

Air Quality Conformance Determination Requirements for Transportation Projects in Vermont

<p>Conformity determination required for regional emissions 40 CFR 93.101</p>	<p>Exempt from requirement for conformity determination, but effects from CO must be considered 40 CFR 93.127</p>	<p>Exempt from all requirements for conformity determination 40 CFR 93.126</p>			
<p><i>Because all of Vermont is in attainment for pollutants, the requirement for a conformity analysis only applies to "Regionally Significant" projects, defined below.</i></p>	<p><i>These projects are exempt from regional emissions analysis requirement, but must consider effects from carbon monoxide (CO) if the project will result in an increase in traffic volume.</i></p>	<p><i>These projects are exempt from requirements for a conformity determination, both regional emissions analysis and CO hot-spot analysis.</i></p>			
<p>Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.</p>	<p>Intersection channelization projects.</p>	<p><i>Safety</i></p>	<p><i>Mass Transit</i></p>	<p><i>Air Quality</i></p>	<p><i>Other</i></p>
	<p>Intersection signalization projects at individual intersections.</p>	<p>Railroad/highway crossing.</p>	<p>Operating assistance to transit agencies.</p>	<p>Continuation of ride-sharing and van-pooling promotion activities at current levels.</p>	<p>Specific activities which do not involve or lead directly to construction, such as:</p>
	<p>Interchange reconfiguration projects.</p>	<p>Projects that correct, improve, or eliminate a hazardous location or feature.</p>	<p>Purchase of support vehicles.</p>	<p>Bicycle and pedestrian facilities.</p>	<p>Planning and technical studies.</p>
	<p>Changes in vertical and horizontal alignment.</p>	<p>Safer non-Federal-aid system roads.</p>	<p>Rehabilitation of transit vehicles.</p>		<p>Grants for training and research programs.</p>
	<p>Truck size and weight inspection stations.</p>	<p>Shoulder improvements.</p>	<p>Purchase of office, shop, and operating equipment for existing facilities.</p>		<p>Planning activities conducted pursuant to titles 23 and 49 U.S.C.</p>
	<p>Bus terminals and transfer points</p>	<p>Increasing sight distance.</p>	<p>Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).</p>		<p>Federal-aid systems revisions.</p>
	<p><i>Projects that require <u>quantitative</u> analysis for CO hot-spot analysis - if not listed here, qualitative analysis may be used.</i> 40 CFR 93.123</p>	<p>Highway Safety Improvement Program implementation.</p>	<p>Construction or renovation of power, signal, and communications systems.</p>		<p>Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.</p>
	<p>Projects in or affecting locations, areas, or categories of sites which are identified in the applicable implementation plan as sites of violation or possible violation;</p>	<p>Traffic control devices and operating assistance other than signalization projects.</p>	<p>Construction of small passenger shelters and information kiosks.</p>		<p>Noise attenuation.</p>

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	Projects affecting intersections that are at Level-of-Service D, E, or F, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes related to the project;	Railroad/highway crossing warning devices.	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		Emergency or hardship advance land acquisitions (23 CFR 710.503).
	Any project affecting one or more of the top three intersections in the nonattainment or maintenance area with highest traffic volumes, as identified in the applicable implementation plan; and	Guardrails, median barriers, crash cushions.	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.		Acquisition of scenic easements.
	Any project affecting one or more of the top three intersections in the nonattainment or maintenance area with the worst level of service, as identified in the applicable implementation plan.	Pavement resurfacing and/or rehabilitation.	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet ¹ .		Plantings, landscaping, etc.
		Pavement marking.	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.		Sign removal.
		Emergency relief (23 U.S.C. 125).			Directional and informational signs.
		Fencing.			Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
		Skid treatments.			Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

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		Safety roadside rest areas.			
		Adding medians.			
		Truck climbing lanes outside the urbanized area.			
		Lighting improvements.			
		Widening narrow pavements or reconstructing bridges (no additional travel lanes).			
		Emergency truck pullovers.			