AIR QUALITY Factor Sheet

9-23-2024 Wisconsin Department of Transportation

Alternative:	Preferred: ☐ Yes ☐ No ☐ None identified	Project ID:

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-ESS/EPDS liaisons; 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, 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.*

   Nonattainment 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 (NAAQS) exits.

   Maintenance area means any geographic area of the United States previously designated nonattainment 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.

   As of the publication of this factor sheet, there are several areas in Wisconsin that are designated nonattainment or maintenance for ozone. If the project is located in Kewaunee, Kenosha, Door, Manitowoc, Milwaukee, Ozaukee, Racine, Washington, Waukesha, Sheboygan counties; conduct additional review to determine if the project is located in an area designated nonattainment or maintenance for ozone.

   To see current listing of nonattainment/maintenance counties in Wisconsin see:

   - Wis. Ozone and PM2.5 NAAQS table: Wisconsin Ozone and PM2.5 NAAQS Status (wisconsindot.gov)

   Additional information about nonattainment and maintenance areas can be found at the following websites:

   - https://www.epa.gov/green-book
   - https://www.epa.gov/ozone-designations
   - https://dnr.wisconsin.gov/topic/AirQuality/Ozone.html
   - https://www.epa.gov/learn-issues/learn-about-air

B. 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

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.

Projects within an MPO must be included in a conforming RTP and TIP to meet fiscal constraint requirements unless it is not a Regionally Significant Project.

☐ 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 ($PM_{2.5}$)

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

☐ No, *proceed to question 3*.

☐ Yes, 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.*

As of the publication of this factor sheet, Wisconsin has no PM2.5 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.

To see current listing of nonattainment/maintenance counties in Wisconsin see:

- Wis. Ozone and PM2.5 NAAQS table: Wisconsin Ozone and PM2.5 NAAQS Status (wisconsindot.gov)

The following websites can be used to determine nonattainment and maintenance areas:

- https://www.epa.gov/green-book
- https://www.epa.gov/particle-pollution-designations
- https://www.epa.gov/learn-issues/learn-about-air

A project exempt per 40 CFR 93.126 or 40 CFR 93.128 does not require a project level conformity analysis or a hot-spot analysis.

B. 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 $PM_{2.5}$ 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

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.

Projects within an MPO must be included in a conforming RTP and TIP to meet fiscal constraint requirements unless it is not a Regionally Significant Project.

☐ Other, describe:

As of the date of publication of this Factor Sheet, there are not any PM 2.5 maintenance areas in Wisconsin that are not also in the jurisdictional boundaries of an MPO. However, in the event an area is established, this box can be used to describe if the project is located outside of an MPO's boundaries and has received a positive conformity determination 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.

C. 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.*

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.

The hot-spot demonstration required by 40 CFR 93.116, and further clarified by PM Hot-spot Analyses: Frequently Asked Questions (EPA-420-F-18-011, June 2018), 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.

Guidance for conducting a quantitative hot-spot analysis can be found at:
https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NMXM.pdf

☐ 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.

A hot-spot analysis is required for projects that meet the criteria identified in 40 CFR 93.123(b)(1) and 71 FR 12491. Further, if a project is exempt per 40 CFR 93.126 or 40 CFR 93.128 then a hot-spot analysis is not required.

☐ 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).

A quantitative 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 $PM_{2.5}$ 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:

Where the proposed project may lead to a potential new PM2.5 violation or increase the severity or frequency of an existing PM2.5 violation, mitigation measures would be considered to reduce project emissions and any local air quality impact. In these cases, written commitments for project-level mitigation or control measures must discussed and provided to the Wisconsin Transportation Conformity Working Group prior to a project-level conformity determination (40 CFR 93.125(a)).

If a project is not of local air quality concern, mitigation may still be proposed for PM 2.5. If that is the case, please select yes and discuss the mitigation measures here.

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

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 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:

State the appropriate exempt project reference (i.e. 'Safety – Pavement marking').

☐ 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:

For EA documents that will have no meaningful impact on traffic volume or vehicle mix, the Wisconsin specific language provided in FDM 22-25.2.2.1.1 should be included as supporting documentation.

☐ 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:

It is anticipated that most highway projects that need an MSAT analysis will fall into this category.

See Appendix B and Appendix C of the U.S. DOT-FHWA memo, *Updated Interim Guidance on Air Toxic Analysis in NEPA Documents*, dated January 18, 2023: https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/

☐ 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:

If a project may require a quantitative analysis contact the ESS Section Chief before proceeding.

B. Are mitigation measures for MSATs proposed?

See Appendix E of the U.S. DOT-FHWA January 2023 memo, *Updated Interim Guidance on Air Toxic Analysis in NEPA Documents*, dated January 18, 2023: https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/.

☐ 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 or Question XI of the CEC Template.