

A Transportation Conformity Determination for the Federal Fiscal Years (FFYs) 2026-2030 Transportation Improvement Program and FFYs 2026-2055 Regional Transportation Plan, as amended

THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL (NYMTC) HAS DETERMINED THAT ITS FFYs 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND FFYs 2026–2055 REGIONAL TRANSPORTATION PLAN (PLAN), AS AMENDED, CONFORM TO THE MOTOR VEHICLE EMISSIONS BUDGETS OF NEW YORK’S STATE IMPLEMENTATION PLAN (SIP) FOR AIR QUALITY. THE FOLLOWING SUMMARY OUTLINES PERTINENT INFORMATION ABOUT THIS DETERMINATION AND THE REGULATORY REQUIREMENTS UNDER WHICH IT WAS DEVELOPED.

Purpose & Background

The Transportation Conformity process is intended to ensure that motor vehicle emissions budgets established in the SIP are not exceeded by the transportation investments which NYMTC has programmed in its TIP and fiscally constrained portion of the Plan. As a regional council which is the federally required metropolitan planning organization for New York City, Long Island and the lower Hudson Valley, NYMTC’s members are responsible for enabling federal funding for transportation improvements by selecting projects for programming.

The Clean Air Act Amendments of 1990 (CAAA) require that the United States Environmental Protection Agency (USEPA) establish National Ambient Air Quality Standards which set the maximum allowable concentrations for specific air pollutants that are detrimental to human health. Areas not currently meeting these standards are non-attainment areas. Areas that currently meet the standards, but have not in the past, are maintenance areas.

This Transportation Conformity Determination addresses all non-attainment and maintenance areas that fall in whole or in part within the NYMTC planning area, including:

- The New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment Area, which includes all NYMTC counties and boroughs except for Putnam County;
- The Poughkeepsie Ozone Nonattainment Area (PONA), which includes Dutchess, Orange and Putnam counties; and
- The New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Maintenance Area, which includes all NYMTC counties except Putnam County, as well as Orange County.

The SIP

The SIP demonstrates how non-attainment areas will improve their air quality and meet the air quality standards. The SIP establishes on-road motor vehicle emissions budgets, or limits, that are used in conformity determinations. The SIP also establishes criteria and procedures for assessing the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of funds under Title 23 U.S.C. or the Federal Transit Laws (49 U.S.C. Chapter 53).

NYMTC must demonstrate that its Plan and TIP conform to the state’s air quality goals in the SIP. Specifically, NYMTC must demonstrate that its Plan and TIP will not:

- Cause new air quality violations in specific future milestone years;
- Worsen any existing violations; or
- Delay timely attainment of air quality standards.

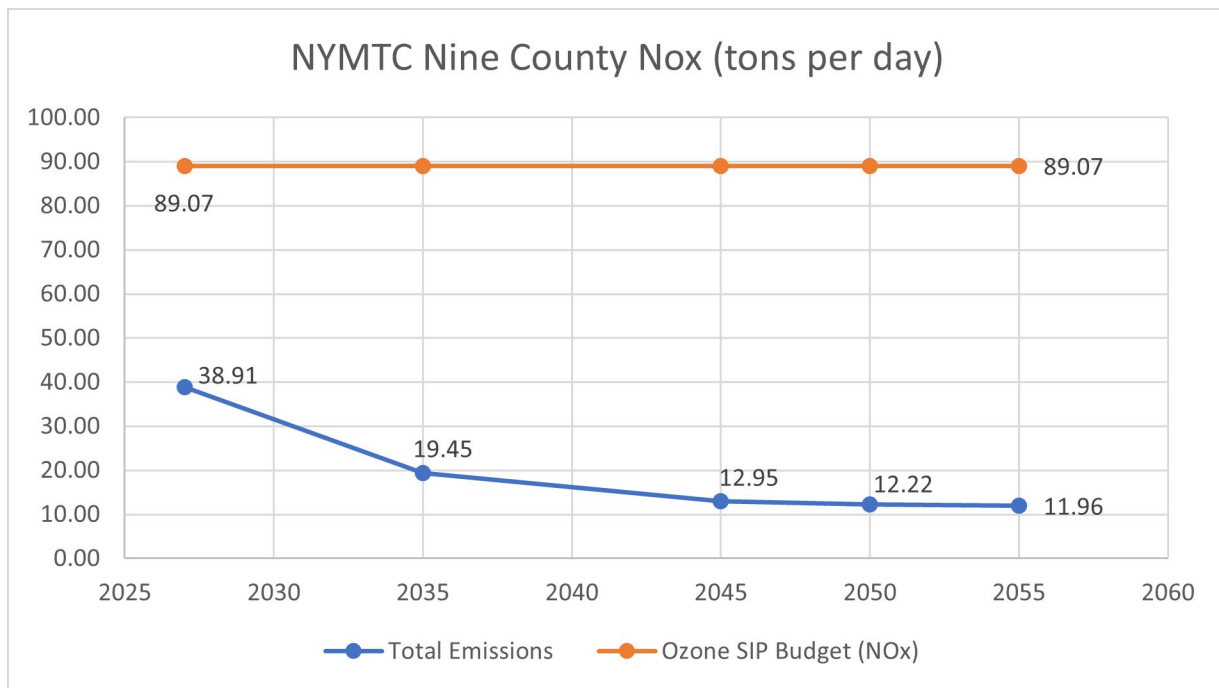
NYMTC's Analysis

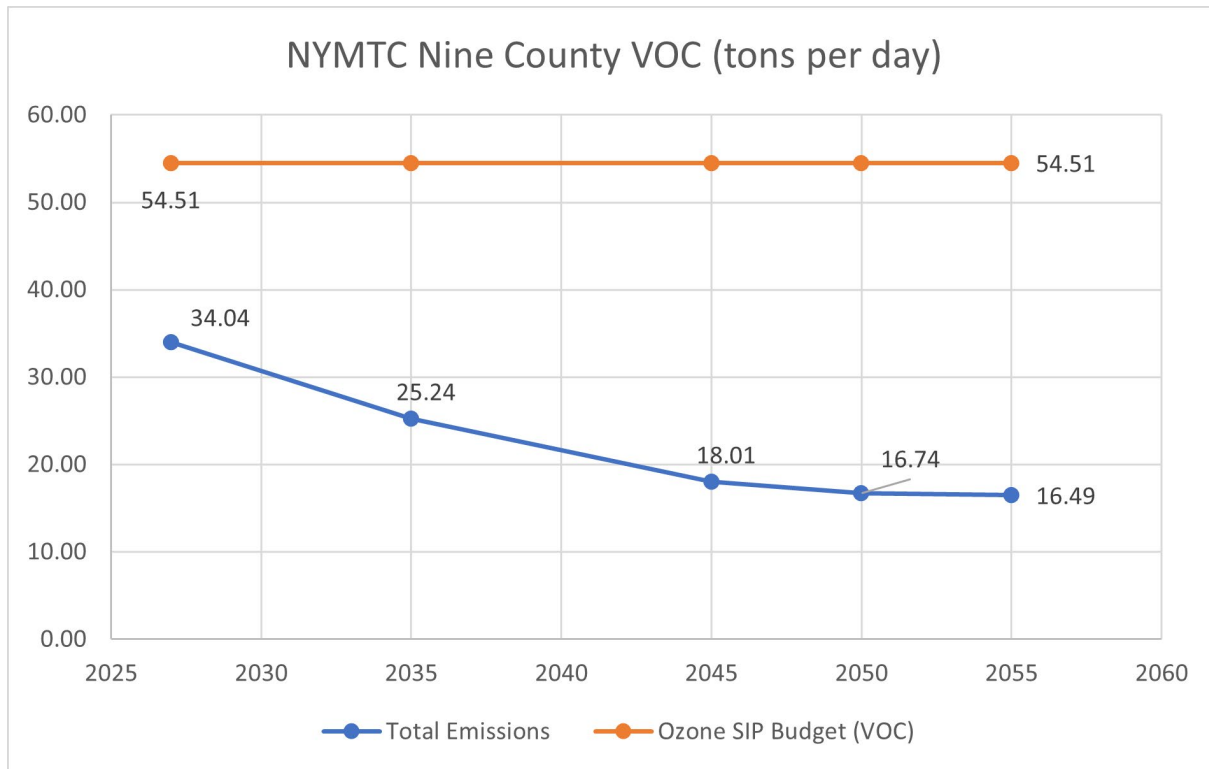
To demonstrate conformity with the SIP's motor vehicle emissions budgets, NYMTC performed a regional emissions analysis of transportation projects in the proposed FFYs 2026-2030 TIP and the fiscally-constrained portion of the FFYs 2026–2055 Regional Transportation Plan (*Moving Forward 2055*). To do this, the New York Best Practice Model (NYBPM) was first used to forecast future travel. The NYBPM is a transportation simulation model which forecasts future travel based on planning assumptions about future land use, socio-economic trends, and future transportation networks, policies and services. Transportation projects that are not specifically exempted by the CAAA and are in the TIP or the fiscally-constrained portion of Plan were included in this analysis.

NYMTC then used the USEPA's Motor Vehicle Emissions Simulator (MOVES) to forecast motor vehicle emissions based on the NYBPM travel forecasts. The emissions forecasts were then compared to the motor vehicle emissions budgets in the SIP. To demonstrate conformity, NYMTC must show that the emissions forecasts are no greater than the emissions budgets established in the SIP.

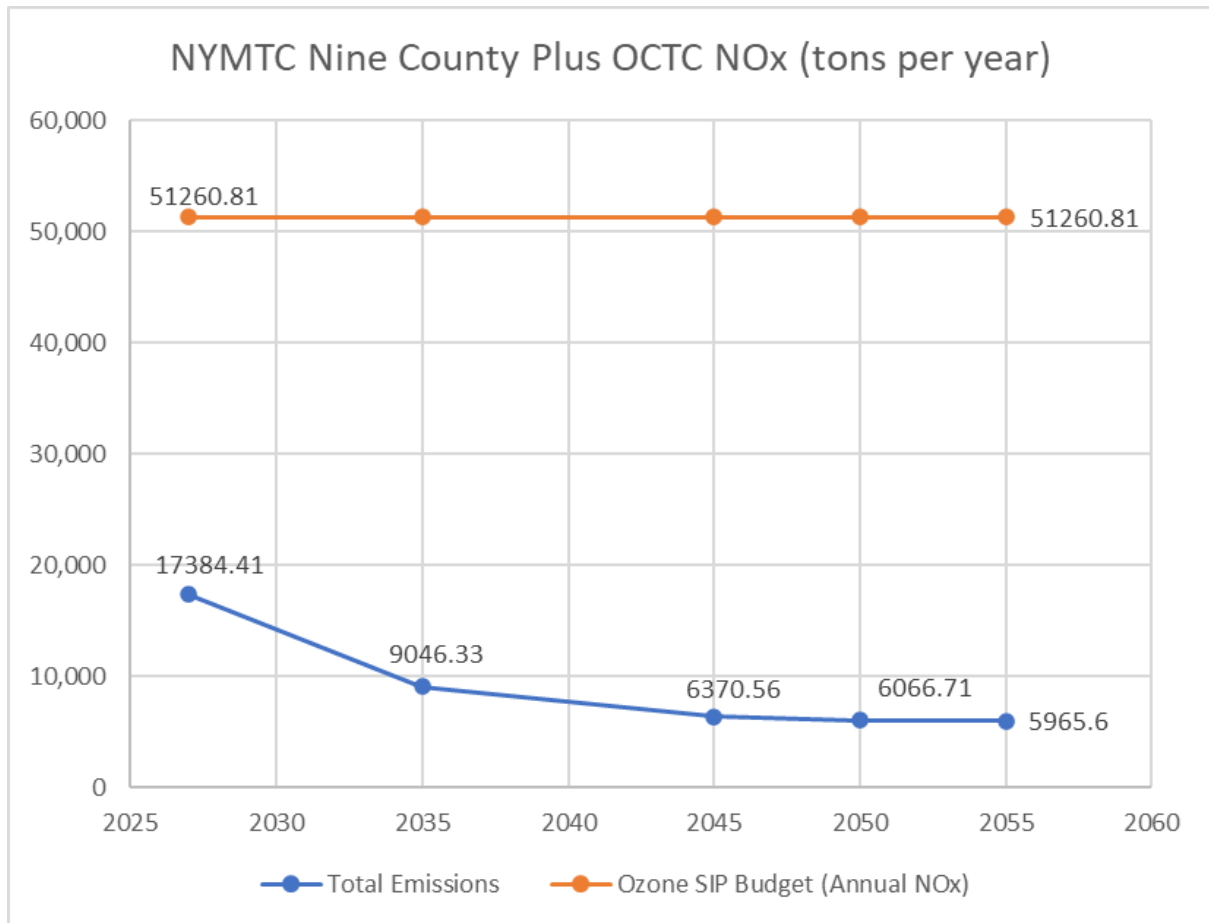
The Results

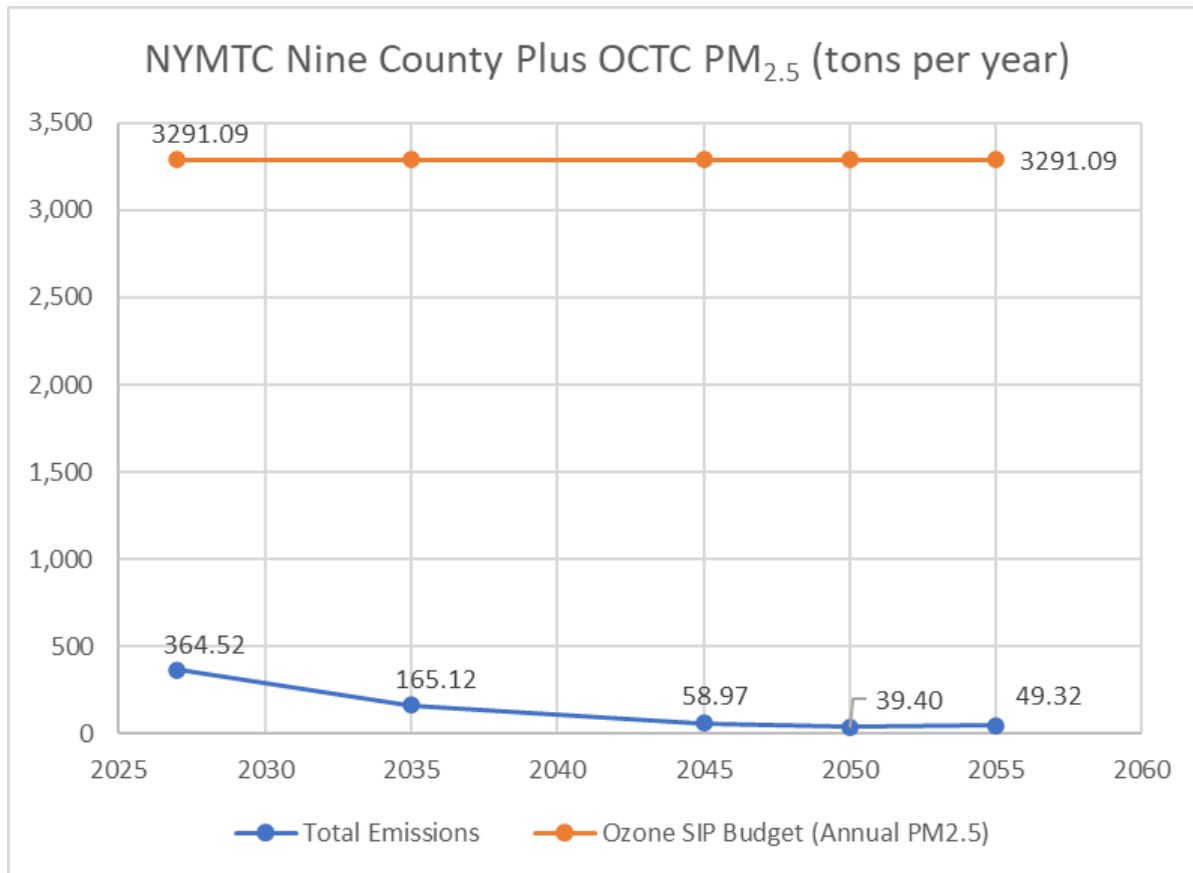
The forecasted motor vehicle emissions of the two ozone precursor gases (NO_x and VOC) for the portion of the NYMTC planning area in the New York Metropolitan Ozone Non-Attainment Area are below the motor vehicle emissions budgets in the SIP for these precursor gases in each future milestone year. In the SIP, motor vehicle emissions budgets for these gases are based on daily emissions. As indicated in the following graphs, the nine affected NYMTC counties, taken together, are forecast to meet both the NO_x and VOC budget tests for each of the required analysis years.





The forecasted motor vehicle emissions of PM_{2.5} and its precursor gas (NO_x) for the portion of the NYMTC planning area in the Fine Particulate Matter Maintenance Area are both below the motor vehicle emissions budgets in the SIP for each forecasted milestone year. In the SIP, motor vehicle emissions budgets are based on annual emissions of direct PM_{2.5} and NO_x. As indicated in the following graphs, the combined Orange County Transportation Council (OCTC) and NYMTC emissions analyses demonstrate that emissions forecasts do not exceed emissions budgets for annual direct PM_{2.5} and NO_x in each required analysis year.





Statement of Conformity

NYMTC's proposed FFYs 2026-2030 TIP and FFYs 2026-2055 Plan, as amended, support and comply with the applicable New York SIP for Ozone and PM_{2.5} in the relevant non-attainment and maintenance areas. This Transportation Conformity Determination demonstrates the consistency of these programs with the intent of the Clean Air Act Amendments of 1990 and the state and federal transportation conformity regulations. This Transportation Conformity Determination is made in accordance with the criteria and procedures of 40 CFR § 93.106 and 40 CFR § 93.109 - 93.119, and 6 NYCRR Subpart 240-2 and 6 NYCRR § 240-3.1.