

**Adirondack / Glens Falls Transportation Council
2025 Long Range Plan Amendment**

**Transportation / Air Quality Conformity Determination
for the Albany-Schenectady-Troy Area**

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 applicable Clean Air Act State Implementation Plan (SIP).

A conformity determination for the A/GFTC 2005-2010 TIP, CDTC 2005-2010 TIP, CDTC *New Visions 2025 Amendment* and the Capital Programs of Transportation Projects in Greene, Montgomery, and Schoharie Counties was approved by USDOT on September 30, 2005.

This A/GFTC Long Range Plan Amendment for 2025 proposes no changes to the existing plans and programs that have already been determined to conform to air quality standards, including the A/GFTC 2005-2010 Transportation Improvement Program, the CDTC 2005-2010 TIP, the CDTC *New Visions 2025 Amendment*, and the Capital Programs of Transportation Projects in Greene, Montgomery, and Schoharie Counties.

Per §93.122(g) of the federal transportation conformity regulation, 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 NYSDOT 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 in by the Plan.

As shown in the attached list, the existing 2005-2010 TIP includes the planning phase for one project (PIN 104350 – Route 9 Congestion Improvements) and one exempt project (PIN 172213 – Interstate 87 Resurfacing: Exit 16 top Warren County Line) in the Town of Moreau. PIN 172213 is complete, and both projects are consistent with the highway system envisioned in the 2025 Plan. This condition is met.

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 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 criteria is met.

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

The combined regional emissions analysis conducted by the Capital District Transportation Committee (CDTC) and NYSDOT for the entire non-attainment area, including the entirety of Saratoga County in support of the conformity determination for the CDTC 2005-2010 TIP and 2025 Plan, the A/GFTC 2005-2010 TIP and the 2005-2017 Capital Program of Transportation Projects in Greene, Montgomery, and Schoharie Counties the counties as approved by FHWA/FTA on September 30, 2005 met the criteria of § 93.119. Specifically, all future "action" (build) emission levels of VOC and NOX are less than

the “baseline” (no-build) scenario levels. The results of this conformity determination are presented in the table below:

Air Quality Impact of the CDTC 2005-2010 TIP, Fiscally Constrained CDTC <i>New Visions</i> Plan, A/GFTC 2005-2010 TIP, A/GFTC 2025 Long Range Plan and the Capital Program of Transportation Projects in Greene, Montgomery, 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	38,717	42.68	46,590	51.36	23,114
Year 2010 No-Build	18,714	20.63	22,617	24.39	25,158
Year 2010 Build	16,812	18.53	21,189	23.36	23,405
Year 2015 No-build	12,890	14.21	13,472	14.85	26,616
Year 2015 Build	10,985	12.11	12,242	13.49	23,828
Year 2025 No-Build	8,986	9.91	6,428	7.09	28,589
Year 2025 Build	7,493	8.26	5,840	6.44	25,704

A copy of the complete conformity determination is available upon request from A/GFTC, CDTC or the NYSDOT Environmental Analysis Bureau.

Conclusion

The A/GFTC 2025 Long Range Transportation Plan and 2005-2010 Transportation Improvement Program conform to the State Implementation Plan for air quality as required by the Clean Air Act Amendments of 1990.

In addition, this determination reaffirms conformity of the CDTC 2006-2010 TIP and 2025 Long Range Plan and NYSDOT’s Capital Programs of Transportation Projects in Greene, Montgomery, and Schoharie Counties.