# Final Transportation/Air Quality Conformity Determination for the Orange County Portion of the NY-NJ-CT $PM_{2.5}$ Non-Attainment Area

## July 19, 2011

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## 1.0 Introduction

The US Environmental Protection Agency (EPA) requires that transportation/air quality conformity be demonstrated by metropolitan planning organizations (MPOs) in air quality non-attainment areas whenever transportation projects that may significantly impact air quality are planned and programmed. The Orange County Transportation Council (OCTC) is the MPO for OC responsible for ensuring that federal transportation dollars (highway and transit) are programmed through a locally driven, comprehensive planning process, involving the development of a Metropolitan Transportation Plan (MTP) (25-year plan), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). OC is also part of NY-NJ-CT non-attainment area for fine particulate matter ($PM_{2.5}$) along with New York City, Long Island, Westchester and Rockland Counties. All air quality non-attainment areas are subject to a measure known as "transportation conformity," which requires transportation and air quality officials to coordinate and ensure that transportation projects, such as road construction, do not affect an area's ability to reach its clean air goals. This conformity determination is being issued in response to the New York Metropolitan Transportation Council's proposed 2011-2015 TIP that affects the NY-NJ-CT $PM_{2.5}$ nonattainment area. Although there are no changes in the design, schedule or scope of transportation projects in the OCTC TIP or MTP that might affect air quality, the federal transportation conformity regulations require transportation conformity to be demonstrated for the entire nonattainment area whenever significant changes occur to certain transportation projects in any portion of the nonattainment area. This narrative documents the process and analyses undertaken by OCTC to demonstrate compliance with the regulatory criteria stipulated in the EPA transportation conformity regulations for the OC portion of the NY-NJ-CT $PM_{2.5}$ Non-Attainment Area.

## 2.0 Background

Fine particulate matter, also called $PM_{2.5}$, is a mixture of microscopic solids and liquid droplets suspended in the air less than 2.5 micrometers (about one-thirtieth the diameter of a human hair) in size. Fine particles can be emitted directly (such as smoke from a fire, or as a component of automobile exhaust) or be formed indirectly in the air from power plant, industrial and mobile source gas emissions such as sulfur dioxide and nitrogen oxides.

The health effects associated with exposure to fine particulate matter may be significant. Scientific studies have shown a strong relationship between elevated fine particulate matter and decreased lung function, asthma attacks, as well as certain cardiovascular problems such as heart attacks and cardiac arrhythmia (as indicated by increased hospital admissions, emergency room visits, absences from school or work, and restricted activity days). While fine particulate matter is unhealthy for anyone to breathe, people with already compromised heart or lung function, as well as older adults and children are particularly at risk.

In July 1997, EPA issued National Ambient Air Quality Standards (NAAQS) for fine particulate matter ($PM_{2.5}$) to protect the public from exposure to levels of $PM_{2.5}$ that may cause health problems. The 24-hour standard for $PM_{2.5}$ is set at 35 micrograms.[1] The annual standard for $PM_{2.5}$ is set at 15 micrograms per cubic meter based on the 3-year average of annual mean $PM_{2.5}$

[1] (When the NAAQS were first established, the 24-hour standard for $PM_{2.5}$ was set at 65 micrograms per cubic meter. In 2006, the standard was lowered to 35 micrograms per cubic meter by the EPA to further protect public health.)

concentrations. Regions not meeting $PM_{2.5}$ NAAQS or that contribute to violations of the standard in other regions are deemed to be part of non-attainment areas by the EPA. Non-Attainment areas are subject to a measure known as "transportation conformity," which requires local transportation and air quality officials to coordinate planning efforts to ensure that transportation projects, such as road construction, do not affect an area's ability to reach its clean air goals.

On April 5th, 2005, the United States Environmental Protection Agency (EPA) designated Orange County (OC) to be part of the NY-NJ-CT $PM_{2.5}$ Non-Attainment Area that includes New York City, Rockland and Westchester Counties, Long Island, Northern New Jersey and Southwestern Connecticut. As a result of this designation, OC and all the metropolitan planning organizations (MPOs) responsible for planning transportation improvements for these areas are required to demonstrate compliance with the Transportation Conformity Regulations promulgated by the EPA for $PM_{2.5}$.

In September 2006, the EPA revised the 1997 fine particle standard. The 2006 standard strengthened the 24-hour $PM_{2.5}$ standard from 65 micrograms per cubic meter (µg/m3) to 35 µg/m3, and retained the current annual $PM_{2.5}$ standard at 15 µg/m3. On December 14, 2009, the NY-NJ-CT metropolitan area was classified non-attainment for the new 2006 24-hour PM2.5 standard. Transportation conformity for those areas designated as non-attainment under the new standard applies one year after the effective date of the designations (i.e. December 14, 2010). The boundary of the non-attainment area for the 2006 24-hour $PM_{2.5}$ standard is identical to the boundary of the 1997 annual PM2.5 non-attainment area. Accordingly, NYMTC and OCTC are demonstrating conformity to the new 2006 24-hour $PM_{2.5}$ standard and reaffirming conformity to the 1997 annual $PM_{2.5}$ standard at this time.

The Connecticut and New Jersey $PM_{2.5}$ motor vehicle emissions budgets (MVEB) for the 1997 annual PM2.5 standard were found to be adequate by USEPA on June 20, 2007 and June 26, 2006, respectively. The MVEB for the New York State portion of the NY-NJ-CT $PM_{2.5}$ area including Orange County and all NYMTC counties (except Putnam) was found adequate by USEPA on December 1, 2010. Thus, in accordance with the federal transportation conformity regulations, conformity to the annual $PM_{2.5}$ standard is being demonstrated by passing the annual budget test for both direct $PM_{2.5}$ emissions and oxides of nitrogen ($NO_X$).

Until a motor vehicle emissions budget for the New York State portion of the NY-NJ-CT 2006 24-hour $PM_{2.5}$ non-attainment area is found to be adequate by USEPA, the federal transportation conformity regulations at 40 CFR Part 93.109(k)(3)(i) require conformity to the SIP for the 2006 24-hour $PM_{2.5}$ standard to be demonstrated by passing the motor vehicle emissions budget that was established for the 1997 annual $PM_{2.5}$ standard.

## 3.0 Interagency Consultation & Coordination

As part of EPA's Transportation Conformity Regulations, interagency consultation and coordination are required. The NYS Interagency Consultation Group (ICG) is comprised of representatives from the U.S. Department of Transportation (Federal Highway and Transit Administrations), EPA – Region 2, NYS Department of Environmental Conservation (NYSDEC), the NYS Department of Transportation-Environmental Science Bureau (NYSDOT-

ESB) and OCTC. The group provides multi-agency guidance concerning the conformity process, as well as concurrence on the assumptions and methodology used to forecast vehicle miles traveled (VMT) and vehicular speeds with the OCTC Travel Demand Model. Generally, these outputs (VMT and vehicular speeds) form the basis for the "regional emissions analysis" using the most current version of EPA's vehicle emissions model, *MOBILE6.2* to calculate vehicle emissions and the air quality impact of nonexempt projects in the OCTC Metropolitan transportation plan (MTP) and OCTC Transportation Improvement Program (TIP) for Federal Fiscal Year (FFY) 2011-2015.

## 4.0 Format

The format of this conformity determination follows the required subject matter that must be addressed pursuant to the transportation conformity regulations promulgated by the EPA to protect air quality and public health.

**5.0 Latest Planning Assumptions**

**6.0 Latest Emissions Model**

**7.0 Consistency with each Metropolitan transportation plan**

**8.0 Identification of Exempt/Non-Exempt & Regionally Significant Projects**

**9.0 Timely Implementation of TCMs**

**10.0 Documentation of Interagency Consultation Requirements**

**11.0 Public Involvement**

**12.0 Results of Emissions Analysis**

**13.0 Evidence of MPO resolutions**

## 5.0 Latest Planning Assumptions

**Vehicle Miles Traveled:**
used to measure vehicular travel in miles regardless of the number of persons in the vehicle.

Federal and State regulations require that a conformity determination be based on the latest planning assumptions available at the time the regional emissions analysis begins. Specifically, information on demographic data, transit operating policies, transit service levels, transportation control measures and other key assumptions used to forecast vehicle miles traveled (VMT) and vehicular speeds by functional classification must be the latest information that is available. The VMT forecasts for Orange County are calculated with *Visum* modeling software based on assumptions involving future housing and employment in OC, the vehicular trips generated therefrom and future transportation improvements planned.

Although population data from the 2010 Census was recently received by OCTC, the level of detail is inadequate to amend the planning assumptions and forecasts in this conformity determination. OCTC anticipates revising its planning assumptions and forecasts as more data from the 2010 Census is attained and analyzed in the coming months with the update of the OCTC Metropolitan Transportation Plan in the fall of 2011. In this update, population, housing and employment forecasts are expected to decline somewhat given that the actual OC population for the year 2010 was approximately 3% lower than previously estimated by the US Census Bureau.

**5.1 Population, Housing, Employment and Travel Data.** In order to accurately duplicate existing traffic conditions and forecast future VMT, travel demand models rely on population, housing, employment and travel data to measure how the transportation system envisioned in a and/or Transportation Improvement Program and/or Metropolitan Transportation Plan will operate in the future. The OCTC Travel Demand Model does this by first incorporating important characteristics of the existing transportation system such as road network, intersection and road capacities, traffic control devices, posted speeds and functional classification. Then housing and employment data are incorporated along with trip generation rates and trip length frequency parameters to replicate current travel patterns. These travel characteristics are then used to forecast future traffic conditions and future travel demand based upon increases in housing, employment, vehicular trips and the likely routes people will take from place to place.

**Functional Classification:**
A means of grouping streets and highways into classes (e.g. interstates, arterials, collectors or locals) according to the type of service they provide (i.e. long distance vs. local) and the degree of land access permitted.

Housing and employment projections were made for each analysis year being evaluated (i.e. 2014, 2020, 2030, 2035) as part of $PM_{2.5}$ Conformity based on historic growth trends in OC. These projections are used to forecast future VMT in the OC Travel Demand Model and were revised with the last update of the OCTC Metropolitan Transportation Plan (MTP) adopted by OCTC on November 29, 2007. The corresponding transportation/air quality conformity determination for the OCTC MTP was certified by USDOT on December 19, 2007 and most recently on December 10, 2010. The transportation/air quality conformity determination for the OCTC 2011-2015 TIP was approved by FHWA/FTA on September 1, 2010 and reaffirmed on December 10, 2010. Overall, the projections used to demonstrate conformity are consistent with current Census population estimates for OC and recent projections made by *Urbanomics* issued by NYMTC. Table 1 below shows the projections for Orange County.

**5.1.1 Population.** Source: Census 2000, Summary File 1. Population and housing information from the 2000 Census together with Census population and housing estimates (July 2006), building permit data and population growth trends over the past 20 years where used as the basis for determining the population and housing forecasts in the OC Travel Demand Model for future analysis years.

**5.1.2 Employment.** Source: NYS Department of Labor. Employment information indicating the type, location and employment levels of all businesses in OC was obtained from the NYS Department of Labor for the year 2002. This information was separated into six categories (retail, mall, non-retail, office, school and institutional) and aggregated by type and location to determine peak hour trips for each TAZ in the OCTC Travel Demand Model. Employment projections were based upon expected employment from approved development projects since the year 2002, as well as average growth rates in commerce throughout OC. The basic underlying premise is that future employment levels will be directly related to the influx of new people and increased demand for products and services created by the future growth in population.

**5.1.3 Housing Units.** Source: NYS Office for Real Property Services (ORPS) Land use information for each parcel in OC was obtained for the year 2002 and aggregated by type and location to determine peak hour trips generated for both single-family and multifamily housing in each TAZ of the OC Travel Demand Model. Future single-family and multifamily housing units were projected based upon: proposed residential projects yet to be constructed in each TAZ, average growth rates in housing by municipality and the availability of sewer and water facilities.

**5.1.4 Households.** Source: Census 2000, Summary File 3. Household information from the 2000 Census was used as a means of checking and verifying the housing data and occupancy information from the NYS Office of Real Property.

**5.1.5 Vehicles Available.** Source: Census 2000, Summary File 3. Vehicle availability data by household was used to refine the number of trips generated in each TAZ. This was done for TAZ's primarily in cities where the rate of vehicular trips generated per occupied housing unit is less than average rates because people there tend to rely more on mass transit for mobility than other areas of OC.

**Table 1. Demographic Forecasts for Orange County**

| Orange | 2000 | 2002 | 2012 | 2020 | 2030 | 2035 | % Annual Growth | % Total Growth |
|---|---|---|---|---|---|---|---|---|
| **Population** | 341,367 | 346,987 | 395,026 | 421,133 | 465,125 | 482,045 | 1.18 | 41 |
| **Employment** | 110,242 | 123,372 | 144,878 | 155,362 | 173,293 | 182,259 | 1.56 | 54 |
| **Housing Units** | 122,754 | 124,787 | 142,896 | 154,317 | 171,000 | 177,417 | 1.27 | 45 |
| **Households** | 114,788 | 116,689 | 133,623 | 144,303 | 159,903 | 165,903 | 1.27 | 45 |
| **Vehicles** | 200,879 | 204,206 | 233,840 | 266,180 | 279,830 | 290,330 | 1.27 | 45 |

**5.2 Transit Operating Policies.** Coach USA, MTA-MetroNorth Railroad, Newburgh-Beacon Bus Company, Middletown Transit, Monroe Bus Company and Kiryas Joel Transit provide the majority of mass transit services in Orange County along with 9 local dial-a-bus operators. According to Census Journey-to-Work information, only 4.7% of work related travel in OC had a mass transit component, with a majority of this travel involving vehicular trips to and from OC park and ride lots. While park and ride lots are included in the OC Travel Demand Model as trip generators, transit service is not modeled given the low rate of utilization in OC.

**5.3 Transit Service Levels.** The travel demand model does not incorporate significant changes in travel attributable to increased future transit service in Orange County. Significant changes in economic and/or environmental conditions together with steep increases in fuel costs that may significantly impact vehicular travel are not forecast as part of future development scenarios.

**5.4 Transportation Control Measures.** No transportation control measures (TCMs) are identified for Orange County as part of the applicable NYS SIP. Therefore, the TCM implementation conformity criteria do not apply. There are also no transportation projects in the OCTC MTP and TIP that will interfere with the timely implementation of TCMs in other areas.

## 5.5 Key Assumptions.

**5.5.1 Demographics.** It is assumed that OC will experience near constant levels of growth over the next 25 years similar to those experienced over the past 30 years.

**5.5.2 Transportation System.** The OC Model further assumes that the regional transportation network will retain its ability to adjust to changes in travel demand with regard to vehicular traffic and mass transit services. This assumes that future transportation funding rates will be maintained and that technological advances in Intelligent Transportation Systems (ITS) will further improve the efficiency of the transportation system. In addition, the **Clean Air NY** program funded in part by OCTC encourages all New Yorkers to make smart travel choices part of their daily routine. These choices have been demonstrated to result in less driving and air pollution. Per the concurrence of the ICG, a 1.39% reduction in daily vehicle miles traveled is incorporated into the OC "build" scenario travel demand modeling runs in the regional emissions analysis.

### 5.5.3 Projects Evaluated with an "Off-model" Process

Vehicle emissions reductions attributable to the **Enhanced Commuter Choice** non-exempt program in the OCTC TIP were calculated using methodology from EPA's Commuter Model (Release 2) and applied to the emissions totals in the build scenarios of each future analysis year.

**Enhanced Commuter Choice** is a program being used by NYMTC, OCTC, PDCTC and NYSDOT in the Downstate region to increase awareness and use of commuting alternatives such as carpooling, vanpooling and walking. The program also looks to increase "employer support" for programs such as alternative work schedules and the use of pre-tax income to pay for transportation expenses such as TransitChek. Per the recommendation of USEPA, OCTC utilized the EPA COMMUTER model (Release 2) to estimate the impact of this program on commuter trips and VMT in Orange County. Local emission factors were applied to the averted trip VMT to estimate the total emissions reductions achieved by the program as indicated in the emissions calculations detailed in the appendix of this document.

## 6.0 Latest Emissions Model

**6.1 General.** The overall goal of transportation conformity is to ensure that transportation projects and the transportation system as a whole do not create new air quality violations or exacerbate existing violations. Travel demand modeling provides a means of quantifying vehicle miles traveled (VMT) and average vehicular speeds by functional classification of roadway. These outputs are utilized to calculate vehicular emissions using the most current version of the motor vehicle emissions model, *MOBILE6.2,* specified by the EPA.

**6.2 OCTC Travel Demand Model.** The traditional gravity modeling process incorporated within *Visum* software by PTV of America was utilized to forecast future travel demand and the impact of transportation projects in the OCTC MTP and TIP on air quality. The OC Travel Demand Model incorporates housing, employment, highway, along with trip generation and Census 2000 Journey-to-Work information to replicate existing travel patterns . Trips are distributed and assigned to the least time travel paths between traffic analysis zones based primarily on the methodology recommended in National Cooperative Highway Research Program Report 365 (NCHRP 365), Travel Estimation Techniques for Urban Planning. Using the trip generation and trip length parameters of the calibrated base year (2002) model, future travel conditions, vehicle miles traveled (VMT) and vehicular emissions were forecast using projected increases in housing, employment and vehicle trips therefrom in OC for each analysis year being evaluated. Transit was not modeled given that transit service does not comprise a significant portion of travel in OC.

**6.2.1 Land Use Patterns & TAZs.** Traffic Analysis Zones (TAZ's) serve to divide an area geographically into units describing different land use types and intensities. Centroids are the points within TAZs where, for modeling purposes, trips commence and terminate based upon the land use activities therein. To accurately replicate base year traffic conditions, it is necessary to accurately describe the location of land use activities relative to where traffic actually enters and leaves the highway network. Not every driveway need be represented, however, only the significant local and collector roads channeling traffic to the roads and intersections being evaluated. The OCTC model incorporates a total of 550 TAZs, 515 internal zones and 35 external zones connecting OC with surrounding counties. The 515 internal TAZ's were created by first delineating limited access highways, rights-of-way (rail and power lines), state lands (Stewart Properties and Parks) and natural features (rivers and mountains) which divide OC by restricting directional traffic flow. These districts were then further subdivided into TAZs bounding residential neighborhoods and centers of activity (e.g. Malls and Central Business Districts) where vehicle trips tend to start and end.

**6.2.2 Analysis Years.** Consistent with 40 CFR Part 93, VMT and vehicular speeds were forecasted by functional classification for the years 2014, 2020, 2030, and 2035, complying with the federal requirements for $PM_{2.5}$ non-attainment areas with motor vehicle emissions budgets that: the first analysis year be no more

than five years from the year in which the conformity determination is being made, that the attainment year for the 2006 24-hour $PM_{2.5}$ standard is analyzed, that consecutive analysis years be no more than ten years apart, and that the horizon year of each affected MPO's MTP be incorporated into the regional emissions analysis. Analysis year 2014 meets the requirement that the first analysis year be no more than five years from the date the conformity determination is being made and also is the attainment year for the 2006 24-hour $PM_{2.5}$ standard. Analysis year 2035 corresponds to the horizon year of the OCTC and NYMTC MTPs. The years 2020 and 2030 are intermediate years between 2014 and 2035, satisfying the conformity requirement that consecutive analysis years be no more than ten years apart.

**6.2.3 Trip Generation.** Trip generation is the means of quantifying the number and type of trips to and from each TAZ in the OC Travel Demand Model based upon the type and amount of land use activity therein. Essentially, the purpose of trip generation is to have the model accurately reflect the average trip making characteristics of people within a specific timeframe. In this case, the average trip making characteristics of people in OC were determined for the PM (afternoon) peak hour, the time of day when traffic congestion tends to be the heaviest. Trips in the OC Travel Demand Model were first calculated for each TAZ and then separated into different types based upon purpose. The reason for separating trips by purpose is to account for variable trip lengths. Numerous travel surveys indicate that people are willing to drive farther between home and work than they are between home and shopping. Thus, the purpose of a trip determines its length; trip length, together with the number of trips generated in a model, determine traffic volumes and vehicle miles traveled.

**6.2.3.1 External Trips.** External trips to and from areas outside OC were determined by the directional split of traffic on each major highway and road segment (external links) connecting Orange with the surrounding counties. Trips traveling through OC between external links were estimated using journey-to-work information from the Census 2000 Transportation Planning Package.

**6.2.4 Trip Distribution**. Trip distribution is the process by which trip origins are apportioned throughout a study area based on the number of trip destinations in each TAZ and the distance/travel time impedance between them. The underlying premise is that people tend to interact more when the time to do so is less. Thus, there are a greater number of trips between places that are densely developed and located near one another than those less densely developed miles apart. Accordingly, vehicles in the OC Travel Demand Model are routed on the shortest distance/time paths in the OC highway network between TAZs first, and then to other more circuitous routes as traffic congestion makes the shorter distance routes more time consuming.

**6.2.5 Model Calibration.** Generally, model calibration is the process by which the travel parameters of a model are adjusted to reflect actual base year traffic counts. Traffic volumes assigned by the model are compared to actual traffic counts through regression analysis. The differences between the counts and the assignment volumes are used to modify trip generation rates, trip length exponents and, in some instances, land use quantities where errors become evident. One or two variables are modified followed by a model run to determine the effect of such modifications. This is repeated, iteratively, until volumes assigned by the model meet acceptable error deviation levels as defined in National Cooperative Highway Research Report 255, Highway Traffic Data for Urbanized Area Project Planning and Design.

**6.3 MOBILE6.2.** The USEPA developed the MOBILE emissions model, with the latest revision occurring on January 27, 2002 through the official release of MOBILE6.2; this version has been required of all states (except California) since January 27, 2004. The emissions model predicts gram per mile emissions of Hydrocarbons (HC), Carbon Monoxide (CO), Nitrogen Oxides (NOx), Carbon Dioxide (CO2), and Particulate Matter (PM) under various seasonal and operating conditions. Emission factors developed by NYSDOT-ESB based on MOBILE 6.2 were used to measure the air quality impacts of implementing the proposed projects in the Metropolitan Transportation Plan and TIP. The modeling inputs used to develop the emission factors are the most recent inputs that have been established in consultation with the New York State Department of Environmental Conservation (NYSDEC) and the New York State Air Quality Conformity Interagency Consultation Group (ICG). As described in the section below, these model inputs include the latest existing and future emissions control programs included in the SIP, and the latest MOBILE 6.2 input assumptions on characteristics of the existing and future vehicle fleets traveling on roadways in Orange County.

**Latest Emissions Model**

In order to conduct the required regional PM2.5 emissions analyses for Orange County, emission factors developed by the NYSDOT Environmental Science Bureau in September 2010 were used. The emission factors were generated using the EPA motor vehicle emissions model, MOBILE6.2. The modeling inputs and parameters used to develop the emission factors are the most recent inputs for Orange County established in consultation with the New York State Department of Environmental Conservation (NYSDEC) and the New York State Air Quality Conformity Interagency Consultation Group (ICG). Specific modeling inputs and parameters used to develop the emission factor tables for Orange County are described below:

Evaluation Months – To meet the requirements of an annual emissions budget test, emissions in each of the month of the year were estimated in this regional emissions analysis and summed to an annual emissions total.

Vehicle Registration Distribution - Year 2007 registration data were used to model all future analysis years.

Vehicle Mileage Accumulation Rate - The EPA default mileage accumulation rate data (provided with the MOBILE6.2 model) was used for all modeling years.

I/M Programs - NYSDEC inspection and maintenance (I/M) program data were used in the emission modeling. The NYSDEC file, NYVIPup.d, contains data for the Upstate NY I/M program. This file was used for modeling all future analysis years.

Anti-Tampering Program – The anti-tampering program data described in the table below was used to model all analysis years:

| **ANTI-TAMPERING PROGRAM DATA** | |
|---|---|
| **Parameter** | **Years 2002 – 2035** |
| Beginning calendar year | 1984 |
| Earliest model year | (Current yr – 25 yrs) |
| Final model year | (Current yr – 2 yrs) |
| Light-duty vehicles subject to inspection | LDGV, LDGT1, LDGT2, LDGT3, LDGT4 |
| Heavy-duty vehicles subject to inspection | HDGV2B, HDGV3, HDGV4 |
| Annual or biennial | Annual |
| Compliance rate | 98% |
| Component inspections (see MOBILE6.2 User's Guide) | All except tailpipe lead deposit test |

Fuel Program and Fuel RVP- Average and maximum fuel sulfur levels and fuel Reid Vapor Pressure (RVP) levels were specified in the input files (as listed in the below).

| **FUEL SULFUR AND RVP LEVELS** | | | | |
|---|---|---|---|---|
| **Dutchess, Orange and Putnam Counties** | | | | |
| Year(s) | Months | Fuel Sulfur Levels (ppm) | | RVP (psi) |
| | | Average | Maximum | |
| 2002 | Jun, Jul, Aug | 85 | 1000 | 6.8 |
| | Mar, Apr, May, Sept, Oct, Nov | 137 | 1000 | 12.5 |
| | Dec, Jan, Feb | 111 | 1000 | 9.7 |
| 2014 - 2035 | Jun, Jul, Aug | 30 | 80 | 6.8 |
| | Mar, Apr, May, Sept, Oct, Nov | 30 | 80 | 12.5 |
| | Dec, Jan, Feb | 30 | 80 | 9.7 |

Gasoline fuel oxygenate data were also specified in the input files (as listed in the Table below).

| GASOLINE FUEL OXYGENATE DATA | | | | |
|---|---|---|---|---|
| **Dutchess, Orange and Putnam Counties (Reformulated Gasoline Program)** | | | | |
| Year(s) | Months | Oxygenate Type | Oxygenate Content (% by volume) | Market Share Fraction of Oxygenate |
| 2002 | Jun, Jul, Aug | MTBE | 10.4% | 0.98 |
| | | TAME | 1.01% | 0.02 |
| | Mar, Apr, May, Sept, Oct, Nov | MTBE | 9.55% | 0.97 |
| | | TAME | 0.63% | 0.03 |
| | Dec, Jan, Feb | MTBE | 8.7% | 0.96 |
| | | TAME | 0.3% | 0.04 |
| 2014 – 2035 | All Months | Ethanol | 5% | 1.00 |

Temperature and Humidity - County-specific hourly temperatures and relative humidity levels for each month of the year as verified by NYSDEC in Summer 2010 were used in the modeling.

Diesel Sale Fractions - Diesel sale fractions for NYSDOT Region 8 were used in the modeling. Year 2007 diesel sale fractions were used to model all future analysis years.

Vehicle Start Distribution - County-specific vehicle start distribution data as received from NYSDEC in Spring 2007 were used in the modeling.

VMT by Hour - County-specific VMT data (allocated by hour of day) as verified by NYSDEC in Spring 2007 were used in the modeling.

Low-Emission Vehicle (LEV) Standards - The following files were used to model the effects of implementing California's LEV I/LEV II programs in New York State:

- L2CERT.d – Specifies the LEV II 50,000-mile certification standards
- L2EVAP.d – Specifies the phase-in schedule for the LEV II evaporative emission standards
- L2EXH.d – Specifies the phase-in schedule for the LEV II exhaust emission standards
- LEV2.d – Provides fleet penetration fractions for light-duty gasoline vehicles under the LEV I/LEV II programs

Weighted emissions by vehicle type - The emission factors for each individual vehicle type were weighted according to the NYSDOT Region 8 vehicle distributions by roadway functional class and then summed to obtain composite emission factors. NYSDOT developed the vehicle distribution data in 2004 using the most recently available traffic count data. These vehicle distributions were based on the results of the 1995 and 2001 National Household Transportation Survey (NHTS) Data. A new

NHTS is underway and the results of the revised NHTS survey will be considered in the development of future vehicle distributions.

These model inputs include the latest existing and future emissions control programs included in NYSDEC's statewide mobile source emission inventory, and the latest MOBILE6.2 input assumptions for the existing and future vehicle fleets traveling on roadways in Orange County. The MOBILE6.2 input and external data files are available by contacting the NYSDOT Environmental Science Bureau.

## 7.0 Consistency with Metropolitan Transportation Plans (MTP)

The transportation projects proposed in the OCTC 2011-2015 TIP and recently approved OCTC Metropolitan Transportation Plan (MTP) adhere to the goals and objectives of SAFETEA as listed below:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety and security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight
- Protect and enhance the environment, promote energy conservation, and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system.

The OCTC MTP expands upon the planning factors of SAFETEA by integrating the smart growth and sustainable development principles promoted through the Orange County Comprehensive Plan (OCCP), *Strategies for Quality Communities* for:

- Neo-traditional, mixed-use development
- Workforce housing near centers of employment
- Compact development in and around already built environments
- Open space, farmland & environmentally sensitive land preservation
- Pedestrian and bicycle friendly design
- Connectivity between activity nodes
- Access management along arterials and collectors
- Traffic calming to reduce vehicular speeds
- Adequate but not excessive parking
- Transit services and multi-modal centers
- Advances in technology (e.g. Intelligent Transportation Systems)

Generally, the projects in the OCTC 2011-2015 TIP can be categorized into six areas: 1) replacement and rehabilitation of existing highway and transit infrastructure and facilities; 2) safety improvements; 3) mobility enhancements promoting alternative travel modes; 4) operations and systems management increasing the efficiency of the existing transportation system; 5) studies identifying potential transportation improvements and, lastly; 6) capacity projects expanding highway and transit infrastructure and services. Thus, a comparison of the projects in the OCTC 2011-2015 TIP with the OCTC MTP indicates that both are consistent with one another, SAFETEA and the OCCP.

## 8.0 Identification of Exempt, Non-exempt and Regionally Significant Projects

**8.1 General.** An important part of transportation conformity involves identifying transportation projects that may affect regional air quality. The transportation conformity regulations promulgated by the EPA provide guidance on classifying transportation projects as either exempt, nonexempt or regionally significant. **Exempt** transportation projects are those that enhance the safety of the transportation system, promote existing ridesharing programs, improve bicycle and pedestrian modes of travel, and/or involve the operation/replacement of existing transit facilities. **Nonexempt** transportation projects are those, for the most part, that increase the capacity of the transportation system. Examples include the construction of new roads, highway interchanges and train stations, as well as the widening of existing roads and the expansion of transit services and facilities such as park and ride lots. **Regionally significant** projects are those that serve regional transportation needs and that would normally be included in the modeling of a metropolitan area's transportation network. They include all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**8.2 Project Listing.** All of the projects in the draft OCTC MTP and OCTC 2011-2015 TIP were classified as either exempt, nonexempt or regionally significant, and sent to the NYS ICG for review and concurrence. The resulting nonexempt and regionally significant transportation projects included in OCTC Regional Emissions Analysis are indicated in Table 2 below.

**Table 2. OCTC Nonexempt Transportation Projects**

| PIN | Project | Agency |
|---|---|---|
| **814522** | Schutt Rd. – Construction, Dunning Rd. to North Galleria Dr. | T/Walkill |
| **881054** | Clean Air New York (FKA Ozone Action Days) | NYSDOT |
| **882038** | Metropool Ridesharing Program to Van & Carpool Commuters | NYSDOT |
| **882383** | Enhanced Commuter Choice | NYSDOT |
| **8T0397** | I-86: Widen I86 from I-84 to I-87, Stage 1: Exit 129-131 (2 to 3 lanes) | NYSDOT |

**Table 2 OCTC Nonexempt Transportation Projects** ***(Continued)***

| PIN | Project | Agency |
|---|---|---|
| **MTP** | NYS Thruway (I-87) – Construction of interchange at Route 17A | NYSTA |
| **MTP** | Route 17A – Widening, Route 17 to Route 94 | NYSDOT |
| **MTP** | Route 17M – Widening, Route 17 (Exit 123) to I-84 | NYSDOT |
| **MTP** | Route 17M – Widening, Route 17 to Route 208 | NYSDOT |
| **MTP** | Route 17M – Widening, South St. to CR13 (Kings Highway) | NYSDOT |
| **MTP** | Route 9W – Widening, I-84 to Ulster County Line | NYSDOT |
| **MTP** | CR 67 (East Main St.) – Widening, Route 17 to Dunning Rd | OCDPW |
| **MTP** | Broadway St. – Widening, West St. to Newburgh Town/City Line | C/Newburgh |
| **MTP** | Construction of new arterial road, Route 17M to Main St. | C/Middletown |

## 9.0 Timely Implementation of TCMs

Transportation control measures (TCMs) are not identified for Orange County as part of the applicable NYS SIP. Therefore, the TCM implementation conformity criteria do not apply. There are also no transportation projects in the OCTC MTP and TIP that will interfere with the timely implementation of TCMs in any other areas.

## 10.0 Documentation of Interagency Consultation Requirements

The approval of emissions budgets for both New Jersey and Connecticut relieved MPOs from these states the necessity of coordinating transportation conformity with each other as well as with OC and NYMTC. Essentially, the former Multi-State Interagency Consultation Group now consists of the agencies comprising the NYS-ICG (EPA, USDOT, NYSDOT-EAB, NYSDEC, NYMTC, OCTC). OCTC relied on a high degree of consultation and coordination among these agencies. Periodic monthly meetings and biweekly conference calls were conducted to inform and update the NYS-ICG on the status and methodologies used in the OCTC regional emissions analysis during the entire transportation conformity process. OCTC's revised "monthly" annual $PM_{2.5}$ analysis approach is consistent with the approach used by NYMTC that was approved by the ICG on January 19, 2010.

## 11.0 Public Involvement

Recognizing the importance of public involvement in the transportation planning process, OCTC Operating Procedures stipulate that private citizens, including public and private agencies, be afforded the opportunity to review and comment on conformity determinations prior to OCTC action. Accordingly, OCTC members were informed that this conformity determination was on the OCTC website at *www.co.orange.ny.us/planning/octc* for public review during a 30-day period starting June 13, 2011 and ending on July 13, 2011. In addition, a public meeting was held June 21, 2011 in the OC Government Center. No public comments were received concerning this conformity determination.

## 12.0 Results of Emissions Analyses

**12.1 General.** OCTC in cooperation with NYSDOT-ESB calculated $PM_{2.5}$ emissions for nonexempt and regionally significant projects in the OCTC MTP and TIP using the latest version of the EPA *MOBILE 6.2* Vehicle Emissions Model.

**12.2 Methodology.** The emissions analysis was based on speed specific emission factors generated by *MOBILE 6.2* for each link in the OCTC Travel Demand Model network for the morning peak hour, mid-day peak hour, afternoon peak hour and night off-peak hour. Vehicle miles traveled and emissions for each of the four peak hours were factored into peak period values using hourly VMT percentages for OC from the NYS SIP. The resulting peak period VMT and emissions were then adjusted to account for monthly fluxes in traffic developed by the NYSDOT Highway Data Services Bureau and that are identical to the monthly seasonal adjustment factors used in the PM2.5 State Implementation Plan by NYSDEC. Daily total emissions for each month were summed to establish total monthly emissions. These monthly emission totals were summed to estimate a full year of $PM_{2.5}$ and $NO_X$ emissions. As discussed in Section 6.3, the inputs of the emissions model are traffic volume and speed data provided by OCTC and the most recent fleet characteristics, seasonal meteorological factors and assumptions concerning reformulated fuel and other control programs established by NYSDEC and through consultation and agreement with the Interagency Consultation Group in New York State. The final product calculated annual direct $PM_{2.5}$ emissions and NOx precursor emissions for the future analysis years of 2014, 2020, 2030 and 2035.

**12.3 Regional Analysis.** Tables 3 and 4 summarize the results of the regional emissions analysis for the OCTC and NYMTC portions of the NY-NJ-CT $PM_{2.5}$ Non-Attainment Area. The analysis confirms that the required budget test is passed. In addition, the analysis shows that the TIP and MTP build scenarios will produce lower emissions than the no-build scenario for each future analysis year.

**Table 3: Regional Emissions Analysis Summary (Motor Vehicle Emissions Budget Test)**

| New York Metropolitan $PM_{2.5}$ Non-Attainment Area Emission Budget Test Results in Tons Per Year | | | | | |
|---|---|---|---|---|---|
| Pollutant | 2009 Budget | Future Analysis Year Annual Emissions | | | |
| | | 2014 | 2020 | 2030 | 2035 |
| | | Build | Build | Build | Build |
| PM2.5 | 1,750 | 1,051.62 | 919.89 | 930.62 | 952.08 |
| $NO_X$ | 77,571 | 36,717.27 | 20,761.86 | 13,231.04 | 13,465.56 |
| *Conclusion* | | *Pass* | *Pass* | *Pass* | *Pass* |

**Table 4: Regional Emissions Analysis Summary (Build vs. No-Build Test) For Informational Purposes**

| Direct $PM_{2.5}$ | Future Analysis Years – Build vs. No-Build Results in Tons Per Year | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 2014 | | 2020 | | 2030 | | 2035 | |
| MPO | Build | No-Build | Build | No-Build | Build | No-Build | Build | No-Build |
| OCTC | 78.94 | 81.46 | 72.01 | 73.71 | 77.49 | 79.24 | 81.62 | 83.10 |
| NYMTC | 972.68 | 1,004.68 | 847.88 | 876.63 | 853.13 | 881.12 | 870.46 | 900.36 |
| ***TOTALS:*** | 1,051.62 | 1,086.14 | 919.89 | 950.34 | 930.62 | 960.36 | 952.08 | 983.46 |
| ***Conclusion*** | ***Pass*** | | ***Pass*** | | ***Pass*** | | ***Pass*** | |

| Indirect $NO_X$ | Future Analysis Years – Build vs. No-Build Results in Tons per year | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 2014 | | 2020 | | 2030 | | 2035 | |
| MPO | Build | No-Build | Build | No-Build | Build | No-Build | Build | No-Build |
| OCTC | 3,215.46 | 3,316.87 | 1,897.47 | 1,936.37 | 1,237.05 | 1,262.47 | 1,214.37 | 1,229.86 |
| NYMTC | 33,501.81 | 33,992.47 | 18,864.39 | 19,216.04 | 11,993.99 | 12,957.24 | 12,251.19 | 12,531.87 |
| ***TOTALS:*** | 36,717.27 | 37,309.34 | 20,761.86 | 21,152.41 | 13,231.04 | 14,219.71 | 13,465.56 | 13,761.73 |
| ***Conclusion*** | ***Pass*** | | ***Pass*** | | ***Pass*** | | ***Pass*** | |

**12.4 Conclusions.** The results of the OCTC regional emissions analysis indicate that the transportation projects in the 2011-2015 TIP and MTP will not degrade air quality, that the build scenarios result in emissions burdens of direct $PM_{2.5}$ and $NO_X$ that are less than the proposed motor vehicle emissions budgets in the New York State Implementation for $PM_{2.5}$ in the New York Metropolitan Area. In addition, the build scenarios will result in an overall reduction in $PM_{2.5}$ and $NO_X$ emissions in comparison to the no-build scenarios. Therefore, transportation conformity for projects in the OCTC 2011-2015 TIP and MTP has been demonstrated for the OC portion of the NY-NJ-CT Non-Attainment Area in accordance with EPA transportation conformity regulations, and both the OCTC 2011-2015 TIP and MTP conform with the existing New York State Implementation Plan to improve air quality (SIP).

## 13.0 Evidence of MPO Resolutions

The final MPOs resolution approving this conformity determination is included in the final documentation. Specific MPO actions included in this conformity analysis:

| MPO Product | MPO Approval | USDOT Certifications |
|---|---|---|
| OCTC MTP | November 29, 2007 | December 19, 2007 |
| OCTC MTP conformity update | July 19, 2011 | September, 2011 |
| OCTC 2011-2015 TIP, as amended | July 19, 2011 | September, 2011 |
| NYMTC MTP | September 17, 2009 | October 1, 2009 |
| NYMTC MTP conformity update | July 28, 2011 | September 2011* |
| NYMTC 2011-2015 TIP | July 28, 2011** | September 2011* |

*Anticipated Approval

** NYMTC Council approved the 2011-2015 NYMTC TIP August 4, 2011

**Conformity Determination Statement:**

The results of the regional emissions analysis demonstrate that both the **OCTC 2011-2015 Transportation Improvement Program and the OCTC Metropolitan Transportation Plan 2035** comply with National Ambient Air Quality Standards for $PM_{2.5}$, as required by the Clean Air Act Amendments of 1990 and the New York State Implementation Plan to improve air quality.

**Additional Information: The conformity document and regional emissions analysis for the OC portion of the NY-NJ-CT PM2.5 Non-Attainment Area can be found at the following Website:**
***www.co.orange.ny.us/planning/octc***

# Appendix
# Emissions Calculations

**Orange County, NY Vehicle Emissions by Analysis Year and Time Period for Build and No-Build Scenarios**

| Orange County Annual NOx Emissions (tons) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | | | | Build | | | | | ECC | Build w/ECC |
| Year | AM | MD | PM | NT | **Total** | AM | MD | PM | NT | **Total** | **reduction** | **Annual** |
| 2014 | 222.71 | 137.02 | 330.90 | 74.94 | **3316.87** | 217.86 | 131.93 | 326.52 | 70.37 | **3216.23** | **0.77** | **3215.46** |
| 2020 | 129.76 | 80.12 | 192.87 | 43.86 | **1936.37** | 128.05 | 78.12 | 191.92 | 41.79 | **1897.89** | **0.43** | **1897.47** |
| 2030 | 83.87 | 51.77 | 128.35 | 28.38 | **1262.47** | 82.82 | 50.55 | 127.33 | 27.07 | **1237.39** | **0.34** | **1237.05** |
| 2035 | 81.35 | 50.21 | 126.28 | 27.54 | **1229.86** | 79.43 | 51.39 | 124.64 | 25.54 | **1214.69** | **0.33** | **1214.37** |

| Orange County Annual $PM_{2.5}$ Emissions (tons) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | | | | Build | | | | | ECC | Build w/ECC |
| Year | AM | MD | PM | NT | **Total** | AM | MD | PM | NT | **Total** | **reduction** | **Annual** |
| 2014 | 5.44 | 3.30 | 8.43 | 1.80 | **81.46** | 5.31 | 3.18 | 8.30 | 1.69 | **78.97** | **0.03** | **78.94** |
| 2020 | 4.92 | 2.98 | 7.64 | 1.63 | **73.71** | 4.83 | 2.91 | 7.56 | 1.55 | **72.03** | **0.03** | **72.01** |
| 2030 | 5.28 | 3.21 | 8.23 | 1.75 | **79.24** | 5.20 | 3.13 | 8.14 | 1.67 | **77.52** | **0.03** | **77.49** |
| 2035 | 5.54 | 3.36 | 8.64 | 1.83 | **83.10** | 5.38 | 3.42 | 8.48 | 1.70 | **81.65** | **0.03** | **81.62** |

**All detailed emissions files are available by request from the OC Department of Planning (OCDP) by calling Senior Planner Fred Budde at (845) 615-3848.**

**Resolution 2011-2**

**ADOPT A NEW TRANSPORTATION CONFORMITY DETERMINATION TO FULFILL THE REQUIREMENTS OF THE CLEAN AIR ACT FOR FINE PARTICULATE MATTER (PM2.5) AND OZONE**

**WHEREAS**, the Orange County Transportation Council (OCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for Orange County; and

**WHEREAS**, OCTC is required to submit a Transportation/Air Quality Conformity Determination to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when another MPO in the same non-attainment area makes significant revisions to transportation projects in its Transportation Improvement Program (TIP) and/or Long-Range Transportation Plan (LRTP), and

**WHEREAS**, there are no significant changes to transportation projects that might impact air quality in the OCTC TIP or LRTP, and

**WHEREAS**, Title 42 USC, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions,

2. the plans and programs provide for the expeditious implementation of certain transportation control measures,

3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1990, as amended, and

**WHEREAS**, Orange County has been designated by the EPA to be a part of the NY-NJ-CT PM2.5 Non-Attainment Area with New York City, Long Island, Westchester and Rockland Counties and part of the Poughkeepsie Ozone Nonattainment Area (PONA) with Dutchess and Putnam Counties, and

**WHEREAS,** changes to transportation projects in the NYMTC TIP necessitate the need to reevaluate transportation/air quality conformity for the NY portion of the NY-NJ-CT PM2.5 Non-Attainment Area and PONA, and

**WHEREAS,** OCTC has coordinated transportation/air quality conformity and the regional emissions analyses with both NYMTC and the Poughkeepsie-Dutchess County Transportation Council (PDCTC), and

**WHEREAS**, OCTC, NYMTC and PDCTC have assessed the impact of all non-exempt transportation projects in their TIPs and LRTPs, and

**WHEREAS,** the results of the regional emissions analyses in the PM2.5 and ozone conformity determinations demonstrate compliance with the emissions budgets for PM2.5 and ozone and overall transportation conformity regulations, and

**WHEREAS**, OCTC opened a 30-day public comment period on June 13, 2011 by posting both draft PM2.5 and ozone conformity determinations for public review on the OCTC website, and

**WHEREAS**, OCTC held a public meeting concerning the OCTC Conformity Determinations and OCTC TIP amendments on June 21, 2011, and

**WHEREAS**, no public comments were received by OCTC at the public meeting and during the public comment period ending on July 13, 2011, and

**WHEREAS**, it is the opinion of the Orange County Transportation Council that the transportation projects in the OCTC FFY 2011-2015 TIP and Long Range Transportation Plan continue to conform with the requirements of Title 42 USC, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93) and that the transportation projects in the Plan and TIP will not cause new air quality violations, worsen existing conditions, or delay timely attainment of National Ambient Air Quality Standards,

**NOW, THEREFORE, BE IT RESOLVED** that based on the analyses performed by the Orange County Transportation Council, New York Metropolitan Transportation Council and Poughkeepsie-Dutchess County Transportation Council, we find that the transportation projects in the OCTC FFY 2011-2015 TIP and OCTC Long Range Transportation Plan conform to transportation/air quality requirements of the U.S. Environmental Protection Agency (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42 USC, Section 7506 (3) (A).

*CERTIFICATE: The undersigned duly qualified Secretary of the Orange County Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members on July 19, 2011.*

Date: Aug. 4, 2011

By: _____
Bill Gorton, Secretary
Orange County Transportation Council

**Joel P. Ettinger**
Executive Director

**PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)**

**RESOLUTION #330 – ADOPTION OF A TRANSPORTATION CONFORMITY DETERMINATION FOR THE 2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM AND THE 2010-2035 REGIONAL TRANSPORTATION PLAN, AS AMENDED**

**WHEREAS,** the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley; and

**WHEREAS,** NYMTC's planning area is included in whole or in part in several non-attainment areas for various pollutants as determined under the Clean Air Act Amendments of 1990; and

**WHEREAS,** as required for non-attainment areas by the Clean Air Act Amendments of 1990 and in consultation with relevant local, state, and federal transportation and environmental agencies, NYMTC must complete a regional emissions analysis for mobile sources of various pollutants to determine conformity with the New York State Implementation Plan for Air Quality each time a Transportation Improvement Programs (TIP) or Regional Transportation Plan (Plan) within the non-attainment area is modified or adopted, thus affecting the types of transportation improvement projects specified in the Clean Air Act Amendments of 1990; and

**WHEREAS,** the NYMTC has developed a 2011-2015 TIP per its operating procedures and in conjunction with the 2011-2014 New York State Transportation Improvement Program (STIP); and

**WHEREAS,** NYMTC has coordinated the regional emissions analysis for this Transportation Conformity Determination with PDCTC and OCTC as required for both the Poughkeepsie Ozone Non–Attainment Area and the New York-New Jersey-Connecticut Fine Particulate Matter (PM 2.5) Non-Attainment Area; and

**WHEREAS,** the Poughkeepsie-Dutchess County Transportation Council (PDCTC) and the Orange County Transportation Council (OCTC) have updated their Transportation Improvement Programs; and

**WHEREAS,** the regional emissions analysis demonstrates that, cumulatively, the transportation improvements identified in the 2011-2015 TIP and the fiscally-constrained element of the 2010-2035 Plan, as amended, meet all applicable mobile source regional emissions budgets for all pollutants in all required analysis years as specified in the New York State Implementation Plan for Air Quality; and

**WHEREAS,** this Transportation Conformity Determination has been publicly reviewed for 30 days (June 8, 2011-July 8, 2011) and all comments received have been addressed and are incorporated in this documentation; and

**WHEREAS,** this documentation and supporting analysis demonstrate NYMTC's compliance with relevant federal planning and transportation conformity requirements

**NOW, THEREFORE BE IT RESOLVED,** that PFAC determines that the regional emissions analysis for the 2011-2015 TIP and the 2010-2035 Plan, as amended, demonstrates conformity with the mobile source emissions budgets set forth in the New York State Implementation Plan for Air Quality and adopts this Transportation Conformity Determination.

This resolution shall take effect on the twenty eighth day of July, two thousand and eleven.

**ADOPTED: July 28, 2011**

***Motion made by: Ms. Karin Sommer, representing the New York City Transportation Coordinating Committee***
***Seconded by: Ms. Naomi Klein, representing the Mid-Hudson South Transportation Coordinating Committee***

***"I certify that the above is a true copy of Resolution #330, Adoption of a Transportation Conformity Determination for the 2011-2015 Transportation Improvement Program and the 2010-2035 Regional Transportation Plan, As Amended, and was adopted unanimously by the Program, Finance and Administration Committee members on the above mentioned date."***

***Robert Zerrillo, PFAC Chair***