

NYMTC Transportation Conformity Determination

For the Federal Fiscal Year (FFY) 2026-2030 TIP and
FFY 2026-2055 Regional Transportation Plan
(Moving Forward 2055)

2025

Transportation Conformity

A requirement of the Clean Air Act Amendments of 1990, which set National Ambient Air Quality Standards (NAAQS)

Required for eligibility for federal transportation funding in nonattainment areas (i.e., areas not meeting the clean air standards) and maintenance areas

Connects air quality planning with transportation planning

Focuses on mobile source emissions from cars, trucks, motorcycles, and transit

2025 Transportation Conformity Determination

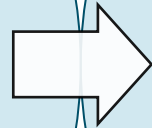
Current Conformity Determination and associated regional emissions analysis:

- Undertaken with the development of the 2026-2030 Transportation Improvement Program (TIP) and 2026-2055 Regional Transportation Plan (RTP)

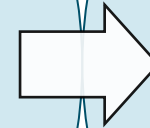


What steps are needed in Transportation Conformity Determination?

Forecast mobile
source emissions
for a
Transportation
Improvement
Program (TIP) and
a Regional
Transportation
Plan (RTP)



Compare mobile
source emissions
forecasts to
emissions budgets
set in the State
Implementation
Plan (SIP) for Air
Quality



Establish that
emissions budgets
will not be
exceeded, and
therefore the TIP
and RTP “conform”
to the SIP

State Implementation Plan for Air Quality (SIP)

- Addresses air quality nonattainment and maintenance areas based on the National Ambient Air Quality Standards (NAAQS)
- The state's plan for attainment of NAAQS by target years
- Establishes emissions budgets for pollutant sources and types:
 - Mobile source emissions budgets apply to NYMTC's Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP)
 - Pollutants to be analyzed in the NYMTC planning area: Ozone and Fine Particulate Matter (PM-2.5)



Interagency Consultation Group (ICG)

- The ICG is comprised of the U.S. Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, NYS Department of Environmental Conservation and NYS Department of Transportation
- On March 26, 2025, the ICG concurred that NYMTC had undertaken this Transportation Conformity Determination using:
 - The latest available planning assumptions
 - An acceptable transportation demand modeling approach
 - An appropriate mobile-source emissions post-processor
 - The appropriate consideration of non-exempt and regionally significant transportation improvement projects in the regional emissions analysis; and
 - The required mobile source emissions tests to determine conformity with the SIP mobile source emissions budgets
- All planning assumptions were locked in on March 31, 2025

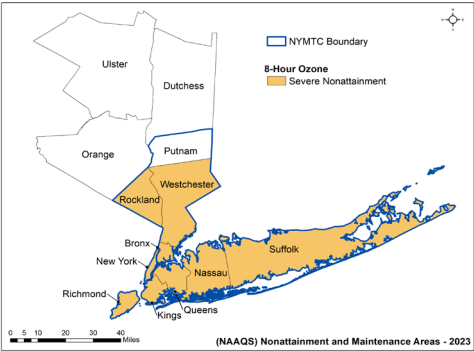
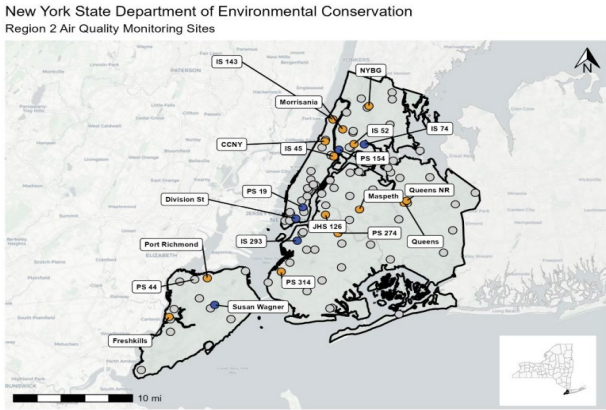


National Standards and Nonattainment Areas

NAAQS for
specific pollutants

Ozone (O3)	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
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Actual air quality
measurements



Nonattainment
areas and
classifications
designated

Attainment		Nonattainment				
Attainment	Maintenance (previously nonattainment)	Marginal	Moderate	Serious	Severe	Extreme

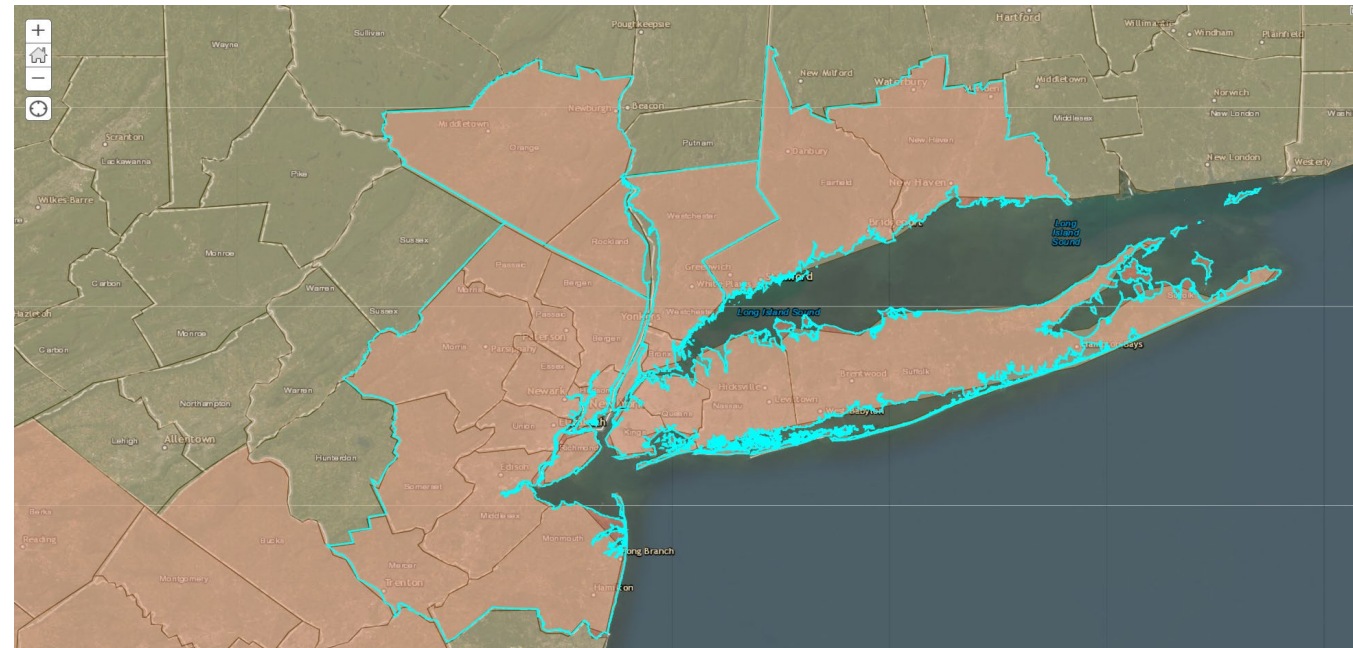
National Standards and Nonattainment Areas

New York-Northern New Jersey-Long Island, NY-NJ-CT

8-Hour Ozone Nonattainment Area



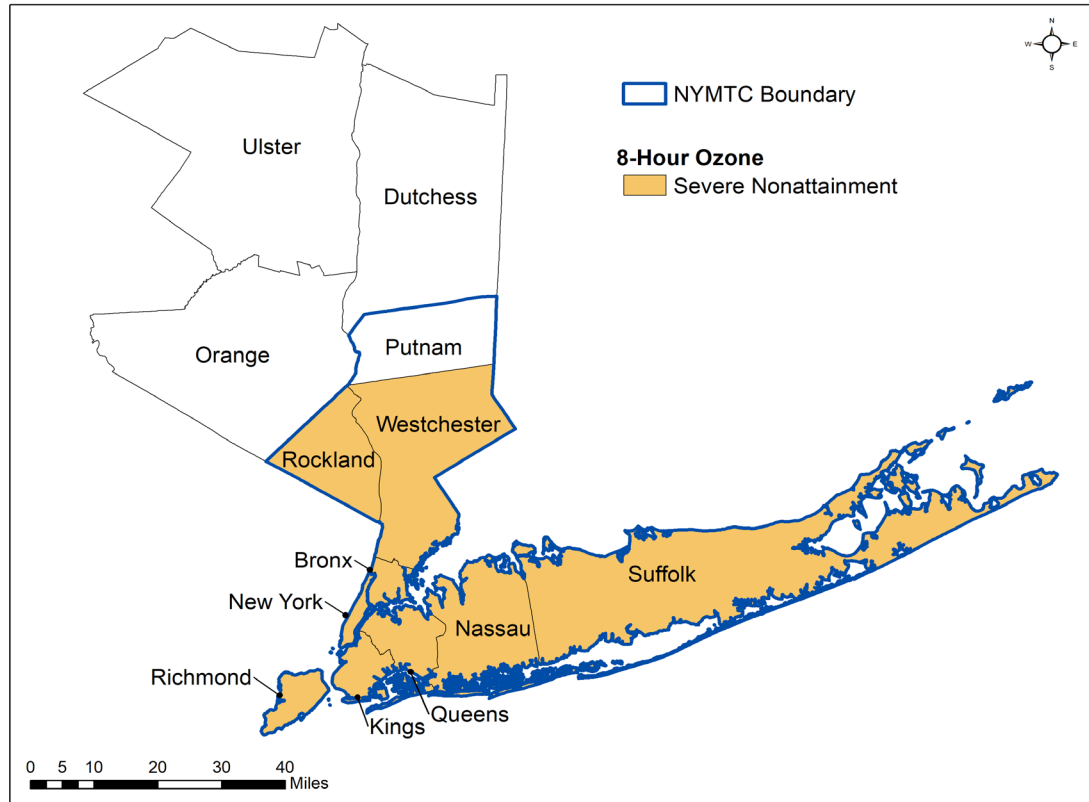
PM 2.5 Maintenance Area



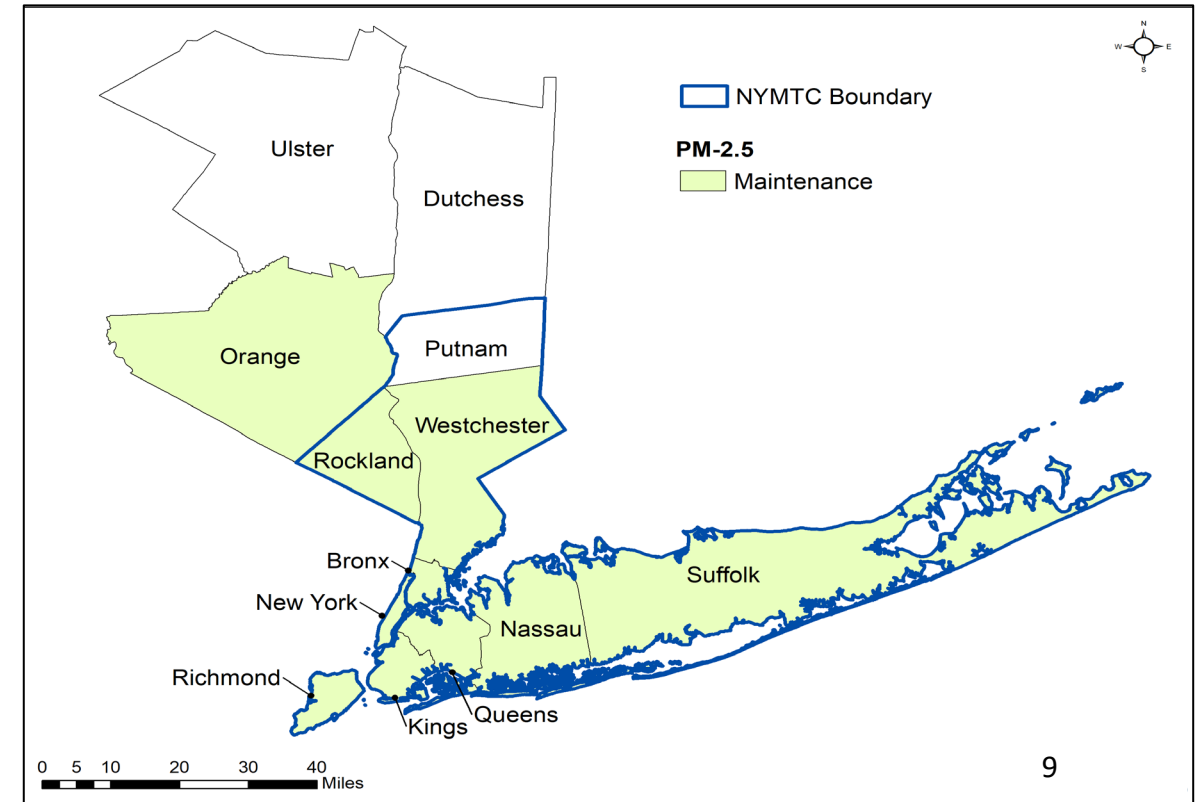
National Standards and Nonattainment Areas

New York portions of New York-Northern New Jersey-Long Island, NY-NJ-CT

8-Hour Ozone (2008 NAAQS) Nonattainment Area



PM 2.5 (1997 annual/2006 24-hr NAAQS) Maintenance Area



Regional Emissions Analysis



Code non-exempt projects (Highway, Transit, and ITS-Signal)



Run NYBPM for future scenario years to generate Vehicle Miles Travelled (VMT), Vehicle Hours Travelled (VHT)



Use EPA's MOVES (Motor Vehicle Emission Simulator) to generate emissions for each pollutant, county, and scenario year



Compare forecasted emission inventories for each year with emission budgets set by SIP

Results of the Regional Emissions Analysis

Regional Emissions Analysis

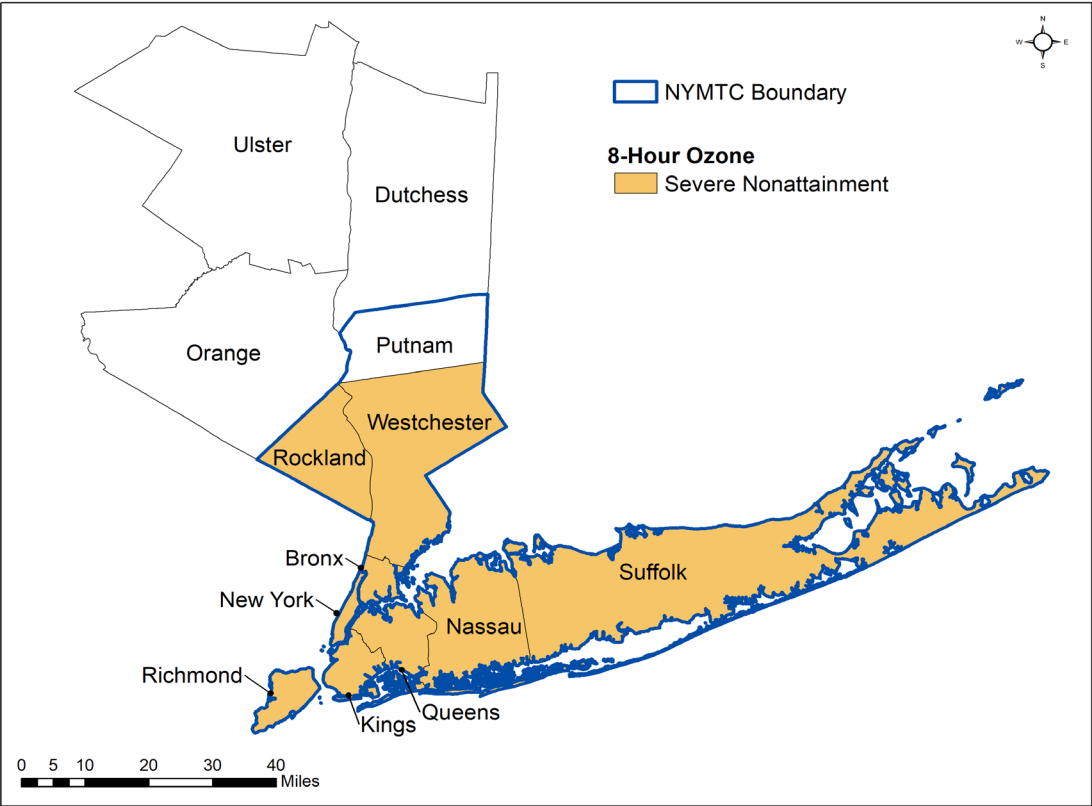
Criteria Pollutant: 8-Hour Ozone

Classification: Severe

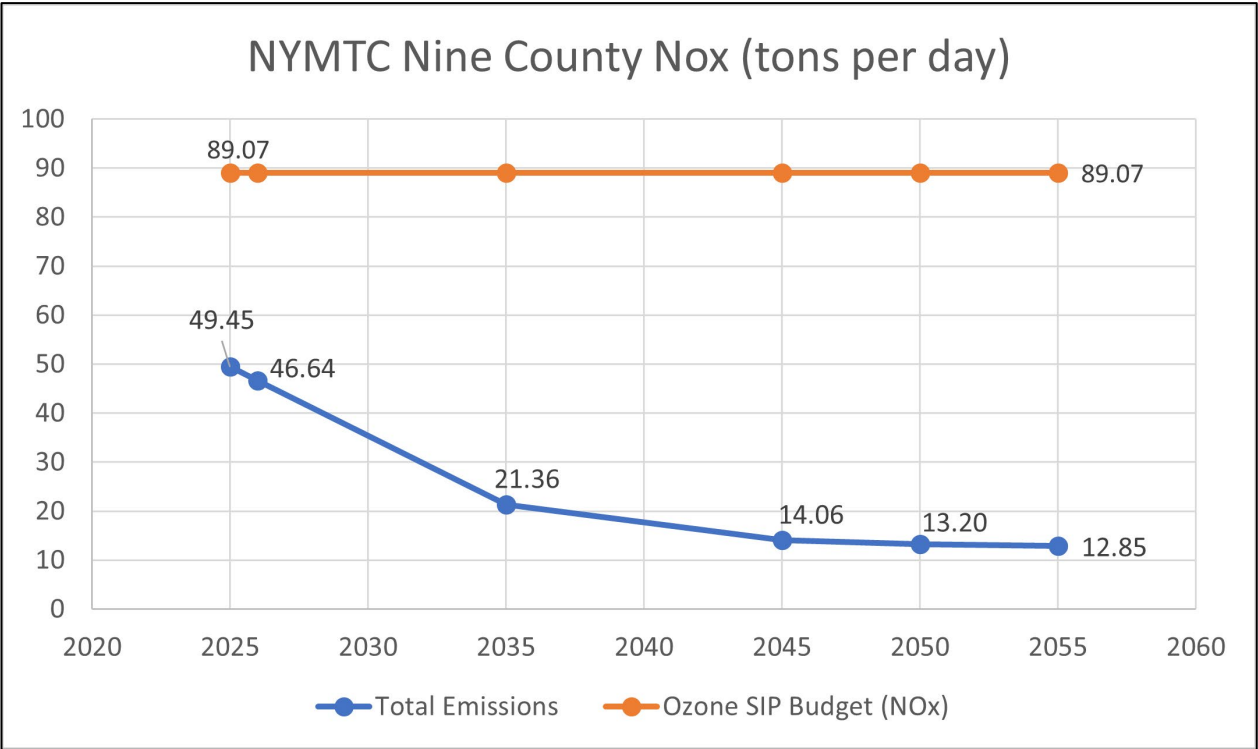
Emission Test: Daily Nitrogen Oxides (NOx) Ozone Precursor

STATUS:
PASS

Areas: All NYMTC counties except Putnam



Analysis Results:



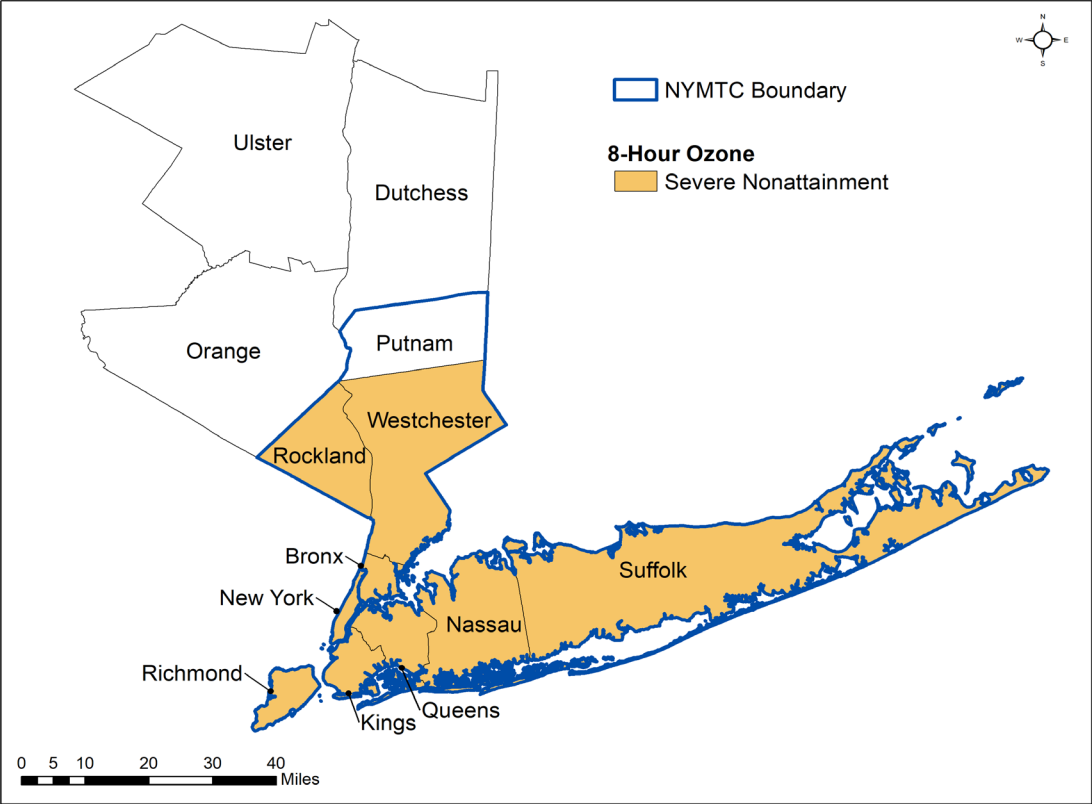
Regional Emissions Analysis

Criteria Pollutant: 8-Hour Ozone

Classification: Severe

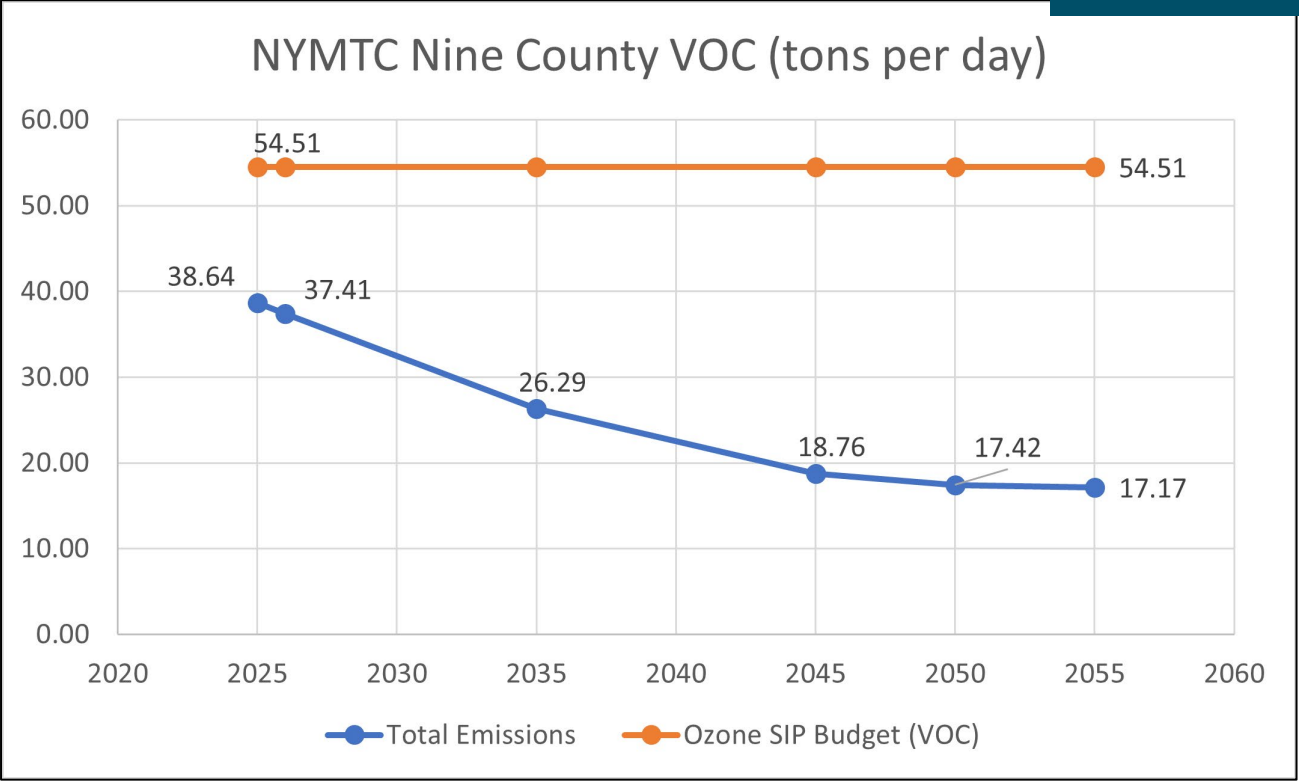
Emission Test: Daily Volatile Organic Compounds (VOC) Ozone Precursor

Areas: All NYMTC counties except Putnam



Analysis Results:

STATUS:
PASS

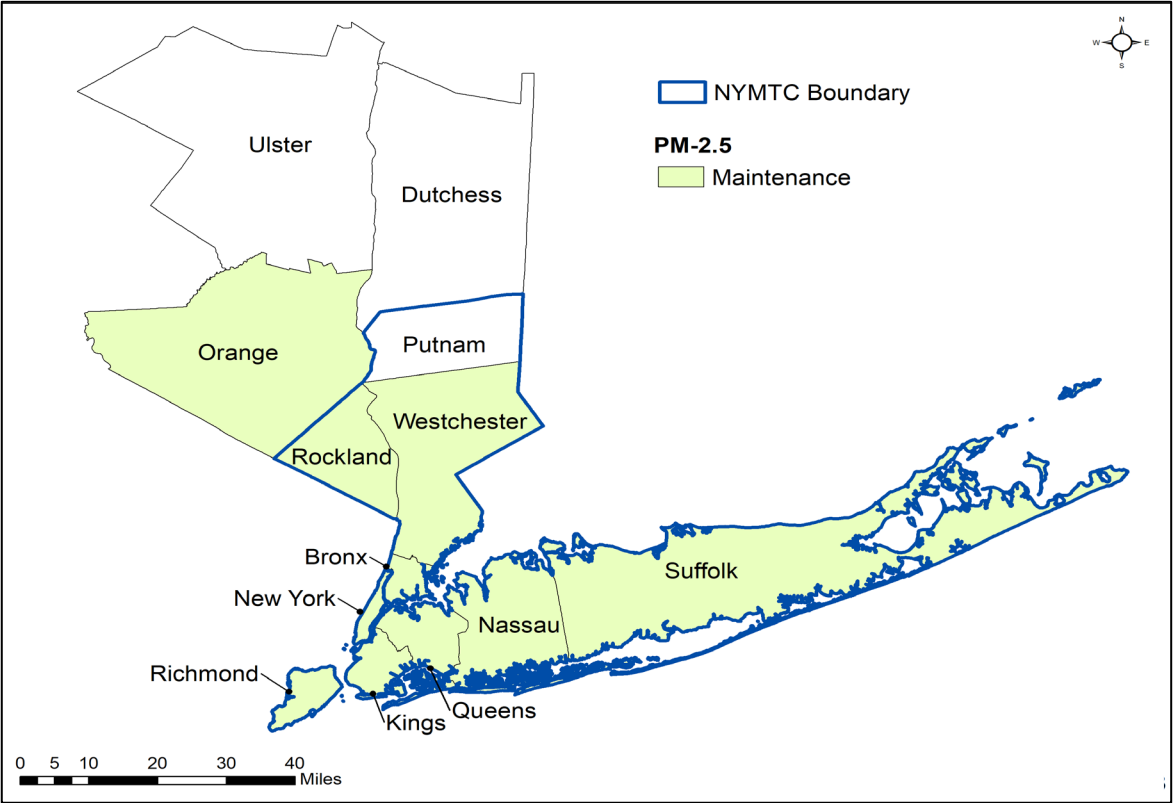


Regional Emissions Analysis

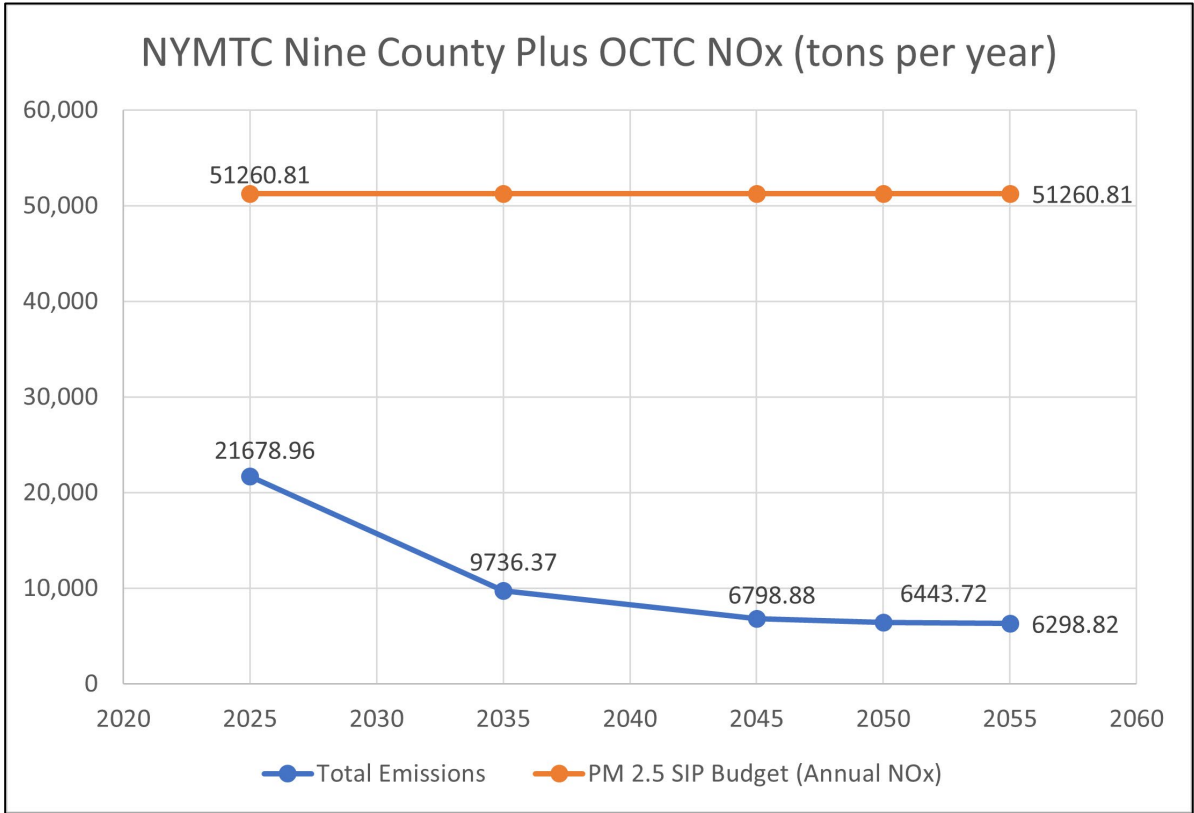
Criteria Pollutant: PM-2.5
Classification: Maintenance
Emission Test: Annual NOx (PM-2.5 Precursor)

STATUS:
PASS

Areas: NYMTC counties except Putnam plus Orange



Analysis Results:

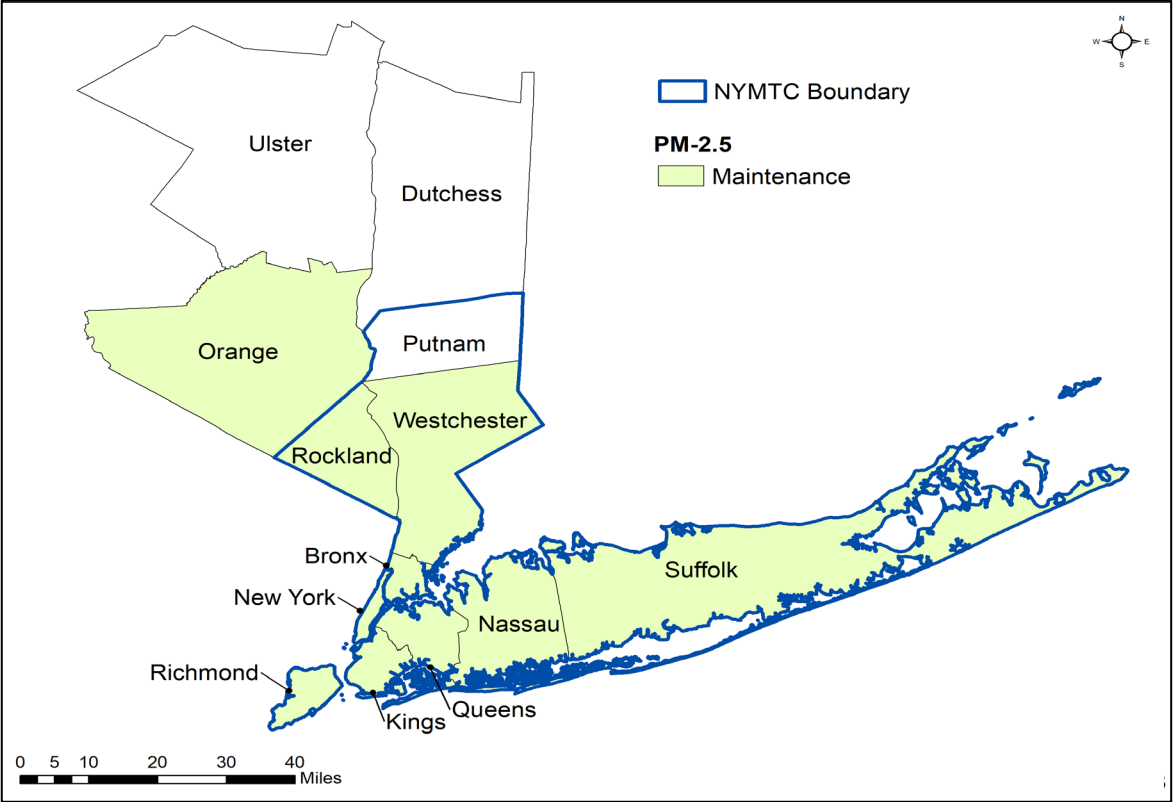


Regional Emissions Analysis

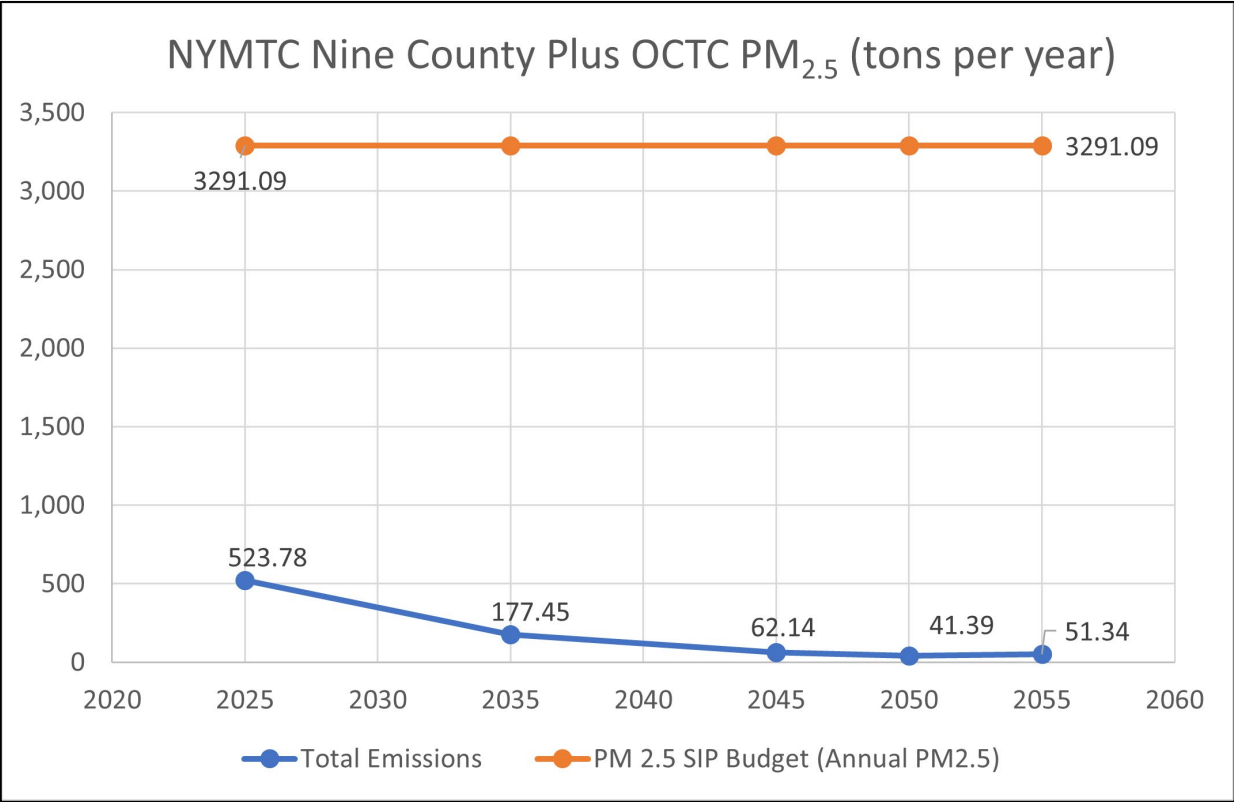
Criteria Pollutant: PM-2.5
Classification: Maintenance
Emission Test: Annual PM-2.5

STATUS:
PASS

Areas: NYMTC counties except Putnam plus Orange



Analysis Results:



Conformity Statement

The proposed Federal Fiscal Years (FFYs) 2026-2030 TIP and FFYs 2026-2055 Regional Transportation Plan, **conform** with the applicable New York State SIP for Ozone and PM_{2.5}.

This Transportation Conformity Determination demonstrates the consistency of the TIP and RTP with the intent of the Clean Air Act Amendments of 1990 and the state and federal transportation conformity regulations.

This Transportation Conformity Determination has been developed in accordance with relevant federal regulations (40 CFR 93 Subpart A).

Documentation is available for viewing and download at:

<https://www.nymtc.org/en-us/Required-Planning-Products/Transportation-Conformity/Transportation-Conformity-Determination-Documents-adopted>

