**AIR QUALITY Factor Sheet**

06-11-2019 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, proceed to question 1B

1. 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:

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) 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:

### 2. Fine Particulate Matter, less than 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, proceed to question 2B

1. 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:

1. 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 PM2.5 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):

1. 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 PM2.5 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). Aquantitative 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):

1. 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.Aquantitative 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):

1. Are mitigation measures for PM2.5 proposed?

No, explain why:

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.

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:

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

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.

1. Are mitigation measures for MSATs proposed?

No, explain why:

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