**AIR QUALITY Factor Sheet**

9-23-2025 Wisconsin Department of Transportation

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| **Alternative:** | **Preferred:  Yes  No  None identified** | **Project ID:** |

**1. Ozone:**

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

No, *proceed to question 2.*

Yes, and the project is 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. Explain which exemption applies and *proceed to question 2.*

Exemption:

Yes, and the project is not an exempt project. *Proceed to question 1B.*

1. 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) that have been determined to conform to the State Implementation Plan (SIP) for ozone by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). There has been no significant change in the design concept or scope from the project description in the RTP and TIP; three years have not elapsed since the most recent major step to advance the project; or a supplemental environmental document for air quality purposes has not been initiated. Major steps include NEPA process completion; start of final design; acquisition of a significant portion of the right-of-way; and construction (including Federal approval of plans, specifications and estimates).

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.

Documentation supporting this conclusion is attached as

This project is located outside of an MPO’s boundaries and has been determined to conform by FHWA and FTA 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:

### 2. Fine Particulate Matter, 2.5 microns or less (PM2.5)

1. Is the project located in an area which is designated nonattainment or maintenance for PM2.5?

No, *proceed to question 3*.

Yes, and the project is exempt from a conformity determination per 40 CFR 93.126, or per 40 CFR 93.128 as a traffic signal synchronization project; or the project is exempt from regional emissions analysis requirements per 40 CFR 93.127. Explain which exemption applies and *proceed to question 2C.*

Exemption:

Yes, and the project is not an exempt project. *Proceed to question 2B.*

1. This project is a non-exempt project. One of the following boxes must be checked and *then proceed to 2C:*

This project is included in an MPO Board-approved RTP and TIP that have been determined to conform to the SIP for PM2.5 by FHWA and FTA. There has been no significant change in the design concept or scope from the project description in the RTP and TIP; three years have not elapsed since the most recent major step to advance the project; or a supplemental environmental document for air quality purposes has not been initiated. Major steps include NEPA process completion; start of final design; acquisition of a significant portion of the right-of-way; and construction (including Federal approval of plans, specifications and estimates).

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.

Documentation supporting this conclusion is attached as

Other, describe:

1. This project could be a project of local air quality concern requiring a hot-spot analysis as defined in 40 CFR 93.123(b)(1). One of the following boxes must be checked and *then proceed to 2D.*

Per 40 CFR 93.123(b)(1), this project is not a project type which must complete a hot-spot analysis. No further analysis is needed.

Through the interagency consultation process this project was determined not to be a project of local air quality concern per 40 CFR 93.123(b)(1). No hot-spot analysis is required.

Documentation supporting this conclusion is attached as      .

Through the interagency consultation process for air quality, this project was determined to be a project of local air quality concern per 40 CFR 93.123(b)(1).

Aquantitative hot-spot analysis was performed, and a determination was made 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 a NAAQS or any required interim emission reductions or other milestone in the PM nonattainment or maintenance area.

Documentation supporting this conclusion is attached as      .

D. Are mitigation measures for PM2.5 proposed?

No, this project is not a project of local air quality concern.

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

**3. Mobile Source Air Toxics (MSATs):**

1. 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 and then the remainder of the factor sheet does not need to be filled out.

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

The project is exempt under 40 CFR 93.126 Table 2. State which exemption applies:

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:

A qualitative analysis is required. The project has low potential for MSAT effects.

One of the following boxes must be checked, *then proceed to question 3B.*

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

The project is not proposed to be in proximity to populated areas

The qualitative analysis is attached here:

A quantitative analysis is required. The project has a higher potential for MSAT effects.

One of the following boxes must be checked, include the quantitative analysis as an attachment, *then proceed to question 3B.*

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.

The quantitative analysis is attached here:

1. Are mitigation measures for MSATs proposed?

No, explain why:

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