Rollers	MOVES	0.0002	0.0007	77%	77%	population	0.0002	0.0005
2265002021	Construction	4-Stroke Paving Equipment	MOVES	0.0005	0.0018	77%	77%	population	0.0004	0.0014

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2030 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2030 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265002024	Construction	4-Stroke Surfacing Equipment	MOVES	0.0002	0.0007	77%	77%	population	0.0002	0.0005
2265002027	Construction	4-Stroke Signal Boards	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002030	Construction	4-Stroke Trenchers	MOVES	0.0004	0.0012	77%	77%	population	0.0003	0.0009
2265002033	Construction	4-Stroke Bore/Drill Rigs	MOVES	0.0002	0.0005	77%	77%	population	0.0001	0.0004
2265002039	Construction	4-Stroke Concrete/Industrial Saws	MOVES	0.0009	0.0028	77%	77%	population	0.0007	0.0021
2265002042	Construction	4-Stroke Cement & Mortar Mixers	MOVES	0.0004	0.0020	77%	77%	population	0.0003	0.0015
2265002045	Construction	4-Stroke Cranes	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002054	Construction	4-Stroke Crushing/Proc. Equipment	MOVES	0.0001	0.0002	77%	77%	population	0.0000	0.0001
2265002057	Construction	4-Stroke Rough Terrain Forklifts	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002060	Construction	4-Stroke Rubber Tire Loaders	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2265002066	Construction	4-Stroke Tractors/Loaders/Backhoes	MOVES	0.0003	0.0009	77%	77%	population	0.0002	0.0007
2265002072	Construction	4-Stroke Skid Steer Loaders	MOVES	0.0002	0.0004	77%	77%	population	0.0002	0.0003
2265002078	Construction	4-Stroke Dumpers/Tenders	MOVES	0.0001	0.0003	77%	77%	population	0.0000	0.0002
2265002081	Construction	4-Stroke Other Construction Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265003010	Industrial	4-Stroke Aerial Lifts	MOVES	0.0013	0.0019	77%	77%	population	0.0010	0.0015
2265003020	Industrial	4-Stroke Forklifts	MOVES	0.0045	0.0020	77%	77%	population	0.0035	0.0016
2265003030	Industrial	4-Stroke Sweepers/Scrubbers	MOVES	0.0011	0.0020	77%	77%	population	0.0008	0.0016
2265003040	Industrial	4-Stroke Other General Industrial Equipment	MOVES	0.0023	0.0085	77%	77%	population	0.0018	0.0065
2265003050	Industrial	4-Stroke Other Material Handling Equipment	MOVES	0.0001	0.0002	77%	77%	population	0.0001	0.0001
2265003060	Industrial	4-Stroke Industrial AC/Refrigeration	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2265003070	Industrial	4-Stroke Terminal Tractors	MOVES	0.0004	0.0002	77%	77%	population	0.0003	0.0001
2265004010	Lawn/Garden	4-Stroke Lawn mowers (Residential)	MOVES	0.0070	0.0569	77%	77%	population	0.0054	0.0438
2265004011	Lawn/Garden	4-Stroke Lawn mowers (Commercial)	MOVES	0.0037	0.0235	77%	77%	population	0.0029	0.0181
2265004015	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0006	0.0052	77%	77%	population	0.0005	0.0040
2265004016	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0019	0.0138	77%	77%	population	0.0015	0.0106
2265004025	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0000	0.0004	77%	77%	population	0.0000	0.0003
2265004026	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0001	0.0006	77%	77%	population	0.0001	0.0005
2265004030	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0001	0.0005	77%	77%	population	0.0001	0.0004
2265004031	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0034	0.0146	77%	77%	population	0.0026	0.0112
2265004035	Lawn/Garden	4-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0023	77%	77%	population	0.0000	0.0018
2265004036	Lawn/Garden	4-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0002	77%	77%	population	0.0000	0.0002
2265004040	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Res.)	MOVES	0.0014	0.0079	77%	77%	population	0.0011	0.0061
2265004041	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Comm.)	MOVES	0.0004	0.0015	77%	77%	population	0.0003	0.0011
2265004046	Lawn/Garden	4-Stroke Front Mowers (Commercial)	MOVES	0.0005	0.0017	77%	77%	population	0.0004	0.0013
2265004051	Lawn/Garden	4-Stroke Shredders < 6 HP (Commercial)	MOVES	0.0002	0.0016	77%	77%	population	0.0002	0.0012
2265004055	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Residential)	MOVES	0.0188	0.0865	77%	77%	population	0.0145	0.0666
2265004056	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Commercial)	MOVES	0.0055	0.0189	77%	77%	population	0.0043	0.0145
2265004066	Lawn/Garden	4-Stroke Chippers/Stump Grinders (Comm.)	MOVES	0.0009	0.0020	77%	77%	population	0.0007	0.0015
2265004071	Lawn/Garden	4-Stroke Commercial Turf Equipment (Comm.)	MOVES	0.0179	0.0553	77%	77%	population	0.0138	0.0426
2265004075	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Res.)	MOVES	0.0007	0.0035	77%	77%	population	0.0005	0.0027

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				NOx	VOC	NOx	VOC		NOx	VOC
2265004076	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Com.)	MOVES	0.0005	0.0027	77%	77%	population	0.0004	0.0021
2265005010	Agriculture	4-Stroke 2-Wheel Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005015	Agriculture	4-Stroke Agricultural Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005020	Agriculture	4-Stroke Combines	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005025	Agriculture	4-Stroke Balers	MOVES	0.0001	0.0001	24%	24%	land area (1)	0.0000	0.0000
2265005030	Agriculture	4-Stroke Agricultural Mowers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005035	Agriculture	4-Stroke Sprayers	MOVES	0.0002	0.0003	24%	24%	land area (1)	0.0000	0.0001
2265005040	Agriculture	4-Stroke Tillers > 5 HP	MOVES	0.0003	0.0011	24%	24%	land area (1)	0.0001	0.0003
2265005045	Agriculture	4-Stroke Swathers	MOVES	0.0001	0.0001	24%	24%	land area (1)	0.0000	0.0000
2265005055	Agriculture	4-Stroke Other Agricultural Equipment	MOVES	0.0002	0.0002	24%	24%	land area (1)	0.0000	0.0000
2265005060	Agriculture	4-Stroke Irrigation Sets	MOVES	0.0001	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265006005	Commercial	4-Stroke Light Commercial Generator Set	MOVES	0.0064	0.0291	77%	77%	population	0.0049	0.0224
2265006010	Commercial	4-Stroke Light Commercial Pumps	MOVES	0.0017	0.0067	77%	77%	population	0.0013	0.0052
2265006015	Commercial	4-Stroke Light Commercial Air Compressors	MOVES	0.0009	0.0028	77%	77%	population	0.0007	0.0021
2265006025	Commercial	4-Stroke Light Commercial Welders	MOVES	0.0019	0.0063	77%	77%	population	0.0014	0.0049
2265006030	Commercial	4-Stroke Light Commercial Pressure Wash	MOVES	0.0029	0.0133	77%	77%	population	0.0023	0.0102
2265006035	Commercial	4-Stroke Hydro Power Units	MOVES	0.0001	0.0005	77%	77%	population	0.0001	0.0004
2265007010	Logging	4-Stroke Logging Equipment Shredders > 6 HP	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2265007015	Logging	4-Stroke Logging Equipment Skidders	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2267001060	Recreational	LPG Specialty Vehicle Carts	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2267002003	Construction	LPG Asphalt Pavers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002015	Construction	LPG Rollers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002021	Construction	LPG Paving Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002024	Construction	LPG Surfacing Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002030	Construction	LPG Trenchers	MOVES	0.0001	0.0000	77%	77%	population	0.0000	0.0000
2267002033	Construction	LPG Bore/Drill Rigs	MOVES	0.0001	0.0000	77%	77%	population	0.0000	0.0000
2267002039	Construction	LPG Concrete/Industrial Saws	MOVES	0.0001	0.0000	77%	77%	population	0.0000	0.0000
2267002045	Construction	LPG Cranes	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002054	Construction	LPG Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002057	Construction	LPG Rough Terrain Forklifts	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002060	Construction	LPG Rubber Tire Loaders	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002066	Construction	LPG Tractors/Loaders/Backhoes	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002072	Construction	LPG Skid Steer Loaders	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002081	Construction	LPG Other Construction Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267003010	Industrial	LPG Aerial Lifts	MOVES	0.0009	0.0001	77%	77%	population	0.0007	0.0001
2267003020	Industrial	LPG Forklifts	MOVES	0.0714	0.0084	77%	77%	population	0.0550	0.0064
2267003030	Industrial	LPG Sweepers/Scrubbers	MOVES	0.0006	0.0001	77%	77%	population	0.0004	0.0001
2267003040	Industrial	LPG Other General Industrial Equipment	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2267003050	Industrial	LPG Other Material Handling Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267003070	Industrial	LPG Terminal Tractors	MOVES	0.0003	0.0000	77%	77%	population	0.0003	0.0000

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				NOx	VOC	NOx	VOC		NOx	VOC
2267004066	Lawn/Garden	LPG Chippers/Stump Grinders (Commercial)	MOVES	0.0003	0.0000	77%	77%	population	0.0003	0.0000
2267005055	Agriculture	LPG Other Agricultural Equipment	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2267005060	Agriculture	LPG Irrigation Sets	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2267006005	Commercial	LPG Light Commercial Generator Sets	MOVES	0.0011	0.0002	77%	77%	population	0.0009	0.0001
2267006010	Commercial	LPG Light Commercial Pumps	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2267006015	Commercial	LPG Light Commercial Air Compressors	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2267006025	Commercial	LPG Light Commercial Welders	MOVES	0.0002	0.0000	77%	77%	population	0.0002	0.0000
2267006030	Commercial	LPG Light Commercial Pressure Washers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267006035	Commercial	LPG Hydro Power Units	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268002081	Construction	CNG Other Construction Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003020	Industrial	CNG Forklifts	MOVES	0.0058	0.0025	77%	77%	population	0.0045	0.0019
2268003030	Industrial	CNG Sweepers/Scrubbers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003040	Industrial	CNG Other General Industrial Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003060	Industrial	CNG AC/Refrigeration	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003070	Industrial	CNG Terminal Tractors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268005055	Agriculture	CNG Other Agricultural Equipment	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2268005060	Agriculture	CNG Irrigation Sets	MOVES	0.0001	0.0000	24%	24%	land area (1)	0.0000	0.0000
2268006005	Commercial	CNG Light Commercial Generator Sets	MOVES	0.0005	0.0002	77%	77%	population	0.0004	0.0002
2268006010	Commercial	CNG Light Commercial Pumps	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268006015	Commercial	CNG Light Commercial Air Compressors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268006020	Commercial	CNG Light Commercial Gas Compressors	MOVES	0.0006	0.0003	77%	77%	population	0.0005	0.0002
2270001060	Recreational	Diesel Specialty Vehicle Carts	MOVES	0.0004	0.0001	31%	31%	land area	0.0001	0.0000
2270002003	Construction	Diesel Pavers	MOVES	0.0021	0.0001	77%	77%	population	0.0016	0.0001
2270002006	Construction	Diesel Tampers/Rammers (unused)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270002009	Construction	Diesel Plate Compactors	MOVES	0.0004	0.0001	77%	77%	population	0.0003	0.0000
2270002015	Construction	Diesel Rollers	MOVES	0.0068	0.0003	77%	77%	population	0.0052	0.0002
2270002018	Construction	Diesel Scrapers	MOVES	0.0017	0.0001	77%	77%	population	0.0013	0.0001
2270002021	Construction	Diesel Paving Equipment	MOVES	0.0005	0.0000	77%	77%	population	0.0003	0.0000
2270002024	Construction	Diesel Surfacing Equipment	MOVES	0.0004	0.0000	77%	77%	population	0.0003	0.0000
2270002027	Construction	Diesel Signal Boards	MOVES	0.0029	0.0002	77%	77%	population	0.0022	0.0002
2270002030	Construction	Diesel Trenchers	MOVES	0.0063	0.0002	77%	77%	population	0.0049	0.0001
2270002033	Construction	Diesel Bore/Drill Rigs	MOVES	0.0052	0.0003	77%	77%	population	0.0040	0.0002
2270002036	Construction	Diesel Excavators	MOVES	0.0113	0.0005	77%	77%	population	0.0087	0.0004
2270002039	Construction	Diesel Concrete/Industrial Saws	MOVES	0.0005	0.0000	77%	77%	population	0.0004	0.0000
2270002042	Construction	Diesel Cement & Mortar Mixers	MOVES	0.0003	0.0000	77%	77%	population	0.0002	0.0000
2270002045	Construction	Diesel Cranes	MOVES	0.0028	0.0001	77%	77%	population	0.0022	0.0001
2270002048	Construction	Diesel Graders	MOVES	0.0014	0.0001	77%	77%	population	0.0010	0.0001
2270002051	Construction	Diesel Off-highway Trucks	MOVES	0.0424	0.0008	77%	77%	population	0.0327	0.0006
2270002054	Construction	Diesel Crushing/Proc. Equipment	MOVES	0.0012	0.0000	77%	77%	population	0.0009	0.0000
2270002057	Construction	Diesel Rough Terrain Forklifts	MOVES	0.0089	0.0002	77%	77%	population	0.0068	0.0002

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				NOx	VOC	NOx	VOC		NOx	VOC
2270002060	Construction	Diesel Rubber Tire Loaders	MOVES	0.0216	0.0008	77%	77%	population	0.0166	0.0006
2270002066	Construction	Diesel Tractors/Loaders/Backhoes	MOVES	0.0261	0.0025	77%	77%	population	0.0201	0.0019
2270002069	Construction	Diesel Crawler Tractors	MOVES	0.0167	0.0005	77%	77%	population	0.0129	0.0004
2270002072	Construction	Diesel Skid Steer Loaders	MOVES	0.0341	0.0037	77%	77%	population	0.0263	0.0028
2270002075	Construction	Diesel Off-Highway Tractors	MOVES	0.0045	0.0001	77%	77%	population	0.0035	0.0001
2270002078	Construction	Diesel Dumpers/Tenders	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2270002081	Construction	Diesel Other Construction Equipment	MOVES	0.0022	0.0001	77%	77%	population	0.0017	0.0001
2270003010	Industrial	Diesel Aerial Lifts	MOVES	0.0035	0.0004	77%	77%	population	0.0027	0.0003
2270003020	Industrial	Diesel Forklifts	MOVES	0.0222	0.0004	77%	77%	population	0.0171	0.0003
2270003030	Industrial	Diesel Sweepers/Scrubbers	MOVES	0.0064	0.0002	77%	77%	population	0.0050	0.0002
2270003040	Industrial	Diesel Other General Industrial Equipment	MOVES	0.0053	0.0002	77%	77%	population	0.0041	0.0002
2270003050	Industrial	Diesel Other Material Handling Equipment	MOVES	0.0005	0.0001	77%	77%	population	0.0004	0.0000
2270003060	Industrial	Diesel AC/Refrigeration	MOVES	0.0546	0.0017	77%	77%	population	0.0421	0.0013
2270003070	Industrial	Diesel Terminal Tractors	MOVES	0.0040	0.0001	77%	77%	population	0.0031	0.0001
2270004031	Lawn/Garden	Diesel Leafblowers/Vacuums (Commercial)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270004036	Lawn/Garden	Diesel Snowblowers (Commercial)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270004046	Lawn/Garden	Diesel Front Mowers (Commercial)	MOVES	0.0083	0.0006	77%	77%	population	0.0064	0.0004
2270004056	Lawn/Garden	Diesel Lawn & Garden Tractors (Commercial)	MOVES	0.0020	0.0002	77%	77%	population	0.0015	0.0001
2270004066	Lawn/Garden	Diesel Chippers/Stump Grinders (Commercial)	MOVES	0.0070	0.0005	77%	77%	population	0.0054	0.0003
2270004071	Lawn/Garden	Diesel Commercial Turf Equipment (Comm.)	MOVES	0.0007	0.0000	77%	77%	population	0.0005	0.0000
2270004076	Lawn/Garden	Diesel Other Lawn & Garden Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270005010	Agriculture	Diesel 2-Wheel Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005015	Agriculture	Diesel Agricultural Tractors	MOVES	0.0256	0.0014	24%	24%	land area (1)	0.0062	0.0003
2270005020	Agriculture	Diesel Combines	MOVES	0.0034	0.0003	24%	24%	land area (1)	0.0008	0.0001
2270005025	Agriculture	Diesel Balers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005030	Agriculture	Diesel Agricultural Mowers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005035	Agriculture	Diesel Sprayers	MOVES	0.0003	0.0000	24%	24%	land area (1)	0.0001	0.0000
2270005040	Agriculture	Diesel Tillers > 6 HP	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005045	Agriculture	Diesel Swathers	MOVES	0.0003	0.0000	24%	24%	land area (1)	0.0001	0.0000
2270005055	Agriculture	Diesel Other Agricultural Equipment	MOVES	0.0005	0.0000	24%	24%	land area (1)	0.0001	0.0000
2270005060	Agriculture	Diesel Irrigation Sets	MOVES	0.0003	0.0000	24%	24%	land area (1)	0.0001	0.0000
2270006005	Commercial	Diesel Light Commercial Generator Sets	MOVES	0.0120	0.0009	77%	77%	population	0.0093	0.0007
2270006010	Commercial	Diesel Light Commercial Pumps	MOVES	0.0028	0.0002	77%	77%	population	0.0021	0.0002
2270006015	Commercial	Diesel Light Commercial Air Compressors	MOVES	0.0046	0.0001	77%	77%	population	0.0036	0.0001
2270006025	Commercial	Diesel Light Commercial Welders	MOVES	0.0044	0.0004	77%	77%	population	0.0034	0.0003
2270006030	Commercial	Diesel Light Commercial Pressure Washer	MOVES	0.0004	0.0000	77%	77%	population	0.0003	0.0000
2270006035	Commercial	Diesel Hydro Power Units	MOVES	0.0002	0.0000	77%	77%	population	0.0002	0.0000
2270007015	Logging	Diesel Logging Equip Fell/Bunch/Skidlers	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2275000000	Aircraft	All Aircraft	EPA16v1	0.0101	0.0169	88%	82%	airport location	0.0089	0.0138
2280002201	Comm. Mar.	CM Vessels, Diesel, Underway, C1&C2, Main Eng.	EPA16v1	0.0673	0.0025	100%	100%	Lk. Mich. Shoreline	0.0673	0.0025

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				NOx	VOC	NOx	VOC		NOx	VOC
2280002202	Comm. Mar.	CM Vessels, Diesel, Underway, C1&C2, Aux. Eng.	EPA16v1	0.1303	0.0036	100%	100%	Lk. Mich. Shoreline	0.1303	0.0036
2280002203	Comm. Mar.	CM Vessels, Diesel, Underway, C3, Main Eng.	EPA16v1	0.1026	0.0045	100%	100%	Lk. Mich. Shoreline	0.1026	0.0045
2280002204	Comm. Mar.	CM Vessels, Diesel, Underway, C3, Aux. Eng.	EPA16v1	0.0084	0.0004	100%	100%	Lk. Mich. Shoreline	0.0084	0.0004
2282005010	Pleasure Craft	2-Stroke Outboards	MOVES	0.0450	0.0898	4%	4%	water area	0.0018	0.0036
2282005015	Pleasure Craft	2-Stroke Personal Watercraft	MOVES	0.0215	0.0231	70%	70%	water area	0.0150	0.0162
2282010005	Pleasure Craft	4-Stroke Inboards	MOVES	0.0353	0.0456	70%	70%	water area	0.0247	0.0319
2282020005	Pleasure Craft	Diesel Inboards	MOVES	0.0757	0.0052	70%	70%	water area	0.0530	0.0037
2282020010	Pleasure Craft	Diesel Outboards	MOVES	0.0001	0.0000	4%	4%	water area	0.0000	0.0000
228500200x	Railroad	All Diesel Line Haul Locomotives	EPA16v1	0.6052	0.0247	63%	64%	rail links	0.3813	0.0158
2285002015	Railway Maint.	Diesel Railway Maintenance	MOVES	0.0006	0.0001	100%	100%	rail links	0.0006	0.0001
2285004015	Railway Maint.	4-Stroke Gasoline Railway Maintenance	MOVES	0.0000	0.0001	100%	100%	rail links	0.0000	0.0001
2285006015	Railway Maint.	LPG Railway Maintenance	MOVES	0.0000	0.0000	100%	100%	rail links	0.0000	0.0000
ALL (Total)	ALL (Total)	ALL (Total)		1.6630	0.9567	72.5%	65.6%		1.2057	0.6275
22xx005xxx	Agriculture	All	MOVES	0.0316	0.0039	24.0%	24.0%	land area (1)	0.0076	0.0009
22750xxxxx	Airport	All	EPA16v1	0.0101	0.0169	88.0%	82.0%	airport location	0.0089	0.0138
22xx006xxx	Commercial	All	MOVES	0.0415	0.0709	77.0%	77.0%	population	0.0320	0.0546
2280002xxx	Comm. Mar	All	EPA16v1	0.3087	0.0109	100.0%	100.0%	Lk. Mich. Shoreline	0.3087	0.0109
22xx002xxx	Construction	All	MOVES	0.2059	0.0552	77.0%	77.0%	population	0.1585	0.0425
22xx003xxx	Industrial	All	MOVES	0.1856	0.0296	77.0%	77.0%	population	0.1429	0.0228
22xx004xxx	Lawn/Garden	All	MOVES	0.0889	0.5014	77.0%	77.0%	population	0.0685	0.3860
22xx007xxx	Logging	All	MOVES	0.0000	0.0001	31.0%	31.0%	land area	0.0000	0.0000
22820xxxxx	Pleasure Craft	All	MOVES	0.1775	0.1638	53.2%	33.8%	water area	0.0945	0.0553
228500200x	Railroad	All	EPA16v1	0.6052	0.0247	63.0%	64.0%	rail links	0.3813	0.0158
228500x015	Railway Maint.	All	MOVES	0.0006	0.0002	100.0%	100.0%	rail links	0.0006	0.0002
22xx001xxx	Recreational	All	MOVES	0.0073	0.0793	31.0%	31.0%	land area	0.0023	0.0246
ALL (Total)	ALL (Total)	ALL (Total)		1.6630	0.9567	72.5%	65.6%		1.2057	0.6275

(1) City of Kenosha excluded.

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**Table A7.4. 2035 Nonroad NO_x and VOC Emissions: tons per ozone season day (tposd)
Kenosha County and the Partial Kenosha County 2008 Ozone NAAQS area.**

SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2035 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2035 Emissions	
				NO _x	VOC	NO _x	VOC		NO _x	VOC
2260001010	Recreational	2-Stroke Motorcycles: Off-Road	MOVES	0.0006	0.0407	31%	31%	land area	0.0002	0.0126
2260001030	Recreational	2-Stroke All Terrain Vehicles	MOVES	0.0003	0.0025	31%	31%	land area	0.0001	0.0008
2260001060	Recreational	2-Stroke Specialty Vehicle Carts	MOVES	0.0002	0.0007	31%	31%	land area	0.0001	0.0002
2260002006	Construction	2-Stroke Tampers/Rammers	MOVES	0.0002	0.0089	77%	77%	population	0.0002	0.0068
2260002009	Construction	2-Stroke Plate Compactors	MOVES	0.0000	0.0003	77%	77%	population	0.0000	0.0002
2260002021	Construction	2-Stroke Paving Equipment	MOVES	0.0000	0.0004	77%	77%	population	0.0000	0.0003
2260002027	Construction	2-Stroke Signal Boards	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260002039	Construction	2-Stroke Concrete/Industrial Saws	MOVES	0.0006	0.0225	77%	77%	population	0.0004	0.0173
2260002054	Construction	2-Stroke Crushing/Proc. Equipment	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2260003030	Industrial	2-Stroke Sweepers/Scrubbers	MOVES	0.0000	0.0005	77%	77%	population	0.0000	0.0004
2260003040	Industrial	2-Stroke Other General Industrial Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260004015	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0001	0.0014	77%	77%	population	0.0000	0.0010
2260004016	Lawn/Garden	2-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0002	0.0039	77%	77%	population	0.0001	0.0030
2260004020	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Residential)	MOVES	0.0004	0.0136	77%	77%	population	0.0003	0.0105
2260004021	Lawn/Garden	2-Stroke Chain Saws < 6 HP (Commercial)	MOVES	0.0010	0.0445	77%	77%	population	0.0008	0.0342
2260004025	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0011	0.0271	77%	77%	population	0.0008	0.0209
2260004026	Lawn/Garden	2-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0017	0.0446	77%	77%	population	0.0013	0.0343
2260004030	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0007	0.0167	77%	77%	population	0.0005	0.0128
2260004031	Lawn/Garden	2-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0016	0.0446	77%	77%	population	0.0012	0.0343
2260004035	Lawn/Garden	2-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0010	77%	77%	population	0.0000	0.0008
2260004036	Lawn/Garden	2-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2260004071	Lawn/Garden	2-Stroke Commercial Turf Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260005035	Agriculture	2-Stroke Sprayers	MOVES	0.0000	0.0001	24%	24%	land area (1)	0.0000	0.0000
2260006005	Commercial	2-Stroke Light Commercial Generator Set	MOVES	0.0000	0.0013	77%	77%	population	0.0000	0.0010
2260006010	Commercial	2-Stroke Light Commercial Pumps	MOVES	0.0003	0.0092	77%	77%	population	0.0003	0.0071
2260006015	Commercial	2-Stroke Light Commercial Air Compressors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2260006035	Commercial	2-Stroke Hydro Power Units	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0000
2260007005	Logging	2-Stroke Logging Equipment Chain Saws > 6 HP	MOVES	0.0000	0.0001	31%	31%	land area	0.0000	0.0000
2265001010	Recreational	4-Stroke Motorcycles: Off-Road	MOVES	0.0003	0.0020	31%	31%	land area	0.0001	0.0006
2265001030	Recreational	4-Stroke All Terrain Vehicles	MOVES	0.0020	0.0203	31%	31%	land area	0.0006	0.0063
2265001050	Recreational	4-Stroke Golf Carts	MOVES	0.0034	0.0112	31%	31%	land area	0.0011	0.0035
2265001060	Recreational	4-Stroke Specialty Vehicle Carts	MOVES	0.0001	0.0004	31%	31%	land area	0.0000	0.0001
2265002003	Construction	4-Stroke Asphalt Pavers	MOVES	0.0001	0.0004	77%	77%	population	0.0001	0.0003
2265002006	Construction	4-Stroke Tampers/Rammers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002009	Construction	4-Stroke Plate Compactors	MOVES	0.0003	0.0010	77%	77%	population	0.0002	0.0008
2265002015	Construction	4-Stroke Rollers	MOVES	0.0002	0.0007	77%	77%	population	0.0002	0.0005
2265002021	Construction	4-Stroke Paving Equipment	MOVES	0.0005	0.0018	77%	77%	population	0.0004	0.0014

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2035 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2035 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265002024	Construction	4-Stroke Surfacing Equipment	MOVES	0.0002	0.0007	77%	77%	population	0.0002	0.0006
2265002027	Construction	4-Stroke Signal Boards	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002030	Construction	4-Stroke Trenchers	MOVES	0.0004	0.0013	77%	77%	population	0.0003	0.0010
2265002033	Construction	4-Stroke Bore/Drill Rigs	MOVES	0.0002	0.0005	77%	77%	population	0.0001	0.0004
2265002039	Construction	4-Stroke Concrete/Industrial Saws	MOVES	0.0009	0.0028	77%	77%	population	0.0007	0.0022
2265002042	Construction	4-Stroke Cement & Mortar Mixers	MOVES	0.0004	0.0020	77%	77%	population	0.0003	0.0016
2265002045	Construction	4-Stroke Cranes	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002054	Construction	4-Stroke Crushing/Proc. Equipment	MOVES	0.0001	0.0002	77%	77%	population	0.0000	0.0001
2265002057	Construction	4-Stroke Rough Terrain Forklifts	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265002060	Construction	4-Stroke Rubber Tire Loaders	MOVES	0.0001	0.0001	77%	77%	population	0.0001	0.0000
2265002066	Construction	4-Stroke Tractors/Loaders/Backhoes	MOVES	0.0003	0.0009	77%	77%	population	0.0002	0.0007
2265002072	Construction	4-Stroke Skid Steer Loaders	MOVES	0.0002	0.0004	77%	77%	population	0.0001	0.0003
2265002078	Construction	4-Stroke Dumpers/Tenders	MOVES	0.0001	0.0003	77%	77%	population	0.0001	0.0002
2265002081	Construction	4-Stroke Other Construction Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2265003010	Industrial	4-Stroke Aerial Lifts	MOVES	0.0015	0.0022	77%	77%	population	0.0011	0.0017
2265003020	Industrial	4-Stroke Forklifts	MOVES	0.0053	0.0024	77%	77%	population	0.0041	0.0018
2265003030	Industrial	4-Stroke Sweepers/Scrubbers	MOVES	0.0013	0.0024	77%	77%	population	0.0010	0.0018
2265003040	Industrial	4-Stroke Other General Industrial Equipment	MOVES	0.0027	0.0100	77%	77%	population	0.0021	0.0077
2265003050	Industrial	4-Stroke Other Material Handling Equipment	MOVES	0.0001	0.0002	77%	77%	population	0.0001	0.0001
2265003060	Industrial	4-Stroke Industrial AC/Refrigeration	MOVES	0.0000	0.0001	77%	77%	population	0.0000	0.0001
2265003070	Industrial	4-Stroke Terminal Tractors	MOVES	0.0005	0.0002	77%	77%	population	0.0004	0.0002
2265004010	Lawn/Garden	4-Stroke Lawn mowers (Residential)	MOVES	0.0069	0.0560	77%	77%	population	0.0053	0.0431
2265004011	Lawn/Garden	4-Stroke Lawn mowers (Commercial)	MOVES	0.0037	0.0231	77%	77%	population	0.0028	0.0178
2265004015	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Residential)	MOVES	0.0006	0.0051	77%	77%	population	0.0005	0.0039
2265004016	Lawn/Garden	4-Stroke Rotary Tillers < 6 HP (Commercial)	MOVES	0.0019	0.0136	77%	77%	population	0.0014	0.0105
2265004025	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Res.)	MOVES	0.0000	0.0004	77%	77%	population	0.0000	0.0003
2265004026	Lawn/Garden	4-Stroke Trimmers/Edgers/Brush Cutters (Com.)	MOVES	0.0001	0.0006	77%	77%	population	0.0001	0.0005
2265004030	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Residential)	MOVES	0.0001	0.0005	77%	77%	population	0.0001	0.0004
2265004031	Lawn/Garden	4-Stroke Leafblowers/Vacuums (Commercial)	MOVES	0.0033	0.0143	77%	77%	population	0.0026	0.0110
2265004035	Lawn/Garden	4-Stroke Snowblowers (Residential)	MOVES	0.0000	0.0023	77%	77%	population	0.0000	0.0017
2265004036	Lawn/Garden	4-Stroke Snowblowers (Commercial)	MOVES	0.0000	0.0002	77%	77%	population	0.0000	0.0002
2265004040	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Res.)	MOVES	0.0014	0.0078	77%	77%	population	0.0011	0.0060
2265004041	Lawn/Garden	4-Stroke Rear Engine Riding Mowers (Comm.)	MOVES	0.0004	0.0014	77%	77%	population	0.0003	0.0011
2265004046	Lawn/Garden	4-Stroke Front Mowers (Commercial)	MOVES	0.0004	0.0016	77%	77%	population	0.0003	0.0013
2265004051	Lawn/Garden	4-Stroke Shredders < 6 HP (Commercial)	MOVES	0.0002	0.0016	77%	77%	population	0.0002	0.0012
2265004055	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Residential)	MOVES	0.0185	0.0851	77%	77%	population	0.0143	0.0655
2265004056	Lawn/Garden	4-Stroke Lawn & Garden Tractors (Commercial)	MOVES	0.0055	0.0186	77%	77%	population	0.0042	0.0143
2265004066	Lawn/Garden	4-Stroke Chippers/Stump Grinders (Comm.)	MOVES	0.0009	0.0020	77%	77%	population	0.0007	0.0015
2265004071	Lawn/Garden	4-Stroke Commercial Turf Equipment (Comm.)	MOVES	0.0177	0.0545	77%	77%	population	0.0136	0.0420
2265004075	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Res.)	MOVES	0.0007	0.0034	77%	77%	population	0.0005	0.0027

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2035 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2035 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2265004076	Lawn/Garden	4-Stroke Other Lawn & Garden Equip. (Com.)	MOVES	0.0005	0.0027	77%	77%	population	0.0004	0.0020
2265005010	Agriculture	4-Stroke 2-Wheel Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005015	Agriculture	4-Stroke Agricultural Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005020	Agriculture	4-Stroke Combines	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005025	Agriculture	4-Stroke Balers	MOVES	0.0001	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005030	Agriculture	4-Stroke Agricultural Mowers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265005035	Agriculture	4-Stroke Sprayers	MOVES	0.0001	0.0003	24%	24%	land area (1)	0.0000	0.0001
2265005040	Agriculture	4-Stroke Tillers > 5 HP	MOVES	0.0002	0.0009	24%	24%	land area (1)	0.0001	0.0002
2265005045	Agriculture	4-Stroke Swathers	MOVES	0.0001	0.0001	24%	24%	land area (1)	0.0000	0.0000
2265005055	Agriculture	4-Stroke Other Agricultural Equipment	MOVES	0.0001	0.0001	24%	24%	land area (1)	0.0000	0.0000
2265005060	Agriculture	4-Stroke Irrigation Sets	MOVES	0.0001	0.0000	24%	24%	land area (1)	0.0000	0.0000
2265006005	Commercial	4-Stroke Light Commercial Generator Set	MOVES	0.0069	0.0316	77%	77%	population	0.0053	0.0243
2265006010	Commercial	4-Stroke Light Commercial Pumps	MOVES	0.0018	0.0073	77%	77%	population	0.0014	0.0056
2265006015	Commercial	4-Stroke Light Commercial Air Compressors	MOVES	0.0009	0.0030	77%	77%	population	0.0007	0.0023
2265006025	Commercial	4-Stroke Light Commercial Welders	MOVES	0.0020	0.0068	77%	77%	population	0.0016	0.0053
2265006030	Commercial	4-Stroke Light Commercial Pressure Wash	MOVES	0.0032	0.0145	77%	77%	population	0.0025	0.0111
2265006035	Commercial	4-Stroke Hydro Power Units	MOVES	0.0002	0.0005	77%	77%	population	0.0001	0.0004
2265007010	Logging	4-Stroke Logging Equipment Shredders > 6 HP	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2265007015	Logging	4-Stroke Logging Equipment Skidders	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2267001060	Recreational	LPG Specialty Vehicle Carts	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2267002003	Construction	LPG Asphalt Pavers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002015	Construction	LPG Rollers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002021	Construction	LPG Paving Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002024	Construction	LPG Surfacing Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002030	Construction	LPG Trenchers	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002033	Construction	LPG Bore/Drill Rigs	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002039	Construction	LPG Concrete/Industrial Saws	MOVES	0.0001	0.0000	77%	77%	population	0.0000	0.0000
2267002045	Construction	LPG Cranes	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002054	Construction	LPG Crushing/Proc. Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002057	Construction	LPG Rough Terrain Forklifts	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002060	Construction	LPG Rubber Tire Loaders	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002066	Construction	LPG Tractors/Loaders/Backhoes	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267002072	Construction	LPG Skid Steer Loaders	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2267002081	Construction	LPG Other Construction Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267003010	Industrial	LPG Aerial Lifts	MOVES	0.0009	0.0001	77%	77%	population	0.0007	0.0001
2267003020	Industrial	LPG Forklifts	MOVES	0.0840	0.0098	77%	77%	population	0.0647	0.0076
2267003030	Industrial	LPG Sweepers/Scrubbers	MOVES	0.0007	0.0001	77%	77%	population	0.0005	0.0001
2267003040	Industrial	LPG Other General Industrial Equipment	MOVES	0.0002	0.0000	77%	77%	population	0.0002	0.0000
2267003050	Industrial	LPG Other Material Handling Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267003070	Industrial	LPG Terminal Tractors	MOVES	0.0004	0.0000	77%	77%	population	0.0003	0.0000

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				NOx	VOC	NOx	VOC		NOx	VOC
2267004066	Lawn/Garden	LPG Chippers/Stump Grinders (Commercial)	MOVES	0.0003	0.0000	77%	77%	population	0.0002	0.0000
2267005055	Agriculture	LPG Other Agricultural Equipment	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2267005060	Agriculture	LPG Irrigation Sets	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2267006005	Commercial	LPG Light Commercial Generator Sets	MOVES	0.0009	0.0001	77%	77%	population	0.0007	0.0001
2267006010	Commercial	LPG Light Commercial Pumps	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2267006015	Commercial	LPG Light Commercial Air Compressors	MOVES	0.0002	0.0000	77%	77%	population	0.0001	0.0000
2267006025	Commercial	LPG Light Commercial Welders	MOVES	0.0002	0.0000	77%	77%	population	0.0002	0.0000
2267006030	Commercial	LPG Light Commercial Pressure Washers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2267006035	Commercial	LPG Hydro Power Units	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268002081	Construction	CNG Other Construction Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003020	Industrial	CNG Forklifts	MOVES	0.0068	0.0029	77%	77%	population	0.0053	0.0022
2268003030	Industrial	CNG Sweepers/Scrubbers	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003040	Industrial	CNG Other General Industrial Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003060	Industrial	CNG AC/Refrigeration	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268003070	Industrial	CNG Terminal Tractors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268005055	Agriculture	CNG Other Agricultural Equipment	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2268005060	Agriculture	CNG Irrigation Sets	MOVES	0.0001	0.0000	24%	24%	land area (1)	0.0000	0.0000
2268006005	Commercial	CNG Light Commercial Generator Sets	MOVES	0.0004	0.0002	77%	77%	population	0.0003	0.0001
2268006010	Commercial	CNG Light Commercial Pumps	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268006015	Commercial	CNG Light Commercial Air Compressors	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2268006020	Commercial	CNG Light Commercial Gas Compressors	MOVES	0.0007	0.0003	77%	77%	population	0.0005	0.0003
2270001060	Recreational	Diesel Specialty Vehicle Carts	MOVES	0.0003	0.0000	31%	31%	land area	0.0001	0.0000
2270002003	Construction	Diesel Pavers	MOVES	0.0020	0.0001	77%	77%	population	0.0015	0.0000
2270002006	Construction	Diesel Tampers/Rammers (unused)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270002009	Construction	Diesel Plate Compactors	MOVES	0.0004	0.0001	77%	77%	population	0.0003	0.0000
2270002015	Construction	Diesel Rollers	MOVES	0.0063	0.0002	77%	77%	population	0.0049	0.0002
2270002018	Construction	Diesel Scrapers	MOVES	0.0013	0.0001	77%	77%	population	0.0010	0.0001
2270002021	Construction	Diesel Paving Equipment	MOVES	0.0004	0.0000	77%	77%	population	0.0003	0.0000
2270002024	Construction	Diesel Surfacing Equipment	MOVES	0.0004	0.0000	77%	77%	population	0.0003	0.0000
2270002027	Construction	Diesel Signal Boards	MOVES	0.0029	0.0002	77%	77%	population	0.0023	0.0002
2270002030	Construction	Diesel Trenchers	MOVES	0.0062	0.0002	77%	77%	population	0.0048	0.0001
2270002033	Construction	Diesel Bore/Drill Rigs	MOVES	0.0038	0.0002	77%	77%	population	0.0030	0.0001
2270002036	Construction	Diesel Excavators	MOVES	0.0112	0.0005	77%	77%	population	0.0086	0.0004
2270002039	Construction	Diesel Concrete/Industrial Saws	MOVES	0.0005	0.0000	77%	77%	population	0.0004	0.0000
2270002042	Construction	Diesel Cement & Mortar Mixers	MOVES	0.0003	0.0000	77%	77%	population	0.0002	0.0000
2270002045	Construction	Diesel Cranes	MOVES	0.0018	0.0001	77%	77%	population	0.0014	0.0001
2270002048	Construction	Diesel Graders	MOVES	0.0013	0.0001	77%	77%	population	0.0010	0.0001
2270002051	Construction	Diesel Off-highway Trucks	MOVES	0.0434	0.0008	77%	77%	population	0.0334	0.0006
2270002054	Construction	Diesel Crushing/Proc. Equipment	MOVES	0.0010	0.0000	77%	77%	population	0.0008	0.0000
2270002057	Construction	Diesel Rough Terrain Forklifts	MOVES	0.0082	0.0002	77%	77%	population	0.0063	0.0001

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2035 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2035 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2270002060	Construction	Diesel Rubber Tire Loaders	MOVES	0.0175	0.0006	77%	77%	population	0.0134	0.0004
2270002066	Construction	Diesel Tractors/Loaders/Backhoes	MOVES	0.0200	0.0013	77%	77%	population	0.0154	0.0010
2270002069	Construction	Diesel Crawler Tractors	MOVES	0.0161	0.0005	77%	77%	population	0.0124	0.0004
2270002072	Construction	Diesel Skid Steer Loaders	MOVES	0.0304	0.0023	77%	77%	population	0.0234	0.0018
2270002075	Construction	Diesel Off-Highway Tractors	MOVES	0.0043	0.0001	77%	77%	population	0.0033	0.0001
2270002078	Construction	Diesel Dumpers/Tenders	MOVES	0.0001	0.0000	77%	77%	population	0.0001	0.0000
2270002081	Construction	Diesel Other Construction Equipment	MOVES	0.0014	0.0001	77%	77%	population	0.0011	0.0001
2270003010	Industrial	Diesel Aerial Lifts	MOVES	0.0036	0.0002	77%	77%	population	0.0028	0.0002
2270003020	Industrial	Diesel Forklifts	MOVES	0.0261	0.0005	77%	77%	population	0.0201	0.0004
2270003030	Industrial	Diesel Sweepers/Scrubbers	MOVES	0.0074	0.0002	77%	77%	population	0.0057	0.0002
2270003040	Industrial	Diesel Other General Industrial Equipment	MOVES	0.0055	0.0002	77%	77%	population	0.0042	0.0001
2270003050	Industrial	Diesel Other Material Handling Equipment	MOVES	0.0004	0.0000	77%	77%	population	0.0003	0.0000
2270003060	Industrial	Diesel AC/Refrigeration	MOVES	0.0643	0.0020	77%	77%	population	0.0495	0.0015
2270003070	Industrial	Diesel Terminal Tractors	MOVES	0.0047	0.0002	77%	77%	population	0.0036	0.0001
2270004031	Lawn/Garden	Diesel Leafblowers/Vacuums (Commercial)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270004036	Lawn/Garden	Diesel Snowblowers (Commercial)	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270004046	Lawn/Garden	Diesel Front Mowers (Commercial)	MOVES	0.0079	0.0005	77%	77%	population	0.0061	0.0004
2270004056	Lawn/Garden	Diesel Lawn & Garden Tractors (Commercial)	MOVES	0.0019	0.0002	77%	77%	population	0.0015	0.0001
2270004066	Lawn/Garden	Diesel Chippers/Stump Grinders (Commercial)	MOVES	0.0047	0.0003	77%	77%	population	0.0036	0.0002
2270004071	Lawn/Garden	Diesel Commercial Turf Equipment (Comm.)	MOVES	0.0007	0.0000	77%	77%	population	0.0005	0.0000
2270004076	Lawn/Garden	Diesel Other Lawn & Garden Equipment	MOVES	0.0000	0.0000	77%	77%	population	0.0000	0.0000
2270005010	Agriculture	Diesel 2-Wheel Tractors	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005015	Agriculture	Diesel Agricultural Tractors	MOVES	0.0172	0.0008	24%	24%	land area (1)	0.0041	0.0002
2270005020	Agriculture	Diesel Combines	MOVES	0.0021	0.0002	24%	24%	land area (1)	0.0005	0.0000
2270005025	Agriculture	Diesel Balers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005030	Agriculture	Diesel Agricultural Mowers	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005035	Agriculture	Diesel Sprayers	MOVES	0.0002	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005040	Agriculture	Diesel Tillers > 6 HP	MOVES	0.0000	0.0000	24%	24%	land area (1)	0.0000	0.0000
2270005045	Agriculture	Diesel Swathers	MOVES	0.0002	0.0000	24%	24%	land area (1)	0.0001	0.0000
2270005055	Agriculture	Diesel Other Agricultural Equipment	MOVES	0.0003	0.0000	24%	24%	land area (1)	0.0001	0.0000
2270005060	Agriculture	Diesel Irrigation Sets	MOVES	0.0002	0.0000	24%	24%	land area (1)	0.0001	0.0000
2270006005	Commercial	Diesel Light Commercial Generator Sets	MOVES	0.0109	0.0007	77%	77%	population	0.0084	0.0005
2270006010	Commercial	Diesel Light Commercial Pumps	MOVES	0.0025	0.0002	77%	77%	population	0.0019	0.0001
2270006015	Commercial	Diesel Light Commercial Air Compressors	MOVES	0.0046	0.0001	77%	77%	population	0.0036	0.0001
2270006025	Commercial	Diesel Light Commercial Welders	MOVES	0.0043	0.0003	77%	77%	population	0.0033	0.0002
2270006030	Commercial	Diesel Light Commercial Pressure Washer	MOVES	0.0003	0.0000	77%	77%	population	0.0003	0.0000
2270006035	Commercial	Diesel Hydro Power Units	MOVES	0.0002	0.0000	77%	77%	population	0.0002	0.0000
2270007015	Logging	Diesel Logging Equip Fell/Bunch/Skidlers	MOVES	0.0000	0.0000	31%	31%	land area	0.0000	0.0000
2275000000	Aircraft	All Aircraft	EPA16v1	0.0101	0.0169	88%	82%	airport location	0.0089	0.0138
2280002201	Comm. Mar.	CM Vessels, Diesel, Underway, C1&C2, Main Eng.	EPA16v1	0.0673	0.0025	100%	100%	Lk. Mich. Shoreline	0.0673	0.0025

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SCC	Segment Description	SCC Description	Emissions from	Kenosha County 2035 Emissions		% in Partial Kenosha Co.		Allocate by	Partial Ken. Co. 2035 Emissions	
				NOx	VOC	NOx	VOC		NOx	VOC
2280002202	Comm. Mar.	CM Vessels, Diesel, Underway, C1&C2, Aux. Eng.	EPA16v1	0.1303	0.0036	100%	100%	Lk. Mich. Shoreline	0.1303	0.0036
2280002203	Comm. Mar.	CM Vessels, Diesel, Underway, C3, Main Eng.	EPA16v1	0.1095	0.0049	100%	100%	Lk. Mich. Shoreline	0.1095	0.0049
2280002204	Comm. Mar.	CM Vessels, Diesel, Underway, C3, Aux. Eng.	EPA16v1	0.0090	0.0004	100%	100%	Lk. Mich. Shoreline	0.0090	0.0004
2282005010	Pleasure Craft	2-Stroke Outboards	MOVES	0.0453	0.0779	4%	4%	water area	0.0018	0.0031
2282005015	Pleasure Craft	2-Stroke Personal Watercraft	MOVES	0.0216	0.0233	70%	70%	water area	0.0151	0.0163
2282010005	Pleasure Craft	4-Stroke Inboards	MOVES	0.0297	0.0415	70%	70%	water area	0.0208	0.0290
2282020005	Pleasure Craft	Diesel Inboards	MOVES	0.0784	0.0056	70%	70%	water area	0.0549	0.0039
2282020010	Pleasure Craft	Diesel Outboards	MOVES	0.0001	0.0000	4%	4%	water area	0.0000	0.0000
228500200x	Railroad	All Diesel Line Haul Locomotives	EPA16v1	0.6052	0.0247	63%	64%	rail links	0.3813	0.0158
2285002015	Railway Maint.	Diesel Railway Maintenance	MOVES	0.0004	0.0000	100%	100%	rail links	0.0004	0.0000
2285004015	Railway Maint.	4-Stroke Gasoline Railway Maintenance	MOVES	0.0000	0.0001	100%	100%	rail links	0.0000	0.0001
2285006015	Railway Maint.	LPG Railway Maintenance	MOVES	0.0000	0.0000	100%	100%	rail links	0.0000	0.0000
ALL (Total)	ALL (Total)	ALL (Total)		1.6645	0.9390	72.9%	66.5%		1.2141	0.6242
22xx005xxx	Agriculture	All	MOVES	0.0212	0.0028	24.0%	24.0%	land area (1)	0.0051	0.0007
22750xxxxx	Airport	All	EPA16v1	0.0101	0.0169	88.0%	82.0%	airport location	0.0089	0.0138
22xx006xxx	Commercial	All	MOVES	0.0409	0.0763	77.0%	77.0%	population	0.0315	0.0588
2280002xxx	Comm. Mar	All	EPA16v1	0.3161	0.0114	100.0%	100.0%	Lk. Mich. Shoreline	0.3161	0.0114
22xx002xxx	Construction	All	MOVES	0.1867	0.0530	77.0%	77.0%	population	0.1438	0.0408
22xx003xxx	Industrial	All	MOVES	0.2165	0.0344	77.0%	77.0%	population	0.1667	0.0265
22xx004xxx	Lawn/Garden	All	MOVES	0.0851	0.4933	77.0%	77.0%	population	0.0655	0.3798
22xx007xxx	Logging	All	MOVES	0.0000	0.0001	31.0%	31.0%	land area	0.0000	0.0000
22820xxxxx	Pleasure Craft	All	MOVES	0.1751	0.1483	52.9%	35.3%	water area	0.0927	0.0524
228500200x	Railroad	All	EPA16v1	0.6052	0.0247	63.0%	64.0%	rail links	0.3813	0.0158
228500x015	Railway Maint.	All	MOVES	0.0004	0.0001	100.0%	100.0%	rail links	0.0004	0.0001
22xx001xxx	Recreational	All	MOVES	0.0071	0.0778	31.0%	31.0%	land area	0.0022	0.0241
ALL (Total)	ALL (Total)	ALL (Total)		1.6645	0.9390	72.9%	66.5%		1.2141	0.6242

(1) City of Kenosha excluded.

APPENDIX 8

Onroad Emissions and Activity Data for 2011, 2019, 2030 and 2035

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

This appendix provides detailed listings of onroad tons per ozone season weekday (tposwd) emissions and activity data by source type, fuel type and road type for the partial Kenosha County area for 2011, 2019, 2030 and 2035. The sums of nitrogen oxides (NOx) and volatile organic compounds (VOC) emissions from these onroad categories were used for the onroad sector NOx and VOC tposwd emissions estimates in Section 4.2 and Section 4.3 of WDNR's Redesignation Request and Maintenance Plan for the Partial Kenosha County, Wisconsin 2008 Ozone NAAQS Nonattainment Area.

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Table A8.1. 2011 Onroad NO_x and VOC Emissions: tons per ozone season weekday (tposwd) for the Partial Kenosha County 2008 Ozone NAAQS area.

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2011			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Motorcycle	Gasoline	Off-Network	0.0000	0.0002	0.0283	0.0286
Motorcycle	Gasoline	Rural Restricted	0.0018	0.0020	0.0007	0.0027
Motorcycle	Gasoline	Rural Unrestricted	0.0033	0.0043	0.0017	0.0060
Motorcycle	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motorcycle	Gasoline	Urban Unrestricted	0.0071	0.0144	0.0075	0.0218
Passenger Car	Gasoline	Off-Network	0.1360	0.1299	0.3864	0.5164
Passenger Car	Gasoline	Rural Restricted	0.2445	0.0485	0.0151	0.0636
Passenger Car	Gasoline	Rural Unrestricted	0.1559	0.0387	0.0133	0.0521
Passenger Car	Gasoline	Urban Restricted	0.0009	0.0003	0.0002	0.0005
Passenger Car	Gasoline	Urban Unrestricted	0.4483	0.1439	0.0575	0.2014
Passenger Car	Diesel	Off-Network	0.0007	0.0014	0.0000	0.0014
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	0.0019	0.0014	0.0000	0.0014
Passenger Car	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0000	0.0001
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 Car	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Gasoline	Off-Network	0.1840	0.1305	0.1799	0.3104
Passenger Truck	Gasoline	Rural Restricted	0.3088	0.0436	0.0080	0.0516
Passenger Truck	Gasoline	Rural Unrestricted	0.1895	0.0355	0.0070	0.0425
Passenger Truck	Gasoline	Urban Restricted	0.0010	0.0003	0.0001	0.0004
Passenger Truck	Gasoline	Urban Unrestricted	0.5189	0.1346	0.0303	0.1649
Passenger Truck	Diesel	Off-Network	0.0565	0.0055	0.0000	0.0055
Passenger Truck	Diesel	Rural Restricted	0.0433	0.0088	0.0000	0.0088
Passenger Truck	Diesel	Rural Unrestricted	0.0336	0.0068	0.0000	0.0068
Passenger Truck	Diesel	Urban Restricted	0.0003	0.0001	0.0000	0.0001
Passenger Truck	Diesel	Urban Unrestricted	0.1246	0.0247	0.0000	0.0247
Passenger Truck	Ethanol (E-85)	Off-Network	0.0001	0.0001	0.0001	0.0002
Passenger Truck	Ethanol (E-85)	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Passenger Truck	Ethanol (E-85)	Rural Unrestricted	0.0001	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	0.0002	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Gasoline	Off-Network	0.0433	0.0317	0.0347	0.0664
Light Commercial Truck	Gasoline	Rural Restricted	0.0581	0.0094	0.0016	0.0110
Light Commercial Truck	Gasoline	Rural Unrestricted	0.0373	0.0086	0.0014	0.0100
Light Commercial Truck	Gasoline	Urban Restricted	0.0002	0.0001	0.0000	0.0001
Light Commercial Truck	Gasoline	Urban Unrestricted	0.1059	0.0360	0.0061	0.0421

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2011			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Light Commercial Truck	Diesel	Off-Network	0.0164	0.0018	0.0000	0.0018
Light Commercial Truck	Diesel	Rural Restricted	0.0121	0.0025	0.0000	0.0025
Light Commercial Truck	Diesel	Rural Unrestricted	0.0093	0.0019	0.0000	0.0019
Light Commercial Truck	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Light Commercial Truck	Diesel	Urban Unrestricted	0.0344	0.0071	0.0000	0.0071
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
Light Commercial Truck	Ethanol (E-85)	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Off-Network	0.0001	0.0001	0.0000	0.0001
Other Buses	Gasoline	Rural Restricted	0.0003	0.0000	0.0000	0.0000
Other Buses	Gasoline	Rural Unrestricted	0.0002	0.0000	0.0000	0.0001
Other Buses	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Urban Unrestricted	0.0007	0.0002	0.0000	0.0002
Other Buses	Diesel	Off-Network	0.0043	0.0008	0.0000	0.0008
Other Buses	Diesel	Rural Restricted	0.0103	0.0005	0.0000	0.0005
Other Buses	Diesel	Rural Unrestricted	0.0080	0.0005	0.0000	0.0005
Other Buses	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Diesel	Urban Unrestricted	0.0239	0.0018	0.0000	0.0018
Other Buses	CNG	Off-Network	0.0001	0.0000	0.0000	0.0000
Other Buses	CNG	Rural Restricted	0.0007	0.0001	0.0000	0.0001
Other Buses	CNG	Rural Unrestricted	0.0006	0.0001	0.0000	0.0001
Other Buses	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	CNG	Urban Unrestricted	0.0016	0.0004	0.0000	0.0004
Transit Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Gasoline	Urban Unrestricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	Diesel	Off-Network	0.0016	0.0002	0.0000	0.0002
Transit Bus	Diesel	Rural Restricted	0.0031	0.0002	0.0000	0.0002
Transit Bus	Diesel	Rural Unrestricted	0.0026	0.0002	0.0000	0.0002
Transit Bus	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Unrestricted	0.0083	0.0006	0.0000	0.0006
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	0.0000	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	0.0001	0.0000	0.0000	0.0000
School Bus	Diesel	Off-Network	0.0008	0.0002	0.0000	0.0002
School Bus	Diesel	Rural Restricted	0.0031	0.0004	0.0000	0.0004
School Bus	Diesel	Rural Unrestricted	0.0028	0.0004	0.0000	0.0004
School Bus	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2011			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
School Bus	Diesel	Urban Unrestricted	0.0093	0.0013	0.0000	0.0013
School Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0001
Refuse Truck	Gasoline	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Gasoline	Urban Unrestricted	0.0002	0.0001	0.0000	0.0001
Refuse Truck	Diesel	Off-Network	0.0027	0.0004	0.0000	0.0004
Refuse Truck	Diesel	Rural Restricted	0.0058	0.0003	0.0000	0.0003
Refuse Truck	Diesel	Rural Unrestricted	0.0033	0.0002	0.0000	0.0002
Refuse Truck	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Unrestricted	0.0102	0.0008	0.0000	0.0008
Refuse Truck	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Short-haul Truck	Gasoline	Off-Network	0.0253	0.0157	0.0232	0.0389
Single Unit Short-haul Truck	Gasoline	Rural Restricted	0.0241	0.0033	0.0004	0.0038
Single Unit Short-haul Truck	Gasoline	Rural Unrestricted	0.0140	0.0031	0.0004	0.0035
Single Unit Short-haul Truck	Gasoline	Urban Restricted	0.0001	0.0000	0.0000	0.0001
Single Unit Short-haul Truck	Gasoline	Urban Unrestricted	0.0380	0.0142	0.0014	0.0156
Single Unit Short-haul Truck	Diesel	Off-Network	0.0737	0.0160	0.0000	0.0160
Single Unit Short-haul Truck	Diesel	Rural Restricted	0.1499	0.0162	0.0000	0.0162
Single Unit Short-haul Truck	Diesel	Rural Unrestricted	0.0950	0.0122	0.0000	0.0122
Single Unit Short-haul Truck	Diesel	Urban Restricted	0.0009	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	Diesel	Urban Unrestricted	0.3101	0.0421	0.0000	0.0421
Single Unit Short-haul Truck	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Single Unit Short-haul Truck	CNG	Rural Restricted	0.0002	0.0000	0.0000	0.0000
Single Unit Short-haul Truck	CNG	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
Single Unit Short-haul Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Short-haul Truck	CNG	Urban Unrestricted	0.0004	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Gasoline	Off-Network	0.0003	0.0002	0.0008	0.0011
Single Unit Long-haul Truck	Gasoline	Rural Restricted	0.0015	0.0002	0.0000	0.0002
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	0.0024	0.0009	0.0001	0.0009
Single Unit Long-haul Truck	Diesel	Off-Network	0.0039	0.0010	0.0000	0.0010
Single Unit Long-haul Truck	Diesel	Rural Restricted	0.0087	0.0011	0.0000	0.0011
Single Unit Long-haul Truck	Diesel	Rural Unrestricted	0.0055	0.0008	0.0000	0.0008
Single Unit Long-haul Truck	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Urban Unrestricted	0.0181	0.0028	0.0000	0.0028
Single Unit Long-haul Truck	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Motor Home	Gasoline	Off-Network	0.0005	0.0008	0.0037	0.0044
Motor Home	Gasoline	Rural Restricted	0.0042	0.0007	0.0001	0.0008
Motor Home	Gasoline	Rural Unrestricted	0.0025	0.0007	0.0001	0.0007

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2011			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Motor Home	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	Gasoline	Urban Unrestricted	0.0068	0.0029	0.0003	0.0032
Motor Home	Diesel	Off-Network	0.0000	0.0000	0.0000	0.0000
Motor Home	Diesel	Rural Restricted	0.0040	0.0005	0.0000	0.0005
Motor Home	Diesel	Rural Unrestricted	0.0026	0.0004	0.0000	0.0004
Motor Home	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	Diesel	Urban Unrestricted	0.0088	0.0013	0.0000	0.0013
Motor Home	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
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	0.0124	0.0020	0.0000	0.0020
Combination Short-haul Truck	Diesel	Rural Restricted	0.1222	0.0060	0.0000	0.0060
Combination Short-haul Truck	Diesel	Rural Unrestricted	0.0191	0.0012	0.0000	0.0012
Combination Short-haul Truck	Diesel	Urban Restricted	0.0006	0.0000	0.0000	0.0000
Combination Short-haul Truck	Diesel	Urban Unrestricted	0.0575	0.0040	0.0000	0.0040
Combination Short-haul Truck	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Long-haul Truck	Diesel	Off-Network	0.0531	0.0092	0.0000	0.0092
Combination Long-haul Truck	Diesel	Rural Restricted	0.5266	0.0249	0.0000	0.0249
Combination Long-haul Truck	Diesel	Rural Unrestricted	0.0839	0.0049	0.0000	0.0049
Combination Long-haul Truck	Diesel	Urban Restricted	0.0027	0.0002	0.0000	0.0002
Combination Long-haul Truck	Diesel	Urban Unrestricted	0.2545	0.0166	0.0000	0.0166
ALL (Total)	ALL (Total)	ALL (Total)	4.8224	1.0926	0.8107	1.9033
Motorcycle	ALL	ALL	0.0122	0.0209	0.0382	0.0591
Passenger Car	ALL	ALL	0.9900	0.3651	0.4726	0.8377
Passenger Truck	ALL	ALL	1.4610	0.3906	0.2254	0.6160
Light Commercial Truck	ALL	ALL	0.3173	0.0991	0.0439	0.1430
Other Buses	ALL	ALL	0.0509	0.0047	0.0000	0.0047
Transit Bus	ALL	ALL	0.0168	0.0015	0.0000	0.0015
School Bus	ALL	ALL	0.0163	0.0023	0.0000	0.0024
Refuse Truck	ALL	ALL	0.0224	0.0019	0.0000	0.0019
Single Unit Short-haul Truck	ALL	ALL	0.7318	0.1232	0.0254	0.1486
Single Unit Long-haul Truck	ALL	ALL	0.0413	0.0071	0.0010	0.0081
Motor Home	ALL	ALL	0.0295	0.0072	0.0042	0.0114
Combination Short-haul Truck	ALL	ALL	0.2120	0.0132	0.0000	0.0132
Combination Long-haul Truck	ALL	ALL	0.9208	0.0558	0.0000	0.0558
ALL (Total)	ALL (Total)	ALL (Total)	4.8224	1.0926	0.8107	1.9033
ALL	Gasoline	ALL	2.5675	0.8563	0.8104	1.6668
ALL	Diesel	ALL	2.2495	0.2352	0.0000	0.2352
ALL	CNG	ALL	0.0047	0.0009	0.0000	0.0009

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2011			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
				Total	Exhaust	Evaporative
ALL	Ethanol (E-85)	ALL	0.0007	0.0002	0.0002	0.0004
ALL	Electricity	ALL	0.0000	0.0000	0.0000	0.0000
ALL (Total)	ALL (Total)	ALL (Total)	4.8224	1.0926	0.8107	1.9033
ALL	ALL	Off-Network	0.6163	0.3481	0.6573	1.0054
ALL	ALL	Rural Restricted	1.5349	0.1699	0.0260	0.1958
ALL	ALL	Rural Unrestricted	0.6712	0.1212	0.0240	0.1452
ALL	ALL	Urban Restricted	0.0071	0.0013	0.0003	0.0016
ALL	ALL	Urban Unrestricted	1.9929	0.4522	0.1032	0.5553
ALL (Total)	ALL (Total)	ALL (Total)	4.8224	1.0926	0.8107	1.9033

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
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Table A8.2. 2019 Onroad NO_x and VOC Emissions: tons per ozone season weekday (tposwd) for the Partial Kenosha County 2008 Ozone NAAQS area.

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2019			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
				Total	Exhaust	Evaporative
Motorcycle	Gasoline	Off-Network	0.0000	0.0003	0.0349	0.0351
Motorcycle	Gasoline	Rural Restricted	0.0016	0.0017	0.0006	0.0023
Motorcycle	Gasoline	Rural Unrestricted	0.0029	0.0035	0.0016	0.0051
Motorcycle	Gasoline	Urban Restricted	0.0004	0.0004	0.0002	0.0006
Motorcycle	Gasoline	Urban Unrestricted	0.0075	0.0138	0.0081	0.0219
Passenger Car	Gasoline	Off-Network	0.0555	0.0733	0.2233	0.2966
Passenger Car	Gasoline	Rural Restricted	0.0472	0.0111	0.0058	0.0169
Passenger Car	Gasoline	Rural Unrestricted	0.0269	0.0079	0.0053	0.0132
Passenger Car	Gasoline	Urban Restricted	0.0107	0.0026	0.0014	0.0040
Passenger Car	Gasoline	Urban Unrestricted	0.0896	0.0335	0.0268	0.0603
Passenger Car	Diesel	Off-Network	0.0004	0.0007	0.0000	0.0007
Passenger Car	Diesel	Rural Restricted	0.0003	0.0001	0.0000	0.0001
Passenger Car	Diesel	Rural Unrestricted	0.0002	0.0001	0.0000	0.0001
Passenger Car	Diesel	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Unrestricted	0.0006	0.0003	0.0000	0.0003
Passenger Car	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0001	0.0001
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 Car	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Gasoline	Off-Network	0.0635	0.0648	0.1136	0.1784
Passenger Truck	Gasoline	Rural Restricted	0.0435	0.0082	0.0036	0.0118
Passenger Truck	Gasoline	Rural Unrestricted	0.0242	0.0059	0.0033	0.0092
Passenger Truck	Gasoline	Urban Restricted	0.0099	0.0019	0.0009	0.0028
Passenger Truck	Gasoline	Urban Unrestricted	0.0779	0.0258	0.0166	0.0424
Passenger Truck	Diesel	Off-Network	0.0250	0.0017	0.0000	0.0017
Passenger Truck	Diesel	Rural Restricted	0.0123	0.0018	0.0000	0.0018
Passenger Truck	Diesel	Rural Unrestricted	0.0095	0.0014	0.0000	0.0014
Passenger Truck	Diesel	Urban Restricted	0.0029	0.0004	0.0000	0.0004
Passenger Truck	Diesel	Urban Unrestricted	0.0429	0.0061	0.0000	0.0061
Passenger Truck	Ethanol (E-85)	Off-Network	0.0001	0.0002	0.0003	0.0004
Passenger Truck	Ethanol (E-85)	Rural Restricted	0.0001	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	0.0001	0.0000	0.0000	0.0001
Passenger Truck	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Gasoline	Off-Network	0.0202	0.0166	0.0230	0.0395
Light Commercial Truck	Gasoline	Rural Restricted	0.0159	0.0025	0.0007	0.0032
Light Commercial Truck	Gasoline	Rural Unrestricted	0.0096	0.0023	0.0007	0.0029
Light Commercial Truck	Gasoline	Urban Restricted	0.0036	0.0006	0.0002	0.0008
Light Commercial Truck	Gasoline	Urban Unrestricted	0.0320	0.0117	0.0034	0.0151

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2019			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Light Commercial Truck	Diesel	Off-Network	0.0083	0.0006	0.0000	0.0006
Light Commercial Truck	Diesel	Rural Restricted	0.0050	0.0008	0.0000	0.0008
Light Commercial Truck	Diesel	Rural Unrestricted	0.0037	0.0007	0.0000	0.0007
Light Commercial Truck	Diesel	Urban Restricted	0.0012	0.0002	0.0000	0.0002
Light Commercial Truck	Diesel	Urban Unrestricted	0.0162	0.0028	0.0000	0.0028
Light Commercial Truck	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0000	0.0001
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
Light Commercial Truck	Ethanol (E-85)	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Off-Network	0.0001	0.0001	0.0000	0.0002
Other Buses	Gasoline	Rural Restricted	0.0001	0.0001	0.0000	0.0001
Other Buses	Gasoline	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
Other Buses	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Urban Unrestricted	0.0002	0.0002	0.0000	0.0002
Other Buses	Diesel	Off-Network	0.0033	0.0004	0.0000	0.0004
Other Buses	Diesel	Rural Restricted	0.0052	0.0002	0.0000	0.0002
Other Buses	Diesel	Rural Unrestricted	0.0040	0.0002	0.0000	0.0002
Other Buses	Diesel	Urban Restricted	0.0012	0.0001	0.0000	0.0001
Other Buses	Diesel	Urban Unrestricted	0.0152	0.0010	0.0000	0.0010
Other Buses	CNG	Off-Network	0.0001	0.0001	0.0000	0.0001
Other Buses	CNG	Rural Restricted	0.0003	0.0000	0.0000	0.0000
Other Buses	CNG	Rural Unrestricted	0.0002	0.0000	0.0000	0.0000
Other Buses	CNG	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Other Buses	CNG	Urban Unrestricted	0.0008	0.0002	0.0000	0.0002
Transit Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0001
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	0.0001	0.0000	0.0000	0.0000
Transit Bus	Diesel	Off-Network	0.0011	0.0001	0.0000	0.0001
Transit Bus	Diesel	Rural Restricted	0.0019	0.0001	0.0000	0.0001
Transit Bus	Diesel	Rural Unrestricted	0.0015	0.0001	0.0000	0.0001
Transit Bus	Diesel	Urban Restricted	0.0004	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Unrestricted	0.0057	0.0005	0.0000	0.0005
Transit Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Unrestricted	0.0003	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	0.0007	0.0001	0.0000	0.0001
School Bus	Diesel	Rural Restricted	0.0010	0.0001	0.0000	0.0001
School Bus	Diesel	Rural Unrestricted	0.0009	0.0001	0.0000	0.0001
School Bus	Diesel	Urban Restricted	0.0003	0.0000	0.0000	0.0000

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2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2019			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
School Bus	Diesel	Urban Unrestricted	0.0039	0.0004	0.0000	0.0004
School Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
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	0.0013	0.0001	0.0000	0.0001
Refuse Truck	Diesel	Rural Restricted	0.0020	0.0001	0.0000	0.0001
Refuse Truck	Diesel	Rural Unrestricted	0.0011	0.0001	0.0000	0.0001
Refuse Truck	Diesel	Urban Restricted	0.0005	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Unrestricted	0.0044	0.0003	0.0000	0.0003
Refuse Truck	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Short-haul Truck	Gasoline	Off-Network	0.0122	0.0091	0.0133	0.0225
Single Unit Short-haul Truck	Gasoline	Rural Restricted	0.0041	0.0011	0.0001	0.0012
Single Unit Short-haul Truck	Gasoline	Rural Unrestricted	0.0023	0.0008	0.0001	0.0010
Single Unit Short-haul Truck	Gasoline	Urban Restricted	0.0009	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Gasoline	Urban Unrestricted	0.0074	0.0045	0.0006	0.0051
Single Unit Short-haul Truck	Diesel	Off-Network	0.0521	0.0049	0.0000	0.0049
Single Unit Short-haul Truck	Diesel	Rural Restricted	0.0533	0.0039	0.0000	0.0039
Single Unit Short-haul Truck	Diesel	Rural Unrestricted	0.0342	0.0031	0.0000	0.0031
Single Unit Short-haul Truck	Diesel	Urban Restricted	0.0125	0.0009	0.0000	0.0009
Single Unit Short-haul Truck	Diesel	Urban Unrestricted	0.1441	0.0127	0.0000	0.0127
Single Unit Short-haul Truck	CNG	Off-Network	0.0003	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	CNG	Rural Restricted	0.0002	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	CNG	Rural Unrestricted	0.0001	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Short-haul Truck	CNG	Urban Unrestricted	0.0006	0.0004	0.0000	0.0004
Single Unit Long-haul Truck	Gasoline	Off-Network	0.0001	0.0001	0.0006	0.0007
Single Unit Long-haul Truck	Gasoline	Rural Restricted	0.0002	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Gasoline	Rural Unrestricted	0.0001	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Gasoline	Urban Restricted	0.0001	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Gasoline	Urban Unrestricted	0.0004	0.0003	0.0000	0.0003
Single Unit Long-haul Truck	Diesel	Off-Network	0.0022	0.0003	0.0000	0.0003
Single Unit Long-haul Truck	Diesel	Rural Restricted	0.0029	0.0002	0.0000	0.0002
Single Unit Long-haul Truck	Diesel	Rural Unrestricted	0.0019	0.0002	0.0000	0.0002
Single Unit Long-haul Truck	Diesel	Urban Restricted	0.0007	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Diesel	Urban Unrestricted	0.0082	0.0007	0.0000	0.0007
Single Unit Long-haul Truck	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Motor Home	Gasoline	Off-Network	0.0005	0.0008	0.0038	0.0046
Motor Home	Gasoline	Rural Restricted	0.0021	0.0004	0.0001	0.0005
Motor Home	Gasoline	Rural Unrestricted	0.0012	0.0004	0.0001	0.0004

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2019			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Motor Home	Gasoline	Urban Restricted	0.0005	0.0001	0.0000	0.0001
Motor Home	Gasoline	Urban Unrestricted	0.0038	0.0019	0.0003	0.0022
Motor Home	Diesel	Off-Network	0.0001	0.0000	0.0000	0.0000
Motor Home	Diesel	Rural Restricted	0.0025	0.0002	0.0000	0.0002
Motor Home	Diesel	Rural Unrestricted	0.0016	0.0002	0.0000	0.0002
Motor Home	Diesel	Urban Restricted	0.0006	0.0001	0.0000	0.0001
Motor Home	Diesel	Urban Unrestricted	0.0064	0.0008	0.0000	0.0008
Motor Home	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
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	0.0093	0.0008	0.0000	0.0008
Combination Short-haul Truck	Diesel	Rural Restricted	0.0523	0.0020	0.0000	0.0020
Combination Short-haul Truck	Diesel	Rural Unrestricted	0.0081	0.0004	0.0000	0.0004
Combination Short-haul Truck	Diesel	Urban Restricted	0.0118	0.0005	0.0000	0.0005
Combination Short-haul Truck	Diesel	Urban Unrestricted	0.0319	0.0016	0.0000	0.0016
Combination Short-haul Truck	CNG	Off-Network	0.0001	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Rural Restricted	0.0001	0.0001	0.0000	0.0001
Combination Short-haul Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Urban Unrestricted	0.0001	0.0001	0.0000	0.0001
Combination Long-haul Truck	Diesel	Off-Network	0.0422	0.0045	0.0000	0.0045
Combination Long-haul Truck	Diesel	Rural Restricted	0.2803	0.0100	0.0000	0.0100
Combination Long-haul Truck	Diesel	Rural Unrestricted	0.0439	0.0019	0.0000	0.0019
Combination Long-haul Truck	Diesel	Urban Restricted	0.0632	0.0023	0.0000	0.0023
Combination Long-haul Truck	Diesel	Urban Unrestricted	0.1729	0.0078	0.0000	0.0078
ALL (Total)	ALL (Total)	ALL (Total)	1.8070	0.3922	0.4936	0.8858
Motorcycle	ALL	ALL	0.0124	0.0197	0.0453	0.0650
Passenger Car	ALL	ALL	0.2317	0.1296	0.2627	0.3924
Passenger Truck	ALL	ALL	0.3120	0.1183	0.1383	0.2566
Light Commercial Truck	ALL	ALL	0.1157	0.0387	0.0280	0.0667
Other Buses	ALL	ALL	0.0310	0.0027	0.0001	0.0027
Transit Bus	ALL	ALL	0.0113	0.0011	0.0000	0.0011
School Bus	ALL	ALL	0.0069	0.0007	0.0000	0.0007
Refuse Truck	ALL	ALL	0.0093	0.0006	0.0000	0.0006
Single Unit Short-haul Truck	ALL	ALL	0.3243	0.0419	0.0142	0.0562
Single Unit Long-haul Truck	ALL	ALL	0.0168	0.0020	0.0007	0.0027
Motor Home	ALL	ALL	0.0192	0.0049	0.0043	0.0092
Combination Short-haul Truck	ALL	ALL	0.1138	0.0054	0.0000	0.0054
Combination Long-haul Truck	ALL	ALL	0.6026	0.0266	0.0000	0.0266
ALL (Total)	ALL (Total)	ALL (Total)	1.8070	0.3922	0.4936	0.8858
ALL	Gasoline	ALL	0.5795	0.3088	0.4931	0.8018
ALL	Diesel	ALL	1.2232	0.0817	0.0000	0.0817
ALL	CNG	ALL	0.0039	0.0015	0.0000	0.0015

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2019			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
				Total	Exhaust	Evaporative
ALL	Ethanol (E-85)	ALL	0.0004	0.0003	0.0005	0.0008
ALL	Electricity	ALL	0.0000	0.0000	0.0000	0.0000
ALL (Total)	ALL (Total)	ALL (Total)	1.8070	0.3922	0.4936	0.8858
ALL	ALL	Off-Network	0.2989	0.1798	0.4129	0.5927
ALL	ALL	Rural Restricted	0.5346	0.0450	0.0110	0.0560
ALL	ALL	Rural Unrestricted	0.1784	0.0295	0.0111	0.0406
ALL	ALL	Urban Restricted	0.1216	0.0105	0.0027	0.0132
ALL	ALL	Urban Unrestricted	0.6735	0.1274	0.0558	0.1833
ALL (Total)	ALL (Total)	ALL (Total)	1.8070	0.3922	0.4936	0.8858

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
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Table A8.3. 2030 Onroad NO_x and VOC Emissions: tons per ozone season weekday (tposwd) for the Partial Kenosha County 2008 Ozone NAAQS area.

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2030			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
				Total	Exhaust	Evaporative
Motorcycle	Gasoline	Off-Network	0.0001	0.0004	0.0297	0.0301
Motorcycle	Gasoline	Rural Restricted	0.0015	0.0013	0.0006	0.0019
Motorcycle	Gasoline	Rural Unrestricted	0.0029	0.0029	0.0016	0.0046
Motorcycle	Gasoline	Urban Restricted	0.0006	0.0006	0.0003	0.0008
Motorcycle	Gasoline	Urban Unrestricted	0.0083	0.0127	0.0090	0.0217
Passenger Car	Gasoline	Off-Network	0.0262	0.0364	0.1382	0.1746
Passenger Car	Gasoline	Rural Restricted	0.0086	0.0034	0.0037	0.0071
Passenger Car	Gasoline	Rural Unrestricted	0.0052	0.0025	0.0036	0.0061
Passenger Car	Gasoline	Urban Restricted	0.0035	0.0014	0.0016	0.0030
Passenger Car	Gasoline	Urban Unrestricted	0.0189	0.0114	0.0197	0.0311
Passenger Car	Diesel	Off-Network	0.0003	0.0005	0.0000	0.0005
Passenger Car	Diesel	Rural Restricted	0.0001	0.0001	0.0000	0.0001
Passenger Car	Diesel	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Unrestricted	0.0002	0.0002	0.0000	0.0002
Passenger Car	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0001	0.0001
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 Car	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Gasoline	Off-Network	0.0261	0.0311	0.0796	0.1106
Passenger Truck	Gasoline	Rural Restricted	0.0070	0.0032	0.0026	0.0058
Passenger Truck	Gasoline	Rural Unrestricted	0.0041	0.0023	0.0025	0.0048
Passenger Truck	Gasoline	Urban Restricted	0.0029	0.0014	0.0011	0.0025
Passenger Truck	Gasoline	Urban Unrestricted	0.0147	0.0105	0.0138	0.0243
Passenger Truck	Diesel	Off-Network	0.0205	0.0010	0.0000	0.0010
Passenger Truck	Diesel	Rural Restricted	0.0020	0.0002	0.0000	0.0002
Passenger Truck	Diesel	Rural Unrestricted	0.0020	0.0002	0.0000	0.0002
Passenger Truck	Diesel	Urban Restricted	0.0009	0.0001	0.0000	0.0001
Passenger Truck	Diesel	Urban Unrestricted	0.0119	0.0010	0.0000	0.0010
Passenger Truck	Ethanol (E-85)	Off-Network	0.0001	0.0001	0.0003	0.0004
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	0.0001	0.0001
Passenger Truck	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Gasoline	Off-Network	0.0059	0.0065	0.0151	0.0216
Light Commercial Truck	Gasoline	Rural Restricted	0.0022	0.0005	0.0005	0.0010
Light Commercial Truck	Gasoline	Rural Unrestricted	0.0014	0.0005	0.0005	0.0009
Light Commercial Truck	Gasoline	Urban Restricted	0.0009	0.0002	0.0002	0.0004
Light Commercial Truck	Gasoline	Urban Unrestricted	0.0051	0.0026	0.0026	0.0052

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2030			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Light Commercial Truck	Diesel	Off-Network	0.0039	0.0001	0.0000	0.0001
Light Commercial Truck	Diesel	Rural Restricted	0.0007	0.0001	0.0000	0.0001
Light Commercial Truck	Diesel	Rural Unrestricted	0.0007	0.0001	0.0000	0.0001
Light Commercial Truck	Diesel	Urban Restricted	0.0003	0.0000	0.0000	0.0000
Light Commercial Truck	Diesel	Urban Unrestricted	0.0036	0.0004	0.0000	0.0004
Light Commercial Truck	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0001	0.0001
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
Light Commercial Truck	Ethanol (E-85)	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Off-Network	0.0001	0.0001	0.0000	0.0002
Other Buses	Gasoline	Rural Restricted	0.0001	0.0001	0.0000	0.0001
Other Buses	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Urban Unrestricted	0.0001	0.0001	0.0000	0.0001
Other Buses	Diesel	Off-Network	0.0032	0.0001	0.0000	0.0001
Other Buses	Diesel	Rural Restricted	0.0016	0.0000	0.0000	0.0000
Other Buses	Diesel	Rural Unrestricted	0.0015	0.0000	0.0000	0.0000
Other Buses	Diesel	Urban Restricted	0.0007	0.0000	0.0000	0.0000
Other Buses	Diesel	Urban Unrestricted	0.0083	0.0002	0.0000	0.0002
Other Buses	CNG	Off-Network	0.0002	0.0001	0.0000	0.0001
Other Buses	CNG	Rural Restricted	0.0001	0.0000	0.0000	0.0000
Other Buses	CNG	Rural Unrestricted	0.0001	0.0000	0.0000	0.0000
Other Buses	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	CNG	Urban Unrestricted	0.0003	0.0002	0.0000	0.0002
Transit Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0001
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	0.0007	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Restricted	0.0005	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Unrestricted	0.0005	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Unrestricted	0.0024	0.0001	0.0000	0.0001
Transit Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Unrestricted	0.0001	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	0.0008	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Restricted	0.0003	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Unrestricted	0.0004	0.0000	0.0000	0.0000
School Bus	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2030			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
School Bus	Diesel	Urban Unrestricted	0.0022	0.0000	0.0000	0.0000
School Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
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	0.0012	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Rural Restricted	0.0005	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Rural Unrestricted	0.0003	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Unrestricted	0.0021	0.0000	0.0000	0.0000
Refuse Truck	CNG	Off-Network	0.0003	0.0001	0.0000	0.0001
Refuse Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Urban Unrestricted	0.0002	0.0002	0.0000	0.0002
Single Unit Short-haul Truck	Gasoline	Off-Network	0.0077	0.0074	0.0050	0.0123
Single Unit Short-haul Truck	Gasoline	Rural Restricted	0.0007	0.0006	0.0001	0.0007
Single Unit Short-haul Truck	Gasoline	Rural Unrestricted	0.0004	0.0004	0.0001	0.0005
Single Unit Short-haul Truck	Gasoline	Urban Restricted	0.0003	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Gasoline	Urban Unrestricted	0.0015	0.0022	0.0004	0.0026
Single Unit Short-haul Truck	Diesel	Off-Network	0.0454	0.0011	0.0000	0.0011
Single Unit Short-haul Truck	Diesel	Rural Restricted	0.0152	0.0004	0.0000	0.0004
Single Unit Short-haul Truck	Diesel	Rural Unrestricted	0.0136	0.0004	0.0000	0.0004
Single Unit Short-haul Truck	Diesel	Urban Restricted	0.0068	0.0002	0.0000	0.0002
Single Unit Short-haul Truck	Diesel	Urban Unrestricted	0.0795	0.0022	0.0000	0.0022
Single Unit Short-haul Truck	CNG	Off-Network	0.0006	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	CNG	Rural Restricted	0.0002	0.0002	0.0000	0.0002
Single Unit Short-haul Truck	CNG	Rural Unrestricted	0.0001	0.0002	0.0000	0.0002
Single Unit Short-haul Truck	CNG	Urban Restricted	0.0001	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	CNG	Urban Unrestricted	0.0007	0.0008	0.0000	0.0008
Single Unit Long-haul Truck	Gasoline	Off-Network	0.0000	0.0000	0.0002	0.0003
Single Unit Long-haul Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
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	0.0001	0.0000	0.0002
Single Unit Long-haul Truck	Diesel	Off-Network	0.0017	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Diesel	Rural Restricted	0.0010	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Rural Unrestricted	0.0009	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Urban Restricted	0.0005	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Urban Unrestricted	0.0051	0.0002	0.0000	0.0002
Single Unit Long-haul Truck	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Motor Home	Gasoline	Off-Network	0.0003	0.0005	0.0010	0.0015
Motor Home	Gasoline	Rural Restricted	0.0004	0.0002	0.0000	0.0002
Motor Home	Gasoline	Rural Unrestricted	0.0003	0.0001	0.0000	0.0001

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2030			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
				Total	Exhaust	Evaporative
Motor Home	Gasoline	Urban Restricted	0.0002	0.0001	0.0000	0.0001
Motor Home	Gasoline	Urban Unrestricted	0.0010	0.0007	0.0001	0.0008
Motor Home	Diesel	Off-Network	0.0002	0.0000	0.0000	0.0000
Motor Home	Diesel	Rural Restricted	0.0013	0.0001	0.0000	0.0001
Motor Home	Diesel	Rural Unrestricted	0.0010	0.0001	0.0000	0.0001
Motor Home	Diesel	Urban Restricted	0.0006	0.0000	0.0000	0.0000
Motor Home	Diesel	Urban Unrestricted	0.0048	0.0004	0.0000	0.0004
Motor Home	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
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	0.0093	0.0004	0.0000	0.0004
Combination Short-haul Truck	Diesel	Rural Restricted	0.0207	0.0007	0.0000	0.0007
Combination Short-haul Truck	Diesel	Rural Unrestricted	0.0039	0.0001	0.0000	0.0001
Combination Short-haul Truck	Diesel	Urban Restricted	0.0088	0.0003	0.0000	0.0003
Combination Short-haul Truck	Diesel	Urban Unrestricted	0.0207	0.0006	0.0000	0.0006
Combination Short-haul Truck	CNG	Off-Network	0.0002	0.0001	0.0000	0.0001
Combination Short-haul Truck	CNG	Rural Restricted	0.0001	0.0001	0.0000	0.0001
Combination Short-haul Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Urban Restricted	0.0001	0.0001	0.0000	0.0001
Combination Short-haul Truck	CNG	Urban Unrestricted	0.0002	0.0002	0.0000	0.0002
Combination Long-haul Truck	Diesel	Off-Network	0.0300	0.0014	0.0000	0.0014
Combination Long-haul Truck	Diesel	Rural Restricted	0.1033	0.0032	0.0000	0.0032
Combination Long-haul Truck	Diesel	Rural Unrestricted	0.0204	0.0006	0.0000	0.0006
Combination Long-haul Truck	Diesel	Urban Restricted	0.0440	0.0014	0.0000	0.0014
Combination Long-haul Truck	Diesel	Urban Unrestricted	0.1118	0.0029	0.0000	0.0029
ALL (Total)	ALL (Total)	ALL (Total)	0.7886	0.1699	0.3342	0.5040
Motorcycle	ALL	ALL	0.0134	0.0179	0.0412	0.0591
Passenger Car	ALL	ALL	0.0632	0.0561	0.1669	0.2230
Passenger Truck	ALL	ALL	0.0922	0.0510	0.1000	0.1511
Light Commercial Truck	ALL	ALL	0.0247	0.0110	0.0189	0.0300
Other Buses	ALL	ALL	0.0161	0.0012	0.0001	0.0012
Transit Bus	ALL	ALL	0.0046	0.0004	0.0000	0.0004
School Bus	ALL	ALL	0.0040	0.0001	0.0000	0.0001
Refuse Truck	ALL	ALL	0.0048	0.0006	0.0000	0.0006
Single Unit Short-haul Truck	ALL	ALL	0.1727	0.0166	0.0056	0.0221
Single Unit Long-haul Truck	ALL	ALL	0.0095	0.0007	0.0003	0.0010
Motor Home	ALL	ALL	0.0100	0.0023	0.0011	0.0034
Combination Short-haul Truck	ALL	ALL	0.0640	0.0026	0.0000	0.0026
Combination Long-haul Truck	ALL	ALL	0.3095	0.0095	0.0000	0.0095
ALL (Total)	ALL (Total)	ALL (Total)	0.7886	0.1699	0.3342	0.5040
ALL	Gasoline	ALL	0.1595	0.1448	0.3336	0.4783
ALL	Diesel	ALL	0.6252	0.0218	0.0000	0.0218
ALL	CNG	ALL	0.0037	0.0031	0.0000	0.0031

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2030			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
				Total	Exhaust	Evaporative
ALL	Ethanol (E-85)	ALL	0.0002	0.0002	0.0006	0.0008
ALL	Electricity	ALL	0.0000	0.0000	0.0000	0.0000
ALL (Total)	ALL (Total)	ALL (Total)	0.7886	0.1699	0.3342	0.5040
ALL	ALL	Off-Network	0.1850	0.0880	0.2693	0.3573
ALL	ALL	Rural Restricted	0.1682	0.0147	0.0075	0.0222
ALL	ALL	Rural Unrestricted	0.0597	0.0107	0.0083	0.0190
ALL	ALL	Urban Restricted	0.0718	0.0062	0.0033	0.0095
ALL	ALL	Urban Unrestricted	0.3038	0.0502	0.0458	0.0960
ALL (Total)	ALL (Total)	ALL (Total)	0.7886	0.1699	0.3342	0.5040
Safety Margin			7½%			7½%
Emissions Budget			0.8477			0.5418

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Table A8.4. 2035 Onroad NO_x and VOC Emissions: tons per ozone season weekday (tposwd) for the Partial Kenosha County 2008 Ozone NAAQS area.

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2035			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Motorcycle	Gasoline	Off-Network	0.0001	0.0004	0.0312	0.0316
Motorcycle	Gasoline	Rural Restricted	0.0015	0.0013	0.0006	0.0019
Motorcycle	Gasoline	Rural Unrestricted	0.0027	0.0027	0.0016	0.0043
Motorcycle	Gasoline	Urban Restricted	0.0006	0.0006	0.0003	0.0009
Motorcycle	Gasoline	Urban Unrestricted	0.0089	0.0130	0.0095	0.0225
Passenger Car	Gasoline	Off-Network	0.0202	0.0269	0.1202	0.1470
Passenger Car	Gasoline	Rural Restricted	0.0034	0.0026	0.0035	0.0060
Passenger Car	Gasoline	Rural Unrestricted	0.0019	0.0017	0.0031	0.0048
Passenger Car	Gasoline	Urban Restricted	0.0014	0.0011	0.0015	0.0026
Passenger Car	Gasoline	Urban Unrestricted	0.0076	0.0086	0.0187	0.0273
Passenger Car	Diesel	Off-Network	0.0004	0.0005	0.0000	0.0005
Passenger Car	Diesel	Rural Restricted	0.0001	0.0001	0.0000	0.0001
Passenger Car	Diesel	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Diesel	Urban Unrestricted	0.0001	0.0002	0.0000	0.0002
Passenger Car	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0001	0.0001
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 Car	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Car	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Gasoline	Off-Network	0.0207	0.0236	0.0689	0.0925
Passenger Truck	Gasoline	Rural Restricted	0.0031	0.0026	0.0024	0.0050
Passenger Truck	Gasoline	Rural Unrestricted	0.0017	0.0017	0.0022	0.0039
Passenger Truck	Gasoline	Urban Restricted	0.0013	0.0011	0.0011	0.0022
Passenger Truck	Gasoline	Urban Unrestricted	0.0066	0.0084	0.0131	0.0216
Passenger Truck	Diesel	Off-Network	0.0213	0.0010	0.0000	0.0010
Passenger Truck	Diesel	Rural Restricted	0.0017	0.0002	0.0000	0.0002
Passenger Truck	Diesel	Rural Unrestricted	0.0016	0.0001	0.0000	0.0001
Passenger Truck	Diesel	Urban Restricted	0.0007	0.0001	0.0000	0.0001
Passenger Truck	Diesel	Urban Unrestricted	0.0106	0.0009	0.0000	0.0009
Passenger Truck	Ethanol (E-85)	Off-Network	0.0001	0.0001	0.0002	0.0003
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	0.0001
Passenger Truck	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Passenger Truck	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Gasoline	Off-Network	0.0039	0.0046	0.0138	0.0185
Light Commercial Truck	Gasoline	Rural Restricted	0.0008	0.0004	0.0005	0.0009
Light Commercial Truck	Gasoline	Rural Unrestricted	0.0005	0.0003	0.0004	0.0007
Light Commercial Truck	Gasoline	Urban Restricted	0.0004	0.0002	0.0002	0.0004
Light Commercial Truck	Gasoline	Urban Unrestricted	0.0021	0.0018	0.0026	0.0043

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
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Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2035			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Light Commercial Truck	Diesel	Off-Network	0.0035	0.0001	0.0000	0.0001
Light Commercial Truck	Diesel	Rural Restricted	0.0004	0.0000	0.0000	0.0000
Light Commercial Truck	Diesel	Rural Unrestricted	0.0004	0.0000	0.0000	0.0000
Light Commercial Truck	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Light Commercial Truck	Diesel	Urban Unrestricted	0.0022	0.0002	0.0000	0.0002
Light Commercial Truck	Ethanol (E-85)	Off-Network	0.0000	0.0000	0.0001	0.0001
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
Light Commercial Truck	Ethanol (E-85)	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Off-Network	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Light Commercial Truck	Electricity	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Off-Network	0.0001	0.0001	0.0000	0.0002
Other Buses	Gasoline	Rural Restricted	0.0001	0.0001	0.0000	0.0001
Other Buses	Gasoline	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	Gasoline	Urban Unrestricted	0.0001	0.0001	0.0000	0.0001
Other Buses	Diesel	Off-Network	0.0033	0.0001	0.0000	0.0001
Other Buses	Diesel	Rural Restricted	0.0013	0.0000	0.0000	0.0000
Other Buses	Diesel	Rural Unrestricted	0.0012	0.0000	0.0000	0.0000
Other Buses	Diesel	Urban Restricted	0.0006	0.0000	0.0000	0.0000
Other Buses	Diesel	Urban Unrestricted	0.0078	0.0001	0.0000	0.0001
Other Buses	CNG	Off-Network	0.0002	0.0001	0.0000	0.0001
Other Buses	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Other Buses	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Other Buses	CNG	Urban Unrestricted	0.0002	0.0002	0.0000	0.0002
Transit Bus	Gasoline	Off-Network	0.0000	0.0000	0.0000	0.0001
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	0.0007	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Restricted	0.0004	0.0000	0.0000	0.0000
Transit Bus	Diesel	Rural Unrestricted	0.0003	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Transit Bus	Diesel	Urban Unrestricted	0.0021	0.0000	0.0000	0.0000
Transit Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Transit Bus	CNG	Urban Unrestricted	0.0001	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	0.0009	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Restricted	0.0003	0.0000	0.0000	0.0000
School Bus	Diesel	Rural Unrestricted	0.0004	0.0000	0.0000	0.0000
School Bus	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2035			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
School Bus	Diesel	Urban Unrestricted	0.0022	0.0000	0.0000	0.0000
School Bus	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
School Bus	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
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	0.0013	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Rural Restricted	0.0005	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Rural Unrestricted	0.0003	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Restricted	0.0002	0.0000	0.0000	0.0000
Refuse Truck	Diesel	Urban Unrestricted	0.0021	0.0000	0.0000	0.0000
Refuse Truck	CNG	Off-Network	0.0003	0.0001	0.0000	0.0001
Refuse Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Refuse Truck	CNG	Urban Unrestricted	0.0002	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Gasoline	Off-Network	0.0074	0.0072	0.0044	0.0116
Single Unit Short-haul Truck	Gasoline	Rural Restricted	0.0006	0.0006	0.0001	0.0007
Single Unit Short-haul Truck	Gasoline	Rural Unrestricted	0.0003	0.0004	0.0001	0.0004
Single Unit Short-haul Truck	Gasoline	Urban Restricted	0.0002	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Gasoline	Urban Unrestricted	0.0012	0.0020	0.0004	0.0025
Single Unit Short-haul Truck	Diesel	Off-Network	0.0457	0.0009	0.0000	0.0009
Single Unit Short-haul Truck	Diesel	Rural Restricted	0.0134	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Diesel	Rural Unrestricted	0.0119	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	Diesel	Urban Restricted	0.0061	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	Diesel	Urban Unrestricted	0.0775	0.0017	0.0000	0.0017
Single Unit Short-haul Truck	CNG	Off-Network	0.0006	0.0003	0.0000	0.0003
Single Unit Short-haul Truck	CNG	Rural Restricted	0.0002	0.0002	0.0000	0.0002
Single Unit Short-haul Truck	CNG	Rural Unrestricted	0.0001	0.0002	0.0000	0.0002
Single Unit Short-haul Truck	CNG	Urban Restricted	0.0001	0.0001	0.0000	0.0001
Single Unit Short-haul Truck	CNG	Urban Unrestricted	0.0008	0.0009	0.0000	0.0009
Single Unit Long-haul Truck	Gasoline	Off-Network	0.0000	0.0000	0.0002	0.0002
Single Unit Long-haul Truck	Gasoline	Rural Restricted	0.0000	0.0000	0.0000	0.0000
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	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Diesel	Off-Network	0.0017	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	Diesel	Rural Restricted	0.0008	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Rural Unrestricted	0.0007	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Urban Restricted	0.0004	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	Diesel	Urban Unrestricted	0.0048	0.0001	0.0000	0.0001
Single Unit Long-haul Truck	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Single Unit Long-haul Truck	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
Motor Home	Gasoline	Off-Network	0.0003	0.0005	0.0008	0.0012
Motor Home	Gasoline	Rural Restricted	0.0002	0.0002	0.0000	0.0002
Motor Home	Gasoline	Rural Unrestricted	0.0001	0.0001	0.0000	0.0001

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2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2035			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
			Total	Exhaust	Evaporative	Total
Motor Home	Gasoline	Urban Restricted	0.0001	0.0001	0.0000	0.0001
Motor Home	Gasoline	Urban Unrestricted	0.0005	0.0005	0.0001	0.0006
Motor Home	Diesel	Off-Network	0.0002	0.0000	0.0000	0.0000
Motor Home	Diesel	Rural Restricted	0.0011	0.0001	0.0000	0.0001
Motor Home	Diesel	Rural Unrestricted	0.0008	0.0001	0.0000	0.0001
Motor Home	Diesel	Urban Restricted	0.0005	0.0000	0.0000	0.0000
Motor Home	Diesel	Urban Unrestricted	0.0046	0.0003	0.0000	0.0003
Motor Home	CNG	Off-Network	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Rural Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Urban Restricted	0.0000	0.0000	0.0000	0.0000
Motor Home	CNG	Urban Unrestricted	0.0000	0.0000	0.0000	0.0000
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	0.0097	0.0003	0.0000	0.0003
Combination Short-haul Truck	Diesel	Rural Restricted	0.0187	0.0006	0.0000	0.0006
Combination Short-haul Truck	Diesel	Rural Unrestricted	0.0034	0.0001	0.0000	0.0001
Combination Short-haul Truck	Diesel	Urban Restricted	0.0080	0.0003	0.0000	0.0003
Combination Short-haul Truck	Diesel	Urban Unrestricted	0.0202	0.0005	0.0000	0.0005
Combination Short-haul Truck	CNG	Off-Network	0.0002	0.0001	0.0000	0.0001
Combination Short-haul Truck	CNG	Rural Restricted	0.0001	0.0001	0.0000	0.0001
Combination Short-haul Truck	CNG	Rural Unrestricted	0.0000	0.0000	0.0000	0.0000
Combination Short-haul Truck	CNG	Urban Restricted	0.0001	0.0001	0.0000	0.0001
Combination Short-haul Truck	CNG	Urban Unrestricted	0.0002	0.0002	0.0000	0.0002
Combination Long-haul Truck	Diesel	Off-Network	0.0292	0.0012	0.0000	0.0012
Combination Long-haul Truck	Diesel	Rural Restricted	0.0943	0.0030	0.0000	0.0030
Combination Long-haul Truck	Diesel	Rural Unrestricted	0.0182	0.0005	0.0000	0.0005
Combination Long-haul Truck	Diesel	Urban Restricted	0.0408	0.0013	0.0000	0.0013
Combination Long-haul Truck	Diesel	Urban Unrestricted	0.1108	0.0027	0.0000	0.0027
ALL (Total)	ALL (Total)	ALL (Total)	0.6977	0.1380	0.3022	0.4403
Motorcycle	ALL	ALL	0.0139	0.0181	0.0431	0.0612
Passenger Car	ALL	ALL	0.0352	0.0418	0.1471	0.1889
Passenger Truck	ALL	ALL	0.0693	0.0398	0.0881	0.1279
Light Commercial Truck	ALL	ALL	0.0144	0.0076	0.0176	0.0253
Other Buses	ALL	ALL	0.0149	0.0010	0.0001	0.0011
Transit Bus	ALL	ALL	0.0039	0.0003	0.0000	0.0003
School Bus	ALL	ALL	0.0040	0.0001	0.0000	0.0001
Refuse Truck	ALL	ALL	0.0049	0.0006	0.0000	0.0006
Single Unit Short-haul Truck	ALL	ALL	0.1661	0.0154	0.0050	0.0204
Single Unit Long-haul Truck	ALL	ALL	0.0087	0.0005	0.0002	0.0008
Motor Home	ALL	ALL	0.0084	0.0017	0.0010	0.0027
Combination Short-haul Truck	ALL	ALL	0.0606	0.0023	0.0000	0.0023
Combination Long-haul Truck	ALL	ALL	0.2933	0.0087	0.0000	0.0087
ALL (Total)	ALL (Total)	ALL (Total)	0.6977	0.1380	0.3022	0.4403
ALL	Gasoline	ALL	0.1010	0.1161	0.3017	0.4178
ALL	Diesel	ALL	0.5929	0.0186	0.0000	0.0186
ALL	CNG	ALL	0.0036	0.0033	0.0000	0.0033

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2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area – Year 2035			
			NO _x Emissions (tposwd)	VOC Emissions (tposwd)		
				Total	Exhaust	Evaporative
ALL	Ethanol (E-85)	ALL	0.0001	0.0001	0.0005	0.0006
ALL	Electricity	ALL	0.0000	0.0000	0.0000	0.0000
ALL (Total)	ALL (Total)	ALL (Total)	0.6977	0.1380	0.3022	0.4403
ALL	ALL	Off-Network	0.1718	0.0685	0.2399	0.3085
ALL	ALL	Rural Restricted	0.1432	0.0124	0.0071	0.0196
ALL	ALL	Rural Unrestricted	0.0468	0.0085	0.0074	0.0159
ALL	ALL	Urban Restricted	0.0622	0.0053	0.0032	0.0085
ALL	ALL	Urban Unrestricted	0.2737	0.0433	0.0446	0.0879
ALL (Total)	ALL (Total)	ALL (Total)	0.6977	0.1380	0.3022	0.4403
Safety Margin			7½%			7½%
Emissions Budget			0.7500			0.4733

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Table A8.5. Vehicle Activity Data Output from the MOVES3.0.2 Model for Years 2011, 2019, 2030 and 2035 for the Partial Kenosha County 2008 Ozone NAAQS area.

Source Type	Fuel Type	Road Type	Partial Kenosha County Area							
			Vehicle Population				Vehicle-Miles of Travel Ozone Season Weekday			
			2011	2019	2030	2035	2011	2019	2030	2035
Motorcycle	Gasoline	Off-Network	2,999	2,941	3,382	3,635				
Motorcycle	Gasoline	Rural Restricted					2,536	2,337	2,264	2,378
Motorcycle	Gasoline	Rural Unrestricted					5,013	4,558	4,700	4,539
Motorcycle	Gasoline	Urban Restricted					10	574	968	1,018
Motorcycle	Gasoline	Urban					13,704	14,675	16,833	17,977
Passenger Car	Gasoline	Off-Network	42,176	43,455	47,888	49,165				
Passenger Car	Gasoline	Rural Restricted					425,916	389,925	370,601	383,565
Passenger Car	Gasoline	Rural Unrestricted					272,642	244,188	248,646	236,536
Passenger Car	Gasoline	Urban Restricted					1,742	89,439	154,226	159,908
Passenger Car	Gasoline	Urban					744,588	785,620	889,900	936,300
Passenger Car	Diesel	Off-Network	185	304	553	822				
Passenger Car	Diesel	Rural Restricted					1,816	2,885	4,602	7,015
Passenger Car	Diesel	Rural Unrestricted					1,162	1,806	3,088	4,326
Passenger Car	Diesel	Urban Restricted					7	662	1,915	2,925
Passenger Car	Diesel	Urban					3,174	5,812	11,050	17,124
Passenger Car	Ethanol (E-85)	Off-Network	14	28	30	31				
Passenger Car	Ethanol (E-85)	Rural Restricted					168	263	226	241
Passenger Car	Ethanol (E-85)	Rural Unrestricted					108	165	152	149
Passenger Car	Ethanol (E-85)	Urban Restricted					1	60	94	100
Passenger Car	Ethanol (E-85)	Urban					294	529	543	588
Passenger Car	Electricity	Off-Network	0	0	0	0				
Passenger Car	Electricity	Rural Restricted					0	0	0	0
Passenger Car	Electricity	Rural Unrestricted					0	0	0	0
Passenger Car	Electricity	Urban Restricted					0	0	0	0
Passenger Car	Electricity	Urban					0	0	0	0
Passenger Truck	Gasoline	Off-Network	32,390	36,998	40,482	42,204				
Passenger Truck	Gasoline	Rural Restricted					380,470	390,043	366,805	386,411
Passenger Truck	Gasoline	Rural Unrestricted					243,551	244,402	246,041	238,229
Passenger Truck	Gasoline	Urban Restricted					1,556	89,465	152,654	161,109
Passenger Truck	Gasoline	Urban					665,140	786,222	880,565	943,073
Passenger Truck	Diesel	Off-Network	1,137	1,297	2,503	2,936				
Passenger Truck	Diesel	Rural Restricted					13,160	13,905	23,775	27,309
Passenger Truck	Diesel	Rural Unrestricted					8,424	8,713	15,947	16,837
Passenger Truck	Diesel	Urban Restricted					54	3,189	9,894	11,386
Passenger Truck	Diesel	Urban					23,007	28,029	57,074	66,650
Passenger Truck	Ethanol (E-85)	Off-Network	43	98	103	109				

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area							
			Vehicle Population				Vehicle-Miles of Travel Ozone Season Weekday			
			2011	2019	2030	2035	2011	2019	2030	2035
Passenger Truck	Ethanol (E-85)	Rural Restricted					557	1,076	915	1,015
Passenger Truck	Ethanol (E-85)	Rural Unrestricted					356	674	614	626
Passenger Truck	Ethanol (E-85)	Urban Restricted					2	247	381	423
Passenger Truck	Ethanol (E-85)	Urban					974	2,169	2,197	2,477
Passenger Truck	Electricity	Off-Network	0	0	0	0				
Passenger Truck	Electricity	Rural Restricted					0	0	0	0
Passenger Truck	Electricity	Rural Unrestricted					0	0	0	0
Passenger Truck	Electricity	Urban Restricted					0	0	0	0
Passenger Truck	Electricity	Urban					0	0	0	0
Light Commercial Truck	Gasoline	Off-Network	3,528	4,111	4,635	4,845				
Light Commercial Truck	Gasoline	Rural Restricted					38,591	39,738	38,452	40,532
Light Commercial Truck	Gasoline	Rural Unrestricted					24,704	24,900	25,793	24,989
Light Commercial Truck	Gasoline	Urban Restricted					158	9,115	16,003	16,899
Light Commercial Truck	Gasoline	Urban					67,466	80,101	92,310	98,922
Light Commercial Truck	Diesel	Off-Network	311	274	285	323				
Light Commercial Truck	Diesel	Rural Restricted					3,376	2,440	2,440	2,779
Light Commercial Truck	Diesel	Rural Unrestricted					2,161	1,529	1,637	1,714
Light Commercial Truck	Diesel	Urban Restricted					14	560	1,016	1,159
Light Commercial Truck	Diesel	Urban					5,902	4,919	5,858	6,783
Light Commercial Truck	Ethanol (E-85)	Off-Network	4	11	14	13				
Light Commercial Truck	Ethanol (E-85)	Rural Restricted					56	117	109	109
Light Commercial Truck	Ethanol (E-85)	Rural Unrestricted					36	73	73	67
Light Commercial Truck	Ethanol (E-85)	Urban Restricted					0	27	45	45
Light Commercial Truck	Ethanol (E-85)	Urban					98	235	261	266
Light Commercial Truck	Electricity	Off-Network	0	0	0	0				
Light Commercial Truck	Electricity	Rural Restricted					0	0	0	0
Light Commercial Truck	Electricity	Rural Unrestricted					0	0	0	0
Light Commercial Truck	Electricity	Urban Restricted					0	0	0	0
Light Commercial Truck	Electricity	Urban					0	0	0	0
Other Buses	Gasoline	Off-Network	6	7	8	8				
Other Buses	Gasoline	Rural Restricted					123	151	147	153
Other Buses	Gasoline	Rural Unrestricted					104	125	129	123
Other Buses	Gasoline	Urban Restricted					0	35	61	64
Other Buses	Gasoline	Urban					275	389	450	476
Other Buses	Diesel	Off-Network	46	43	46	48				
Other Buses	Diesel	Rural Restricted					898	863	836	877
Other Buses	Diesel	Rural Unrestricted					759	711	735	707
Other Buses	Diesel	Urban Restricted					4	200	350	367
Other Buses	Diesel	Urban					1,999	2,219	2,563	2,737

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2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area							
			Vehicle Population				Vehicle-Miles of Travel Ozone Season Weekday			
			2011	2019	2030	2035	2011	2019	2030	2035
Other Buses	CNG	Off-Network	4	4	4	4				
Other Buses	CNG	Rural Restricted					71	72	65	65
Other Buses	CNG	Rural Unrestricted					60	59	57	53
Other Buses	CNG	Urban Restricted					0	17	27	27
Other Buses	CNG	Urban					157	184	198	204
Transit Bus	Gasoline	Off-Network	1	2	3	3				
Transit Bus	Gasoline	Rural Restricted					31	43	44	46
Transit Bus	Gasoline	Rural Unrestricted					26	35	38	37
Transit Bus	Gasoline	Urban Restricted					0	10	18	19
Transit Bus	Gasoline	Urban					69	111	134	145
Transit Bus	Diesel	Off-Network	14	14	14	15				
Transit Bus	Diesel	Rural Restricted					256	266	249	267
Transit Bus	Diesel	Rural Unrestricted					216	219	219	215
Transit Bus	Diesel	Urban Restricted					1	62	104	112
Transit Bus	Diesel	Urban					569	684	763	834
Transit Bus	CNG	Off-Network	1	1	1	1				
Transit Bus	CNG	Rural Restricted					20	22	19	20
Transit Bus	CNG	Rural Unrestricted					17	18	17	16
Transit Bus	CNG	Urban Restricted					0	5	8	9
Transit Bus	CNG	Urban					44	56	59	63
School Bus	Gasoline	Off-Network	2	1	1	1				
School Bus	Gasoline	Rural Restricted					14	10	5	5
School Bus	Gasoline	Rural Unrestricted					12	8	5	4
School Bus	Gasoline	Urban Restricted					0	2	2	2
School Bus	Gasoline	Urban					30	26	16	15
School Bus	Diesel	Off-Network	88	74	81	84				
School Bus	Diesel	Rural Restricted					645	569	556	584
School Bus	Diesel	Rural Unrestricted					545	469	489	471
School Bus	Diesel	Urban Restricted					3	132	232	245
School Bus	Diesel	Urban					1,436	1,464	1,704	1,823
School Bus	CNG	Off-Network	0	1	1	1				
School Bus	CNG	Rural Restricted					3	7	8	9
School Bus	CNG	Rural Unrestricted					3	6	7	7
School Bus	CNG	Urban Restricted					0	2	4	4
School Bus	CNG	Urban					7	18	26	28
Refuse Truck	Gasoline	Off-Network	2	0	0	0				
Refuse Truck	Gasoline	Rural Restricted					25	3	0	0
Refuse Truck	Gasoline	Rural Unrestricted					15	2	0	0
Refuse Truck	Gasoline	Urban Restricted					0	1	0	0

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2008 Ozone NAAQS Nonattainment Area

Source Type	Fuel Type	Road Type	Partial Kenosha County Area							
			Vehicle Population				Vehicle-Miles of Travel Ozone Season Weekday			
			2011	2019	2030	2035	2011	2019	2030	2035
Refuse Truck	Gasoline	Urban					39	5	0	0
Refuse Truck	Diesel	Off-Network	24	23	20	20				
Refuse Truck	Diesel	Rural Restricted					544	388	312	322
Refuse Truck	Diesel	Rural Unrestricted					327	226	195	184
Refuse Truck	Diesel	Urban Restricted					2	89	130	134
Refuse Truck	Diesel	Urban					864	708	679	714
Refuse Truck	CNG	Off-Network	0	1	6	6				
Refuse Truck	CNG	Rural Restricted					1	18	92	97
Refuse Truck	CNG	Rural Unrestricted					0	11	58	55
Refuse Truck	CNG	Urban Restricted					0	4	38	40
Refuse Truck	CNG	Urban					1	33	201	214
Single Unit Short-haul	Gasoline	Off-Network	849	829	779	777				
Single Unit Short-haul	Gasoline	Rural Restricted					9,948	8,706	7,998	8,374
Single Unit Short-haul	Gasoline	Rural Unrestricted					5,984	5,083	4,990	4,788
Single Unit Short-haul	Gasoline	Urban Restricted					41	1,994	3,327	3,489
Single Unit Short-haul	Gasoline	Urban					15,796	15,882	17,419	18,561
Single Unit Short-haul	Diesel	Off-Network	1,982	2,590	2,878	2,919				
Single Unit Short-haul	Diesel	Rural Restricted					29,829	31,010	30,022	31,553
Single Unit Short-haul	Diesel	Rural Unrestricted					17,942	18,105	18,729	18,040
Single Unit Short-haul	Diesel	Urban Restricted					122	7,104	12,488	13,147
Single Unit Short-haul	Diesel	Urban					47,364	56,573	65,382	69,931
Single Unit Short-haul	CNG	Off-Network	3	17	36	40				
Single Unit Short-haul	CNG	Rural Restricted					56	311	433	466
Single Unit Short-haul	CNG	Rural Unrestricted					34	181	270	266
Single Unit Short-haul	CNG	Urban Restricted					0	71	180	194
Single Unit Short-haul	CNG	Urban					88	566	942	1,033
Single Unit Long-haul Truck	Gasoline	Off-Network	39	36	35	34				
Single Unit Long-haul Truck	Gasoline	Rural Restricted					631	546	507	533
Single Unit Long-haul Truck	Gasoline	Rural Unrestricted					380	319	316	305
Single Unit Long-haul Truck	Gasoline	Urban Restricted					3	125	211	222
Single Unit Long-haul Truck	Gasoline	Urban					1,003	996	1,104	1,181
Single Unit Long-haul Truck	Diesel	Off-Network	87	115	128	130				
Single Unit Long-haul Truck	Diesel	Rural Restricted					1,753	1,953	1,901	2,010
Single Unit Long-haul Truck	Diesel	Rural Unrestricted					1,054	1,140	1,186	1,149
Single Unit Long-haul Truck	Diesel	Urban Restricted					7	447	791	837
Single Unit Long-haul Truck	Diesel	Urban					2,784	3,563	4,141	4,454
Single Unit Long-haul Truck	CNG	Off-Network	0	1	1	2				
Single Unit Long-haul Truck	CNG	Rural Restricted					3	22	27	29
Single Unit Long-haul Truck	CNG	Rural Unrestricted					2	13	17	17

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Source Type	Fuel Type	Road Type	Partial Kenosha County Area							
			Vehicle Population				Vehicle-Miles of Travel Ozone Season Weekday			
			2011	2019	2030	2035	2011	2019	2030	2035
Single Unit Long-haul Truck	CNG	Urban Restricted					0	5	11	12
Single Unit Long-haul Truck	CNG	Urban					5	41	59	65
Motor Home	Gasoline	Off-Network	218	225	214	207				
Motor Home	Gasoline	Rural Restricted					1,213	951	826	846
Motor Home	Gasoline	Rural Unrestricted					729	555	515	484
Motor Home	Gasoline	Urban Restricted					5	218	344	353
Motor Home	Gasoline	Urban					1,925	1,735	1,799	1,875
Motor Home	Diesel	Off-Network	121	121	158	170				
Motor Home	Diesel	Rural Restricted					740	555	610	673
Motor Home	Diesel	Rural Unrestricted					445	324	381	385
Motor Home	Diesel	Urban Restricted					3	127	254	280
Motor Home	Diesel	Urban					1,175	1,012	1,329	1,492
Motor Home	CNG	Off-Network	0	0	0	0				
Motor Home	CNG	Rural Restricted					0	0	0	0
Motor Home	CNG	Rural Unrestricted					0	0	0	0
Motor Home	CNG	Urban Restricted					0	0	0	0
Motor Home	CNG	Urban					0	0	0	0
Combination Short-haul	Gasoline	Off-Network	0	0	0	0				
Combination Short-haul	Gasoline	Rural Restricted					3	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					1	0	0	0
Combination Short-haul	Diesel	Off-Network	188	196	199	201				
Combination Short-haul	Diesel	Rural Restricted					10,318	10,650	10,102	10,566
Combination Short-haul	Diesel	Rural Unrestricted					1,676	1,668	1,694	1,624
Combination Short-haul	Diesel	Urban Restricted					43	2,382	4,163	4,363
Combination Short-haul	Diesel	Urban					4,419	5,208	5,908	6,290
Combination Short-haul	CNG	Off-Network	0	2	5	6				
Combination Short-haul	CNG	Rural Restricted					18	227	350	383
Combination Short-haul	CNG	Rural Unrestricted					3	36	59	59
Combination Short-haul	CNG	Urban Restricted					0	51	144	158
Combination Short-haul	CNG	Urban					8	111	205	228
Combination Long-haul	Diesel	Off-Network	273	339	349	355				
Combination Long-haul	Diesel	Rural Restricted					52,903	51,844	49,567	52,139
Combination Long-haul	Diesel	Rural Unrestricted					8,595	8,119	8,310	8,012
Combination Long-haul	Diesel	Urban Restricted					220	11,595	20,424	21,531
Combination Long-haul	Diesel	Urban					22,657	25,349	28,989	31,039
ALL (Total)	ALL (Total)	ALL (Total)	86,735	94,158	104,841	109,115	3,204,835	3,563,619	3,971,134	4,160,529

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
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Source Type	Fuel Type	Road Type	Partial Kenosha County Area							
			Vehicle Population				Vehicle-Miles of Travel Ozone Season Weekday			
			2011	2019	2030	2035	2011	2019	2030	2035
Motorcycle	ALL	ALL	2,999	2,941	3,382	3,635	21,263	22,144	24,765	25,912
Passenger Car	ALL	ALL	42,375	43,786	48,470	50,017	1,451,618	1,521,353	1,685,042	1,748,777
Passenger Truck	ALL	ALL	33,570	38,393	43,088	45,249	1,337,252	1,568,135	1,756,861	1,855,545
Light Commercial Truck	ALL	ALL	3,844	4,396	4,934	5,182	142,562	163,754	183,995	194,265
Other Buses	ALL	ALL	55	54	58	60	4,450	5,025	5,617	5,853
Transit Bus	ALL	ALL	16	17	18	19	1,248	1,532	1,673	1,784
School Bus	ALL	ALL	90	76	83	86	2,697	2,713	3,054	3,195
Refuse Truck	ALL	ALL	26	24	26	26	1,818	1,488	1,705	1,762
Single Unit Short-haul	ALL	ALL	2,834	3,436	3,693	3,736	127,202	145,585	162,178	169,843
Single Unit Long-haul Truck	ALL	ALL	126	152	164	166	7,624	9,172	10,270	10,815
Motor Home	ALL	ALL	339	346	372	377	6,235	5,478	6,058	6,388
Combination Short-haul	ALL	ALL	188	198	204	207	16,491	20,332	22,625	23,671
Combination Long-haul	ALL	ALL	273	339	349	355	84,374	96,906	107,290	112,721
ALL (Total)	ALL (Total)	ALL (Total)	86,735	94,158	104,841	109,115	3,204,835	3,563,619	3,971,134	4,160,529
ALL	Gasoline	ALL	82,209	88,606	97,425	100,879	2,926,212	3,233,370	3,547,164	3,694,485
ALL	Diesel	ALL	4,457	5,389	7,214	8,023	275,375	322,448	414,781	456,114
ALL	CNG	ALL	8	26	55	61	600	2,166	3,582	3,823
ALL	Ethanol (E-85)	ALL	62	136	147	153	2,649	5,635	5,608	6,107
ALL	Electricity	ALL	0	0	0	0	0	0	0	0
ALL (Total)	ALL (Total)	ALL (Total)	86,735	94,158	104,841	109,115	3,204,835	3,563,619	3,971,134	4,160,529
ALL	ALL	Off-Network	86,735	94,158	104,841	109,115				
ALL	ALL	Rural Restricted					976,691	951,915	914,865	961,372
ALL	ALL	Rural Unrestricted					597,085	568,440	585,103	565,010
ALL	ALL	Urban Restricted					3,999	218,016	380,506	400,584
ALL	ALL	Urban					1,627,061	1,825,248	2,090,659	2,233,563
ALL (Total)	ALL (Total)	ALL (Total)	86,735	94,158	104,841	109,115	3,204,835	3,563,619	3,971,134	4,160,529

APPENDIX 9

Permanent and Enforceable Control Measures

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
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This appendix provides additional details about the permanent and enforceable control measures that have reduced emissions of ozone precursors from the partial Kenosha County 2008 ozone NAAQS area. This information expands upon that presented in Section 6 of WDNR's Redesignation Request and Maintenance Plan for the Partial Kenosha County, Wisconsin 2008 Ozone NAAQS Nonattainment Area.

1. Point Source Control Measures

Nitrogen Oxides (NO_x) Control Measures

Wisconsin NO_x Reasonably Available Control Technology (RACT) – Wisconsin has implemented RACT for major NO_x sources in nonattainment areas in southeastern Wisconsin to meet requirements for the 1997 ozone NAAQS and the 2008 ozone NAAQS. NO_x RACT applies to all of Kenosha County. The NO_x RACT requirements are codified under ss. NR 428.20 to 428.26, Wis. Adm. Code.

Wisconsin NO_x Reasonably Available Control Measures (RACM) – Wisconsin has implemented RACM for NO_x sources in nonattainment areas to meet requirements for the 1997 ozone NAAQS. The NO_x RACM requirements are codified under ss. NR 428.01 to 428.12, Wis. Adm. Code, and apply to new and existing NO_x emissions units located in southeastern Wisconsin. Section NR 428.04, Wis. Adm. Code, lists NO_x performance standards for the NO_x emissions units that are constructed or modified after February 1, 2001 and have design capacities greater than the capacity thresholds listed in this provision. Section NR 428.05 includes NO_x performance standards for NO_x emissions units constructed on or before February 1, 2001 that exceed the provision's capacity threshold. All emissions units subject to this section are required to install continuous emissions monitoring equipment to demonstrate compliance with the NO_x emissions limit specified in this rule.

In the attainment year of 2019, there were no NO_x emissions from the We Energies - Pleasant Prairie Power Plant (FID #230006260) due to that facility's retirement in 2018. There were otherwise 42.5 tons of NO_x from other emission units in the partial Kenosha County 2008 ozone NAAQS area (Table A9.1). The NO_x emissions from these units are limited by one or more of the following:

- NO_x RACM/RACT
- Federal emissions standards, e.g., New Source Performance Standards (NSPS)
- Nonattainment New Source Review (NNSR) permitting program

The NO_x emissions units at Pleasant Prairie Power Plant included 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 were subject to the NO_x RACT requirements in s. NR 428.22(1)(a)1.a., Wis. Adm. Code, and were required to comply with the NO_x emissions 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 NO_x emissions 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.

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Since 2008, point source NO_x emissions from sources other than the Pleasant Prairie Power Plant in the partial Kenosha County 2008 ozone NAAQS area have decreased by 19.8% (Table A9.1).

Table A9.1. 2008-2019 NO_x emissions and requirements for point sources in the partial Kenosha County 2008 ozone NAAQS area.

Facility		2008	2011	2017	2019	2008 – 2019 Change	Permanent and Enforceable Control Measures
We Energies - Pleasant Prairie Power Plant (FID #230006260)	Annual NO _x Emissions (TPY)	2,861.7	2,498.5	2,128.5	0.0	-100%	Permanently Retired April 2018
Other NO _x Emissions Units	Annual NO _x Emissions (TPY)	53.0	32.3	48.4	42.5	-19.8%	Emissions units become subject to NO _x RACT if facilities exceed major source threshold
	Number of Units	52	36	44	43	-9	
Total NO_x Emissions (TPY)		2,914.7	2,530.8	2,176.9	42.5	-98.5%	

Federal NO_x Transport Rules – EGUs in 23 states east of the Mississippi, including 9 states that significantly contribute over the 1 percent significance threshold to the Chiwaukee Prairie monitor, have been subject to a series of federal NO_x transport rules since 2009.¹ These rules have included the Clean Air Interstate Rule (CAIR), the Cross-State Air Pollution Rule (CSAPR) and the CSAPR Update Rule.

Beginning January 1, 2009, EGUs in 22 states east of the Mississippi (including Wisconsin) became subject to ozone season NO_x emissions budgets under CAIR. CAIR addressed the broad regional interstate transport of NO_x affecting attainment and maintenance of the 1997 ozone NAAQS as required under CAA section 110(a)(2)(D). For the three states contributing most to ozone concentrations in the partial Kenosha County 2008 ozone NAAQS area (Illinois, Indiana, and Wisconsin), CAIR resulted in a 35% reduction of total EGU NO_x emissions across the three states during the ozone season over the 2008-2014 period (Table A9.2).

¹ EPA determined in the final CSAPR rule (76 FR 48208, August 8, 2011) that Illinois, Indiana, Wisconsin, Ohio, Kentucky, Missouri, West Virginia, Virginia and Pennsylvania all contribute significantly to the ozone measured in Kenosha County.

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Starting with the 2015 ozone season, CSAPR replaced CAIR to reduce interstate NO_x transport relative to the 1997 ozone NAAQS. CSAPR implemented NO_x budgets for the impacted states in two phases. Phase I limited NO_x emissions in 2015 and 2016. EPA published the CSAPR Update (81 FR 74504) in 2016 to address NO_x transport affecting the attainment and maintenance of the 2008 ozone NAAQS (79 FR 16436). The CSAPR Update established Phase II NO_x budgets starting with the 2017 ozone season. For the three-state area of Illinois, Indiana and Wisconsin, CSAPR and the CSAPR Update resulted in a 39% reduction of total EGU NO_x emissions across the three states during the ozone season over the 2014-2017 period, and a 19% reduction over the 2017-2019 period (Table A9.2).

On April 30, 2021, EPA finalized the Revised CSAPR Update rule to fully address 21 states' outstanding interstate pollution transport obligations for the 2008 ozone NAAQS (86 FR 23054).² The rule further reduced EGU NO_x emissions in 12 states starting in the 2021 ozone season. Due to this rule and other changes already underway in the power sector, EPA expects ozone season NO_x emissions will be nearly 25,000 tons lower in 2021 than in 2019, a reduction of 19 percent.³

Table A9.2. EGU NO_x emitted under the CAIR and CSAPR programs in Illinois, Indiana and Wisconsin.

State	Ozone Season NO _x Emissions (Tons)				Percent Reduction		
	2008	2014	2017	2019	2008 – 2014	2014 – 2017	2017 – 2019
Illinois	31,106	18,489	13,039	11,877	41%	29%	9%
Indiana	53,016	40,247	20,396	16,594	24%	49%	19%
Wisconsin	19,951	9,087	8,103	5,186	55%	11%	36%
Total	104,073	67,823	41,538	33,657	35%	39%	19%

Source: EPA Clean Air Markets Division, database of reported emissions.

VOC Control Measures

VOC RACT – EPA approved moderate area VOC RACT requirements for the partial Kenosha County 2008 ozone NAAQS nonattainment area on September 16, 2020 (85 FR 57729). The December 2020 serious area attainment plan describes the partial Kenosha County 2008 ozone NAAQS area's VOC RACT program, which includes codified Control Techniques Guidelines (CTGs), SIP-approved RACT equivalency measures for a source covered by one of a CTG that has not been incorporated into state code, and negative declarations that no other sources exist within the partial Kenosha County area that are applicable to any unincorporated CTGs or that meet VOC serious area major source criteria.

² The rulemaking responds to a September 2019 ruling by the U.S. Court of Appeals for the D.C. Circuit, *Wisconsin v. EPA*, which remanded the CSAPR Update to EPA for failing to fully eliminate significant contribution to nonattainment and interference with maintenance of the 2008 ozone NAAQS from upwind states by downwind areas' attainment dates.

³ https://www.epa.gov/sites/default/files/2021-03/documents/revised_csapr_update_factsheet_for_final_rule.pdf.

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Partial Kenosha County 2008 ozone NAAQS nonattainment area – Table A9.3 provides a breakdown of VOC point source units in the partial Kenosha County 2008 ozone NAAQS nonattainment area in 2019. With the shutdown of the We Energies Pleasant Prairie Power Plant in 2018, only about 4% of the area’s VOC emissions in 2019 are attributed to combustion emissions originating from 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 emissions reductions due to these rules are expected to be relatively small and difficult to quantify.

Table A9.3. 2019 VOC emissions and requirements for point sources in the partial Kenosha County 2008 ozone NAAQS nonattainment area.

FID	Facility	Unit	Annual VOC (Tons)	Percent of Total	Permanent and Enforceable Control Measures
Combustion Sources					
Multiple	Reciprocating Engines	6 units	0.03	0.05%	RICE NESHAP requirements ¹
Multiple	Natural Gas-Fired Boilers, Fuel Oil-Fired Boilers, Process Heaters	31 units	2.1	3.6%	ICI boiler and process heater NESHAP combustion requirements ¹
Non-Combustion Sources					
Multiple	Non-combustion units	31 units	55.9	96.3%	Individual emission units subject to VOC RACT rules as applicable
Total =		68 units	58.0	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 96% of VOC emissions in 2019 came from non-combustion activities or processes, which are subject to VOC RACT rules codified under chapters NR 419 through 424, Wis. Adm. Code.

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 partial Kenosha County 2008 ozone NAAQS nonattainment area but also apply nationally, thereby reducing the transport of VOC emissions into the nonattainment area. The NESHAP rules that may have contributed to attainment by 2019 include the following:

- *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 JJJJJ. 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 incorporated all of the necessary CTGs as rules under chs. NR 419 through 424, Wis. Adm. Code.

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 emissions 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 NO_x and VOC emissions from onroad mobile sources are substantially controlled through federal new vehicle emissions 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.

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 & NO _x	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 & NO _x	2007+	40 CFR Part 86
Heavy-duty spark ignition engines	VOC & NO _x	2005 – 2008+	40 CFR Part 86
Motorcycles	VOC & NO _x	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

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On-road Control Program	Pollutants	Model Year ¹	Regulation
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 emissions requirements as well as the phasing by vehicle size and type.

The Wisconsin-administered enhanced I/M program also limits on-road VOC and NOx emissions from onroad sources and is required within 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. A modeled demonstration that Wisconsin’s current I/M program meets EPA’s enhanced I/M program performance standard was completed as part of this redesignation request and confirms that the program continues to meet enhanced I/M program performance requirements (see Appendix 10).

The CAA has required the use of reformulated gasoline (RFG) in the southeast Wisconsin counties of Kenosha, Milwaukee, Ozaukee, Racine, Washington, Waukesha since 1995 [42 U.S.C. 7545(k)(10)(D)]. Wisconsin counties are in Phase II of the RFG program, which began in 2000, and builds upon the initial phase of the RFG program to further improve air quality. As with the I/M program, the RFG program reduces average vehicle NOx and VOC emissions and offers some level of continued incremental reduction as fleets turn over to new vehicles.

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 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. The RFG program also contributes to lower NOx and VOC emissions from the nonroad mobile sector.

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

Nonroad Control Program	Pollutants	Model Year¹	Regulation
Aircraft	HC & NO _x	2000 – 2005+	40 CFR Part 87
Compression Ignition ²	NMHC & NO _x	2000 – 2015+ (Tier 4)	40 CFR Part 89 & 1039
Large Spark Ignition	HC & NO _x	2007+	40 CFR Part 1048
Locomotive Engines	HC & NO _x	2012 – 2014 (Tier 3) 2015+ (Tier 4)	40 CFR Part 1033
Marine Compression Ignition	HC & NO _x	2012 – 2018	40 CFR Part 1042
Marine Spark Ignition	HC & NO _x	2010+	40 CFR Part 1045
Recreational Vehicle ³	HC & NO _x	2006 – 2012 (Tier 1 – 3) (phasing dependent on vehicle type)	40 CFR Part 1051
Small Spark Ignition Engine ⁴ < 19d Kw – emission standards	HC & NO _x	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 NNSR program. For areas designated or redesignated attainment, the 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 redesignation request. 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 NO_x per year and/or 40 tons VOC per year.

APPENDIX 10

Enhanced I/M Program Assessment

This appendix provides a modeling demonstration that Wisconsin's current motor vehicle inspection and maintenance (I/M) program meets the requirements of EPA's *enhanced performance standard for areas designated and classified under the 8-hour ozone standard*, as specified in [40 CFR 51.351\(i\)](#). This section of the CFR specifies a model program which is to be compared by emissions modeling with the state I/M program being assessed. The requirements for the program being assessed are specified in 40 CFR 51.351(i)(13), as follows:

40 CFR 51.351(i)(13) *Evaluation date*. Enhanced I/M program areas subject to the provisions of this paragraph (i) shall be shown to obtain the same or lower emission levels for HC and NO_x as the model program described in this paragraph assuming an evaluation date set 6 years after the effective date of designation and classification under the 8-hour ozone standard (rounded to the nearest July) to within ± 0.02 gpm. Subject programs shall demonstrate through modeling the ability to maintain this percent level of emission reduction (or better) through their applicable attainment date for the 8-hour ozone standard, also rounded to the nearest July.

Since the EPA reclassified the partial Kenosha County 2008 ozone NAAQS nonattainment area from moderate to serious effective September 23, 2019, the evaluation date under 40 CFR 51.351(i)(13) is six years later rounded to the nearest July (that is, July 2025). No additional years need to be modeled under 40 CFR 51.351(i)(13), since the applicable attainment date, July 20, 2021, is prior to July 2025.

1. Description of the Modeling Demonstration

The Wisconsin Department of Natural Resources (WDNR) conducted this modeling demonstration using the most recent version of EPA's mobile source emissions model, MOVES3.0.2, released in September 2021. This modeling was conducted in accordance with the following EPA technical guidance:

- [Performance Standard Modeling for New and Existing Vehicle Inspection and Maintenance \(I/M\) Programs Using the MOVES Mobile Source Emissions Model](#), EPA-420-B-14-006, January 2014.
- [MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity](#), EPA-420-B-20-052, November 2020.

EPA provided guidance to WDNR as to how to apply the January 2014 guidance when using MOVES3.0.2, and those recommendations were followed when completing this modeling.

The demonstration involves a comparison of emission reductions from the EPA's model program specified in 40 CFR 51.351(i) and Wisconsin's actual program. Since MOVES needs to be run separately for different fuel regions, WDNR did separate demonstrations for the two fuel regions in Wisconsin's seven county I/M program area:

- The six reformulated gasoline counties of Kenosha, Milwaukee, Ozaukee, Racine, Washington and Waukesha.
- The single conventional gasoline county of Sheboygan.

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In addition, WDNR did a demonstration for the subject area of this redesignation request (the partial Kenosha County 2008 serious ozone NAAQS nonattainment area).

The following table summarizes the MOVES3.0.2 modeling assumptions used, other than those inputs pertaining to I/M programs.

Table A10.1. Assumptions, Other than I/M Program Parameters, Associated with MOVES3.0.2 I/M Performance Standard Modeling.

Category	Area		
	Six County Area	Sheboygan County	Partial Kenosha County Area
Calendar Year	2025	2025	2025
Month	July	July	July
Day Type	Weekday	Weekday	Weekday
Age Distribution	WDNR 2025 projections for the 7 I/M counties combined	WDNR 2025 projections for the 7 I/M counties combined	WDNR 2025 projections for the 7 I/M counties combined
Vehicle Miles of Travel	2017 NEI VMT grown to 2025	2025 VMT projections by WDOT and WDNR	Interpolated between SEWRPC 2019 and 2030 VMTs
Vehicle Population	2017 NEI population grown to 2025	2025 population projected by WDNR	Interpolated between SEWRPC 2019 and 2030 populations
Fuel Inputs	MOVES3.0.2 Default (reformulated gasoline area)	MOVES3.0.2 Default (conventional gasoline area)	MOVES3.0.2 Default (reformulated gasoline area)
Road Type Distribution	2017 NEI distribution	2025 projections by WDOT and WDNR	Interpolated between SEWRPC 2019 and 2030 distributions
Average Speed Distribution	2017 NEI distribution	2017 NEI distribution	Interpolated between SEWRPC 2019 and 2030 distributions
Daily Temperature Range	70 to 94 degrees Fahrenheit	65 to 93 degrees Fahrenheit	70 to 94 degrees Fahrenheit
Daily Humidity Range	57.0% to 85.8%	55.5% to 87.0%	57.0% to 85.8%

Note: The following abbreviations are used in this table: I/M = Inspection/Maintenance; MOVES3.0.2 = United States Environmental Protection Agency's Motor Vehicle Emissions Simulator Model (Version 3.0.2); NEI = National Emissions Inventory; SEWRPC = Southeastern Wisconsin Regional Planning Commission; VMT = Vehicle-Miles of Travel; WDNR = Wisconsin Department of Natural Resources; WDOT = Wisconsin Department of Transportation

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The I/M parameters used in the modeling for both the EPA model program for the enhanced performance standard and Wisconsin’s current program are presented in the following table.

Table A10.2. I/M Program Parameters Associated with MOVES3.0.2 I/M Performance Standard Modeling.

Category	I/M Program	
	Enhanced I/M Performance Standard	Wisconsin I/M Program
Evaluation Date	July 2025	July 2025
Test Type		
Unloaded Idle Test	MYs 1968 to 2000	Not done
Evaporative System OBD Check	MYs 2001 to 2025	MYs 1996 to 2022
Exhaust OBD Check	MYs 2001 to 2025	MYs 1996 to 2022
Test Frequency	Annual	Biennial
Fuel Types Tested for: Passenger Cars Passenger Trucks Light Commercial Trucks	Gasoline and E-85	Gasoline and E-85
Fuel Types Tested for: School Buses Refuse Trucks Single Unit Short-haul Trucks Single Unit Long-haul Trucks	Not Included	Gasoline Only
Waiver Rate	3.00%	0.37%
Compliance Rate	96.0%	84.7%
Failure Rate	4.21%	4.21%
Maximum GVWR Tested for MYs 2006 and Older	8,500 pounds	8,500 pounds
Maximum GVWR Tested for MYs 2007 and Newer	8,500 pounds	14,000 pounds
Regulatory Class Coverage Adjustment		
Passenger Cars		
All MYs	1.0000	1.0000
Passenger Trucks		
MYs 2006 and Older	0.9612	0.9612
MYs 2007 and Newer	0.9612	1.0000
Light Commercial Trucks		
MYs 2006 and Older	0.7526	0.7526
MYs 2007 and Newer	0.7526	1.0000
School Buses		
MYs 2006 and Older	0.0000	0.0000

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Category	I/M Program	
	Enhanced I/M Performance Standard	Wisconsin I/M Program
MYs 2007 and Newer	0.0000	0.0026
Refuse Trucks		
MYs 2006 and Older	0.0000	0.0000
MYs 2007 and Newer	0.0000	0.0728
Single Unit Short-haul Trucks		
MYs 2006 and Older	0.0000	0.0000
MYs 2007 and Newer	0.0000	0.5676
Single Unit Long-haul Trucks		
MYs 2006 and Older	0.0000	0.0000
MYs 2007 and Newer	0.0000	0.5807
Final Compliance Factor		
Passenger Cars		
All MYs	95.88	84.69
Passenger Trucks		
MYs 2006 and Older	92.16	81.40
MYs 2007 and Newer	92.16	84.69
Light Commercial Trucks		
MYs 2006 and Older	72.16	63.74
MYs 2007 and Newer	72.16	84.69
School Buses		
MYs 2006 and Older	0.00	0.00
MYs 2007 and Newer	0.00	0.22
Refuse Trucks		
MYs 2006 and Older	0.00	0.00
MYs 2007 and Newer	0.00	6.17
Single Unit Short-haul Trucks		
MYs 2006 and Older	0.00	0.00
MYs 2007 and Newer	0.00	48.07
Single Unit Long-haul Trucks		
MYs 2006 and Older	0.00	0.00
MYs 2007 and Newer	0.00	49.18

Note 1: The following abbreviations are used in this table: E-85 = gasoline-ethanol blend with up to 85% ethanol; GVWR = Gross Vehicle Weight Rating; I/M = Inspection/Maintenance; MYs = Model Years; OBD = On-Board Diagnostics

Note 2: For the Enhanced I/M Performance Standard Program, the test types, test frequency, vehicle classes, waiver rate and compliance rate are specified in 40 CFR 51.351(i). Since no overall failure rate is specified in 40 CFR 51.351(i), the failure rate for the actual Wisconsin I/M program (4.21%) is used.

Note 3: For Wisconsin's actual program, the waiver rate, compliance rate, and failure rate are obtained from the [Wisconsin Vehicle Inspection Program Annual Report, 2019](#). See pages 10 and 20 for waiver rate, page 40 for compliance rate, and page 10 for failure rate.

Note 4: The Regulatory Class Coverage Adjustments are obtained from EPA's [MOVES3 Technical Guidance](#). See Appendix A stating on page 67.

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Note 5: The Final Compliance Factors are calculated as specified in EPA's [MOVES3 Technical Guidance](#). See pages 47 to 49.

Note 6: Although Wisconsin's I/M program does test some school buses, refuse trucks, single unit short-haul trucks and single unit long-haul trucks, the MOVES model currently does not provide any I/M emission reductions for the OBD testing of these vehicles.

2. Modeling Results

The following six tables provide the modeling results. In all cases, the emission reductions from Wisconsin's actual I/M program are within the 0.02 gram per mile buffer of the emission reductions from the EPA model program under 40 CFR 51.351(i). Therefore, Wisconsin's current I/M program meets the applicable enhanced I/M performance requirements in 40 CFR 51.351 in all areas in which the program is implemented, including the partial Kenosha County serious nonattainment area for the 2008 ozone NAAQS.

The MOVES data files used in this assessment is available from DNR upon request.

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Table A10.3. I/M Performance Standard Modeling Results for Six County Southeastern Wisconsin Reformulated Gasoline Area For Oxides of Nitrogen (NOx).

Source Type	Fuel Type	Vehicle-Miles of Travel	Emissions (grams)			Em. Fac. (grams/mile)			I/M Reduction (grams/mile)		Wis I/M Shortfall (gms/mi)	Allowable Shortfall (gms/mi)	% of Allowable Shortfall	Meets Perf. Std?
			No I/M	Perf Std I/M	Wis I/M	No I/M	Perf Std I/M	Wis I/M	Perf Std I/M	Wis I/M				
Motorcycle	Gasoline	335,302	161,472	161,472	161,472	0.4816	0.4816	0.4816	0.0000	0.0000	0.0000			
Passenger Car	Gasoline	23,345,480	1,687,047	1,494,243	1,520,787	0.0723	0.0640	0.0651	0.0083	0.0071	0.0011			
	Diesel	190,684	14,806	14,806	14,806	0.0776	0.0776	0.0776	0.0000	0.0000	0.0000			
	E-85	15,167	749	624	647	0.0494	0.0412	0.0427	0.0082	0.0067	0.0015			
Passenger Truck	Gasoline	19,841,130	1,198,577	1,028,685	1,058,764	0.0604	0.0518	0.0534	0.0086	0.0070	0.0015			
	Diesel	1,062,490	542,212	542,212	542,212	0.5103	0.5103	0.5103	0.0000	0.0000	0.0000			
	E-85	53,318	2,984	2,494	2,581	0.0560	0.0468	0.0484	0.0092	0.0076	0.0016			
Light Commercial Truck	Gasoline	4,549,333	872,056	830,873	829,968	0.1917	0.1826	0.1824	0.0091	0.0093	-0.0002			
	Diesel	279,544	418,577	418,577	418,577	1.4974	1.4974	1.4974	0.0000	0.0000	0.0000			
	E-85	14,085	1,063	929	918	0.0755	0.0660	0.0652	0.0095	0.0103	-0.0008			
Other Bus	Gasoline	1,133	481	481	481	0.4244	0.4244	0.4244	0.0000	0.0000	0.0000			
	Diesel	6,362	26,063	26,063	26,063	4.0966	4.0966	4.0966	0.0000	0.0000	0.0000			
	CNG	513	1,191	1,191	1,191	2.3216	2.3216	2.3216	0.0000	0.0000	0.0000			
Transit Bus	Gasoline	3,933	1,946	1,946	1,946	0.4948	0.4948	0.4948	0.0000	0.0000	0.0000			
	Diesel	22,634	100,392	100,392	100,392	4.4355	4.4355	4.4355	0.0000	0.0000	0.0000			
	CNG	1,824	5,972	5,972	5,972	3.2743	3.2743	3.2743	0.0000	0.0000	0.0000			
School Bus	Gasoline	1,159	314	314	314	0.2706	0.2706	0.2706	0.0000	0.0000	0.0000			
	Diesel	100,148	145,040	145,040	145,040	1.4483	1.4483	1.4483	0.0000	0.0000	0.0000			
	CNG	1,429	1,182	1,182	1,182	0.8272	0.8272	0.8272	0.0000	0.0000	0.0000			
Refuse Truck	Gasoline	56	19	19	19	0.3336	0.3336	0.3336	0.0000	0.0000	0.0000			
	Diesel	69,955	245,825	245,825	245,825	3.5140	3.5140	3.5140	0.0000	0.0000	0.0000			
	CNG	16,723	21,470	21,470	21,470	1.2839	1.2839	1.2839	0.0000	0.0000	0.0000			
Single Unit Short-haul Truck	Gasoline	423,349	161,106	161,106	161,106	0.3806	0.3806	0.3806	0.0000	0.0000	0.0000			
	Diesel	1,572,529	2,348,371	2,348,371	2,348,371	1.4934	1.4934	1.4934	0.0000	0.0000	0.0000			
	CNG	21,029	19,500	19,500	19,500	0.9273	0.9273	0.9273	0.0000	0.0000	0.0000			
Single Unit Long-haul Truck	Gasoline	25,842	5,347	5,347	5,347	0.2069	0.2069	0.2069	0.0000	0.0000	0.0000			
	Diesel	95,390	129,675	129,675	129,675	1.3594	1.3594	1.3594	0.0000	0.0000	0.0000			
	CNG	1,287	1,132	1,132	1,132	0.8795	0.8795	0.8795	0.0000	0.0000	0.0000			
Motor Home	Gasoline	114,954	130,513	130,513	130,513	1.1353	1.1353	1.1353	0.0000	0.0000	0.0000			
	Diesel	78,562	292,572	292,572	292,572	3.7241	3.7241	3.7241	0.0000	0.0000	0.0000			
	CNG	0	5	5	5	11.3295	11.3295	11.3295	0.0000	0.0000	0.0000			
Combination Short-haul Truck	Gasoline	4	14	14	14	3.7740	3.7740	3.7740	0.0000	0.0000	0.0000			
	Diesel	428,787	1,456,370	1,456,370	1,456,370	3.3965	3.3965	3.3965	0.0000	0.0000	0.0000			
	CNG	13,275	9,939	9,939	9,939	0.7487	0.7487	0.7487	0.0000	0.0000	0.0000			
Comb. Long-haul Tk.	Diesel	1,373,727	4,757,846	4,757,846	4,757,846	3.4635	3.4635	3.4635	0.0000	0.0000	0.0000			
ALL	ALL	54,061,136	14,761,827	14,357,200	14,413,017	0.2731	0.2656	0.2666	0.0075	0.0065	0.0010	0.0200	5.2%	YES

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Table A10.4. I/M Performance Standard Modeling Results for Six County Southeastern Wisconsin Reformulated Gasoline Area For Volatile Organic Compounds (VOC).

Source Type	Fuel Type	Vehicle-Miles of Travel	Emissions (grams)			Em. Fac. (grams/mile)			I/M Reduction (grams/mile)		Wis I/M Shortfall (gms/mi)	Allowable Shortfall (gms/mi)	% of Allowable Shortfall	Meets Perf. Std?
			No I/M	Perf Std I/M	Wis I/M	No I/M	Perf Std I/M	Wis I/M	Perf Std I/M	Wis I/M				
Motorcycle	Gasoline	335,302	860,179	860,179	860,179	2.5654	2.5654	2.5654	0.0000	0.0000	0.0000			
Passenger Car	Gasoline	23,345,480	4,430,433	3,968,132	4,130,049	0.1898	0.1700	0.1769	0.0198	0.0129	0.0069			
	Diesel	190,684	14,040	14,040	14,040	0.0736	0.0736	0.0736	0.0000	0.0000	0.0000			
	E-85	15,167	2,783	2,460	2,566	0.1835	0.1622	0.1692	0.0213	0.0144	0.0070			
Passenger Truck	Gasoline	19,841,130	2,352,739	2,072,717	2,156,908	0.1186	0.1045	0.1087	0.0141	0.0099	0.0042			
	Diesel	1,062,490	40,719	40,719	40,719	0.0383	0.0383	0.0383	0.0000	0.0000	0.0000			
	E-85	53,318	7,775	6,874	7,138	0.1458	0.1289	0.1339	0.0169	0.0119	0.0049			
Light Commercial Truck	Gasoline	4,549,333	1,081,807	1,019,848	1,028,903	0.2378	0.2242	0.2262	0.0136	0.0116	0.0020			
	Diesel	279,544	43,801	43,801	43,801	0.1567	0.1567	0.1567	0.0000	0.0000	0.0000			
	E-85	14,085	2,869	2,617	2,639	0.2037	0.1858	0.1874	0.0179	0.0163	0.0016			
Other Bus	Gasoline	1,133	529	529	529	0.4667	0.4667	0.4667	0.0000	0.0000	0.0000			
	Diesel	6,362	1,053	1,053	1,053	0.1655	0.1655	0.1655	0.0000	0.0000	0.0000			
	CNG	513	551	551	551	1.0736	1.0736	1.0736	0.0000	0.0000	0.0000			
Transit Bus	Gasoline	3,933	1,893	1,893	1,893	0.4814	0.4814	0.4814	0.0000	0.0000	0.0000			
	Diesel	22,634	6,751	6,751	6,751	0.2983	0.2983	0.2983	0.0000	0.0000	0.0000			
	CNG	1,824	1,960	1,960	1,960	1.0747	1.0747	1.0747	0.0000	0.0000	0.0000			
School Bus	Gasoline	1,159	442	442	442	0.3817	0.3817	0.3817	0.0000	0.0000	0.0000			
	Diesel	100,148	5,376	5,376	5,376	0.0537	0.0537	0.0537	0.0000	0.0000	0.0000			
	CNG	1,429	1,042	1,042	1,042	0.7287	0.7287	0.7287	0.0000	0.0000	0.0000			
Refuse Truck	Gasoline	56	36	36	36	0.6428	0.6428	0.6428	0.0000	0.0000	0.0000			
	Diesel	69,955	5,785	5,785	5,785	0.0827	0.0827	0.0827	0.0000	0.0000	0.0000			
	CNG	16,723	20,698	20,698	20,698	1.2377	1.2377	1.2377	0.0000	0.0000	0.0000			
Single Unit Short-haul Truck	Gasoline	423,349	244,029	244,029	244,029	0.5764	0.5764	0.5764	0.0000	0.0000	0.0000			
	Diesel	1,572,529	103,400	103,400	103,400	0.0658	0.0658	0.0658	0.0000	0.0000	0.0000			
	CNG	21,029	16,201	16,201	16,201	0.7704	0.7704	0.7704	0.0000	0.0000	0.0000			
Single Unit Long-haul Truck	Gasoline	25,842	8,276	8,276	8,276	0.3202	0.3202	0.3202	0.0000	0.0000	0.0000			
	Diesel	95,390	7,129	7,129	7,129	0.0747	0.0747	0.0747	0.0000	0.0000	0.0000			
	CNG	1,287	862	862	862	0.6695	0.6695	0.6695	0.0000	0.0000	0.0000			
Motor Home	Gasoline	114,954	154,613	154,613	154,613	1.3450	1.3450	1.3450	0.0000	0.0000	0.0000			
	Diesel	78,562	28,188	28,188	28,188	0.3588	0.3588	0.3588	0.0000	0.0000	0.0000			
	CNG	0	1	1	1	2.1677	2.1677	2.1677	0.0000	0.0000	0.0000			
Combination Short-haul Truck	Gasoline	4	24	24	24	6.5174	6.5174	6.5174	0.0000	0.0000	0.0000			
	Diesel	428,787	58,430	58,430	58,430	0.1363	0.1363	0.1363	0.0000	0.0000	0.0000			
	CNG	13,275	8,235	8,235	8,235	0.6203	0.6203	0.6203	0.0000	0.0000	0.0000			
Comb. Long-haul Tk.	Diesel	1,373,727	171,381	171,381	171,381	0.1248	0.1248	0.1248	0.0000	0.0000	0.0000			
ALL	ALL	54,061,136	9,684,030	8,878,272	9,133,827	0.1791	0.1642	0.1690	0.0149	0.0102	0.0047	0.0200	23.6%	YES

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Table A10.5. I/M Performance Standard Modeling Results for Sheboygan County Conventional Gasoline Area For Oxides of Nitrogen (NO_x).

Source Type	Fuel Type	Vehicle-Miles of Travel	Emissions (grams)			Em. Fac. (grams/mile)			I/M Reduction (grams/mile)		Wis I/M Shortfall (gms/mi)	Allowable Shortfall (gms/mi)	% of Allowable Shortfall	Meets Perf. Std?
			No I/M	Perf Std I/M	Wis I/M	No I/M	Perf Std I/M	Wis I/M	Perf Std I/M	Wis I/M				
Motorcycle	Gasoline	32,907	18,130	18,130	18,130	0.5509	0.5509	0.5509	0.0000	0.0000	0.0000			
Passenger Car	Gasoline	1,249,596	96,677	85,531	87,096	0.0774	0.0684	0.0697	0.0089	0.0077	0.0013			
	Diesel	10,207	789	789	789	0.0773	0.0773	0.0773	0.0000	0.0000	0.0000			
	E-85	812	44	36	38	0.0538	0.0449	0.0466	0.0089	0.0072	0.0017			
Passenger Truck	Gasoline	1,648,387	108,115	92,804	95,525	0.0656	0.0563	0.0580	0.0093	0.0076	0.0017			
	Diesel	88,271	41,224	41,224	41,224	0.4670	0.4670	0.4670	0.0000	0.0000	0.0000			
	E-85	4,430	271	227	235	0.0612	0.0512	0.0530	0.0100	0.0082	0.0018			
Light Commercial Truck	Gasoline	164,936	33,444	31,831	31,790	0.2028	0.1930	0.1927	0.0098	0.0100	-0.0003			
	Diesel	10,135	13,869	13,869	13,869	1.3684	1.3684	1.3684	0.0000	0.0000	0.0000			
	E-85	511	42	37	36	0.0825	0.0722	0.0714	0.0104	0.0112	-0.0008			
Other Bus	Gasoline	1,234	634	634	634	0.5139	0.5139	0.5139	0.0000	0.0000	0.0000			
	Diesel	6,929	25,581	25,581	25,581	3.6920	3.6920	3.6920	0.0000	0.0000	0.0000			
	CNG	559	1,190	1,190	1,190	2.1300	2.1300	2.1300	0.0000	0.0000	0.0000			
Transit Bus	Gasoline	374	225	225	225	0.6011	0.6011	0.6011	0.0000	0.0000	0.0000			
	Diesel	2,155	8,905	8,905	8,905	4.1329	4.1329	4.1329	0.0000	0.0000	0.0000			
	CNG	174	536	536	536	3.0890	3.0890	3.0890	0.0000	0.0000	0.0000			
School Bus	Gasoline	54	18	18	18	0.3441	0.3441	0.3441	0.0000	0.0000	0.0000			
	Diesel	4,645	6,106	6,106	6,106	1.3144	1.3144	1.3144	0.0000	0.0000	0.0000			
	CNG	66	48	48	48	0.7252	0.7252	0.7252	0.0000	0.0000	0.0000			
Refuse Truck	Gasoline	1	0	0	0	0.3845	0.3845	0.3845	0.0000	0.0000	0.0000			
	Diesel	881	2,712	2,712	2,712	3.0793	3.0793	3.0793	0.0000	0.0000	0.0000			
	CNG	210	231	231	231	1.0989	1.0989	1.0989	0.0000	0.0000	0.0000			
Single Unit Short-haul Truck	Gasoline	21,744	9,582	9,582	9,582	0.4407	0.4407	0.4407	0.0000	0.0000	0.0000			
	Diesel	80,769	107,720	107,720	107,720	1.3337	1.3337	1.3337	0.0000	0.0000	0.0000			
	CNG	1,080	858	858	858	0.7947	0.7947	0.7947	0.0000	0.0000	0.0000			
Single Unit Long-haul Truck	Gasoline	1,370	297	297	297	0.2171	0.2171	0.2171	0.0000	0.0000	0.0000			
	Diesel	5,058	6,058	6,058	6,058	1.1979	1.1979	1.1979	0.0000	0.0000	0.0000			
	CNG	68	52	52	52	0.7596	0.7596	0.7596	0.0000	0.0000	0.0000			
Motor Home	Gasoline	2,248	2,680	2,680	2,680	1.1921	1.1921	1.1921	0.0000	0.0000	0.0000			
	Diesel	1,537	5,206	5,206	5,206	3.3881	3.3881	3.3881	0.0000	0.0000	0.0000			
	CNG	0	0	0	0	10.4027	10.4027	10.4027	0.0000	0.0000	0.0000			
Combination Short-haul Truck	Gasoline	0	1	1	1	3.9873	3.9873	3.9873	0.0000	0.0000	0.0000			
	Diesel	30,166	101,693	101,693	101,693	3.3711	3.3711	3.3711	0.0000	0.0000	0.0000			
	CNG	934	675	675	675	0.7223	0.7223	0.7223	0.0000	0.0000	0.0000			
Comb. Long-haul Tk.	Diesel	146,837	480,884	480,884	480,884	3.2750	3.2750	3.2750	0.0000	0.0000	0.0000			
ALL	ALL	3,519,283	1,074,498	1,046,372	1,050,624	0.3053	0.2973	0.2985	0.0080	0.0068	0.0012	0.0200	6.0%	YES

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Table A10.6. I/M Performance Standard Modeling Results for Sheboygan County Conventional Gasoline Area For Volatile Organic Compounds (VOC).

Source Type	Fuel Type	Vehicle-Miles of Travel	Emissions (grams)			Em. Fac. (grams/mile)			I/M Reduction (grams/mile)		Wis I/M Shortfall (gms/mi)	Allowable Shortfall (gms/mi)	% of Allowable Shortfall	Meets Perf. Std?
			No I/M	Perf Std I/M	Wis I/M	No I/M	Perf Std I/M	Wis I/M	Perf Std I/M	Wis I/M				
Motorcycle	Gasoline	32,907	72,736	72,736	72,736	2.2104	2.2104	2.2104	0.0000	0.0000	0.0000			
Passenger Car	Gasoline	1,249,596	247,869	222,060	231,501	0.1984	0.1777	0.1853	0.0207	0.0131	0.0076			
	Diesel	10,207	755	755	755	0.0740	0.0740	0.0740	0.0000	0.0000	0.0000			
	E-85	812	142	126	131	0.1748	0.1547	0.1613	0.0201	0.0134	0.0067			
Passenger Truck	Gasoline	1,648,387	196,817	173,496	180,861	0.1194	0.1053	0.1097	0.0141	0.0097	0.0045			
	Diesel	88,271	3,259	3,259	3,259	0.0369	0.0369	0.0369	0.0000	0.0000	0.0000			
	E-85	4,430	609	539	560	0.1375	0.1218	0.1264	0.0157	0.0111	0.0046			
Light Commercial Truck	Gasoline	164,936	37,802	35,603	35,952	0.2292	0.2159	0.2180	0.0133	0.0112	0.0021			
	Diesel	10,135	1,472	1,472	1,472	0.1453	0.1453	0.1453	0.0000	0.0000	0.0000			
	E-85	511	98	90	91	0.1929	0.1762	0.1777	0.0167	0.0152	0.0015			
Other Bus	Gasoline	1,234	584	584	584	0.4733	0.4733	0.4733	0.0000	0.0000	0.0000			
	Diesel	6,929	1,028	1,028	1,028	0.1484	0.1484	0.1484	0.0000	0.0000	0.0000			
	CNG	559	502	502	502	0.8990	0.8990	0.8990	0.0000	0.0000	0.0000			
Transit Bus	Gasoline	374	191	191	191	0.5102	0.5102	0.5102	0.0000	0.0000	0.0000			
	Diesel	2,155	589	589	589	0.2732	0.2732	0.2732	0.0000	0.0000	0.0000			
	CNG	174	160	160	160	0.9213	0.9213	0.9213	0.0000	0.0000	0.0000			
School Bus	Gasoline	54	23	23	23	0.4221	0.4221	0.4221	0.0000	0.0000	0.0000			
	Diesel	4,645	230	230	230	0.0495	0.0495	0.0495	0.0000	0.0000	0.0000			
	CNG	66	41	41	41	0.6176	0.6176	0.6176	0.0000	0.0000	0.0000			
Refuse Truck	Gasoline	1	0	0	0	0.6101	0.6101	0.6101	0.0000	0.0000	0.0000			
	Diesel	881	65	65	65	0.0743	0.0743	0.0743	0.0000	0.0000	0.0000			
	CNG	210	221	221	221	1.0496	1.0496	1.0496	0.0000	0.0000	0.0000			
Single Unit Short-haul Truck	Gasoline	21,744	12,207	12,207	12,207	0.5614	0.5614	0.5614	0.0000	0.0000	0.0000			
	Diesel	80,769	4,784	4,784	4,784	0.0592	0.0592	0.0592	0.0000	0.0000	0.0000			
	CNG	1,080	722	722	722	0.6685	0.6685	0.6685	0.0000	0.0000	0.0000			
Single Unit Long-haul Truck	Gasoline	1,370	410	410	410	0.2993	0.2993	0.2993	0.0000	0.0000	0.0000			
	Diesel	5,058	336	336	336	0.0664	0.0664	0.0664	0.0000	0.0000	0.0000			
	CNG	68	40	40	40	0.5877	0.5877	0.5877	0.0000	0.0000	0.0000			
Motor Home	Gasoline	2,248	3,701	3,701	3,701	1.6459	1.6459	1.6459	0.0000	0.0000	0.0000			
	Diesel	1,537	485	485	485	0.3156	0.3156	0.3156	0.0000	0.0000	0.0000			
	CNG	0	0	0	0	1.7982	1.7982	1.7982	0.0000	0.0000	0.0000			
Combination Short-haul Truck	Gasoline	0	2	2	2	6.8044	6.8044	6.8044	0.0000	0.0000	0.0000			
	Diesel	30,166	4,070	4,070	4,070	0.1349	0.1349	0.1349	0.0000	0.0000	0.0000			
	CNG	934	568	568	568	0.6077	0.6077	0.6077	0.0000	0.0000	0.0000			
Comb. Long-haul Tk.	Diesel	146,837	17,140	17,140	17,140	0.1167	0.1167	0.1167	0.0000	0.0000	0.0000			
ALL	ALL	3,519,283	609,657	558,233	575,415	0.1732	0.1586	0.1635	0.0146	0.0097	0.0049	0.0200	24.4%	YES

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Table A10.7. I/M Performance Standard Modeling Results for Partial Kenosha County 2008 Ozone NAAQS Nonattainment Area For Oxides of Nitrogen (NOx).

Source Type	Fuel Type	Vehicle-Miles of Travel	Emissions (grams)			Em. Fac. (grams/mile)			I/M Reduction (grams/mile)		Wis I/M Shortfall (gms/mi)	Allowable Shortfall (gms/mi)	% of Allowable Shortfall	Meets Perf. Std?
			No I/M	Perf Std I/M	Wis I/M	No I/M	Perf Std I/M	Wis I/M	Perf Std I/M	Wis I/M				
Motorcycle	Gasoline	23,537	11,590	11,590	11,590	0.4924	0.4924	0.4924	0.0000	0.0000	0.0000			
Passenger Car	Gasoline	1,594,651	115,665	102,498	104,285	0.0725	0.0643	0.0654	0.0083	0.0071	0.0011			
	Diesel	13,025	1,017	1,017	1,017	0.0781	0.0781	0.0781	0.0000	0.0000	0.0000			
	E-85	1,036	51	43	44	0.0493	0.0411	0.0426	0.0082	0.0067	0.0015			
Passenger Truck	Gasoline	1,578,909	95,635	82,079	84,459	0.0606	0.0520	0.0535	0.0086	0.0071	0.0015			
	Diesel	84,550	41,924	41,924	41,924	0.4958	0.4958	0.4958	0.0000	0.0000	0.0000			
	E-85	4,243	238	199	205	0.0560	0.0468	0.0484	0.0092	0.0076	0.0016			
Light Commercial Truck	Gasoline	164,086	31,429	29,939	29,903	0.1915	0.1825	0.1822	0.0091	0.0093	-0.0002			
	Diesel	10,083	14,788	14,788	14,788	1.4666	1.4666	1.4666	0.0000	0.0000	0.0000			
	E-85	508	38	33	33	0.0754	0.0659	0.0651	0.0095	0.0103	-0.0008			
Other Bus	Gasoline	759	359	359	359	0.4731	0.4731	0.4731	0.0000	0.0000	0.0000			
	Diesel	4,259	16,935	16,935	16,935	3.9763	3.9763	3.9763	0.0000	0.0000	0.0000			
	CNG	344	780	780	780	2.2696	2.2696	2.2696	0.0000	0.0000	0.0000			
Transit Bus	Gasoline	221	121	121	121	0.5491	0.5491	0.5491	0.0000	0.0000	0.0000			
	Diesel	1,273	5,519	5,519	5,519	4.3341	4.3341	4.3341	0.0000	0.0000	0.0000			
	CNG	103	331	331	331	3.2302	3.2302	3.2302	0.0000	0.0000	0.0000			
School Bus	Gasoline	33	10	10	10	0.3117	0.3117	0.3117	0.0000	0.0000	0.0000			
	Diesel	2,809	3,958	3,958	3,958	1.4088	1.4088	1.4088	0.0000	0.0000	0.0000			
	CNG	40	31	31	31	0.7845	0.7845	0.7845	0.0000	0.0000	0.0000			
Refuse Truck	Gasoline	1	0	0	0	0.3707	0.3707	0.3707	0.0000	0.0000	0.0000			
	Diesel	1,299	4,344	4,344	4,344	3.3439	3.3439	3.3439	0.0000	0.0000	0.0000			
	CNG	311	372	372	372	1.1973	1.1973	1.1973	0.0000	0.0000	0.0000			
Single Unit Short-haul Truck	Gasoline	32,413	12,605	12,605	12,605	0.3889	0.3889	0.3889	0.0000	0.0000	0.0000			
	Diesel	120,399	170,711	170,711	170,711	1.4179	1.4179	1.4179	0.0000	0.0000	0.0000			
	CNG	1,610	1,393	1,393	1,393	0.8651	0.8651	0.8651	0.0000	0.0000	0.0000			
Single Unit Long-haul Truck	Gasoline	2,066	429	429	429	0.2078	0.2078	0.2078	0.0000	0.0000	0.0000			
	Diesel	7,626	9,766	9,766	9,766	1.2805	1.2805	1.2805	0.0000	0.0000	0.0000			
	CNG	103	84	84	84	0.8205	0.8205	0.8205	0.0000	0.0000	0.0000			
Motor Home	Gasoline	3,392	3,849	3,849	3,849	1.1346	1.1346	1.1346	0.0000	0.0000	0.0000			
	Diesel	2,318	8,325	8,325	8,325	3.5912	3.5912	3.5912	0.0000	0.0000	0.0000			
	CNG	0	0	0	0	11.0238	11.0238	11.0238	0.0000	0.0000	0.0000			
Combination Short-haul Truck	Gasoline	0	1	1	1	3.9087	3.9087	3.9087	0.0000	0.0000	0.0000			
	Diesel	20,898	67,738	67,738	67,738	3.2414	3.2414	3.2414	0.0000	0.0000	0.0000			
	CNG	647	422	422	422	0.6528	0.6528	0.6528	0.0000	0.0000	0.0000			
Comb. Long-haul Tk.	Diesel	102,409	338,053	338,053	338,053	3.3010	3.3010	3.3010	0.0000	0.0000	0.0000			
ALL	ALL	3,779,961	958,512	930,246	934,386	0.2536	0.2461	0.2472	0.0075	0.0064	0.0011	0.0200	5.5%	YES

Redesignation Request and Maintenance Plan for the Kenosha County (Partial), Wisconsin
2008 Ozone NAAQS Nonattainment Area

Table A10.8. I/M Performance Standard Modeling Results for Partial Kenosha County 2008 Ozone NAAQS Nonattainment Area For Volatile Organic Compounds (VOC).

Source Type	Fuel Type	Vehicle-Miles of Travel	Emissions (grams)			Em. Fac. (grams/mile)			I/M Reduction (grams/mile)		Wis I/M Shortfall (gms/mi)	Allowable Shortfall (gms/mi)	% of Allowable Shortfall	Meets Perf. Std?
			No I/M	Perf Std I/M	Wis I/M	No I/M	Perf Std I/M	Wis I/M	Perf Std I/M	Wis I/M				
Motorcycle	Gasoline	23,537	57,719	57,719	57,719	2.4523	2.4523	2.4523	0.0000	0.0000	0.0000			
Passenger Car	Gasoline	1,594,651	291,693	261,158	271,838	0.1829	0.1638	0.1705	0.0191	0.0125	0.0067			
	Diesel	13,025	935	935	935	0.0718	0.0718	0.0718	0.0000	0.0000	0.0000			
	E-85	1,036	183	162	169	0.1769	0.1563	0.1630	0.0206	0.0139	0.0067			
Passenger Truck	Gasoline	1,578,909	180,777	159,178	165,652	0.1145	0.1008	0.1049	0.0137	0.0096	0.0041			
	Diesel	84,550	3,149	3,149	3,149	0.0372	0.0372	0.0372	0.0000	0.0000	0.0000			
	E-85	4,243	597	528	548	0.1408	0.1244	0.1292	0.0164	0.0116	0.0048			
Light Commercial Truck	Gasoline	164,086	37,545	35,380	35,694	0.2288	0.2156	0.2175	0.0132	0.0113	0.0019			
	Diesel	10,083	1,537	1,537	1,537	0.1524	0.1524	0.1524	0.0000	0.0000	0.0000			
	E-85	508	100	91	92	0.1964	0.1791	0.1806	0.0173	0.0158	0.0015			
Other Bus	Gasoline	759	402	402	402	0.5294	0.5294	0.5294	0.0000	0.0000	0.0000			
	Diesel	4,259	676	676	676	0.1588	0.1588	0.1588	0.0000	0.0000	0.0000			
	CNG	344	347	347	347	1.0103	1.0103	1.0103	0.0000	0.0000	0.0000			
Transit Bus	Gasoline	221	123	123	123	0.5566	0.5566	0.5566	0.0000	0.0000	0.0000			
	Diesel	1,273	365	365	365	0.2866	0.2866	0.2866	0.0000	0.0000	0.0000			
	CNG	103	104	104	104	1.0147	1.0147	1.0147	0.0000	0.0000	0.0000			
School Bus	Gasoline	33	15	15	15	0.4559	0.4559	0.4559	0.0000	0.0000	0.0000			
	Diesel	2,809	144	144	144	0.0513	0.0513	0.0513	0.0000	0.0000	0.0000			
	CNG	40	27	27	27	0.6772	0.6772	0.6772	0.0000	0.0000	0.0000			
Refuse Truck	Gasoline	1	1	1	1	0.7034	0.7034	0.7034	0.0000	0.0000	0.0000			
	Diesel	1,299	103	103	103	0.0790	0.0790	0.0790	0.0000	0.0000	0.0000			
	CNG	311	355	355	355	1.1425	1.1425	1.1425	0.0000	0.0000	0.0000			
Single Unit Short-haul Truck	Gasoline	32,413	18,817	18,817	18,817	0.5805	0.5805	0.5805	0.0000	0.0000	0.0000			
	Diesel	120,399	7,452	7,452	7,452	0.0619	0.0619	0.0619	0.0000	0.0000	0.0000			
	CNG	1,610	1,149	1,149	1,149	0.7138	0.7138	0.7138	0.0000	0.0000	0.0000			
Single Unit Long-haul Truck	Gasoline	2,066	649	649	649	0.3141	0.3141	0.3141	0.0000	0.0000	0.0000			
	Diesel	7,626	536	536	536	0.0703	0.0703	0.0703	0.0000	0.0000	0.0000			
	CNG	103	64	64	64	0.6215	0.6215	0.6215	0.0000	0.0000	0.0000			
Motor Home	Gasoline	3,392	4,534	4,534	4,534	1.3368	1.3368	1.3368	0.0000	0.0000	0.0000			
	Diesel	2,318	782	782	782	0.3375	0.3375	0.3375	0.0000	0.0000	0.0000			
	CNG	0	0	0	0	2.0198	2.0198	2.0198	0.0000	0.0000	0.0000			
Combination Short-haul Truck	Gasoline	0	1	1	1	6.2195	6.2195	6.2195	0.0000	0.0000	0.0000			
	Diesel	20,898	2,644	2,644	2,644	0.1265	0.1265	0.1265	0.0000	0.0000	0.0000			
	CNG	647	345	345	345	0.5337	0.5337	0.5337	0.0000	0.0000	0.0000			
Comb. Long-haul Tk.	Diesel	102,409	12,017	12,017	12,017	0.1173	0.1173	0.1173	0.0000	0.0000	0.0000			
ALL	ALL	3,779,961	625,889	571,490	588,986	0.1656	0.1512	0.1558	0.0144	0.0098	0.0046	0.0200	23.1%	YES