

CONNECTICUT DEPARTMENT OF TRANSPORTATION

AIR QUALITY CONFORMITY REPORT

FISCAL YEAR 2005
TRANSPORTATION IMPROVEMENT PROGRAM
LONG RANGE TRANSPORTATION PLANS

June 2004
(Revised March 2005)

INTRODUCTION

This report was prepared to amend the emissions analysis used to evaluate Fiscal Year 2005 Conformity of the Statewide Transportation Improvement Program (STIP) and the Regional Long Range Transportation Plans (LRP) to the State Implementation Plan (SIP) for air quality. This submittal incorporates changes to the FY 2005 - 2009 STIP and LRPs from Connecticut's Regional Planning Organizations (RPO).

The report is submitted to satisfy the requirements of the SIP, as revised.

On November 15, 1990, the Clean Air Act Amendments (CAAA) of 1990 were signed into law. On August 15, 1997, the Environmental Protection Agency (EPA) published the Final Conformity Rule. Effective February 17, 2004, EPA approved a revision to the Connecticut SIP for the attainment and maintenance of the one-hour National Ambient Air Quality Standard (NAAQS) for ground level ozone.¹ Emissions budgets for the 2005 and 2007 VOC & NOX motor vehicle emissions were calculated using MOBILE6.2 for the Connecticut portion of the New York-Northern New Jersey-Long Island (Severe) nonattainment area and the 2007 motor vehicle emissions budgets for the Greater Connecticut (Serious) nonattainment area. Procedures and criteria contained in that document provided the basis for this Conformity determination. Implementation of these rules has been accomplished through a cooperative effort of the RPOs, EPA, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Connecticut Department of Transportation (ConnDOT) and the Connecticut Department of Environmental Protection (ConnDEP). Until superceded by an updated emissions model, all future transportation conformity analysis will be required to demonstrate compliance with MOBILE6.2 budgets.

In June of 2004, EPA finalized 8-hour conformity rules for ozone non-attainment areas in Connecticut, which will become effective in June of 2005; these areas were designated as 'moderate' non-attainment for the 8-hour standard: the Connecticut portion of the New York-Northern New Jersey-Long Island 8-hour ozone non-attainment area, consisting of Fairfield, New Haven and Middlesex counties and the Greater Connecticut 8-hour ozone non-attainment area, consisting of Hartford, Litchfield, New London, Tolland and Windham counties. Prior to the June 2005 date, the 1-hour areas and emissions budgets may continue to be used.²

MOBILE6.2 calculates emission factors based on a wider variety of parameters than the MOBILE5b emissions model. These parameters include vehicle type, model year, and age; travel speed; roadway type; ambient temperature and humidity; fuel type and applicable control measures such as reformulated gasoline (RFG) and inspection and maintenance (I/M). The MOBILE6.2 budgets were jointly calculated by ConnDEP and

¹ 40CFR Part 52

² Attachment A: 'What Scenarios Apply in Connecticut and What 8-hour Conformity Test(s) Will Be Used?', EPA, 12/6/2004.

ConnDOT. Local inputs were cooperatively developed where applicable using EPA recommended methods.³

MOBILE6.2 VOC and NOX emission budgets for the year 2007 covering the Severe and Serious Ozone Nonattainment areas of Connecticut have been deemed adequate by the EPA and became effective as of February 4, 2004.

In the Spring of 2004, ConnDEP submitted to EPA a SIP plan revision for re-designation of Connecticut's CO Nonattainment areas from Full Maintenance Plans status to Limited Maintenance Plans. This plan was approved in September of 2004, eliminating the requirement for an emissions budget test for CO in these areas.

VEHICLE EMISSIONS

Ozone

Ground level ozone is a major component of smog. It is formed by sunlight and heat acting upon fuel combustion products such as nitrogen oxides and hydrocarbons.

Ozone occurs naturally in the upper atmosphere and shields the earth from ultraviolet radiation; however, at ground level, ozone is a severe irritant. Because ozone formation is directly related to atmospheric temperatures, problematic ozone levels occur most frequently on hot summer afternoons.

Ozone exposure is linked to respiratory illnesses such as asthma and lung inflammation and can exacerbate existing respiratory ailments. Ozone pollution can also severely damage vegetation, including agricultural crops and forest habitats.

Nitrogen Oxides (NOX)

Mobile source nitrogen oxides form when nitrogen and oxygen atoms chemically react inside the high pressure and temperature conditions in an engine. Nitrogen oxides are precursors for ozone and can also contribute to the formation of acidic rain.

Hydrocarbons or Volatile Organic Compounds (VOC)

Hydrocarbon emissions are a product of partial fuel combustion, fuel evaporation and refueling losses caused by spillage and vapor leakage. VOC reacts with nitrogen oxides and sunlight to form ozone.

Carbon Monoxide (CO)

Carbon monoxide is produced by the incomplete burning of carbon in fuels, including gasoline. High concentrations of CO occur along roadsides in heavy traffic, particularly at major intersections and in enclosed areas such as garages and poorly ventilated tunnels. Peak concentrations occur during the colder months of the year when CO vehicular emissions are greater.

³ Technical Guidance on the Use of MOBILE6 for Emission Inventory Preparation; U.S.EPA: January 2002.

Ozone Non-Attainment Areas

In July 1997, EPA announced a new eight-hour standard for ozone emissions. This new standard is more stringent than the one-hour standard; it requires that the **average** eight-hour ozone level be no greater than .08 parts per million (ppm). The one-hour standard specifies an ozone level no greater than .12 ppm for one hour.

Under the one-hour standard, the state has two non-attainment areas. Fairfield County, minus Shelton, plus New Milford and Bridgewater is designated as a severe non-attainment area. The rest of the state is designated as serious non-attainment. As previously discussed, these non-attainment areas have changed under the eight-hour standard: the Connecticut portion of the New York-New Jersey-Connecticut Non-Attainment area (Fairfield, New Haven and Middlesex counties) has been designated a Moderate Non-Attainment area, while the Greater Connecticut Non-Attainment area (Hartford, New London, Tolland, Windham and Litchfield counties) has also been designated as a Moderate Non-Attainment area.

CO Non-Attainment Areas

There were formerly three CO no-attainment areas in the state. These were the Southwest portion of the state, the greater New Haven area and the greater Hartford area. The remainder of the state was in attainment for CO. Attainment was demonstrated in each of these areas and, subsequently, they were designated as Full Maintenance areas. In September of 2004, EPA approved a ConnDEP submittal for a SIP revision for re-designation of these areas to Limited Maintenance Plan status, thus eliminating the need for budget testing.

Under the Conformity Rules, the following tests for VOC/NOX must be met:

- TEST 1
Emissions from future Action Scenarios must be less than existed in 1990

- TEST 2
For VOC and NOX, transportation emissions from the Action Scenarios must be less than the 2005/2007 SIP transportation emission budgets

As the CO areas have been approved by EPA for Limited Maintenance Plan status, no tests for CO have to be made.

The **ACTION SCENARIO** is the future transportation system that will result from full implementation of the Transportation Improvement Programs (TIP) and Long Range Transportation Plans (LRP).

VOC/NOX emission analysis was conducted for the following years:

- 1990 (base inventory year)
- 2005 (Ozone Rate-of-Progress milestone year)

- 2007 (Ozone Attainment year – severe and serious areas)
- 2010 (8 hour maximum attainment date)
- 2020 (interim modeling year)
- 2028 (last year of regional plans)
- 2030 (last year of regional plans)

This analysis was conducted for summer conditions.

At this time, the following emission budgets have been approved by EPA for use in conformity analysis:

1. In 2005, VOC in the Severe Non Attainment Area must be less than 19.5 tons/day
2. In 2005, NOX in the Severe Non Attainment Area must be less than 36.8 tons/day
3. In 2007 and subsequent years, VOC in the Severe Non Attainment Area must be less than 16.4 tons/day
4. In 2007 and subsequent years, VOC in the Serious Non Attainment Area must be less than 51.9 tons/day
5. In 2007 and subsequent years, NOX in the Severe Non Attainment Area must be less than 29.7 tons/day
6. In 2007 and subsequent years, NOX in the Serious Non Attainment Area must be less than 98.4 tons/day

VMT and EMISSIONS ESTIMATES

VMT estimates were developed from ConnDOT's statewide network-based travel model. The 2002 travel model network, to the extent practical, represents all state highways and major connecting non-state streets and roads, as well as the rail, local bus and express bus systems that currently exist. Future networks for 2005, 2007, 2008, 2010, and 2015 were built by adding STIP, TIP and LRP projects (programmed for opening after 2002) to the 2002 network. These networks were used to run travel models and conduct emissions analysis for the years 2005, 2007, 2010, 2020, 2028 and 2030. Projects for each model analysis year for which network changes were required are shown on Table 1 as follows:

TABLE 1: LIST OF NETWORK CHANGES**2005 NETWORK CHANGES**

REGION PROJECT NO. HIGHWAY NAME TOWN IMPROVEMENT	DESCRIPTION	LANES FROM TO	
<u>CAPITOL</u>			
0063-0602 COLUMBUS BLVD HARTFORD WIDENING	This Project is to be completed in conjunction with Adrian's Landing. The lane configuration will be 3 Northbound and 2 Southbound CCD 05-27-05	1/1	3/2
0063-0473 COLUMBUS BLVD HARTFORD BRIDGE RECONSTRUCTION	The bridge will be widened to match the rest of the Columbus Boulevard project; configuration will be 3 Northbound and 2 Southbound. TIP BID 03-10-04, CCD 05-27-05	1/1	3/2
<u>CENTRAL NAUGATUCK VALLEY</u>			
0025-0133 I-84 CHESHIRE UPGRADE EXPRESSWAY	Reconstruct Expressway and Operational Improvements including Interchanges. Marion Rd to Interchange 30. BID 04-10-02, CCD 10-14-05, Part Funds Obligated, TIP	2/2	3/3
0151-0274 I-84 WATERBURY UPGRADE EXPRESSWAY	Reconstruct Expressway and Operational Improvements including Interchanges. Opposite Pierpoint to Marion Rd. BID 01-24-02, CCD 10-07-05, TIP.	2/2	3/3
<u>GREATER BRIDGEPORT</u>			
0015-0272 I-95 BRIDGEPORT RECONSTRUCTION	Reconstruction of I-95 (exits 25-28) from State St. to Wordin Ave. Bid 08-16-00, CCD 12-28-04, TIP.	3/3	4/4
<u>HOUSATONIC VALLEY</u>			
0095-0220 US 7 NEW MILFORD MAJOR WIDENING	Provide additional lanes on Route 7, at and between Picket District Road and CT 67/US 202. BID 03-067-02, CCD 05-28-05, Funds obligated.	1/1	2/2

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

<u>2005 NETWORK CHANGES</u>			
REGION	DESCRIPTION	LANES	
PROJECT NO.		FROM	TO
HIGHWAY NAME			
TOWN			
IMPROVEMENT			
<u>HOUSATONIC VALLEY (CONT)</u>			
0095-0226	Provide additional lanes on Route 7 between New	1/1	2/2
US 7	Milford Plaza and south of Picket District Rd.		
NEW MILFORD			
MAJOR WIDENING	BID 03-06-02, CCD 05-28-05. Funds obligated.		
0095-0227	Provide additional lanes on Route 7 between	1/1	2/2
US 7	Lanesville Bypass Rd. and south of New Milford		
NEW MILFORD	Plaza.		
MAJOR WIDENING	BID 03-06-02, CCD 05-28-05, Funds obligated.		
<u>MIDSTATE</u>			
0081-0080	Reconstruction and realignment of Rt. 66 from	1/1	2/2
ROUTE 66	the terminus of I-691 to Jackson Hill Rd.		
MIDDLEFIELD			
RECONSTRUCTION	BID 04-09-03 CCD 02-26-05, Part funds obligated, TIP		
<u>SOUTH CENTRAL</u>			
0043-0122	From the East Haven Town Line to the	2/2	3/3
I-95	Eastern Shore of the Lake Saltonstall Bridge		
ADD LANES	This is a breakout of 0092-0533.		
	BID 05-28-03, CCD 11-01-05, TIP.		

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

		<u>2007 NETWORK CHANGES</u>	
REGION	PROJECT NO.	DESCRIPTION	LANES FROM TO
HIGHWAY NAME	TOWN		
IMPROVEMENT			
<u>CENTRAL CONNECTICUT</u>			
0088-0160		Extension from South Main street to Arch Street.	0 2/2
HART STREET			
NEW BRITAIN		Est. Completion After 2005, TIP.	
NEW ROAD			
<u>HOUSATONIC VALLEY</u>			
0095-0219		From Lanesville Rd. to Old State Rd.	1/1 2/2
US 7		TIP.	
NEW MILFORD		BID 12-01-04, CCD 12-09-06.	
MAJOR WIDENING			
0095-0228		Provide additional lanes on Route 7 at Cross Rd.	1/1 2/2
US 7		and Candlewood Lake Rd. South.	
NEW MILFORD		BID 12-01-04, CCD 12-25-06.	
MAJOR WIDENING			
0095-0229		Provide additional lanes on Route 7 between	1/1 2/2
US 7		Candlewood Lake Rd and south of Sullivan	
NEW MILFORD		Rd.	
MAJOR WIDENING		BID 12-01-04, CCD 12-25-06.	
0095-0230		Provide additional lanes on Route 7 between the	1/1 2/2
US 7		Brookfield Bypass and Cross Rd.	
NEW MILFORD		BID 12-01-04, CCD 12-25-06.	
MAJOR WIDENING			
<u>GREATER BRIDGEPORT</u>			
0301-0060		Joint development RR station, access road,	N/A
NEW HAVEN LINE		and high level platforms.	
FAIRFIELD		Amended TIP.	
NEW RAIL STATION		Bid 08-24-05, CCD 11-25-07.	

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)**2007 NETWORK CHANGES**

REGION PROJECT NO. HIGHWAY NAME TOWN IMPROVEMENT	DESCRIPTION	LANES FROM TO	
<u>MIDSTATE</u>			
0081-0083 ROUTE 66 MIDDLEFIELD RECONSTRUCTION	Reconstruction of Rt. 66 from east of Jackson Hill Rd. to west of Plaza Drive. BID 02-23-05, CCD 12-19-07, TIP.	1/1	2/2
<u>SOUTH CENTRAL (CONT.)</u>			
0098-0098 ROUTE 22 / 80 NORTH BRANFORD MAJOR WIDENING	Just east of Twin Lakes Road to east of Tilcon's railroad bridge. Tied with 0098-0093 BID 12-15-04, CCD 11-15-06, TIP.	1/1	2/2
0156-XXXX METRO NORTH WEST HAVEN/ORANGE NEW RAIL STATION	New Rail Station in West Haven / Orange. Long Range Plan. Prior to 2007.	NA	
<u>SOUTHEASTERN</u>			
071-XXXX ROUTE 2 LEDYARD WIDEN	From Rt. 164 To Rt. 214. STC Project.	1/1	2/2

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

<u>2008 NETWORK CHANGES</u>			
REGION	DESCRIPTION	LANES	
PROJECT NO.		FROM	TO
HIGHWAY NAME			
TOWN			
IMPROVEMENT			
<u>CAPITOL</u>			
0039-0088 CT 20 EAST GRANBY WIDENING	Vicinity of Holcomb Road to vicinity of Center Road. Matches existing 4 lanes section to east. BID 02-22-06, CCD 04-17-08, TIP.	1/1	2/2
<u>CENTRAL CONNECTICUT</u>			
0017-0137 CT 72 BRISTOL RELOCATION	Relocation of Rt. 72 from end of Rt. 72 Expressway to Rt. 229 in Bristol. BID 10-19-05, CCD 12-17-08, TIP.	1/1	2/2
<u>HOUSATONIC VALLEY</u>			
0018-0113 US 7 BROOKFIELD NEW ARTERIAL	Brookfield Bypass BID 12-14-05, CCD 11-26-08, TIP.	0	2/2
0034-0315 US 7 DANBURY RECONSTRUCTION	From 0.5 mile north of Rt. 35 to Stars Plain Rd to 0.4 mile south of Wooster Heights Rd. Phase 1- project with 0034-0260 for modeling BID 11-24-04, CCD 11-26-08, TIP	1/1	2/2
<u>GREATER BRIDGEPORT</u>			
0015-0288 SEAVIEW AVE. BRIDGEPORT MAJOR WIDENING	From I-95 interchange to Route 1. Estimated completion 2008. TIP	1/1	2/2

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

		<u>2008 NETWORK CHANGES</u>	
REGION	PROJECT NO.	DESCRIPTION	LANES
HIGHWAY NAME	TOWN		FROM TO
IMPROVEMENT			
<u>SOUTH CENTRAL</u>			
0092-0533		From Woodward Ave. to the New Haven/ East Haven Town Line.	2/2 4/4
I-95		BID 09-22-04, CCD 06-30-08, TIP.	
NEW HAVEN/EAST HAVEN			
WIDENING			
0092-0547		Between Emerson Ave and Amity Road,	1/1 2/2
WHALLEY AVE.		BID 07-26-06, CCD 09-20-08, TIP.	
NEW HAVEN			
WIDENING			
0092-0569		Combine Styles and Woodward Interchanges	NA
I-95		Breakout of project 0092-0532	
INTERCHANGE		BID 07-26-06, CCD 09-20-08, TIP.	
MODIFICATION			
0098-0093		Just east of Tilcon RR bridge to easterly leg	1/1 2/2
ROUTE 22 / 80		of Route 22. Tied with 0098-0098	
NORTH BRANFORD		BID 05-04-06, CCD 10-01-08, TIP.	
MAJOR WIDENING			
<u>SOUTH WESTERN</u>			
0161-0118		Major widening of Route 7 from Wolf Pit Rd. to the	1/1 2/2
US 7		North junction of Rt's. 33 & 106.	
WILTON		BID 11-02-05, CCD 12-03-08, TIP.	
MAJOR WIDENING			
0161-0124		From Old Danbury Road to	1/1 2/2
US 7		Olmstead Rd.	
WILTON		BID 11-02-05, CCD 12-03-08, TIP.	
MAJOR WIDENING			

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

REGION PROJECT NO. HIGHWAY NAME TOWN IMPROVEMENT	<u>2010 NETWORK CHANGES</u>		LANES	
	DESCRIPTION	FROM	TO	
<u>CAPITOL</u>				
0051-0259 I84/RT4/RT6 FARMINGTON INTERCHANGE	Interchange improvements at Routes 4,6, and 9 including a new EB C/D Roadway BID 08-08-07, CCD 12-09-09, TIP.		N/A	
0076-0193 I-84 MANCHESTER OPERATIONAL LANE	Construct eastbound operational lane between Exits 63 and 64/65. BID 08-27-08, CCD 10-25-10, TIP.	3/3	4/3	
0171-0305 HARTFORD-NEW BRITAIN BUSWAY	From New Britain to Hartford, District 1 funding Hartford and New Britain. . TIP Est. comp Dec. 2010		N/A	
<u>CENTRAL NAUGATUCK</u>				
0151-0273 I-84 WATERBURY UPGRADE EXPRESSWAY	Reconstruct Expressway and Operational Improvements including Interchanges. Hamiton Ave. to opposite Pierpoint BID 02-22-06, CCD 06-29-09, TIP.	2/2	3/3	
<u>HOUSATONIC VALLEY</u>				
0034-0260 US 7 DANBURY RECONSTRUCTION	From Stars Plain Rd. to 0.4 mile south of Wooster Heights Rd. Phase 2- project with 0034-0315 for modeling BID 10-09-07, CCD 11-17-10, TIP.	1/1	2/2	
0034-0288 US 6 DANBURY MAJOR WIDENING	From Kenosia Ave in Danbury to I-84 overpass in Danbury. Project moved out of TIP. BID 01-02-08, CCD 11-30-09, TIP.	1/1	2/2	

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

REGION PROJECT NO. HIGHWAY NAME TOWN IMPROVEMENT	<u>2010 NETWORK CHANGES</u>		LANES FROM TO	
	DESCRIPTION			
<u>SOUTHEASTERN</u>				
0055-XXXX ROUTE 2A MONTVILLE, PRESTON BRIDGE WIDENING	From the four lane section of Rt 2A to Rt 12. Long Range Plan		1/1	2/2
0170-XXXX RT 11 SALEM, EAST LYME NEW ARTERIAL (EXPRESSWAY)	From the present terminus of Rt. 11 to the I-95/ I-395 interchange. Long Range Plan.		0	2/2
0170-XXXX ROUTE 2 PRESTON, LEDYARD, NORTH STONINGTON	From touchdown of the Rt 2a Bypass to the existing four lane section of Rt 2 in North Stonington; STC project in Ledyard will be four lanes. Long Range Plan		1/1	2/2
<u>SOUTH WESTERN</u>				
0102-0269 US 7/RT 15 NORWALK UPGRADE EXPRESSWAY	Upgrade to full interchange at Merritt Parkway (Rt. 15). BID 01-09-08, CCD 12-08-10, TIP.		NA	
0102-0305 US 7 NORWALK MAJOR WIDENING	Route 7 from Grist Mill Road in Norwalk to Rt. 33 in Wilton. BID 01-07-09, CCD 12-01-10, Long Range Pan		1/1	2/2
0102-0312 US 7/RT 15 NORWALK UPGRADE EXPRESSWAY	Reconstruction of Interchange 40 Merritt Parkway, and US 7(Main Ave.). Breakout of 0102-0269, PHASE 1 TIP		NA	
0135-XXXX STAMFORD TRANSITWAY STAMFORD WIDENING/HOV	Phase I from State and Elm Street to the Stamford Train Station. Phase II From East Main Street (RT 1) to Elm Street. Two HOV lanes plus four lanes. Estimated before 2010. Long Range Plan		varies	3/3

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)**2015 NETWORK CHANGES**

REGION PROJECT NO. HIGHWAY NAME TOWN IMPROVEMENT	DESCRIPTION	LANES FROM TO	
<u>CAPITOL</u>			
001-0090 US 6 ANDOVER NEW EXPRESSWAY	300 ft. W/O Parker Bridge Rd. to E/O Route 6 & 66 Interchange. Est. completion after 2010, LRP.	0	2/2
0012-0081 US 6 BOLTON NEW EXPRESSWAY	From existing I-384 in Bolton to 200 ft. E/O Swamp Rd. in Coventry. Est. completion after 2010, LRP.	0	2/2
0063-XXXX I84/FLATBUSH AVE. HARTFORD INTERCHANGE	Rebuild interchange from half to full. Long Range Plan.	N/A	
0051-XXXX RT 4 FARMINGTON ADD LANE	Add EB Lane in Farmington Center. Long Range Plan.	1/1	2/1
<u>CENTRAL NAUGATUCK VALLEY</u>			
0170-XXXX I-84 WATERBURY-WEST ADD LANES	0174-H152 is the EIS for widening From Highland Ave in Waterbury (Int. 18) to the Southbury/Newtown Town Line, Long Range Plan	2/2	3/3
<u>CONNECTICUT RIVER ESTUARY</u>			
0105-XXXX INGHAM HILL RD. OLD SAYBROOK EXTENSION	Connect Ingham Hill Rd. through to Rt. 153. Long Range Plan.	0	1/1

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

<u>2015 NETWORK CHANGES</u>				
REGION	PROJECT NO.	DESCRIPTION	LANES	
HIGHWAY NAME	TOWN		FROM	TO
IMPROVEMENT				
<u>CONNECTICUT RIVER ESTUARY (CONT.)</u>				
0105-XXXX		From Route 1 to Rt. 9.	1/1	2/2
ROUTE 154		Long Range Plan.		
OLD SAYBROOK				
WIDENING				
0154-XXXX		Extension Of Toby Hill Rd.	0	1/1
TOBY HILL RD.		to Pond Meadow.		
WESTBROOK		Long Range Plan.		
EXTENSION				
<u>GREATER BRIDGEPORT</u>				
0015-XXX		Modify the approach to I-95 by closing the on ramp		
		NA		
ROUTE 8/25		from Washington Ave. and off ramp to Myrtle Ave.		
BRIDGEPORT				
INT MODIFICATION		Long Range Plan		
0050-XXXX		Consolidate Interchange 23 and Interchange 22.	NA	
I-95		Long Range Plan.		
FAIRFIELD				
INT MODIFICATION				
0084-XXXX		Purdy Hill Road to Cross Hill Road.	1/1	2/2
Route 111		Long Range Plan.		
MONROE				
MAJOR WIDENING				
0138-XXXX		Consolidate Interchange 31 and Interchange 32.	NA	
I-95		Long Range Plan.		
STRATFORD				
INT MODIFICATION				
0138 – XXXX		Convert Interchange 33 to a full interchange. Project	N/A	
I-95:		No. 0138-0223 is a study to assess the impact. The		
STRATFORD		modification is in the region's Long Range Plan.		
0144-XXXX		From Old Town Rd. to Trumbull	1/1	3/3
SR 731		Shopping Park. Long Range Plan.		
TRUMBULL				
WIDENING				

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

		<u>2015 NETWORK CHANGES</u>	
REGION		DESCRIPTION	LANES
PROJECT NO.			FROM TO
HIGHWAY NAME			
TOWN			
IMPROVEMENT			
<u>GREATER BRIDGEPORT (CONT.)</u>			
0144-XXXX		From end of expressway Rt. 25	1/1 2/2
ROUTE 25		to Newtown TL; project continues	
TRUMBULL, MONROE		past TL .	
WIDENING		Long Range Plan.	
0144-XXXX		Construct Partial Interchange at	NA
ROUTE 25		Whitney Ave.; Long range Plan.	
TRUMBULL			
INTERSECTION			
0144-XXXX		Widen NB Mainline from the split with	2/2 3/3
ROUTE 8		Route 25 to vicinity of Interchange 7.	
TRUMBULL		Long Range Plan.	
WIDENING			
<u>HOUSATONIC VALLEY</u>			
0018-XXXX		South of Old State Road to Rt. 133.	1/1 2/2
US 202		Long Range Plan.	
BROOKFIELD			
WIDENING			
0034-XXXX		Between Interchanges 3 and 7.	3/3 4/4
I-84		Between Interchanges 1 to 2, and	2/2 3/3
DANBURY, NEWTOWN		8 to 13	
SOUTHBURY		Long Range Plan	
WIDENING			
0034-H036		From Byron St. in Danbury to Plumtrees St.	1/1 2/2
SR 806		in Danbury;	
DANBURY		Long Range Plan.	
MAJOR WIDENING			
0034-XXXX		From Route 53(Main Street) to northerly to	1/1 2/2
ROUTE 37		I-84 (Exit 6)	
DANBURY			
ADD LANES		Long Range Plan	

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

		<u>2015 NETWORK CHANGES</u>	
REGION	PROJECT NO.	DESCRIPTION	LANES FROM TO
HIGHWAY NAME	TOWN		
IMPROVEMENT			
<u>HOUSATONIC VALLEY (CONT.)</u>			
0034-XXXX		From South Street northerly to Boughton Street;	1/1 2/2
ROUTE 53		Long Range Plan.	
DANBURY			
ADD LANES			
<u>MIDSTATE</u>			
0112-XXXX		From Sand Hill Road to east of the Riverside	1/1 2/2
ROUTE 66		Motel (East of Middle Haddam Road)	
PORTLAND			
WIDENING		Long Range Plan.	
<u>SOUTH CENTRAL</u>			
0014-XXXX		Cedar Street Branford to Rt. 79 in Madison	2/2 3/3
I-95		(EAST SHORE).	
BRANFORD,GUILFORD		Long Range Plan.	
MADISON			
WIDENING			
0079-XXXX		Add new WB access at Chamberlain Highway	NA
I-691		(Rt. 71).	
MERIDEN			
INT IMPROVEMENT		Long Range Plan.	
0092-0531		Reconstruction of I-95/I91/RTE 34 Interchange Varies	
I-95		Associated with Q-Bridge Replacement.	
NEW HAVEN			
UPGRADE EXPRESSWAY		CCD 05-23-12, TIP.	
0092-532		Q Bridge Replacement and demolition;	3/3 5/5
I-95		Contract 'B'	
NEW HAVEN		CCD 09-30-13, TIP.	
BRIDGE REPLACEMENT			
0092-XXXX		Long Wharf access Plan	Varies
NEW HAVEN		Widen I-95(in separate project), Eliminate Long Wharf Drive	
		to expand park, add new road from Long Wharf Drive	
		Long Range Plan	

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

REGION PROJECT NO. HIGHWAY NAME TOWN IMPROVEMENT	<u>2015 NETWORK CHANGES</u>		LANES	
	DESCRIPTION	FROM	TO	
<u>SOUTHEASTERN</u>				
0152-XXXX ROUTE 85 WATERFORD WIDENING	From Harvey Ave. to Jefferson Ave. Long Range Plan.	1/1	2/2	
0152-0143 I-95 WATERFORD INTERCHANGE MODIFICATION	Installation of access/egress ramps connecting a proposed frontage road. Long Range Pan	0	2/2	
<u>SOUTH WESTERN</u>				
0102-XXXX I-95 NORWALK WIDENING	From Route 7 expressway interchange to Exit 14. Long Range Plan.	3/3	4/3	
0135-XXXX ROUTE 1 STAMFORD WIDENING	Widen Route 1 to a uniform four lanes within Stamford. Estimated after 2010. Long Range Plan	varies	2/2	
<u>VALLEY</u>				
0002-XXXX ROUTE 8 ANSONIA INTERCHANGE	Interchange 18 - Construct New NB entrance ramp. Long Range Plan	NA		
0036-XXXX ROUTE 8 DERBY INTERCHANGE	Rt. 8 Interchange 16 and 17; Construct new NB ramps. Close old ramps. Long Range Plan.	NA		
0036-XXXX ROUTE 34 DERBY MAJOR WIDENING	Main Street Derby from Elizabeth Street to Route 115; widen with new retaining walls; Long Range Plan.	1/1	2/2	

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

<u>2015 NETWORK CHANGES</u>				
REGION	PROJECT NO.	DESCRIPTION	LANES	
HIGHWAY NAME	TOWN		FROM	TO
IMPROVEMENT				
<u>VALLEY (CONT)</u>				
0124-XXXX		Between Interchange 22 and 23; improve access.	NA	
ROUTE 8		Long Range Plan.		
SEYMOUR				
INTERCHANGE				
0124-XXX		Bank Street from West Street to North Main St	1/1	2/2
ROUTE 67				
SEYMOUR		Long Range Plan.		
MAJOR WIDENING				
0124-XXXX		Realign interchange with new extension of	NA	
ROUTE 8		Derby Road. Long Range Plan.		
SEYMOUR				
INTERCHANGE				
0126-XXXX		Between Huntington Ave. and Constitution Boulevard	1/1	2/2
ROUTE 714		Long Range Plan.		
SHELTON				
MAJOR WIDENING				
0126-XXXX		Interchange 14 - Construct new SB	NA	
ROUTE 8		entrance ramp,		
SHELTON		Long Range Plan.		
INTERCHANGE				
<u>WINDHAM</u>				
0032-114		From 200 ft. E/O Swamp Rd. in Coventry to 300	0	2/2
US 6		ft. W/O Parker Bridge Rd. in Andover.		
COVENTRY		Est. completion after 2010.		
NEW EXPRESSWAY				

TABLE 1: LIST OF NETWORK CHANGES (Cont'd.)

2020 NETWORK CHANGES

No Changes from 2015 Network

2025 NETWORK CHANGES

No Changes from 2015 Network

2030 NETWORK CHANGES

No Changes from 2015 Network

TABLE 1: LIST OF NETWORK CHANGES**2005 NETWORK CHANGES**

REGION	PROJECT NO.	DESCRIPTION	LANES	
HIGHWAY NAME			FROM	TO
TOWN				
IMPROVEMENT				
<u>CAPITOL</u>				
	0063-0602	This Project is to be completed in conjunction with Adrian's Landing. The lane configuration will be 3 Northbound and 2 Southbound	1/1	3/2
	COLUMBUS BLVD	CCD 05-27-05		
	HARTFORD			
	WIDENING			
	0063-0473	The bridge will be widened to match the rest of the Columbus Boulevard project; configuration will be 3 Northbound and 2 Southbound. TIP	1/1	3/2
	COLUMBUS BLVD	BID 03-10-04, CCD 05-27-05		
	HARTFORD			
	BRIDGE RECONSTRUCTION			
<u>CENTRAL NAUGATUCK VALLEY</u>				
	0025-0133	Reconstruct Expressway and Operational Improvements including Interchanges. Marion Rd to Interchange 30.	2/2	3/3
	I-84	BID 04-10-02, CCD 10-14-05, Part Funds Obligated, TIP		
	CHESHIRE			
	UPGRADE EXPRESSWAY			
	0151-0274	Reconstruct Expressway and Operational Improvements including Interchanges. Opposite Pierpoint to Marion Rd.	2/2	3/3
	I-84	BID 01-24-02, CCD 10-07-05, TIP.		
	WATERBURY			
	UPGRADE EXPRESSWAY			
<u>GREATER BRIDGEPORT</u>				
	0015-0272	Reconstruction of I-95 (exits 25-28) from State St. to Wordin Ave.	3/3	4/4
	I-95	Bid 08-16-00, CCD 12-28-04, TIP.		
	BRIDGEPORT			
	RECONSTRUCTION			
<u>HOUSATONIC VALLEY</u>				
	0095-0220	Provide additional lanes on Route 7, at and between Picket District Road and CT 67/US 202.	1/1	2/2
	US 7	BID 03-067-02, CCD 05-28-05, Funds obligated.		
	NEW MILFORD			
	MAJOR WIDENING			

In addition, model runs incorporate the effect of the Employer Commute Options (ECO) Program in Southwest Connecticut (Severe Ozone Non-Attainment area). In response to federal legislation, Connecticut has restructured the ECO Program to emphasize voluntary participation, combined with positive incentives, to encourage employees to rideshare, use transit and continue to expand their trip reduction activities. This program has been made available to all employers. It is felt that this process is an effective means of achieving Connecticut's clean air targets. Funding of this effort under the CMAQ Program is included in the TIP for FY 2005/06. It is estimated that this program, if fully successful, could reduce VMT and mobile source VOC emissions by 2 percent in Southwest Connecticut.

It should be noted that TIP projects which have negligible impact on trip distribution and/or highway capacity have not been incorporated into the network. These include, but are not limited to, geometric improvements of existing interchanges, short sections of climbing lanes, intersection improvements, transit projects dealing with equipment for existing facilities and vehicles, and transit operating assistance. Essentially, those projects that do not impact the travel demand forecasts are not included in the networks and/or analysis.

The network-based travel model used for this analysis is the model that ConnDOT utilizes for transportation planning, programming and design requirements. This travel demand model uses demographic and land use assumptions which are based on population projections for Connecticut, which were updated in the Fall of 2001 to utilize 2000 Census data, and employment projections developed jointly by ConnDOT and Connecticut's 15 RPOs in 2001.

The model uses a constrained equilibrium approach to allocate trips among links. The model was calibrated using 2000 ground counts and 2000 Highway Performance Monitoring System Vehicle Miles of Travel data, as well as data contained in the 1990 National Personal Transportation Survey as supplemented in Connecticut.

Peak hour directional traffic volumes were estimated as a percentage of the ADT on a link by link basis. Based on automatic traffic recorder data, 9.0 percent, 8.5 percent, 8.0 percent and 7.5 percent of the ADT occurs during the four highest hours of the day. A 55:45 directional split was assumed. Hourly volumes were then converted to Service Flow Levels (SFL) and Volume to Capacity (V/C) ratios calculated as follows:

- $SFL = DHV/PHF*N$
- $VC = SFL / C$

where:

- DHV = Directional Hourly Volume
- PHF = Peak Hour Factor = .9
- N = Number of lanes
- C = Capacity of lane

Peak period speeds were estimated from the 1994 Highway Capacity Manual based on the design speed, facility class, area type and the calculated V/C ratio. On the expressway system, Connecticut-based free flow speed data was available. This data

was deemed more appropriate and superceded the capacity manual speed values. The expressway free flow speeds were updated in November 2000 and are based on year 2000 speed data.

For the off-peak hours, traffic volume is not the controlling factor for vehicle speed. Off-peak link speeds were based on the Highway Capacity Manual free flow speeds as a function of facility class and area type. As before, Connecticut-based speed data was substituted for expressway facilities and was updated in November 2000 with year 2000 data.

Two special cases exist in the modeling process: centroid connectors and intrazonal trips.

Centroid connectors represent the local roads used to gain access to the model network from centers of activity in each traffic analysis zone (TAZ). A speed of 25 mph is assumed for these links.

Intrazonal trips are trips that are too short to get on to the model network. VMT for intrazonal trips is calculated based on the size of each individual TAZ. A speed of 20 to 24 mph is assumed for the peak period and 25 to 29 mph for the off-peak period.

The Daily Vehicle Miles of Travel (DVMT) is calculated using a methodology based on disaggregate speed, converted to summer and winter VMTs, and summarized by non-attainment area, functional class, and speed. The VMT and speed profiles developed by this process are then combined with the emission factors from the **MOBILE6.2** model to produce emission estimates for each scenario and time frame. VMT data, as well as the **MOBILE6.2** input and outputs, may be found in the Appendix.

The following table 2 shows the 1990 through 2030 DVMT, Action Emissions and SIP Budgets for Volatile Organic Compounds (VOC), and Nitrogen Oxides (NOX) resulting from this process. The 1990 emissions were obtained from ConnDEP as part of their Inventory submittal.

TABLE 2

March 2005

**VMT - OZONE EMISSIONS - SIP BUDGETS
SERIES 27F**

Year	Ozone Area	SERIES 27F			SIP BUDGETS		DIFFERENCE	
		VMT	VOC	NOX	VOC	NOX	VOC	NOX
1990	Severe	19,101,540	43.6	55.4	----	----	----	----
	Serious	59,437,490	126.5	174.6	----	----	----	----
2005	Severe	22,671,720	17.7	35.3	19.5	36.8	-1.8	-1.6
2007	Severe	23,080,620	14.9	27.9	16.4	29.7	-1.5	-1.8
	Serious	74,624,440	46.3	92.6	51.9	98.4	-5.6	-5.8
2010	Severe	23,709,000	11.5	20.4	16.4	29.7	-4.9	-9.3
	Serious	77,270,960	36.4	68.4	51.9	98.4	-15.5	-30.0
2020	Severe	25,589,960	6.3	7.3	16.4	29.7	-10.1	-22.4
	Serious	84,809,270	20.2	24.8	51.9	98.4	-31.7	-73.7
2028	Severe	27,020,470	6.1	5.4	16.4	29.7	-10.3	-24.3
	Serious	90,162,860	19.5	18.4	51.9	98.4	-32.4	-80.0
2030	Severe	27,383,730	6.2	5.3	16.4	29.7	-10.2	-24.4
	Serious	91,485,490	19.8	18.1	51.9	98.4	-32.1	-80.3

- NOTE:**
1. A small reduction in VMT and emissions in the Serious area will occur from the ECO program in the Severe area due to travel from the Serious to the Severe area.
 2. VMT represents SUMMER DAILY vehicle miles of travel.
 3. VOC & NOX emissions are in tons per day and are calculated using Connecticut's vehicle mix.
 4. Uses HPMS 12 Functional Class system.
 5. National Low Emission Vehicle (LEV) program included in 2007 and all future years.
 6. Includes emission reductions from passenger transit locomotives.
 7. 2005/2007 one hour MOBILE6.2 budgets approved as of February 2004.
 8. Series 27F run with 20 Iteration equilibrium assignment.
 9. Network-based local VMT reallocated to arterial/collector category as per MOBILE6.2 guidance

In all cases, the transportation program and plan meets the required conformity tests:

- Action years show less emissions than 1990
- Action years fall within existing SIP budgets for VOC / NOX

This analysis in no way reflects the full benefit on air quality from the transportation plan and program. The network-based modeling process is capable of assessing the impact of major new highway or transit service. It does not reflect the impact from the many projects which are categorically excluded from the requirement of conformity. These projects include numerous improvements to intersections, which will allow traffic to flow more efficiently, thus reducing delay, fuel usage and emissions. The program also includes a significant number of miles of resurfacing. Studies have shown that smooth pavement reduces fuel consumption and the attendant CO and VOC emissions. Included in the TIP but not reflected in this analysis are many projects to maintain existing rail and bus systems. Without these projects, those systems could not offer a high level of service. With them, the mass transit systems function more efficiently, with improved safety, and provide a more dependable and aesthetically appealing service. These advantages will retain existing patrons and attract additional riders to the system. The technology to quantify the air quality benefits from these programs is not currently available.

As shown in this analysis, transportation emissions are declining dramatically and will continue to do so. This is primarily due to programs such as reformulated fuels, enhanced inspection and maintenance (I/M) programs, stage two vapor recovery (area source), and the low emissions vehicles (LEV) program. Changes in the transportation system will not produce significant emission reductions because of the massive existing rail, bus, highway systems, and land development already in place. Change in these aspects is usually marginal, producing very small impacts.

PM₁₀

EPA previously designated the City of New Haven as non-attainment with respect to the National Ambient Air Quality Standards (NAAQS) for particulate matter with a nominal diameter of ten microns or less (PM₁₀). The PM₁₀ non-attainment status in New Haven was a local problem stemming from activities of several businesses located in the Stiles Street section of the City. Numerous violations in the late 1980's and early 1990's of Section 22a-174-18 (Fugitive Dust) of ConnDEP regulations in that section of the city led to a non-attainment designation (ConnDEP, 1994: Narrative Connecticut Department of Environmental Protection, State Implementation Plan Revision For PM₁₀, March 1994). Corrective actions were subsequently identified in the State Implementation Plan and implemented, with no violations of the PM₁₀ NAAQS since the mid-1990's. All construction activities undertaken in the City of New Haven are required to be performed in compliance with Section 22a-174-18 (Control of Particulate "Emissions") of the ConnDEP regulations. All reasonable available control measures must be implemented during construction to mitigate particulate matter emissions, including wind-blown fugitive dust, mud and dirt carry out, and re-entrained fugitive emission from mobile equipment. The projects contained in the STIP and Plans,

designated within the City of New Haven, are expected to have little effect on the overall projected vehicle miles of travel for the area and are not expected to cause significant additional airborne particulate matter to be generated. The transportation projects initiated in New Haven are not designed to enhance development in the area. Therefore, the projects undertaken in this area will not have a detrimental effect on PM₁₀ in New Haven.

PM_{2.5}

In December of 2004, EPA signed the final rulemaking notice to designate attainment and non-attainment areas with respect to the Fine Particles (PM_{2.5}) National Ambient Air Quality Standards, becoming effective April 5, 2005. In Connecticut, Fairfield and New Haven counties are included in the New York-Northern New Jersey-Long Island, NY-NJ-Ct PM_{2.5} non-attainment area. Transportation plans and transportation improvement programs (TIPS) for the tri-state nonattainment area must be found to *collectively* conform by April 5, 2006 (one year after the effective date of the final PM_{2.5} air quality designation rule). Intensive interagency consultation will be necessary in order to meld separate methodologies into one regional analysis.

MASTER TRANSPORTATION PLAN

Another criterion used to determine SIP conformity is the requirement that ConnDOT submit its transportation plan to ConnDEP for review. Accordingly, a copy of ConnDOT's 2005 Master Transportation Plan has been submitted to ConnDEP.

TRANSPORTATION PLANNING WORK PROGRAM

ConnDOT's FY 2005-2006 Transportation Planning Work Program contains a description of all planning efforts (including those related to air quality) to be sponsored or undertaken with federal assistance during FY 2005 and 2006. Included with this program are several tasks directly related to ConnDOT's responsibilities under Connecticut's SIP for Air Quality. Additional functions, such as those supporting the preparation of Indirect Source Permit applications, are funded under project related tasks. This work program is available at ConnDOT for review.

CONCLUSIONS

ConnDOT has assessed its compliance with the applicable conformity criteria requirements of the 1990 CAAA. Based upon this analysis, it is concluded that all elements of ConnDOT's transportation program, and the Regional Long-Range Plans conform to applicable SIP and 1990 CAAA Conformity Guidance criteria and the revised transportation conformity budgets approved by U.S. EPA effective February 4, 2004.

In addition to the information required for a conformity determination, the following is attached:

- Attachment A: EPA memo: 'What Scenarios Apply in Connecticut and What 8-Hour Conformity Test(s) Will Be Used?', December 6, 2004
- Appendix A: The VMT and **MOBILE6.2** tabulations for each analysis year
- Appendix B: The **MOBILE6.2** input data for each analysis year (Ozone)
- Appendix C: The **MOBILE6.2** output data for each analysis year (Ozone)

Travel and emission model files used in the calculation of the VMT and emissions are available on compact disk. Requests for these files or any questions regarding the analysis contained in this document may be directed to:

Connecticut Department of Transportation
Bureau of Policy and Systems Information
Division of Systems Information – Unit 4203
2800 Berlin Turnpike
Newington, CT. 06111
(860) 594-2026
Email: Paul.Buckley@po.state.ct.us

ATTACHMENT A

EPA Memo: "What Scenarios Apply in Connecticut
and What 8-Hour Conformity Test(s) Will Be Used?"

**U.S. ENVIRONMENTAL PROTECTION AGENCY
NEW ENGLAND REGIONAL OFFICE
ONE CONGRESS STREET, BOSTON, MA 02203-2211**

MEMORANDUM

DATE: December 6, 2004

SUBJ: What Scenarios Apply in Connecticut and What 8-hour Conformity Test(s) Will Be Used ?

FROM: Donald O. Cooke, Environmental Scientist
Air Quality Planning Unit

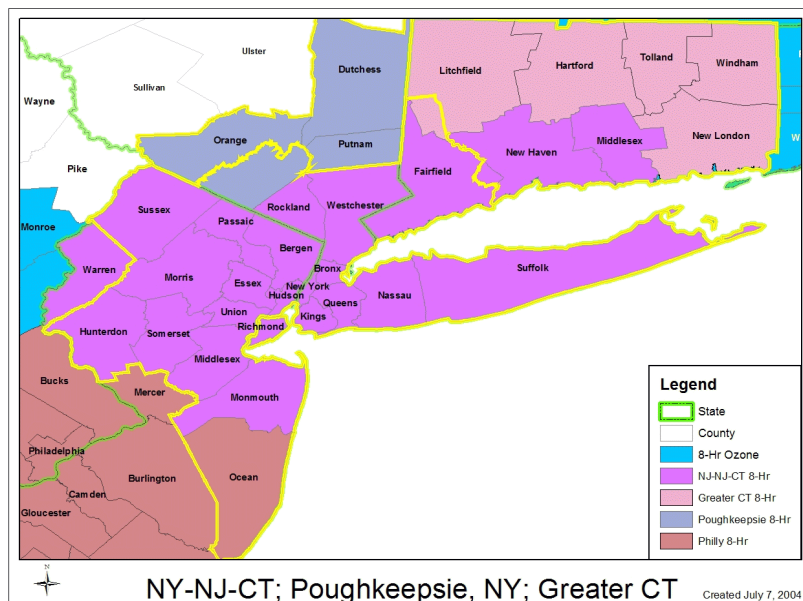
Thru: David Conroy, Manager
Air Quality Planning Unit

TO: Paul Bodner
Connecticut Department of Environmental Protection

As we have discussed on the telephone, EPA has identified the scenario and 8-hour conformity criteria for the two 8-hour ozone nonattainment areas in Connecticut.

The map in Figure 1 illustrates the boundaries of the two new 8-hour nonattainment areas in Connecticut as well as the boundaries of the existing 1-hour nonattainment areas.

Figure 1



Connecticut portion of the New York-Northern New Jersey-Long Island 8-hour ozone nonattainment area

This 8-hour area (colored in purple in Figure 1 above) has been classified as moderate with a maximum attainment date of June 15, 2010. Under EPA's conformity guidance, we believe this area to be a Scenario 2 area. In addition, we believe that the Connecticut portion of the 8-hour area should continue an independent conformity test.

For 8-hour conformity, Connecticut should use the EPA-approved 2005 and 2007 MOBILE6.2 budgets to the boundary of the Connecticut portion of the 1-hour nonattainment area. The 2005 1-hour ozone motor vehicle emissions budgets are 19.5 tpsd VOC and 36.8 tpsd NO_x. The 2007 1-hour ozone motor vehicle emissions budgets are 16.4 tpsd VOC and 29.7 tpsd NO_x.

To satisfy 8-hour conformity, the analyses years would be 2005 (year for which a budget was developed), 2007 (year for which a budget was developed), 2010 (maximum attainment date for a moderate 8-hour ozone classified area) plus the necessary future years (e.g., 2015 and 2025) to satisfy last year of each transportation plan in the 8-hour nonattainment area and not more than ten years between analyses. This is in accordance with 40 CFR 93.109(e)(2)(ii)(B) of the transportation conformity rule.

Note that the new Connecticut portions of the New York-Northern New Jersey-Long Island 8-hour ozone nonattainment area that do not have 2005 budgets (i.e., the town of Shelton, plus New Haven and Middlesex Counties) are not subject to the 2005 VOC and NO_x budget tests.

However, in subsequent 8-hour conformity determinations before 8-hour budgets are established and after 2005 is no longer within the time frame of the TP/TIP, we think conformity should be done for the exact boundary of the Connecticut portion of the NY-NJ-LI 8-hour ozone nonattainment area (i.e., Fairfield, New Haven and Middlesex counties) by reallocating the 1-hour 2007 MOBILE6.2 budgets which cover the entire State of Connecticut to the boundaries of the two new 8-hour nonattainment areas. MOBILE6.2 motor vehicle emissions budgets for VOC and NO_x that cover the three Connecticut counties in the nonattainment area will then be used to demonstrate 8-hour conformity for the Connecticut Portion of the NY-NJ-LI 8-hour ozone nonattainment area.

The estimated 2007 motor vehicle emissions budgets for the Connecticut Portion of the NY-NJ-LI 8-hour ozone nonattainment area are 34.7 tpsd VOC and 66.5 tpsd NO_x (see Attachment 1). The new re-allocated budgets would be developed through conformity's interagency consultation procedures. The analysis years for conformity determinations before 8-hour budgets are established and after 2005 is no longer within the time frame of the TP/TIP would be 2007 (year a budget was created), 2010 (maximum attainment date for a moderate 8-hour ozone classified area) plus the necessary future years (e.g., 2015 and 2025) to satisfy last year of each transportation plan in the 8-hour nonattainment area and not more than ten years between

analyses. This is in accordance with 40 CFR 93.109(e)(2)(ii)(A) of the transportation conformity rule.

Greater Connecticut 8-hour ozone nonattainment area

This 8-hour area (shaded in pink in Figure 1 above) has been classified as moderate with a maximum attainment date of June 15, 2010. Under EPA's conformity guidance, we believe this area to be a Scenario 2 area.

For 8-hour conformity, Connecticut should use the EPA-approved 2007 MOBILE6.2 budgets to the boundary of the Greater Connecticut 1-hour nonattainment area. The 2007 1-hour ozone motor vehicle emissions budgets are 51.9 tpsd VOC and 98.4 tpsd NO_x.

To satisfy 8-hour conformity, the analyses years would be 2007 (year for which a budget was developed), 2010 (maximum attainment date for a moderate 8-hour ozone classified area) plus the necessary future years (e.g., 2015 and 2025) to satisfy last year of each transportation plan in the 8-hour nonattainment area and not more than ten years between analyses. This is in accordance with 40 CFR 93.109(e)(2)(ii)(B) of the transportation conformity rule.

However, in subsequent 8-hour conformity determinations before 8-hour budgets are established, we think conformity should be done for the exact boundary of the Greater Connecticut 8-hour ozone nonattainment area (i.e., Hartford, Litchfield, New London, Tolland and Windham counties) by reallocating the 1-hour 2007 MOBILE6.2 budgets which cover the entire State of Connecticut to the boundaries of the two new 8-hour nonattainment areas. MOBILE6.2 motor vehicle emissions budgets for VOC and NO_x that cover the five counties in the nonattainment area will then be used to demonstrate 8-hour conformity for the Greater Connecticut 8-hour ozone nonattainment area.

The estimated 2007 motor vehicle emissions budgets for the Greater Connecticut area are 33.6 tpsd VOC and 61.6 tpsd NO_x (see Attachment 1). The new re-allocated budgets would be developed through conformity's interagency consultation procedures. The analysis years for conformity determinations before 8-hour budgets are established would be 2007 (year a budget was created), 2010 (maximum attainment date for a moderate 8-hour ozone classified area) plus the necessary future years (e.g., 2015 and 2025) to satisfy last year of each transportation plan in the 8-hour nonattainment area and not more than ten years between analyses. This is in accordance with 40 CFR 93.109(e)(2)(ii)(A) of the transportation conformity rule.

Attachment 1

1-Hour Ozone Nonattainment MVEBs for 2007 (Based on MOBILE6.2; approved by EPA February 4, 2004 (69 FR 5286))		
Area	VOC (tons per day)	NO _x (tons per day)
CT Portion of NY-NJ-LI	16.43	29.67
Greater Connecticut	51.86	98.41
Statewide Total	68.3	128.1

ESTIMATED 8-Hour Ozone Nonattainment MVEBs for 2007 (Actual budgets to be developed through conformity's interagency coordination process.)		
Area	VOC (tons per day)	NO _x (tons per day)
CT Portion of NY-NJ-LI	~ 34.7	~ 66.5
Greater Connecticut	~ 33.6	~ 61.6
Re-allocated Statewide Total	68.3	128.1