

Air Quality Conformity Analysis

for the FFY 2010-2013 TIP & the 2011 Regional Transportation Plan
SUMMARY

Each regional planning agency (including CRCOG) is required to demonstrate that their Regional Transportation Plan and Transportation Improvement Program (TIP) do not violate the federal Clean Air Act. This demonstration requires tests for several types of pollutants, for several different analysis years, and for several different analysis areas or districts as explained below. For reasons also described below, the State performs a statewide analysis, with all Plans and TIP projects in the state analyzed together.

Types of Pollutants. The air quality analysis includes calculations of vehicle emissions of two types of pollutants:

1. Hydrocarbons (HC or VOC-Volatile Organic Compounds)
2. Nitrogen Oxides (NOx)

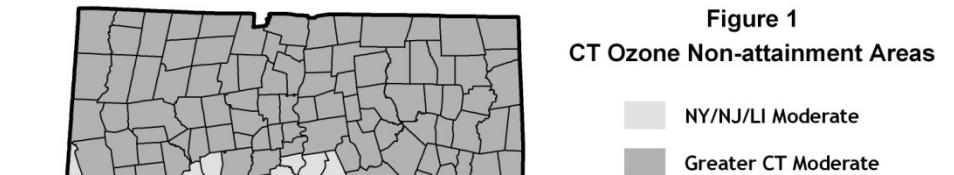
Emissions Test. Under conformity rules provided by the U.S. Environmental Protection Agency, a test is applied to determine if the TIP and the Transportation Plan violate the Clean Air Act. In December 2010, the EPA informed the CT Department of Environmental Protection that the 2009 Motor Vehicle Emissions Budgets (MVEB) were adequate determiners of future transportation conformity. Therefore, the future year emissions are compared to the 2009 MVEB to determine compliance.

Test: VOC and NOX emissions from transportation sources must be less than the 2009 motor vehicle emissions budgets

2009 emissions budget:	VOC	26.30 tons/day
	NOx	49.20 tons/day

Air Quality Analysis Districts. The federal air quality districts for ozone are shown in Figure 1. For ozone analysis purposes, CRCOG is part of the Greater Connecticut district. The Greater Connecticut district includes other planning regions in addition to the Capitol Region. It uses county boundaries and includes the following counties: Hartford, Tolland, Litchfield, Windham, and New London.

Since the air quality districts overlap many regional planning districts, the emissions analysis must be coordinated to include the TIPs and transportation plans of several regions. The Connecticut Department of Transportation performs this coordination role. Each region submits its draft TIP and long range plan to the DOT. The DOT in turn combines the TIPs and the transportation plans for all appropriate regions to analyze the emissions impacts on each air quality district.



Findings & Conclusions

The data provided by the Connecticut Department of Transportation indicate that the Capitol Region's long range plan and TIP, when combined with all other regional plans and TIPs in the relevant air quality district, pass the test required under current conformity rules. The Region is in conformity with the federal Clean Air Act and the Connecticut SIP. Provided below is a summary of the results. Actual emissions estimates and comparisons are provided in Table 1.

Test: VOC and NOX emissions from transportation sources must be less than the 2009 transportation emissions budgets. Future emissions of VOC and NOx are below the 2009 emissions budget.

Quantitative Analysis by Connecticut DOT. The quantitative analysis required for this demonstration was performed by ConnDOT in cooperation with the regional planning agencies. This cooperative effort is required because the federal air quality districts overlap Connecticut's regional planning districts as explained above. The results are presented in **Table 1**.

Table 1
Greater CT Ozone "Moderate" Nonattainment Area
(emissions in tons per day)

Year	VMT	RESULTS		BUDGET		DIFFERENCE	
		VOC	NOx	VOC	NOx	VOC	NOx
2009	47,043,284	24.77	45.33	26.30	49.20	-1.53	-3.87
2015	47,538,552	17.59	22.28	26.30	49.20	-8.71	-26.92
2025	51,707,276	13.04	11.88	26.30	49.20	-13.26	-37.32
2035	55,241,176	13.87	11.01	26.30	49.20	-12.43	-38.19
2040	56,859,908	14.42	11.36	26.30	49.20	-11.88	-37.84

VMT: Vehicle Miles Traveled

VOC: Hydrocarbons or Volatile Organic Compounds

NOX: Nitrogen Oxides