

**SWRPA/South Western Region MPO/SWRPA  
Statement of Continued Transportation Conformity Pursuant to  
the EPA's Transportation Conformity Regulations,  
Section 93.122(g)**

**Transportation / Air Quality Conformity  
for Connecticut**

Changes being made to the New York Metropolitan Transportation Council Transportation Improvement Program necessitate the need to reevaluate transportation/air quality conformity for the NY-NJ-CT PM2.5 Non-Attainment Area. EPA regulations allow MPOs to utilize previously approved regional emissions analyses to demonstrate conformity if the transportation projects in their Long-Range Transportation Plans (LRTP) and Transportation Improvement Program (TIP) have not significantly changed in design, scope or schedule. This is the case for the transportation projects in the SWRPA<sup>1</sup>, GB/VMPO, SCRCOG, COGCNV, and HVCEO's LRTP or TIP. As a result, the **SWRPA**, on behalf of the **South Western Region Metropolitan Planning Organization (SWRMPO)** is issuing this statement of continued transportation conformity based on the previous regional emissions analyses and conformity determination adopted by the USDOT in consultation with the EPA on **September 19, 2006**.

**Background**

Both the Clean Air Act Amendments of 1990 (CAAA) and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA) require that transportation projects conform to state air quality implementation plans (SIPs) for attainment of National Ambient Air Quality Standards (NAAQS) before receiving federal transportation funding. NAAQS set limits on the levels of air pollution (e.g. Ozone, Particulate Matter, Carbon Monoxide, and Nitrogen Oxides) permitted in a region or area to help safeguard public health. When such limits are exceeded, a region or area is considered to be in "**non-attainment**". Non-attainment areas must demonstrate that transportation plans and transportation projects will not cause new air quality violations, worsen existing conditions, or delay timely attainment of the NAAQS in accordance with SIPs.

On April 5<sup>th</sup>, 2005, the United States Environmental Protection Agency (EPA) designated **SWRPA/South Western Region MPO** to be part of the NY-NJ-CT PM2.5 Non-Attainment Area along New York City, Long Island, Northern New Jersey and Southwestern Connecticut. As a result of this designation, all metropolitan planning organizations (MPOs) responsible for planning transportation improvements for these areas were required to demonstrate compliance with the Transportation Conformity Regulations promulgated by the EPA for fine particulate matter (PM2.5). Generally, metropolitan planning organizations are responsible for ensuring that federal transportation dollars (highway and transit) are programmed through a locally driven, comprehensive planning process, involving the development of a Long-Range Transportation Plan (LRTP) (25-year plan), a Transportation Improvement Program (TIP) and a Unified Planning Work Program (UPWP). The nine (9) MPOs responsible for transportation planning in the NY-NJ-CT PM2.5 Non-Attainment Area are:

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<sup>1</sup> SWRPA is the South Western Region Planning Agency, the designated transportation planning agency for the South Western Region Metropolitan Planning Organization (MPO). In this document, SWRPA will represent the South Western Region MPO.

- Connecticut:** Central Naugatuck Valley (COGCVN)  
 Greater Bridgeport and Valley Regional Planning (GB&VMPO)  
 Housatonic Valley Council of Elected Officials (HVCEO)  
 South Central Regional Council of Governments (SCRCOG)  
 South Western Regional Planning Agency (SWRPA)
- New Jersey:** Delaware Valley Regional Planning Commission (DVRPC)  
 North Jersey Transportation Planning Authority (NJTPA)
- New York:** New York Metropolitan Transportation Council (NYMTC)  
 Orange County Transportation Council (OCTC)

After extensive coordination, traffic forecasting, emissions analyses, documentation and public outreach by all nine MPOs in the PM2.5 Non-Attainment Area, the US Department of Transportation in consultation with the EPA found on September 19, 2006 that **SWRPA/South Western Region MPO** and the eight other MPOs in the NY-NJ-CT Non-Attainment Area demonstrated that transportation projects in their TIPs and LRTPs would not cause new air quality violations, worsen existing conditions, or delay timely attainment of the NAAQS in accordance with applicable SIPs to improve air quality. As a result, transportation conformity for PM2.5 was demonstrated in accordance with EPA Transportation Conformity Regulations and the Clean Air Act.

The results of the NY-NJ-CT PM2.5 Regional Emissions Analyses approved September 19, 2006 are indicated below for your information.

### **NY-NJ-CT PM2.5 Non-Attainment Area Regional Emissions Summary**

#### **Direct PM<sub>2.5</sub> Emissions (Tons per Year)**

	2002	2010	2020	2025	2028	2030
COGCVN (part of 1 county)	68.2	44.3	32.9	32.8	33.1	33.4
GB&V MPO (part of 2 counties)	99.4	62.4	46.0	45.6	45.9	46.3
HVCEO (part of 1 county)	56.1	37.3	29.7	30.0	30.4	30.8
SCRCOG (part of 1 county)	174.1	110.9	82.1	81.9	82.6	83.6
SWRPA (part of 1 county)	126.2	78.6	58.0	57.5	57.8	58.4
NYMTC (9 counties)	2,016.98	1462.19	973.27	981.06	994.40	1003.79
OCTC (1 county)	233.8	141.9	86	84.9	86.5	86.9
<b>TOTALS:</b>	<b>2,774.78</b>	1937.59	1307.97	1313.76	1330.70	1343.19
<i>Conclusion</i>		PASS	PASS	PASS	PASS	PASS

## Indirect PM<sub>2.5</sub> Emissions (NOx) (Tons per Year)

	2002	2010	2020	2025	2028	2030
COGCNV (part of 1 county)	4,436.3	2,149.7	749.6	576.0	534.1	522.3
GB&V MPO (part of 2 counties)	6,430.5	2,994.7	1,039.2	796.4	738.4	721.6
HVCEO (part of 1 county)	3,593.4	1,734.5	640.3	507.8	478.9	471.8
SCRCOG (part of 1 county)	11,377.4	5,447.3	1,899.8	1,453.0	1,344.6	1,315.4
SWRPA (part of 1 county)	8,187.1	3,790.4	1,315.4	1,005.4	930.1	909.8
NYMTC (9 counties)	106,839.48	54,459.11	22,586.62	17,665.34	15,795.40	15,134.70
OCTC (1 county)	13,570.0	7,142.3	2,646.6	1,868.6	1,651.3	1,426
<b>TOTALS:</b>	<b>154,434.18</b>	<b>77,718.01</b>	<b>30,877.52</b>	<b>23,872.54</b>	<b>21,472.80</b>	<b>20,501.80</b>
<i>Conclusion</i>		PASS	PASS	PASS	PASS	PASS

The tables show that vehicular emissions attributable to the transportation projects planned by MPOs in the NY-NJ-CT PM<sub>2.5</sub> Non-Attainment Area, both individually and collectively, will not cause vehicular emissions to increase or degrade air quality in future analysis years in comparison with the 2002 baseline year.

Copies of the complete Connecticut PM<sub>2.5</sub> Conformity Determination are available from the New York Metropolitan Transportation Council (NYMTC) as the clearinghouse for the NY-NJ-CT PM<sub>2.5</sub> Non-Attainment Area at: <http://www.nymtc.org/PM2.5conformity.htm>.

### **Statement of Continued Transportation Conformity**

This statement of continued transportation conformity is being issued by the Region in response to changes to the New York Metropolitan Transportation Council's Transportation Improvement Program. The changes to the New York Metropolitan Transportation Council Transportation Improvement Program have triggered the necessity to reevaluate conformity for fine particulate matter (PM<sub>2.5</sub>) in areas of the NY-NJ-CT PM<sub>2.5</sub> Non-Attainment Area without PM<sub>2.5</sub> motor vehicle emissions budgets.

Northern New Jersey is the only area in the NY-NJ-CT PM<sub>2.5</sub> Non-Attainment Area that has established a motor vehicle emissions budget for PM<sub>2.5</sub>. As a result, they are excluded from having to demonstrate conformity changes to the New York Metropolitan Transportation Council Long Range Transportation Plan.

Section 93.122 of EPA's Transportation Conformity Regulations allow MPOs to utilize previous regional emissions analyses to demonstrate transportation/air quality conformity if the design, scope, implementation schedule and/or the horizons years of their TIPs and LRTPs have not significantly changed. Such is the case with the transportation projects in **SWRPA/South Western Region MPO** TIP and LRTP.

The four conditions that must be satisfied pursuant to EPA Transportation Conformity Regulations in order for an MPO to rely on a previous emissions analysis for

conformity are indicated in the table below along with reasons the conditions are being satisfied by **SWRPA/South Western Region MPO**.

<b>Section 93.122(g) Conditions</b>	<b>Discussion</b>
(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan.	<b>South Western Region MPO</b> does not have a new Plan or TIP, and has not changed the horizon year of its Plan or the analysis years of nonexempt transportation projects in its TIP. This statement of continued conformity is being made as a result of changes to transportation projects in the Transportation Improvement Program of Connecticut as part of the NY-NJ-CT PM2.5 non-attainment area.
(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination.	The previous <b>SWRPA/South Western Region MPO</b> analysis included all of the projects in the Plan and TIP that are currently in the <b>South Western Region MPO</b> TIP and LRTP.
(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan.	No regionally significant projects have been added, deleted, or significantly changed in the existing <b>SWRPA/South Western Region MPO</b> LRTP or TIP. Therefore, a reevaluation of transportation conformity is not warranted.
(iv) The previous regional emissions analysis is consistent with the requirements of Sec. 93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.	Section 93.118 is only applicable the Northern NJ portion of the NY-NJ-CT Non-Attainment Area, as it deals with conformity determinations for MPOs with motor vehicle emissions budgets. The previous analysis was conducted in compliance with all applicable sections of section 93.119, and was approved by the USDOT in consultation with the EPA on April 4 <sup>th</sup> , 2006.

## Conclusion

The existing **SWRPA/South Western Region MPO** regional emissions analysis utilized to demonstrate PM2.5 conformity for projects in the **SWRPA/South Western Region MPO** TIP and LRTP has not changed since it was last approved by the USDOT in consultation with the EPA on September 19, 2006. As a result, transportation projects in the **SWRPA/South Western Region MPO** LRTP and TIP continue to conform with EPA Transportation Conformity Regulations and the Connecticut State Implementation Plan to improve air quality for PM2.5 as required by EPA's Transportation Conformity Regulations and the Clean Air Act Amendments of 1990. The Connecticut State Interagency Consultation Group (ICG) is in the process of reviewing this determination.



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November 17, 2006