

AIR QUALITY CONFORMITY INTERAGENCY CONSULTATION PROCESS

For the

Connecticut Metropolitan Planning Organizations

June 2010

Revised November 2018

A Procedural Policy Developed by:

Connecticut Department of Transportation
Travel Demand / Air Quality Modeling Unit

In Cooperation With:

Federal Transit Administration
Federal Highway Administration
United States Environmental Protection Agency
Connecticut Department of Energy and Environmental Protection
Connecticut Metropolitan Planning Organizations

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REGULATIONS

Clean Air Act Sections 176 (42 USC 7506)

Title 40 Code of Federal Regulations 51

Title 40 Code of Federal Regulations 93

Title 23 Code of Federal Regulations 450

Title 23 United States Code Part 134 – Metropolitan Planning

Title 23 United States Code Part 135 – Statewide Planning

Title 23 United States Code Part 53 – Mass Transportation

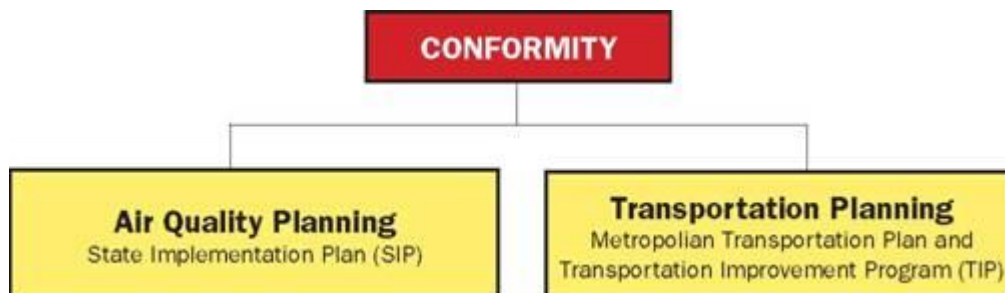
ACRONYMS

AQ	Air Quality
CAA	Clean Air Act
CO	Carbon Monoxide
CFR	Code of Federal Regulations
CTDEEP	Connecticut Department of Energy and Environmental Protection
CTDOT	Connecticut Department of Transportation
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FR	Federal Register
FTA	Federal Transit Administration
IC	Interagency Consultation
ICG	Interagency Consultation Group
MTP	Metropolitan Transportation Plan
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
PIP	Public Involvement Procedures
PM	Particulate Matter
RPO	Regional Planning Organization
RPO	Regional Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
TCM	Transportation Control Measures
TDM	Travel Demand Model
TIP	Transportation Improvement Program
USDOT	United States Department of Transportation
USC	United States Code
USEPA	United States Environmental Protection Agency
VMT	Vehicle Miles of Travel

Transportation Conformity Process and Motor Vehicle Emission Budgets¹

Transportation conformity is a Clean Air Act (CAA)² requirement that serves as a bridge to connect air quality and transportation planning activities. Transportation conformity is required under the CAA section 176(c) (42.U.S.C.7506(c)) to ensure that highway and transit project activities receiving federal funds are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP)³. Conformity to a SIP is achieved if transportation programs or transit project activities do not cause or contribute to any new air quality violations, do not increase the frequency or worsen the severity of violations, and do not delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS)⁴.

Figure 1: Conformity Links Air Quality and Transportation Planning



Transportation conformity currently applies to areas that are designated nonattainment for the following transportation-related criteria pollutants: ozone (O₃), particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂). Transportation conformity also applies to “maintenance areas,” *i.e.*, areas that have been redesignated to attainment after 1990. Figure 1 is a flowchart depicting the transportation conformity process and how the elements of a Conformity Determination interact, while Figure 2 shows a map of the non-attainment areas in Connecticut and Figure 3 shows the Connecticut’s CO attainment and maintenance areas.

¹ Refer to latest Conformity Determination reports for current budgets Ct.gov/dot/cwp/view.asp?a=1383&q=431790

² U.S. Code Title 42 Chapter 85 www.epa.gov/air/caa

³ www.epa.gov/ne/topics/air/sips.html

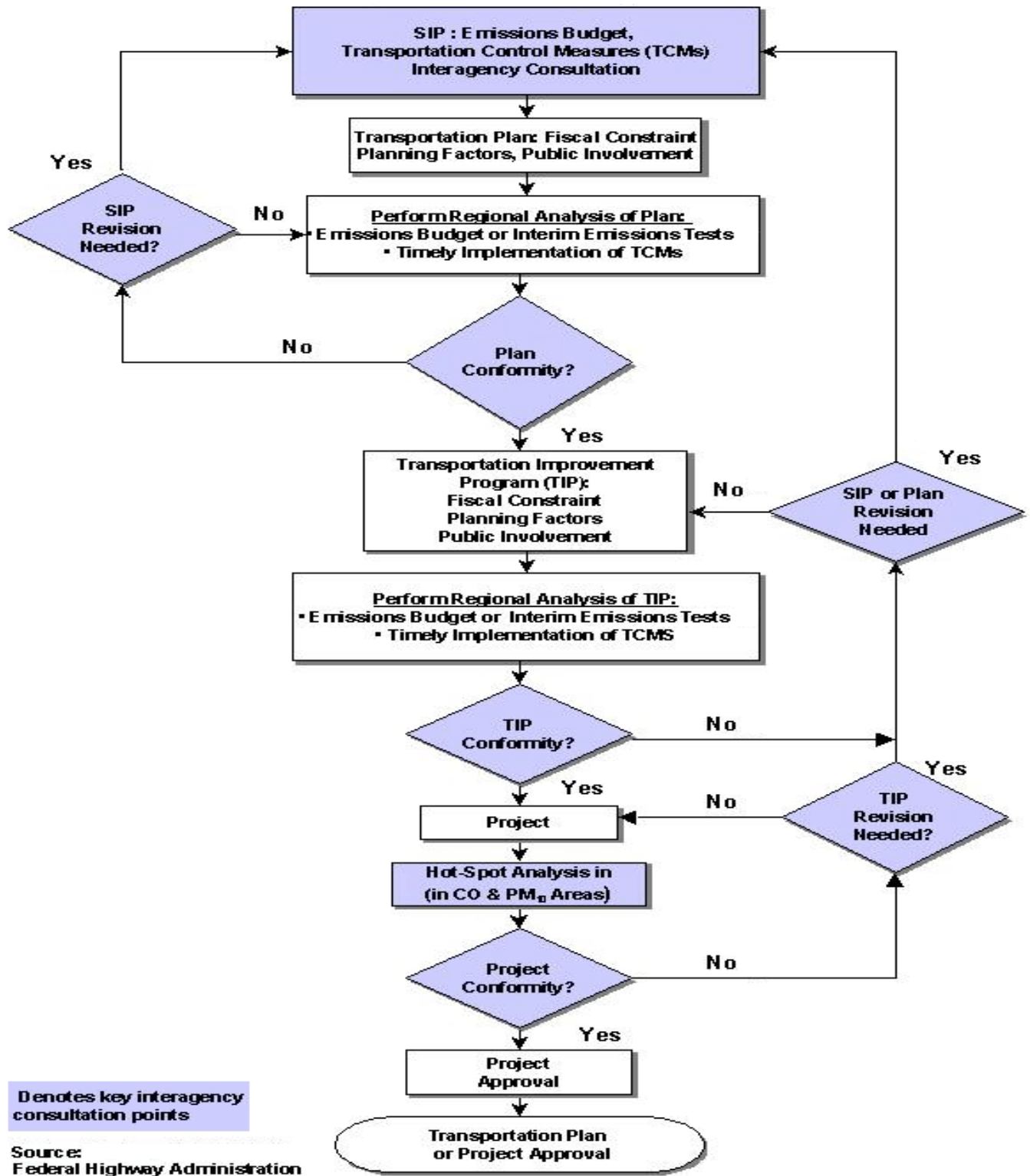
⁴ 40 CFR Part 50 www.epa.gov/air/criteria.html

Overview of Transportation Conformity

Transportation conformity addresses air pollution from on-road mobile sources such as cars, trucks, motorcycles, and buses. There are also significant emissions from off-road mobile sources, area sources, and stationary sources that are not addressed by transportation conformity. Transportation conformity budgets are developed by the lead air quality agency, Connecticut Department of Energy and Environmental Protection (CTDEEP), as part of the attainment planning process, with a goal of ensuring that emissions from the transportation sector are balanced with those from the other source sectors such that NAAQS attainment and maintenance requirements are met in a timely fashion.

The Connecticut Department of Transportation (CTDOT) and the Metropolitan Planning Organizations (MPOs) in Connecticut must demonstrate conformity for all Metropolitan Transportation Plans (MTPMTPs) and Transportation Improvement Programs (TIPs). Additionally federally funded or approved highway and transit projects in CO, PM₁₀ or PM_{2.5} nonattainment and maintenance areas may be subject to project level conformity.

Figure 2: Transportation Conformity Process⁵



⁵ Federal Highway Administration. www.fhwa.dot.gov/environment/conformity/ref_guid/sectiona.htm November 2008.

Figure 3: Connecticut Ozone Non-Attainment and PM2.5 Maintenance Areas

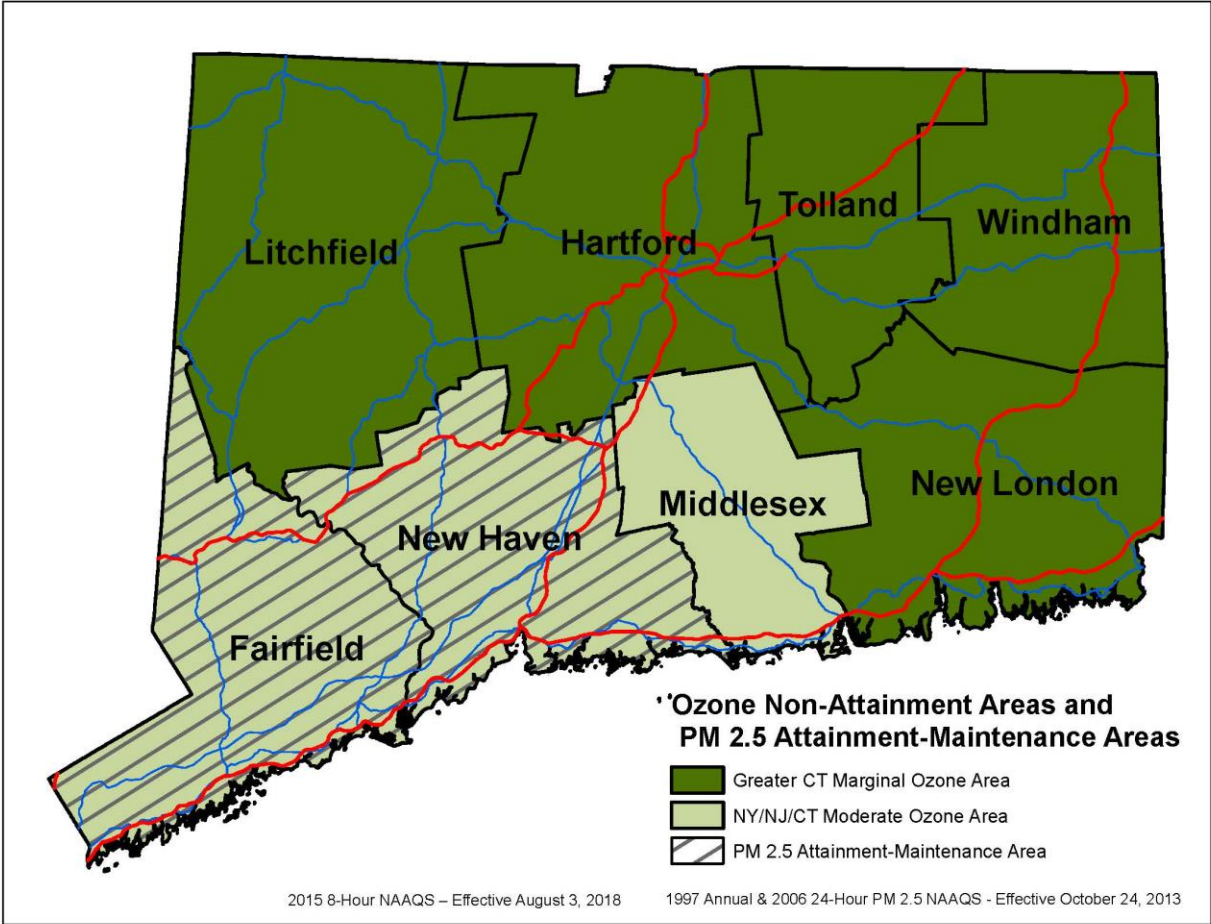
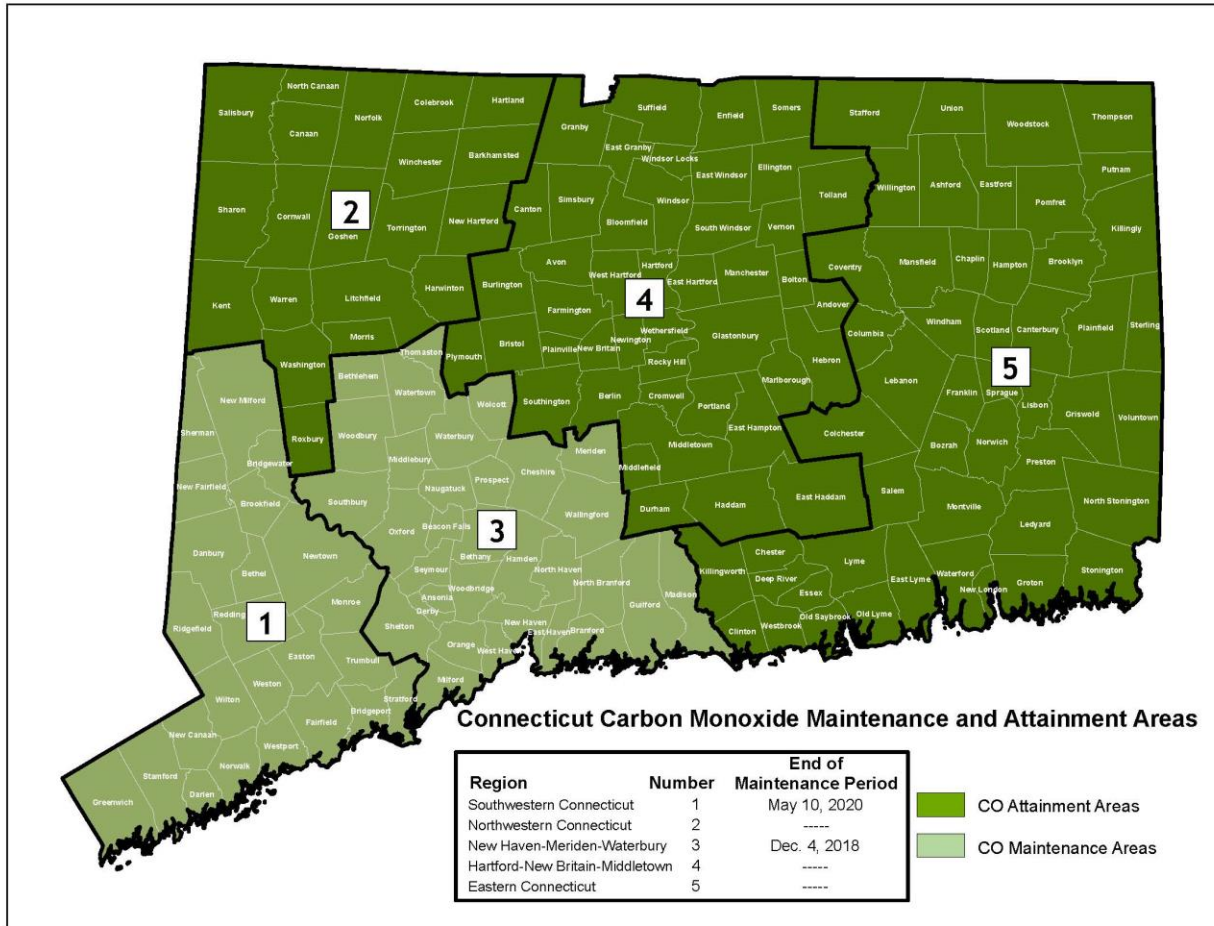


Figure 4: Connecticut CO Attainment and Maintenance Areas



Conformity Determinations are developed by CTDOT and the MPOs in consultation with CTDEEP and the United States Environmental Protection Agency (US EPA). The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) agencies of the United States Department of Transportation (US DOT) review the CTDOT/MPOs submittals and make a Conformity Determination. It is customary that US EPA's regional office provides US DOT with a letter of comment regarding the Connecticut air quality conformity report submittal.

Conformity Determinations consist of the following components:

- Regional emissions analysis;
- Transportation modeling requirements;
- Latest planning assumptions and emissions model;
- Timely implementation of transportation control measures (TCMs) approved in the SIP;
- Interagency consultation;
- Public participation (consistent with US DOT regulations);
- Fiscal constraint (consistent with US DOT regulations);
- Determination of exempt projects and projects exempt from the air quality analysis; and
- May include Hot-spot air quality analyses.

The regional emissions analysis is the primary component, which incorporates either a “budget” test for areas or states with approved SIP budgets, or an interim emissions test for areas without adequate or approved SIP budgets. Budgets are developed using various transportation and emissions models. Local modeling inputs are cooperatively developed by CTDEEP and CTDOT, using US EPA recommended methods where applicable. Generally, CTDOT’s estimated mobile air emissions from the MPOs’ and Rural Regional Planning Organizations (RRPO) MTPs and MPOs TIPs and the Statewide Transportation Improvement Program (STIP) must not exceed the transportation on-road mobile budgets established by the CTDEEP’s Bureau of Air Management, in cooperation with CTDOT and US EPA, as part of the SIP development process.

Requirements

The federal CAA and federal transportation reauthorization legislation passed in the 1990s established an interrelationship of clean air and transportation planning. In order to receive federal transportation funds, CTDOT and the MPOs in Connecticut must cooperatively work to develop and endorse an Air Quality Conformity Statement, which certifies to the federal

government that all TIPs within the State of Connecticut (which are incorporated into the STIP) collectively conform to the requirements of the CAA.

On August 15, 1997, US EPA published the Final Conformity Rule.⁶ The Transportation Conformity Rule has been amended many times with the current rule found at 40 Code of Federal Regulation (CFR) 93.100 through 93.129. In 2007, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)⁷ revised the CAA conformity SIP requirements in order to use state and local resources more efficiently.

The MPOs and CTDOT regularly update the individual regional TIPs and STIP in accordance with the terms and provisions of SAFETEA-LU, the CAA and all regulations⁸ issued pursuant thereto. As part of the transportation plan and transportation improvement program development process, CTDOT and the MPOs conduct air quality assessments and prepare conformity reports. US EPA, CTDEEP, and other stakeholders have the opportunity to evaluate the transportation planning documents and conformity report prior to the determination of conformity by the US DOT.

Frequency of Conformity

Conformity Determinations for MTPs, TIP's and FHWA/FTA projects must be made according to 40 CFR 93.104. FHWA/FTA must make a Conformity Determination at least every four years in nonattainment and maintenance areas or when MTPs or TIPs are updated or amended to include or delete non-exempt projects. Conformity Determinations are required 12 months after new nonattainment designations become effective. Additionally, conformity findings are triggered within twenty-four (24) months of:

- The effective date of US EPA's finding that Motor Vehicle Emissions Budgets (MVEB) from an initially submitted control strategy implementation plan or maintenance plan are adequate;
- The effective date of US EPA's approval of a SIP that creates or revises a budget that has not yet been used in a Conformity Determination; and

⁶ 62 FR 43780.

⁷ PL 109-59, August 10, 2005; (Section 6011).

⁸ 70 FR 71950, November 30, 2005.

- The effective date of US EPA's promulgation of a Federal Implementation Plan (FIP) which creates or revises a budget.

MPO/RPO MTP updates should be provided to the Travel Demand / Air Quality Modeling Unit by the COG Coordination Staff. Any changes or revisions to the TIPs should be provided to the Travel Demand / Air Quality Modeling Unit by the STIP Unit on a routine basis. The timing of the STIP schedule will be determined by CTDOT's STIP Unit in coordination with the MPOs. Interagency consultation will be used to determine if a conformity determination is triggered, and if triggered whether the current air quality conformity analysis may be used to re-determine conformity. Interagency Consultation is a collaborative process between organizations on key elements of transportation and air quality planning, as well as providing a forum for effective state and local planning and decision making.

Whenever an air quality non-exempt project from the MTPMTP is to be amended into the TIP, a Conformity Determination will be triggered.

Transportation Conformity Process

Project List Review

Each MPO will submit their MTPMTP project list to the CTDOT, COG Coordination Unit. The COG Coordination Unit will forward a final electronic copy of each MPO lists to the CTDOT Air Quality/Travel Demand Modeling Unit. Each MPO will submit their TIP project list to the CTDOT, STIP Unit. The STIP Unit will include all statewide, multi-regional and district projects into one consolidated list. The list will include each project only once and will be forwarded to the Travel Demand / Air Quality Modeling Unit.

The Travel Demand / Air Quality Modeling Unit will provide an Air Quality code for each project and determine the project construction completion date from the available project descriptions on the Composite Project Data site and/or the project manager. The project completion date is required to determine the network year in which to include the project in the travel modeling process.

The Travel Demand / Air Quality Modeling Unit may determine a project is included in one of the existing categories of exempt projects (see Appendix A and 20 CFR 93.126 Table 2 – Exempt

Projects) “Safety”, “Mass Transit”, “Air Quality”, or “Other”. Exempt projects mean that the project is exempt from the requirement to determine transportation conformity and may proceed toward implementation even in the absence of a conforming transportation plan and TIP.

If a project is an amendment to the TIP, the following procedures are to be followed:

- The MPO submits any new projects to the STIP Unit for Air Quality review.
- The STIP unit will forward all MPO projects and state sponsored projects to Travel Demand / Air Quality Modeling Unit for initial Air Quality review.
- If a project is determined to be “exempt”, by the list in 93.126, 93.127 and 93.128, it will not trigger the need for a new Air Quality conformity determination. Section 93.105 (c)(1)(iii) of the interagency consultation provisions of the Transportation Conformity Rule requires the evaluation of “exempt” projects to see if they are truly exempt or if in this case should be evaluated in the air quality conformity analysis. “Evaluating whether projects otherwise exempted from meeting the requirements of this subpart (see §§93.126 and 93.127) should be treated as non-exempt in cases where potential adverse emissions impacts may exist for any reason”. Exempt projects can be added to the MPO TIP and CTDOT can add the exempt project to the STIP.
- If a project is deemed to be “regionally significant”, an interagency consultation meeting is necessary for concurrence by all participants. Each MPO shall reaffirm the latest Air Quality Conformity Report at their next Policy Board meeting and then add the project to their TIP. A resolution stating endorsement of the Conformity Analysis must be provided to CTDOT Air Quality / Travel Demand Modeling Unit. CTDOT will coordinate the STIP approval.
- If a project is deemed to be “not regionally significant”, an interagency consultation meeting is necessary for concurrence by all participants. Each MPO shall reaffirm the latest Air Quality Conformity Report at their next Policy Board meeting and then add the project to their TIP. A resolution stating endorsement of the Conformity Analysis must be provided to CTDOT Air Quality /Travel Demand Modeling Unit. CTDOT will coordinate the STIP approval.

- If a project is deemed to be “non-exempt”, the interagency consultation process must be followed including an Interagency Consultation meeting, MPO concurrence of air quality project coding, preparation of a new Air Quality Transportation Conformity Determination report, public review and comment period, and MPO resolution by the Policy Board. The MPO may add this project to their TIP upon their approval of the new Air Quality Conformity Determination. A resolution stating concurrence must be provided to CTDOT. CTDOT will coordinate the STIP approval.

Figure 5 shows the MPO action needed for Air Quality Conformity.

Figure 5: Project Conformity Determination Requirements

	No Action	Interagency Consultation Process	Reaffirm Current Emission Analysis	New Network	MPO Endorsement Resolution Required
Exempt Project	X				
Not Regionally Significant		X			X
Regionally Significant		X	X		X
Non-Exempt Project		X		X	X

Interagency Consultation Group Meeting

The Interagency Consultation Group (ICG) meeting should include, but not be limited to: MPO/RPOs, CTDEEP, CTDOT, FHWA, FTA and US EPA. The list of not regionally significant and non-exempt projects will be provided to the ICG one week prior to the scheduled ICG meeting. Participants will provide comments on regional significance and exempt status. If comments are received, the appropriate MPO, or CTDOT, if applicable, will provide a response. In the case of a new STIP, all projects will be submitted for review.

CTDOT will schedule a ICG meeting with a conference call option, to discuss the following pre-analysis items, as well as any AQ coding issues:

- MTPMTP horizon years
- AQ Conformity analysis years
- Motor Vehicle Emissions Budgets
- Latest planning assumptions
- Latest available emissions model
- Schedule milestone dates:
 - submittal of MTPMTP projects to COG Coordination Staff
 - submittal of TIP projects to STIP Staff
 - projects forwarded to Travel Demand / Air Quality Modeling Unit
 - start of AQ conformity analysis by Census / Modeling Unit
 - MPO 30 day public review of draft plan and AQ analysis
 - Latest possible date for MPO endorsement of the final Conformity Determination plan and AQ conformity resolution to CT DOT and FHWA.
- AQ Conformity test (if applicable)
- Validation (baseline) year

An email concurrence of the AQ codes, planning assumptions and analysis years discussed at the Interagency Consultation Meeting shall be submitted to the CTDOT by all MPOs. The CTDOT will schedule a meeting, with a conference call option, to be held within 10 days in order to discuss any unresolved issues from the previous ICG meeting, if applicable. All decisions from the meeting shall be referenced by the CTDOT for inclusion in the AQ Conformity Determination report.

Transportation Modeling

Once the STIP Unit has a complete list of projects and the Travel Demand / Air Quality Modeling Unit has reviewed the MPO MTPs for projects, CTDOT's Travel Demand / Air Quality Modeling Unit updates/revises the future model year highway and transit networks to incorporate the MTPMTP/TIP projects. The Travel Demand / Air Quality Modeling Unit will then run the statewide travel model for all modeling years agreed upon at the initial ICG meeting. Speed and Vehicle Miles of Travel (VMT) data will be used to develop the emission factors using the US EPA approved emissions model agreed to through interagency consultation.

Emissions Estimation

The emission factors derived from the emission model will be used to estimate vehicle emissions. These estimated vehicle emissions are compared to the Motor Vehicle Emissions Budgets (MVEB) in the SIP or interim emission test if there is no MVEB available for the non-attainment/maintenance area. If the estimated emissions are equal to or less than the MVEB, then CTDOT can proceed with the AQ Conformity Determination report. If the estimated emissions are greater than the MVEB, then the MPO/CTDOT will need to revise the project list and then go back through the travel demand modeling and emissions factors development process.

Preparation of AQ Conformity Determination Report

CTDOT's Travel Demand / Air Quality Modeling Unit will prepare the AQ Conformity Determination Report for the non-attainment/maintenance area(s). A combined Ozone and Particular Matter (PM_{2.5}, PM₁₀ and precursors) Report will be prepared. If in the future, additional areas of the State are determined to be in non-attainment for other pollutants, this process will be followed.

AQ Conformity Determination Report Review

Upon completion, the Travel Demand / Air Quality Modeling Unit will distribute an electronic copy of the AQ Conformity report to all MPO/RPO's, CTDEEP, FHWA, FTA and US EPA for their review and comment. An electronic version will also be posted on the CT DOT website. The reports will be in electronic format per Governor Rell's Executive Directive Number #3. The review period is 30 days. This is a critical juncture in the process to address and resolve any major AQ conformity issues. The MPO/RPO/CTDOT will provide responses to all comments.

Public Review and Comment Period

Each MPO will follow their own public involvement procedures to notify the public that a new AQ Conformity Analysis has been prepared. This document will be made available for a 30-day comment period, and a public meeting on this document will be held in conjunction with the public meeting on the MPO's TIP and/or MTPMTP. Copies of pertinent transportation and air quality documents will be made available in the MPO/RPO's office for review by the general public. The public may also attend an MPO/RPO's monthly meeting to deliver comments on the AQ Conformity Determination. All comments received on an AQ Conformity document will be

incorporated by reference in the MPO's approval submittal to the CTDOT who, in turn, will forward to FHWA and FTA.

Respond to Public Comments

MPO's/CTDOT should address ALL public comments. These responses should be documented and will be included in the final AQ Conformity report if applicable. Written responses will be provided for comments including non-Federally funded or approved projects and their emissions which are reflected in the regional analysis supporting the AQ Conformity Determination.

MPO Policy Board Approve/Adopt Conformity Determination Report

Each MPO Policy Board approves and adopts the Conformity Determination report and the MTP/TIP. These resolutions need to be documented and sent to CTDOT STIP (TIP amendments) or COG Coordination Unit (MTP submittals). The appropriate CTDOT unit will forward these resolutions to FHWA, FTA and EPA for final AQ Conformity Determination.

Amendments to the STIP for non-exempt projects will require a public comment period and a resolution from the MPOs affected by the amendments. Adding or deleting non-exempt projects for the STIP may trigger the need for a new Conformity Determination. Each MPO must make a positive conformity determination for its MTP and/or TIP in combination with any and all MTP/TIPs in the nonattainment/maintenance area before the MTP/TIP may be approved.

The entire conformity review and public comment process should be completed within 30 days.

Federal Review Process

CTDOT's Travel Demand / Air Quality Modeling Unit submits the AQ Conformity Determination Report to US EPA, FHWA and FTA for a 30 day Federal review period. US EPA submits a review and comment letter to FHWA and FTA. FHWA and FTA submit a joint letter for the US DOT AQ Conformity Determination.

The date of the US DOT AQ Conformity Determination letter starts the four-year clock for the next MTP and TIP AQ Conformity Determinations. An AQ Conformity Determination relying on previous air quality analysis (in accordance with Section 93.122(g) of the Transportation Conformity Rule) does not re-start the four-year clock.

In the future, if additional areas of the State are determined to be in non-attainment for other pollutants, this process will be followed.

A list of Agency Roles and Responsibilities is provided in Appendix B. Appendix C provides a list of the Regional Planning Organizations, as well as agency address and contact persons. Appendix D lists Planning Assumptions to be discussed at the initial ICG meeting and lists the agency responsible for updating/revising data.

What happens if a conformity determination is not made?

When a conformity determination is not made according to schedule, areas have a 1-year grace period to make the determination before there is a conformity lapse and the use of Federal-aid funds is restricted. During a lapse, only certain types of projects can proceed: (1) projects that are exempt from conformity; (2) TCMs in approved SIPs; and (3) projects or project phases that are already authorized. The 1-year conformity lapse grace period **does not apply** to:

- new nonattainment areas that must make a determination on their plans and TIPs within 12 months of final designation
- new NAAQS for nonattainment areas

APPENDIX A
List of Exempt Projects

Transportation Projects Exempt from Travel Modeling, Emission Analysis and AQ Conformity Determinations

Exempt Projects under 40 CFR 93.126 - (X6)

Safety

1. Railroad/highway crossing
2. Projects that correct, improve, or eliminate a hazardous location or feature
3. Safer non-Federal-aid system roads
4. Shoulder improvements
5. Increasing sight distance
6. Highway Safety Improvement Program implementation
7. Traffic control devices and operating assistance other than signalization projects
8. Railroad/highway crossing warning devices
9. Guardrails, median barriers, crash cushions
10. Pavement resurfacing and/or rehabilitation
11. Pavement marking
12. Emergency relief (23 U.S.C. 125)
13. Fencing
14. Skid treatments
15. Safety roadside rest areas
16. Adding medians
17. Truck climbing lanes outside the urbanized area
18. Lighting improvements
19. Widening narrow pavements or reconstructing bridges (no additional travel lanes)
20. Emergency truck pullovers

Mass Transit

21. Operating assistance to transit agencies
22. Purchase of support vehicles
23. Rehabilitation of transit vehicles⁹
24. Purchase of office, shop and operating equipment for existing facilities
25. Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)

⁹ NOTE: in PM₁₀ and PM_{2.5} nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan

26. Construction or renovation of power, signal and communications systems
27. Construction of small passenger shelters and information kiosks
28. Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
29. Rehabilitation or reconstructions of track structures, track and trackbed in existing rights-of-way
30. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
31. Construction of new bus or rail storage/maintenance facilities, categorically excluded in 23 CFR part 771

Air Quality

32. Continuation of ride-sharing and van-pooling promotion activities at current levels
33. Bicycle and pedestrian facilities

Other

34. Specific activities which do not involve or lead directly to construction, such as:
 - a. Planning and technical studies
 - b. Grants for training and research programs
 - c. Planning activities conducted pursuant to titles 23 and 49 U.S.C.
 - d. Federal-aid systems revisions
35. Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action
36. Noise attenuation
37. Emergency or hardship advance land acquisition (23 CFR 710.503)
38. Acquisition of scenic easements
39. Plantings, landscaping, etc
40. Sign removal
41. Directional and informational signs
42. Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
43. Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

Projects Exempt From Regional Emissions Analyses¹⁰

40 CFR 93.127 - (X7)

1. Intersection channelization projects
2. Intersection signalization projects at individual intersections
3. Interchange reconfiguration projects
4. Changes in vertical and horizontal alignment
5. Truck size and weight inspection stations
6. Bus terminals and transfer points

Traffic Signal Synchronization Projects¹¹

40 CFR 93.128 - (X8)

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by §§93.118 and 93.119 for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

EPA Clarifies Interpretations of Exempt Projects under Transportation Conformity¹²

EPA, in consultation with FHWA, recently clarified its interpretations of exempt projects in an effort to ensure national consistency in how transportation conformity requirements are implemented:

- **Road diets:** Are exempt under 40 CFR 93.126, Table 2, Exempt Projects. If a road diet is part of a state's Highway Safety Improvement Program, the road diet is exempt under the item, "Highway Safety Improvement Program implementation." If not, a road diet could still be exempt under the item, "Projects that correct, improve, or eliminate a hazardous location or feature."
- **Auxiliary lanes:** If an auxiliary lane is less than 1 mile in length, it can be considered exempt under 40 CFR 93.126, Table 2, as "Projects that correct, improve, or eliminate a hazardous location or feature."
- **Ramp metering:** Ramp metering projects are also exempt, under 40 CFR 93.126, Table 2, as "Projects that correct, improve, or eliminate a hazardous location or feature."

¹⁰ Action in this category are not exempt from regional emissions analysis if the MPO in conjunction with other agencies and the FHWA or the FTA concur that it has potential regional impacts for any reason. 40 CFR 93.127 Chapter 1, page 572.

¹¹ 40 CFR 93.128

¹² "Air Quality and Sustainable Transportation Highlights", USDOT, FHWA, November-December 2017, page 1

APPENDIX B
Agency Roles and Responsibilities

Agency Roles and Responsibilities

Metropolitan Planning Organizations (MPO)

- Update the MTPs
- Provide one list of funded projects for MTP timeframe
- Participate in AQ Interagency Consultation Group (ICG) meetings for AQ Conformity Determinations for MTP and TIP
- Review and comment on AQ analysis and documentation
- Assist with responses to agency/public comments
- Coordinate 30 day public involvement comment period and public meeting in conjunction with the public meeting on MPO's TIP and/or MTP for their MPO for all AQ Conformity Determinations in the PM_{2.5} and Ozone non-attainment areas, as well as any PM₁₀, PM_{2.5}, CO or Ozone maintenance areas, as required..
- Maintain an electronic copy of AQ Conformity Determination report in MPO's office for review by the general public, which will be provided by CTDOT.
- Transportation Policy Boards approve and adopt the MTP/TIPs and the Air Quality Conformity Determinations in the PM_{2.5} and Ozone non-attainment areas and PM₁₀, PM_{2.5}, CO or Ozone maintenance areas, as necessary
- Incorporate by reference all AQ Conformity report comments from the public in the MPO's approval submittal to CTDOT
- Provide the CTDOT with copies of the MPO's MTP/TIPs and their approval of the Air Quality Conformity
- Consult on emissions analysis for transportation activities which cross the borders of MPOs or nonattainment areas or air basins
- Review project air quality codes in the STIP and submit written concurrence of air quality codes to CTDOT

Rural Regional Planning Organizations (RRPO)

- Update the MTPs
- Participate in AQ ICG meetings for AQ Conformity Determinations for MTP and STIP
- Review and comment on AQ Conformity analysis and documentation
- Assist with responses to agency/public comment

- Coordinate 30 day public involvement comment period and public meeting on the MTP.
- Transportation Policy Boards approve and adopt the MTP and reviews their portion of the STIP.
- Provide the CTDOT with copies of their MTP and comments on the STIP.
- Review project air quality codes in the STIP and submit written concurrence of air quality codes to CTDOT

Connecticut Department of Transportation

- Assist CTDEEP in development of motor vehicle emissions budgets
- Develop emissions factors using latest emission software model
- Run statewide travel demand model (TDM)
- Maintain and manage AQ conformity process schedule
- Monitor MPO conformity process schedule
- Schedule/coordinate/facilitate ICG meetings
- Prepare the AQ Conformity Determination Report
- Prepare draft AQ conformity statement for MPO use
- Collect concurrence forms on AQ code review from MPO/RPOs
- Schedule conference call within two weeks to discuss any unresolved issues that may arise from the ICG meeting
- Forward approved TIPs, STIP and Air Quality Conformity reports to FHWA, FTA and EPA
- Forward all comments on the AQ Conformity reports from the public to FHWA, FTA and EPA
- Consult on emissions analysis for transportation activities which cross the borders of MPOs or nonattainment areas or air basins.
- Facilitate a process to ensure that plans for construction of regionally significant projects which are not FHWA/FTA projects (including projects for which alternative locations, design concept and scope, or the no-build option are still being considered), including those by recipients of funds designated under Title 23 of the United States Code (USC) or the Federal Transit Laws, are disclosed to the MPO on a regular basis, and to ensure that any changes to those plans are immediately disclosed.

- Notify MPO/RPO of change in non-attainment designation.

Connecticut Department of Energy and Environmental Protection

- Assist in development of motor vehicle emissions budgets
- Create and develop the SIP
- Report on the designation of new nonattainment areas in Connecticut, as well as re-classification of nonattainment areas to attainment with maintenance plans in place.
- Participate in ICG meetings
- Provide CTDOT the following input files to MOVES2014a:
 - DEEP inputs common to all counties for each year:
 - sourceTypeAgeDistribution – distribution of vehicle age
 - FuelFormulation – distribution of fuel types
 - DEEP inputs county and year specific:
 - sourceTypePopulation – vehicle population by vehicle type
 - fuelSupply – fuel usage by fuel type and month
 - IMCoverage LD – inspection & maintenance frequency, test standards, and compliance factors
 - Meteorological: – temperature and humidity by month and hour
 - Meteorological Design 2002 8hr – temperature and humidity by hour specific to PM2.5 counties for summer day
- Review Conformity Determination report and comments
- Assist in evaluation of latest planning assumptions
- Provide a list of SIP TCMs if applicable at the Interagency Consultation Group Meeting
- Evaluate and choose a model (or models) and associated methods and assumptions to be used in hot-spot analyses and regional emissions analyses
- Evaluate whether projects otherwise exempted from meeting the requirements of this subpart (see Appendix A, [§§93.126 and 93.127]) should be treated as non-exempt in cases where potential adverse emissions impacts may exist for any reason
- Make a determination whether past obstacles to implementation of TCMs which are behind the schedule established in the applicable implementation plan have been identified and are being overcome, and whether State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding for TCMs. This process shall also consider whether delays in TCM implementation necessitate revisions to the applicable implementation plan to remove TCMs or substitute TCMs or other emission reduction measures;

- Consult on emissions analysis for transportation activities which cross the borders of MPOs or nonattainment areas or air basins.

Federal Highway Administration (FHWA)

- Participate in ICG meetings
- Coordinate federal review process of the AQ Conformity Determination
- Provide the CTDO with technical guidance and advice on AQ Conformity
- Review AQ Conformity Determination report
- Co-sign US DOT AQ Conformity Determination letter

Federal Transit Administration (FTA)

- Participate in ICG meetings
- Coordinate federal review process of the AQ Conformity Determination
- Provide the CTDO with technical guidance and advice on AQ Conformity
- Review AQ Conformity Determination report
- Co-Sign US DOT AQ Conformity Determination letter

United States Environmental Protection Agency (US EPA)

- Promulgate AQ Conformity regulations
- Approve the SIP
- Participate in ICG meetings
- Provide technical advice and guidance on AQ Conformity
- Review AQ Conformity Determination
- Prepare and forward an AQ Conformity Evaluation memo to FHWA/FTA as appropriate

APPENDIX C
Urban and Rural Council of Governments

URBAN COUNCIL OF GOVERNMENTS (COG)						
REGION	EXEC./TRANS. DIRECTOR	PHONE NUMBER	PLANNER CONTACT(S)	FINANCIAL CONTACTS	HWVA LIAISON	CTDOT LIAISON
Capital Region COG 241 Main Street Hartford, CT 06106 http://www.crcog.org	Lyle Wray (860) 724-4232 lwray@crco.org Robert Aloise raloise@crco.org	Ph: (860)522-2217 Fax: (860)724-1274	Cara Radins (860)724-4251 cradins@crco.org Tim Malone (860)724-4221 malone@crco.org	Winsome Barnaby Finance Director wbarabab@crco.org	Ken Shooshan-Stoller Kenneth.Shooshan-Stoller@dot.ct.gov (860)494-7567	Grayson Wright grayson.wright@ct.gov (860)594-2154
CT Metropolitan COG 1000 Lafayette Blvd Suite 925 Bridgeport, CT 06604 http://ctmetro.org	Mart Fulda mfulda@ctmetro.org (203)366-5405 Ext. 28	Ph: (203)366-5405 Fax: (203)366-8437	Meghan Sloan msloan@ctmetro.org Ext. 23 Patrick Carleton pcarleton@ctmetro.org	Colleen Kelleher Dep. Finance Director ckelleher@metro.org (203)366-5405 Ext. 20 Lawrence Ciccarelli Administrative Services Dir. lciccarelli@ctmetro.org (203)366-5405 Ext. 21	Ken Shooshan-Stoller Kenneth.Shooshan-Stoller@dot.ct.gov (860)494-7567	Sera Redesi sera.radaesi@ct.gov (860)594-2856
Lower CT River Valley COG 145 Dennison Road Essex, CT 06456 www.lrvco.org	Samuel Gold sgold@lrvco.org (860)581-8554 Ext. 706	Ph: (860)581-8554 Fax: (860)581-8543	Robert Haramut rharamut@lrvco.org (860)581-8554 Ext. 708	Paula Fernald Financial Administration (860)581-8554 Ext. 703 pfernauld@lrvco.org	Erik Shortell Erik.shortell@dot.gov (860)494-7578	Edgar Wynkoop edgar.wynkoop@ct.gov (860)594-2036
Naugatuck Valley COG 49 Leavenworth Street Suite 303 Waterbury, CT 06702 www.nvco.org	Richard T. Dunne rdunne@nvco.org (203)757-0535 or (203)735-8688	Ph: (203)757-0535 Fax: (203)756-7688	Mark Nielsen Director of Planning mnielsen@nvco.org Christian Meyer cmeyer@nvco.org	Michael Szpyngiel Finance Director mszpyngiel@nvco.org (203)757-0535 Tresh Bauer Finance Manager tbauer@nvco.org	Erik Shortell Erik.shortell@dot.gov (860)494-7578	Sera Redesi sera.radaesi@ct.gov (860)594-2856
South Central Regional COG 127 Washington Avenue 4th Floor - West North Haven, CT 06473-1715 www.sccog.org	Carl Amento camento@sccog.org (203)466-8625	Ph: (203)234-7555 Fax: (203)234-9850	Stephen Dudley sdudley@sccog.org (203)466-8624 James Rode jrode@sccog.org (203)466-8623	Albert Ruggiero Jr. Business Manager aruggiero@sccog.org (203)466-8622	Erik Shortell Erik.shortell@dot.gov (860)494-7578	Edgar Wynkoop edgar.wynkoop@ct.gov (860)594-2036
Southeastern CT COG 5 Connecticut Avenue Norwich, CT 06360 www.seccog.org	James Butler jbutler@seccog.org (860)889-2324	Ph: (860)889-2324 Fax: (860)889-1222	Keate Rattan krattan@seccog.org (860)889-2324	James Butler Executive Director jbutler@seccog.org (860)889-2324	Erik Shortell Erik.shortell@dot.gov (860)494-7578	Grayson Wright grayson.wright@ct.gov (860)594-2154
Western CT COG 1 Riverside Road Sandy Hook CT 06482 www.westco.org	Francis Pickering fpickering@westco.org (475)323-2070	Ph: (475)323-2060 Fax: (475)323-2056	Kristin Hadjstilianos khadjstilianos@westco.org (475)323-2073	Party Payne Senior Financial Manager ppayne@westco.org (475)323-2057 Josephine Harvey Financial Manager (475)323-2058 jharvey@westco.org	Ken Shooshan-Stoller Kenneth.Shooshan-Stoller@dot.ct.gov (860)494-7567	Kathryn A. Farad kathryn.farad@ct.gov (860)594-2364
RURAL COUNCIL OF GOVERNMENTS (COG)						
REGION	EXEC./TRANS. DIRECTOR	PHONE NUMBER	PLANNER CONTACT(S)	FINANCIAL CONTACTS	HWVA LIAISON	CTDOT LIAISON
Northwest Hills COG 59 Torrington Road Suite A-1 Goshen, CT 06756	Richard Lynn rlynn@northwesthillco.org (860)491-9884	Ph: (860)491-9884 Fax: (860)491-3729	Jocelyn Ayer jayer@northwesthillco.org (860)491-9884	Darlene Krulak Office Manager dkrulak@northwesthillco.org (860)491-9884	Erik Shortell Erik.shortell@dot.gov (860)494-7578	Sera Redesi sera.radaesi@ct.gov (860)594-2856
Northeastern CT COG 125 Putnam Pike PO Box 759 Dayville, CT 06241	John Filchak joh.filchak@necog.org (860)774-1253	Ph: (860)774-1253 Fax: (860)779-2056	Jim Linkin jim.linkin@necog.org (860)774-1253	Maureen Adams Finance Director maureen.adams@necog.org (860)774-1253	Erik Shortell Erik.shortell@dot.gov (860)494-7578	Grayson Wright grayson.wright@ct.gov (860)594-2154

APPENDIX D
Planning Assumptions

PLANNING ASSUMPTIONS

Planning Assumptions for Review	Frequency of Review*	Responsible Agency	Date of Last Review
Socioeconomic Data	At least every 5 years	CTDOT	
DMV Vehicle Registration Data	At least every 5 years	CTDEEP	
State Vehicle Inspection and Maintenance Program	Each conformity round	CTDEEP	
State Low Emission Vehicle Program	Each conformity round following approval into the SIP	CTDEEP	
VMT Mix Data	At least every 5 years	CTDEEP	
Analysis Years	Each conformity round	CTDOT/CTDEEP	
Emission Budget	As SIP revised/updated	CTDEEP	
Free-Flow Vehicle Speeds	At least every 5 years	CTDOT	
Temperatures and Humidity	As SIP revised/updated	CTDEEP	
Control Strategies	Each conformity round	CTDEEP	
Off-Line Calculations	Each conformity round	CTDOT	
Model Calibration	At least every 10 years or as needed	CTDOT	
VMT	Each conformity round	CTDOT	

* Review of Planning Assumptions does not necessarily prelude an update or calibration of the travel demand model.

APPENDIX E
Concurrence Form

Interagency Consultation Concurrence Form

2019-2045 MTP

November 6, 2018

This is notification to the Connecticut Department of Transportation

that the _____
(Agency/Organization Name)

staff concurs with the air quality codes and analysis years discussed and
agreed upon at the November 6, 2018 Interagency Consultation Meeting.

Print Name: _____

Signed: _____

Title: _____

Date: _____

APPENDIX F
Excel Spreadsheet for MPO Long Range Plan Project List Submittal

MPO	Name of MPO
Project #	CTDOT Project Number if known
Town(s)	Name of Town(s) where project is located
Route/Street Number	Provide State Route number or local street name; rail station name; or transit route
Project Description	Detailed project description; work to be accomplished
Project Limits	Provide study area, approximate intersection street names, approximate distance of project area
Estimated Construction Completion or Service Start Date (Year)	Provide anticipated Construction Completion Date (Year) or Start of Service (Year) if transit project.
Added Capacity	Does project increase capacity? Yes or No; number Additional Lanes? Direction?
Bridge #	Include CTDOT Bridge number if known
Funding Source	Include Federal Funding Source if known or anticipated. Use Unfunded if no funds are anticipated. FHWA/FTA/State/Unfunded
Estimated Cost	Include the amount of anticipated expense in appropriate time frame: 1 to 3 years; 4 to 10 years or 11 to 27 years

APPENDIX G
Sample Resolutions

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
PM 2.5**

WHEREAS,

the **(MPO)** is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program or when effecting a significant revision of the Regions Transportation Plan; and

WHEREAS,

Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS,

It is the opinion of the **(MPO)** that the plans and programs approved on **(DATE)** and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

The Connecticut portion of the New York – Northern New Jersey – Long Island, NY-NJ-CT area is designated a PM 2.5 attainment/maintenance area; and

WHEREAS,

The State of Connecticut has elected to jointly assess conformity in all PM 2.5 attainment/maintenance areas in Connecticut (Fairfield County and New Haven County) and

WHEREAS,

The results of the required emissions analysis performed by the Connecticut Department of Transportation on the **(20XX LRP)** and the FFY **20XX-20XX (TIP)** and Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

Now, THEREFORE BE IT RESOLVED,

That the **(MPO)** finds that the **(LRP)** and the **FFY 20XX-20XX (TIP)** and Amendments conform to air quality requirements of the U.S. Environmental

Revised October 2018
TDM/AQ CTDOT

Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Conformity Determination, **DATE on CONFORMITY TITLE PAGE** contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the (MPO) certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the (MPO) on (DATE).

DATE: _____

BY: _____

Revised October 2018
TDM/AQ CTDOT

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
OZONE**

WHEREAS,

the **(MPO)** is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program or when effecting a significant revision of the Regions Transportation Plan; and

WHEREAS,

Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS,

it is the opinion of the **(MPO)** that the plans and programs approved today, **(DATE OF MEETING)** and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

The State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Moderate Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in these Nonattainment areas (Ozone and PM2.5 Air Quality Conformity Report **DATE**); and

WHEREAS,

The Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).

Now, THEREFORE BE IT RESOLVED by the **(MPO)**

That the **(MPO)** finds that the **(20XXLRP)** and the FFY 20XX-20XX **(TIP)** and all Amendments conform to air quality requirements of the U.S. Environmental

Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination, **DATE on CONFORMITY TITLE PAGE** contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the (MPO) certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the (MPO) on (DATE).

DATE: _____

BY: _____

Revised October 2018
TD/AQ CTDOT

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
OZONE**

WHEREAS,

the **(MPO)** is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program or when effecting a significant revision of the Regions Transportation Plan; and

WHEREAS,

Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS,

it is the opinion of the **(MPO)** that the plans and programs approved today, **(DATE OF MEETING)** and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

The State of Connecticut has elected to assess conformity in the Greater Connecticut Ozone Moderate Nonattainment area (Litchfield, Hartford, Tolland, New London and Windham Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in these Nonattainment areas (Ozone and PM2.5 Air Quality Conformity Report **(DATE)**); and

WHEREAS,

The Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).

Now, THEREFORE BE IT RESOLVED by the **(MPO)**

That the **(MPO)** finds that the **(20XX LRP)** and the FFY **20XX-20XX (TIP)** and all Amendments conform to air quality requirements of the U.S. Environmental

Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination, **DATE on CONFORMITY TITLE PAGE** contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the (MPO) certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the (MPO) on (DATE).

DATE: _____

BY: _____