The NATA emissions are from the 2011 NEI. The 2011 NEI uses data submitted by state, local and tribal agencies (SLT) and estimates created by EPA or from other databases to fill gaps.

For point sources (facility/sub-facility) EPA fills gaps using: TRI data, landfill data from the GHG program (we compute HAPs from methane), airports (we run models using Landing and takeoff activity data to estimate aircraft emissions, and also models for ground support equipment emissions), railyards and electric generating units. In addition, we apply HAP to CAP ratios to SLT CAP emissions (e.g., if formaldehyde is missing from a natural gas combustion process for which the state reported VOC, we compute formaldehyde by multiplying the state-reported VOC by an emission factor ratio of formaldehyde-to-VOC)

For nonpoint sources (county level emissions), EPA estimates a very large number of categories (including drycleaning) and we will use that data where states do not report.
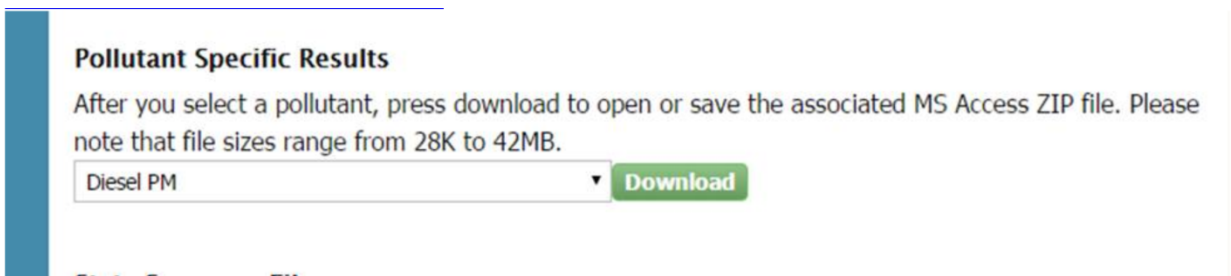
For onroad and nonroad sources, EPA runs models – MOVES and NONROAD. We get input data from states and also have databases of defaults.

More detail on the methods used for each category is in the NEI TSD at:
https://www.epa.gov/sites/production/files/2015-10/documents/nei2011v2_tsd_14aug2015.pdf
Dry cleaning (pages 227 – 230) is computed via a lb/person emission factor. You can see from Table 3-133 that several states do report point dry cleaners; Oregon is not one of them.

Diesel PM – I tend to use the ACCESS data to determine the categories for diesel PM concentrations/exposures. I downloaded the diesel PM file from https://www.epa.gov/national-air-toxics-assessment/2011-nata-assessment-results#modeled

I pulled out the 3 counties of interest and removed the risk fields (since we don't estimate cancer risk for diesel)
I highlighted the exposure concentrations (all concentrations are in micrograms per meter cubed) and confirmed that heavy duty vehicles and nonroad equipment dominate the exposure concentrations for diesel pm. The nonroad equipment is from the NONROAD model and does not include locomotives, or ships. (airplanes don't emit diesel pm so it doesn't include them either). See attached excel workbook.

I then went to the emission summaries where I can hone a little bit in on these categories – the nonroad equipment type with the most emissions is CONSTRUCTION equipment. Also in the attached excel.

I then went to the modeling files (not posted on the website) to get more detail on the emissions (the concentrations were aggregated so I can't get finer on the concentrations side. Also in the attached excel.

I will ask about how the long haul and short haul truck inputs are developed since I cannot seem to find that in the NEI technical support document.