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**APPENDIX A
AIR QUALITY MODELING
FOR THE
CLEAN POWER REGULATIONS
TECHNICAL SUPPORT DOCUMENT**

PREPARED FOR:

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Appendix A. Summary of Emission Changes Related to the 2009 Base Case and 2009 Clean Power Regulations Simulations

OTC Workgroup	Category	Applicable SOURCE CLASS CODE	Percent Reduction
RACT	ICI Boilers	10300000 20300000	NOx: 21.5% SO2: 40%
RACT	Asphalt Paving	2461022000 2461020000 2461020370 2461020999 2461021000 2461021370 2461021999 2461022370 2461022999	VOC: 20%
AIM	AIM Coatings	2401002000 2401008000 2401003000 2401100000	VOC: 18%
CMWG	Commercial/Consumer Products	2465000000	VOC: 14%
RACT	Autorefinish Coatings	2401005000	VOC: 72%
RACT	POTW	2630020000	VOC: 85%
RACT	Adhesives	30105001 30105114 30800704 40200701 40200706 40200710	VOC: 64%
CMWG	Residential Fuel Oil	2104004000 2104011000	NOx: 10% SO2: 75%
CMWG	Portable Fuel Containers	2501011011 2501011012 2501011016 2501012011 2501012012 2501012016	VOC: 24%
Table A1.1: Area Source Local Controls			

* SCC (Source Class Code), RACT (Reasonably Available Control Technology)
CMWG (Community Monitoring Working Group), AIM (Architecture and Industrial Maintenance)

Notes on Table A1.1. Local Controls refers to estimated reductions due to proposed measures by the Ozone Transport Commission for all states in the Ozone Transport Region.

OTC Workgroup	Category	Applicable SOURCE CLASS CODE	Percent Reduction
RACT	Asphalt Production Plants	30500200	NOx: 62% SO2: 61%
RACT	Cement Kilns	30500606 30500706	NOx: 25%
RACT	Lime Kilns	30201684 30201686 30700106 39000203 39000403 39000503 39000603	NOx: 60%
RACT	Glass/Fiberglass Furnaces	30501402 30501301	NOx: 80%
RACT	Municipal Waste Combustion	50100101 50100103	NOx: 14%
RACT	Metal Productions	30300000 30400000	VOC: 20% NOx: 20% SO2: 20%
RACT	ICI Boilers	10300000 20300000	NOx: 21.5% SO2: 40%
Table A1.2: Point Source Local Controls			

**The data provided for this source category was in units of percent reduction of primary pollutant while the inventory lists emissions as activity data. Further calculations are needed to reconcile the two emissions types.*

Notes on Table A1.2. Mobile source controls could not be included as part of the control scenario. This is not expected, for the reasons stated below, to effect modeling results significantly. The CA Diesel Fuel and Diesel Retrofit initiatives were predicted to reduce NOx emissions by ~5% for the entire OTR. The Regional Fuels initiative, while significant for other parts of the ORT (on the order of 15-20% reductions in VOC for ME, PA, and VT), would have resulted in a less than 2% reduction in VOC and CO for MD.