PM 2.5 Air Quality Conformity Determination

of the 2015 Regional Transportation Plans and the FY 2015-2018 Transportation Improvement Programs Amendments for the Connecticut portion of the NY-NJ-CT PM$_{2.5}$ Attainment/Maintenance Area

September 2016

Note: The five Connecticut MPOs (CNVMPO, GBVMPO, HVMPO, SCRCOG and SWRMPO) are part of the larger NY-NJ-CT PM$_{2.5}$ Nonattainment Area and this document includes the documentation of the regional analysis for the entire Connecticut portion of the nonattainment area, as well as documentation and information on the processes and procedures undertaken by CTDOT, coordinator of the Air Quality Conformity for the five Connecticut Metropolitan Planning Organizations.
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1) OVERVIEW

In March 2007, the Metropolitan Planning Organizations (MPOs) in Connecticut proposed to update their Long Range Transportation Plans (LRTPs). These revisions to Connecticut’s LRTPs required a new multi-state transportation conformity determination for fine particulate matter (PM$_{2.5}$). Therefore, the November 2006 NY-NJ-CT PM$_{2.5}$ non-attainment area conformity determination was revised to reflect emission projections from the new or revised, non-exempt projects in Connecticut’s 2007-2035 LRTPs. On April 17, 2007, the Connecticut Department of Energy and Environmental Protection (CTDEEP) submitted to the U.S. Environmental Protection Agency (EPA) its State Implementation Plan (SIP) Revision for Establishment of Interim Progress for the Fine Particle National Ambient Air Quality Standard (NAAQS) and early fine particulate (PM$_{2.5}$) transportation conformity emission budgets. The SIP revision identified year 2009 annual direct PM$_{2.5}$ and annual nitrogen oxides (NOx) Motor Vehicle Emission Budgets (MVEBs) associated with the Interim/Early Progress SIP. The annual 2009 MVEBs for the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM$_{2.5}$ Area were 360 tons per year of direct PM$_{2.5}$ and 18,279 tons per year of NOx.\(^1\) These emissions budgets were found adequate as of June 20, 2007 and were approved into the Connecticut SIP on August 30, 2007.

The annual 2009 motor vehicle emissions budgets for the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM$_{2.5}$ Area were determined adequate through a May 24, 2007 letter from Anne E. Arnold, Manager Air Quality Planning Unit, EPA New England Regional Office to Anne Gobin, Chief CTDEEP and a June 5, 2009 Federal Register Notice of Adequacy. The adequacy process made the MVEBs effective June 20, 2007 for transportation conformity determinations.

The annual 2009 motor vehicle emissions budgets for the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM$_{2.5}$ Area were approved into the Connecticut SIP through a direct final rulemaking Federal Register on August 30, 2007 (72 FR 50029). This SIP element “2009 Early Progress Direct PM$_{2.5}$ and NOx Motor Vehicle Emission Budgets (MVEBs) for Transportation Conformity Purposes; Connecticut; New York-Northern New Jersey-Long Island, NY-NJ-CT PM$_{2.5}$ Area” became effective on October 29, 2007.

On December 14, 2009, EPA’s final rule designating areas for the 2006 PM$_{2.5}$ NAAQS became effective. This Air Quality Conformity analysis is being prepared to meet both the 1997 Annual PM$_{2.5}$ NAAQS and the 2006 24-hour PM$_{2.5}$ NAAQS.

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\(^1\) Letter from U.S. EPA to Anne Gobin, Chief CTDEP, dated May 24, 2007.
This report was prepared to document the emissions analysis that was completed to evaluate Fiscal Year 2015–2018 Conformity of the Statewide Transportation Improvement Program (STIP) Amendments and the 2015 LRTPs to the SIP for air quality. This submittal incorporates the FY 2015 - 2018 STIP and 2015 LRTPs from Connecticut’s Regional Planning Organizations (RPO), and the 2017 and 2025 MOVES2010b emissions budgets deemed adequate by EPA and effective as of February 20, 2013. EPA’s guidance for maintenance plans calls for a demonstration of continued compliance by showing that future emissions during the maintenance period will not exceed the level of emission in the attainment inventory.

The end of the maintenance period was established as 2025, consistent with the CAA section 175A(a) requirement that the plan provide for maintenance of the NAAQS for at least 10 years after EPA formally approves the redesignation request. Emission estimates were developed for direct PM$_{2.5}$, as well as for the most important PM$_{2.5}$ precursor NOx. Emissions are projected to decrease from the levels in the 2007 attainment inventory through the end of the maintenance period in 2025, including in the selected interim year of 2017, thus providing for continuing maintenance of the NAAQS.

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

2) PURPOSE AND NEED

a - What is Transportation Conformity?

Transportation Conformity is the process, established by joint guidance from the United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (EPA) that ensures that transportation investments will contribute to improving air quality in areas where concentrations of certain pollutants exceed national air quality standards. Transportation conformity as it currently exists emerged from the passage of environmental and transportation legislation in the early 1990s (Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991). EPA promulgated a transportation conformity rule initially in 1993. The latest amendment to the transportation conformity rule, Transportation Conformity Rule, Amendments to Implement Provisions Contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Final Rule was published January 24, 2008 (73 FR 4420).

Other recent conformity rules related to particulate matter include: PM$_{2.5}$ and PM$_{10}$ Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM$_{2.5}$ and

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Recently EPA published Transportation Conformity Rule PM\textsubscript{2.5} and PM\textsubscript{10} Amendments, Final Rule March 24, 2010 (75 FR 14259-14285). Transportation Conformity rulemaking actions can be found on EPA’s Office of Transportation and Air Quality web site at URL address:

http://www.epa.gov/otaq/stateresources/trasconf/conf-reg.htm

Transportation conformity works in the following way:

- EPA establishes National Ambient Air Quality Standards (NAAQS) based on public health research. The standards set maximum concentrations of six criteria pollutants in the ambient (outdoor) air.

- EPA designates parts of the country where the NAAQS are exceeded as a “non-attainment area.” States that have non-attainment areas within their boundaries are required to submit State Implementation Plans (SIPs) to EPA to demonstrate how the non-attainment areas will improve their air quality and meet the NAAQS in the timeframe specified by the Clean Air Act.

- Non-attainment areas must conform their transportation plans, programs and projects to their area’s motor vehicle emissions budget that is contained within its SIP. If a state does not yet have SIP emissions budgets in place, interim emission tests must be passed to show conformity.

Under the Conformity Rules, the following test for PM\textsubscript{2.5} and NOx must be met:

- TEST: Emissions from future Action Scenarios from 2017 on, must be less than the 2017 Motor Vehicle Emission Budgets

- TEST: Emissions from future Action Scenarios from 2025 on, must be less than the 2025 Motor Vehicle Emission Budgets
To do this, MPOs use a model created by the EPA that applies emission factors to the region’s vehicle fleet. These emission factors are combined with vehicle miles traveled data, which is generated by an MPO’s travel demand model. The travel demand model uses the region’s highway network, estimated travel conditions and demographic data to estimate where trips begin and end.

It is important to note that the transportation conformity determination is based on the mix of new and existing projects and the current infrastructure. Some projects, particularly highway capacity expansions, may be individually deleterious to air quality but are offset by beneficial initiatives such as new transit projects and engineering improvements that mitigate local congestion or reduce vehicular travel. The conformity regulations recognize this balance between projects that increase and reduce emissions by requiring that MPOs demonstrate that the overall set of investments moves the region toward cleaner air, in keeping with EPA policies.

b - Background on Fine Particulate Matter (PM$_{2.5}$)

Fine particulate matter, also called PM$_{2.5}$, is a mixture of microscopic solids and liquid droplets suspended in air, where the size of the particles is equal to or less than 2.5 micrometers (about one-thirtieth the diameter of a human hair). Fine particles can be emitted directly (such as smoke from a fire, or as a component of automobile exhaust) or be formed indirectly in the air from power plant, industrial and mobile source emissions of gases such as sulfur dioxide and nitrogen oxides.

The health effects associated with exposure to fine particles are serious. Scientific studies have shown significant associations between elevated fine particle levels and premature death. Effects associated with fine particle exposure include aggravation of respiratory and cardiovascular disease (as indicated by increased hospital admissions, emergency room visits, absences from school or work, and restricted activity days), lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and cardiac arrhythmia. While fine particles are unhealthy for anyone to breathe, people with heart or lung disease, asthmatics, older adults, and children are especially at risk.

c - PM$_{2.5}$ National Ambient Air Quality Standards

In July 1997, EPA issued NAAQS for PM$_{2.5}$, designed to protect the public from exposure to PM$_{2.5}$ at levels that may cause health problems. The standards include an annual standard set at 15 micrograms per cubic meter, based on the three year average of annual PM$_{2.5}$ concentrations and a 24-hour standard of 65 micrograms per cubic meter based on the three-
year average of 24-hour concentrations. In general, areas need to meet both standards to be considered to attain PM\(_{2.5}\) NAAQS.

Areas not meeting the PM\(_{2.5}\) NAAQS are called PM\(_{2.5}\) non-attainment areas. These areas have had or contributed to PM\(_{2.5}\) levels higher than allowed under the NAAQS. Non-attainment areas are subject to transportation conformity, through which local transportation and air quality officials coordinate planning efforts to ensure that transportation projects do not hinder an area's ability to reach its clean air goals. Transportation conformity requirements become effective one year after an area is designated as a non-attainment area.

EPA issued official designations for the PM\(_{2.5}\) standard on December 17, 2004 and made modifications in April 2005. On April 5, 2005, designations under the national air quality standards for fine particle pollution or PM\(_{2.5}\) became effective. Therefore, by April 4, 2006, all PM\(_{2.5}\) non-attainment areas were required to implement transportation conformity. Under the EPA designation, non-attainment areas are required to meet the PM\(_{2.5}\) NAAQS as soon as possible, but no later than 2010. EPA may grant attainment date extensions of up to five years in areas with more severe PM\(_{2.5}\) problems and where emissions control measures are not available or feasible.

EPA has determined that meeting the PM\(_{2.5}\) NAAQS nationwide will annually prevent at least 15,000 premature deaths; 75,000 cases of chronic bronchitis; 10,000 hospital admissions for respiratory and cardiovascular disease; hundreds of thousands of occurrences of aggravated asthma; and 3.1 million person-days of missed work due to symptoms related to particle pollution exposure.


States with designated PM\(_{2.5}\) non-attainment areas had to submit SIPs that outline how they will meet the PM\(_{2.5}\) NAAQS within three years of April 5, 2005. On November 18, 2008 CTDEEP submitted a SIP Revision “Attainment Demonstration for the 1997 Annual PM\(_{2.5}\) National Ambient Air Quality Standard for the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM\(_{2.5}\) Non-attainment Area”. EPA determined Connecticut’s PM\(_{2.5}\) attainment demonstration SIP to be administratively and technically complete on January 8, 2009.
On October 17, 2006, EPA issued a final rule which tightened the 24-hour PM$_{2.5}$ NAAQS from the 1997 level of 65 micrograms per cubic meter (μg/m$^3$) to 35 μg/m$^3$ (71FR61144). In this final rule, EPA retained the 1997 annual PM$_{2.5}$ NAAQS of 15.0 μg/m$^3$. EPA’s final rule designating non-attainment areas for the 2006 PM$_{2.5}$ NAAQS, published in the Federal Register on November 13, 2009, was effective December 14, 2009.

A MPO and the U.S. Department of Transportation (U.S.DOT) must make a conformity determination with regard to the 2006 PM$_{2.5}$ NAAQS for the metropolitan transportation plan and TIP within one year after the effective date of the initial non-attainment designation for this NAAQS, as stated in 40CFR Part 93, “Transportation Conformity Rule PM$_{2.5}$ and PM$_{10}$ Amendments; Final Rule”, dated March 24, 2010.

On June 22, 2012, CTDEEP submitted a “PM$_{2.5}$ Redesignation/Maintenance State Implementation Plan” which established new Motor Vehicle Emission Budgets for 2017 and 2025 using new EPA required software, MOVES 2010b. These budgets were deemed adequate by EPA and effective as of February 20, 2013.

Monitoring data show that the NY-NJ-CT multi-state area has achieved compliance with both the 1997 annual and 2006 24-hour PM$_{2.5}$ NAAQS since 2009. On November 15, 2010, EPA published a formal determination that the NY-NJ-CT multi-state area had achieved measured attainment of the 1997 annual PM$_{2.5}$ NAAQS. EPA published a similar finding for the 2006 24-hour PM$_{2.5}$ NAAQS on December 31, 2012. DEEP monitoring data also indicate that Connecticut complies with the 2012 annual NAAQS.

On June 22, 2012, DEEP formally submitted to the EPA, the final PM$_{2.5}$ redesignation request and maintenance plan State Implementation Plan (SIP) for Connecticut’s portion of the NY-NJ-CT PM$_{2.5}$ nonattainment area. The plan demonstrated that Connecticut’s air quality met both the 1997 annual and the 2006 24-hour PM$_{2.5}$ NAAQS due to a combination of national, regional and local control measures implemented to reduce emissions and presented a maintenance plan that ensures continued attainment through the year 2025. On September 24, 2013, EPA published its approval of the PM$_{2.5}$ redesignation request, establishing October 24, 2013 as the effective date of redesignation to attainment/maintenance for Connecticut’s portion of the NY-NJ-CT area for both the 1997 annual and 2006 24-hour PM$_{2.5}$ NAAQS.

This report was prepared to show conformity for the 1997 Annual PM$_{2.5}$ NAAQS and the 2006 PM$_{2.5}$ 24-hour NAAQS by meeting new MOVES2010b 2017 and 2025 motor vehicle budgets as discussed above.

The Metropolitan Planning Organizations (MPOs) within this area are as follows:
1. SouthWestern Region Metropolitan Planning Organization (SWRMPO)
2. Housatonic Valley Metropolitan Planning Organization (HVMPO)
3. Central Naugatuck Valley Metropolitan Planning Organization (CNVMPO)
4. Valley portion of GBVMPO
5. Greater Bridgeport portion of GBVMPO
6. South Central Metropolitan Planning Organization (SCMPO)

Figure 1 below shows the Connecticut counties included in the PM$_{2.5}$ attainment/maintenance area.

![Figure 1: Connecticut Portion of the NY-NJ-CT PM$_{2.5}$ Attainment/Maintenance Area](image-url)
**d – PM$_{10}$ Attainment/Maintenance Area**

EPA previously designated the City of New Haven as Nonattainment with respect to the National Ambient Air Quality Standards (NAAQS) for particulate matter with a nominal diameter of ten microns or less (PM$_{10}$). The PM$_{10}$ Nonattainment 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 CTDEEP regulations in that section of the city led to a nonattainment designation (CTDEEP, 1994: Narrative Connecticut Department of Energy and Environmental Protection, State Implementation Plan Revision For PM$_{10}$, March 1994). Corrective actions were subsequently identified in the State Implementation Plan and implemented, with no violations of the PM$_{10}$ 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 CTDEEP 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 PM$_{10}$ in New Haven.

On October 13, 2005, EPA published in the Federal Register (Vol. 70, No. 197), approval of a request by CTDEEP for a Limited Maintenance Plan and redesignation of the New Haven Nonattainment Area to Attainment for the National Ambient Air Quality Standards for PM$_{10}$. This direct final rule became effective on December 12, 2005.

As with limited maintenance plans for other pollutants, emissions budgets are considered to satisfy transportation conformity’s “budget test”. However, future “project level” conformity determination may require “hot spot” PM$_{10}$ analyses for new transportation projects with significant diesel traffic in accordance with EPA’s Final Rule for “PM$_{2.5}$ and PM$_{10}$ Hot-Spot Analyses in Project-level Transportation Conformity Rule PM$_{2.5}$ and PM$_{10}$ Amendments; Final Rule (75 FR 4260, March 24, 2010) which became effective on April 23, 2010.

**3) CONNECTICUT PM$_{2.5}$ ATTAINMENT MAINTENANCE AREA**

The New Jersey – New York – Connecticut multi-state non-attainment area was designated by
EPA because this region’s air quality fails to meet the annual PM$_{2.5}$ NAAQS. As EPA New England has determined the MOVES2010b 2017 and 2025 motor vehicle emissions budgets submitted on June 22, 2012 to be adequate for transportation conformity purposes, the emissions analysis in this report will be limited to these areas only and the budgets effective as of February 20, 2013.

The non-attainment areas under the 2006 PM$_{2.5}$ 24-hour NAAQS are the same as under the 1997 PM$_{2.5}$ non-attainments areas. Since the 1997 PM$_{2.5}$ non-attainment area has an adequate budget, EPA states that to be consistent with the Clean Air Act, the areas must meet the budget test for the 2006 PM$_{2.5}$ NAAQS using existing adequate or approved SIP budgets for the 1997 PM$_{2.5}$ NAAQS. Effective October 24, 2013, the Connecticut portion of the New Jersey – New York – Connecticut multi-state PM$_{2.5}$ Non-Attainment Areas were redesignated as Attainment Maintenance.

4) INTERAGENCY CONSULTATION

An Interagency Consultation Meeting was held on April 19, 2016 to review the air quality codes for projects funded in the regions’ Transportation Improvement Plans and the 2015 Long Range Transportation Plans. The meeting also discussed the analysis years to be modeled.

The project Air Quality coding is as follows:

CC – Conformity Analysis Completed

M – Modeled in the Department’s highway or transit networks

NM – Requires modeling and will be included into the Department’s highway and transit networks prior to conformity analysis

NRS – a highway or transit project on a facility that does not serve regional needs or is not normally included in the regional travel simulation model and does not fit into an exempt project category in Table 2 or 3 of the Final Rule (40 CFR 93).

RS – Regionally significant refers to a transportation project in the TIP and/or STIP (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 regions, major planned development 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 guide-way transit facilities that offer an alternative to regional highway travel (40 CFR 93.101). Once a project is
identified as regionally significant, it must be included in the analysis regardless of funding source.

Exempt Project – a project listed in Table 2 or 3 of the Final Rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities.

X6 - Project exempt from the requirement to determine conformity under 40 CFR 93.126

X7 – Project exempt form regional emissions analysis requirements under 40 CFR 93.127

X8 – Traffic synchronization projects may be approved, funded and implemented without satisfying conformity requirements under 40 CFR 93.128

It was agreed upon that the 2011 vehicle registration data file would be utilized for this Conformity Determination and CTDEEP and CTDOT staff would discuss update of this file at a May 2016 meeting.

A copy of the minutes of the Interagency Consultation Meeting is included in Appendix A, as well as a list of attendees and call-in participants. The final emissions analysis was prepared and the report was distributed for the 30-day public comment period.

5) PUBLIC CONSULTATION

As required by the Final Rule, the transportation conformity process must include public consultation on the emissions analysis and conformity determination for PM2.5 determinations. This includes posting of relevant documentation and analysis on a “clearinghouse” webpage maintained through the interagency consultation process. All MPOs in the Connecticut PM$_{2.5}$ non-attainment area must provide thirty-day public comment periods and address any comments received. For this PM2.5 transportation conformity determination, all Connecticut MPOs will hold a thirty-day public comment period.

6) PM$_{2.5}$ EMISSIONS ANALYSIS

As stated above, EPA has found that the 2017 and 2025 MVEBs in the June 22, 2012 Connecticut SIP revision are adequate for transportation conformity purposes and effective as of February 20, 2013. Table 1 on the following page shows the MOVES2010 MVEBs for 2017 and 2025.
Table 1: Adequate Motor Vehicle Emissions Budgets - MOVE2014a

<table>
<thead>
<tr>
<th>Year</th>
<th>Direct PM$_{2.5}$ (Tons/Year)</th>
<th>NOx (Tons/Year)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year 2017</strong> MVEBs for the Connecticut portion of the New York-Northern New Jersey-, Long Island, NY-NJ-CT PM$_{2.5}$ Area</td>
<td>575.8</td>
<td>12,791.8</td>
</tr>
<tr>
<td><strong>Year 2025</strong> MVEBs for the Connecticut portion of the New York-Northern New Jersey-, Long Island, NY-NJ-CT PM$_{2.5}$ Area</td>
<td>516.0</td>
<td>9,728.1</td>
</tr>
</tbody>
</table>

The PM$_{2.5}$ budget emissions are the amount to which projected future emissions resulting from implementation of Plans and TIPs will be compared.

Per 75 FR 14271, as the non-attainment boundary for the 2006 Connecticut portion of the NY-NJ-CT PM$_{2.5}$ Non-attainment Area is exactly the same as the 1997 PM$_{2.5}$ boundary, the budget test for the 2006 PM$_{2.5}$ NAAQS must use the existing adequate or approved SIP budgets for the 1997 PM$_{2.5}$ NAAQS.

EPA regulations require that emissions analysis be conducted for specific analysis years. Section 93.119(g) of the Final Rule states that these analysis years must include:

- Attainment or near term year
- The last (horizon) year of the regions’ long range transportation plan
- An intermediate year or years such that the analysis years are no more than 10 years apart

The attainment year is based upon the Clean Air Act section 172(a)(2) which states that the attainment year for the 2006 PM$_{2.5}$ areas will be 2014, five years after the effective date of
designations (December 14, 2009). The year 2017 is also within five years (near-term) of the year in which the analysis is being performed (2015). Furthermore, because this attainment/maintenance area includes multiple MPOs, the last year of all of the MPOs’ Plans must be included as analysis years. Within the Connecticut PM$_{2.5}$ attainment area, the plan horizon year is 2040. Intermediate years of 2025 and 2035 have been selected so that no two-analysis years are more than 10 years apart. Therefore, the analysis years for this conformity determination are 2017, 2025, 2035 and 2040.

7) CONNECTICUT PM$_{2.5}$ REGIONAL EMISSIONS ANALYSIS COMPONENTS

PM$_{2.5}$ emissions can result from both direct and indirect sources. Gasoline and diesel on-road vehicles emit both direct PM$_{2.5}$ and other gases that react in the air to form PM$_{2.5}$. Direct PM$_{2.5}$ emissions can result from particles in exhaust fumes, from brake and tire wear, from road dust kicked up by vehicles, and from highway and transit construction. Indirect PM$_{2.5}$ emissions can result from one or more of several exhaust components, including nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides (SOx), and ammonia (NH$_3$).

For the regional analysis of direct PM$_{2.5}$ emissions, EPA has ruled that both exhaust and brake/tire wear must be included. However, EPA has also ruled that emissions analysis for direct PM$_{2.5}$ should include road dust only if road dust is found to be a significant contributor to PM$_{2.5}$ by either the EPA Regional Administrator or a state air quality agency. For the Connecticut PM$_{2.5}$ non-attainment area, neither the EPA Regional Administrators nor the state air quality agency have found that road dust is a significant PM$_{2.5}$ contributor.

For the regional analysis of indirect PM$_{2.5}$ emissions (also called PM$_{2.5}$ precursors), EPA has identified four potential transportation-related PM$_{2.5}$ precursors: NOx, VOCs, SOx, and NH$_3$. The only indirect PM$_{2.5}$ component that needs to be considered in the Connecticut PM$_{2.5}$ non-attainment area is NOx.

8) ANNUAL INVENTORIES FOR PM$_{2.5}$

Because the multi-state PM$_{2.5}$ non-attainment area does not meet the annual PM$_{2.5}$ NAAQS, the emissions analysis for PM$_{2.5}$ must consider annual emissions. Guidance from EPA (dated August 10, 2005) presents four possible options for developing an annual inventory before a SIP is developed: using a single air quality model output to represent daily emissions for the entire year; running the air quality model to represent two seasons; running the air quality model to represent four seasons; or running the air quality model to represent twelve individual months. Analysis showed that there is a negligible difference between the two-season approach and the twelve-month approach for the Connecticut PM$_{2.5}$ non-attainment area and was therefore determined that the two season approach would be used.
9) VEHICLE MILES OF TRAVEL AND EMISSIONS ANALYSIS

Vehicle Miles of Travel (VMT) estimates were developed from the Connecticut Department of Transportation's (CTDOT's) statewide network-based travel model supplemented by off-model analysis. The 2015 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 highway networks for 2018, 2020, 2025 and 2030 and transit networks for 2015, 2016, 2020, 2030 and 2040 were built by adding STIP, TIP and LRTP projects (programmed for opening after 2015) to the 2015 network. These networks were used to run travel models and conduct emissions analysis for the years 2017, 2025, 2035 and 2040. Table 2 lists the projects for each model analysis year for which network changes were required.
# TABLE 2 LIST OF NETWORK CHANGES

## 2015 NETWORK CHANGES

<table>
<thead>
<tr>
<th>MPO</th>
<th>PROJECT NUMBER</th>
<th>DESCRIPTION</th>
<th>LANES</th>
<th>FROM</th>
<th>TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGHWAY NAME</td>
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<td>TOWN</td>
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<td>IMPROVEMENT</td>
<td>IMPROVEMENT</td>
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<td><strong>CAPITOL REGION</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0063-xxxx</td>
<td>INTERMODAL TRIANGLE HARTFORD</td>
<td>Project enhancing Union Station as a regional intermodal transportation Hub and connecting that with the rest of downtown through improved transit, pedestrian and biking infrastructure</td>
<td>Varies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0077-0215</td>
<td>HILLSIDE ROAD MANSFIELD NEW ROAD</td>
<td>Extension of existing Hillside Road to Route 44. Congressional earmark CCD 2015, TIP</td>
<td>0/0</td>
<td>1/1</td>
<td></td>
</tr>
<tr>
<td>0171-0305</td>
<td>CT FASTRAK NEW BRITAIN-HARTFORD NEW BUS SERVICE</td>
<td>From New Britain to Hartford, District 1 funding Hartford and New Britain CCD 8/14/2015, TIP</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CENTRAL NAUGATUCK VALLEY</strong></td>
<td></td>
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<tr>
<td>0151-xxxx</td>
<td>BOYDEN STREET WATERBURY EXTENSION</td>
<td>Boyden Street Extension Construct new road from Bucks Hill Road to North Main Street Long Range Plan</td>
<td>0/0</td>
<td>1/1</td>
<td></td>
</tr>
<tr>
<td><strong>SOUTH CENTRAL</strong></td>
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<tr>
<td>0092-0614</td>
<td>ROUTE 34 NEW HAVEN BOULEVARD</td>
<td>Reconstruction of Route 34 to at grade Boulevard Long Range Plan</td>
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<td>0106-0125</td>
<td>EDISON ROAD ORANGE EXTEND</td>
<td>Project to extend Edison Road from its current terminus to Marsh Hill Road, a length of approximately 2,200 feet</td>
<td>0/0</td>
<td>1/1</td>
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</tbody>
</table>
**SOUTH WESTERN**
0102-0278
I-95
NORWALK
OPERATIONAL LANES

<table>
<thead>
<tr>
<th>0135-0310</th>
<th>WEST MAIN STREET</th>
<th>STAMFORD</th>
<th>BRIDGE REPLACEMENT</th>
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</thead>
</table>

Add auxiliary lanes between Int. 14 and 15 (NB and SB) on I-95
CCD 12-1-2014
3/3 4/4

Removal of automobile bridge over the Mill River
CCD 2014, TIP
1/1 0/0
## 2016 NETWORK CHANGES

<table>
<thead>
<tr>
<th>NEW MPO</th>
<th>DESCRIPTION</th>
<th>LANES</th>
<th>FROM</th>
<th>TO</th>
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<tbody>
<tr>
<td>LOWER CT RIVER VALLEY</td>
<td>New Estuary Transit District bus service starting in the center of Madison that will travel along Route 1, Route 81, and Route 154 to downtown Middletown. CCD 2016 TIP</td>
<td>N/A</td>
<td></td>
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</tr>
<tr>
<td>0478-0077 MADISON-MIDDLETOWN NEW BUS SERVICE</td>
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<td></td>
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<tr>
<td>SOUTH CENTRAL</td>
<td>New Estuary Transit District bus service starting in the center of Madison that will travel along Route 1, Route 81, and Route 154 to downtown Middletown. CCD 2016 TIP</td>
<td>N/A</td>
<td></td>
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<tr>
<td>0478-0077 MADISON-MIDDLETOWN NEW BUS SERVICE</td>
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<tr>
<td>HOUSATONIC VALLEY</td>
<td>New HARTransit bus service loop between the Interstate 84 Exit 2 Park &amp; Ride, Belimo, and the Matrix Corporate Center. CCD 2016, TIP</td>
<td>N/A</td>
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<tr>
<td>0416-0076 MATRIX COMMUTER DANBURY NEW BUS SERVICE</td>
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## 2018 NETWORK CHANGES

<table>
<thead>
<tr>
<th>REGION</th>
<th>PROJECT NUMBER</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>CAPITAL REGION</td>
<td>0131-0190</td>
<td>Remove Bridge Number 00518&lt;br&gt;Reconstruct 10/322 Intersection&lt;br&gt;CCD 11/2017, TIP</td>
<td>1/1</td>
</tr>
<tr>
<td></td>
<td>0190</td>
<td>ROUTE 10&lt;br&gt;SOUTHWESTHART&lt;br&gt; BRIDGE REMOVAL</td>
<td>0/0</td>
</tr>
<tr>
<td>GREATER BRIDGEPORT</td>
<td>0015-TMP1</td>
<td>Realignment of Lafayette Circle and establishment of bidirectional traffic on Fairfield Avenue&lt;br&gt;CCD 2017, TIP</td>
<td>0/1</td>
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<tr>
<td></td>
<td>0036-0184</td>
<td>LAFAYETTE CIRCLE&lt;br&gt;BRIDGEPORT&lt;br&gt;REALIGNMENT</td>
<td>1/1</td>
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<tr>
<td></td>
<td>0036-0182</td>
<td>ROUTE 34&lt;br&gt;DERBY&lt;br&gt;WIDENING</td>
<td>2/2</td>
</tr>
<tr>
<td>HOUSATONIC VALLEY</td>
<td>0034-0347</td>
<td>State Route 806 (Newtown Road) from Old Newtown to Plumtrees &amp; from Eagle to Industrial Plaza, Danbury - Widening from 1 lane each direction to 2 lanes each direction&lt;br&gt;CCD 2016, TIP</td>
<td>1/1</td>
</tr>
<tr>
<td></td>
<td>0034-0346</td>
<td>SR 806&lt;br&gt;NEWTOWN ROAD&lt;br&gt;DANBURY</td>
<td>2/2</td>
</tr>
<tr>
<td>SOUTH CENTRAL</td>
<td>0079-XXXX</td>
<td>Multiple lane and directional changes in the center of town. Conversion of multiple one way streets to two ways, two way streets to one way, lane reductions.&lt;br&gt;CCD 2017, TIP</td>
<td>VARIOUS</td>
</tr>
<tr>
<td></td>
<td>0079-XXXX</td>
<td>WEST MAIN STREET&lt;br&gt;MERIDEN&lt;br&gt;MULTIPLE LANE CHANGES</td>
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<tr>
<td></td>
<td>0092-0531</td>
<td>I-95&lt;br&gt;NEW HAVEN&lt;br&gt;BRIDGE REPLACEMENT</td>
<td>3/3</td>
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<tr>
<td></td>
<td>0092-0530</td>
<td>Q Bridge Replacement and demolition; Contract E&lt;br&gt;CCD 2016, TIP</td>
<td>5/5</td>
</tr>
<tr>
<td>Project Number</td>
<td>Description</td>
<td>Start Month</td>
<td>End Month</td>
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<tr>
<td>0092-0532</td>
<td>Q Bridge Replacement and demolition; Contract B</td>
<td>3/3</td>
<td>5/5</td>
</tr>
<tr>
<td>I-95</td>
<td>CCD 2016, TIP</td>
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<tr>
<td>NEW HAVEN</td>
<td>BRIDGE REPLACEMENT</td>
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<tr>
<td>0092-0627</td>
<td>Q Bridge Replacement and demolition; Contract</td>
<td>3/3</td>
<td>5/5</td>
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<tr>
<td>I-95</td>
<td>B2</td>
<td></td>
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<tr>
<td>NEW HAVEN</td>
<td>BRIDGE REPLACEMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0092-XXXX</td>
<td>Removal of North Frontage Road between State</td>
<td>1/1</td>
<td>0/0</td>
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<tr>
<td>NORTH FRONTAGE ROAD</td>
<td>Street &amp; Orange Street</td>
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<tr>
<td>NEW HAVEN</td>
<td>ROADWAY REMOVAL</td>
<td></td>
<td></td>
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<tr>
<td>0100-0175</td>
<td>Project to widen Sackett Point Road from 1 lane to</td>
<td>1/1</td>
<td>2/2</td>
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<tr>
<td>SACKETT POINT ROAD</td>
<td>2 lanes</td>
<td></td>
<td></td>
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<tr>
<td>NORTH HAVEN</td>
<td>WIDENING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0102-0325</td>
<td>Addition of a through lane on Route 1 Northbound</td>
<td>1/1</td>
<td>1/2</td>
</tr>
<tr>
<td>ROUTE 1</td>
<td>from France Street to Route 53</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORWALK</td>
<td>WIDENING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0135-0301</td>
<td>Reconstruction of I-95 off ramps and Atlantic</td>
<td>2/2</td>
<td>3/3</td>
</tr>
<tr>
<td>ATLANTIC STREET</td>
<td>Street in vicinity of Metro North Railroad Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STAMFORD</td>
<td>No. 08012R</td>
<td></td>
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</tr>
<tr>
<td>WIDENING</td>
<td>CCD 2018, TIP</td>
<td></td>
<td></td>
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<tr>
<td>0138-0211</td>
<td>Addition of a through lane on Route 1 Southbound</td>
<td>1/1</td>
<td>2/1</td>
</tr>
<tr>
<td>ROUTE 1</td>
<td>from Nobel Street to Soundview Avenue</td>
<td></td>
<td></td>
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<tr>
<td>STRATFORD</td>
<td>WIDENING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0138-0211</td>
<td>CCD 2017, TIP</td>
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</tbody>
</table>
CENTRAL NAUGATUCK VALLEY

0017-0182
ROUTE 6
BRISTOL
WIDENING

Addition of a second through lane on Route 6 Eastbound from Carol Drive to Peggy Lane
CCD 2018, TIP

2/1
2/2
## 2020 NETWORK CHANGES

<table>
<thead>
<tr>
<th>NEW MPO</th>
<th>PROJECT NUMBER</th>
<th>DESCRIPTION</th>
<th>LANES</th>
<th>TOWN</th>
<th>IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAPITAL REGION</td>
<td>0051-0259</td>
<td>Interchange improvements at Routes 4, 6, and 9 including a new EB C/D Roadway</td>
<td>N/A</td>
<td>FARMINGTON</td>
<td>INTERCHANGE BSWY</td>
</tr>
<tr>
<td>0063-0703</td>
<td>I-91, EXIT 29</td>
<td>Relocation and Reconfiguration of Interchange 29 on I-91; New additional lanes Rte. 15 NB from 2 to 3 lanes exit 90 to 0.5 miles beyond Exit 91</td>
<td>3/3</td>
<td>HARTFORD</td>
<td>WIDENING</td>
</tr>
<tr>
<td>0155-0156</td>
<td>I-84</td>
<td>Add an Operational Lane WB between Interchanges 42 &amp; 39A; Add an Operational Lane EB between Interchanges 40 &amp; 41</td>
<td>3/3</td>
<td>WEST HARTFORD</td>
<td>OPERATIONAL LANES</td>
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</table>

### CENTRAL NAUGATUCK VALLEY

<table>
<thead>
<tr>
<th>PROJECT NUMBER</th>
<th>HIGHWAY NAME</th>
<th>DESCRIPTION</th>
<th>LANES</th>
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<th>IMPROVEMENT</th>
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<tbody>
<tr>
<td>0151-0273</td>
<td>I-84</td>
<td>Interstate 84</td>
<td>2/2</td>
<td>WATERBURY</td>
<td>WIDENING</td>
</tr>
<tr>
<td>0151-XXXX</td>
<td>DOWNTOWN AREA WATERBURY</td>
<td>TIGER Grant includes various roadway changes including reconstruction/extension of Jackson Street. Extension will meet at Freight Street and continue to West Main</td>
<td>N/A</td>
<td></td>
<td>ADDED ROADWAY</td>
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CCD 2020 Long Range Plan

CCD 2018

CCD 11/2020, TIP

BID 12-31-08, CCD 2019, TIP

CCD 2019, Long Range Plan
<table>
<thead>
<tr>
<th>Route</th>
<th>Project Details</th>
<th>Status</th>
<th>Schedule</th>
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<tbody>
<tr>
<td>0015-HXXX</td>
<td>Reconstruct and widen Route 130 from Stratford Avenue bridge to Yellow Mill bridge</td>
<td>1/1</td>
<td>2/2</td>
</tr>
<tr>
<td>0124-0165</td>
<td><strong>As of 2/15/2011 current scope from consultant is spot improvements for from Swan Avenue to Franklin Street Project Manager</strong> Bank Street from West Street to North Main St is full scope being reviewed by consultant</td>
<td>1/1</td>
<td>2/2</td>
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<tr>
<td>0124-XXXX</td>
<td>Between Interchange 22 and 23 to improve access</td>
<td>N/A</td>
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<tr>
<td>0124-XXXX</td>
<td>Realign interchange with new extension of Derby Road</td>
<td>N/A</td>
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<tr>
<td>0126-XXXX</td>
<td>Interchange 11- Construct new SB entrance ramp, Widen Bridgeport Avenue</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>0126-XXXX</td>
<td>Between Huntington Avenue and Constitution Boulevard</td>
<td>1/1</td>
<td>2/2</td>
</tr>
<tr>
<td>0138-0248</td>
<td>Reconstruct Interchange 33 on I-95 to provide full interchange from partial to full diamond interchange</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>HOUSATONIC VALLEY</td>
<td>Operational Improvements on White Street at Locust Avenue and Eighth Avenue</td>
<td>1/1</td>
<td>1/2</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------</td>
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<tr>
<td>0008-XXXX</td>
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<tr>
<td>WHITE STREET</td>
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<tr>
<td>DANBURY</td>
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<tr>
<td>WIDENING</td>
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<td></td>
<td>CCD 2020, Long Range Plan</td>
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<tr>
<td>0096-0204</td>
<td>Addition of a through lane on Route 34 EB from Wasserman Way to Toddy Hill Road. Addition of I-84 WB and EB on-ramp from Route 34 WB</td>
<td>1/1</td>
<td>2/1</td>
</tr>
<tr>
<td>ROUTE 34</td>
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<td>NEWTOWN</td>
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<td>WIDENING</td>
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<td>CCD 2020, TIP</td>
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<tr>
<td>SOUTH CENTRAL</td>
<td>Intersection Improvements at Route 69 and Pond Lily Avenue</td>
<td>N/A</td>
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<td>0092-XXXX</td>
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<td>ROUTE 69</td>
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<td>INTERSECTION</td>
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<td>Long Range Plan</td>
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<tr>
<td>CAPITAL REGION</td>
<td>DESCRIPTION</td>
<td>LANES</td>
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<tr>
<td>0042-0317</td>
<td>Removal of Cambridge Street to Route 2 WB On-Ramp and Sutton Avenue to Route 2 EB Off-Ramp. New through lane on Main Street NB at the approach to the Route 2 WB Off-Ramp. CCD 2021, TIP</td>
<td>0/1 0/2</td>
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</table>

<table>
<thead>
<tr>
<th>LOWER CT RIVER VALLEY</th>
<th>DESCRIPTION</th>
<th>LANES</th>
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<tbody>
<tr>
<td>0082-0316</td>
<td>Reconfiguration and realignment of Route 17 On-Ramp onto Route 9 from Main Street. Removal of the Harbor Drive to Route 9 NB On-Ramp</td>
<td>N/A</td>
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<tr>
<td>CCD 2021, TIP</td>
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<table>
<thead>
<tr>
<th>SOUTH WESTERN</th>
<th>DESCRIPTION</th>
<th>LANES</th>
</tr>
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<tbody>
<tr>
<td>0102-0358</td>
<td>Reconfiguration of the interchanges between Route 7, Route 15, and Main Avenue. These changes include multiple new and reconfigured on and off ramps designed to allow access to and from all three major roadways. CCD 2025, TIP</td>
<td>N/A</td>
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## 2030 Network Changes

<table>
<thead>
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<th>NEW MPO</th>
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<tbody>
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<td>PROJECT NUMBER</td>
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<td>IMPROVEMENT</td>
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<tr>
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<td><strong>Capital Region</strong></td>
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<tr>
<td></td>
<td><strong>Various Towns</strong></td>
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<td></td>
<td><strong>New Commuter Rail</strong></td>
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<tr>
<td></td>
<td>New Haven/Hartford/Springfield Rail Service</td>
<td>N/A</td>
</tr>
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<td></td>
<td>Governor’s Transportation Initiative</td>
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<td>Long Range Plan</td>
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<td><strong>0109-xxxx</strong></td>
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</tr>
<tr>
<td></td>
<td>Plainville</td>
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</tr>
<tr>
<td></td>
<td><strong>Add Lane</strong></td>
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</tr>
<tr>
<td></td>
<td>New Britain Avenue Cooke Street to Hooker Street</td>
<td>1/1</td>
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<td></td>
<td>Long Range Plan</td>
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<tr>
<td></td>
<td><strong>Central Naugatuck Valley</strong></td>
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<td><strong>0080-0128</strong></td>
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</tr>
<tr>
<td></td>
<td>I-84, Routes 63-64</td>
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<tr>
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<td>Middlebury/Waterbury Widening</td>
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</tr>
<tr>
<td></td>
<td>Add auxiliary lanes at Int. 17 and on Routes 63/64</td>
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<td>CCD 2030</td>
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<td></td>
<td><strong>Greater Bridgeport</strong></td>
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<td><strong>0036-0179</strong></td>
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<td>Route 8</td>
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<td></td>
<td>Ansonia</td>
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</tr>
<tr>
<td></td>
<td><strong>Interchange</strong></td>
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<tr>
<td></td>
<td>Interchange 18 - Construct New NB entrance ramp.</td>
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<td>Long Range Plan</td>
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<td></td>
<td><strong>0036-xxxx</strong></td>
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<td>Route 8</td>
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<td></td>
<td><strong>Interchange</strong></td>
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</tr>
<tr>
<td></td>
<td>Route 8 Interchange 16 and 17; Construct new NB ramps. Close old ramps</td>
<td>N/A</td>
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<td><strong>0126-xxxx</strong></td>
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<td>Route 8</td>
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<td>Shelton</td>
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<td><strong>Interchange</strong></td>
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</tr>
<tr>
<td></td>
<td>Interchange 14 - Construct new SB entrance ramp</td>
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<td>Long Range Plan</td>
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</tr>
<tr>
<td>Project Code</td>
<td>Description</td>
<td>Location</td>
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<td>--------------</td>
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</tr>
<tr>
<td>0018-0124</td>
<td>South of Old State Road to Route 133</td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>0034-0288</td>
<td>From Kenosia Avenue easterly to I-84 (Exit 4)</td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>0034-XXXX</td>
<td>From I-84 (Exit 2) East to Kenosia Avenue</td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>0034-XXXX</td>
<td>From Route I-84 (Exit 6) Northerly to Jeanette Street</td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>0034-XXXX</td>
<td>Widen Kenosia Avenue from Backus Avenue to Vicinity of Lake Kenosia</td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>0034-XXXX</td>
<td>Widen Backus Avenue from Kenosia Avenue to Miry Brook Road</td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>0034-XXXX</td>
<td>From South Street northerly to Boughton Street;</td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>0034-XXXX</td>
<td>Widen Backus Avenue from Kenosia Avenue to Miry Brook Road</td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>0034-XXXX</td>
<td>From South Street northerly to Boughton Street;</td>
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</tr>
<tr>
<td>Project Code</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
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<tr>
<td>0034-XXXX</td>
<td>From Route 53 (Main Street) northerly to I-84 (Exit 6)</td>
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</tr>
<tr>
<td>ROUTE 37</td>
<td>Long Range Plan</td>
<td></td>
</tr>
<tr>
<td>DANBURY</td>
<td>1/1 2/2</td>
<td></td>
</tr>
<tr>
<td>ADD LANES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0096-XXXX</td>
<td>New Road across Old Fairfield Hills Hospital Campus, From Route 6 South to Route 860</td>
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<tr>
<td>NEWTOWN</td>
<td>Long Range Plan</td>
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</tr>
<tr>
<td>NEW ROAD</td>
<td>0/0 1/1</td>
<td></td>
</tr>
<tr>
<td>ADD LANES</td>
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<td></td>
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<tr>
<td>SOUTH CENTRAL</td>
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<td></td>
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<tr>
<td>0014-XXXX</td>
<td>East Haven Town Line to Alps Road (Echlin Road Private)</td>
<td></td>
</tr>
<tr>
<td>ROUTE 1</td>
<td>Long Range Plan</td>
<td></td>
</tr>
<tr>
<td>BRANFORD</td>
<td>2/2 2/3</td>
<td></td>
</tr>
<tr>
<td>WIDENING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0014-XXXX</td>
<td>Route 146 to Cedar Street</td>
<td></td>
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<tr>
<td>ROUTE 1</td>
<td>Long Range Plan</td>
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</tr>
<tr>
<td>BRANFORD</td>
<td>2/2 2/3</td>
<td></td>
</tr>
<tr>
<td>WIDENING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0014-XXXX</td>
<td>Cedar Street to East Main</td>
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</tr>
<tr>
<td>ROUTE 1</td>
<td>Long Range Plan</td>
<td></td>
</tr>
<tr>
<td>BRANFORD</td>
<td>1/1 1/2</td>
<td></td>
</tr>
<tr>
<td>WIDENING</td>
<td></td>
<td></td>
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<tr>
<td>0014-XXXX</td>
<td>East Main to 1-95 Exit 55</td>
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</tr>
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<td>ROUTE 1</td>
<td>Long Range Plan</td>
<td></td>
</tr>
<tr>
<td>BRANFORD</td>
<td>1/1 1/2</td>
<td></td>
</tr>
<tr>
<td>WIDENING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0014-XXXX</td>
<td>I-95 Exit 55 to Leetes Island Road</td>
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<tr>
<td>ROUTE 1</td>
<td>Long Range Plan</td>
<td></td>
</tr>
<tr>
<td>BRANFORD</td>
<td>1/1 1/2</td>
<td></td>
</tr>
<tr>
<td>WIDENING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0059-XXXX</td>
<td>Bullard Road extension to Route 77</td>
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<tr>
<td>BULLARD RD</td>
<td>Long Range Plan</td>
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</tr>
<tr>
<td>GUILFORD</td>
<td>0/0 1/1</td>
<td></td>
</tr>
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<td>WIDENING</td>
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<td></td>
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<td>Project Code</td>
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<td>0059-XXXX</td>
<td>State Street to Tanner Marsh Road</td>
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<td>GUILFORD WIDENING</td>
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<tr>
<td>0061-XXXX</td>
<td>Washington Avenue to Route 40</td>
<td>2/2</td>
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<td>ROUTE 10</td>
<td>HAMDEN WIDENING</td>
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<tr>
<td>0061-XXXX</td>
<td>Route 40 to Todd Street</td>
<td>2/2</td>
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<td>ROUTE 10</td>
<td>HAMDEN WIDENING</td>
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<tr>
<td>0061-XXXX</td>
<td>Todd Street to Shepard Avenue</td>
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<td>HAMDEN WIDENING</td>
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</tr>
<tr>
<td>0061-XXXX</td>
<td>River Street to Cheshire Town Line</td>
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<td>ROUTE 10</td>
<td>HAMDEN WIDENING</td>
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</tr>
<tr>
<td>0061-XXXX</td>
<td>Olds Street (Hamden) to Sackett Point Road</td>
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<tr>
<td>ROUTE 5</td>
<td>HAMDEN, NORTH HAVEN WIDENING</td>
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<tr>
<td>0073-XXXX</td>
<td>New Rail Station near Salemme Lane in Orange</td>
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<td>ORANGE</td>
<td>NEW COMMUTER RAIL</td>
<td></td>
</tr>
<tr>
<td>0079-XXXX</td>
<td>Wallingford Town Line to Olive Street (Route 71)</td>
<td>1/1</td>
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<td>ROUTE 5</td>
<td>MERIDEN WIDENING</td>
<td></td>
</tr>
<tr>
<td>0083-XXXX</td>
<td>From West of Old Gate Lane to Gulf Street/Clark Street to Route 1</td>
<td>1/1</td>
</tr>
<tr>
<td>ROUTE 162</td>
<td>MILFORD WIDENING</td>
<td></td>
</tr>
<tr>
<td>Project Number</td>
<td>Route</td>
<td>Location</td>
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<tr>
<td>0092-0649</td>
<td>60</td>
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<td>69</td>
<td>NEW HAVEN, WOODBRIDGE</td>
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<td>0092-XXXX</td>
<td>63</td>
<td>NEW HAVEN, WOODBRIDGE</td>
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<td>0098-XXXX</td>
<td>80</td>
<td>NORTH BRANFORD</td>
</tr>
<tr>
<td>0106-XXXX</td>
<td>162</td>
<td>ORANGE</td>
</tr>
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<td>0148-XXXX</td>
<td>5</td>
<td>WALLINGFORD ROUTE 5</td>
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<td>150</td>
<td>WALLINGFORD</td>
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<td>0156-XXXX</td>
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<td>Route</td>
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<tr>
<td>--------------</td>
<td>-------</td>
<td>-------------</td>
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<tr>
<td>0156-XXXX</td>
<td>ROUTE 1</td>
<td>Campbell Avenue to Orange Town Line</td>
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<tr>
<td></td>
<td>WEST HAVEN WIDENING</td>
<td></td>
</tr>
<tr>
<td>0156-XXXX</td>
<td>ROUTE 162</td>
<td>Elm Street to Greta Street</td>
</tr>
<tr>
<td></td>
<td>WEST HAVEN WIDENING</td>
<td></td>
</tr>
<tr>
<td>0156-XXXX</td>
<td>ROUTE 162</td>
<td>Bull Hill Ln to Orange Town Line</td>
</tr>
<tr>
<td></td>
<td>WEST HAVEN WIDENING</td>
<td></td>
</tr>
<tr>
<td>VARIOUS TOWNS</td>
<td>NEW COMMUTER RAIL</td>
<td>New Haven/Hartford/Springfield Rail Service</td>
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<td></td>
<td></td>
<td>Governor’s Transportation Initiative</td>
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<td></td>
<td></td>
<td>Long Range Plan</td>
</tr>
<tr>
<td>SOUTHWESTERN</td>
<td>0035-XXXX</td>
<td>Add Lane from Stamford Exit 8 to Darien Exit 10, Operational Lane</td>
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<tr>
<td></td>
<td>I-95</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Darien-Stamford WIDENING</td>
<td></td>
</tr>
<tr>
<td>0102-0269</td>
<td>US 7/RT 15</td>
<td>Upgrade to full interchange at Merritt Parkway (Route 15) BID 01-09-08</td>
</tr>
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<td></td>
<td>NORWALK UPGRADE EXPRESSWAY</td>
<td>CCD 2030, Long Range Plan</td>
</tr>
<tr>
<td>0102-0297</td>
<td>EAST AVE #1</td>
<td>East Avenue from the vicinity of the I-95 Ramps southerly to the vicinity of Van Zant Street</td>
</tr>
<tr>
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<td>NORWALK WIDENING</td>
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</tr>
<tr>
<td>0102-0312</td>
<td>ROUTE 7/15</td>
<td>Reconstruction of Interchange 40 Merritt Parkway and Route 7 (Main Avenue). Breakout of 0102-0269 Phase 1</td>
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<tr>
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<td>NORWALK UPGRADE EXPRESSWAY</td>
<td>CCD 2030, Long Range Plan</td>
</tr>
<tr>
<td>0102-XXX</td>
<td>Express Bus/BRT between Norwalk and Greenwich</td>
<td>N/A</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>NORWALK-GREENWICH</td>
<td>Long Range Plan</td>
<td></td>
</tr>
<tr>
<td>BRT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW MPO</td>
<td>DESCRIPTION</td>
<td>LANES</td>
</tr>
<tr>
<td>--------------</td>
<td>------------------------------------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>GREATER BRIDGEPORT</td>
<td>New Rail Station near Barnum Street in Bridgeport</td>
<td></td>
</tr>
<tr>
<td>0015-XXXX</td>
<td>CCD 2040 Long Range Plan</td>
<td></td>
</tr>
</tbody>
</table>
The PM 2.5 input file into MOVES2014a for each analysis year consisted of “annual average” scenario. All months were selected for an “annual average” evaluation. Appropriate minimum/maximum temperatures were employed, as well as annual average FUEL RVP, SPEED VMT, and DIESEL SULFUR values. Annual emission factors were obtained for each county by roadway classification.

In addition, model runs incorporate the effect of the Employer Commute Options (ECO) Program in Southwest Connecticut (Fairfield County). 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. In addition, the 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 Congestion Mitigation and Air Quality Improvement (CMAQ) program is included in the TIP for FY 2015-2018. It is estimated that this program, if fully successful, could reduce VMT and mobile source emissions by 2% in Southwest Connecticut.

It should be noted that TIP and LRTP 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 network and/or analysis.

The network-based travel model used for this analysis is the model that CTDOT utilizes for transportation planning, programming and design requirements. This travel demand model uses demographic and land use assumptions based on the 2010 Census population and Connecticut Department of Labor 2010 employment estimates. Population and employment projections for the years 2020, 2030 and 2040 were developed by the Connecticut Department of Transportation, Travel Demand and Air Quality Modeling Unit and approved by all the regional planning agencies in early 2012.

The model uses a constrained equilibrium approach to allocate trips among links. The model was calibrated using 2013 ground counts and 2013 HPMS VMT data.

Peak hour directional traffic volumes were estimated as a percentage of the Average Daily Traffic (ADT) on a link-by-link basis. Based on automatic traffic recorder data, 9.0 percent, 8.5 percent, 8.1 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:

\[
\begin{align*}
SFL &= \frac{DHV}{PHF \times N} \\
VC &= \frac{SFL}{C}
\end{align*}
\]

where:
- \( DHV \) = Directional Hourly Volume
- \( PHF \) = Peak Hour Factor = 0.9
- \( N \) = Number of lanes
- \( C \) = Capacity of lane

Peak period speeds were estimated from the 2000 Highway Capacity Manual based on the design speed, facility class, area type and calculated V/C ratio. On the expressway system, Connecticut-based free flow speed data was available. This data was deemed more appropriate and superseded the capacity manual speed values. The expressway free flow speeds were updated in 2005.

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 travel, where available, and was also updated in 2005.

Two special cases exist in the travel demand modeling process. These are 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 utilized 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 utilized for peak period and 25 to 29 mph for off-peak.

The Daily Vehicle Miles of Travel (DVMT) is calculated using a methodology based on disaggregate speed and summarized by inventory area, functional classification, and speed. The annual VMT and speed profiles developed by this process are then combined with the emission factors from the MOVES2014a model to produce emission estimates for each scenario and time frame. MOVES2014a PM 2.5 and NOx annual emissions by County may be found in Appendix B. The MOVES2014a input files are in Appendix C. Appendix D lists various acronyms used in the report.

In all cases the transportation program and plan meets the required conformity tests:
• For years 2017 to 2024, Direct PM 2.5 in the Connecticut portion of the New York-Northern New Jersey-Long Island attainment/maintenance area must be less than 575.8 tons per year.
• For years 2017 to 2024, NOx in the Connecticut portion of the New York-Northern New Jersey-Long Island attainment/maintenance area must be less than 12,791.8 tons per year.
• For year 2025 and subsequent years, Direct PM 2.5 in the Connecticut portion of the New York-Northern New Jersey-Long Island attainment/maintenance area must be less than 516.0 tons per year.
• In year 2025 and subsequent years, NOx in the Connecticut portion of the New York-Northern New Jersey-Long Island attainment/maintenance area must be less than 9,728.1 tons per year.

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. 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 the high level of service they do. With them, the mass transit systems function more efficiently, improve 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 programs, stage two vapor recovery (area source), the low emissions vehicles (LEV) program, and the Tier 2 / Sulfur-in-Gas reduction program. Changes in the transportation system will not produce significant emissions reductions because of the massive existing rail, bus, highway systems, and land development already in place. Change in these aspects is always at the margin, producing very small impacts.

10) ANALYSIS RESULTS

As part of the redesignation request, the State submitted a maintenance plan as required by section 175A of the Clean Air Act. Elements of the section 175A maintenance plan include a contingency plan and an obligation to submit a subsequent maintenance plan revision as required by the Clean Air Act. The PM$_{2.5}$ maintenance plan also establishes 2017 and 2025 MVEBs for the Area. Connecticut is establishing 2017 MVEBs of 575.8 tons per year (tpy) for direct PM$_{2.5}$ and 12,791.8 tpy for NO$_X$, and 2025 MVEBs of 516 tpy for direct PM$_{2.5}$ and 9,728.1
tny for NOx, for the Southwestern CT Area for maintenance of the 1997 annual and 2006 24-hour PM2.5 standards. The emissions analysis results for the Connecticut portion of the New York-Northern New Jersey-Long Island multi-state attainment/maintenance area are presented in Tables 3 and 4 below.

Table 3: Direct PM2.5 and NOx Emission Budget Test Results (tons per year)

<table>
<thead>
<tr>
<th>Year</th>
<th>Series 30G</th>
<th>Direct PM 2.5</th>
<th>NOx</th>
<th>Budgets</th>
<th>Direct PM 2.5</th>
<th>NOx</th>
<th>Difference</th>
<th>Direct PM 2.5</th>
<th>NOx</th>
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<td>2017</td>
<td></td>
<td>450.2</td>
<td>10,365.7</td>
<td>575.8</td>
<td>12,791.8</td>
<td>-125.6</td>
<td>-2,426.1</td>
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<td>2025</td>
<td></td>
<td>369.3</td>
<td>6,900.0</td>
<td>516.0</td>
<td>9,728.1</td>
<td>-146.7</td>
<td>-2,828.1</td>
<td></td>
<td></td>
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<tr>
<td>2035</td>
<td></td>
<td>369.5</td>
<td>6,129.6</td>
<td>516.0</td>
<td>9,728.1</td>
<td>-146.5</td>
<td>-3,598.5</td>
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<tr>
<td>2040</td>
<td></td>
<td>382.5</td>
<td>6,266.0</td>
<td>516.0</td>
<td>9,728.1</td>
<td>-133.5</td>
<td>-3,462.1</td>
<td></td>
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</table>

11) CONCLUSION

This emissions analysis transportation conformity has been demonstrated for the Connecticut portion of the NY-NJ-CT PM2.5 attainment/maintenance area based upon the direct PM2.5 and the NOx emission budgets for 2017 and 2025 effective as of February 20, 2013. The region has attained National Ambient Air Quality Standards and EPA published its approval of the PM2.5 redesignation request, establishing October 24, 2013 as the effective date of redesignation to attainment for Connecticut’s portion of the NY-NJ-CT area for both the 1997 annual and 2006 24-hour PM2.5 NAAQS.

Please direct any questions you may have on the air quality emission analysis to:

Connecticut Department of Transportation
Bureau of Policy and Planning
Division of Coordination, Modeling and Crash Data – Unit 57531
2800 Berlin Turnpike
Newington, CT. 06111
(860) 594-2032
Email: Judy.Raymond@ct.gov
APPENDIX A

Interagency Consultation Meeting Minutes
The Interagency Consultation Meeting was held to review projects submitted to the STIP Unit for inclusion in the updated, amended STIP.

Both the Ozone and PM 2.5 reports will be electronically distributed to the MPOs in the appropriate Nonattainment/Maintenance areas, FTA, FHWA, DEEP and EPA. The MPOs will need to hold a 30 day public comment and review period. At the end of this review period, the MPO will hold a Policy Board meeting to endorse the Air Quality Conformity determination.
There was also a brief discussion on the travel model and emissions software planning assumptions employed in the conformity analysis.

The schedule for the 2015-2018 Regional Transportation Improvement Plans Amendments Conformity Determination Analysis is as follow:

- MPOs transmit signed and dated Concurrence Form to judy.raymond@ct.gov by April 19, 2016.
- CTDOT Travel Demand Model Unit performs the air quality analysis and sends the Air Quality Conformity Determination Reports electronically to all MPOs in August 2016.
- MPOs advertise and hold a 30-day public review and comment period for the Air Quality Conformity.
- MPOs hold a Policy Board meeting approving and endorsing the Air Quality Conformity.
- MPOs transmit resolutions endorsing the Air Quality Conformity to judy.raymond@ct.gov by end of October 2016.

It is important that all MPOs follow this schedule to ensure that the LRTP and TIP/STIP Amendment Conformity Determinations can go forward on schedule.
# PLANNING ASSUMPTIONS

**Ozone and PM2.5**

2015 Regional Long Range Transportation Plan Conformity Analysis *April 19, 2016*

<table>
<thead>
<tr>
<th>Planning Assumptions for Review</th>
<th>Frequency of Review*</th>
<th>Responsible Agency</th>
<th>Year of Data</th>
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<td>Socioeconomic Data</td>
<td>At least every 5 years</td>
<td>CTDOT</td>
<td>2010 Census Data available 2012</td>
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<tr>
<td>DMV Vehicle Registration Data</td>
<td>At least every 5 years</td>
<td>CTDEEP</td>
<td>2011 Data available 2012</td>
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<td>State Vehicle Inspection and Maintenance Program</td>
<td>Each conformity round</td>
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<td>2005 Plus</td>
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<tr>
<td>State Low Emission Vehicle Program</td>
<td>Each conformity round following approval into the SIP</td>
<td>CTDEEP</td>
<td>Same as SIP</td>
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<tr>
<td>VMT Mix Data</td>
<td>At least every 5 years</td>
<td>CTDEEP</td>
<td>2010</td>
</tr>
<tr>
<td>Analysis Years – PM 2.5</td>
<td>Each conformity round</td>
<td>CTDOT/CTDEEP</td>
<td>2017, 2025, 2035, 2040</td>
</tr>
<tr>
<td>Analysis Years – Ozone</td>
<td>Each conformity round</td>
<td>CTDOT/CTDEEP</td>
<td>2017, 2025, 2035, 2040</td>
</tr>
<tr>
<td>Emission Budget – PM2.5</td>
<td>As SIP revised/updated</td>
<td>CTDEEP</td>
<td>2017 / 2025 PM 2.5</td>
</tr>
<tr>
<td>Emission Budget – Ozone</td>
<td>As SIP revised/updated</td>
<td>CTDEEP</td>
<td>2009</td>
</tr>
<tr>
<td>Temperatures and Humidity</td>
<td>As SIP revised/updated</td>
<td>CTDEEP</td>
<td>X</td>
</tr>
<tr>
<td>Control Strategies</td>
<td>Each conformity round</td>
<td>CTDEEP</td>
<td>X</td>
</tr>
<tr>
<td>HPMS VMT</td>
<td>Each conformity round</td>
<td>CTDOT</td>
<td>2013</td>
</tr>
<tr>
<td>EPA Software</td>
<td>Each conformity round</td>
<td>CTDOT</td>
<td>MOVES2014a</td>
</tr>
</tbody>
</table>

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

PM 2.5 AND NOx PRECURSOR EMISSION OUTPUTS BY ANALYSIS YEAR
### MOVES2014a 2017 County Summary:

<table>
<thead>
<tr>
<th>County</th>
<th>Total Energy Consumption 91 (Joules/Day)</th>
<th>Oxides of Nitrogen 3 (Tons/Day)</th>
<th>110 Primary Exhaust 2.5 Total</th>
<th>116 Brakewear</th>
<th>117 Tirewear</th>
<th>County Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairfield</td>
<td>4.156320E+16</td>
<td>3.949566E+03</td>
<td>120.5385196</td>
<td>24.24356767</td>
<td>10.923647</td>
<td>155.70573</td>
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<tr>
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<td>23.07694603</td>
<td>10.89799633</td>
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<th>110 Primary Exhaust 2.5 Total</th>
<th>116 Brakewear</th>
<th>117 Tirewear</th>
<th>County Total</th>
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</thead>
<tbody>
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<th>110 Primary Exhaust 2.5 Total</th>
<th>116 Brakewear</th>
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APPENDIX C

PM2.5 and NOx INPUT FILES TO MOVES2014a
2017 Fairfield

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New Haven

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Output:
Activity: all.
Include: Fuel Type, Emission Processes, Road Type and Source Use Type
For use in 2016 Conformity.
September 8, 2016]]></description>
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  County scale, inventory mode, 12 months (annual run), weekdays and weekends, 24 hours, all fuels (except placeholder and LPG)/source use type combinations, all road types.
  All pollutants. Caution: Need to eliminate Primary Exhaust PM2.5 Total to avoid double counting.
  CALEV and NLEV databases.
  Output:
  Activity: all.
  Include: Fuel Type, Emission Processes, Road Type and Source Use Type
  For use in 2016 Conformity.
  September 8, 2016]]></description>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetypename="Single Unit Short-haul Truck"/>
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processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="1"
processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="2"
processname="Start Exhaust"/>
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processname="Crankcase Start Exhaust"/>
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processname="Crankcase Extended Idle Exhaust"/>
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processname="Extended Idle Exhaust"/>
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processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="116" pollutantname="Primary PM2.5 - Brakewear Particulate" processkey="9"
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<pollutantprocessassociation pollutantkey="117" pollutantname="Primary PM2.5 - Tirewear Particulate" processkey="10"
processname="Tirewear"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="1"
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2025 New Haven

<runsdp version="MOVES2014a-20151201">
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    <day id="3"/>
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    <onroadvehicelselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
    <onroadvehicelselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicelselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
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<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="2" processname="Start Exhaust"/>
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2035 Fairfield

<runspec version="MOVES2014a-20151201">
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2040 Fairfield

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2040 New Haven

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  County scale, inventory mode, 12 months (annual run), weekdays and weekends, 24 hours, all fuels (except placeholder and LPG)/source use type combinations, all road types.
  All pollutants. Caution: Need to eliminate Primary Exhaust PM2.5 Total to avoid double counting.
  CALEV and NLEV databases.
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  Activity: all.
  Include: Fuel Type, Emission Processes, Road Type and Source Use Type
  For use in 2016 Conformity.
  September 12, 2016]]></description>
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APPENDIX D

ACRONYMS
**Acronyms**

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<tr>
<th>Acronym</th>
<th>Meaning</th>
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<tbody>
<tr>
<td>CAAA</td>
<td>Clean Air Act Amendments (1990)</td>
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<tr>
<td>CO</td>
<td>Carbon Monoxide</td>
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<tr>
<td>COG</td>
<td>Council of Government</td>
</tr>
<tr>
<td>CTDOT</td>
<td>Connecticut Department of Transportation</td>
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<tr>
<td>CTDEEP</td>
<td>Connecticut Department of Environmental Protection</td>
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<tr>
<td>EPA</td>
<td>U.S. Environmental Protection Agency</td>
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<tr>
<td>FSD</td>
<td>Final Scope Development (Now PD)</td>
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<td>ISTE A</td>
<td>Intermodal Surface Transportation Efficiency Act</td>
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<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century Act</td>
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<td>MOVES</td>
<td>Mobile Vehicle Emission Simulator</td>
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<td>MPO</td>
<td>Metropolitan Planning Organization</td>
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<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
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<td>NH₃</td>
<td>Ammonia</td>
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<tr>
<td>NOₓ</td>
<td>Nitrogen Oxides</td>
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<tr>
<td>PD</td>
<td>Preliminary Design (Formerly FSD)</td>
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<td>Project Development Work Program</td>
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<td>PM₂₅</td>
<td>Fine Particulate Matter</td>
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<td>PMT</td>
<td>Person Miles Traveled</td>
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<td>RA</td>
<td>Regional Administrator</td>
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<tr>
<td>ROP</td>
<td>Rate of Progress</td>
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<tr>
<td>RTP</td>
<td>Regional Transportation Plan (generally refers to Regional Transportation Plan Update)</td>
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<td>SAFETEA-LU</td>
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