

## MINUTES OF THE ELEVENTH MEETING

### ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION PLANNING

DATE: January 11, 2006  
TIME: 1:00 p.m.  
PLACE: Commission Offices  
W239 N1812 Rockwood Drive  
Waukesha, WI

#### Committee Members Present

Frederick J. Patrie, Chairman..... Director of Public Works, Kenosha County  
Sandra K. Beaupre ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
John M. Bennett ..... City Engineer, City of Franklin  
Daniel A. Boehm ..... Manager of Research and Planning,  
(Representing Kenneth J. Warren) Milwaukee County Transit System  
Donna L. Brown..... Systems Planning Group Manager, Southeast Region,  
Wisconsin Department of Transportation  
Larry H. Bruss..... Regional Pollutant and Mobile Source Section Chief,  
(Representing Kevin Kessler) Bureau of Air Management,  
Wisconsin Department of Natural Resources  
Allison M. Bussler ..... Chief of Staff, Waukesha County Executive's Office  
Shane Crawford ..... Public Works Director,  
Walworth County Public Works Department  
Robert R. Dreblow ..... Highway Commissioner, Ozaukee County  
Paul A. Feller ..... Director of Public Works, City of Waukesha  
Thomas M. Grisa ..... Director of Public Works, City of Brookfield  
William A. Kappel ..... Director of Public Works, City of Wauwatosa  
Glenn M. Lampark..... Director of Public Works, Racine County  
Michael M. Lemens ..... Director of Engineering, City of Kenosha  
Jeffrey J. Mantes ..... Commissioner of Public Works, City of Milwaukee  
Dwight E. McComb ..... Planning and Program Development Engineer,  
Federal Highway Administration,  
U.S. Dept. of Transportation  
Gloria L. McCutcheon ..... Southeast Regional Director,  
Wisconsin Department of Natural Resources  
Kenneth M. Pesch ..... Highway Commissioner, Washington County  
Ronald J. Rutkowski ..... Transportation Planning Director,  
(Representing George A. Torres) Department of Public Works, Milwaukee County  
Wallace C. Thiel ..... Village Administrator, Village of Hartland

#### Staff Members and Guests Present

Albert A. Beck ..... Principal Planner, SEWRPC  
Robert E. Beglinger ..... Chief Transportation Engineer, SEWRPC  
Christopher T. Hiebert ..... Senior Engineer, SEWRPC  
David M. Jolicoeur..... Senior Engineer, SEWRPC  
Kerry Thomas ..... Communications Director,  
Southeastern Wisconsin Coalition for Transit NOW  
Laura K. Turner ..... Planner, SEWRPC  
Kenneth R. Yunker ..... Deputy Director, SEWRPC

## **WELCOME AND ROLL CALL**

Chairman Patrie welcomed all of those in attendance and indicated that roll call would be accomplished through a sign-in roster circulated by Commission staff.

## **CONSIDERATION OF APPROVAL OF MINUTES OF DECEMBER 7, 2005, MEETING**

Chairman Patrie asked if there were any questions or comments on the minutes of the Advisory Committee's tenth meeting held on December 7, 2005. There being no questions or comments, a motion to approve the minutes as written was made by Mr. Grisa, seconded by Mr. Pesch, and carried unanimously by the Committee.

## **REVIEW OF PRELIMINARY DRAFT OF ADDITIONAL SECTION OF CHAPTER VIII, "REGIONAL TRANSPORTATION PLAN DEVELOPMENT AND EVALUATION" OF SEWRPC PLANNING REPORT NO. 49, "A REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2035"**

Chairman Patrie asked Mr. Yunker to lead the Committee through a review of the preliminary draft of an additional section of Chapter VIII, "Regional Transportation Plan Development and Evaluation." During Mr. Yunker's review, the following questions were raised and comments made by Committee members:

1. In response to a question from Mr. Bruss, Mr. Yunker stated that the trips presented in Tables 1 through 4 represent trips per average weekday. Mr. Bruss also asked if Commission staff would include internal person trips within the Region made by the bicycle and pedestrian modes in Table 3. Mr. Yunker stated the Commission staff would include those trips in Table 3 in the final report.
2. Mr. McComb noted that in Table 1, the vehicles per household and trips per household in the year 2035 were expected to decline under both the No-Build Alternative and the TSM Alternative. Mr. Yunker responded that this was due to an expected continued decline in average household size within the Region, and for the TSM Alternative the proposed increase in transit service. Mr. Yunker also noted that vehicle ownership was approaching saturation levels of one vehicle for every Region resident over 16 years of age.
3. Mr. Pesch noted that in Table 1, the growth in population is expected to be about 17 percent, while the growth in employment is expected to be about 12 percent. Mr. Yunker responded that the age distribution of the population – an increase in the portion of the population over 65 years of age – is one reason for the difference. Mr. Yunker noted that the expected growth in employment is less than what has been experienced in the past, in part due to a significant slowing in the growth of the labor force of the Region.
4. Mr. Grisa noted that the average weekday vehicle-miles of travel forecast under a No-Build Alternative are the same in Kenosha and Racine Counties and asked if this was merely coincidence or a typing error. Mr. Yunker responded that the table is correct.
5. Mr. Yunker distributed a revised page 47 of the draft chapter which included a completed Table 6 which describes transit system performance.

[Secretary's Note: A revised page 47 which includes a completed Table 6 has been included with these minutes as Attachment A.]

6. Mr. Bruss asked if the Commission staff would consider adding the freeway congestion data from Table 8 to Table 7. Mr. Yunker responded that adding the data from Table 8 to Table 7 would be difficult to do while trying to fit the table onto a single page, but the Commission staff would attempt to do this in the final report.
7. Mr. McComb asked if the Commission staff would consider creating and adding to the draft Chapter tables which correspond to Tables 7 and 8, but which convey the congestion information under the No-Build Alternative. Mr. Yunker responded that the Commission staff would attempt to add such data to the chapter in the final report.
8. Mr. Grisa noted that he believes that the Wisconsin Department of Transportation is advocating the design of roadways to operate at a level of service D. He asked if this was consistent with the Commission staff's definition of congested facilities. Mr. Yunker responded that the Commission staff defines moderate congestion as operation at level of service D. He added that the Commission staff displays congestion as moderate (level of service D), severe (level of service E), and extreme (level of service F).
9. Mr. Thiel noted that Map 9 shows a planned realignment of CTH KE to the north of CTH K. He stated that the Village of Hartland official map shows an alignment to the south of CTH K and that a Waukesha County study also recommended that the realignment of CTH KE occur south of CTH K, but that the Waukesha County Board did not endorse that recommendation. Mr. Yunker also noted that the new facility alignments shown on these maps are intended to show a conceptual corridor for the facility, and that specific alignments will be determined during required preliminary engineering and environmental studies.

[Secretary's Note: Based upon the Village of Hartland's preference and the Waukesha County study, the Commission staff has revised Map 9 to show the realignment of CTH KE south of CTH K.]

10. Mr. Thiel asked whether Campus Drive in the Village of Hartland be added to Map 9. Mr. Yunker responded Campus Drive should be on the map and that the Commission staff would add Campus Drive to Map 9.
11. Mr. Bennett noted STH 100 between STH 241 and STH 36 in the City of Franklin is shown as being improved to four traffic lanes on Map 4. He stated that there is currently a construction project underway to improve this facility and understood that it was being improved to six traffic lanes.

[Secretary's Note: The Wisconsin Department of Transportation reports that this facility is being constructed as a four lane divided facility with 12-foot paved shoulders.]

12. With respect to Maps 3 through 9, Mr. Lampark noted the reservation of right-of-way recommendations and suggested that the report should at some point discuss the need to address access control and potential construction of intersections to an ultimate cross-section as part of reserving right-of-way. Ms. Brown added that the Wisconsin Department of Transportation may comment on some of the potential freeway interchanges. Mr. Patrie stated that each Committee member should review Maps 3 through 9 and provide comments or proposed revisions to Mr. Beglinger of the Commission staff.

13. Mr. Mantes indicated that the planned improvement of Canal Street, east of 6<sup>th</sup> Street in the City of Milwaukee should no longer be part of the plan. He indicated that development in the area would preclude the construction of such a facility.
14. Mr. Feller noted the City of Waukesha had conducted preliminary engineering studies of Grandview Boulevard between Northview Road and USH 18 and that those studies concluded that this segment of Grandview Boulevard would not need to be widened to four traffic lanes.

[Secretary's Note: As this project has moved into final engineering and design, the regional transportation plan will reflect the determination by the City of Waukesha that Grandview Boulevard between Northview Road and USH 18 will be reconstructed as a two traffic lane facility rather than widened to provide four traffic lanes.]

15. Mr. Yunker noted that the Commission staff had received an email from the City of Milwaukee regarding the consideration of a northern freeway bypass, and the widening of 19 miles of freeway in the City of Milwaukee.

[Secretary's Note: A copy of the email received by Commission staff from the City of Milwaukee was distributed at the meeting and been included with these minutes as Attachment B.]

16. Ms. McCutcheon stated that it may benefit the members of this Committee to examine the final vote by members of the Southeastern Wisconsin Regional Freeway System Advisory Committee on the recommended freeway reconstruction plan and to consider the discussion which led to that vote. Mr. Yunker stated that the vote on the preliminary plan was unanimous with respect to design and safety improvements and nearly unanimous with respect to 108 miles of freeway widening. He noted that the final vote was 15 to 8 with respect to the additional 19 miles of freeway widening. He stated that if the members of this Committee wanted to review the votes and discussion during the conduct of that study, the materials could be found on the Commission's website.

[Secretary's Note: The minutes of the Advisory Committee meetings during the conduct of the regional freeway reconstruction study can be found on the Commission's website at <http://www.sewrpc.org/freewaystudy/reports.htm>.]

There being no further discussion, a motion to approve the additional section of the preliminary draft chapter was made by Mr. Bennett, seconded by Mr. Crawford, and carried unanimously by the Committee.

#### **WISCONSIN DEPARTMENT OF NATURAL RESOURCES PRESENTATION ON PROPOSED NEW U.S. ENVIRONMENTAL PROTECTION AGENCY AIR QUALITY STANDARDS FOR FINE PARTICULATE MATTER**

Chairman Patrie noted that the next item on the agenda was a Wisconsin Department of Natural Resources presentation on proposed new U.S. Environmental Protection Agency air quality standards for fine particulate matter.

[Secretary's Note: A copy of Mr. Bruss' presentation has been included with these minutes as Attachment C.]

**ADJOURNMENT**

Mr. Yunker stated that the Advisory Committee's next meeting was scheduled for February 8, 2006. The eleventh meeting of the Advisory Committee on Regional Transportation Planning was adjourned at 3:15 p.m. on a motion by Mr. Feller, seconded by Mr. Pesch, and carried unanimously by the Committee.

Signed

Kenneth R. Yunker  
Recording Secretary

# Attachment A

-47-

**Table 5**

**VEHICLE-MILES OF TRAVEL ON THE ARTERIAL STREET AND HIGHWAY SYSTEM WITHIN THE REGION BY COUNTY:  
2001 AND 2035 NO-BUILD AND ALTERNATIVE TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN<sup>a</sup>**

County	Base Year 2001	Year 2035 Alternative Plans			
		No-Build Plan	Percent Change	TSM Plan	Percent Change
Kenosha .....	3,126,000	4,853,000	55.2	4,839,000	54.8
Milwaukee.....	16,377,000	18,999,000	16.0	18,662,000	14.0
Ozaukee.....	2,259,000	3,244,000	43.6	3,224,000	42.7
Racine.....	3,383,000	4,853,000	43.5	4,827,000	42.7
Walworth .....	2,335,000	4,372,000	87.2	4,371,000	87.2
Washington .....	3,095,000	4,908,000	58.6	4,896,000	58.2
Waukesha .....	9,107,000	12,990,000	42.6	12,894,000	41.6
Total	39,682,000	54,219,000	36.6	53,713,000	35.4

<sup>a</sup>The TSM Plan includes improvement and expansion of public transit, bicycle and pedestrian facilities, travel demand management, and transportation systems management. It includes no arterial and street and highway system capacity expansion.

Source: SEWRPC.

**Table 6**

**TRANSIT SYSTEM PERFORMANCE IN THE REGION: 2001 AND 2035  
NO-BUILD AND ALTERNATIVE TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN<sup>a</sup>**

Transit System Characteristics	Base Year 2001	Year 2035 Alternative Plans			
		No-Build Plan <sup>b</sup>		TSM Plan	
		Number	Percent Change	Number	Percent Change
Service Provided, Average Weekday Revenue Vehicle-Miles					
Rapid .....	8,300	7,900	-4.8	24,000	189.2
Express.....	2,300	- -	-100.0	17,000	639.1
Local .....	69,000	61,100	-11.4	97,000	40.5
Total	79,600	69,000	-13.3	138,000	73.4
Revenue Vehicle-Hours					
Rapid.....	380	350	-7.9	1,100	189.5
Express .....	160	- -	-100.0	1,100	587.5
Local.....	5,330	4,750	-10.9	8,900	67.0
Total	5,870	5,100	-13.1	11,100	89.1
Service Utilization					
Ridership					
Average Weekday Revenue Passengers.....	142,200	131,900	-7.2	178,800	25.7

<sup>a</sup>The TSM Plan includes improvement and expansion of public transit, bicycle and pedestrian facilities, travel demand management, and transportation systems management. It includes no arterial and street and highway system capacity expansion.

<sup>b</sup> The no-build plan represents the existing year 2005 transit system of the Region.

Source: SEWRPC.

## Attachment B

From: Jeffrey J. Mantes [mailto:jmante@mpw.net]  
Sent: Tuesday, January 10, 2006 4:59 PM  
To: Kenneth R. Yunker  
Cc: Fred Patrie; Jeffrey S. Polenske; CLARK WANTOCH; Loughran Michael; Windsor David  
Subject: 2035 Transportation Plan-Arterial & Freeway Improvement for consideration

Ken, In reviewing the material for the meeting on the 11th, I have the following suggestions relative to Capacity modifications for the Alt #3 trans plan to be analyzed.

I would suggest this is the place to request that a northern bypass connector between I 43 and US 41/45 be looked at around County Line Rd (due to the alignment shift of US 41). I believe the minutes indicate that Jeff Polenske mentioned this at the last meeting. I would submit that this northern bypass plus 8 lanes on US 45 south to the zoo as well as on I 894 from the Zoo to the Mitchell would then constitute a true bypass route for Chicago to Green bay traffic or Chicago to Madison/ Green Bay to Madison traffic.

Also, I would suggest we ask that the the proposed 8 lanes on:  
I 43/94 from the Mitchell to the Marquette , I 43 from the Marquette to Silver Spring, and I 94 from the Marquette to the Zoo be changed back to 6 lanes. This is with the premise that it will be studied again in the future corridor study/EIS/PE performed on those segments well into the future based on current priority order that I've seen (given current trends the Land use and Trans plan updates will probably be done again in the 2016 to 2020 timeframe as well as in the 2030 to 2035 time frames anyway.) and the volatility in fuel, housing shifts(ie rural to urban), resurgence of urban desirability, probable enhanced Mass Transit in the form of Commuter, High Speed, and Connector rail projects, etc) which is as follows:

I 94 Mitchell to the state line  
2006-2008 EIS/PE 2009-2010 FE 2011 to 2016 construction

US 41/45 Zoo int to Richfield Int (incl zoo int)  
(guess) 2011-2016 EIS/PE/FE 2017 -2021? constr

I 94 STH 16 to MQI + I 794 + Stadium Int + stadium fwy north  
(guess) 2016 to 2021 EIS/PE/FE; 2022-2028? constr

I 894 Zoo to Mitchell incl Hale int  
(guess) 2023 -2028 EIS/PE/FE; 2029-2035 constr?  
and probably beyond 2035

I 43 Silver Spring to N Ozaukee Co Line  
Construction 2036 - 2038 +  
I 43 Silver Spring to Mitchell int  
Construction 2039 - 2041 +  
I 94 W Wauk co line to STH 16

US 41 Richfield int to W Washington co line

I 43 Walworth W co line to Hale Int

US 45 Richfield int to West bend

US 12 State line to Elkorn

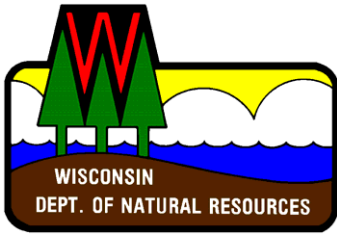
STH 16 Oconomowoc to I 94

STH 145 North int to 68th st

Respectfully submitted for consideration and discussion Jeff Mantes

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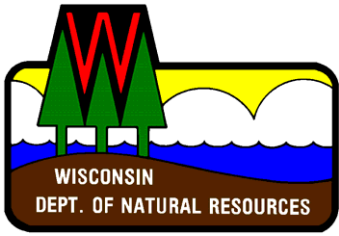
Jeffrey J. Mantes P.E.  
Commissioner of Public Works  
City of Milwaukee-Department of Public Works Rm 501 Zeidler Municipal Building  
841 N. Broadway  
Milwaukee, WI 53202  
Ph. 414-286-3301  
FAX. 414-286-3953  
e-mail jmante@mpw.net



# **Air Quality in Southeastern Wisconsin**

## **A Presentation to SEWRPC's Committee on Regional Transportation Planning**

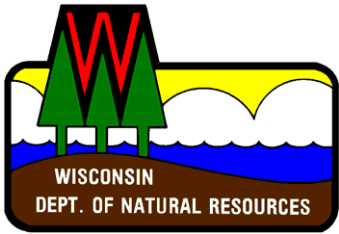




## What is this presentation about?

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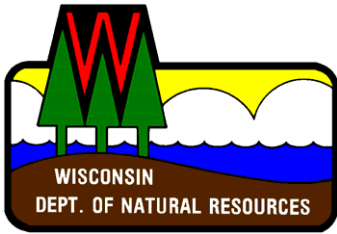
- ◆ Ozone, Fine-Particle (PM<sub>2.5</sub>) and Haze (Visibility) and Interstate Transport
- ◆ EPA's Proposed National Ambient Air Quality Standards for Particulate Matter



## Why should the Committee on Regional Transportation Planning be concerned ?

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- ◆ Southeastern Wisconsin is a nonattainment area for ozone and may be designated as a nonattainment area for fine-particles.
- ◆ There are significant health and welfare effects associated with air pollution in SE Wisconsin.
- ◆ Motor vehicles are significant contributor to both ozone and fine-particle pollution.
- ◆ Today's decisions on transportation plans can have long-term effects on land-use, vehicle miles traveled and air pollution.



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# **Ozone, Fine-Particle (PM<sub>2.5</sub>) Visibility and Interstate Transport**

# Health Effects

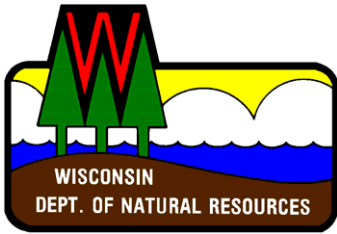
## Ozone

- ◆ Decreased lung function
- ◆ Increased asthma attacks
- ◆ Depressed immune system
- ◆ Change in lung structure
- ◆ Potential premature death impact



## Particulate Matter

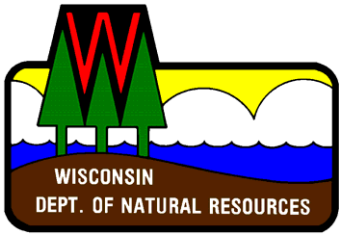
- ◆ Premature death
- ◆ Decreased lung function
- ◆ Increased asthma attacks and chronic bronchitis
- ◆ Acute respiratory symptoms
- ◆ Respiratory and cardiopulmonary related hospital admissions
- ◆ Increased work and school absences



## Health Costs of Ozone and PM2.5

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- ◆ \$4.5 Billion Annually in Wisconsin
  - ◆ Calculated from a 15% Reduction in Ozone and PM2.5 Concentrations Statewide
  - ◆ Value is for 2013 – Likely Attainment Year
- ◆ Estimated Using BenMAP
  - ◆ EPA Used BenMAP for Health Related Analyses for Various Rules, Highway Diesels, Off-Road Diesels and Power Plants
  - ◆ DH&FS Reviewed Assumptions



# Welfare Effects

(Social, Economic & Environmental)

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- ◆ Reduced visibility
- ◆ Reduced crop and forest yields
- ◆ Interference with ecosystems
- ◆ Acidification of lakes and streams
- ◆ Damage to buildings and materials

Isle Royale  
National Park,  
Michigan

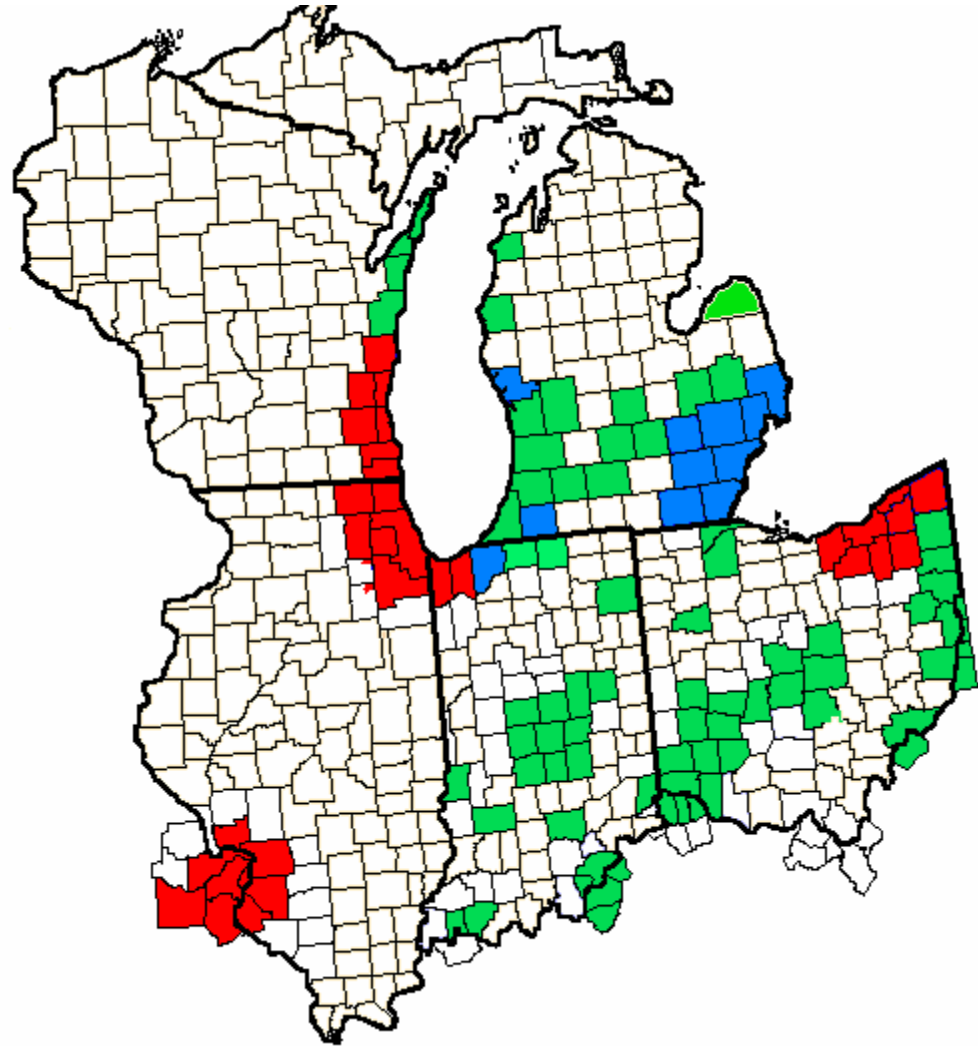


Good Day ( $dv = 7$ )

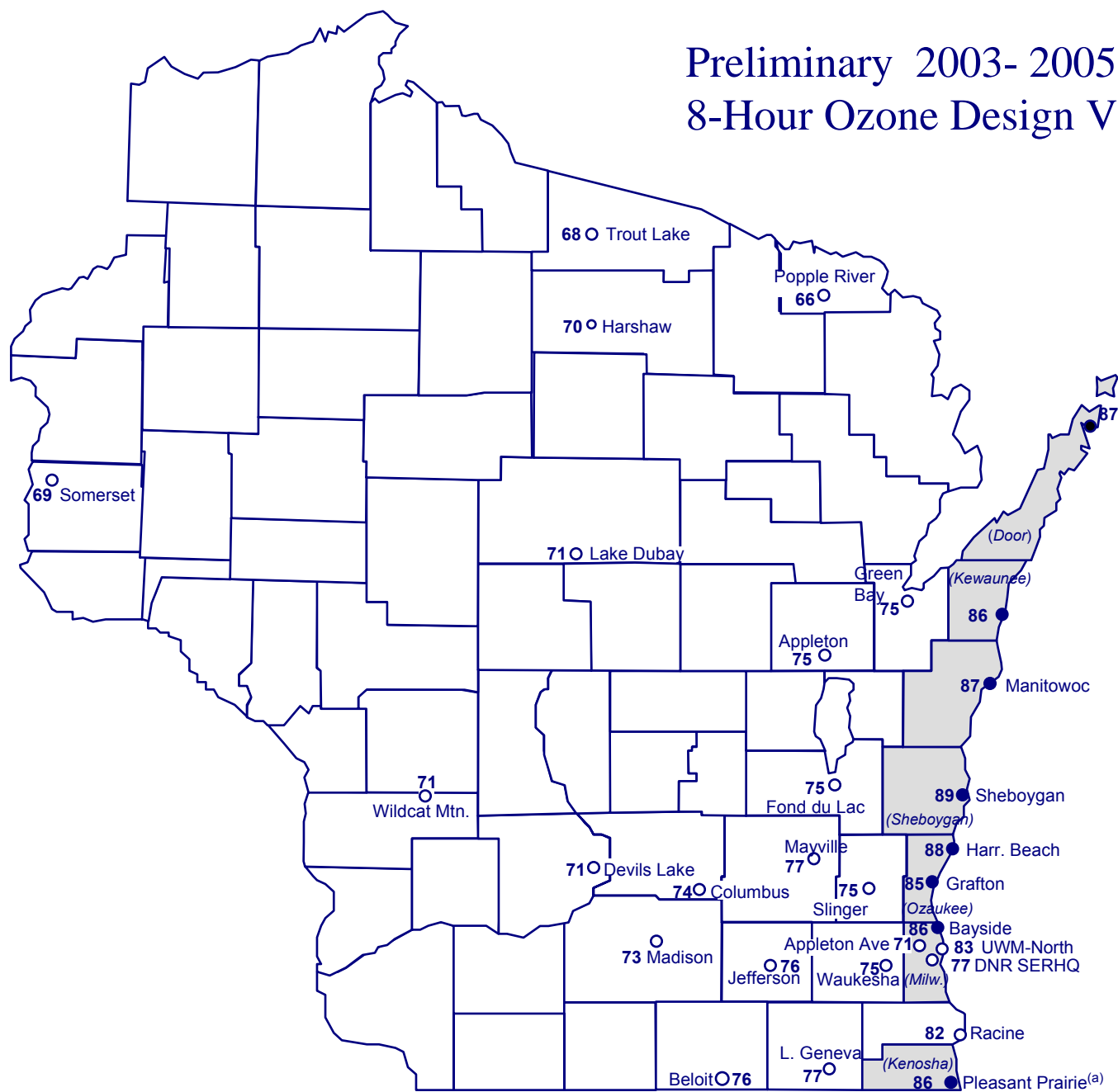
Bad Day ( $dv = 20$ )

# Region 5 Ozone Nonattainment Areas

-  Moderate areas.
-  Marginal areas.
-  Subpart 1 or “Basic” areas.



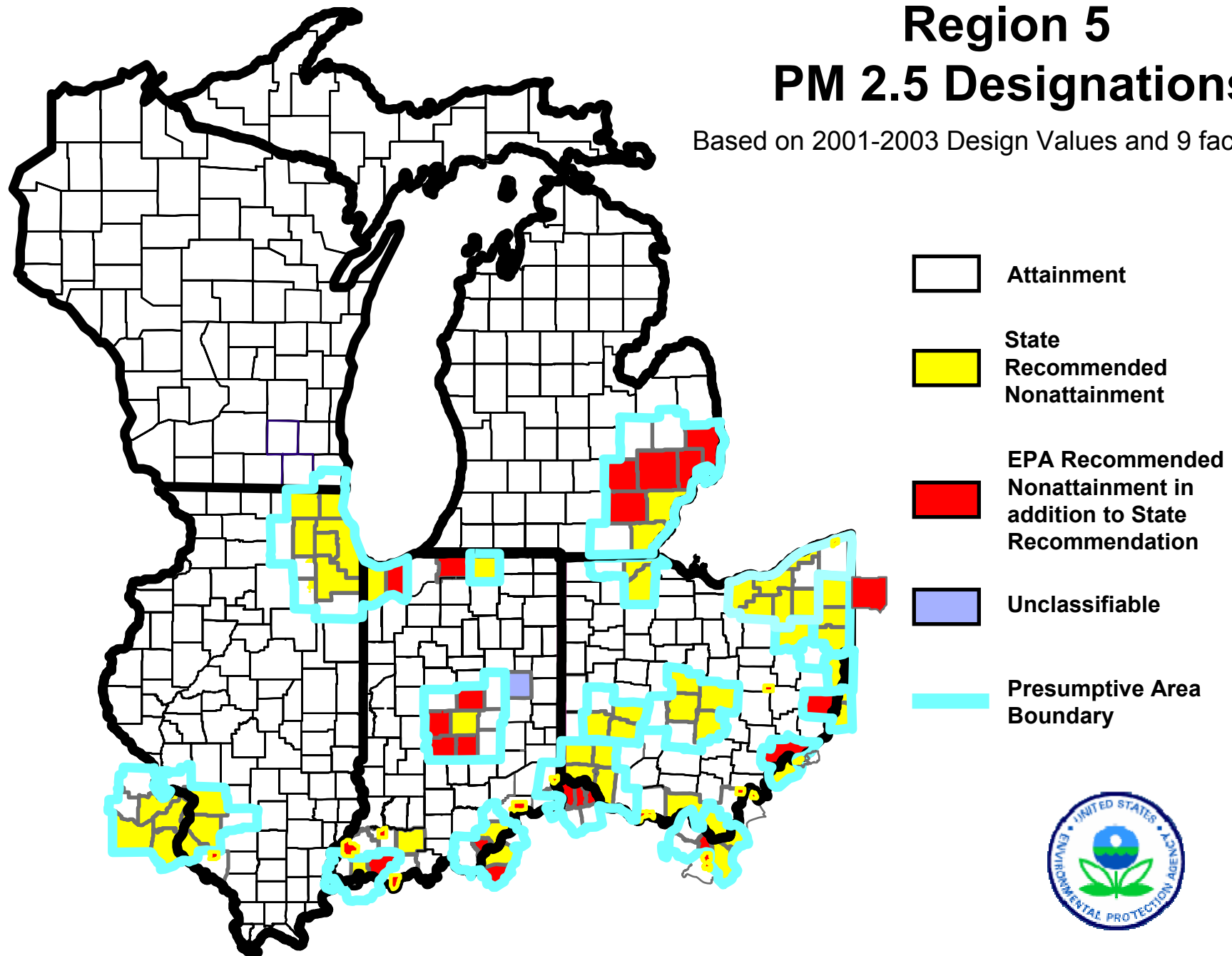
# Preliminary 2003- 2005 8-Hour Ozone Design Values

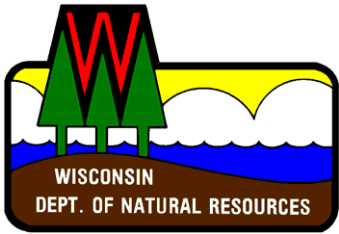




# Region 5 PM 2.5 Designations

Based on 2001-2003 Design Values and 9 factors



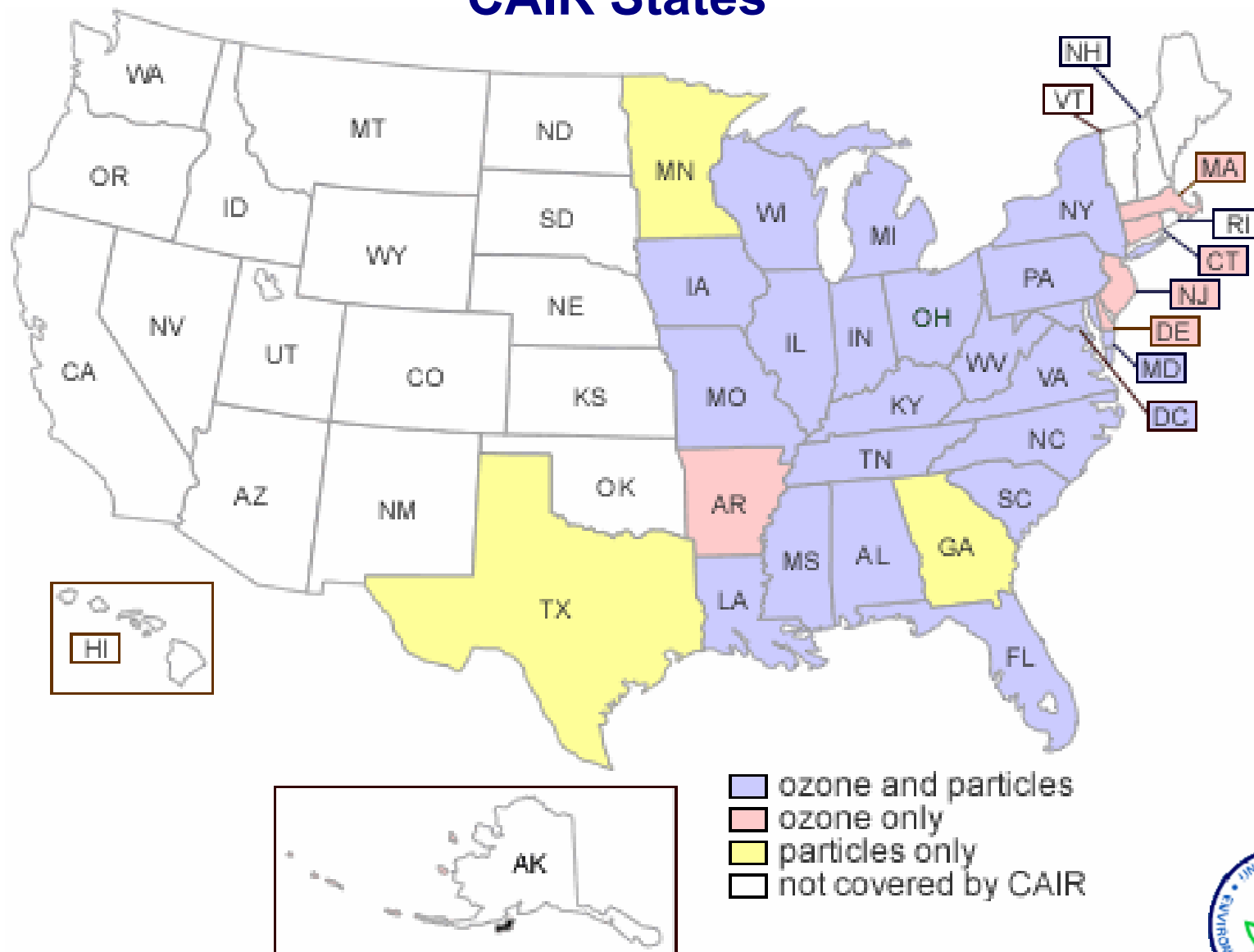


## What is the CAIR?

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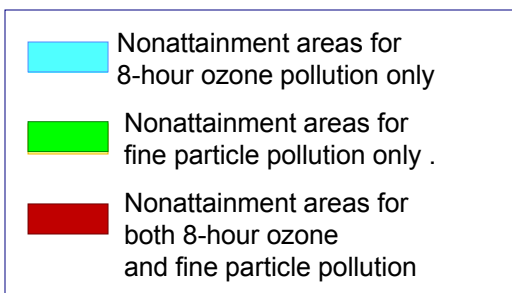
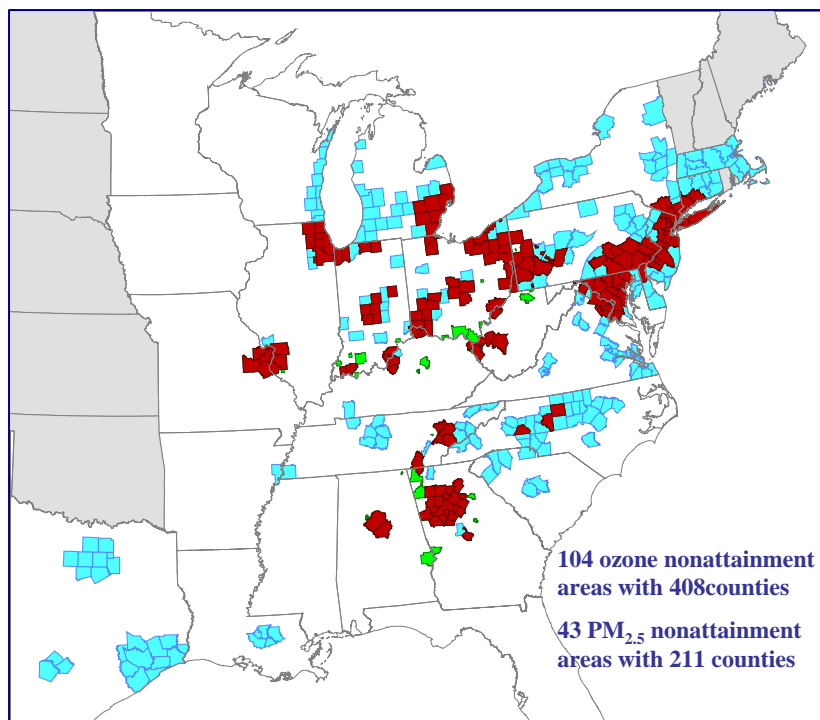
- ◆ EPA Rule Requiring SO<sub>2</sub> and NO<sub>x</sub> Reductions from Power Plants in Eastern US
- ◆ Affected states must submit a plan (SIP) by October 2006 or face a Federal Implementation Plan (FIP).
- ◆ EPA is strongly encouraging states to meet the rule requirements through Federal trading programs.
  - ◆ SO<sub>2</sub> and NO<sub>x</sub> trading programs are different.

## CAIR States

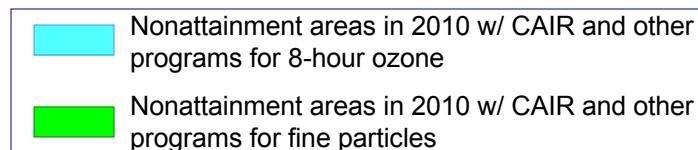
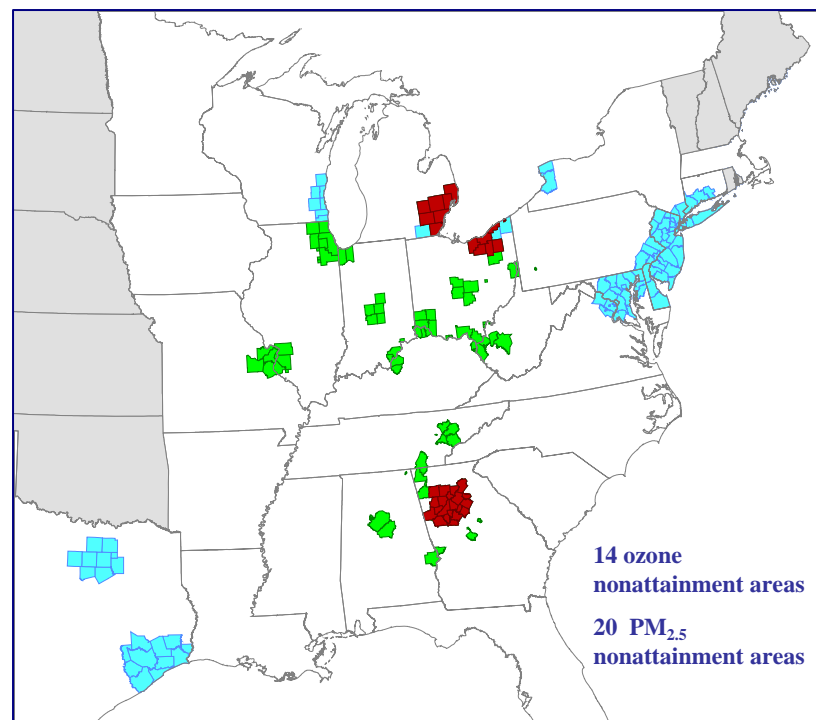


# Ozone and Particle Pollution: CAIR, together with other Clean Air Programs, Will Bring Cleaner Air to Areas in the East - 2010

**Ozone and Fine Particle Nonattainment Areas (March 2005)**

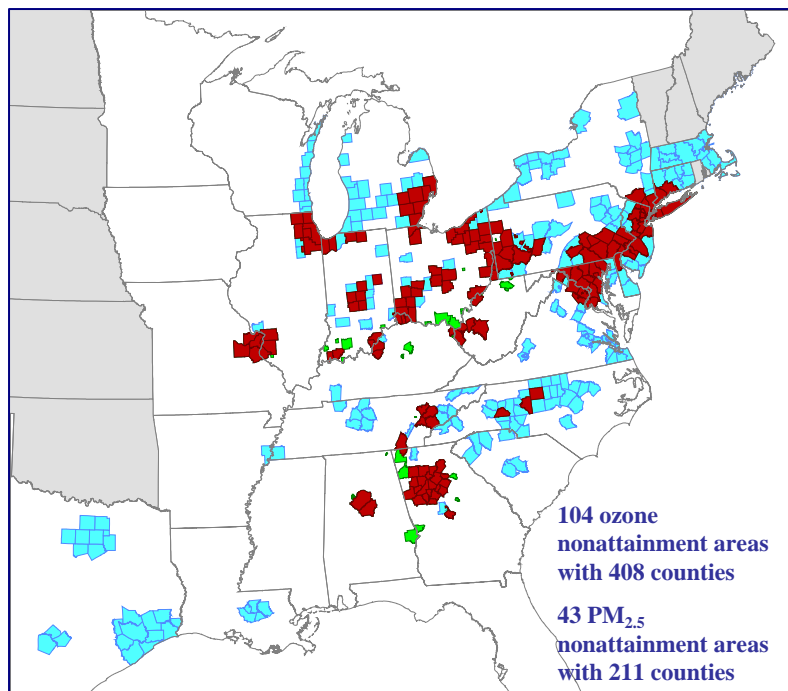


**Projected Nonattainment Areas in 2010 after Reductions from CAIR and Existing Clean Air Act Programs**



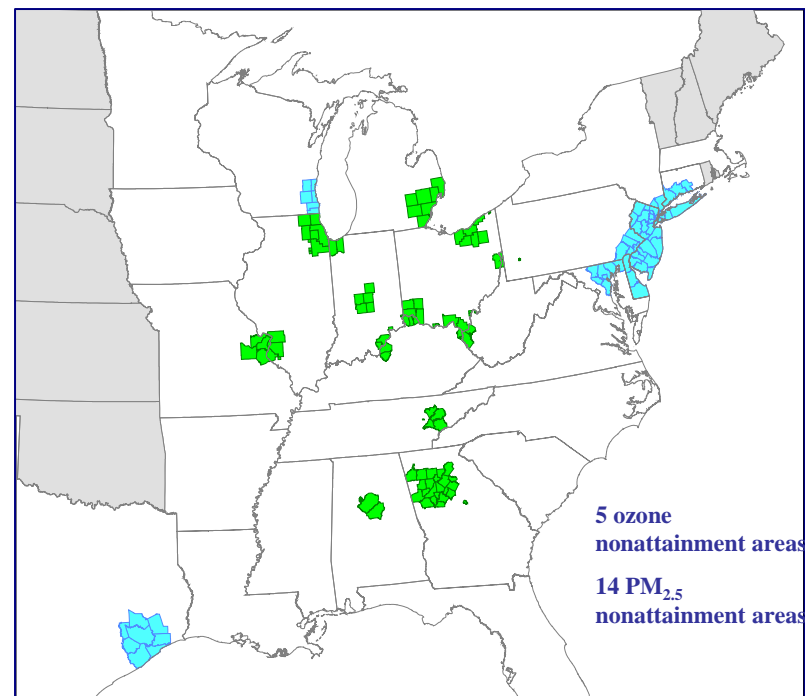
# Ozone and Particle Pollution: CAIR, together with other Clean Air Programs, Will Bring Cleaner Air to Areas in the East - 2015

**Ozone and Fine Particle Nonattainment Areas (March 2005)**



- Nonattainment areas for 8-hour ozone pollution only
- Nonattainment areas for fine particle pollution only
- Nonattainment areas for both 8-hour ozone and fine particle pollution

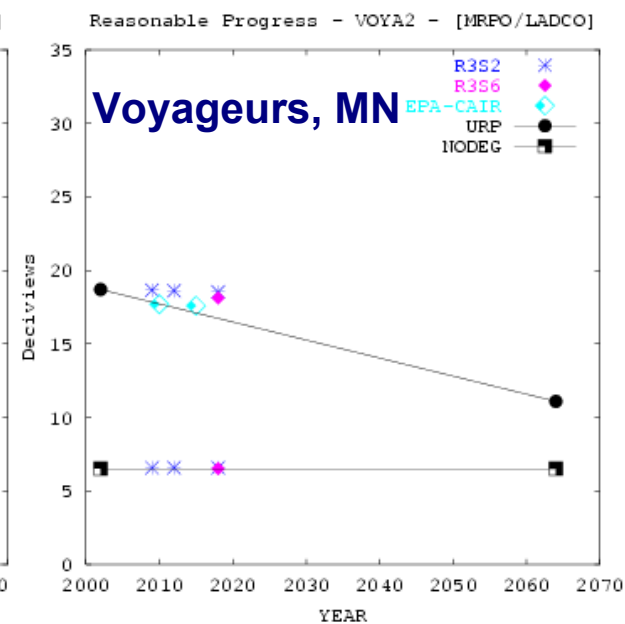
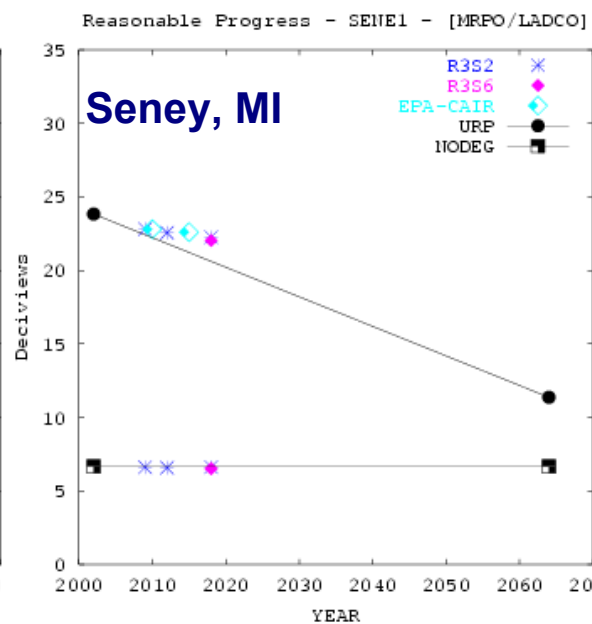
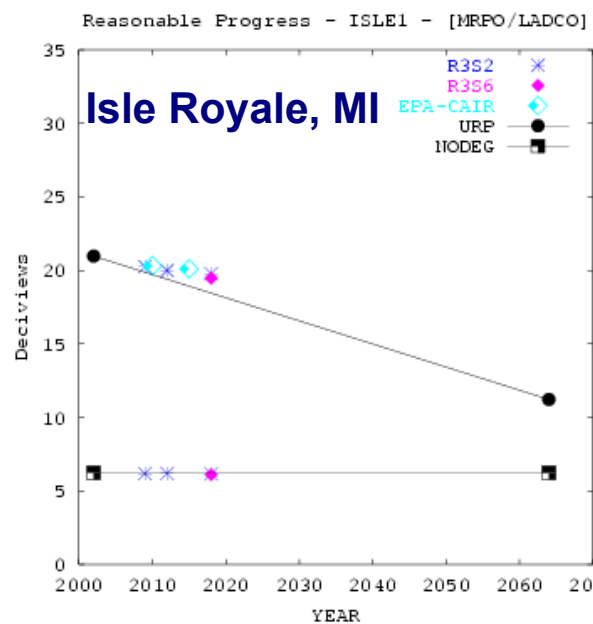
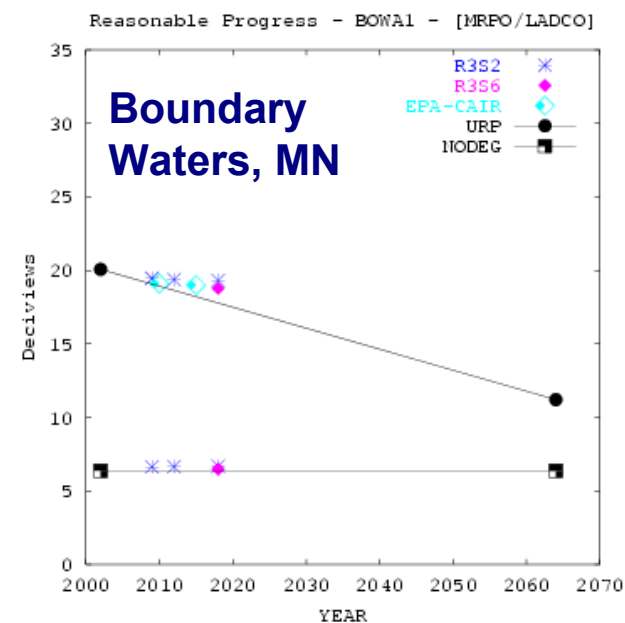
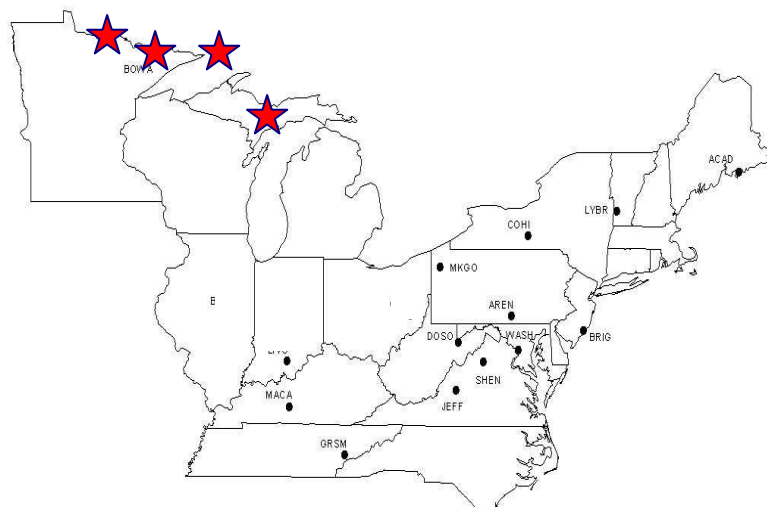
**Projected Nonattainment Areas in 2015 after Reductions from CAIR and Existing Clean Air Act Programs**



- Nonattainment areas in 2015 w/ CAIR and other programs for 8-hour ozone
- Nonattainment areas in 2015 w/ CAIR and other programs for fine particle



# Regional Haze Results

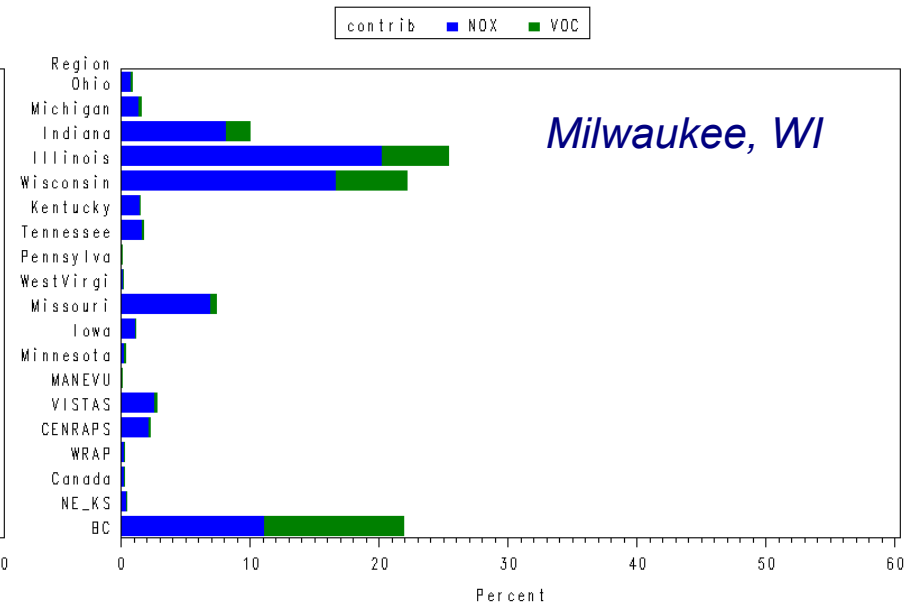
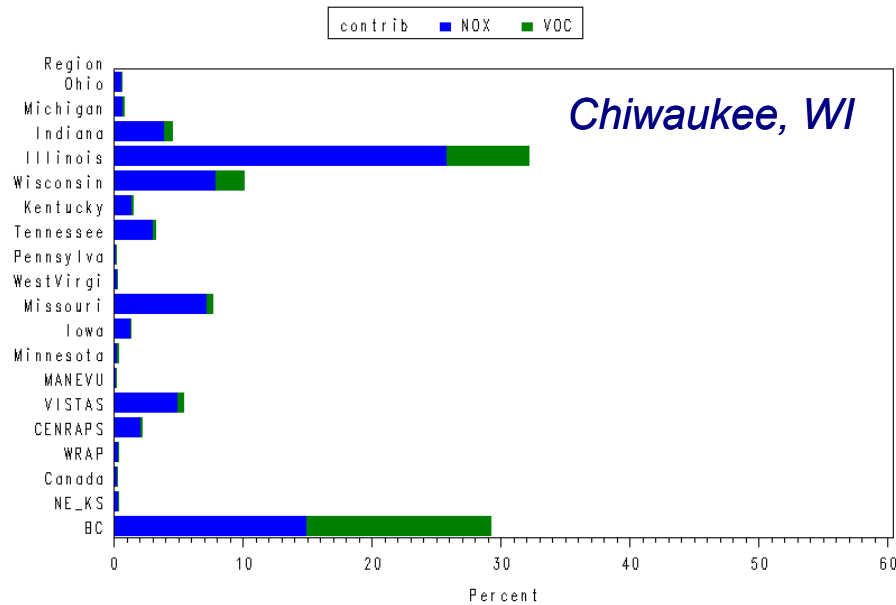


# Ozone

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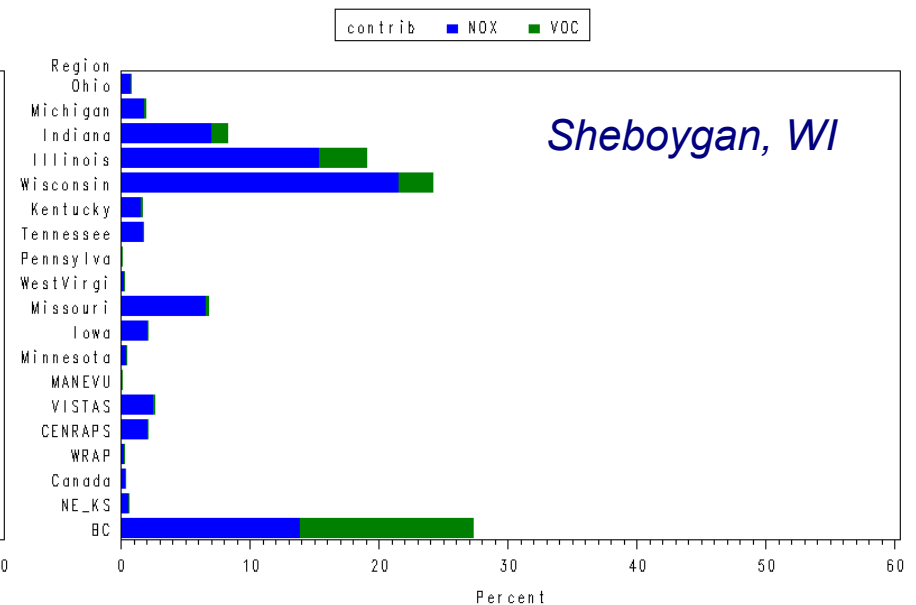
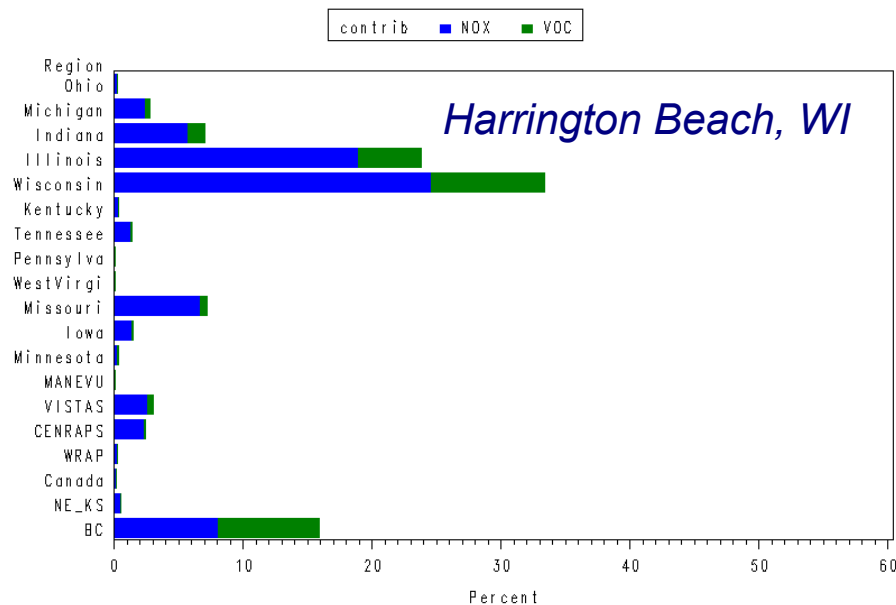
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LADCO

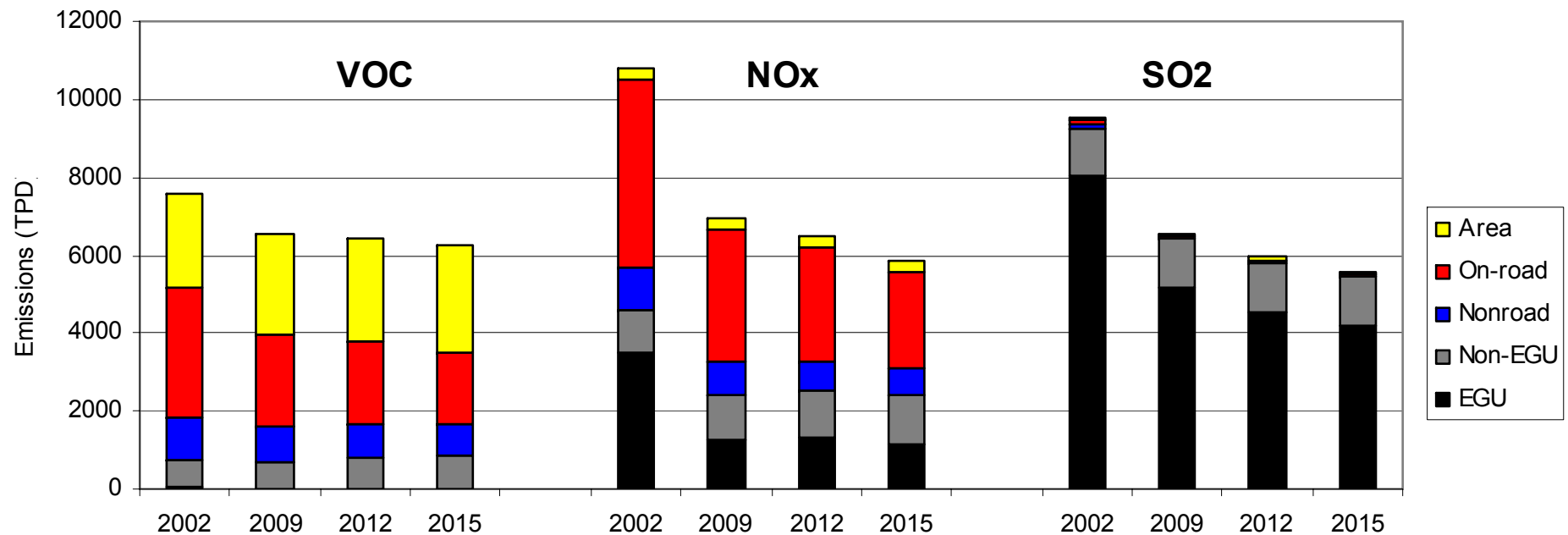


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# Source Sectors/Control Measures



LADCO



# *Possible Stationary Source Control Measures*

## ◆ **Point Sources**

- ◆ Electric Generating Units
- ◆ Industrial/Commercial/  
Institutional (ICI) Boilers
- ◆ Cement Kilns
- ◆ Petroleum Refineries
- ◆ Iron & Steel Plants
- ◆ Chemical Plants
- ◆ Surface Coating
- ◆ Degreasing

## ◆ **Area Sources**

- ◆ Industrial Surface Coating
- ◆ Degreasing
- ◆ Architectural Coatings
- ◆ Portable Fuel Containers
- ◆ Consumer Products
- ◆ Auto Refinishing
- ◆ Gasoline Dispensing Facilities

LADCO

# *Possible Mobile Source Control Measures*

## ◆ **Heavy-Duty Diesel Vehicles**

- ◆ Retrofit programs
- ◆ Accelerate turnover of older vehicles with new, cleaner vehicles or alternative fuel vehicles
- ◆ Repower older , high emitting engines with low emitting engines
- ◆ Accelerate “reflashing” programs

## ◆ **Diesel Vehicles/Equipment**

- ◆ Use of reformulated fuels

## ◆ **Diesel Equipment**

- ◆ Accelerated turnover of current vehicles with lower emitting vehicles or alternative fuel vehicles
- ◆ Diesel Equipment
- ◆ Retrofit programs
- ◆ Accelerate use of Tier 2,3,4 engines

## ◆ **Light Duty Vehicles**

- ◆ Accelerated turnover of current vehicles with lower emitting vehicles or alternative fuel vehicles

LADCO

# *Control Options: Summary*

## ◆ Regional NOx reductions

- Important given multi-pollutant benefits
- Must include significant mobile source controls, which do not provide much reduction and are very expensive

## ◆ Local VOC reductions

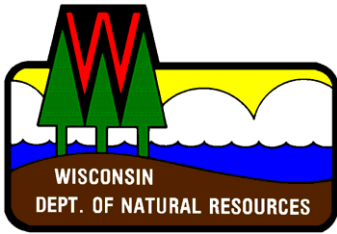
- Candidate area source measures get about 15%

## ◆ Local OC reductions

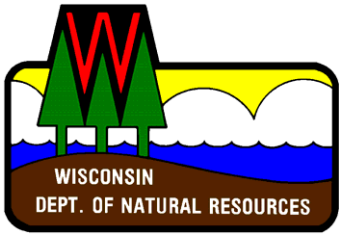
- Difficult to achieve, given limited understanding of sources

## ◆ Regional SO2 reductions

- May be necessary, given lack of sufficient NOx and OC reductions



# **EPA's Proposed Changes to the Particulate Matter National Ambient Air Quality Standards**



## What is EPA's proposal for the new NAAQS ?

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### ◆ Fine Particles (PM<sub>2.5</sub>)

- ◆ Annual Standard – 15 ug/m<sup>3</sup>
- ◆ 24-Hour – 35 ug/m<sup>3</sup>

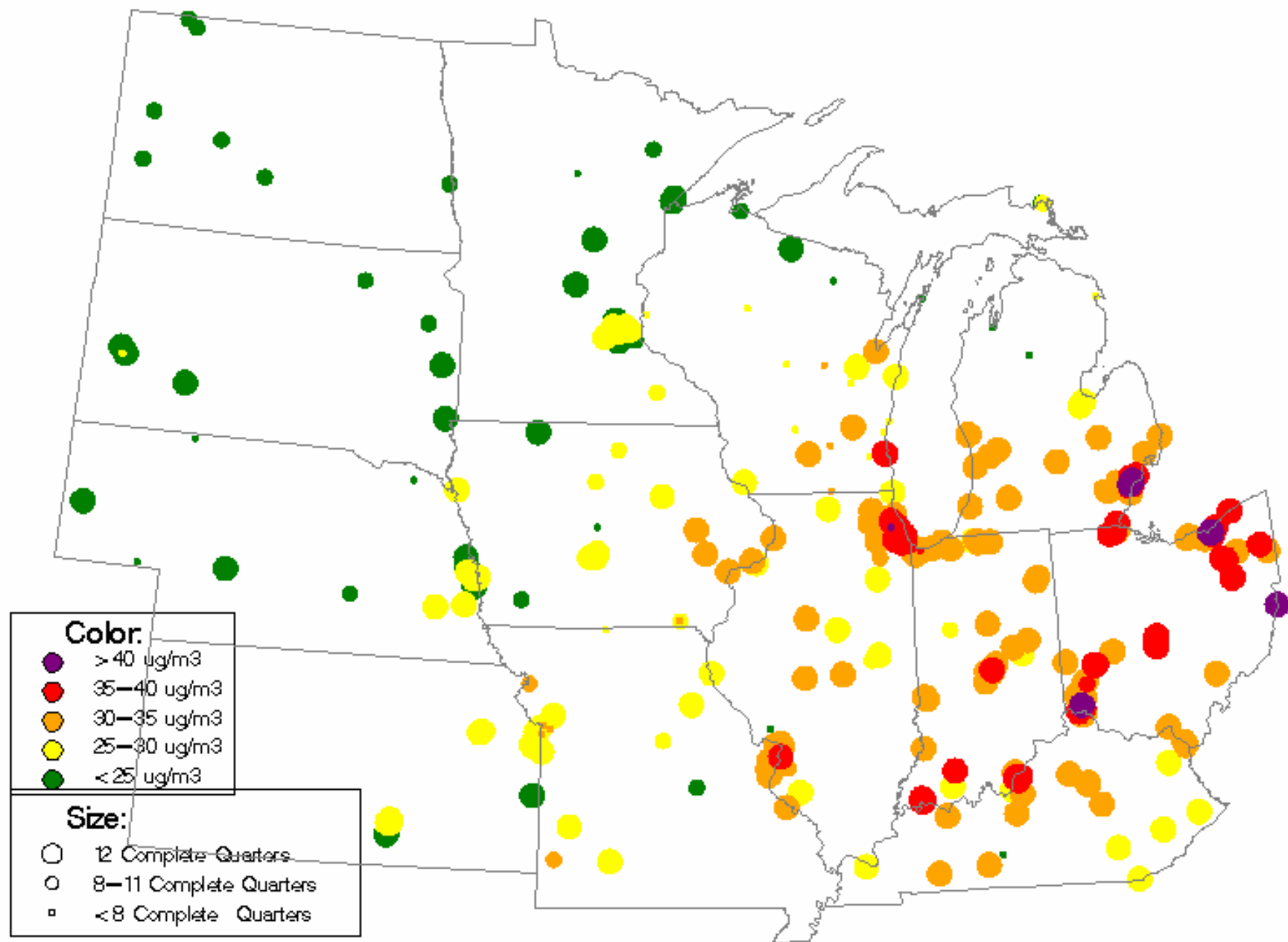
### ◆ Coarse Particles

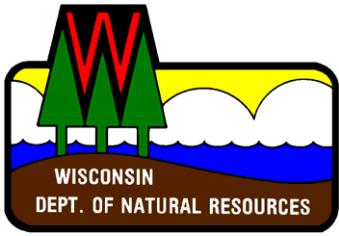
- ◆ 24-Hour – 70 ug/m<sup>3</sup>

### ◆ Urban Visibility

- ◆ 4-8 Hour PM<sub>2.5</sub> Concentrations – 20-30 ug/m<sup>3</sup>

# PM<sub>2.5</sub> FRM 98th Percentile Concentration, 2002–2004





## What are potential nonattainment areas in the state based on EPA's proposal ?

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### ◆ Fine Particles (PM<sub>2.5</sub>)

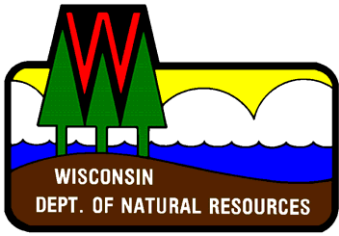
- ◆ Annual Standard – None
- ◆ 24-Hour – Kenosha, Milwaukee Ozaukee, Racine, Washington and Waukesha Counties

### ◆ Coarse Particles

- ◆ 24-Hour – None

### ◆ Urban Visibility

- ◆ 4-8 Hour PM<sub>2.5</sub> Concentrations – Every Monitoring Location in the State



## Contacts

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◆ Larry Bruss

◆ [larry.bruss@dnr.state.wi.us](mailto:larry.bruss@dnr.state.wi.us), 608-267-7543

◆ Bob Lopez

◆ [robert.lopez@dnr.state.wi.us](mailto:robert.lopez@dnr.state.wi.us), 608-267-5284