TRANSPORTATION CONFORMITY

ADOPTED SEPTEMBER 27, 2021

SOUTH JERSEY
TRANSPORTATION
PLANNING ORGANIZATION

WWW.SJTPO.ORG

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Photo: Thompsontown Nature Preserve, Hamilton Township, New Jersey

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2109-28: **Adopting the SJTPO Transportation Conformity Determination for the FFY 2022-2031 Transportation Improvement Program and *RTP 2050* Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)**

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, the transportation plans and programs developed by the SJTPO are required to conform to the purposes of the State Implementation Plan for air quality control and Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d); and

WHEREAS, the four county SJTPO region is designated as a nonattainment area under the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS), originally set in 1997, revised in 2008 and 2015; and

WHEREAS, the current conformity determination for the FFY 2020-2029 Transportation Improvement Program (TIP), adopted in September 2019, and *RTP 2050* (SJTPO's Regional Transportation Plan), adopted in January 2021, were based on estimates consistent with emissions budgets, approved effective August 1, 2008, in the New Jersey State Implementation Plan (SIP); and

WHEREAS, the latest 8-Hour Ozone standards (70 ppb) were promulgated in 2015; and on June 4, 2018, the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, of which SJTPO is a part, was designated a marginal nonattainment area under the 2015 8-Hour Ozone Standard;

WHEREAS, updating the conformity determination now will verify that SJTPO's Regional Transportation Plan (RTP) and TIP continue to meet the 8-Hour Ozone Standards under the 2015 8-Hour ozone standards (70 ppb) as well as the 2008 8-Hour Ozone standards (75 ppb); and

WHEREAS, the public, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the Transportation Conformity Determination and analysis; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the SJTPO Transportation Conformity Determination for the FFY 2022-2031 TIP and *RTP 2050* under the 2015 and 2008 8-Hour Ozone NAAQS; and

BE IT FURTHER RESOLVED, that the Policy Board hereby determines that the SJTPO FFY 2022-2031 TIP and *RTP 2050*; conform to the purposes of the State Implementation Plan and the Clean Air Act, and this determination applies to the entire region.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 27, 2021.

John W. Risley/MB

John W. Risley, Secretary/Treasurer

ENGLISH

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Acronyms

AC	Atlantic City
ACE	Atlantic City Expressway
ACY	Atlantic City International Airport
AQCR	Air Quality Control Region
BLVD	Boulevard
CAA	Clean Air Act
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CPI	Consumer Price Index
DRBA	Delaware River and Bay Authority
DVRPC	Delaware Valley Regional Planning Commission
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GPS	Garden State Parkway
HC	Hydrocarbons
HPMS	Highway Performance Monitoring System
I/M	Inspection and Maintenance
ICG	Interagency Consultation Group
MOVES	Motor Vehicle Emissions Simulator
MP	Mile Post
MPO(s)	Metropolitan Planning Organization(s)
MT	Mass Transit
MVEBs	Mobile Vehicle Emission Budgets
NAAQS	National Ambient Air Quality Standards
NB	Northbound
NJDEP	New Jersey Department of Environmental Protection
NJDMV	New Jersey Department of Motor Vehicles
NJDOT	New Jersey Department of Transportation
NJTA	New Jersey Turnpike Authority
NJTP	New Jersey Turnpike
NJTPA	North Jersey Transportation Planning Authority
NOx	Oxides of Nitrogen
O_3	Ozone

PPB	Parts Per Billion
RTP	Regional Transportation Plan
S	Safety
SIP	State Implementation Plan
SJTA	South Jersey Transportation Authority
SJTDM	South Jersey Travel Demand Model
SJTPO	South Jersey Transportation Planning Organization
TAC	Technical Advisory Committee
TBD	To Be Determined
TCMs	Transportation Control Measures
TIP	Transportation Improvement Program
US DOT	United States Department of Transportation
US EPA	United States Environmental Protection Agency
USC	United States Code
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
VPOP	Vehicle Source Type Population
WB	Westbound

1. Introduction

The South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) for the southern New Jersey region. Formed in mid-1993, SJTPO replaced three smaller, existing MPOs while incorporating other areas not previously served. Covering Atlantic, Cape May, Cumberland, and Salem Counties, SJTPO works to provide a regional approach to solving transportation problems.

Transportation planning and decision-making for urbanized areas is carried out through MPOs. Traditionally, MPOs synchronize the planning actions of participating agencies in the region and provide a forum for decision-making among officials, operators, and the public.

SJTPO coordinates the planning activities of participating agencies and provides a forum for cooperative decision-making among state and local officials, transit operators, and the public. SJTPO also adopts long-range plans to guide transportation investment decisions and maintains the eligibility of its member agencies to receive federal transportation funds for planning, capital improvements, and operations.

2. Overview

This report documents the demonstration of transportation conformity of the Regional Transportation Plan 2050 – Moving South Jersey Forward (RTP 2050) and the SJTPO Federal Fiscal Year (FFY) 2022-2031 Transportation Improvement Program (TIP) under the 2015 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) 70 parts per billion (ppb) and the 2008 8-Hour Ozone NAAQS of 75 parts per billion (ppb).

Under the authority of The Clean Air Act Amendments of 1990 (42 United States Code (USC) Sections 7401-7671q), in conjunction with the transportation planning provisions of the United States Code (23 USC 109(j)), the transportation conformity process is required in areas that have been designated by the United States Environmental Protection Agency (US EPA) as not having met specific standards for any of the six criteria pollutants as defined by The Clean Air Act (CAA). These criteria pollutants are:

1. Carbon monoxide
2. Lead
3. Ground-level Ozone
4. Particulate matter
5. Nitrogen dioxide
6. Sulfur dioxide

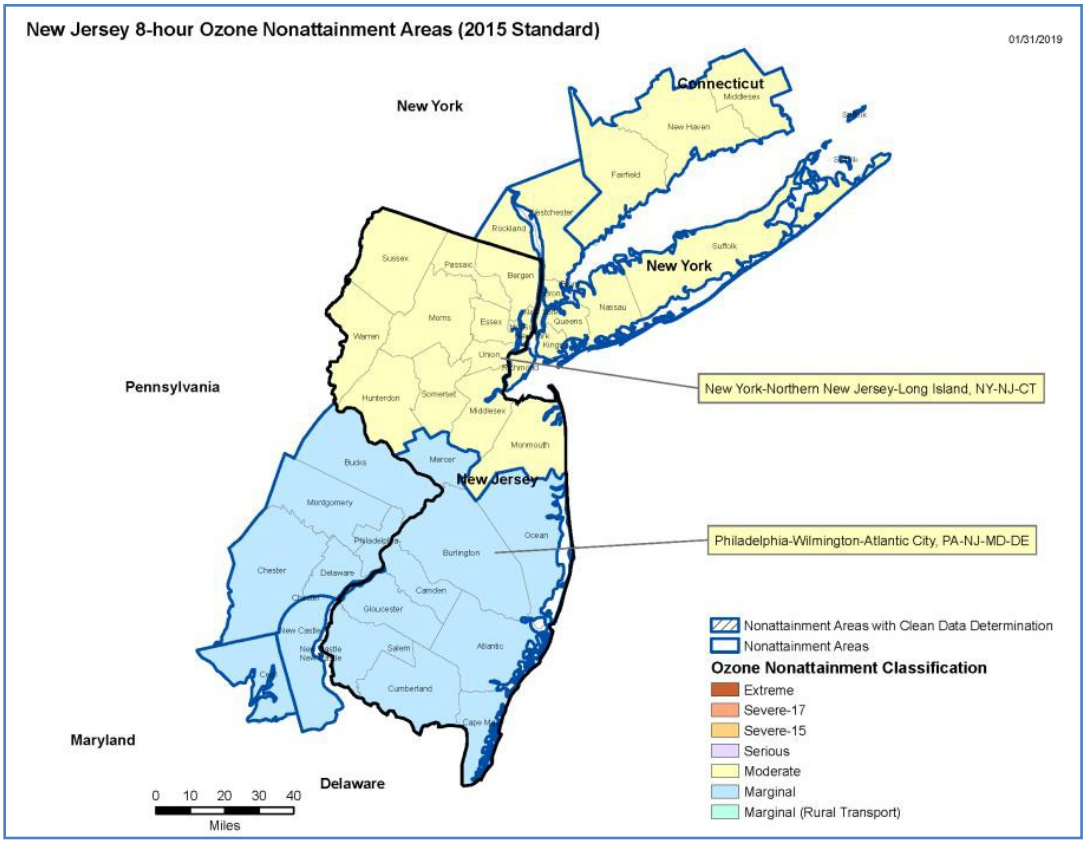
The US EPA sets these standards, more formally known as NAAQS, to protect public health. Those areas that currently do not meet these standards are called “non-attainment areas” or “maintenance areas” if they have recently attained the standards but need to demonstrate

maintenance via a federally approved maintenance plan before they can be formally classified as an attainment area. Since the four-county SJTPO region is in non-attainment for the 8-Hour Ozone NAAQS, it is subject to transportation conformity.

Transportation conformity is demonstrated when future planned, federally funded, highway and transit projects are determined not to cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly make conformity determinations within air quality non-attainment areas to ensure that any vehicular emissions generated from new projects stay within emissions budgets as set in the New Jersey State Implementation Plan (SIP). The United States Department of Transportation (US DOT) cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the CAA requirements governing the current NAAQS for transportation conformity. This conformity demonstration is based on the Conformity Final Rule, (40 CFR Part 93), and is consistent with the joint US EPA, FHWA, and FTA Regional Air Quality Consultation and Coordination process. Pollutants addressed include the 8-Hour Ozone precursors of volatile organic compounds (VOCs) and oxides of nitrogen (NOx). Conformity findings must be based on established budgets, where appropriate, for VOCs and NOx for all applicable analysis years in the MPO region of the designated non-attainment area. These analyses also incorporate the most recent population and employment projections that were approved by the SJTPO Policy Board on September 23, 2019, and other applicable latest planning assumptions.

In October 2015, the US EPA strengthened the 8-Hour Ozone Standard to 70 parts per billion (ppb). The Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE was designated as a marginal non-attainment area, with an attainment date of August 3, 2021. However, attainment must be demonstrated by the 2020 modeling year. Figure 1, on the following page, depicts the 8-Hour Ozone Non-Attainment Area under the 2015 8-Hour Ozone Standard.

Figure 1: 8-Hour Ozone Non-Attainment Area (2015 Standard)



Source: www3.epa.gov/airquality/greenbook/nj8_2015.html.

The Final Rule dictates that conformity findings within the SJTPO planning area are under the 8-Hour Ozone NAAQS. Effective August 1, 2008, the US EPA has determined that the 2008 and 2009 8-Hour Ozone budgets, submitted by New Jersey as part of its State Implementation Plan[1], "are adequate for transportation conformity purposes" and SJTPO "must use the new 2008 and 2009 8-Hour Ozone budgets for future transportation conformity determinations."

SJTPO is responsible for demonstrating transportation conformity for its sub-area within the greater Air Quality Control Region (AQCR). Similarly, the Delaware Valley Regional Planning Commission (DVRPC), North Jersey Transportation Planning Authority (NJTPA), and other MPOs are tasked with demonstrating transportation conformity for their planning region sub-areas located within the designated non- attainment area.

The 2015 8-Hour Ozone Non-Attainment AQCR is detailed in Figure 1. For the four-county SJTPO planning area, the 2008 and 2009 VOCs and NOx budgets have been established using

1. Excerpted from US EPA website - https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-2#nj.

MOBILE6[2] in cooperation with the New Jersey State Department of Environmental Protection (NJDEP). These Ozone precursor budgets are used for the analysis years of 2030, 2040, and 2050.

Carbon monoxide (CO) is also a criteria pollutant under the CAA. A portion of the region, defined as Atlantic City, Atlantic County and Penns Grove, Salem County, was part of a CO "not classified" maintenance area. This means that there was not enough data to assess whether these areas were maintaining the CO standard. However, after February 5, 2016, 20 years after the effective date of EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for the CO NAAQS, transportation conformity requirements for CO for these areas have ceased to apply.[3]

3. Project and Analysis Years

There are two categories of projects contained in the RTP and the TIP for the conformity demonstration:

1. Regionally significant and non-exempt projects, and
2. Projects exempted from the conformity analysis

The Final Rule defines a regionally significant project as a non-exempt transportation project that is on a facility serving regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. However, SJTPO has always adopted its own definition of "regional significance," which is based on the definition in the Final Rule but goes into significantly more detail. For this year's conformity analysis, the Interagency Consultation Group (ICG) adopted a revised definition of "regional significance" that will be used for the conformity analysis from hereon in. The full definition is included in Appendix B. The emissions analysis of transportation plans and programs must model all regionally significant and non-exempt projects.

With the release of a new TIP, a new conformity determination is required. SJTPO last completed a regional emissions analysis in December of 2019 as part of the RTP 2050 conformity determination. The RTP 2050 conformity determination was formally approved as part of the adoption of the RTP 2050 on January 25, 2021. While the federal rule allows reliance on a previous regional emissions analysis for up to 4 years (40 CFR §93.122(g)), this comes with the provision that the "design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan." In March of 2021, SJTPO became aware of the New Jersey Turnpike 1-4 Widening Program, a new non-federally funded, non-exempt, and regionally significant project that was

2. The MOBILE series of models were EPA's approved models for estimating pollution from highway vehicles for many years. MOBILE6.2, released in 2004, was the last version in that series. The MOBILE series has been superseded by the Motor Vehicle Emission Simulator (MOVES).
3. Letter from US EPA to SJTPO. May 7, 2018.

not included in the regional emissions analysis done for the RTP 2050 conformity determination. Per the conformity rule, 40 CFR §93.122(a), all regionally significant projects within an MPO region, regardless of funding source, must be included in the regional emissions analysis. As such, the New Jersey Turnpike 1-4 Widening Program (described in more detail in Appendix A2) triggered this year's regional emissions analysis.

The regional emissions analysis performed for this conformity determination was run in June 2021. The regional emissions analysis was conducted to demonstrate conformity of the SJTPO FFY 2022-2031 TIP and the RTP 2050. Included in the analysis were all "regionally significant, non-exempt" projects, including the New Jersey Turnpike 1-4 Widening Program project, that could impact regional air quality. The project set includes all those in the FFY 2022-2031 TIP, RTP 2050, and those which have been introduced in previous TIPs that have yet to be completed.

The SJTPO region must conform to the 8-Hour Ozone NAAQS. Ozone is comprised of VOCs and NOx, which combine in the presence of sunlight to create harmful levels of Ozone. These pollutants come from cars, trucks, power plants, industrial boilers, refineries, and chemical plants, amongst other sources. VOCs and NOx, which are heat-related Ozone precursors, are concerns during the summer months, and are estimated for an average summer work weekday, which is generally when the Ozone levels are estimated to be the highest. To demonstrate conformity, projected emissions in all analysis years must not exceed the established budgets.

A complete list of the FFY 2022-2031 TIP projects and non-federally funded regionally significant projects is contained in Appendix A1 and Appendix A2, respectively. All projects are listed in the appendices and if they were not exempt, have a completion year associated with them under the "Scenario Year" column.

4. Methodology

Ozone (O_3) is a colorless gas associated with smog or haze conditions. Ozone is not a direct emission, but a secondary pollutant formed when precursor emissions, VOCs, which include certain hydrocarbons (HC) and NOx, react in the presence of sunlight. This analysis uses a series of computer models to forecast vehicle miles of travel, speeds, and emissions' estimates for these precursors of Ozone.

Analysis Software

The air quality modeling process is a two-fold process. The first part of the modeling chain generates the projected travel demand, with Vehicle Miles Traveled (VMT) and average speeds as the major outputs. This part of the analysis was run using SJTPO's South Jersey Travel Demand Model (SJTDM). The model runs on the CUBE platform and estimates vehicular traffic and transit ridership in the four-county SJTPO region. In addition, the SJTDM has now been calibrated and validated to 2015 conditions. A more detailed explanation of the SJTDM, including the model development report, can be found at www.sjtpo.org/model.

The second part of the modeling chain, where the mobile source emissions are generated, was run using the travel model post-processor PPSUITE and Motor Vehicle Emissions Simulator Model (MOVES) 2014b, the US EPA's latest emissions model. PPSUITE is a software package used to pre-format and post-format data to and from MOVES2014b. It provides a linkage between MOVES2014b and the transportation model, the SJTDM, and generates emissions and activity data summary reports. In this analysis emissions are calculated for two categories of pollutants, VOCs and NOx.

Applicable Tests and Budgets

The SJTPO region has approved Mobile Vehicle Emission Budgets (MVEBs) for relevant pollutants for the 8-Hour Ozone NAAQS, and as such, only budget tests are required to demonstrate conformity. As of August 1, 2008, the EPA has determined that the 2008 and 2009 8-hour Ozone budgets, submitted by New Jersey as part of its SIP, are adequate and should be used for future transportation conformity determinations. Under the SIP Revision, 13.04 tons per day of VOC and 29.64 tons per day of NOx are the budget levels for the year 2009 and later for the SJTPO region. VOC and NOx budget levels corresponding to the analysis years of 2030, 2040, and 2050 are listed in Table 1. The values correspond to maximum allowable emissions generated for an average summer work weekday, the prescribed analysis day/period for the VOC and NOx emissions testing in the SJTPO region.

Table 1: SJTPO Region Daily Mobile Vehicle Emission Budgets[4]

Budgets	2030 (tons)	2040 (tons)	2050 (tons)
VOC	13.04	13.04	13.04
NOx	29.64	29.64	29.64

5. Other Planning Assumptions

The latest planning assumptions must be used in the conformity analysis. The latest planning assumptions for the emission estimates and analysis were initially approved by the ICG at the virtual meeting on April 28, 2021. However, because of the compressed timeframe, the decision was made to rely on the assumptions utilized in the RTP 2050 conformity analysis as much as possible. As such, at a second virtual meeting held on May 17, 2021, in addition to the demographic assumptions agreed to at the April 28 virtual meeting, the ICG concurred with the decision to rely on the following assumptions utilized in the RTP 2050 analysis:

- Use of 2017 vehicle registration data
- No change in tolls
- Use of adjustment factors based on 2018 Highway Performance Monitoring System (HPMS)

4. Budgets found adequate for conformity purposes by the US EPA August 1, 2008.

Population and Employment

The latest set of population and employment forecasts were endorsed by the SJTPO Policy Board on September 23, 2019. These forecasts were used in the transportation modeling to predict future year traffic conditions in the SJTPO area. These demographic forecasts provide population and employment estimates at the county and municipal level in five-year intervals out to 2050. The forecasts were initially developed for the 2016 RTP with the help of an outside consultant using a Cohort Projection Model and Economic Model as well as Census and other allied datasets, where available.[5] There was also extensive outreach with the county planning departments and other public officials. However, in the spring of 2019, when more up-to-date Census statistics became available, SJTPO staff and the Technical Advisory Committee (TAC) saw that these consultant forecasts exceeded the 2018 Census estimates by more than 30,000. As such, an adjustment was made to more closely match the 2018 originally forecasted numbers to the 2018 Census estimates for that year. Further, a more conservative growth rate utilized by the NJ Department of Labor and Workforce Development was applied to these consultant forecasts, generating a more reasonable set of population and employment projections. A revised set of population and employment forecasts were endorsed by the SJTPO Policy Board on September 23, 2019. Since adoption, there have been no updates to the population and employment forecasts. Hence, these represent the latest forecasts.[6]

Travel and Congestion

For all analysis years, VMT and Vehicle Hours Traveled (VHT) are calculated by the SJTDM. Base year travel model VMT was adjusted to 2018 conditions based on 2018 data from the New Jersey Department of Transportation's (NJDOT's) Highway Performance Monitoring System (HPMS) estimates for each county and road group. Vehicle age, Vehicle Source Type Population (VPOP), and age distribution data comes from 2017 New Jersey Department of Motor Vehicles (NJDMV) registration data. In addition, auto operating costs were estimated to be 11.5 ¢ per mile (in 2010 dollars).[7]

Transit Operation Policy and Fare Changes

The fares and tolls in the CUBE Model are current as of 2015, the date of the model's most recent calibration. Transit service assumptions include fare/toll increases over time – detailed assumptions for different facilities were included in network coding files. Fares and tolls are assumed to keep pace with the inflation of the Consumer Price Index (CPI) to account for the general NJ TRANSIT or authority fare/toll increases that can be anticipated.

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5. A more detailed explanation of the initial Demographic Forecast Methodology is Appendix C.1. Demographic Forecast of Transportation Matters, (the 2016 RTP), available at https://www.sjtpo.org/wp-content/uploads/2021/01/Transportation-Matters-Appendices.pdf.

6. Appendix XI.C. provides more details on the methodology used to revise the demographic forecasts.

7. A more detailed explanation of this parameter as well as the other modeling parameters can be found in the SJTDM Model Development Manual at: www.sjtpo.org/wp-content/uploads/2016/06/SJTDMDevelopmentReport_October2012.pdf.

Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are transportation strategies specific to on-road mobile sources, which reduce emissions by reducing the number and/or length of vehicle trips and/or improve traffic flow.[8] TCMs that were implemented in the region in the past, as identified in previous SIPs, are included in the base network. The current SIP does not include any additional TCMs, such as Clean Fleets Replacements or Truck Idling Restrictions. Therefore, neither the budgets nor the conformity analysis reflects any additional TCMs.

6. Models and Inputs

There are several requirements for travel demand models for severe Ozone areas. They are:

- General Model Requirements
- Consistency with the Highway Performance Monitoring System (HPMS)
- Vehicle Miles Traveled (VMT) estimates
- Capacity and Volume-Sensitive Speed-and-Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

As mentioned, the SJTDM was used along with PPSUITE emissions post-processor to estimate the pollutant inventories. The model has been calibrated and validated to 2015 conditions. It replaced the previous SJTDM, run in TP Plus that was used to establish the current 2008 and 2009 8-Hour Ozone budgets.

Also, as mentioned, the US EPA's most recent emissions model, MOVES2014b with MOVESdb20181022 database was used for this conformity analysis.

Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, Inspection and Maintenance (I/M) program parameters, and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, and fuel and emission control program data for every county. The US EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. The 2017 vehicle population and age distribution data were used in the analysis process.

8. NJDEP. "State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Ozone National Ambient Air Quality Standard-Final." October 29, 2007. 7-12. At: https://www.nj.gov/dep/baqp/8hrsip/8hrsip.html#final.

7. Stakeholder Participation

The stakeholder participation process is being and has been conducted according to the schedule depicted in Table 2. This includes participation of the ICG and the general public. As per 40 CFR §93.105 of the Transportation Conformity Final Rule, MPOs and State DOTs must provide a "reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the US DOT and the US EPA." The ICG signs off on the major planning assumptions — which models are used in the analysis, determining which projects are regionally significant, and resolving any other issues that arise in the conformity process.

Interagency Consultation

Requirements for interagency consultation were met through the first ICG virtual meeting held on April 28, 2021. At this meeting, the ICG discussed and agreed upon the latest planning assumptions utilized for this conformity analysis. However, as mentioned, due to the compressed timeframe available for this analysis, a decision was made to rely on the same vehicle registration data, HPMS adjustment factors, and tolling data that was utilized in the 2050 RTP conformity determination. The ICG formally ratified this decision at a virtual meeting held on May 17, 2021. If additional issues are to arise, the ICG will be consulted.

Public Involvement Procedure

The FFY 2022-2031 TIP, including the Transportation Conformity, underwent a public comment period, beginning Wednesday, July 7, 2021, and extending through Sunday, August 15, 2021. Two virtual public meetings for the FFY 2022-2031 TIP, including the Transportation Conformity were held on Thursday, July 15, 2021 (6:00 PM) and Tuesday, July 20, 2021 (2:00 PM) via the GoToWebinar virtual conferencing platform. Both meetings were held in English, with the option to request a Spanish interpreter during the registration process. Appendix D lists all public comments and responses.

Table 2: FFY 2022-2031 TIP/Transportation Conformity Determination Schedule

PROCESS	EST. DATE
Virtual meeting with ICG to confirm latest planning assumptions*	4/28/2021
Virtual meeting with ICG to confirm use of planning assumptions utilized for RTP 2050 conformity analysis as well as discuss project list	5/17/2021
Beginning of public comment period	7/7/2021
End of public comment period	8/15/2021
Recommendation of transportation conformity determination adoption (as part of FFY 2022-2031 TIP) by TAC	9/13/2021
Conformity Determination Adoption by Policy Board	9/27/2021
Forward approved Conformity Determination to FHWA/FTA/EPA	9/30/2021

* Because of the compressed timeframe, the decision was made to rely on planning assumptions utilized in the RTP 2050 conformity analysis, conducted in December of 2019. The use of these older assumptions was affirmed by ICG at the May 17, 2021, virtual meeting.

8. Analysis Results

Demographic forecasts were put into the modeling process to generate future travel demand data. Network changes resulting from the addition of improvement projects were used to define the action scenarios based on the year the proposed improvement would likely be constructed. The combination of demographic changes and network changes were run through the modeling process, and resulted in the overall estimates of VMT, VHT, and emissions generated in the SJTPO region. A summary of the population, employment, VMT, and VHT values generated in the SJTPO region can be found in Table 3. The VMT and VHT data are summarized by analysis period, for summer, and are presented for comparative purposes.

Table 3: Regional Travel Summary for SJTPO Region

	2030	2040	2050
Population	576,957	583,957	591,002
Employment	316,062	319,910	323,901
VMT Summer	19,351,482	19,512,156	19,616,438
VHT Summer	511,776	518,700	525,216

Action Scenarios

The conformity assessment depicts the results of the action scenario model runs versus the budgets established for each emission level for the analysis years. To develop the action scenarios, the base year highway network, which is the highway system as it existed in the 2018 modeling year, is used as the starting point. For each analysis year, the highway network is modified to include the projects to be analyzed, as identified in Appendix A1 and Appendix A2. For the analysis year, the SJTDM is run with the appropriate future year demographic inputs and the modified, action scenario highway network assumed to be in place by the analysis year. The corresponding emissions generated are a result of both the future year demographic inputs and the new projects, or actions, added to the base network in the appropriate year(s). The emissions from these action scenarios are then compared to the corresponding analysis year emission budgets.

Budget Tests

This analysis is based on the 8-Hour Ozone emissions budgets for 2009, found adequate by the US EPA, effective as of August 1, 2008.[9] Budget tests were performed for VOC and NOx for the SJTPO region. The tests show whether improvement actions, or the action scenarios, keep emissions within budget. Results are determined by subtracting projected emissions from the budgeted amounts. The VOC and NOx budget tests passed for all 8-Hour Ozone attainment

9. Excerpted from USEPA website - https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-2%23nj.

analysis years, as seen in Table 4 and Table 5. Figure 2 illustrates the results depicted in Tables 4 and 5.

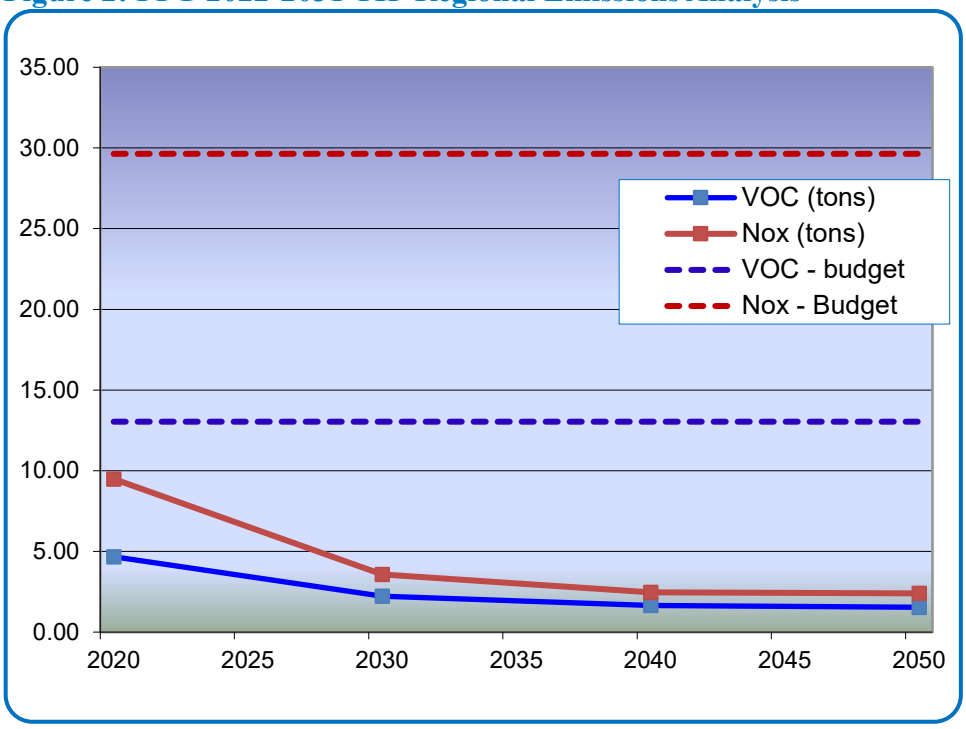
Table 4: VOC Budget Test, SJTPO (tons per day)

	2030	2040	2050
Budget	13.04	13.04	13.04
Action	2.23	1.64	1.54
Budget-Action	10.81	11.4	11.5
Pass/Fail	PASS	PASS	PASS

Table 5: NOx Budget Test, SJTPO (tons per day)

	2030	2040	2050
Budget	29.64	29.64	29.64
Action	3.57	2.47	2.40
Budget-Action	26.07	27.17	27.24
Pass/Fail	PASS	PASS	PASS

Figure 2: FFY 2022-2031 TIP Regional Emissions Analysis



Meeting the Conformity Criteria

Table 4 and Table 5 as well as Figure 2, demonstrate that the TIP and the RTP 2050 conform to the SIP with respect to the established motor vehicle emissions budgets in the corresponding implementation years. The TIP and RTP 2050 meet all requirements under both the 2008 and

2015 8-Hour Ozone standards for all analysis years tested. Therefore, the TIP and the RTP 2050 for the SJTPO region are found to conform to the applicable air quality SIP for the US EPA conformity requirements.

In addition to this demonstration that the estimated regional emissions of VOCs and NOx do not exceed the respective budgets included in the SIP established by NJDEP, SJTPO's transportation conformity results must also meet all the applicable criteria that are consistent with the requirements for non-attainment areas under the CAA. Specifically, the transportation conformity determination must be shown:

- To be fiscally constrained (40 CFR 93.108).
- To be based on the latest planning assumptions (40 CFR 93.110).
- To be based on the latest emissions estimation model available (40 CFR 93.111).
- To include consultation procedures consistent with those described in the Final Rule (40 CFR 93.112).
- Not to interfere with the timely implementation of TCMs (40 CFR 93.113); and
- To be consistent with the motor vehicle emissions budgets in the applicable implementation plans (40 CFR 93.118).

All identified conformity evaluation criteria in the Final Rule and subsequent responses from SJTPO are detailed in Table 6.

Table 6: Evaluation of the Conformity Determination Criteria

Corresponding 40 CFR Part 93 Section(s)	*Evaluation Criteria*	*SJTPO's Response*
§93.106(a)	Are the transportation plan horizon years correct?	Yes. The years 2030, 2040, and 2050 are the current RTP horizon years, and are not more than 10 years apart.
§93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Yes. RTP 2050 includes demographic and employment factors influencing transportation demand.
§93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network, which the transportation plan envisions to be operational in horizon years?	Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in Appendix A1 and Appendix A2.

Table 6: Evaluation of the Conformity Determination Criteria *(Continued)*

§93.108	Are the TIP and the transportation plan fiscally constrained?	Yes. The TIP and the RTP are constrained to reasonably anticipate financial resources.
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are compiled and satisfied?	Yes. As part of the response, this table itemizing criteria and responses is presented.
§93.109(e)	Are all budget tests for VOCs, NOx, and CO satisfied as required by §93.118 and §93.119 for conformity determination?	Yes. As a marginal non-attainment area with existing 8-Hour Ozone SIP budgets, SJTPO performs budget tests to demonstrate the 8-Hour Ozone conformity of the TIP and the RTP under the 2008 and 2015 8-Hour Ozone Standards, respectively. SJTPO is not required to perform CO testing at this time.

Table 6: Evaluation of the Conformity Determination Criteria *(Continued)*

Corresponding 40 CFR Part 93 Section(s)	*Evaluation Criteria*	*SJTPO's Response*
§93.109(f)	Are the conformity determinations based upon the latest planning assumptions?	Not all of the planning assumptions are the latest. Because of the compressed timeframe with this conformity determination, a decision was made to rely on three assumptions from the RTP 2050 conformity analysis, done in December of 2019. These are: the use of 2017 vehicle registration data, 2018 HPMS adjustment factors, and keeping the same tolls as they existed during the time of the RTP 2050 conformity analysis in 2019. The use of these assumptions was affirmed by the ICG at their May 17, 2021, virtual meeting.
§93.110	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions enforced at the time the conformity determination began?	(a) This conformity determination utilizes the most recent planning assumptions that were agreed upon by the ICG at their May 17, 2021, virtual meeting. This, in effect, signaled the start of the conformity determination process.

Table 6: Evaluation of the Conformity Determination Criteria *(Continued)*

	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or another designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	(b) Yes. This conformity determination utilizes the most recent demographic and employment data adopted by the SJTPO Policy Board in September 2019 and shown in this conformity determination document. Also, vehicle registration data from 2017 is used. The assumptions are derived from the most recent information available to SJTPO.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. Applicable transit operating policies and transit ridership are addressed in conformity.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	(d) Transit service and increases in fares, etc. are addressed in this conformity demonstration. While there have recently been increases in tolls on the NJ Turnpike, Garden State Parkway, and Atlantic City Expressway, the ICG agreed to keep the same tolls as they existed during the RTP 2050 conformity analysis, as stated under §93.109(f).
§93.110	(e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.	(e) Currently, there are no adopted TCMs in the corresponding SIP.
	(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	(f) Key assumptions are specified, and other supporting documents are included in this conformity determination document, which is available to the public and ICG.

Table 6: Evaluation of the Conformity Determination Criteria *(Continued)*

Corresponding 40 CFR Part 93 Section(s)	*Evaluation Criteria*	*SJTPO's Response*
§93.111	Is the conformity determination based upon the latest emissions model?	MOVES3, released on January 7, 2021, is the latest emissions model. However, there is a two-year grace period before it must be used. The transportation conformity determination for the TIP and the RTP is based on MOVES 2014b.
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the Final Rule or the state's conformity SIP?	Yes. ICG virtual meetings were held on April 28, 2021, and May 17, 2021. Interim and subsequent coordination was done via email correspondence to the entire ICG. All comments received have been included in this analysis according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e) to consider input assumptions and to review findings regarding the transportation conformity.
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no adopted transportation control measures in the SIP.
§93.114	Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?	Yes. This conformity determination was performed for the FFY 2022-2031 TIP and RTP 2050, which are the currently conforming transportation TIP and RTP.
§93.115	Are the projects from a conforming RTP and TIP?	Yes. Nearly all the projects included in this analysis come from the fiscally constrained portion of RTP 2050 as well as the FFY 2022-2031 TIP. The Conformity Determination for the FFY 2022-2031 TIP was approved on September 27, 2021. Thus, the projects contained in the fiscally constrained portion of the RTP 2050 do come from a conforming TIP.
§93.118	For areas with SIP Budgets, is the transportation plan, TIP, or project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?	Yes. The RTP and TIP result in fewer emissions than the established budgets for all pollutants in each analysis year.

Table 6: Evaluation of the Conformity Determination Criteria *(Continued)*

§93.119	For areas without SIP Budgets, does the transportation plan, TIP, or project satisfy the prescribed emissions test?	Not applicable. There are adequate SIP budgets for NOx and VOC, the two criteria pollutants of concern for the SJTPO region.
§93.122(a) (6) §93.122(a) (7)	Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?	Yes. The ambient temperatures and other factors used in the analysis, including the methods for off-network VMT and speed have been reviewed by the ICG, and have been deemed reasonable.

Table 6: Evaluation of the Conformity Determination Criteria *(Continued)*

Corresponding 40 CFR Part 93 Section(s)	*Evaluation Criteria*	*SJTPO's Response*
§93.122(b)	Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?	Yes. The SJTDM is a network-based model used in conjunction with PPSUITE.
§93.122(g)	Does the previous regional emissions analysis apply to the latest RTP and/or TIP?	No. Although some of the planning assumptions have remained unchanged, this is a new regional emissions analysis.

Appendix A1: FFY 2022-2031 TIP Projects/Programs

Appendix A provides a list of projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process.

Appendix A.1 is comprised of the FY 2022-2031 TIP projects/programs, the source for most of the projects in the fiscally constrained portion of the RTP 2050. For a detailed list of all the projects included in this conformity analysis, refer to the following sections in the TIP:

- 2. Regional Highway Projects/Programs
- 3. NJDOT Statewide Projects/Programs
- 4. NJ TRANSIT Projects/Programs

Appendix A2: Non-Federally Funded/Regionally Significant Projects

Appendix A provides a list of projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process.

Appendix A.2 is comprised of non-federally funded/regionally significant projects that were included in the regional emissions analysis. Generally, the sponsors for these types of projects are the authorities (i.e., the South Jersey Transportation Authority (SJTA), the New Jersey Turnpike Authority (NJTA), and the Delaware River and Bay Authority (DRBA)).

For each project, certain information is provided. The following table identifies the fields:

Field	Definition
Route	Roadway on which project is located
Project Name	Name of project
Description	More detailed description of project
Sponsor	Implementing agency (i.e., NJDOT, NJ TRANSIT, etc.)
County	County(-ies) where project located
Exempt?	Whether a project is exempt ("Y"), or not ("N"), as determined by the SJTPO in consultation with the ICG.
Excat	Exemption Category provided if project is "exempt" (See Appendix C for full list)
Year of Completion	Year when project is complete and open to traffic
FY 2022 Scenario Year/Notes	FY 2022 Conformity Analysis Scenario Year as well as additional notes

NJ Turnpike Authority

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	FY 2022 Scenario Year/Notes
NJTP	NJ Turnpike 1-4 Widening Program	The New Jersey Turnpike Authority's Interchange 1 to 4 Widening Program is a proposed widening of one additional lane in each direction from the existing four-lane Interchange 1 at MP 0.0 to just north of the existing Interchange 4 at MP 36.5 and then coordinating the final designs or improvements at Interchanges 1, 2, 3 and 4. Final Design to begin mid-2022 and construction to commence early 2024.	NJTA	Salem, Gloucester, Camden, Burlington	N		2029	2030
GSP	Garden State Parkway Shoulder Widening Milepost 30 to 35	This project will provide standard left and right shoulders in both directions of the GSP between mileposts 30 and 35, improve roadside safety features, construct stormwater management facilities, and replace eight bridges. This project is currently under construction. Expected completion is 2023.	NJTA	Atlantic			2023	Already in model/coded in all scenario years.
GSP	Replacement of the Garden State Parkway Southbound Bridges of Great Egg Harbor and Drag Channel	This project provides for the replacement of the southbound bridges, including the construction of a multi-use pathway on the bridges and the demolition of the Beesley's Point Bridge. Construction cost: $225,000,000.	NJTA	Cape May, Atlantic	Y	S19	2020	Project is complete.

South Jersey Transportation Authority (SJTA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	FY 2022 Scenario Year/Notes
ACE	ACE/ACY Direct Connector	New Interchange on the Atlantic City Expressway to provide direct connection to the Atlantic City International Airport	SJTA	Atlantic	N		2030	2030. Preliminary Design was completed in 2014.
	AC Rail Line Upgrades	TBD	SJTA	Atlantic	Y	MT1, MT9		
	All Electronic Tolling	Replacement of Atlantic City Expressway tolling system with new All Electronic Tolling System	SJTA	Atlantic, Camden, Gloucester	N			Completion slated for 2023. Not modeled.
ACE	ACE Widening Project	Construction of a third lane eastbound and westbound from MP31-44.	SJTA	Atlantic	N		2030	2030. Formerly known as ACE Third Lane Widening Westbound.
	Interchange 7 Improvements	Improvements Interchange 7 (Garden State Parkway) to include replacement of dual lane exit from NB Garden State Parkway to WB Atlantic City Expressway	SJTA	Atlantic	Y	NR3		

	Interchange Modernization Project	Improvements various interchange ramps from MP0-31.	SJTA	Atlantic	Y	S6		

Delaware River and Bay Authority (DRBA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	FY 2022 Scenario Year/Notes
Sandman Blvd	Rehabilitation of Approach Roads (Phase II) Cape May Lewes Ferry	Phase I of the Cape May Approach Roads is complete and the remaining portion between Bayshore Road and the existing toll plaza needs rehabilitation. Improvements include drainage, signage, re-construction of the existing pavement, and upgrading safety features to meet present standards Under Phase II. Improvements will also be made on Beach Drive such as widening, adding shoulders, and adding sidewalk with the intention of matching recent improvements performed by Lower Township. Design is nearly complete with construction anticipated in late 2020 with completion planned for 2022. The estimated cost for this work is $7.0 million.	DRBA	Cape May	Y	S10		While Phase I was non- exempt, Phase II is exempt. Beach drive currently is under-width and lacks shoulders and sidewalks. Goal is to make these improvements for safety purposes but not add any lanes.
Delaware Memorial Bridge	Pave and rehabilitate I- 295 from foot of twin spans in New Jersey to NJ 130 bridge	Milling and hot-mix overlay of northbound and southbound I-295 due to failing pavement. Work will include pavement markings. Construction is anticipated summer 2019. The expected cost for this work is $700,000.00.	DRBA	Salem	Y	S10	2020	2020

Appendix B: Definition of Regional Significance*

A determination of Regional Significance involves two steps. First, a determination must be made as to whether a project is "exempt" or "non-exempt" for air quality conformity purposes. A project is "non-exempt" if it is likely to have an impact on emissions or if the result of the project will increase the number of vehicles on the roadway. Thus, potentially increasing vehicular emissions. The most typical "non-exempt" project is a capacity enhancement project of some kind, such as the construction of a new road, a widening of an existing road, or the addition of a travel lane(s). A new or expanded rail line that offers an alternative to regional highway travel would also be considered "non-exempt" for air quality conformity purposes.

Projects that are "exempt" from air quality conformity are those likely to have an insignificant or no impact on air quality emissions. These are likely to be projects that improve safety or encourage alternatives to vehicular travel. Typical "exempt" projects include a roadway resurfacing project, a bridge replacement project involving no additional travel lanes, construction of bicycle and/or pedestrian facilities, or a planning and/or a technical study. A full list of the different types of exempt projects can be found in Appendix C.

The second step in assessing Regional Significance relates to the functional classification of a roadway, essentially how the roadway functions within a transportation system, and to what group of roads the roadway belongs. "Non-exempt" projects must be on a Principal Arterial or higher functional class to be considered regionally significant. These roadways have higher mobility with limited access. Projects on facilities having a functional classification of Minor Arterial or lower shall not be regionally significant projects unless sufficient evidence demonstrates the need for an exception. All "non-exempt," Regionally Significant projects are included in the regional emissions modeling exercise where possible.

SJTPO shall provide initial determinations regarding exemption and significance status for each project to the ICG for review and comment. Following consultation, SJTPO shall make a final determination for the project pool.

The difference between regionally significant and insignificant projects is only apparent for "non-federal" projects in the event of a conformity lapse. Non-federal projects are those that are funded with money not provided through the federal government or which do not require federal approval but are implemented by an agency that is a regular recipient of federal transportation funds. In the SJTPO region this includes projects collectively referred to as "Authority" projects, which are those advanced by the NJTA, SJTA, and DRBA.

-Adopted by the SJTPO Interagency Consultation Group at its April 28, 2021, virtual meeting.

Appendix C: Air Quality Exemption Codes

Appendix C includes tables from the Transportation Conformity Regulations 40 CFR § 93.126 Exempt Projects, and §93.127 *Projects exempt from regional emissions analyses*, from which the Exempt Categories are derived.

Project Classification

As the first step of the conformity analysis, projects will be classified according to their Exemption Status.

According to the guidelines suggested in the "Final Guidance", projects are classified according to their Exemption Status. Highway and transit projects classified as "Exempt" are excluded from further emissions analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

1. Identification of Exempt Projects

Highway and Transit projects classified as "***Exempt***" are excluded from further regional emission analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

Table 1. Exempt Projects Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, § 93.126]

Category	Category Source
SAFETY	
S1	Railroad/highway crossing
S2	Hazard elimination program
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Safety improvement program
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking demonstration
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside the urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
S20	Emergency truck pullovers
MASS TRANSIT	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles[1]
MT4	Purchase of office, shop, and operating equipment for existing facilities
MT5	Purchase of operating equipment for vehicles (e.g., radios, fare-boxes, lifts, etc.)
MT6	Construction or renovation of power, signal, and communications systems
MT7	Construction of small passenger shelters and information kiosks
MT8	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
MT9	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way
MT10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet[1]
MT11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

AIR QUALITY

AQ1 Continuation of ride-sharing and van-pooling promotion activities at current levels
AQ2 Bicycle and pedestrian facilities

OTHER

O1 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
O2 Noise attenuation
O3 Advance land acquisitions (23 CFR 712 or 23 CFR 771)
O4 Acquisition of scenic easements
O5 Plantings, landscaping, etc.
O6 Sign removal
O7 Directional and informational signs
O8 Transportation enhancement activities (except rehabilitation and operation of historic O9 transportation buildings, structures, or facilities)
O9 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes

Specific activities which do not involve or lead directly to construction, such as:

O10a Planning and technical studies
O10b Grants for training and research programs
O10c Planning activities conducted pursuant to titles 23 and 49 U.S.C
O10d Federal-aid systems revisions

[1]In PM_{10} nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

For convenience in database development, each exempt category has been given a category code consisting of a letter to indicate its grouping (e.g., "S" for Safety, "MT" for Mass Transit) and a number indicating its relative position on the list. Thus, S1 applies to the first Safety category or "Railway/highway crossing." The project coding database that accompanies each emissions analysis indicates not only whether the project has been deemed exempt but the specific reasoning as well. This facilitates both public comment and interagency consultation.

In certain cases, a hot-spot analysis is required prior to making a project level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 2.

Table 2. Projects exempt from regional emission analysis

Category	Category Source
NR1	Intersection channelization projects
NR2	Intersection signalization projects at individual intersections
NR3	Interchange reconfiguration projects
NR4	Changes in vertical and horizontal alignment
NR5	Truck size and weight inspection stations
NR6	Bus terminals and transfer points

Appendix D: Summary of Significant Public Comments and Responses

Public Commit Period: Wednesday, July 7, 2021, through Sunday, August 15, 2021

Virtual Public Meetings: Thursday, July 15, 2021 • 6:00 PM – 7:00 PM and Tuesday, July 20, 2021 • 2:00 PM – 3:00 PM

1. **COMMENT**: Do all projects improve air quality?

   RESPONSE: SJTPO: *Some, but not all projects improve air quality. Projects that improve traffic flow, such as synchronized traffic signals or a roundabout, will likely improve air quality because they improve the flow of traffic and reduce the amount of time vehicles spend idling. When vehicles are idling, they tend to emit more emissions. On the other hand, a roadway resurfacing project is likely to have a minimal impact on air quality, while a roadway widening project, may have a negative impact on air quality because of induced traffic.*