

Albany-Schenectady-Troy 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination

**Capital District Transportation Committee (CDTC)
2007-2012 TIP and 2030 *New Visions* Transportation Plan**

**Adirondack/Glens Falls Transportation Council (A/GFTC)
2007-2012 TIP and 2030 Long Range Plan**

**12 Year Capital Program of Transportation Projects
for Montgomery, Greene, and Schoharie Counties**

Prepared by:
NYSDOT Environmental Science Bureau, CDTC, and A/GFTC
in association with
NYSDOT Regions 1, 2, and 9

**DRAFT for Public Review
November 25, 2009**

**Transportation / Air Quality Conformity Determination Statement
for the Albany-Schenectady-Troy 8-Hour Ozone Non-Attainment Area
Associated with the Adirondack / Glens Falls Transportation Council
2030 Long Range Transportation Plan**

The Albany-Schenectady-Troy metropolitan non-attainment area consists of Saratoga, Schenectady, Albany, Rensselaer, Montgomery, Greene, and Schoharie Counties and is classified as a Clean Air Act Subpart 1 Basic non-attainment area for the 8-hour ozone standard. The area is classified as attainment for all other Clean Air Act criteria pollutants.

The Glens Falls Urban Area includes the entirety of the counties of Warren and Washington and the Town of Moreau in Saratoga County. Since it is part of the Albany-Schenectady-Troy non-attainment area, the Saratoga County portion of the Adirondack/Glens Falls Transportation Council's (A/GFTC) Transportation Improvement Programs (TIP) and Long Range Transportation Plan (Plan) require a determination of conformity with the applicable Clean Air Act State Implementation Plan (SIP).

The most recent conformity determination for the Capital District non-attainment area was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on April 9, 2008. This conformity determination included the 2007-2012 Transportation Improvement Programs for A/GFTC and the Capital District Transportation Council (CDTC), CDTC's New Visions 2030 Plan, the A/GFTC 2025 Long Range Plan and the NYS DOT's 12 year Capital Program for Montgomery, Schoharie, and Greene Counties. Evidence of this approval can be found in Attachment #2. The A/GFTC Long Range Plan for 2030 proposes no changes to the existing plans and programs that have already been determined to conform to air quality standards.

Per §93.122(g) of the federal transportation conformity regulation, 40 CFR Part 93, a conformity determination for a Plan may be demonstrated to satisfy the requirements of §93.119 (interim emissions in areas without motor vehicle emissions budgets) without a new regional emissions analysis if the previous regional emissions analysis also applies to the new Plan. This option for demonstrating conformity is being pursued in consultation with USDOT, USEPA, NYSDEC, and NYS DOT as part of the Interagency Consultation Process required by §93.105.

Specifically, §93.122(g) allows a Plan to satisfy the conformity requirements without a new regional emissions analysis if the existing analysis for the TIP or Plan is valid and if the following conditions are met:

Condition 1: The new Plan and existing 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 Plan.

As shown below, the existing 2007-2012 TIP includes three planned projects within the Town of Moreau (PIN 104350 – Route 9 Congestion Improvements, and PIN 104352 - Route 9/Spier Falls Road Intersection Improvements.) All of these projects are consistent with the highway system envisioned in the 2030 Plan. This condition is met.

Projects listed in the 2007-2012 A/GFTC Transportation Improvement Program that are within the Albany-Schenectady-Troy 8-Hour Ozone Non-Attainment Area

PIN:	104350
A/GFTC Project:	SAR 59
Title:	Route 9 Congestion Improvements, South Glens Falls
Location:	South Glens Falls, Saratoga County
Funding Source:	CMAQ
Obligation Date:	June 2011
Description:	Congestion mitigation project involving three existing signalized intersections in an urbanized village setting. Possible construction of roundabout at the southernmost of the three intersections. Existing land uses preclude road widening or lane additions.
Conformity Exempt Code:	D.1 – Intersection Channelization Projects
PIN:	104352
A/GFTC Project:	SAR 113
Title:	Route 9 / Spier Falls Road Intersection Improvements
Location:	Town of Moreau, Saratoga County
Funding Source:	HSIP
Obligation Date:	October 2009
Description:	Safety improvement to correct substandard horizontal alignment at the intersection of US Route 9, County Route 24 (Spier Falls Road), and County Route 31 (Fortsville Road)
Conformity Exempt Code:	D.4 – Changes to vertical and horizontal alignment
PIN:	172207
A/GFTC Project:	SAR 112
Title:	Spier Falls Road over Interstate 87 Bridge Replacement
Location:	Town of Moreau, Saratoga County
Funding Source:	I-M
Obligation Date:	Post-TIP (2015)
Description:	Replacement of structural deficient bridge carrying a two lane road over Interstate 87. No change to the number of travel lanes.
Conformity Exempt Code:	A.19 – Widening narrow pavements or rehabilitation bridges (No additional thru travel lanes)

Condition 2: All Plan and TIP projects, which are regionally significant, are included in the Plan with design concept and scope adequate to determine their contribution to the TIP's regional emissions at the time of the previous conformity determination.

There are no non-exempt or regionally significant projects in the Town of Moreau. This condition is met.

Condition 3: The design concept and scope of each regionally significant project in the new Plan is not significantly different from that described in the previous Plan.

There are no non-exempt or regionally significant projects in the Town of Moreau. This criterion is met.

Condition 4: The previous regional emissions analysis is consistent with the requirements of §§ 93.119 and/or 93.119, as applicable.

In the previous regional emissions analysis, VOC and NO_x emissions in the build/action scenario are less than or equal to corresponding emissions in the no-build scenario in each required analysis year. There have no significant changes to the CDTC 2007-2012 TIP, the CDTC 2030 New Visions Plan or the Capital Program of Transportation Projects in Greene, Montgomery, and Schoharie Counties since these transportation plans and programs were found to conform by FHWA/FTA on April 9, 2008. Therefore, the regional emissions analysis demonstrates that the CDTC 2007-2012 TIP and 2030 *New Visions* Plan, 2007-2012 A/GFTC TIP and 2025 Long Range Plan, and 2007-2019 Capital Programs of Transportation Projects in Greene, Montgomery, and Schoharie Counties conform to the New York State Implementation Plan for the 1-hour and 8-hour ozone standard. The A/GFTC Long Range Plan for 2030 contains no projects within the nonattainment area that affect the results of this analysis. The table summarizing the regional emissions follows on the next page.

Air Quality Impact of the CDTC 2007-2012 TIP, Fiscally Constrained CDTC <i>New Visions</i> Plan, A/GFTC 2007-2012 TIP, A/GFTC 2025 Long Range Plan and the Capital Program of Transportation Projects in Montgomery, Greene, and Schoharie Counties					
Scenario	Volatile Organic Compounds (VOCs) Emissions		Nitrogen Oxides (NO_x) Emissions		Daily Vehicle Miles Traveled (Thousands)
	kg/day	tons/day	kg/day	tons/day	
Year 2002*	37,956	41.84	48,400	53.35	23,070
Year 2012 No-build	14,276	15.74	19,566	21.57	25,802
Year 2012 with 2007-2012 TIP and Financially Constrained New Visions Plan	12,794	14.10	18,188	20.05	23,653
Year 2015 No-build	11,968	13.19	14,346	15.81	26,600
Year 2015 with 2007-2012 TIP and Financially Constrained New Visions Plan	10,432	11.50	13,104	14.44	23,910
Year 2025 No-build	7,765	8.56	7,126	7.86	28,675
Year 2025 with 2007-2012 TIP and Financially Constrained New Visions Plan	6,648	7.33	6,488	7.15	25,733
Year 2030 No-build	8,675	9.56	5,832	6.43	29,757
Year 2030 with 2007-2012 TIP and Financially Constrained New Visions Plan	7,067	7.79	5,181	5.71	26,555

A copy of the complete conformity determination narrative and supporting documentation that was approved by FHWA/FTA on April 9, 2008 is available upon request from A/GFTC, CDTC or the NYSDOT Environmental Science Bureau.

Conclusion

The A/GFTC 2030 Long Range Transportation Plan conforms to the State Implementation Plan for air quality as required by the Clean Air Act Amendments of 1990. In addition, the A/GFTC 2007-2012 TIP, CDTC 2007-2012 TIP, CDTC 2030 New Visions Plan, and Capital Programs of Transportation Projects in Greene, Montgomery, and Schoharie Counties remain in conformity with the SIP.

Attachment 1
FHWA/FTA Approval of Previous Analysis



U.S. Department
of Transportation

**Federal Highway
Administration**

New York Division

April 9, 2008

Federal Highway Administration
Leo O'Brien Federal Building, Suite 719
Clinton Avenue & North Pearl Street
Albany, NY 12207

Federal Transit Administration
Region II
One Bowling Green, Room 429
New York, NY 10004-1415

In Reply Refer To:
HDA-NY
FTA-TRO-II

Ms. Mary Ivey, Director
Office of Environment, 4-1
New York State Department of Transportation
50 Wolf Road
Albany, New York 12232

Dear Ms. Ivey:

In accordance with the Clean Air Act Amendments of 1990, conformity of transportation plans and programs in each non-attainment and maintenance area is a requisite determination made jointly by the Federal Highway Administration and the Federal Transit Administration.

We have reviewed the results of the combined air quality conformity analysis on the new *CDTC 2030 New Visions Transportation Plan* of the Capital District Transportation Committee (CDTC). This analysis also covered CDTC's existing 2007-2012 Transportation Improvement Program (TIP), the Adirondack/Glens Falls Transportation Council's (A/GFTC) existing 2007-2012 TIP and existing 2025 Long Range Plan, and the 12 Year Capital Program of Transportation Projects for the rural counties of Montgomery, Greene and Schoharie.

We find that the submitted analysis demonstrates that the new CDTC Plan, the existing A/FGTC Plan, the existing TIPs and the three rural Capital Program of Transportation Projects do satisfy the appropriate emission tests for the nonattainment area. Therefore, following Section 176(c) of the 1990 Clean Air Act Amendments, we officially determine that these documents are in conformity with the SIP. This determination has been coordinated with the Environmental Protection Agency.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration
Region II

Jeffrey W. Kolb, P.E.
Division Administrator
Federal Highway Administration
New York Division

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