

AIR QUALITY Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative:	Preferred: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID:
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One Factor Sheet should be completed for each alternative.

When applicable, the information on this Factor Sheet should be consistent with what is included on the Environmental Document Template, the Community Factor Sheet and the Environmental Justice Factor Sheet. Additionally, Tribal Factors may need to be addressed on the Other Factor Sheet. If there is discussion of indirect or cumulative impacts on this Factor Sheet, be sure they are also reflected in the indirect impacts and cumulative impacts discussion in the environmental document.

For assistance with air quality questions speak with your Region Environmental Coordinator (REC) or BTS-EPDS liaison or see FDM 22: <https://wisconsindot.gov/rdwy/fdm/fd-22-00toc.pdf>

1. Ozone:

A. Is the project located in an area which is designated nonattainment or maintenance for ozone?

- No, proceed to question 2
 Yes, proceed to question 1B

Non-attainment area means any geographic region of the United States which has been designated as nonattainment under section 107 of the Clean Air Act for any pollutant for which a national ambient air quality standard exists.

Maintenance area means any geographic area of the United States previously designated non-attainment pursuant to the CAA Amendments of 1990 and subsequently re-designated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

This web site can be used as guidance to find non-attainment counties: <https://www.epa.gov/ozone-designations> or <https://dnr.wi.gov/topic/AirQuality/documents/2015OzoneStandardMaps.pdf>

This site may also be helpful: <https://www.epa.gov/learn-issues/learn-about-air>

B. Is this project exempt from a conformity determination per 40 CFR 93.126 or per 40 CFR 93.128 as a traffic signal synchronization project or is the project exempt from regional emissions analysis requirements per 40 CFR 93.127?

- No, proceed to question 1C
 Yes, explain which exemption applies and proceed to question 2:

C. This project is a non-exempt project. One of the following boxes must be checked:

- This project is included in a Metropolitan Planning Organization (MPO) Board-approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's MPO. The RTP and TIP were found to conform to the State Implementation Plan (SIP) for ozone by the Federal Highway Administration and the Federal Transit Administration. There has been no significant change in the design concept or scope from the project description in the RTP and TIP. Provide the following information:
MPO Name:
RTP Name:
TIP Name:
TIP Number:
TIP Project Description:
Conformity Finding Date(s):

- Through the interagency consultation process for air quality, this project has been determined to be Not Regionally Significant and is not included in the conforming RTP and TIP. Documentation supporting this conclusion is attached as
- This project is located outside of a Metropolitan Planning Organization's boundaries and has received a positive conformity determination per the rural conformity section of the 2012 Interagency

Memorandum of Agreement Regarding Determination of Conformity of Transportation Plans, Programs and Projects to State Implementation Plans.

Conformity Finding Date:

Other, describe:

The conformity determinations of the Plan and TIP are to be based on the latest planning assumptions, using EPA's most recent emissions estimation model.

As defined in 40 CFR 93.101, a regionally significant project is a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

2. Fine Particulate Matter, less than 2.5 microns or less (PM_{2.5})

A. Is the project located in an area which is designated nonattainment or maintenance for PM_{2.5}?

No, proceed to question 3

Yes, proceed to question 2B

This web site can be used as guidance to find non-attainment counties:

<https://www.epa.gov/particle-pollution-designations> or <https://www.epa.gov/green-book>

This site may also be helpful: <https://www.epa.gov/learn-issues/learn-about-air>

Project-level conformity has already been demonstrated if the project comes from a conforming metropolitan plan and TIP; there has been no significant change in its design concept or scope from that in the metropolitan plan and TIP; and the analysis used was based on the latest planning assumptions and latest emissions model. If, through the inter-agency consultation process, the project has been deemed a project of local air quality concern, additional analysis- a "hot-spot" analysis- will also be necessary to determine if the project has local air quality impacts. Guidance for conducting a quantitative hot-spot analysis can be found at: <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100NMXM.pdf> Note: Wisconsin currently has no PM_{2.5} non-attainment areas. However, Milwaukee, Racine, and Waukesha counties are in maintenance status for the 2006 NAAQS. All conformity requirements still apply for these counties.

B. Is this project exempt from a conformity determination per 40 CFR 93.126 or per 40 CFR 93.128 as a traffic signal synchronization project or is the project exempt from regional emissions analysis requirements per 40 CFR 93.127?

No, proceed to question 2C or 2D.

Yes, explain which exemption applies and proceed to question 3:

Note: in this case, neither a project level conformity analysis nor a hot-spot analysis is required.

C. This project is a non-exempt project, but does not fall under the category of projects listed under 40CFR93.123(b)(1). Through the interagency consultation process for air quality, this project is not considered a project of local air quality concern. If the following box can be checked, proceed to Question 3. If the following box cannot be checked, continue to Question 2D.

This project is included in a Metropolitan Planning Organization (MPO) Board-approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's MPO. The RTP and TIP were found to conform to the State Implementation Plan (SIP) for PM_{2.5} by the Federal Highway Administration and the Federal Transit Administration. There has been no significant change in the design concept or scope from the project description in the RTP and TIP. The conformity determinations of the Plan and TIP were based on the latest planning assumptions, using EPA's most recent emissions estimation model. No hot-spot analysis is required.

Provide the following information:

MPO Name:

RTP Name:

TIP Name:
TIP Number:
TIP Project Description:
Conformity Finding Date(s):

Examples of the types of projects requiring a hot-spot analysis are provided below. In addition to the examples, include any project identified through interagency consultation.

In all cases, the FHWA and FTA project must not cause or contribute to any new localized PM violation, increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestone in PM nonattainment or maintenance areas. A hot-spot analysis is not required for projects that are not identified in 40 CFR 93.123(b)(1) and 71 FR 12491. The hot-spot demonstration required by 40 CFR 93.116 must be based on quantitative analysis methods for the following types of projects:

- New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;
- New exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus or intermodal terminal;
- Expansion of an existing highway or other facility that affects congested intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- Similar highway projects that involve a significant increase in the number of diesel transit busses and or diesel trucks;
- New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- Expanded bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- A major new bus or intermodal terminal that is considered a “regionally significant project” under 40 CFR 93.101;
- An existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrival.
- Projects in or affecting locations, areas, or categories of site which are identified in the Wisconsin PM_{2.5} implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

D. This project is a non-exempt project and it falls under the category of projects listed under 40 CFR 93.123(b)(1). Through the interagency consultation process for air quality, this project is considered a project of local air quality concern. If the following box can be checked, proceed to Question 3. If the following cannot be checked, continue to Question 2E.

- This project is included in a Metropolitan Planning Organization (MPO) Board-approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region’s MPO. The RTP and TIP were found to conform to the State Implementation Plan (SIP) for PM_{2.5} by the Federal Highway Administration and the Federal Transit Administration. There has been no significant change in the design concept or scope from the project description in the RTP and TIP. The conformity determinations of the Plan and TIP were based on the latest planning assumptions, using EPA’s most recent emissions estimation model. Through the interagency consultation process for air quality, this project is considered a project of local air quality concern per 40 CFR 93.123(b)(1). A quantitative hot-spot analysis was performed and a determination was made, through the interagency consultation process, that implementation of the project will not cause or contribute to any new localized PM violation, increase the frequency or severity of any existing violations, or delay timely attainment of the

NAAQS or any required interim emission reductions or other milestone in the PM nonattainment or maintenance area. Documentation supporting this conclusion is attached as _____ .

Provide the following information:

MPO Name:

RTP Name:

TIP Name:

TIP Number:

TIP Project Description:

Conformity Finding Date(s):

- E. This project is a new non-exempt project that is of local air quality concern but is not included in a metropolitan plan or TIP. The following box must be checked:

- This project was not initially included in a conforming metropolitan plan and TIP. Through the interagency consultation process for air quality, this project is considered a project of local air quality concern per 40 CFR 93.123(b)(1). The plan and TIP have been amended to include the project. A quantitative hot-spot analysis was performed and a determination was made, through the interagency consultation process, that implementation of the project will not cause or contribute to any new localized PM violation, increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestone in the PM nonattainment or maintenance area. Documentation supporting this conclusion is attached as _____ .
- Provide the following information:

MPO Name:

RTP Name:

TIP Name:

TIP Number:

TIP Project Description:

Conformity Finding Date(s):

- F. Are mitigation measures for PM_{2.5} proposed?

No, explain why:

Yes, discuss mitigation options considered and identify those measures proposed for implementation:

3. Mobile Source Air Toxics (MSATs):

- A. For this project, what level of analysis is required for MSATs?

No analysis is required. The project has no meaningful potential MSAT effects or is an exempt project. One of the following boxes must be checked.

The project qualifies as a categorical exclusion action under 23 CFR 771.117

The project is exempt under 40 CFR 93.126

This document is an environmental assessment, but the project will have no meaningful impact on traffic volume or vehicle mix. Documentation supporting this conclusion is here:

Documentation supporting the conclusion in the above referenced checkbox should come from the text provided in Appendix A of the FHWA 2016 MSAT guidance:

https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/

A qualitative analysis is required. The project has low potential for MSAT effects. One of the following boxes must be checked. The qualitative analysis is attached here:

The project is a minor widening project

The project is a new interchange connecting an existing roadway with a new roadway

The project is a new interchange connecting new roadways

The project makes minor improvements or expansions to intermodal centers or other projects that affect truck traffic

The project improves highway, transit or freight operations without adding substantial capacity

See Appendix B and Appendix C of the U.S. DOT-FHWA memo:

https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/

Updated Interim Guidance on Air Toxic Analysis in NEPA Documents dated October 18, 2016. It is anticipated that most highway projects that need an MSAT analysis will fall into this category.

- A quantitative analysis is required. The project has a higher potential for MSAT effects. One of the following two boxes must be checked and the third box must also be checked. The quantitative analysis is attached here:
 - The project will create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location, involving a significant number of diesel vehicles for new projects or accommodating with a significant increase in the number of diesel vehicles for expansion projects
 - The project will create new capacity or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000 or greater by the design year and
 - The project is proposed to be in proximity to populated areas.

If a project may require a quantitative analysis contact BTS-EPDS liaison before proceeding.

B. Are mitigation measures for MSATs proposed?

- No, explain why:
- Yes, discuss mitigation options considered and identify those measures proposed for implementation:

All environmental commitments made to avoid, minimize or compensate for impacts must be included in Question 23 of the ER and EA Template, Section 5 of the PCE Template or Question XII of the CEC Template.