

Regional Waste Movement Study

2024

Task 4 Final Technical Memorandum Literature and Legislation/Regulation Review

Prepared For

New York Metropolitan Transportation Council

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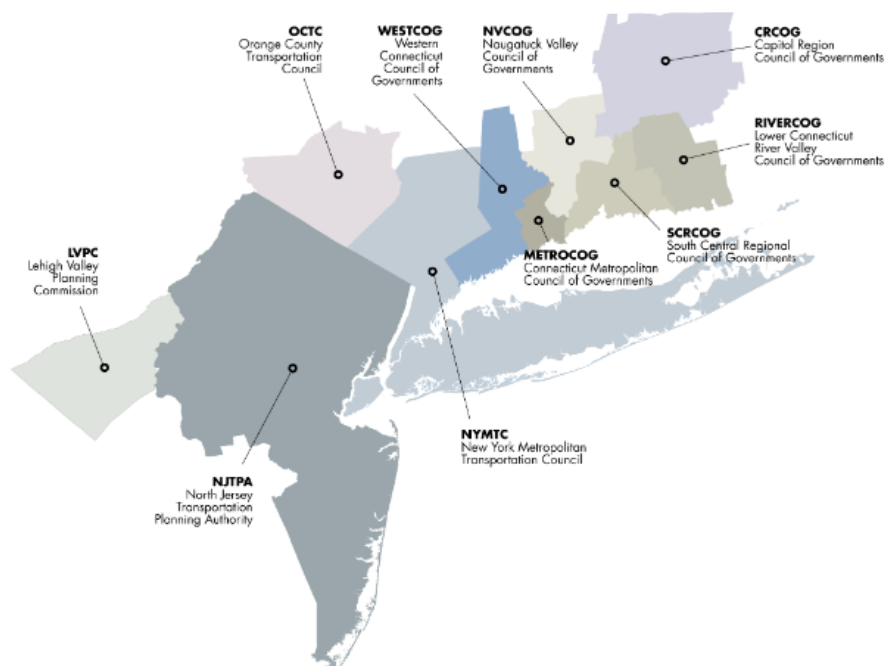
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1. Introduction

The Regional Waste Movement Study is focused on identifying the “needs and opportunities associated with the movement of municipal solid waste (MSW) and construction and demolition (C&D) debris” or waste in the Metropolitan Area Planning (MAP) Forum area, which encompasses 10 Council of Governments (COGs)¹ and Metropolitan Planning Organizations (MPOs) in Connecticut, New Jersey, New York, and Pennsylvania (refer to **Figure 1**) [1].

Figure 1: Metropolitan Area Planning (MAP) Forum Study Area [2]



This memorandum presents the findings of the review and synthesis of solid waste management plans, programs, and studies within this study area. Available information related to the current waste management vision, waste composition/characterization, waste origin and destination (including identification of waste management facilities), waste transportation, and future plans and goals was identified from these plans. Additionally, this memorandum includes an inventory of relevant federal, state, and local legislation and regulations that impact waste movement in the study area.

¹ While not part of the Study Area, the Southeastern Connecticut Council of Government (SECCOG) has been engaged and consulted with as part of this study,

2. Background

The movement of waste is governed by transportation and environmental policy and regulations administered by federal, state, and local governments. Policy defines the plans that are used as a basis for making decisions while regulations establish the requirements to implement laws. While regulations establish current rules and expectations, policy may provide a framework for establishing future goals. Environmental regulations related to MSW and C&D debris define how and where MSW and C&D debris are managed (e.g., what facilities can accept which materials and the conditions for acceptance), while transportation regulations will impose conditions and restrictions on how these materials will move from the point of origin to its final destination (e.g., weight or height restriction for use of transportation infrastructure). Environmental policy related to MSW and C&D debris will define long-term objectives with respect to the generation, collection, and management, including waste minimization objectives, material reuse/circular economies, types of disposal/treatment facilities and the siting of these facilities. **Table 1** lists the agencies associated with solid waste management and planning in the study area of interest.

There are several regulations and tools used by state and local governments to oversee the management and transportation of waste, some of which include:

- Solid Waste Management Plans (SWMPs)², which are developed and periodically updated by local and State agencies, guide how a planning unit will dispose of, manage, and reduce waste.
- Solid waste management legislation existing at federal, state, and local levels, which detail requirements that solid waste facilities and transporters must adhere to for transport of waste.
- Transportation and Freight plans that assess the current systems and highlight impending transportation improvement projects.
- Policies and laws that divert or affect waste generation such as (a) the prohibition of single-use plastics, (b) stimulation of recycling markets by setting postconsumer recycled content requirements, and (c) shifting the end-of-life responsibility of a product onto the producer.

² Connecticut has transitioned to a document referred to as the Comprehensive Materials Management Strategy (CMMS) that discusses the state's approach to addressing reduced solid waste disposal capacity in Connecticut [3]. For this technical memorandum, the CMMS is referred to as a SWMP.

Table 1. Federal, State/Regional, and Local Agencies associated with MSW and C&D Management and Planning in the Study Area

Federal	Regional / State	Local
United States Environmental Protection Agency (EPA) Federal Transit Administration (FTA) Federal Highway Administration (FHWA) Federal Motor Carrier Safety Administration (FMCSA) Surface Transportation Board (STB)	Connecticut Department of Energy & Environmental Protection (CTDEEP) Connecticut Department of Transportation (CTDOT)	Materials Innovation and Recycling Authority (MIRA) Dissolution Authority Capital Region Council of Governments (CRCOG) Connecticut Metropolitan Council of Governments (MetroCOG) Lower Connecticut River Valley Council of Governments (RiverCOG) Naugatuck Valley Council of Governments (NVCOG) South Central Regional Council of Governments (SCRCOG) Western Connecticut Council of Governments (WestCOG)
	New Jersey Department of Environmental Protection (NJDEP) New Jersey Department of Transportation (NJDOT) Port Authority of New York & New Jersey (PANYNJ)	Bergen County Utility Authority Essex County Utility Authority Hudson County Improvement Authority Hunterdon County Health Department – Recycling & Solid Waste Services Middlesex County Utilities Authority Morris County Municipal Utilities Authority North Jersey Transportation Planning Authority (NJTPA) Ocean County Department of Solid Waste Management Passaic County Department of Health – Recycling and Natural Resources Division Somerset County Department of Public Works Sussex County Municipal Utilities Authority Union County Utilities Authority Warren County Planning Department
	New York Department of Environmental Conservation (NYSDEC) New York Department of Transportation (NYDOT) New York Metropolitan Transportation Council (NYMTC)	Nassau County City of Glen Cove Town of Hempstead City of Long Beach Town of North Hempstead Town of Oyster Bay

Table 1. Federal, State/Regional, and Local Agencies associated with MSW and C&D Management and Planning in the Study Area

Federal	Regional / State	Local
	Port Authority of New York & New Jersey (PANYNJ)	New York City, Department of Sanitation Putnam County Department of Health Rockland County Solid Waste Management Authority Suffolk County Department of Public Works Town of Babylon Town of Brookhaven Town of East Hampton Town of Huntington Town of Islip Town of Riverhead Town of Shelter Island Town of Smithtown Town of Southampton Town of Southold Westchester County Department of Environmental Facilities
	Pennsylvania Department of Environmental Protection (PADEP) Pennsylvania Department of Transportation (PADOT)	Lehigh Valley Planning Commission (LVPC) Lehigh County Department of Solid Waste Management Northampton County Department of Public Works

Notes:

1. This table is intended to identify Study Area entities involved in planning/regulating waste management. This table does not provide a listing of local government entities responsible for collection of waste and recyclables from residential properties, as it would involve listing every municipality in the Study Area.
2. Nassau and Suffolk counties have waste managed at the municipal level. As such, no agency was listed for Nassau County.

3. Sources of Information

Publicly available SWMPs at the state and county level were obtained from a thorough review of state environmental agency websites (i.e., CTDEEP, NJDEP, NYSDEC, and PADEP), and county websites. This was supplemented with direct contact with State and County agencies, when the SWMPs were not available through their websites. **Table 2** identifies the SWMPs (and amendments) status for counties within the Study Area, some of which are yet to be approved or have expired (as noted).

Table 2. SWMPs for States and Counties within Study Area

State	State/County	SWMP Status/Date
Connecticut ¹	CT CMMS	July 19, 2016. Amendment drafted January 2023.
	CRCOG	Performed Solid Waste Facility Inventory and System Assessment October 2022.
	METROCOG	No Solid Waste Management Plan/Study available.
	NVCOG	No Solid Waste Management Plan/Study available.
	RIVERCOG	No Solid Waste Management Plan/Study available.
	SCRCOG	No Solid Waste Management Plan/Study available.
	WESTCOG	Published Regional Waste Management Feasibility Study June 2021.
New Jersey	NJ SWMP	January 2006
	Bergen	October 2006 (March 1, 2023 amendment updates the SWMP)
	Essex	May 24, 2006 (November 3, 2021 amendment updates the SWMP)
	Hudson	August 2010 (July 13, 2020 amendment updates the SWMP)
	Hunterdon	No comprehensive SWMP. (July 17, 2023 amendment updates the SWMP)
	Middlesex	Fall 2022 (December 14, 2023 amendment updates the SWMP)
	Monmouth	March 5, 2009 (December 6, 2023 amendment updates the SWMP)
	Morris	March 2007 (June 2, 2023 amendment updates the SWMP)
	Ocean	June 11, 1979. (November 22, 2022 amendment updates the SWMP)
	Passaic	June 1979 (December 11, 2023 amendment updates the SWMP)
	Somerset	No comprehensive SWMP. (June 29, 2023 amendment updates the SWMP)
	Sussex	No comprehensive SWMP. (November 15, 2021 amendment updates the SWMP)
	Union	No comprehensive SWMP. (August 18, 2023 amendment updates the SWMP)
	Warren	September 8, 2021(October 14, 2022 amendment updates the SWMP)
New York	NY SWMP	December 27, 2023
	Bronx ²	September 2006

Table 2. SWMPs for States and Counties within Study Area

State	State/County	SWMP Status/Date
	Kings ² (Brooklyn)	September 2006
	Nassau ³	Last updated April 2020 (City of Long Beach), approved through December 31, 2026 Last updated April 2020 (Town of Oyster Bay), approved through December 31, 2029 (City of Glen Cove and Towns of Hempstead and North Hempstead have been issued comments on LSWMP by NYSDEC)
	New York ² (Manhattan)	September 2006
	Orange	Not available. Comments issued by NYSDEC.
	Putnam	Last updated August 2012, expired December 31, 2020.
	Queens ²	September 2006
	Richmond ² (Staten Island)	September 2006
	Rockland	September 2014, approved through December 31, 2025.
	Suffolk ³	Last updated October 2019 (Town of Huntington), approved through December 31, 2026. Approved through December 31, 2028 (Town of Islip) ⁴ Last updated December 8, 2021 (Town of Riverhead), approved through December 31, 2029. Last updated June 2019 (Town of Smithtown), approved through December 31, 2025. Last updated December 2018 (Town of Southampton), approved through December 31, 2026. Last updated December 2021 (Town of Southold), approved through December 31, 2027. (The SWMPs for the Towns of Babylon, Brookhaven, East Hampton, and Shelter Island have been issued comments on LSWMPs by NYSDEC)
	Westchester	June 2011. Pending NYSDEC approval.
Pennsylvania	Pennsylvania does not have a state SWMP.	
	Lehigh	Last updated May 28, 2013.
	Northampton	Last updated January 10, 2011.
Notes:		
1. Connecticut's nine planning regions served by COGs are recognized as county equivalents under state and federal law for purposes of collecting, tabulating, and disseminating statistical data, replacing the eight counties which ceased to function as governmental and administrative entities in 1960. Per CTDEEP,		

Table 2. SWMPs for States and Counties within Study Area

State	State/County	SWMP Status/Date
		municipalities and/or COGs in Connecticut manage waste in conjunction with the state, though they are not required to complete a SWMP.
		2. County is a part of New York City (NYC) and considered under the NYC SWMP. A SWMP update through 2026 for NYC is underway.
		3. SWMPs published at the municipal level.
		4. While identified by the NYSDEC, the Islip Resource Recovery Agency local SWMP was not publicly available.
		5. This table is intended to provide a comprehensive list of the status of State and County and, in some instances, local/municipal SMWPS within the Study Area.

Existing regulations related to waste management and movement were obtained from federal, state, and county environmental and transportation government agencies within the Study Area (**Figure 1**). Specifically, websites of the agencies and organizations listed in **Table 1** were reviewed for associated regulations and policies. Publicly available proposed or draft regulations were also obtained from these agencies. A list and summary of the regulations relating to waste movement reviewed is provided in **Attachment A**.

4. SWMP Review Summary

As previously indicated, a SWMP provides guidance on how a planning unit will dispose of, manage, and reduce waste, and is developed and periodically updated by local municipalities, planning regions, and state agencies. Therefore, as it relates to waste movement, SWMPs should provide insights for waste generation projections by waste type and destination; as well as waste management goals. As illustrated in **Figure 2** key information sought from the SWMPs included the identification of current and planned facilities for waste management, volume of waste generated, capacity of the facilities, modes of transport, and identification of origin and destination of solid waste.

Figure 2: Factors of interest in county SWMPs.

4.1 Definitions of Waste

In reviewing the SWMPs it is important to understand how each state defines MSW and C&D debris. As presented in **Table 3**, these definitions vary across the Study Area, with some being very broad. For example, in New Jersey wood scraps are considered C&D debris, but in Connecticut wood scraps from building construction waste are considered MSW.

Differences in how waste is categorized, particularly when wastes are classified as MSW or C&D in one part of the Study Area but not in others, will have an impact on the quantification of waste amounts for this study.



Table 3. MSW and C&D Debris Definitions by State

State	MSW	C&D Debris
Connecticut (General Statutes, Chapter 446d, Section 22a-207) [4]	“Solid waste from residential, commercial and industrial sources, excluding solid waste consisting of significant quantities of hazardous waste, land-clearing debris, demolition debris, biomedical waste, sewage sludge and scrap metal”.	“Waste building materials and packaging resulting from construction, remodeling, repair and demolition operations on houses, commercial buildings and other structures, excluding asbestos, clean fill...or solid waste containing greater than de minimis quantities... of (A) radioactive material (B) hazardous waste (C) liquid and semiliquid materials, including, but not limited to, adhesives, paints, coatings, sealants, preservatives, strippers, cleaning agents, oils, and tars. “
New Jersey (Administrative Code 7:26-1.4) [5]	“Residential, commercial and institutional solid waste generated within a community.”	“Waste building material and rubble resulting from construction, remodeling, repair, and demolition operations on houses, commercial buildings, pavements and other structures”
New York (NYCRR 360.2-184 & NYCRR 360.2-62) [6]	“Residential waste, commercial waste, or institutional waste, or any component or combination thereof, excluding construction and demolition debris and biosolids unless they are commingled.”	“Construction and demolition debris or C&D debris means waste resulting from construction, remodeling, repair and demolition of structures, buildings and roads. C&D debris includes excavated material, demolition wastes, and construction wastes.”
Pennsylvania (Solid Waste Management Act, Definition 271.1) [7]	“Garbage, refuse, industrial lunchroom or office waste and other material, including solid, liquid, semisolid or contained gaseous material resulting from operation of residential, municipal, commercial or institutional establishments and from community activities; and sludge not meeting the definition of residual or hazardous waste under this section from a municipal, commercial or institutional water supply treatment plant, wastewater treatment plant or air pollution control facility.”	“Solid waste resulting from the construction or demolition of buildings and other structures, including, but not limited to, wood, plaster, metals, asphaltic substances, bricks, block and unsegregated concrete.”

4.2 State SWMPs

The study area encompasses several planning regions in Connecticut, and counties in New Jersey, New York (including New York City's five boroughs), and Pennsylvania. Of the four states, New York and New Jersey have publicly available state SWMPs, although New Jersey has not had a SWMP update since 2006 [8]. New York recently released an updated state SWMP on December 27, 2023 [9]. The CMMS was first created in 2016, but an amendment was drafted in January 2023 [3]. Pennsylvania does not have a state SWMP, rather each county develops its own Municipal Waste Management Plan, which is approved by PADEP. **Table 4** presents a summary of the information found in the state SWMP.

Table 4. State SWMP Summary

State	SWMP Available?	Waste Characterization	Waste Transportation Mode	Origin & Destination of Waste Movement	Solid Waste Management Facility Inventory and Capacities	Plans for Expansions/Closures
CT [3]	Yes.	CMMS references 2015 and 2016 waste characterization studies and projects MSW generation.	Not discussed.	Partial Discussion. CMMS Amendment discusses Resource Recovery Facilities (RRFs) and Organic Facilities.	See p.10 of CMMS Amendment for Connecticut Resource Recovery Facilities.	Not discussed.
NJ [8]	Yes – available from 2006. Details are outdated.	Dated discussion on waste generation, disposal, and recycling by county.	Not discussed.	Partial discussion. Table C-1A provides capacities of commercial waste and recycling facilities by county.	Dated breakdown of solid waste management facilities and capacities by county.	Not discussed.
NY [9]	Yes –Update finalized in 2023.	SWMP details projections from 2023 through 2050 and characterizes waste by type.	Not discussed.	Partial discussion. See Appendix D for discussion of solid waste facilities and transporters.	See Appendix D for discussion of solid waste facilities and transporters.	Not discussed.
PA	No. Counties develop their own.	Not applicable.	Not applicable.	Not applicable.	Not applicable.	Not applicable.
Note: 1. New York State SWMP covers planning through 2032 and sets goals through 2050.						

While the state SWMPs for Connecticut, New Jersey, and New York characterize the volume and type of waste for the state, the data is captured with more granularity at the county/COG level for the study area (see **Section 4.3**).

4.2.1 Connecticut CMMS Overview

4.2.1.1 Goals and Strategy

Connecticut has implemented the CMMS in place of a SWMP. In general, solid waste management in Connecticut is prioritized according to the state's Waste Management Hierarchy shown in **Figure 3** below [10].

The CMMS focuses "on meeting Connecticut's goal of achieving 60 percent diversion of solid waste from disposal by 2024" from the 2005 baseline of 3.8 million tons of MSW [3].

This goal is codified in Conn. Gen. Stat. Section 22a-241a. As

it relates to this waste movement study, this goal would directly impact the amounts of MSW and C&D debris that will be transported within and from Connecticut.

However, the draft CMMS amendment states that "the 2021 diversion rate is nearly the same as the 35% diversion rate calculated at the time the

2016 CMMS was issued, meaning Connecticut's diversion rate has stagnated and is not currently on track to meet the statutory goal of 60% by 2024."

Figure 3. Connecticut Waste Management Hierarchy [10]



To achieve the waste diversion objective of 60% diversion of MSW by 2024 and limit the amount of MSW requiring disposal via traditional Waste-to-Energy (WTE) facilities or landfills to approximately 1.48 million tons, the CMMS established the following conditions [3]:

- A reduction in annual MSW generation by 360,000 tons (10 percent of 3.6 million tons)
- The reuse, recycling, and composting of 1.46 million tons of materials (45 percent of remaining 3.24 million tons)
- The use of newly developed waste conversion processes, including anaerobic digestion, to manage at least 300,000 tons that would otherwise be disposed via traditional waste-to-energy or landfill.

The CMMS also acknowledges that "to fully achieve the state's diversion goal, Connecticut must also significantly increase the diversion of Construction and Demolition (C&D) waste" [3]. The CMMS also addresses, among others [3]:

- The modernization of solid waste / materials management infrastructure throughout the state
- The management of organic materials in the waste stream
- The reuse and recycling of construction and demolition materials
- The development of intermediate processing centers (e.g., recycling facilities or materials recovery facilities)

The CMMS also "seeks to closely align materials management policy and planning with the state's climate action priorities, including greenhouse gas mitigation through waste reduction and diversion from landfill, and ensuring that clean energy and greenhouse gas mitigation priorities are at the forefront of the transition to next-generation materials management technologies" [3]. These objectives would have a direct impact on the amounts of MSW and C&D debris that will be generated and transported within and from Connecticut.

The draft January 2023 CMMS amendment "*identifies strategies for restoring 'self-sufficiency' in Connecticut's municipal solid waste (MSW) management*" as the Material Innovation and Recycling Authority (MIRA) ceased operations on July 19, 2022 at Connecticut's Hartford RRF, one of five RRFs in Connecticut identified in the CMMS [10]. This decision was anticipated to increase the state's self-sufficiency deficit, or amount of waste being sent out-of-state, to 860,000 tons per year (40%) [10].

The two main strategies recommended by the draft 2023 CMMS Amendment to reduce the self-sufficiency deficit from 860,000 tons per year to 485,000 tons per year before the end of the decade [10]:

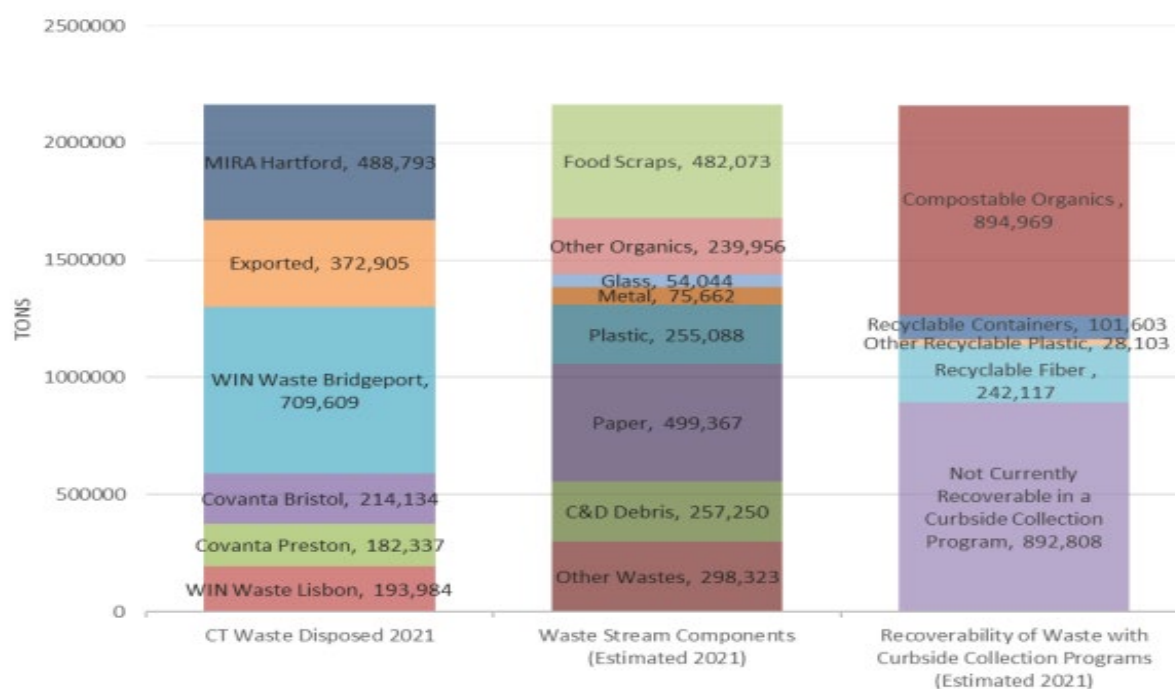
- Enacting legislation that authorizes an Extended Producer Responsibility (EPR) Program, which CTDEEP estimates will reduce MSW disposal by up to 190,000 tons per year while saving \$50 million per year for municipalities; and
- Implementing organics reuse and diversion strategies, including pursuing more opportunities for source reduction and food recovery, adding authorized transfer stations as triggers for the Commercial Organics Recycling Law, expanding the Commercial Organics Recycling Law to cover institutions, and providing universal access to source separated food scrap collection to all residents and businesses. CTDEEP estimates that by implementing these organics strategies, MSW disposal can be reduced by 185,000 tons per year.

The resulting self-sufficiency deficit "will have to be managed through additional source reduction efforts, development of new disposal capacity in state, or a combination of both" [3].

4.2.1.2 Waste Characterization

In 2021, over 3.3 million tons per year of MSW were generated in Connecticut with 35% (nearly 1.2 million tons) of the MSW being diverted from disposal through recycling or composting [10]. CTDEEP performed a recoverability analysis in 2021 in which they found that of the 2,161,762 tons of MSW generated in Connecticut in 2021, 892,808 tons (or 41.3 %) of the MSW were considered irrecoverable (i.e., waste that could not be composted or recycled as a container, plastic, or fiber within a Curbside Collection Program; **Figure 4**).

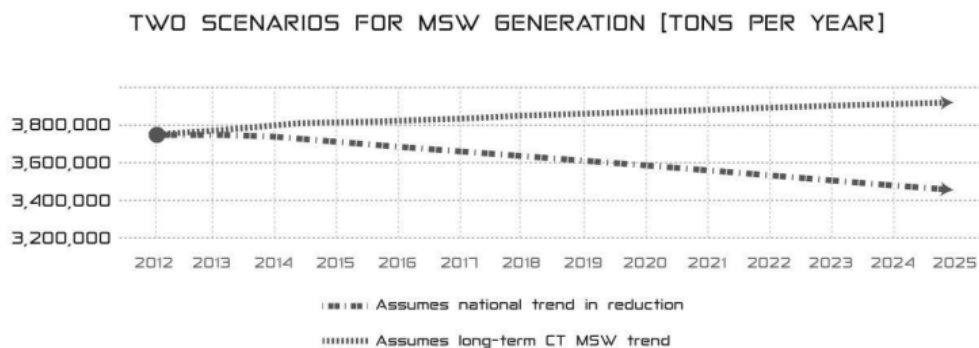
Figure 4. Estimated Composition and Recoverability of 2021 MSW Disposal Stream in tons [10]



While recyclables are processed at Materials Recovery Facilities (MRF), contaminants (such as broken glass, plastic, shredded paper, wood, organic wastes, etc.) render some material unrecyclable and are ultimately hauled for disposal (e.g., less than 40% of glass collected is recycled) [3].

The 2016 CMMS provided projections for MSW generation through 2024 using two approaches: (a) based on the long-term trend in Connecticut generation from 1992-2012 that suggests generation will increase gradually from 2013 total of 3.6 million tons to 3.91 million tons in 2024; and (b) based on EPA predictions of national trends in source reduction that suggests that MSW generation will decrease gradually to 3.48 million tons by 2024 (see **Figure 5**) [3].

Figure 5. Scenarios for MSW Generation (2013 to 2024) [3]



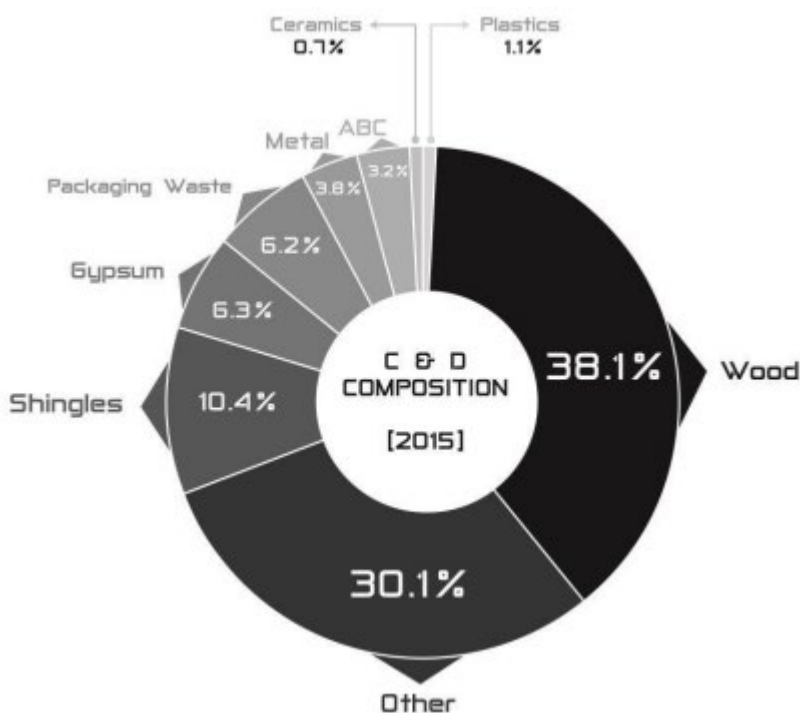
The 1,041,643 tons of C&D waste generated in Connecticut in 2013 is equivalent to approximately 0.29 tons per capita per year. The *2016 State-wide Construction and Demolition Waste Composition Study* referenced in the CMMS provides the estimated composition of C&D debris in 2015 (**Figure 6**) [11].

4.2.1.3 Waste Origin and Destination

There is no information on the origin of MSW or C&D waste within Connecticut in the CMMS. Regarding waste destination, in 2021, before the closure of the MIRA Hartford RRF, 17% of the MSW generated in the state was sent to unidentified out of state landfill and RRFs, with the remainder being processed at five in-state RRFs, as no landfills in Connecticut actively receive MSW [10]. The leftmost bar in **Figure 4** illustrates the distribution of MSW processing at these RRFs in 2021.

With the MIRA RRF ceasing operations in July 2022, Connecticut currently has four WTE facilities (see Task 5 Technical Memorandum) with a combined permitted disposal capacity of 1,539,497 tons. These RRFs are already operating at or near the “practical” capacity of 85% of permitted design capacity [11].

Figure 6. Connecticut 2015 C&D Waste Composition [13]



As one of the state’s strategies for the diversion of waste focuses on organic waste, the draft 2023 CMMS Amendment also lists facilities in the state that accept food scraps and other organic waste. These facilities along with other waste processing facilities are identified in the Task 5 Technical Memorandum.

Regarding C&D waste, the CMMS states that “almost all of the C&D waste [managed in Connecticut] originated from within the state, with only approximately 48,000 tons of C&D materials being identified as imported from other states” [3]. As of 2013, approximately 82% of C&D waste from Connecticut was disposed of out-of-state as shown in **Table 5**. Of C&D waste disposed within Connecticut, 60% of the waste was disposed at RRFs.

Table 5. 2013 Connecticut C&D Waste Disposal [3]

Location by State	Total (tons)	Percentage
Connecticut	158,593	17.9%
Ohio	494,633	55.9%
New York	122,357	13.8%
Massachusetts	52,985	6.0%
Pennsylvania	44,115	5.0%
Rhode Island	6,036	0.7%
Virginia	2,595	0.3%
Maine	2,824	0.3%
Unidentified Location	19	0.0%
Totals	884,157	100%

While the CMMS does not explicitly list other Volume Reduction Facilities used for C&D waste management, the Task 5 Technical Memorandum lists the facilities permitted by CTDEEP to accept bulky waste (i.e., C&D waste) and also identifies facilities permitted by CTDEEP as Municipal Transfer Stations that can accept and consolidate many waste types, including MSW and C&D waste.

4.2.1.4 Future Goals and Plans

CTDEEP has made efforts since 2020 to accelerate policies and programs for the reuse and diversion of organic material while also emphasizing a commitment to equity and environmental justice. The draft CMMS Amendment outlines a roadmap to achieving self-sufficiency in the state through investments in additional waste management infrastructure and the introduction of legislation that enables “packaging Extended Producer Responsibility (EPR), accelerated organics diversion, and enhancements to the Solid Waste Assessment” [10]. Additionally, on February 9th, 2023, CTDEEP issued a Request for Information (RFI) for Innovative Materials Management Infrastructure. The RFI will give the state a better understanding of the available technologies and solutions that will improve diversion of MSW for recycling in the state and help the state achieve “self-sufficiency” to meet its’ goal of 60% diversion of materials from disposal by 2024 [10,14]. As of June 29, 2023, CTDEEP has listed submissions they have

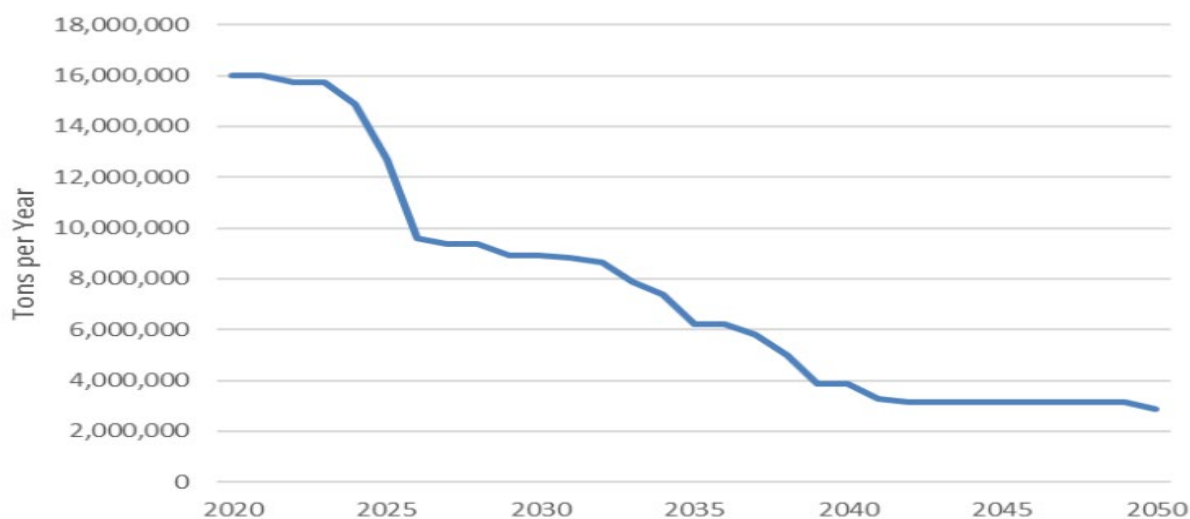
received in response to the RFI on their *Waste Infrastructure Webpage* [15] and include, among some conceptual plans and comment letters, the following projects in various stages of development:

- A proposed 1,515 tons per day waste reclamation facility in North Haven, Connecticut, located in the Study Area, that has been designed and has initiated the permitting process. This facility anticipates it will export 148 tons per day of waste requiring landfilling and 105 tons per day of recyclables [16].
- A proposed conversion of the closed Resource Recovery Facility in Wallingford, Connecticut, located in the Study Area, into a new waste reclamation facility. There is a sales agreement in place for the former facility [17].

4.2.1.5 Waste Transportation

The CMMS does not discuss modes of transportation of MSW in Connecticut. However, the CMMS amendment discusses the already limited and decreasing landfill capacity in nearby Northeast states (see **Figure 7**), which “*will require Connecticut to transport waste farther, competing with other Northeastern states for landfill space and causing elevated transportation costs and environmental impacts*” [3].

Figure 7. Projected Northeast (ME, MA, NH, VT, RI, CT, NY) Landfill Capacity Through 2050 [3]



The CMMS does not discuss permitting and authorization requirements for transporters of regulated waste or waste tracking documentation, which is detailed in the regulations (see **Section 5**). As it relates to this waste movement study, this tracking information is critically important in defining waste quantities, origin, and destination.

4.2.2 New Jersey SWMP Overview

4.2.2.1 Goals and Strategy

The 2006 New Jersey SWMP provides the framework for all levels of government in New Jersey to understand the current challenges and fulfill their responsibilities under the Solid Waste Management Act. The plan details steps to enhance recycling to achieve its goal of recycling 50% of the MSW stream and provides recommendations for legislative initiatives on “*commercial product responsibility and stewardship, including proposals on toxic packaging, mercury-containing products and electronics recycling.*” New Jersey’s SWMP defines recycling targets by county and targets specific classes of generators (i.e., schools, multi-family housing complexes, small and medium sized businesses). Part of the vision outlined in New Jersey’s 2006 SWMP involved the integration of solid waste management with other environmental concerns. The SWMP specifically states the need to develop proposals that shift waste transport from trucks to rail and marine facilities to address the links “*between solid waste capacity planning and New Jersey’s air pollution and traffic congestion*” [9].

The SWMP requires that each county adopt a new SWMP plan and provide necessary updates to achieve the recycling targets and future plan amendments for new or expanded solid waste facilities.

4.2.2.2 Waste Characterization

The SMWP references the 1998 and 1999 US EPA’s *Characterization of Municipal Solid Waste in the United States Update*, data from the Institute of Scrap Recycling Industries (ISR), and data from the Auto and Metal Recyclers Association (AMRA) when quantifying estimated total percentages of solid waste generated.

4.2.2.3 Waste Origin and Destination

While data on waste origin and destination in the New Jersey SWMP is dated, in 2003, 19.8 million tons of waste were generated in New Jersey, 51.8% (or 10.3 million tons) of which was recycled [8]. The SWMP also reports that the recycling rate was 32% of the MSW stream. Additionally, MSW and bulky waste generation, disposal, and recycling rates in 2003 are further broken down by county in Table A-4 of the NJ SWMP. Similarly, Table A-2 provides a breakdown of solid waste exports for the period of 1990 to 2003.

Of the 9.5 million tons disposed of in 2003, 1.5 million (or 8% of the total waste generated) went to RRFs, 3.8 million (or 20% of the total waste generated) was disposed at in-state landfills and 3.9 million (or 19% of the total waste generated) was disposed at out-of-state facilities [8]. Further, Section C of the New Jersey SWMP discussed how in-state disposal and recycling circa 2006 were operating at or above capacity. At that time, incinerators were operating at 72 to 94 percent capacity, landfills were operating at 36-165 percent capacity, and transfer stations were operating at 75 percent capacity. Tables C-1A and C-1B list the 2001 and 2002 capacities and utilization rates of solid waste and recycling facilities in New Jersey [8].

This study’s Task 5 Technical Memorandum identifies the current list of approved commercial sanitary landfills, C&D waste recycling facilities, and transfer stations in New Jersey. In New Jersey, when planning for future solid waste facilities within a county, the New Jersey Solid

Waste Management Act of 1970 states that counties must include the new facility in the SWMP as an amendment.

4.2.2.4 Future Goals and Plans

The stated future goals and plans in New Jersey's 2006 SWMP are outdated. NJDEP's solid waste management hierarchy includes source reduction, recycling, and beneficial reuse under the first three tiers of the hierarchy. In line with source reduction, at the time of this SWMP there were discussions on product/packaging stewardship and a greater emphasis on placing more responsibility on the private sector when it comes to the end-of-life of a product. As detailed in **Attachment A**, New Jersey has passed several laws related to recycling, such as the 2021 Recycled Content Law, which requires that producers of rigid plastic containers, paper carryout bags, plastic carryout bags, or plastic trash bags comply with postconsumer recycled content requirements. Another law that the state has passed is the 2017 Electronic Waste Management Act, which established a recycling system for the management of end-of-life electronic devices and components. The SWMP also discussed a Pay-As-You-Throw (PAYT) system where residents are charged for collection based on how much the resident throws away, which would be implemented at the county/municipal level [9]. For reference and based on data from 2017, only six towns within the Study Area (Chatham Borough, Chester Township, Mendham Township, Mountain Lakes Borough, Readington Township and Washington Township) had PAYT systems in place [21].

4.2.2.5 Waste Transportation

The New Jersey SWMP does not explicitly discuss waste transportation infrastructure nor routes waste transporters are required to take; however, section H.2 of the SMWP describes NJDEP's strategies for ensuring solid waste transporters are adhering to the types of waste they can move. At the time of the SWMP, there were a number of complaints regarding self-generators (i.e., non-commercial transporters) acting in a commercial capacity. These issues led to NJDEP increasing the time spent during investigations at transfer and disposal facilities to monitor the waste being loaded for transporters, developing a protocol to flag questionable vehicle registration applications, hiring a dedicated inspector to investigate transporters on a full-time basis, and conducting roadside vehicle inspections.

The New Jersey SWMP does not discuss permitting and authorization requirements for transporters of regulated waste or waste tracking documentation, which is detailed in the regulations (see **Section 5**). As it relates to this waste movement study, this tracking information is critically important in defining waste quantities, origin, and destination.

4.2.3 New York SWMP Overview

4.2.3.1 Goals and Strategy

NYSDEC has developed a SWMP that has six focus areas (see **Figure 8**) that guide the vision for solid waste management in the state and aid in their effort to “*reduce waste and advance New York State’s transition to the circular economy*” [9]. The SWMP notes that a circular economy “*carefully divests from disposal and instead supports processes, activities, and systems that make effective use of materials and prevent environmental degradation and economic loss by keeping valuable materials circulating in the economy*” [9].

The vision includes, among others [9]:

- Reducing landfilling and combustion by 85% by 2050 by shifting to a reduction, reuse, and recycling approach, where landfills are only used for 15% or less of materials generated.
- Shifting to a circular economy for the future of sustainable materials management.
- Implementing strategies that work in tandem with climate change mitigation, (i.e., organics diversion, waste reduction, reuse, and recycling).
- Placing more responsibility on producers of materials to consider a products entire life cycle.

4.2.3.2 Waste Characterization

The types of waste discussed in the 2023 NY SWMP include: MSW, C&D debris, non-hazardous industrial waste, and biosolids. 42.2 million tons of total waste were generated in 2018, 45% of which was MSW and 46% C&D debris (**Figure 9**) [9].

Figure 8. New York SWMP Focus Areas [10]

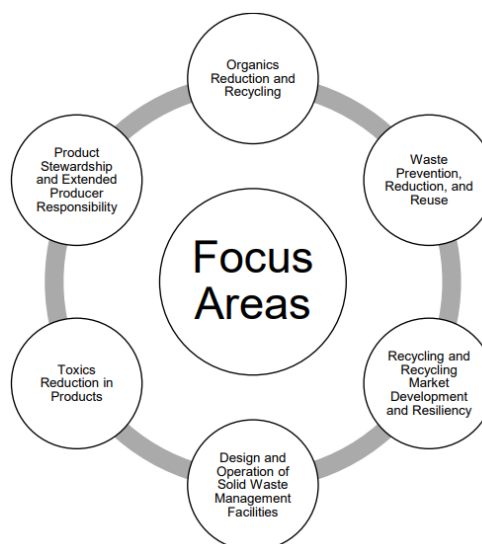


Figure 9. New York 2018 Waste Stream and Generation Breakdown [9]

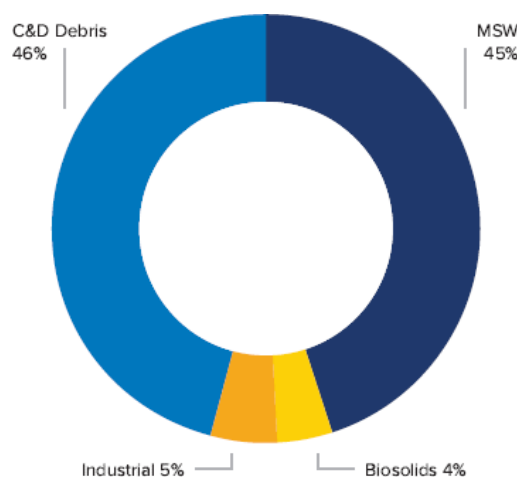


Figure 10. MSW and C&D debris stream components by weight [9]

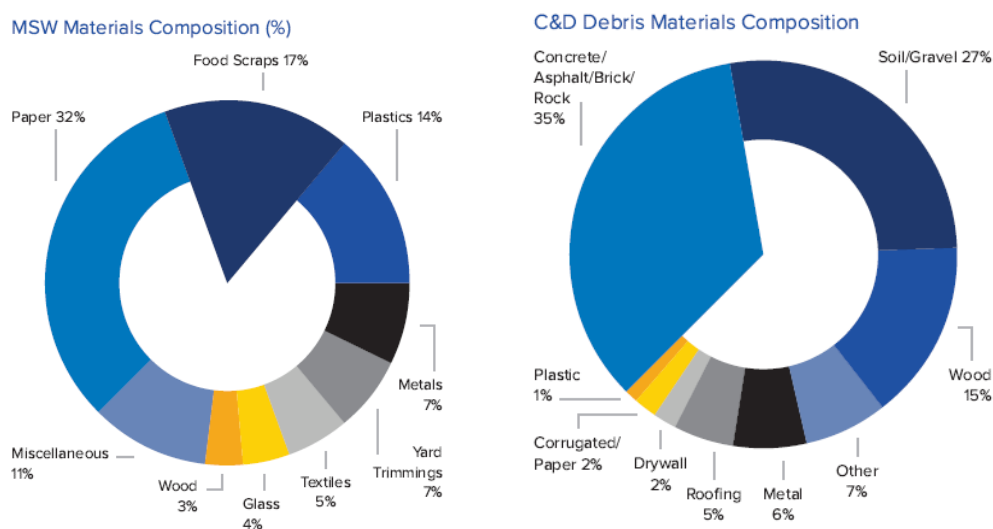


Figure 10 provides a breakdown of the MSW and C&D debris stream components. The largest MSW component in the state is paper followed by food scraps, whereas in C&D debris, the largest component is a combination of concrete, asphalt, brick, and rock products.

Table 6. New York State Waste Projections 2023-2050 [10]

		Actual		Waste Projection					
		2018	2023	2025	2027	2030	2032	2040	2050
MSW	Tons Generated	17,889,980	17,889,980	17,889,980	17,889,980	17,889,980	17,889,980	17,889,980	17,889,980
	Tons Diverted	3,399,096	3,935,796	4,651,395	5,724,794	7,155,992	9,123,890	11,628,487	15,206,483
	Recycling Rate (%)	19%	22%	26%	32%	40%	51%	65%	85%
CDD	Tons Generated	18,360,987	18,360,987	18,360,987	18,360,987	18,360,987	18,360,987	18,360,987	18,360,987
	Tons Diverted	11,751,032	12,301,861	13,219,911	13,770,740	14,321,570	14,688,790	15,056,009	15,606,839
	Recycling Rate (%)	64%	67%	72%	75%	78%	80%	82%	85%
Industrial	Tons Generated	1,932,296	1,932,296	1,932,296	1,932,296	1,932,296	1,932,296	1,932,296	1,932,296
	Tons Diverted	560,366	618,335	695,627	869,533	1,062,763	1,255,992	1,449,222	1,642,452
	Recycling Rate (%)	29%	32%	36%	45%	55%	65%	75%	85%
Biosolids	Tons Generated	1,372,854	1,372,854	1,372,854	1,372,854	1,372,854	1,372,854	1,372,854	1,372,854
	Tons Diverted	302,028	425,585	453,042	480,499	507,956	535,413	617,784	782,527
	Recycling Rate (%)	22%	31%	33%	35%	37%	39%	45%	57%
Bulk/Heavy	Tons Generated	2,692,161	2,692,161	2,692,161	2,692,161	2,692,161	2,692,161	2,692,161	2,692,161
	Tons Diverted	2,369,102	2,369,102	2,396,023	2,422,945	2,422,945	2,476,788	2,503,710	2,557,553
Metals	Recycling Rate (%)	88%	88%	89%	90%	90%	92%	93%	95%
Total Waste Stream	Tons Generated	42,248,278	42,248,278	42,248,278	42,248,278	42,248,278	42,248,278	42,248,278	42,248,278
	Tons Diverted	18,381,623	19,650,678	21,415,997	23,268,511	25,471,226	28,080,873	31,255,212	35,795,853
	Recycling Rate (%)	44%	47%	51%	55%	60%	66%	74%	85%

Between 2008 and 2018 the recycling rate in the state has increased from 36% to 43% primarily because of an increase in the rate of recycling for C&D debris [9]. Based on the state's goals, NYSDEC has also projected waste generation, diversion, and recycling from 2023 through 2050 and provided actual waste rates from 2018 (Table 6). The state expects to reach a recycling rate of 85% of the total waste stream by 2050.

4.2.3.3 Waste Origin and Destination

When considering the sources of MSW in the state, NYSDEC estimates that urban areas make up 54%, suburban areas make up 30%, and rural areas make up 16%. In 2018, 32% of New York's waste was landfilled, 8% was disposed of via combustion, and 43% was recycled (**Figure 11**) [9]. When broken down into waste streams, the amount of C&D debris recycled was greater than the amount of MSW recycled.

This study's Task 5 Technical Memorandum lists operating MSW landfills in New York State with their remaining landfill capacity as of 2018. According to the SWMP these landfills have enough capacity for 16 to 25 years. The landfills that process C&D debris in the state and in-state MSW and C&D debris combustion facilities are also identified in the Task 5 Technical Memorandum.

Regarding waste flow in the state and as shown in **Figure 12**, 71% of the total waste generated in New York was managed in the state, where the remaining waste was exported to other states for disposal or combustion [9]. A more robust discussion of waste flows for each NYSDEC region can be found in Appendix E of the SWMP.

Figure 11: Management of waste streams in New York [10]

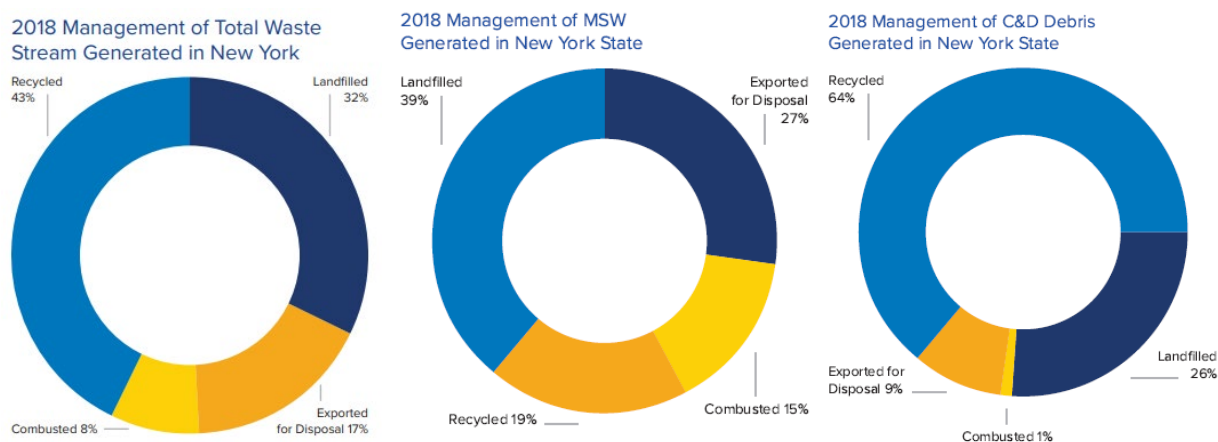
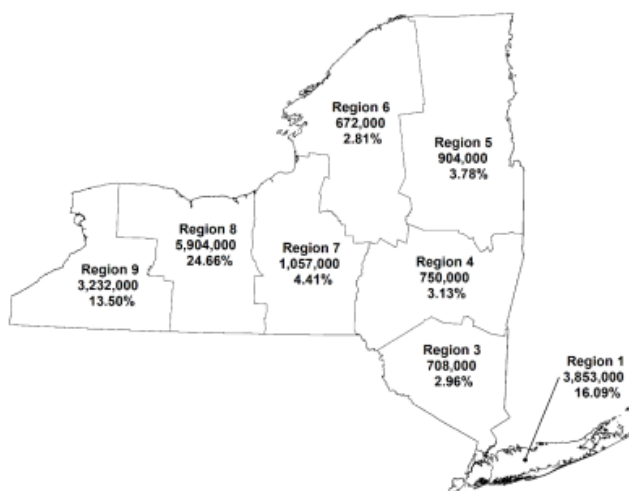


Figure 12. Destination of New York State Generated Waste in 2018 and Distribution within New York State [9]

Destination	Waste (tons)	%
NYS	17,080,000	71.33
Canada	10,000	0.04
CT	204,000	0.85
MA	75,000	0.31
NJ	1,338,000	5.59
OH	1,568,000	6.55
PA	2,092,000	8.74
SC	213,000	0.89
VA	1,310,000	5.47
Other States	55,000	0.23
Total	23,946,000	100.0



4.2.3.4 Future Goals and Plans

NYSDEC has thoroughly described plans of action and goals for each focus area (see **Figure 8**) by providing details related to action items, implementation lead, time to implement, and key stakeholders. For example, for the Waste Reduction and Reuse Focus Area, NYSDEC wants to support proposals through legislation that assist consumers in repairing damaged products as an alternative to purchasing new products, with an aim of proposing the legislation in 2024 and implementing it in 2027 [9]. NYSDEC also has plans to support proposals related to EPR, per-ton disposal disincentive surcharges on all waste landfilled or combusted in the state, and development of infrastructure that increases the opportunity for recycling and reuse [9].

Appendix B of the SWMP provides a summary of some of the accomplishments the state has had relative to the previous SWMP, including the discussion of regulations and programs that have been implemented for waste management (i.e., the Bottle Bill, Expanded Polystyrene Foam Ban, Product Stewardship/Extended Producer Responsibility (EPR) Programs) [9]. These programs and regulations are discussed in **Section 5**.

4.2.3.5 Waste Transportation

The New York State SWMP does not explicitly discuss waste transportation as it relates to MSW and C&D debris; however, the plan does detail some requirements for transporters of regulated waste in Appendix D of the SWMP [9]. These requirements include permitting, and authorizations for waste transport as well as waste tracking documentation (see **Section 5**) for certain waste types, including C&D waste. As it relates to this waste movement study, this tracking information is critically important in defining waste quantities, origin, and destination.

4.3 County SWMPs

As previously indicated, while the state SWMPs for Connecticut, New Jersey, New York characterize the volume and type of waste for the state, the data is captured with more granularity at the county/planning region level for the study area. Further, while Pennsylvania does not have a state SWMP, each Pennsylvania county develops its own Municipal Waste Management Plan, which is approved by PADEP. **Table 4** presents a summary of the information found in the state SWMP, while **Table 7** summarizes some critical information contained in these county/planning region SWMPs.

Takeaways from the evaluation are as follows:

- Of the 41 counties part of the study area, only 4 counties: Bergen, NJ, Middlesex, NJ, Warren, NJ, and Putnam, NY, have a comprehensive SWMP that was created within the past five years.
- While Nassau, NY and Suffolk, NY counties do not have comprehensive SWMPs, 5 of the 10 towns/cities in Suffolk, and 2 of the 5 towns/cities in Nassau have their own SWMPs.
- As catalogued on NJDEP's website, several New Jersey counties have submitted amendments to their SWMPs over the years, however the content is not available in one comprehensive SWMP.
- While Connecticut COGs are not required to submit SWMPs to CTDEEP, some have performed waste management studies within their respective planning regions.
- Many counties provide waste generation and projection forecasts over a 10-year period, however some of these forecasts are outdated. Of the 41 counties in the study area, three have waste projections that are forecasted past the date of this memo, 2 of 5 towns/cities in Nassau County, NY and 5 of the 10 towns/cities in Suffolk County, NY.
- All the county and municipality SWMPs included an inventory of solid waste management facilities used within their respective planning units.

Of the more recent SWMPs,

- Bergen and Middlesex counties provided a discussion on source reduction and recycling initiatives.
- Both Bergen and Warren counties provide recent route information related to the transportation of waste within the county. Routes for each municipality to the Warren County District Landfill can be found on page 36 of the Warren County SWMP.
- Middlesex County provides a list of solid waste facilities operating in the county and details their strategies for solid waste management planning as: source reduction, waste diversion, incorporation of a recycling plan and municipal programs, and composting [22]. The plan also briefly details a plan to expand the capacity of the Middlesex County Landfill an additional 4.7 million cubic yards, keeping it open until 2034.
- The Warren County SWMP recommends that the state “should be proactive in making sure that recycling markets exist in New Jersey” [23].

Table 7. County/Planning Region SWMP Data Summary

State	County/ Planning Region	Waste Forecast	Waste Type ¹	Future Plans ²	Flow Control	Destination of waste ³	Waste Transport	Facility Inventory ⁴
CT	CRCOG	No	Yes	No	No	No	Yes	Yes
	METROCOG	-	-	-	-	-	-	-
	NVCOG	-	-	-	-	-	-	-
	RIVERCOG	-	-	-	-	-	-	-
	SCRCOG	-	-	-	-	-	-	-
	WESTCOG	No	Yes	No	No	No	Yes	Yes
NJ	Bergen	2020-2029	Yes	Yes	Yes	Yes	Yes	Yes
	Essex	2004-2015	Yes	No	Yes	No	Yes	Yes
	Hudson	2007-2025	Yes	No	Yes	No	No	Yes
	Hunterdon	No	No	No	Yes ⁵	No	No	Yes ⁵
	Middlesex	2029-2039	Yes	Yes	Yes	No	Yes	Yes
	Monmouth	2008-2020	Yes	Yes	Yes	Yes	Yes	Yes
	Morris	2005-2015	Yes	No	Yes	No	Yes	Yes
	Ocean	1989-2015 ⁵	Yes	Yes ⁵	Yes ⁵	No	Yes	Yes ⁵
	Passaic	1978-2000	Yes	No	No	Yes	Yes	Yes
	Somerset	-	-	-	-	-	-	-
	Sussex	2010-2017 ⁵	No	Yes ⁵	Yes ⁵	No	No	Yes ⁵
	Union	-	-	-	-	-	-	-
	Warren	2007-2017	Yes	No	Yes	Yes	Yes	Yes
	Nassau: City of Long Beach	2017-2027	Yes	Yes	Yes	Yes	No	Yes
	Nassau: City of Glen Cove	-	-	-	-	-	-	-
	Nassau: Town of Hempstead	-	-	-	-	-	-	-
	Nassau: Town of North Hempstead	-	-	-	-	-	-	-
	Nassau: Oyster Bay	2018-2028	Yes	No	Yes	No	No	Yes
	New York City ⁶	2004-2026	Yes	Yes	No	Yes	Yes	Yes
	Orange	-	-	-	-	-	-	-

4.4 SWMPs Consideration of Waste Movement

While there were a few mentions of transportation routes in some of these SWMPs, discussion of impact to waste movement as it relates to transportation infrastructure was limited. Despite few direct discussions on waste movement, it is clear from the SWMPs that states, counties, planning regions and local municipalities in the study area are primarily invested in delivering programs and policies that will improve source reduction and reuse to limit the amount of waste being disposed. Greater responsibility for the end use of items is also being placed on producers of those items through policies that encompass Enhanced Producer Responsibility (EPR) principles. As it relates to this waste movement study, less waste being produced may directly impact the amounts of MSW and C&D debris that will be transported within and from the multi-state study area.

5. Regulatory Review

Existing regulations and proposed legislation related to waste management and movement from federal, state, and county environmental and transportation government agencies within the multi-state study area were reviewed. **Attachment A** lists and summarizes publicly available regulations and proposed legislation relating to waste movement.

5.1 Federal and State Environmental Regulations and Legislation Related to Waste Movement

5.1.1 Existing Regulations

The Resource Conservation and Recovery Act (RCRA) is one of the main federal legislations that enforce solid waste management. RCRA specifically mandates requirements for solid waste facilities and waste collection vehicles and provides guidance for the operation, design, and maintenance of waste collection vehicles [24]. RCRA also sets requirements for how frequently waste should be collected, stating “*solid wastes which contain food wastes shall be collected at a minimum of once during each week. Bulky wastes shall be collected at a minimum of once every 3 months*” [24]. RCRA also provides guidance on the information state SWMPs should include. These federal regulations are supplemented by state regulations related to solid waste management that include some transportation related sections (see **Table 8**).

Table 8. State Solid Waste Management Regulations

State	Regulation	Summary
Connecticut	Solid Waste Management Title 22	Title 22 sets requirements for solid waste management in Connecticut.
New Jersey	Solid Waste Regulations N.J.A.C. 7:26	Subchapters 2D, 3, 6, and 26A detail solid waste and recycling transportation requirements for trucks and rail
New York	Environmental Conservation Law	Article 27 outlines details related to the solid waste management plan, waste management priorities, requirements for waste transporters.
Pennsylvania	Solid Waste Management Act of 1980 (P.L. 380, No. 97)	Requires that municipalities submit plans for municipal waste management systems and provide details regarding the planning and regulation of solid waste collection and transportation.

Funded through the current Infrastructure Investment and Jobs Act (IIJA), the US EPA is developing the Solid Waste Infrastructure for Recycling Grant Program, which will implement the National Recycling Strategy that will provide additional funding to efforts to improve post-consumer materials management and infrastructure through local waste management programs [25]. Additionally, the IIJA contains funding for the improvement of transportation infrastructure, so some of the facilities over which waste is moved – roads, rails, piers - may see improvements. However, funding for transportation infrastructure across jurisdictional boundaries will require regional collaboration.

Each state's solid waste management legislation and regulations also define reporting and registration requirements as follows.

- Connecticut: According to Title 22 of Connecticut's Solid Waste Management Act, RRFs and recycling facilities are required to submit quarterly reports to CTDEEP, in which the report includes but is not limited to:

Amount of solid waste, by weight or other method acceptable to the commissioner, received from each municipal or other customer. Such report shall also include for each Connecticut municipality the total amount of solid waste originating therefrom. The owner or operator shall submit to each such municipality a copy of all such information pertaining to the municipality. If precise data are not available, the owner or operator may use a method of estimating acceptable to the commissioner [26].

- New Jersey: Title 7 of the New Jersey Administrative Code requires that each solid waste facility permittee maintain a daily record of waste received which identifies the following transportation related information [5]:
 1. Solid waste facility by name and identification number
 2. Transporter, by DEP registration number and solid waste decal number
 3. Capacity of solid waste vehicle in cubic yards, tonnage, or gallons
 4. Date and time of delivery to facility
 5. The place of origin of the waste identified by municipality, county and state, except in those instances where the waste is transported from a transfer station or materials recovery facility to a final disposal facility. In those instances, the facility ID of the transfer station or materials recovery facility shall be listed instead of the municipality, county and state as indicated above.

Note, however, that exceptions to these reporting requirements include, among others [5]:

1. Noncommercial industrial facilities which dispose of only solid waste generated by that industrial firm.
2. Municipally operated facilities which accept only solid waste which is collected by that municipality's transporters, and which is generated within that municipality.
3. Recycling facilities which accept only recyclable materials which have been separated at the point of generation for sale or reuse.

Solid waste facility permittees are then required to submit monthly summaries of waste received to NJDEP's Division of Sustainable Waste Management.

- New York: Part 360, Subpart 19 (6 CRR-NY 360-19), an owner or operator of a permitted facility must maintain, among others [6]

A daily log of wastes received that identifies the waste type, quantity, date received, and planning unit where the waste was generated, and the quantity and destination of any waste, products or recyclables that are removed from the facility.

Owners or operators of a permitted facility are required to submit an annual report to NYSDEC. 6 CRR-NY 364 also addresses waste transporters directly. Anyone transporting regulated waste generated or disposed of in New York must obtain either a waste transporter permit or waste transporter registration.

- Pennsylvania: In accordance with Title 25 Article VIII Municipal Waste, whose information also pertains to C&D debris as stated in Chapter 271, recordkeeping and reporting requirements include, among others [7]:

1. A person or municipality that collects or transports municipal waste, aside from infectious and chemotherapeutic waste
Shall make and maintain an operational record each day that municipal waste is collected or transported, or both

and shall include, among others:

- a. The county and state where the waste was originally collected.
 - b. The name and location of a transfer facility that has received, or will receive, the waste.
 - c. The name and location of the solid waste processing or disposal facility where the waste will be ultimately disposed or processed.
 - d. The weight or volume of the types of municipal waste transported.
2. These records are to be provided to PADEP upon request and shall be retained for at least 5 years.

The New York State Legislature signed Bill A4928³ into law on September 29, 2023. A4928 requires waste transporters using rail to cover the waste being transported using a hard tarp [27]. This requirement may affect rail transport of waste across state lines where these requirements may not exist. It also raises concerns with the potential for conflicting state regulations or requirements regarding waste transport.

Several state environmental agencies have also implemented bans on plastic items and EPR Programs. New Jersey's 2020 *Get Past Plastic Law* prohibits food service businesses from selling or providing single use plastic or paper carryout bags and polystyrene food service products [28]. New Jersey's 2021 *Recycled Content Law* is an example of an EPR legislation, in

³ On January 8, 2024, the Association of American Railroads, American Short Line and Regional Railroad Association, and the National Waste and Recycling Association filed a federal lawsuit against New York State challenging Bill A4928 (Case #: 1:2024cv00135) [29], [30].

which manufacturers of rigid plastic containers, plastic carryout bags, and plastic trash bags must comply with postconsumer recycled content requirements [31]. New York State has similarly implemented bans on plastic carryout bags and expanded polystyrene foam via its' 2020 *Bag Waste Reduction Act* and *Expanded Polystyrene Foam Container and Polystyrene Loose Fill Packaging Ban* [32,33]. Connecticut's April 12, 1978, *Beverage Container Deposit and Redemption Law (Bottle Bill)*, places a deposit on containers at the time of purchase, which can then be redeemed when a container is returned to the place of purchase or redemption center [34].

5.1.2 Proposed Legislation and Policies

The New York State legislature has proposed S4246A/ A.5322-A: Packaging Reduction and Recycling Infrastructure Act. The bill would amend the Environmental Conservation Law by setting responsibilities and requirements for “producers” of packaging materials or those who engage in the sale of or distribution of packaging materials to consumers [35]. This bill is intended to increase the diversion of waste by incentivizing recyclable materials, which affect waste composition and destination. New York City's Department of Sanitation has also created a plan that lays out the framework for commercial waste zones to address inefficient commercial waste collection routes by setting geographic zones where three to five waste haulers would operate [36]. New York City anticipates that the plan will “*reduce [related] truck traffic by more than 60 percent*” [36].

5.2 Federal, State and Local Transportation Regulations and Legislation Related to Waste Movement

5.2.1 Existing Regulations

The New Jersey Administrative Code Title 16, Chapter 32 designates routes for double-trailer truck combinations (meeting the length requirement set forth in N.J.S.A. 39:3-84 and 23 CFR 658.13) and 102-inch-wide standard trucks (meeting the length requirements set forth in N.J.S.A. 39:3-84(3) and (4)) [37]. These vehicle types could be used for waste transport.

In addition, the Port Authority of NY and NJ (PANYNJ) has established general restrictions for trucks travelling between New York and New Jersey through the George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Goethals Bridge, Outerbridge Crossing, and Bayonne Bridge. PANYNJ also prohibits the use of uncovered vehicles in transporting refuse [38]. N.J.A.C. 19:9 prohibits vehicles that exceed a height of 13.5 feet, width of 8.5 feet, length of 53 feet and a gross weight over 80,000 pounds from using the New Jersey Turnpike or the Garden State Parkway (north of interchange 105) [39]. This regulation also requires that vehicles loaded with material be loaded or operated such that no materials can be scattered on the roadway [39].

New York Codes, Rules and Regulations Title 17, Chapter 7, Part 8000 prohibits commercial vehicles on the parkway within the parkway system (unless authorized under an agreement with NYSDOT) and defines highways that can be used by special dimension vehicles as a qualifying highway under the Surface Transportation Assistance Act (STAA) of 1982 [40]. New York City also defines a truck route network that commercial vehicles in New York City must use [41].

Similarly, Connecticut Administrative Code Title 14, Subtitle 14-298, restricts commercial vehicle use on state highways designated as parkways [42, 43]. Further, per Section 13b-27 of

the Connecticut General Statutes, the Roadway Inventory Section within the Office of Roadway Information Systems lists all limited access state highways in Connecticut [44]. These highways are designed to carry large traffic volumes and had limited access with on and off ramps.

Pennsylvania Code Title 67, Chapters 191 and 193 regulate the use of bridges and highways (respectively) posted under 75 C.S. § 4902(a) and 75 C.S. § 4902(b), respectively, relating to restriction on use of highways and bridges by vehicles exceeding the posted weight limit or physical dimension [45]. Reportedly, PennDOT maintains a record of all STAA routes through county maps and lists [46].

The Federal Highway Administration (FHWA) developed a Recycled Materials Policy, which promotes the use of recycled materials for construction and maintenance of the National Highway System, and as a result will reduce the amount of C&D waste requiring disposal [47]. Additionally, Federal Motor Carrier Safety Administration (FMCSA) regulations require that trucks operating on the highway system comply with truck size and weight requirements [48]. The truck must not exceed a gross vehicle weight rating of 4,536 kg [48].

Each state's Department of Transportation and MPOs are also federally required to produce a Transportation Master Plan and Freight Transportation Plan. While these plans do not directly discuss the transportation of waste, they are critical in understanding each state's current transportation system, policy, and goals. For example, Pennsylvania's transportation planning includes a 12-Year Program that lists planned transportation projects and relevant funding. Similarly, Connecticut, New Jersey, and New York state also have statewide transportation improvement programs, originating from MPOs, that detail planned projects and funding. However, since there is limited public information on waste transport routes within each county or planning area, the impacts of the proposed transportation improvement projects identified in these plans on waste movement in the multi-state study area cannot be clearly defined.

Limited information regarding rail and maritime regulations on the transport of solid waste has been found from publicly available sources.

5.3 Proposed Legislation and Policies

No proposed transportation legislation related to waste movement has been found from publicly available sources. However, New York City has begun work to implement its' Blue Highways initiative, in which the "*City will activate the robust network of local waterways for the sustainable movement of goods*" [49]. By using marine facilities for freight movement, the city hopes to reduce their overreliance on trucks, reduce traffic congestion and improve air quality. On November 1, 2023, New York City released a Request for Expressions of Interest (RFEI) for the Blue Highways Program [49]. The RFEI is a way for the New York City Department of Transportation and the New York City Economic Development Corporation to get feedback from the private sector on challenges and opportunities in using waterways instead of roadways to move freight [49].

6. Initial Conclusions

New York State and Connecticut have relatively recent state SWMPs and/or amendments that detail each states goals for solid waste management, whereas Pennsylvania does not have a publicly available SWMP and New Jersey's SWMP has not been updated since 2006. At the county level, only 4 of the 41 counties have comprehensive SWMPS that were created within the past 5 years. While some of the SWMPs had limited information relating to the transportation infrastructure for waste movement and lacked waste forecasting for the target period of 2035 to 2050, the plans did provide insight into state, county, and municipal visions for solid waste management. It is important to note that information obtained from the SWMPs does not provide a complete picture, as these documents could not be accessed for several counties and regional organizations (see **Table 2**) and in several cases the SWMPs are outdated or pending approval. Therefore, these documents cannot be relied on with respect to capacity estimates and waste forecast.

A common thread seen among many of the plans is the push towards reduction, reuse, and recycle. With planning units committed to this vision, it is to be expected that there will be more policies, programs, and investments that align with this philosophy. As it relates to this waste movement study, this common goal within the Study Area would directly impact the types and amounts of MSW and C&D debris that will be generated and transported within and from the multi-state study area.

Each state within the multi-state study area differs in how it defines MSW and C&D debris, and what materials make up each of these solid wastes. Standardization of waste definitions may be beneficial in better understanding and comparing waste forecasts among the four states. Consistent across all four states, however, is a solid foundation of solid waste management regulations that describe the responsibilities and requirements of solid waste facilities and transporters in each respective state. These policies and regulations have a greater focus on MSW compared to C&D waste. Current regulations have seen a greater shift towards reduction, reuse, and recycling through the banning of plastic bags and expanded polystyrene foam. Another common thread are those policies designed to place greater responsibility on producers of items that become waste for the end-of-life management of that item. These trends have the potential to lead to a reduction in the amount of waste being moved and/or changes in the waste destination.

Since there is limited public information on waste transport routes within each county or planning area, the impacts on waste movement in the multi-state study area of the proposed transportation improvement projects cannot be clearly defined.

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Attachment A – Regulations Governing Waste Movement

Attachment A
NYMTC Regional Waste Movement Study
Regulations Governing Waste Movement

Jurisdiction	Type	Name	Source	Existing / Proposed	Description (related to Waste Movement)	Impact to Waste Movement	Reference
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.201	USEPA	Existing	Collection systems shall be operated in such a manner as to protect the health and safety of personnel associated with the operation.	Collection systems deemed unsafe will not be allowed to operate, thus impacting how waste is collected and where waste can end up.	https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-243
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-1 (a)	USEPA	Existing	All vehicles used for the collection and transportation of solid waste (or materials which have been separated for the purpose of recycling) which are considered to be operating in interstate or foreign commerce shall meet all applicable standards established by the Federal Government, including, but not limited to, Motor Carrier Safety Standards (49 CFR parts 390 through 396) and Noise Emission Standards for Motor Carriers Engaged in Interstate Commerce (40 CFR part 202). Federally owned collection vehicles shall be operated in compliance with Federal Motor Vehicle Safety Standards (49 CFR parts 500 through 580).	Vehicles used in the collection and transportation of solid waste must meet applicable standards established by the federal government.	https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-243
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-1 (b)	USEPA	Existing	All vehicles used for the collection and transportation of solid waste (or materials which have been separated for the purpose of recycling) shall be enclosed or adequate provisions shall be made for suitable cover, so that while in transit there can be no spillage	To transport solid waste or material that has been recycled, a vehicle is required to be enclosed or have suitable cover.	https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-243
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-1 (c)	USEPA	Existing	The equipment used in the compaction, collection, and transportation of solid waste (or materials which have been separated for the purpose of recycling) shall be constructed, operated, and maintained in such a manner as to minimize health and safety hazards to solid waste management personnel and the public. This equipment shall be maintained in good condition and kept clean to prevent the propagation or attraction of vectors and the creation of nuisances.	Collection equipment deemed unsafe will not be allowed to operate, thus impacting how waste is collected and where waste can end up.	https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-243
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-1 (d)	USEPA	Existing	Collection equipment used for the collection, storage, and transportation of solid waste (or materials which have been separated for recycling) must meet the standards established by the American National Standards Institute as follows: Mobile Refuse Collection and Compaction Equipment—Safety Requirements, 1992, American National Standards Institute, ANSI Z245.1—1992; and Stationary Compactors—Safety Requirements, 1997, American National Standards Institute, ANSI Z245.2—1997.	Collection equipment used in the collection and transportation of solid waste must meet applicable standards established by the American National Standards Institute.	https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-243
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-2 (a)	USEPA	Existing	Whenever possible, enclosed, metal, leak-resistant compactor vehicles should be used for the collection of solid wastes.	40 CFR recommends design features for collection equipment and vehicles that could impact how collection vehicles and equipment are designed.	https://www.ecfr.gov/current/title-40/section-243.202-2
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-2 (b)	USEPA	Existing	Safety devices, including, but not limited to, the following should be provided on all collection vehicles: (1) Exterior rear-view mirrors. (2) Back-up lights. (3) Four-way emergency flashers. (4) Easily accessible first aid equipment. (5) Easily accessible fire extinguisher. (6) Audible reverse warning device.	40 CFR recommends design features for collection equipment and vehicles that could impact how collection vehicles and equipment are designed.	https://www.ecfr.gov/current/title-40/section-243.202-2
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-2 (c)	USEPA	Existing	If crew members ride outside the cab of the collection vehicle for short trips the vehicle should be equipped with handholds and platforms big enough to safeguard against slipping.	40 CFR recommends design features for collection equipment and vehicles that could impact how collection vehicles and equipment are designed.	https://www.ecfr.gov/current/title-40/section-243.202-2
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-2 (d)	USEPA	Existing	Vehicle size should take into consideration: Local weight and height limits for all roads over which the vehicle will travel; turning radius; and loading height in the unloading position to insure overhead clearance in transfer stations, service buildings, incinerators, or other facilities.	40 CFR recommends design features for collection equipment and vehicles that could impact how collection vehicles and equipment are designed.	https://www.ecfr.gov/current/title-40/section-243.202-2
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-2 (e)	USEPA	Existing	Engines which conserve fuel and minimize pollution should be used in collection vehicles to reduce fuel consumption and air pollution.	40 CFR recommends design features for collection equipment and vehicles that could impact how collection vehicles and equipment are designed.	https://www.ecfr.gov/current/title-40/section-243.202-2
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-3 (a)	USEPA	Existing	Collection vehicles should be maintained and serviced according to manufacturers' recommendations, and receive periodic vehicle safety checks, including, but not limited to, inspection of brakes, windshield wipers, taillights, backup lights, audible reverse warning devices, tires, and hydraulic systems. Any irregularities should be repaired before the vehicle is used. Vehicles should also be cleaned thoroughly at least once a week.	40 CFR recommends operation procedures for collection vehicles.	https://www.ecfr.gov/current/title-40/section-243.202-3
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.202-3 (b)	USEPA	Existing	Solid waste should not be allowed to remain in collection vehicles over 24 hours and should only be left in a vehicle overnight when this practice does not constitute a fire, health, or safety hazard.	40 CFR recommends operation procedures for collection vehicles.	https://www.ecfr.gov/current/title-40/section-243.202-3
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.203-1	USEPA	Existing	Solid wastes (or materials which have been separated for the purpose of recycling) shall be collected with frequency sufficient to inhibit the propagation or attraction of vectors and the creation of nuisances. Solid wastes which contain food wastes shall be collected at a minimum of once during each week. Bulky wastes shall be collected at a minimum of once every 3 months.	Sets requirement for often waste must be collected	https://www.ecfr.gov/current/title-40/section-243.203-1

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Jurisdiction	Type	Name	Source	Existing / Proposed	Description (related to Waste Movement)	Impact to Waste Movement	Reference
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.203-2 (a)	USEPA	Existing	The minimum collection frequency consistent with public health and safety should be adopted to minimize collection costs and fuel consumption. In establishing collection frequencies, generation rates, waste composition, and storage capacity should be taken into consideration.	Provides guidance for frequency of waste collection.	https://www.ecfr.gov/current/title-40/section-243.203-2
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.204-1	USEPA	Existing	The collection of solid wastes (or materials which have been separated for the purpose of recycling) shall be conducted in a safe, efficient manner, strictly obeying all applicable traffic and other laws. The collection vehicle operator shall be responsible for immediately cleaning up all spillage caused by his operations, for protecting private and public property from damage resulting from his operations, and for creating no undue disturbance of the peace and quiet in residential areas in and through which he operates.	Sets requirement that the collection of solid waste be conducted in a "safe, efficient manner, strictly obeying all applicable traffic and other laws".	https://www.ecfr.gov/current/title-40/section-243.204-1
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.204-2 (a)	USEPA	Existing	Records should be maintained detailing all costs (capital, operating, and maintenance) associated with the collection system. These records should be used for scheduling maintenance and replacement, for budgeting, and for system evaluation and comparison.	Provides guidance for the management of collection systems.	https://www.ecfr.gov/current/title-40/section-243.204-2
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.204-2 (b)	USEPA	Existing	The collection system should be reviewed on a regular schedule to assure that environmentally adequate, economical, and efficient service is maintained.	Provides guidance for the management of collection systems.	https://www.ecfr.gov/current/title-40/section-243.204-2
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 243.204-2 (c)	USEPA	Existing	Solid waste collection systems should be operated in a manner designed to minimize fuel consumption, including, but not limited to, the following procedures. (1) Collection vehicle routes should be designed to minimize driving distances and delays. (2) Collection vehicles should receive regular tuneups, tires should be maintained at recommended pressures, and compaction equipment should be serviced regularly to achieve the most efficient compaction. (3) Compactor trucks should be used to reduce the number of trips to the disposal site. (4) When the distance or travel time from collection routes to disposal sites is great, transfer stations should be used when cost effective. (5) Residential solid waste containers which are serviced manually should be placed at the curb or alley for collection.	Provides guidance for the management of collection systems specifically as it relates to minimizing fuel consumption.	https://www.ecfr.gov/current/title-40/section-243.204-2
					(6) For commercial wastes which do not contain food wastes, storage capacity should be increased in lieu of more frequent collection.		
					The State plan shall consider the following aspects of solid waste management: (i) Resource conservation; (ii) Source separation; (iii) Collection; (iv) Transportation; (v) Storage; (vi) Transfer; (vii) Processing (including resource recovery); (viii) Treatment; and (ix) Disposal.	States must create a SWMP that discusses the collection, transport, storage, and transfer of waste within the state. How a state addresses the collection and transport of waste can impact the movement of that waste.	
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 256.30 (a) - Resource Conservation and Resource Recovery Programs	USEPA	Existing	In order to comply with sections 4003(2) and (6) as they pertain to resource conservation and recovery, the State plan shall provide for a policy and strategy for encouragement of resource recovery and conservation activities.	As states are required to develop policies and strategies that encourage resource recovery and conservation activities, this could potentially impact the share of waste being distributed among recycling and solid waste facilities.	https://www.ecfr.gov/current/title-40/section-256.30
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 256.30 (b) - Resource Conservation and Resource Recovery Programs	USEPA	Existing	In order to comply with section 4003(5), the State plan shall provide that no local government within the State is prohibited under State or local law from entering into long-term contracts for the supply of solid waste to resource recovery facilities.	Local governments within a state will not be prevented by State or local law from entering into long-term contracts for the supply of solid waste to resource recovery facilities.	https://www.ecfr.gov/current/title-40/section-256.30
Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 256.31 (e-2) - Resource Conservation and Resource Recovery Programs	USEPA	Existing	The State plan should encourage the development of resource recovery and resource conservation facilities and practices as the preferred means of solid waste management whenever technically and economically feasible. The State plan should provide for the following activities: (2) Available and potential markets for recovered materials and energy should be identified, including markets for recoverable industrial wastes; wastepapers; ferrous and non-ferrous metals; glass; solid, liquid, or gaseous fuels; sludges; and tires. The following should be evaluated: location and transportation requirements, materials and energy specifications of user industries, minimum quantity requirements, pricing mechanisms and long-term contract availability.	States recommendation for encouraging the development of resource recovery and resource conservation facilities. In identifying markets for recovered materials, location and transportation requirements should be evaluated.	https://www.ecfr.gov/current/title-40/section-256.31

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Federal	Regulation	Resource Conservation and Recovery Act (RCRA) 40 CFR Part 256.63 - Requirements for public participation in the permitting of facilities	USEPA	Existing	(a) Before approving a permit application (or renewal of a permit) for a resource recovery or solid waste disposal facility the State shall hold a public hearing to solicit public reaction and recommendations on the proposed permit application if the State determines there is a significant degree of public interest in the proposed permit. (b) This hearing shall be held in accord with 40 CFR 25.5.	In order for a resource recovery or solid waste disposal facility's permit to be approved, a public hearing must be held to solicit reactions. Depending on the outcome of the publics' reaction, a facility could be granted or lose its' permit which impacts the facilities available for waste to be distributed to.	https://www.ecfr.gov/current/title-40/section-256.63
Federal	Law	The Bipartisan Infrastructure Law	US Congress	Existing	Under the Bipartisan Infrastructure Law, the USEPA is developing the Solid Waste Infrastructure for Recycling Grant Program to implement the National Recycling Strategy in efforts to improve post-consumer materials management and infrastructure through local waste management programs. Funding opportunities are available for states and territories, communities, and tribes and intertribal consortia.	Additional funding towards efforts to improve post-consumer materials management and infrastructure through local waste management programs can result in more waste being diverted from solid waste facilities.	https://www.epa.gov/infrastructure/solid-waste-infrastructure-recycling-grant-program
Federal	Law	Bipartisan Infrastructure Law	US Congress	Existing	The Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act, contains funding for the improvement and expansion of transportation infrastructure.	Investments to transportation infrastructure includes roads, bridges, freight rail, ports and waterways, which will ultimately affect the routes that waste may be moved on.	https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf
Federal	Policy	Federal Highway Administration (FHWA) Recycled Materials Policy	FHWA	Existing	The FHWA policy is: 1. Recycling and reuse can offer engineering, economic and environmental benefits. 2. Recycled materials should get first consideration in materials selection. 3. Determination of the use of recycled materials should include an initial review of engineering and environmental suitability. 4. An assessment of economic benefits should follow in the selection process. 5. Restrictions that prohibit the use of recycled materials without technical basis should be removed from specifications.	Less C&D waste will be produced from maintenance and repairs to the National Highway System as more of the material used to construct the system will be recycled and reused in its' maintenance.	https://www.fhwa.dot.gov/legisregs/directives/policy/recmatpolicy.htm
Federal	Requirement	Federal Transit Administration Master Agreement	FTA	Existing	Standard terms and conditions for a Recipient under an "Underlying Agreement" with the FTA, in which the agreement takes the form of an FTA Grant Agreement, FTA Cooperative Agreement, or loan overseen by the FTA.	Requires that a Recipient comply with Section 6002 of Solid Waste Disposal Act.	https://www.transit.dot.gov/sites/fta.dot.gov/files/2020-12/FTA-Master-Agreement-FY-2021.pdf
Federal	Regulation	FMCSA Regulations and Interpretations - 49 CFR Parts 300 - 399	Federal Motor Carrier Safety Administration (FMCSA)	Existing	Regulations that govern the licensing and operation of trucks on the highway system.	Details truck size and weight requirements for trucks operating on the highway system.	https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-390?toc=1
Federal	Regulation	Clean Railroads Act of 2008 - Title VI - Clarification of Federal Jurisdiction Over Solid Waste Facilities	US Congress	Existing	Describes the regulation of solid waste rail transfer facilities and permitting requirements done through the Surface Transportation Board.	Solid waste rail transfer facilities must comply with federal and state requirements to be operable.	https://www.govinfo.gov/contest/pkg/PLAW-110publ432/pdf/PLAW-110publ432.pdf
State (NY & NJ)	Regulation	PANYNJ General Restrictions for Trucks	PANYNJ	Existing	Details vehicular size limitations on trucks traveling between NY and NJ, specifically through the George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Goethals Bridge, Outerbridge Crossing, and Bayonne Bridge.	Waste transporting trucks must adhere to PANYNJ restrictions to travel between NY and NJ.	https://www.panynj.gov/bridges-tunnels/en/restrictions.html
State (NY & NJ)	Regulation	The Port Authority of NY & NJ - Traffic Rules and Regulations Green Book- Section 6. Prohibited Traffic	PANYNJ	Existing	6.1 All Facilities The following traffic is considered to be loaded, constructed, operated, equipped or directed in such manner so as to be dangerous or unsafe, and it shall not be allowed upon the roadways of the particular vehicular crossings mentioned below. (e) Vehicles whose loads are not sufficiently covered, or properly confined, including butnot limited to refuse, dirt, construction material, paper or similar materials.	Any vehicles containing refuse that are uncovered are prohibited in the Lincoln Tunnel, Holland Tunnel and on the George Washington Bridge*, Bayonne Bridge, Goethals Bridge, Outerbridge Crossing.	https://www.panynj.gov/bridges-tunnels/en/restrictions.html
State (NJ)	Regulation	Solid Waste Regulations N.J.A.C. 7:26 Subchapter 2D	NJDEP	Existing	Requirements on Rail Carriers that transfer containerized or noncontainerized solid waste to or from rail cars	Rail carriers of solid waste must adhere to the requirements as described to be allowed to transfer waste.	https://www.nj.gov/dep/dshw/resource/rules_docs/26%20CHAPTER%202D.pdf
State (NJ)	Regulation	Solid Waste Regulations N.J.A.C. 7:26 Subchapter 3	NJDEP	Existing	Solid waste transportation requirements in New Jersey. Requires all persons engaged in the transportation of solid waste to obtain an approved registration statement from NJDEP and comply with the rules and regulations of the New Jersey Motor Vehicle Commission. Additionally, each transporter hauling waste out of state from a district with no in-county weighing facility must maintain a daily record.	If a solid waste vehicle does not obtain an approved registration statement from NJDEP, the operator will not be allowed to transport waste. Additionally, transporters hauling waste out of state must maintain a daily record of waste should the district in which the waste originates has no in-county weighing facilities.	https://www.nj.gov/dep/dshw/resource/rules_docs/26%20CHAPTER%203.pdf
State (NJ)	Regulation	Solid Waste Regulations N.J.A.C. 7:26 Subchapter 6	NJDEP	Existing	Solid waste planning requirements in New Jersey. Any person registered with the Department for the collection, transportation, and/or disposal of solid wastes affected by this subchapter must submit information related to sources of wastes collected, and their transportation and disposal patterns when requested by NJDEP. Additionally, modifications to district solid waste management plans must comply with requirements as described in 7:26-6.10.	Should districts amend an aspect of their SWMP, especially as it relates to the addition of facilities, transportation routes, etc., the district must comply with NJDEP requirements for this amendment to be approved and instituted.	https://www.nj.gov/dep/dshw/resource/rules_docs/26%20CHAPTER%206.pdf

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					Recycling Rules. Lists standards and requirements to which transporters of universal wastes and source separated materials must comply with. Additionally, transporters of recyclable materials must comply with the following: (a) No vehicle or transport unit used for the transportation of recyclable materials shall be used in a manner where littering, spillage, or emissions of recyclable materials will occur. (b) All vehicles or transport units used to transport recyclable materials shall be maintained in good working condition to protect the health and safety of the workers and citizens of this State. (c) Tarpaulins or covers shall be provided and used as needed while transporting recyclablematerials.	Sets requirements and standards the recycling transporters must comply with if wishing to operate vehicles and transfer waste/recyclables.	https://www.nj.gov/dep/dshw/resource/rules_docs/26A.pdf
State (NJ)	Regulation	Solid Waste Regulations N.J.A.C. 7:26 Subchapter 26A	NJDEP	Existing	Under the Solid Waste Management Act, all codes, rules, and regulations adopted by NJDEP have the legitimacy of the law. Additionally, NJDEP cannot grant a solid waste facility permit for a facility if the facility has not been included in the SWMP of the district in which it is located.	When it comes to future planning of facilities within a county, and the potential impact to waste flows, a county must include a new facility in its' SWMP as an amendment, so that NJDEP can issue a solid waste facility permit.	https://anjr.com/news_front/SWMA%20authority%20update%20April%202008.pdf
State (NJ)	Regulation	Transportation Regulations N.J.A.C. 16:32 Subchapter 1	NJDOT	Existing	Describes Designated National and New Jersey Network travel routes for double-trailer truck combinations and 102-inch wide standard trucks and exceptions to trucks completing trips by the National Network.	Lays out routes in which double-trailer truck combinations and 102-inch wide standard trucks must must travel through nationally and in New Jersey.	N.J.A.C 16:32-1
State (NJ)	Regulation	Transportation Regulations N.J.A.C. 16:32 Subchapter 1	NJDOT	Existing	Describes permit requirements for overdimensional or overweight vehicles.	Describes permit requirements for overdimensional or overweight vehicles.	N.J.A.C. 13:18-1
State (NJ)	Law	P.L. 2020, c. 117 - Get Past Plastic Law	NJ State Legislature	Existing	Prohibits food service businesses from selling or providing single-use plastic or paper carryout bags to customers. Additionally, dispensing of polystyrene form food service products and single-use plastic straws is prohibited.	Contributes to the diversion of waste.	https://dep.nj.gov/wp-content/uploads/plastic-ban-law/docs/plastic-bag-law-c117.pdf
State (NJ)	Law	P.L. 2021, c. 391 - Recycled Content Law	NJ State Legislature	Existing	Stimulates recycling markets by requiring that manufacturers of rigid plastic containers, paper carryout bags, plastic carryout bags, or plastic trash bags comply with postconsumer recycled content requirements.	Contributes to the diversion of waste.	https://pub.njleg.state.nj.us/Bills/2020/PL21/391_.PDF
State (NJ)	Law	Mandatory Source Separation and Recycling Act of 1987	NJ State Legislature	Existing	Requires each County SWMP includes a formally adopted Recycling Plan.	Provides basis for how materials are recycled in county.	https://www.nj.gov/dep/dshw/recycling/recy_act_link.htm
State (NJ)	Law	Electronic Waste Management Act	NJ State Legislature	Existing	"Establishes a recycling system for the safe and environmentally sound management of end-of-life electronic devices and components. More specifically, the law requires original equipment manufacturers (OEMs) to pay a registration fee to the NJDEP and establish a collection, trans-portionation and recycling system, either independently or jointly, for the recovery of computers and televisions. Fees generated will be used to fund the program and issue payments to authorized processors for the recycling of used electronic devices."	Contributes to the diversion of waste by establishing a recycling system for the management of end-of-life electronic devices and components.	https://www.nj.gov/dep/dshw/recycling/whatsnew/Electronic%20Act%20Signed.htm
State (NJ)	Law	Recycling Enhancement Act, N.J.S.A 13:1E-96.2	NJ State Legislature	Existing	"Reestablishes a source of funding for recycling in New Jersey through a \$3.00 per ton tax on solid waste accepted for disposal or transfer at in-state solid waste facilities. Solid waste being transported out of state, either directly or by railroad, is also subject to the new recycling tax."	Provides funding for recycling tonnage grants to municipalities and counties, encouraging the diversion of waste through recycling.	https://www.nj.gov/dep/dshw/recycling/whatsnew/rea.htm
State (NJ)	Plan	New Jersey Solid Waste Management Plan	NJDEP	Existing	Details the State's priorities and vision regarding solid waste management.	Outlines recommendations for state to achieve it's vision regarding solid waste management in New Jersey.	https://www.nj.gov/dep/dshw/recycling/swmp/pdf/swmp2006.pdf
State (NJ)	Plan	Plan 2050: Transportation. People. Opportunity	NJTPA	Existing	With themes of transportation, people, and opportunity, the New Jersey Transportation Plan discusses the transportation systems current performance and assesses how the long-term prospects of growth in the region will impact the transportation system. Plan priorities include: safety, accessibility, equity, active transportation, climate change, transportation technologies, and freight.	In the near to mid-term, there are several larger roadway and bridge improvement projects slated for construction. In controlling traffic in the state, the region is looking to adopt strategies such as adaptive signal systems, modern roundabouts, and Complete Streets. Additionally, NJTPA plans to adress challenges related to freight through the implementation of freight strategies.	https://www.njtpa.org/Planning/Plans-Guidance/Plan-2050.aspx
State (NJ)	Plan	Freight Moves New Jersey: 2023 Statewide Freight Plan	NJ DOT	Existing	Details statewide freight plan actions, maritime projects, highway projects, rail projects, trends in freight etc.	Discussions related to freight plans will ultimately impact how waste is moved within the state.	https://www.nj.gov/transportation/freight/plan/pdf/NewJerseyStatewideFreightPlancompressed2023.pdf
State (NJ)	Program	Transportation Improvement Program: FY 2022-2025	NJTPA	Existing	The Transportation Improvement Program details information related to the funding, scheduling, and purpose of transportation projects in the NJTPA. These projects include those slated for preliminary engineering, final design, right-of-way acquisition, and construction.	Transportation projects can affect the routes that waste vehicles are designated to take.	https://www.njtpa.org/NJTPA/media/Documents/Complete-Final-FY2022-2025-TIP.pdf
State (NJ)	Regulation	New Jersey Turnpike Authority N.J.A.C 19:9	New Jersey Turnpike Authority	Existing	Describes vehicles prohibited from using the roadway.	Vehicles that apply to one or more of the rules listed in Title 19 Subchapter 9 will be prohibited from moving waste.	N.J.A.C. 19:9-1
Local (Northern NJ)	Program	Project Tracker (NOTIS)	NJTPA	Existing	Interactive tool that shows the ongoing transportation projects in northern New Jersey.	Transportation projects can affect the routes that waste vehicles are designated to take.	https://notis.njtpa.org/

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Local (Northern NJ)	Plan	The Together North Jersey Plan	Together North Jersey	Existing	Strategy 13.4: A significant proportion of our region’s energy use comes from the transportation sector (cars, trucks, buses, and trains). We should adopt policies, make investments, and provide incentives that: reduce congestion delays from roadway incidents, improve traffic flow with better highway access management, and reduce miles traveled driving alone by encouraging ridesharing. Our region should also work with state officials and the private sector to speed the adoption of new vehicle technologies, especially electric and other alternative fuel vehicles. This should be done by continuing to implement incentive programs, investments, and other measures to encourage the purchase and use of these vehicles by individuals and fleet owners and significantly expanding the number of public and private electric vehicle charging stations and alternative fuel vehicle refueling stations available in our region and statewide.	Adoption of programs, policies, and investments geared towards encouraging the purchase and use of electric vehicles could affect the types of vehicles managing waste.	https://togethernorthjersey.com/wp-content/uploads/2022/10/TNJ_Plan_FA13_Final.pdf
Local (Morris County, NJ - Chatham, Chester, Mendham, Mountain Lakes; Hunterdon County, NJ - Readington; Bergen County, NJ - Washington)	Program	Pay As You Throw (PAYT) System	Associated Municipalities	Existing	"Residents pay for municipalwaste management services per unit of waste collected rather than through a fixed or flat fee. In PAYT systems, residents are either required to purchase special plastic bags for their trash or stickers that are then placed on their garbage bags or cans. Municipalities commonly limit the weight of the bag or can of trash. In some cases, an annual fee is also charged to the residents in these systems."	Pay As You Throw (PAYT) systems encourage residents to reduce waste, reuse, recycle, and practice backyard composting.	https://www.nj.gov/dep/dshw/recycling/payt_table.pdf
Local (Bergen County, NJ)	Program	Public Education Program - Recycling	BCUA	Existing	BCUA runs public education programs of recycling services available within county while educatiing public on need to improve recycling and compliance quality.	The recycling industry has been requiring that recyclables meet end market's allowable contamination and moisture content. With greater public awareness on these requirements, more waste will be recycled.	https://www.nj.gov/dep/dshw/recycling/payt_table.pdf
Local (Middlesex County, NJ)	Plan	SWMP: Solid Waste - Waste Flow Control	Middlesex County	Existing	Solid Waste Management and Disposal Procedures for Middlesex County	States that all solid waste generators in Middlesex County must dispose of waste at properly licensed facilities. County utilizes a market participant system, which impacts where waste is directed to within county. If a municipality that collects and	https://www.nj.gov/dep/dshw/recycling/payt_table.pdf
State (NY)	Law	Environmental Conservation Law Article 27-0103 State Solid Waste Management Plan	NY State Legislature	Existing	Details function of the state solid waste management plan in which the commissioner is responsible for a biennial review of the plan where they will make recommendations for legislation or other state action related to incentives for promoting the return of secondary material for productive reuse, analysis of packaging to propose changes that will reduce solid wate generation.	Commisioner recommendations may lead to a greater amount of waste being produced and more materials recycled.	https://www.nysenate.gov/legislation/laws/ENV/27-0103
State (NY)	Law	Environmental Conservation Law Article 27-0106 State Solid Waste Management Policy	NY State Legislature	Existing	Describes state solid waste management priorities: a) Reduce amount of solid waste generated b) Reuse material for purpose it's use was originally intended for and recycle any material that can't be reused c) Recover energy that is environmentally acceptable from solid waste that can't be recycled d) Disposal of solid waste by land burial or other methods approved by the department	The goals of New York's solid waste management has a heavy focus on reducing the amount of waste generated and where it ends up, while increasing what is recycled.	https://www.nysenate.gov/legislation/laws/ENV/27-0106
State (NY)	Law	Environmental Conservation Law Article 27-0305 Permits for Waste Transporters	NY State Legislature	Existing	Details requirements and exemptions for permits for waste transporters in NY.	If waste transporters don't comply with requirements, they may not be approved for a permit.	https://www.nysenate.gov/legislation/laws/ENV/27-0107
State (NY)	Law	Environmental Conservation Law Article 27-0712 Coverage of all vehicles, including barges trasnporting solid waste	NY State Legislature	Existing	Requires that any vehicle, barge, ship, or scow transporting waste be covered for the waste to be transported, and that putrescible waste being transported by rail be covered in a manner that is consistent with Federal Railroad Administration regulations.	If waste transporters do not cover waste, they will not be permitted to transport the waste to other destinations.	https://www.nysenate.gov/legislation/laws/ENV/27-0712
State (NY)	Law	Environmental Conservation Law Article 27-3003	NY State Legislature	Existing	Prohibits food service providers and stores from selling, offering for sale, or distributing disposable food service containers containing expanded polystyrene foam, polystyrene loose fill packaging.	Will impact waste flow and how much waste is created.	https://www.nysenate.gov/legislation/laws/ENV/A27T30
State (NY)	Regulation	6 NYCRR Chapter IV Subchapter B Part 360-364 Local Solid Waste Management Planning	DEC	Existing	Describes requirements for Solid Waste Management Facilities, Material Recover Facilities, Combustion Facilities, Landfills, and Waste Transporters.	Requirements regarding facilities and transporters can potentially impact how waste is moved.	https://govt.westlaw.com/nycrr/Browse/Home/NewYork/NewYorkCodesRulesandRegulations(westlaw.com)
State (NY)	Regulation	6 NYCRR Chapter IV Subchapter B Part 366 Local Solid Waste Management Planning	DEC	Existing	Describes requirements for local solid waste management plans	Requirements regarding local SWMPs can impact what a county includes in their SWMPs. Should	https://govt.westlaw.com/nycrr/Browse/Home/NewYork/NewYorkCodesRulesandRegulations(westlaw.com)
State (NY)	Regulation	Official Description of Designated Qualifying and Access Highways in New York State	NYS DOT	Existing	Describes designated qualifying and access routes that trucks are permitted to use in New York State.	Details the qualifying and access highways that trucks in New York must travel on.	https://www.dot.ny.gov/divisions/operating/oom/transportation-
State (NY)	Law	Bill A4928	NY State Legislature	Existing	This bill requires that waste be covered by a hard tarp when being transported by rail. It was signed into law on September 29, 2023.	Waste transporters using rail will be required to cover the waste using a hard tarp when it is being transported.	https://www.nysenate.gov/legislation/bills/2023/A4928

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State (NY)	Bill	Bill S4246A/ Bill A.5322-A: Packaging Reduction and Recycling Infrastructure Act	NY State Legislature	Proposed	This bill, an amendment to the Environmental Conservation Law, would enact the Packaging Reduction and Recycling Infrastructure Act (PRRIA), which sets up responsibilities and requirements for "producers" of packaging materials, or those who engage in the sale of or distribution of packaging materials to consumers.	This act will increase the diversion of waste by requiring producers of packaging materials comply with requirements outlined in the act and develop a recycling plan.	https://legislation.nysenate.gov/pdf/bills/2023/S4246A
State (NY)	Law	Bag Waste Reduction Act	NY State Legislature	Existing	"As of March 1, 2020, all plastic carryout bags (other than an exempt bag) are banned from distribution by anyone required to collect New York State sales tax. For sales that are tax exempt, plastic carry out bags are still not allowed to be distributed by anyone required to collect New York State sales tax (unless it is an exempt bag). The law affects anyone required to collect New York State sales tax, bag manufacturers and consumers."	This act contributes to the diversion of plastic waste by banning food service providers and stores from selling, offering for sale or distributing disposable food service containers.	https://dec.ny.gov/environmental-protection/recycling-composting/bag-waste-reduction-law
State (NY)	Law	Expanded Polystyrene Foam Container and Polystyrene Loose Fill Packaging Ban	NY State Legislature	Existing	"Under the Expanded Polystyrene Foam Container and Polystyrene Loose Fill Packaging Ban, effective January 1, 2022, no covered food service provider or store (retail or wholesale) is allowed to sell, offer for sale, or distribute disposable food service containers that contain expanded polystyrene foam in New York State. In addition, no manufacturer or store is allowed to sell, offer for sale, or distribute polystyrene loose fill packaging (commonly referred to as packing peanuts) in the state."	This act contributes to the diversion of waste through the ban of the sale or distribution of service containers that contain expanded polystyrene foam or polystyrene loose fill packaging.	https://dec.ny.gov/environmental-protection/recycling-composting/go-foam-free
State (NY)	Law	Returnable Container Act	NY State Legislature	Existing	"New York's Returnable Container Act requires at least a 5 cent deposit on carbonated soft drinks, beer and other malt beverages, mineral water, soda water, water and wine cooler containers. Although commonly called the Bottle Bill, the Act includes more than bottles: A deposit is required on glass, metal and plastic containers that hold less than one gallon or 3.78 liters. To encourage reuse and recycling, both refillable and nonrefillable containers carry a deposit."	Encourages recycling and the diversion of waste, which will lead to less waste being moved.	https://dec.ny.gov/environmental-protection/recycling-composting/bottle-bill/get-money-back
State (NY)	Program	Municipal Waste Reduction and Recycling Program (MWR&R)	DEC	Existing	DEC provides State funding for waste reduction and prevention projects that "reduces the volume of toxicity of materials entering the MSW stream at the point of generation".	This program contributes to the diversion of waste by funding projects aimed at waste reduction and prevention.	https://dec.ny.gov/environmental-protection/waste-management/grants/waste-reduction-revention-projects
State (NY)	Plan	New York State Solid Waste Management Plan: Building the Circular Economy Through Sustainable Materials Management (2023 - 2032)	DEC	Existing	The plan discusses the state's vision for solid waste management through 2050. The vision includes the reduction of landfilling and combustion by 85% by 2050 and the realization of a circular economy. The state is hoping to accomplish this through six focus areas: waste reduction and reuse, recycling and recycling market development and resiliency, product stewardship and extended producer responsibility, organics reduction and recycling, toxics reduction in products, and advanced design and operation of solid waste management facilities and related activities.	New York State has outlined goals and action plans to achieve its' vision of the reduction of waste and a transition to the circular economy, which includes an outline of the implementation lead, time to implement, and key stakeholders.	https://dec.ny.gov/environmental-protection/waste-management/solid-waste-management-planning/nys
State (NY)	Plan	Strategies for a New Age: New York State's Transportation Master Plan for 2030	NYDOT	Existing	The plan discusses the state's vision for transportation by 2030. The plan also discusses corridor-based transportation management, which is a concept that focuses on multimodal corridors within the state that will aid in future planning and investments, done in conjunction with MPOs/RPOs.	The goals and plans in the NY LRTP can influence transportation projects and how waste is ultimately moved in the state.	https://www.dot.ny.gov/portal/page/portal/main/transportation-plan/repository/masterplan-111406.pdf
State (NY)	Plan	New York State Freight Transportation Plan	NYDOT	Existing	The NY 2024 Freight Transportation Plan is currently in progress. The 2019 plan discusses New York's freight transportation system, institutions and policies that govern the transportation system, needs and recommendations for each transportation sector.	Discusses policies that govern the transportation system as well as needs and recommendations for each transportation sector which can have an impact on transportation infrastructure and how waste is moved through the state.	https://www.dot.ny.gov/freight-plan/reports#:~:text=The%20Freight%20Plan%20will%20build,%2C%20equity%2C%20and%20environmental%20sustainability.
Local (NYC)	Law	New York City Department of Transportation Traffic Rules	NYCDOT	Existing	Stipulates the routes on which trucks are allowed to travel in New York City.	Stipulates the routes on which trucks are allowed to travel in New York City.	https://www.nyc.gov/html/dot/downloads/pdf/trafrule.pdf#section4-13a
Local (NYC)	Plan	Commercial Waste Zones - A Plan to Reform, Reroute, and Revitalize Private Carting in New York City	New York City Department of Sanitation	Existing	A comprehensive plan to create a safe and efficient collection system for commercial waste that provides high quality, low cost service while advancing our zero waste goals. Lays out framework for commercial waste zones that will constrain inefficient waste routes by setting geographic zones in which three to five haulers would operate.	New York City anticipates that this plan will "reduce truck traffic by more than 60 percent.	oint.com/sites/NYMTC-WasteForecasting/Shared%20Documents/Forms/AllItems.aspx?isAscending=false&sortField=Modified&id=%2Fsites%2FNYMTC%2DWasteForecasting%2FShared%20Documents%2FG
State (PA)	Law	Solid Waste Management Act of 1980	PA State Legislature	Existing	This Act requires municipalities to submit plans for municipal waste management systems and provide details regarding the planning and regulation of solid waste collection and transportation.	Governing law that requires municipalities in Pennsylvania to submit a SWMP that discusses solid waste collection and transportation within the municipality.	https://www.legis.state.pa.us/WU01/LI/LI/US/HTM/1980/0/0097..HTM
State (PA)	Law	Municipal Waste Planning, Recycling and Waste Reduction Act of 1988	PA State Legislature	Existing	Provides details regarding planning for the processing and disposal of municipal waste.	Governing law that provides details regarding how municipal waste should be process and disposed of in Pennsylvania.	https://www.legis.state.pa.us/WU01/LI/LI/US/HTM/1988/0/0101..HTM

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State (PA)	Law	Waste Transportation Safety Act	PA State Legislature	Existing	Established a waste transportation safety program by setting requirements for waste transporters in PA.	Waste transporters must follow safety requirements to transport waste in Pennsylvania.	https://www.legis.state.pa.us/WU01/LI/LI/CT/HTM/27/00.062..HTM
State (PA)	Regulation	25 Pa. Code Article VIII. Municipal Waste Chapter 285	Commonwealth of PA	Existing	Sets forth requirements for collection and transportation equipment related to solid waste	Collection and transportation equipment must comply with requirements in order to be used to collect and transport solid waste.	https://www.pacodeandbulletin.gov/Display/pacode?file=/secure/pacode/data/025/chapter285/subchapBtoc.html&d=reduce
State (PA)	Regulation	67 Pa. Code Article VIII. Municipal Waste Chapter 191 and 193	Commonwealth of PA	Existing	Regulates the use of bridges and highways in Pennsylvania.	Regulates the use of bridges and highways in Pennsylvania.	https://www.pacodeandbulletin.gov/Display/pacode?file=/secure/pacode/data/067/067toc.html&d=reduce
State (PA)	Plan	Pennsylvania 2045 Long-Range Transportation Plan	PennDOT	Existing	The Long-Range Transportation Plan (LRTP) outlines goals for the future transportation system in PA. The goals focus on safety, mobility, equity, resilience, performance, and resources. Asset management is a top priority for PennDOT.	The goals in PA's LRTP can influence transportation projects and how waste is ultimately moved in the state.	https://www.dot.state.pa.us/public/PubsForms/Publications/Pub%20394.pdf
State (PA)	Plan	Pennsylvania 2045 Freight Movement Plan	PennDOT	Existing	The PA Freight Movement Plan lists projects in the state that are aimed at improving the movement of goods by and between different modes of transportation. The plan's goals are focused on five themes: land use, mobility, analytical tools and processes, operations/safety, and environmental stewardship.	The plan details freight related policies, strategies, and performance measures that will impact freight-related transportation investment decisions which could impact how waste mvoes through the state.	https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Documents/FMP/FMP-Pub%20791_WEB_05.01.2023-compressed.pdf
Local (PA)	Plan	FutureLV: The Regional Plan	Lehigh Valley Planning Commission	Existing	This plan was developed for Lehigh and Northampton counties. Goal 2 focuses on developing a Connected Mixed-Transportation Region by establishing mixed-transportation corridors, identifying major transportation infrastructure in the region and using technology to manage freight transportation.	Details policies for providing " a safe, well-maintained transportation netowrk to move people and goods efficiently, while capitalizing on existing infrastructure" and strengthening freight mobility.	https://drive.google.com/file/d/12oez71k4EV1c2npS-Su6liTT0cZLvl_h/view
State (CT)	Regulation	DEEP Solid Waste Management Title 22a	Connecticut General Assembly	Existing	Sets forth requirements for solid waste management in Connecticut.	Details permit requirements for solid waste facilities which can impact what facilities are able to accept waste.	https://eregulations.ct.gov/eRegsPortal/Browse/getDocument?guid={F0DC9F57-0100-C7B7-BF07-DE0E453778A8}
State (CT)	Regulation	Limited Access State Numbered Highways	CTDOT	Existing	Lists the limited access highways in Connecticut.	Details the highways that trucks have limited access to.	https://portal.ct.gov/-/media/DOT/documents/dstc/2022-LACCESS-REPORT-with-Cover.pdf
State (CT)	Regulation	General Statutes of Connecticut Title 14	Connecticut General Assembly	Existing	Sets restrictions on vehicles able over, on, through or under any bridge or highway in Connecticut based on height and weight.	Sets restrictions on vehicles able over, on, through or under any bridge or highway in Connecticut based on height and weight.	https://portal.ct.gov/DOT/Commissions/STC/Parkway-Permit
State (CT)	Regulation	Chapter 446d - Solid Waste Management Sec. 22a-208d	Connecticut General Assembly	Existing	No person shall receive, dispose of, or process solid waste or transport solid waste for disposal or processing at any solid waste facility, volume reduction plant, solid waste disposal area, recycling facility or recycling center, transfer station or biomedical waste facility unless such facility, plant, area, center or station complies with the provisions of section 22a-208a.	In order for waste to be transported to a facility, the facility must comply with the provisions of section 22a-208a.	https://www.cga.ct.gov/current/pub/chap_446d.htm#sec_22a-208c
State (CT)	Plan	Connecticut Comprehensive Materials Management Strategy	CTDEEP	Proposed	In January of 2023, CTDEEP drafted a Comprehensive Materials Management Strategy that discusses the State's approach to self-sufficiency in waste management, specifically as it relates to the closure of one of the State's RRF.	Details approach to achieving self-sufficiency in Connecticut by discussing the need for Extended Producer Responsibility legislation and noting that the DEEP would be putting forth a Request For Information on waste infrastructure.	https://portal.ct.gov/DEEP/Waste-Management-and-Disposal/Solid-Waste-Management-Plan/Comprehensive-Materials-Management-Strategy
State (CT)	Regulation	Connecticut's Statewide Long-Range Transportation Plan 2018-2050	CT DOT	Existing	The plan identifies funding needs and policies that will help CT accomplish transportation goals by assessing existing conditions and forecasting future maintenance, preservation, modernization, and expansion needs for CT.	The plan forecasts maintenance and expansion needs for highways and bridges, freight rail, ports and waterways, aviation, and trucking which can affect how waste is moved within CT.	https://portal.ct.gov/-/media/DOT/documents/dpolicy/Irp/2018Irp/FINALConnecticutSLRTP20180313pdf.pdf
State (CT)	Regulation	Connecticut Statewide Freight Plan Update	CT DOT	Existing	The Connecticut Freight Plan identifies freight trends, needs, and issues in the state. Additionally, the plan discusses freight policies, strategies, and performance measures that will frame freight-related transportation investment decisions. The plan also includes a freight investment plan that lists priority projects.	Details Connecticut Freight Regulations, specifically discussing truck size and weight requirements, hour limits in which freight operators may drive to maintain safe truck operations	https://portal.ct.gov/-/media/DOT/documents/Freight/2022-2026-Connecticut-Statewide-Freight-Plan.pdf
State (CT)	Program	Sustainable Materials Management (SMM) Grant Program	CTDEEP	Existing	Provides grant funds to municipalities and regional authorities for implementing strategies related to sustained waste reduction and diversion.	Encourages regional authorities and municipalities to implement strategies that lead to waste reduction and diversion.	https://portal.ct.gov/DEEP/Reduce-Reuse-Recycle/Municipal-Recycling-Resource-Center/Municipal-and-Regional-Grants-and-Technical-Assistance

Attachment A
NYMTC Regional Waste Movement Study
Regulations Governing Waste Movement

Jurisdiction	Type	Name	Source	Existing / Proposed	Description (related to Waste Movement)		Impact to Waste Movement	Reference
State (CT)	Law	The Connecticut Bottle Bill: Public Act 21-58	CTDEEP	Existing	"The Bottle Bill places a deposit on a container at the time of purchase and returns that deposit to the consumer when the empty bottle is returned. The containers may be returned to their place of purchase or to other container redemption centers."		Encourages recycling and the diversion of waste, which will lead to less waste being moved.	https://portal.ct.gov/DEEP/Reuse-Recycle/Bottles/Connecticut-Bottle-Bill
State (CT)	Law	S.B. No 928: Special Act No. 21-9	Connecticut General Assembly	Existing	States that Commissioner of CTDEEP shall submit recommendations for "recycled content requirements for products sold in the state and for multi-state coordination in the development of such recycled content standards" to the Governor and joint standing committee of the General Assembly.		CTDEEP shall provided recommendations on recycled content requirements, which will improve the effectiveness of recycling systems within the state and increase the amount of waste being diverted.	https://www.cga.ct.gov/2021/ACT/SA/PDF/2021SA-00009-R00SB-00928-SA.PDF