OZONE Air Quality Conformity Determination


May 2017

Note: The Connecticut portion of the New York-Northern New Jersey-Long Island Nonattainment area (Fairfield, New Haven and Middlesex counties) and the Greater Connecticut Nonattainment area (Hartford, New London, Tolland, Windham and Litchfield counties) have been designated as Moderate Nonattainment areas. This document includes the documentation of the regional analysis for both nonattainment areas within the State of Connecticut, as well as documentation and information on the processes and procedures undertaken by Connecticut Department of Transportation, coordinator of Air Quality Conformity for the Connecticut Regional Planning Organizations.
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INTRODUCTION

This report was prepared to document the emissions analysis that was completed to evaluate Transportation Conformity of the Metropolitan Regional Planning Organizations’ Fiscal Year 2018-2021 Transportation Improvement Programs (TIP) and the 2015 Regional Long Range Transportation Plans (LRTP) to the State Implementation Plan (SIP) for air quality. This submittal incorporates the FY 2018-2021 TIPs and 2015 LRTPs from Connecticut’s Regional Planning Organizations (RPOs), and Mobile Vehicle Emission Budgets (MVEBs).

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

The statewide travel demand models were rerun, along with accompanying Vehicle Miles of Travel (VMT) and the MOVES2014a emissions model. The results of these runs show a decrease in emissions in the affected area and therefore the transportation program and plan continue to conform to the State’s air quality plan.

On November 15, 1990, the Clean Air Act Amendments (CAAA) of 1990 was 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 2007 Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) motor vehicle emissions were calculated using MOBILE6.2 for the Connecticut portion of the New York-Northern New Jersey-Long Island Nonattainment area and the 2007 motor vehicle emissions budgets (MVEBs) for the Greater Connecticut 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 Regional Planning Organizations (RPOs), EPA, Federal Transit Administration (FTA), Federal Highway Administration (FHWA),

\(^1\) 40CFR Part 52
Connecticut Department of Transportation (CTDOT) and the Connecticut Department of Energy and Environmental Protection (CTDEEP).

In June of 2004, EPA finalized eight-hour conformity rules for ozone nonattainment areas in Connecticut, which became effective in June of 2005. These areas were designated as ‘Moderate’ Nonattainment for the eight-hour standard: the Connecticut portion of the New York-Northern New Jersey-Long Island eight-hour ozone Nonattainment Area, consisting of Fairfield, New Haven and Middlesex counties and the Greater Connecticut eight-hour ozone Nonattainment Area, consisting of Hartford, Litchfield, New London, Tolland and Windham counties. Emissions were tested against the new eight-hour budgets, which were developed jointly by CTDEEP and CTDOT, and found adequate by EPA on June 27, 2008.

The 2009 MVEBs established in 2008 for each of Connecticut’s nonattainment areas represented CTDEEP’s planning estimate at that time of the level of motor vehicle emissions that would be necessary to produce timely attainment of the 1997 8-hour ozone NAAQS. The appropriateness of the 2009 MVEBs was confirmed by actual monitored 2009 design values, which demonstrated that both nonattainment areas had achieved timely attainment of the NAAQS.

On August 23, 2010, CTDEEP requested EPA to retain the 2009 MVEBs as adequate ozone precursor budgets for future transportation conformity determinations and for EPA to withdraw the adequacy determination for the 2012 MVEBs, which were set at lower emission levels in case attainment was not achieved by 2009. On December 30, 2010 EPA informed CTDEEP that it was withdrawing its previous adequacy finding on the 2012 out year MVEBs contained in Connecticut’s 8-hour ozone attainment demonstration SIP. Connecticut’s withdrawal of the 2012 MVEBs was published in the Federal Register on February 15, 2011 and the budget change became effective 15 days after publication of the announcement.

On May 21, 2012, the Federal Register (77 FR 30160) established the approach for classifying nonattainment areas, set attainment deadlines, and revoked the 1997 Ozone
standard for transportation conformity purposes. Areas designated nonattainment for classifying nonattainment areas, set attainment deadlines, and revoked the 1997 Ozone standard for transportation conformity purposes. Areas designated nonattainment for the 2008 Ozone NAAQS were classified into one of the following categories, based on the severity of their ozone problem: Marginal, Moderate, Serious, Severe, or Extreme. EPA established attainment dates for the 2008 primary ozone NAAQS based on the area’s classification, as shown in Table 1.\(^2\) Both of the State’s nonattainment areas were classified as “Marginal” for the 2008 Ozone NAAQS.

### TABLE 1: Classification Categories and Attainment Dates

<table>
<thead>
<tr>
<th>Classification</th>
<th>Attainment Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marginal</td>
<td>December 31, 2015</td>
</tr>
<tr>
<td>Moderate</td>
<td>December 31, 2018</td>
</tr>
<tr>
<td>Serious</td>
<td>December 31, 2021</td>
</tr>
<tr>
<td>Severe</td>
<td>December 31, 2027</td>
</tr>
<tr>
<td>Extreme</td>
<td>December 31, 2032</td>
</tr>
</tbody>
</table>

The EPA has determined that 11 Marginal areas did not attain the 2008 ozone standards by the July 20, 2015, attainment date, and that these areas do not qualify for a 1-year attainment date extension, and that they must be reclassified as Moderate based on their 2012-2014 air quality data. Both the Greater Connecticut and the New York-Northern New Jersey-Long Island (NY-NJ-CT) areas were two of the eleven areas.\(^3\) The “bump-up” designation to Moderate was effective on June 3, 2016.

In this action, the EPA is also establishing a due date of January 1, 2017, by which states with newly-reclassified Moderate areas must submit State Implementation Plan (SIP) revisions to address Moderate nonattainment area requirements for those areas. The

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\(^2\) Source: Table 4 in 77 FR 30160

reclassified areas must attain the 2008 ozone standards as expeditiously as practicable.

On March 20, 2017, EPA notified CTDEEP that EPA has determined the MVEBs for the Greater Connecticut Ozone non-attainment area, submitted as a SIP revision by CTDEEP to EPA on January 17, 2017, to be adequate for transportation conformity purposes. The VOC and NOx emissions shown for the Greater Connecticut area do not exceed the newly determined adequate budgets. These new budgets will be effective fifteen days after EPA publishes a Notice of Adequacy in the Federal Register.

Finally, for the New York-Northern New Jersey-Long Island, NY-NJ-CT, area, the EPA is rescinding the clean data determination issued in June 2012, and is issuing a new SIP call, for the 1997 ozone NAAQS. The states in the New York City area may satisfy the SIP call for the 1997 NAAQS by making timely submittals to meet the Moderate area SIP requirements that now apply to this area for the 2008 ozone NAAQS.4

MOVES2014a includes three new emission control programs associated with regulation promulgated since the release of MOVES2010b:

- Heavy-duty engine and vehicle greenhouse gas (GHG) regulations that phase in during model years 2014-2018.
- The second phase of light-duty vehicle GHG regulations that phase in for model years 2017-2025 cars and light trucks.

MOVES2014a also includes new and updated emissions data from a wide range of test programs and other sources. The most significant changes include new effects of fuel properties such as gasoline sulfur and ethanol, new data on evaporative emissions from fuel leaks and from vehicles parked for multiple days, new analysis of particulate

matter (PM) data related to PM speciation and temperature effects on running PM emissions and new real world in-use emissions for heavy-duty vehicles using data from portable emission monitoring systems.

MOVES2014a estimates exhaust and evaporative emissions as well as brake and tire wear emissions from all types of on-road vehicles. MOVES2014a also uses a vehicle classification system based on the way vehicles are classified in the FHWA’s Highway Performance Monitoring System (HPMS). Other parameters include vehicle miles \(^5\) traveled (VMT) by vehicle and road type, vehicle hours traveled (VHT) by vehicle and road type, the number of each type of vehicle in the fleet, vehicle age distribution, model year, travel speed, roadway type, fuel information, meteorological data, such as ambient temperature and humidity, and applicable control measures such as reformulated gasoline (RFG) and inspection and maintenance (I/M). Local inputs were cooperatively developed by CTDEEP and CTDOT, where applicable, using EPA\(^6\) recommended methods.

Emissions are now tested against the established eight-hour budgets, which were developed jointly by CTDEEP and CTDOT, and found adequate by EPA on June 27, 2008. In November 2012, EPA confirmed by telephone to CTDEEP that future conformity determinations utilizing the MOVES2010b model can be made by comparing emission results to the existing MOBILE6.2 budgets for Ozone.

Therefore, as the 2009 MVEBs are adequate ozone precursor budgets, this Air Quality Conformity analysis will compare future year emissions to this base.

**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.

**Ozone Nonattainment Areas**
On March 27, 2008, EPA finalized new ozone standards which tightened the standard to 0.075 parts per million (ppm) from the previous, 1997 ozone standard of 0.08 ppm.
On May 21, 2012, EPA finalized designations for this new ozone standard, effective July 20, 2012. The nonattainment areas have changed under the latest 2008 ground-level ozone eight-hour standard. The Connecticut portion of the New York-Northern New Jersey-Long Island Nonattainment Area (Fairfield, New Haven and Middlesex counties) and the Greater Connecticut Area (Hartford, New London, Tolland, Windham and Litchfield counties) have been designated as Moderate Nonattainment areas, effective June 3, 2016. Figure 1 below shows the two Moderate Nonattainment areas in Connecticut.

![Map showing Connecticut ozone nonattainment areas and PM2.5 attainment/maintenance areas.](image)

**Figure 1: Connecticut Ozone Nonattainment Areas and PM2.5 Attainment/Maintenance Area**
CO Nonattainment Areas

There were formerly three CO Nonattainment 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. On September 13, 2004, EPA approved a CTDEEP submittal for a SIP revision for re-designation of these areas to Limited Maintenance Plan status, thus eliminating the need for budget testing. Effective January 2, 2016, the Greater Hartford Area was in full attainment status. In the future, “hot-spot” carbon monoxide analyses will be performed to satisfy “project level” conformity determinations. Figure 2 below shows the CO attainment/maintenance areas in Connecticut.

![Map of CO Nonattainment Areas in Connecticut](image_url)

**Figure 2: Connecticut Carbon Monoxide Maintenance and Attainment Areas**
Conformity Tests

Under the Conformity Rules, the following test for VOC/NOx must be met:

- TEST 1

For VOC and NOx, transportation emissions from the Action Scenarios must be less than the 2009 transportation emission budgets if analysis year is 2009 or later.

As the CO areas have been approved by EPA for Limited Maintenance Plan status, no tests for CO are required.

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 (LRTP).

VOC/NOx emission analysis was conducted for summer conditions and for the following years:

- 2009 (eight-hour MVEB year)
- 2018 (New Attainment year and near term analysis year)
- 2025 (Interim modeling year)
- 2035 (Interim modeling year)
- 2040 (Long Range Transportation Plan horizon year)

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

1. In 2009 and subsequent years, VOC in the Connecticut portion of the New York- Northern New Jersey-Long Island Moderate Nonattainment area must be less than 27.4 tons per summer day.

2. In 2009 and subsequent years, NOx in the Connecticut portion of the New
York- Northern New Jersey-Long Island Moderate Nonattainment area must be less than 54.6 tons per summer day.

3. In 2017 and subsequent years, VOC in the Greater Connecticut Moderate Nonattainment area must be less than 15.9 tons per summer day.

4. In 2017 and subsequent years, NOx in the Greater Connecticut Moderate Nonattainment area must be less than 22.2 tons per summer day.

**Interagency Consultation**

An Interagency Consultation Meeting was held on February 7, 2017 to address the need to prepare an Air Quality Determination Analysis for these TIP amendments. All Metropolitan Planning Organizations (MPO's), rural COGs, FHWA, FTA, EPA, and CTDEEP were invited to review and comment on the project's Air Quality coding, analysis years to be modeled, and comments on the latest planning assumptions to be utilized for this conformity.

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.

A copy of the Interagency Consultation Meeting minutes is included in Appendix A. The
final emissions analysis was prepared and the report was distributed for the 30 day
public comment period.

Public Consultation

As required by the Final Rule, the transportation conformity process must include public
consultation on the emissions analysis and conformity determination for Ozone
determinations. This includes posting of relevant documentation and analysis on a
“clearinghouse” webpage maintained through the interagency consultation process. All
MPOs in the Connecticut Ozone Nonattainment areas must provide thirty day public
comment periods and address any comments received. For this Ozone transportation
conformity determination, all Connecticut MPOs will hold a thirty day public comment
period.
VMT and Emissions Estimates

VMT estimates were developed from CTDOT’s statewide network-based travel model. 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 expresses bus systems that currently exist. Future highway networks for 2018, 2020, 2025 and 2030 and transit networks for 2018, 2020, 2030 and 2040 were built by adding Statewide Transportation Improvement Program (STIP), TIP and LRTP projects (programmed for opening after 2017) to the 2017 network year. These networks were used to run travel models and conduct emissions analysis for the years 2018, 2025, 2035, and 2040. Projects for each model analysis year for which network changes were required are shown on Table 2 as follows:
### TABLE 2 LIST OF NETWORK CHANGES

#### 2018 NETWORK CHANGES

<table>
<thead>
<tr>
<th>NEW MPO</th>
<th>DESCRIPTION</th>
<th>LANES FROM</th>
<th>TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT NUMBER</td>
<td>HIGHWAY NAME</td>
<td>TOWN</td>
<td>IMPROVEMENT</td>
</tr>
<tr>
<td>0131-0190</td>
<td>ROUTE 10</td>
<td>SOUTHINGTON</td>
<td>BRIDGE REMOVAL</td>
</tr>
<tr>
<td>0015-TMP1</td>
<td>LAFAYETTE CIRCLE</td>
<td>BRIDGEPORT</td>
<td>REALIGNMENT</td>
</tr>
<tr>
<td>0036-0184</td>
<td>ROUTE 34</td>
<td>DERBY</td>
<td>WIDENING</td>
</tr>
<tr>
<td>0034-0347</td>
<td>SR 806</td>
<td>NEWTOWN ROAD</td>
<td>DANBURY</td>
</tr>
<tr>
<td>0079-XXXX</td>
<td>WEST MAIN STREET</td>
<td>MERIDEN</td>
<td>DIRECTIONAL AND LANE CHANGES</td>
</tr>
</tbody>
</table>

**CAPITAL REGION**

- **0131-0190**: Remove Bridge Number 00518 Reconstruct 10/322 Intersection 1/1 0/0
- **ROUTE 10**: CCD 11/2017, TIP

**GREATER BRIDGEPORT**

- **0015-TMP1**: Realignment of Lafayette Circle and establishment of bidirectional traffic on Fairfield Avenue 0/1 1/1
- **LAFAYETTE CIRCLE BRIDGEPORT REALIGNMENT**: CCD 2017, TIP
- **0036-0184**: Main Street Derby from Bridge Street to Route 8 South Exit15 On/Off Ramps (Ausonio Street) 1/1 2/2

**HOUSATONIC VALLEY**

- **0034-0347**: State Route 806 (Newtown Road) from Old Newtown to Plumtrees & from Eagle to Industrial Plaza, Danbury - Widening from 1 lane each direction to 2 lanes each direction 1/1 2/2
- **SR 806**: CCD 2016, TIP

**SOUTH CENTRAL**

- **0079-XXXX**: Multiple lane and directional changes in the center of town. Conversion of multiple one way streets to two ways. Conversion of a two way street to one way. Reduction of one lane in each direction for one street 1/1 2/2
- **WEST MAIN STREET MERIDEN DIRECTIONAL AND LANE CHANGES**: CCD 2018, TIP
### TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

#### 2018 NETWORK CHANGES

<table>
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<tr>
<th>NEW MPO PROJECT NUMBER</th>
<th>DESCRIPTION</th>
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<tr>
<td>SOUTH CENTRAL (CONT’D)</td>
<td>Q Bridge Replacement and demolition; Contract E CCD 2016, TIP</td>
<td>3/3</td>
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<tr>
<td>0092-0531 I-95 NEW HAVEN BRIDGE REPLACEMENT</td>
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<tr>
<td>0092-0532 I-95 NEW HAVEN BRIDGE REPLACEMENT</td>
<td>Q Bridge Replacement and demolition; Contract B CCD 2016, TIP</td>
<td>3/3</td>
<td>5/5</td>
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<tr>
<td>0092-0627 I-95 NEW HAVEN BRIDGE REPLACEMENT</td>
<td>Q Bridge Replacement and demolition; Contract B2 CCD 2016, TIP</td>
<td>3/3</td>
<td>5/5</td>
<td></td>
</tr>
<tr>
<td>0092-XXXX NORTH FRONTAGE ROAD NEW HAVEN ROADWAY REMOVAL</td>
<td>Removal of North Frontage Road between State Street &amp; Orange Street CCD 2016, TIP</td>
<td>1/1</td>
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<tr>
<td>0100-0175 SACKETT POINT ROAD NORTH HAVEN WIDENING</td>
<td>Project to widen Sackett Point Road from 1 lane to 2 lanes CCD 2018, TIP</td>
<td>1/1</td>
<td>2/2</td>
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<td><strong>FROM</strong></td>
<td><strong>TO</strong></td>
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</tr>
<tr>
<td>TOWN</td>
<td>IMPROVEMENT</td>
<td></td>
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<tr>
<td>SOUTH WESTERN</td>
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</tr>
<tr>
<td>0102-0325</td>
<td>Addition of a through lane on Route 1 Northbound from France Street to Route 53</td>
<td>1/1</td>
<td>1/2</td>
<td></td>
</tr>
<tr>
<td>ROUTE 1</td>
<td>NORWALK</td>
<td>CCD 2018, TIP</td>
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<tr>
<td>STAMFORD</td>
<td>WIDENING</td>
<td></td>
<td></td>
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<tr>
<td>0135-0301</td>
<td>Reconstruction of I-95 off ramps and Atlantic Street in vicinity of Metro North Railroad Bridge No. 08012R</td>
<td>2/2</td>
<td>3/3</td>
<td></td>
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<tr>
<td>ATLANTIC STREET</td>
<td>CCD 2018, TIP</td>
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<tr>
<td>STAMFORD</td>
<td>WIDENING</td>
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<td>GREATER BRIDGEPORT</td>
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<tr>
<td>0138-0211</td>
<td>Addition of a through lane on Route 1 Southbound from Nobel Street to Soundview Avenue</td>
<td>1/2</td>
<td>2/2</td>
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<tr>
<td>ROUTE 1</td>
<td>STRATFORD</td>
<td>CCD 2018, TIP</td>
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<td>WIDENING</td>
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<tr>
<td>CENTRAL NAUGATUCK VALLEY</td>
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<tr>
<td>0017-0182</td>
<td>Addition of a second through lane on Route 6 Eastbound from Carol Drive (Mix Street/Brook Street) to Peggy Lane (Camp Street)</td>
<td>1/1</td>
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<td>ROUTE 6</td>
<td>BRISTOL</td>
<td>CCD 2018, TIP</td>
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<td><strong>INTERCHANGE IMPROVEMENT</strong></td>
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<tr>
<td></td>
<td></td>
<td>Interchange improvements at Routes 4, 6, and 9</td>
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<td></td>
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<td>including a new EB C/D Roadway</td>
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<td>CAPITAL REGION</td>
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<td>I84/RT4/RT6</td>
<td>FARMINGTON INTERCHANGE BSWY</td>
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<td></td>
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<td>Relocation and Reconfiguration of Interchange 29 on I-91; New additional</td>
<td>3/3</td>
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<td></td>
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<td>lanes Rte. 15 NB from 2 to 3 lanes exit 90 to 0.5 miles beyond Exit 91</td>
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<td>0063-0703</td>
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<td>I-91, EXIT 29</td>
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<td>CED 2019, TIP</td>
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<td>West Hartford Operational Lanes</td>
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<td>WEST HARTFORD OPERATIONAL LANE</td>
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<td>Waterbury Added Roadway</td>
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<td>0151-0273</td>
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<td>I-84</td>
<td>WATERBURY WIDENING</td>
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<td>CCD 11/2020, TIP</td>
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<td></td>
<td>TIGER Grant includes various roadway changes</td>
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<td></td>
<td></td>
<td>including reconstruction/extension of Jackson Street. Extension will meet</td>
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<td></td>
<td></td>
<td>at Freight Street and continue to West Main</td>
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<td>0124-0165</td>
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<td>0124-XXXXX</td>
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<td>SEYMOUR</td>
<td>INTERCHANGE</td>
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<td>SEYMOUR</td>
<td>INTERCHANGE</td>
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<td>ROUTE 8</td>
<td>SHELTON</td>
<td>MAJOR WIDENING</td>
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## TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

### 2020 NETWORK CHANGES

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<tr>
<td>0126-XXXX</td>
<td>Between Huntington Avenue and Constitution Boulevard</td>
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<tr>
<td>0008-XXXX</td>
<td>Operational Improvements on White Street at Locust Avenue and Eighth Avenue</td>
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<td>WHITE STREET</td>
<td>CCD 2020, Long Range Plan</td>
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<tr>
<td>0092-XXXX</td>
<td>Intersection Improvements at Route 69 and Pond Lily Avenue</td>
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<td>ROUTE 69</td>
<td>CCD 2020, Long Range Plan</td>
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### TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

#### 2025 NETWORK CHANGES

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<td></td>
<td>0042-0317</td>
<td>ROUTE 2</td>
<td>EAST HARTFORD</td>
<td>WIDENING</td>
<td>Removal of the Cambridge Street to Route 2 Westbound On-Ramp and the Sutton Avenue to Route 2 Eastbound Off-Ramp. New through lane on Main Street Northbound underneath Route 2 at the approach to the Route 2 Westbound Off-Ramp</td>
<td>0/1</td>
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<td></td>
<td>0055-0142</td>
<td>ROUTE 10 &amp; 202</td>
<td>GRANBY</td>
<td>WIDENING</td>
<td>Addition of a second through lane on Route 20/189 Westbound from Route 10/202 to Route 20 and Route 189 split. Addition of a second through lane on Route 20 Westbound from Hungary Road to Route 10/202. Addition of a second through lane on Route 10/202 Northbound from Route 189 to Route 20/189.</td>
<td>VARIOUS</td>
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<tr>
<td>LOWER CT RIVER VALLEY</td>
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<td>Reconfiguration and realignment of Route 17 On-Ramp onto Route 9 from Main Street. Removal of the Harbor Drive to Route 9 Northbound On-Ramp</td>
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<td></td>
<td>0082-0316</td>
<td>ROUTE 17</td>
<td>MIDDLETOWN</td>
<td>INTERCHANGE RECONFIGURATION</td>
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<td>0082-0318</td>
<td>ROUTE 9</td>
<td>MIDDLETOWN</td>
<td>REMOVE LANE</td>
<td>Removal of a through lane on Route 9 Southbound from just North of Miller Street to just South of Washington Street. Route 9 access to Washington Street/DeKoven Drive has been limited to an on-ramp to Route 9 Southbound.</td>
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<td>DESCRIPTION</td>
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<tr>
<td>SOUTHEASTERN</td>
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<td>Addition of a second through lane on Route 85 Northbound from just North of Chesterfield Road to just South of Deer Run. CCD 2024, TIP</td>
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<td></td>
<td>0120-0079</td>
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<td></td>
<td>ROUTE 85 MONTVILLE WIDENING</td>
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<td>SOUTH WESTERN</td>
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<td></td>
<td></td>
<td></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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<td>0102-0358</td>
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<td>ROUTE 7 AND ROUTE 15 NORWALK INTERCHANGE RECONFIGURATION</td>
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### TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

#### 2028 NETWORK CHANGES

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<tr>
<td>SOUTHEASTERN</td>
<td></td>
<td>Removal of a through lane on Route 82 Eastbound from just West of Pine Street to just West of Fairmont Street</td>
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<td>ROUTE 82</td>
<td>NORWICH</td>
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### TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

#### 2030 NETWORK CHANGES

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<td>TOWN IMPROVEMENT</td>
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<td>VARIOUS TOWNS</td>
<td>New Haven/Hartford/Springfield Rail Service</td>
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<td>NEW COMMUTER RAIL</td>
<td>Governor’s Transportation Initiative</td>
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<td>Long Range Plan</td>
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<tr>
<td>0109-XXXX</td>
<td>New Britain Avenue Cooke Street to Hooker Street</td>
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<td>PLAINVILLE ADD LANE</td>
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<tr>
<td>VARIOUS TOWNS</td>
<td>New Haven/Hartford/Springfield Rail Service</td>
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<tr>
<td>NEW COMMUTER RAIL</td>
<td>Governor’s Transportation Initiative</td>
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<td>Long Range Plan</td>
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<td>CENTRAL NAUGATUCK VALLEY</td>
<td>Add auxiliary lanes at Int. 17 and on Routes 63/64 CCD 2030</td>
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<td>0080-0128 I-84, Routes 63-64 MIDDLEBURY/WATERBURY WIDENING</td>
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<td>GREATER BRIDGEPORT</td>
<td>Interchange 18 - Construct New NB entrance ramp.</td>
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<td>0036-0179 ROUTE 8 ANSONIA INTERCHANGE</td>
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### TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

#### 2030 NETWORK CHANGES

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<td>0036-XXXX</td>
<td>0036-XXXX</td>
<td>Route 8 Interchange 16 and 17; Construct new NB ramps. Close old ramps</td>
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<td>0126-XXXX</td>
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<td>Interchange 14 - Construct new SB entrance ramp</td>
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<td>0018-0124</td>
<td>0018-0124</td>
<td>South of Old State Road to Route 133</td>
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<td>0034-0288</td>
<td>0034-0288</td>
<td>From Kenosia Avenue easterly to I-84 (Exit 4)</td>
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<td>From I-84 (Exit 2) East to Kenosia Avenue</td>
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<td>From Route I-84 (Exit 6) Northerly to Jeanette Street</td>
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26
# 2030 Network Changes

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<td>HOUSATONIC VALLEY (CONT'D)</td>
<td>0034-XXXX</td>
<td>Between Interchanges 3 and 4. Between Interchanges 12 and 13</td>
<td>3/3 4/4</td>
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<tr>
<td>I-84</td>
<td>0034-XXXX</td>
<td>Widen Kenosia Avenue from Backus Avenue to Vicinity of Lake Kenosia</td>
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<tr>
<td>DANBURY, NEWTOWN, SOUTHBURY</td>
<td>0034-XXXX</td>
<td>Widen Backus Avenue from Kenosia Avenue to Miry Brook Road</td>
<td>1/1 2/2</td>
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<td>DANBURY</td>
<td>0034-XXXX</td>
<td>From South Street northerly to Boughton Street;</td>
<td>1/1 2/2</td>
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<tr>
<td>ADD LANES</td>
<td>0034-XXXX</td>
<td>From Route 53 (Main Street) northerly to I-84 (Exit 6)</td>
<td>1/1 2/2</td>
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<td>ADD LANES</td>
<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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Long Range Plan
TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

2030 NETWORK CHANGES

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<td></td>
<td><strong>SOUTH CENTRAL</strong></td>
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<tr>
<td>0014-XXXX ROUTE 1</td>
<td>East Haven Town Line to Alps Road (Echlin Road Private)</td>
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<tr>
<td>BRANFORD WIDENING</td>
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<tr>
<td>0014-XXXX ROUTE 1</td>
<td>Route 146 to Cedar Street</td>
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<td>0014-XXXX ROUTE 1</td>
<td>Cedar Street to East Main</td>
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<td>BRANFORD WIDENING</td>
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<td>1/2</td>
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<tr>
<td>0014-XXXX ROUTE 1</td>
<td>East Main to I-95 Exit 55</td>
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<td>BRANFORD WIDENING</td>
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<tr>
<td>0014-XXXX ROUTE 1</td>
<td>I-95 Exit 55 to Leetes Island Road</td>
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<tr>
<td>0059-XXXX BULLARD RD</td>
<td>Bullard Road extension to Route 77</td>
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<td>GUILFORD WIDENING</td>
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## TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

### 2030 NETWORK CHANGES

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<td>0059-XXXX</td>
<td>ROUTE 1</td>
<td>State Street to Tanner Marsh Road</td>
<td>1/1 1/2</td>
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<td>0061-XXXX</td>
<td>ROUTE 10</td>
<td>Washington Avenue to Route 40</td>
<td>2/2 2/3</td>
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<tr>
<td>0061-XXXX</td>
<td>ROUTE 10</td>
<td>Route 40 to Todd Street</td>
<td>2/2 2/3</td>
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<tr>
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<td>ROUTE 10</td>
<td>Todd Street to Shepard Avenue</td>
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</tr>
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<td>0061-XXXX</td>
<td>ROUTE 10</td>
<td>River Street to Cheshire Town Line</td>
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<td>Long Range Plan</td>
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</tr>
<tr>
<td>0061-XXXX</td>
<td>ROUTE 5</td>
<td>Olds Street (Hamden) to Sackett Point Road</td>
<td>1/1 2/2</td>
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<td>HAMDEN, NORTH HAVEN</td>
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<td>Long Range Plan</td>
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### TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

#### 2030 NETWORK CHANGES

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<tr>
<th>NEW MPO</th>
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<tr>
<td>0079-XXXX</td>
<td>ROUTE 5</td>
<td>MERIDEN</td>
<td>WALLINGFORD TOWN LINE TO OLIVE STREET (ROUTE 71)</td>
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<tr>
<td>0083-XXXX</td>
<td>ROUTE 162</td>
<td>MILFORD</td>
<td>FROM WEST OF OLD GATE LANE TO GULF STREET/CLARK STREET TO ROUTE 1</td>
<td>Long Range Plan</td>
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<tr>
<td>0092-0649</td>
<td>NEW HAVEN</td>
<td></td>
<td>LONG WHARF ACCESS PLAN WIDEN I-95 (IN SEPARATE PROJECT), ELIMINATE LONG WHARF DRIVE TO EXPAND PARK, ADD NEW ROAD FROM LONG WHARF DRIVE</td>
<td>VARIES</td>
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<td>0092-XXXX</td>
<td>ROUTE 69</td>
<td>NEW HAVEN, WOODBRIDGE</td>
<td>FROM ROUTE 63 TO LANDIN STREET</td>
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<tr>
<td>0092-XXXX</td>
<td>ROUTE 63</td>
<td>NEW HAVEN, WOODBRIDGE</td>
<td>FROM DAYTON STREET (NH) TO LANDIN STREET (WDBG)</td>
<td>Long Range Plan</td>
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# TABLE 2 LIST OF NETWORK CHANGES (CONT’D)

## 2030 NETWORK CHANGES

<table>
<thead>
<tr>
<th>NEW MPO</th>
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<th>DESCRIPTION</th>
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<td>0098-XXXX</td>
<td>ROUTE 80</td>
<td>NORTH BRANFORD WIDENING</td>
<td>From East Haven Town Line to Doral Farms Road and Route 22 to Guilford Town Line</td>
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<td>1/2</td>
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<tr>
<td>0106-XXXX</td>
<td>ROUTE 162</td>
<td>ORANGE WIDENING</td>
<td>From West Haven Town Line to US 1</td>
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<td>2/2</td>
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<tr>
<td>0148-XXXX</td>
<td>ROUTE 5</td>
<td>WALLINGFORD ROUTE 5</td>
<td>From South Orchard Street. to Ward Street and Christian Road to Meriden Town Line</td>
<td>1/1</td>
<td>2/2</td>
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<td>0148-XXXX</td>
<td>ROUTE 150</td>
<td>WALLINGFORD ROUTE 5</td>
<td>From Route 71 overpass South of Old Colony Road to Route 68</td>
<td>1/1</td>
<td>1/2</td>
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<tr>
<td>0156-XXXX</td>
<td>ROUTE 122</td>
<td>WEST HAVEN WIDENING</td>
<td>Route 1 to Elm Street</td>
<td>1/1</td>
<td>2/2</td>
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<td>0156-XXXX</td>
<td>ROUTE 1</td>
<td>WEST HAVEN WIDENING</td>
<td>Campbell Avenue to Orange Town Line</td>
<td>1/1</td>
<td>2/2</td>
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31
<table>
<thead>
<tr>
<th>NEW MPO</th>
<th>PROJECT NUMBER</th>
<th>DESCRIPTION</th>
<th>LANES</th>
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<td>SOUTH CENTRAL</td>
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<td>WIDENING</td>
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<td>Elm Street to Greta Street</td>
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<td>2/3</td>
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<tr>
<td>0156-XXXX</td>
<td>Bull Hill Ln to Orange Town Line</td>
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<td>2/2</td>
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<td>Long Range Plan</td>
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<td>WEST HAVEN</td>
<td>WIDENING</td>
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<td></td>
<td></td>
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<td>VARIOUS TOWNS</td>
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<td>NEW COMMUTER</td>
<td>Governor’s Transportation Initiative</td>
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<td>RAIL</td>
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<td>SOUTH WESTERN</td>
<td>I-95</td>
<td>Darien-Stamford</td>
<td>WIDENING</td>
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<tr>
<td>0035-XXXX</td>
<td>Add Lane from Stamford Exit 8 to Darien Exit 10, Operational Lane</td>
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<td>Darien-Stamford</td>
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<td>WIDENING</td>
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<tr>
<td>0102-0269</td>
<td>Upgrade to full interchange at Merritt Parkway</td>
<td>N/A</td>
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<td>US 7/RT 15</td>
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<tr>
<td>UPGRADE</td>
<td>EXPRESSWAY</td>
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<td>0102-0297</td>
<td>East Avenue from the vicinity of the I-95 Ramps southerly to the vicinity of Van Zant Street</td>
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<td>EAST AVE #1</td>
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<td>0102-0312</td>
<td>Reconstruction of Interchange 40 Merritt Parkway and Route 7 (Main Avenue). Breakout of 0102-0269 Phase 1</td>
<td>N/A</td>
<td>NORWALK UPGRADE EXPRESSWAY</td>
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<td>0102-XXXX</td>
<td>Express Bus/BRT between Norwalk and Greenwich</td>
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<td>NORWALK-GREENWICH BRT</td>
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<td>LANES</td>
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<tr>
<td>PROJECT NUMBER</td>
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<td>HIGHWAY NAME</td>
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<td>IMPROVEMENT</td>
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<td>CCD 2040 Long Range Plan</td>
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**2040 NETWORK CHANGES**

New Rail Station near Barnum Street in Bridgeport

N/A
In addition, the travel model incorporates the effect of the Employer Commute Options (ECO) Program in Southwest Connecticut (part of the Connecticut Portion of the NY-NJ-LI Marginal Nonattainment 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 for this effort under the Congestion Mitigation and Air Quality Improvements (CMAQ) Program is included in the TIP for FY 2018-2021. It is estimated that this program, if fully successful, could reduce Vehicle Miles of Travel (VMT) and mobile source VOC emissions by two percent in Southwestern 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, and 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 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 Highway Performance Monitoring System (HPMS) Vehicle Miles of Travel data.
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 Average Daily Traffic (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** = \( \frac{DHV}{PHF \cdot N} \)
- **VC** = \( \frac{SFL}{C} \)

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 2000 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 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 facilities and was updated in 2005.

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 Nonattainment area, functional class, and speed. The 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. The MOVES2014a input and output data may be found in the Appendices.

Table 3 on the following page shows the 2018 through 2040 Action Emissions and Eight-Hour Budgets for Volatile Organic Compounds (VOC), and Nitrogen Oxides (NOx) resulting from this process.
## TABLE 3

**VMT - OZONE EMISSIONS - SIP BUDGETS**

*Series 31C*

<table>
<thead>
<tr>
<th>Year</th>
<th>Ozone Area</th>
<th>Series 31C</th>
<th>Budgets</th>
<th>Difference</th>
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<td></td>
<td></td>
<td>VOC</td>
<td>NOX</td>
<td>VOC</td>
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<tr>
<td>2018</td>
<td>CT Portion of NY-NJ-LI Area</td>
<td>16.56</td>
<td>22.39</td>
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<td>15.07</td>
<td>19.74</td>
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<td>2025</td>
<td>CT Portion of NY-NJ-LI Area</td>
<td>12.33</td>
<td>13.26</td>
<td>27.40</td>
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<td>Greater CT Portion</td>
<td>11.38</td>
<td>11.86</td>
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<td>2035</td>
<td>CT Portion of NY-NJ-LI Area</td>
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<td>7.86</td>
<td>27.40</td>
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<td>Greater CT Portion</td>
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<td>CT Portion of NY-NJ-LI Area</td>
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<td>7.35</td>
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<td>Greater CT Portion</td>
<td>6.15</td>
<td>6.48</td>
<td>26.30</td>
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</tbody>
</table>

**Note:**

1. A small reduction in the Greater Connecticut area will occur from the ECO program in the Connecticut portion of the NY-NJ-LI due to travel between the areas.
2. VOC & NOX emissions are in tons per summer day and are calculated using Connecticut’s vehicle mix.
3. HPMS 14 Functional Class system used.
5. Eight Hour Ozone emission budgets effective June 27, 2008.
6. Series 31C with 20 iteration equilibrium assignment.
In the NY-NJ-LI portion, the transportation program and plan meet the required conformity test:

- Action year emissions are less than approved 2009 budgets for VOX/NOx

In the Greater Connecticut area, the transportation program and plan meet the required conformity test:

- Action year emissions are less than approved 2017 budgets for VOX/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.

MOVES2014a includes three new emission control programs associated with regulation promulgated since the release of MOVES2010b:
• Tier 3 emission standards that phase in beginning in 2017 for cars, light-duty trucks, medium-duty passenger vehicles, and some heavy-duty trucks, and Tier 3 fuel standards that require lower sulfur gasoline beginning in 2017.

• Heavy-duty engine and vehicle greenhouse gas (GHG) regulations that phase in during model years 2014-2018.

• The second phase of light-duty vehicle GHG regulations that phase in for model years 2017-2025 cars and light trucks.

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.

**PM 10**

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.

**PM 2.5**

In December of 2004, EPA signed the final rulemaking notice to designate attainment and Nonattainment 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$_{2.5}$ Nonattainment area. Transportation plans and transportation improvement programs (TIPS) for the tri-state nonattainment area
were found to be collectively conforming as of November 2006. On June 20, 2007, PM$_{2.5}$ budgets were found to be adequate for the early progress SIP. 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 and effective as of February 20, 2013. 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-T Area for both the 1997 annual and 24-hours PM$_{2.5}$ NAAQS. The PM$_{2.5}$ Conformity Submittal is a separate document which currently includes data specific to Connecticut’s five MPO’s contained in that attainment/maintenance area.

Other Planning Documents

The enactment of Section 81 of Connecticut Public Act 13-277 repealed Section 13b-15 of the Connecticut General Statutes, no longer mandating a biennial Master Transportation Plan effective July 1, 2013. The Department’s Capital Plan has been expanded to include much of the project information that was formerly included in the MTP. In addition, the Existing Systems document and the Statewide Long Range Transportation Plan contain other information that was included in various MTPs.

Transportation Planning Work Program

CTDOT’s FY 2017-2018 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 2017 and 2018. Included with this program are several tasks directly related to CTDOT’s responsibilities under Connecticut’s SIP for Air Quality. Additional functions, such as those supporting the preparation of project level conformity analysis, are funded under project related tasks. This work program is available at CTDOT for review.
Conclusions

CTDOT 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 CTDOT’s transportation program and the Regional Long-Range Transportation Plans conform to applicable SIP and 1990 CAAA Conformity Guidance criteria and the approved transportation conformity budgets.

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

- Appendix A: Interagency Consultation Meeting Minutes
- Appendix B: The MOVES2014a tabulations for each analysis year
- Appendix C: The MOVES2014a Input Ozone Emission Runs
- Appendix D: ACRONYMS

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
Travel Demand / Air Quality Modeling Unit
2800 Berlin Turnpike
Newington, CT. 06111
(860) 594-2032
Email: Judy.Raymond@ct.gov
APPENDIX A

Interagency Consultation Meeting Minutes
INTERAGENCY CONSULTATION MEETING
Statewide Transportation Improvement Program
Connecticut Department of Transportation
Room 2307 – February 7, 2017
Go To Meeting

Attendees:

Eloise Powell – FHWA
Ken Shooshan-Stoller, FHWA
Leah Sirmin – FTA
Ariel Garcia - EPA
Jennifer Carrier - CRCOG
Cara Radzins – CRCOG
Rob Aloise - CRCOG
Mark Nielson – CNVMPO
Christian Meyer – CNVMPO
Ben Muller - CNVMPO
Meghan Sloan – CT Metro COG
Robert Haramut – LCRVCOG
Stephen Dudley –SCRCOG
Chris Rappa - SCRCOG
Richard Guggenheim – SECCOG
Kate Rattan - SECCOG
Rob Sachnin – Western COG
Maribeth Wojenski – CTDOT
Judy Raymond - CTDOT
Robbin Cabelus - CTDOT
Roxane Fromson - CTDOT
Grayson Wright – CTDOT
Sara Radacsi – CTDOT
Matthew Cegielski - CTDOT
Ryan Dolan – CTDOT
Greg Pacelli – CTDOT
Kara Chandler - CTDOT
The Interagency Consultation Meeting was held to review projects submitted for the 2018-2021 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 2018-2021 Regional Transportation Improvement Plans Conformity Determination Analysis is as follow:

- MPOs transmit signed and dated Concurrence Form to judy.raymond@ct.gov by February 10, 2017.
- CTDOT Travel Demand Model Unit performs the air quality analysis and sends the Air Quality Conformity Determination Reports electronically to all MPOs in early summer 2017
- 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 and transmit resolutions to judy.raymond@ct.gov after Policy Board meeting.

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

**Ozone and PM2.5**

2018-2021 Statewide Transportation Improvement Program

February 7, 2017

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

** Data not available until 2011
APPENDIX B

MOVES2014a tabulations
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APPENDIX C

MOVES 2014a Input Ozone Emission Runs
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    ]]>  
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  <emissionprocess selected="true"/>
  <onroadoffroad selected="true"/>
  <roadtype selected="true"/>
  <sourceusetype selected="true"/>
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  <onroadscc selected="false"/>
  <estimateuncertainty selected="false" numberOfIterations="2" keepSampledData="false" keepItereations="false"/>
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2018 Hartford

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetypename="Passenger Car"/>
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    <emissionprocess selected="true"/>
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    <sourceusetype selected="true"/>
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2018 Litchfield

<runspecrevision="MOVES2014a-20151201">  
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  <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>  
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  <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>  
  <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>  
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  <emissionprocess selected="true"/>
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  <movesvehicletype selected="false"/>
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2018 Middlesex

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
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2018 New Haven

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   <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="13" processname="Evap Fuel Leaks"/>
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2018 New London

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2018 Tolland

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2018 Windham

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  <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41"
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2025 Fairfield

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
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2025 Hartford

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   <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="11" processname="Evap Permeation"/>
   <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="12" processname="Evap Fuel Vapor Venting"/>
   <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="13" processname="Evap Fuel Leaks"/>
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   <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="16" processname="Crankcase Start Exhaust"/>
   <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="17" processname="Crankcase Extended Idle Exhaust"/>
   <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="90" processname="Extended Idle Exhaust"/>
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   <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="2" processname="Start Exhaust"/>
   <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="11" processname="Evap Permeation"/>
   <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="12" processname="Evap Fuel Vapor Venting"/>
   <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="13" processname="Evap Fuel Leaks"/>
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</internalcontrolstrategies>
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<emissionprocess selected="true"/>
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<roadtype selected="true"/>
<sourceusetype selected="true"/>
<movesvehicletype selected="false"/>
<onroadscc selected="false"/>
<estimateuncertainty selected="false" numberOfIterations="2" keepSampledData="false" keepIterations="false"/>
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<engtechid selected="false"/>
<hpclass selected="false"/>
<regclassid selected="false"/>
</outputemissionsbreakdownselection>
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<outputsho value="true"/>
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<outputpopulation value="true"/>
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  <distancefactors selected="true" units="Miles"/>
  <massfactors selected="true" units="U.S. Ton" energyunits="Joules"/>
</outputfactors>
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</savedata>

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</donotexecute>

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2025 Litchfield

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        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
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<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="43" sourcetypename="School Bus"/>
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    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="11" processname="Evap Permeation"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="12" processname="Evap Fuel Vapor Venting"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="13" processname="Evap Fuel Leaks"/>
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    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="16" processname="Crankcase Start Exhaust"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="17" processname="Crankcase Extended Idle Exhaust"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="90" processname="Extended Idle Exhaust"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="91" processname="Auxiliary Power Exhaust"/>
    <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="1" processname="Running Exhaust"/>
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(NOx)" processkey="2" processname="Start Exhaust"/>

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  <emissionprocess selected="true"/>
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  <sourceusetype selected="true"/>
  <movesvehicletype selected="false"/>
  <onroadscc selected="false"/>
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</outputfactors>
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2025 Middlesex

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    <endhour id="24"/>
    <aggregateBy key="Hour"/>
  </timespan>
  <onroadvehicleselections>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31"}
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<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="31" sourcetypename="Passenger Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="54" sourcetypename="Motor Home"/>
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<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetypename="Passenger Car"/>
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<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="43" sourcetypename="School Bus"/>
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  <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="13" processname="Evap Fuel Leaks"/>
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2025 New Haven

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  <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="90" processname="Extended Idle Exhaust"/>
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2025 New London

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
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processkey="2" processname="Start Exhaust"/>
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    <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)"
processkey="17" processname="Crankcase Extended Idle Exhaust"/>
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processkey="90" processname="Extended Idle Exhaust"/>
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processkey="91" processname="Auxiliary Power Exhaust"/>
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<movesvehicletype selected="false"/>
<onroadscc selected="false"/>
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<regclassid selected="false"/>
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<outputsho value="true"/>
<outputsh value="true"/>
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2025 Tolland

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
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2025 Windham

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="54" sourcetypename="Motor Home"/>
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<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="53" sourcetypename="Single Unit Long-haul Truck"/>
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2035 Fairfield

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    <onroadOffroad selected="true"/>
    <roadType selected="true"/>
    <sourceUserType selected="true"/>
    <moveVehicleType selected="false"/>
    <onRoadScc selected="false"/>
    <estimateUncertainty selected="false" numberOfIterations="2"
      keepSampledData="false" keepIterations="false"/>
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description=""/>
  <outputTimestep value="Hour"/>
  <outputVmtdata value="true"/>
  <outputSho value="true"/>
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  <outputShp value="true"/>
  <outputShidling value="true"/>
  <outputStarts value="true"/>
  <outputPopulation value="true"/>
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databaseName="in_2035_9003_2017conformity_summer_20170407" description=""/>
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2035 Litchfield

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  </geographicselections>
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    <endhour id="24"/>
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  </timespan>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
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    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="13" processname="Evap Fuel Leaks"/>
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  <emissionprocess selected="true"/>
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  <sourceusetype selected="true"/>
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2035 Middlesex

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
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  <hpclasseselected="false"/>
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2035 New Haven

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2035 New London

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
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  <onroadscc selected="false"/>
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</donotexecute>

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2035 Windham

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  <onroadscc selected="false"/>
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<outputstarts value="true"/>
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databasename="in_2035_9015_2017conformity_summer_20170407" description=""/>
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2040 Fairfield

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    <onroadoffroad selected="true"/>
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    <sourceusetype selected="true"/>
    <movesvehicle selected="false"/>
    <onroadscc selected="false"/>
    <estimateuncertainty selected="false" numberOfIterations="2"
keepSampledData="false" keepIterations="false"/>
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    <hpclass selected="false"/>
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<outputsh value="true"/>
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  <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="13" processname="Evap Fuel Leaks"/>
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2040 Litchfield

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useParameters No
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numberofrunspersimulation="0" numberofsimulations="0"/>
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        <fueltype selected="true"/>
        <fuelsubtype selected="false"/>
        <emissionprocess selected="true"/>
        <onroadoffroad selected="true"/>
        <roadtype selected="true"/>
        <sourceusetype selected="true"/>
        <movesvehicletype selected="false"/>
        <onroadsc selected="false"/>
        <estimateuncertainty selected="false" numberOfIterations="2"
            keepSampledData="false" keepIterations="false"/>
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        <regclassid selected="false"/>
    </outputemissionsbreakdownselection>
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databasename="out_ct_2040_2017conformity_summer_20170407" description=""/>
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    <outputsho value="true"/>
    <outputsh value="true"/>
    <outputshp value="true"/>
    <outputshidling value="true"/>
    <outputstarts value="true"/>
    <outputpopulation value="true"/>
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databasename="in_2040_9005_2017conformity_summer_20170410" description=""/>
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        <distancefactors selected="true" units="Miles"/>
        <massfactors selected="true" units="U.S. Ton" energyunits="Joules"/>
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</savedata>

<donotexecute/>

</donotexecute>

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2040 Middlesex

<runspec version="MOVES2014a-20151201">
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  <modeldomain value="SINGLE"/>
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  </geographicselections>
  <timespan>
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    <month id="7"/>
    <day id="5"/>
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    <endhour id="24"/>
    <aggregateBy key="Hour"/>
  </timespan>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
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sourcetypeid="42" sourcetypename="Transit Bus"/>
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</roadtypes>
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<pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="12" processname="Evap Fuel Vapor Venting"/>
<pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="13" processname="Evap Fuel Leaks"/>
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    ]]>"
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  <emissionprocess selected="true"/>
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  <roadtype selected="true"/>
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  <movesvehicletype selected="false"/>
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2040 New Haven

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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
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2040 Tolland

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APPENDIX D

ACRONYMS
# Acronyms

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<td>CAAA</td>
<td>Clean Air Act Amendments (1990)</td>
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<td>CO</td>
<td>Carbon Monoxide</td>
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<td>COG</td>
<td>Council of Government</td>
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<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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<td>FSD</td>
<td>Final Scope Development (Now PD)</td>
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<td>Intermodal Surface Transportation Efficiency Act</td>
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<td>Moving Ahead for Progress in the 21st Century Act</td>
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