Transportation Conformity of the SJTPO Fiscal Years 2012-2021 Transportation Improvement Program and the Regional Transportation (Long Range) Plan Under All Current National Ambient Air Quality Standards

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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 MPO's 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 MPO's. Traditionally, MPO's synchronize the planning actions of participating agencies in the region and provide a forum for decision-making among officials, operators, and the public.

The 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 general public. The 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.

In addition, the SJTPO has formed the South Jersey Traffic Safety Alliance (SJTSA). The Alliance's main objective is to assist all county and municipal agencies and organizations with problem assessment, development, implementation, and evaluation of educational programs, enforcement programs, and engineering projects for traffic and pedestrian safety.

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1 Overview/Background

This report documents the demonstration of transportation conformity of the SJTPO FY 2012-2021 Transportation Improvement Program (TIP) and the SJTPO 2035 Regional Transportation Plan (RTP, or the Plan).

This conformity demonstration is based on the conformity Final Rule, including 40 CFR Part 93 as revised, and is consistent with the joint Environmental Protection Agency (EPA), Federal Highway Administration, and Federal Transit Administration Regional Air Quality Consultation and Coordination process. Pollutants addressed include 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 26, 2011 as part of the Regional Transportation Plan Update, and other applicable latest planning assumptions.

The purpose of this analysis document is to comply with the Final Rule for the 8-hour Ozone National Ambient Air Quality Standards (NAAQS).

[1]On November 9, 2005 the Environmental Protection Agency (EPA) issued a final rule that will take the next steps to protect the American public from ground-level ozone pollution. This rule, often called the Phase 2 Ozone Rule, describes the actions states must take to reduce ground level ozone.

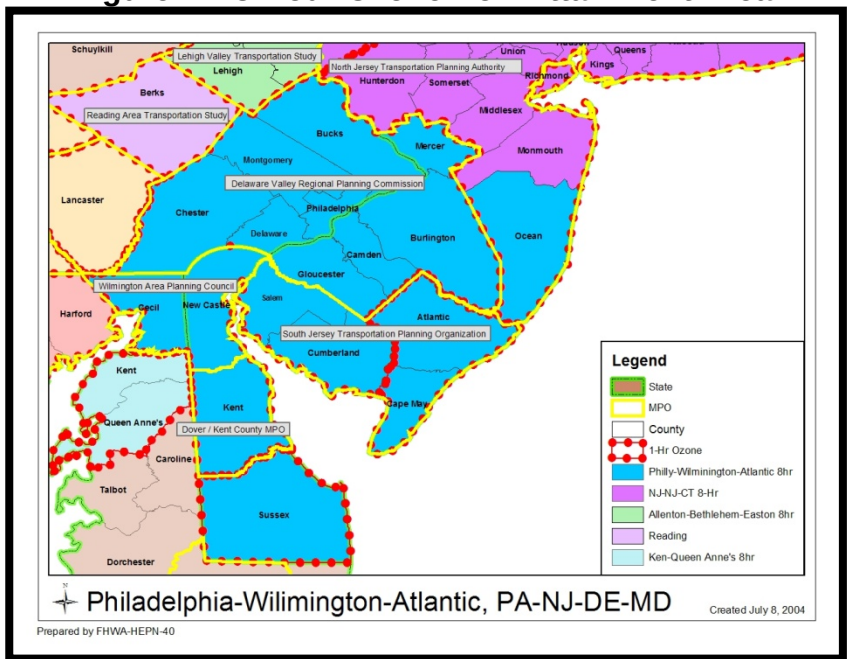
The *Final Rule* dictates that conformity findings within the SJTPO planning area, which is part of the *Philadelphia-Wilmington-Atlantic City Moderate Ozone Non-attainment Area* are under the 8-hour ozone national ambient air quality standards (NAAQS). Effective August 1, 2008 EPA has determined that the 2008 and 2009 8-hour ozone budgets, submitted by New Jersey as part of its State Implementation Plan,[2] *"are adequate for transportation conformity purposes"* and the SJTPO *"must use the new 2008 and 2009 8-hour ozone budgets for future transportation conformity determinations ".*

New Jersey actually did attain the 1997 8-hour ozone standard in 2010 as required. However, before an area can be designated as in attainment, it must submit a Maintenance Plan. Because of the pending more stringent ozone standard[3] that is expected to put the area back into nonattainment, New Jersey is not planning to prepare a redesignation request and maintenance plan at this time. Note that SJTPO is responsible for demonstrating transportation conformity for its sub-area within the greater air quality control region (AQCR). Similarly DVRPC (Camden, Burlington, Gloucester, and Mercer Counties), NJTPA (Ocean County), and other MPO's are tasked with demonstrating transportation conformity for their planning region sub-areas located within the designated non-attainment area.

[1]Excerpted from USEPA website - http://www.epa.gov/ozonedesignations/documents/Nov05/factsheet.htm
[2]Excerpted from USEPA website - http://www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm
[3] More stringent ozone standard expected to be finalized later this year (2011).

The 8-hour non-attainment air quality control region (AQCR) is detailed in Figure 1 below. For the four-county SJTPO planning area, the 2008 and 2009 VOCs and NOx budgets have been established using MOBILE6 in cooperation with the New Jersey State Department of Environmental Protection (NJDEP). These ozone precursor budgets are used for the analysis years of 2020, 2030 and 2035.

Figure 1 – 8-Hour Ozone Non-Attainment Area



A portion of the region, defined as Atlantic City, Atlantic County and Penns Grove, Salem County, is also part of a CO "not classified" maintenance area. It is part of a limited carbon monoxide maintenance plan and thus SJTPO no longer has to complete a regional emissions analysis for these areas for CO.

This document shows that all current conformity criteria established by USEPA are met. This report also describes the process followed to determine the transportation conformity of the TIP and update to the Regional Transportation Plan ("Plan"). Consistent with the requirements for non-attainment areas, SJTPO has demonstrated in this document that the TIP and Plan conform to the SIPs with respect to the respective motor vehicle emissions budgets in the corresponding implementation years.

2 Projects and Analysis Years

There are two categories of projects contained in the TIP and the Plan 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. The emission analysis of transportation plans and programs must model all regionally significant and non-exempt projects.

The regional emissions analysis conducted to demonstrate 8-hour conformity of the TIP and the Plan includes all "regionally significant, non-exempt" projects on principal arterials and higher classifications – that is, those which can impact regional air quality. The project set includes all those in the Plan, those in the current TIP, and those which have been introduced in previous TIPs that are not yet completed.

For this iteration of conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NOx are 2020, 2030 (an *interim* year selected to keep all analysis years less than ten years apart) and 2035 (the *horizon* year of the *SJTPO 2035 Long Range Transportation Plan*). VOCs and NOx, which are heat-related ozone precursors, are concerns during the summer months, and are estimated for a July weekday. To demonstrate conformity, projected emissions in all analysis years must not exceed the established budgets.

A complete list of TIP projects is contained in **Appendix 1**. All non-exempt projects that could be modeled, including non-Federal projects, will be covered in the current conformity determination. These projects are listed in **Appendix 1** and have a completion year associated with them under the "Scenario Year" column.

3 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, volatile organic compounds (VOCs), also known as hydrocarbons (HC), and oxides of nitrogen/ Nitrates (NOx), react in the presence of sunlight. This analysis uses a series of computer models to forecast vehicle miles of travel, speeds, and finally emissions estimates for these precursors of ozone.

3.1 Analysis Software

A combination of computer programs centered on MOBILE6.2 and PPSUITE were used to assess air quality in the SJTPO region. MOBILE6.2 is a software package developed by the USEPA to calculate mobile source emissions. PPSUITE is a software package used to pre-format and post-format data to and from MOBILE6.2. It provides a linkage between MOBILE6.2 and the transportation

model, the South Jersey Travel Demand Model (SJTDM). In this analysis emissions are calculated for two categories of pollutants: volatile organic compounds and oxides of nitrogen.

3.2 APPLICABLE TESTS AND BUDGETS

The SJTPO region has emission budgets for relevant pollutants for the 8-hour Standard, and as such, only budget tests are required to demonstrate conformity. As of August 1, 2008 EPA has determined that the 2008 and 2009 8-hour ozone budgets, submitted by New Jersey as part of its State Implementation Plan, are adequate and should be used for future transportation conformity determinations. Under the SIP Revision, 13.03 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 2020, 2030 and 2035 are listed in Table 1. The values correspond to maximum allowable emissions generated for a July weekday, the prescribed analysis day/period for the VOC and NOx emission testing in the SJTPO region.

Table 1 - Budgets for VOC and NOx (tons per day) for SJTPO Region

Budgets	2020 (tons)	2030 (tons)	2035 (tons)
VOC	13.04	13.04	13.04
NOx	29.64	29.64	29.64

Budgets found adequate for conformity purposes by USEPA August 1, 2008

4 Other Planning Assumptions

The latest planning assumptions must be used in the conformity analysis. Note that there are no changes to the planning assumptions which were used for the most recently adopted conformity analysis of the TIP and the Plan. The travel demand modeling process utilizing the latest planning assumptions began on **May 16, 2011**.

Key elements utilized in this conformity assessment follow:

4.1 POPULATION & EMPLOYMENT

Population and employment forecasts expected to be endorsed by the SJTPO Policy Board at their September 2011 meeting (see footnote #1, page 4), were used to forecast future year traffic conditions in the SJTPO area. These demographic forecasts project population and employment trends at the county and municipal level in five – year intervals to the year 2040. The forecasts were developed from Moody's economic projections as well as 2010 Census data where available. There was also extensive outreach with the county planning departments as well as other public officials. The SJTPO Technical Advisory Committee was also involved at every step of this process.

4.2 TRAVEL & CONGESTION

For all analysis years, VMT and VHT are calculated by the South Jersey Travel Demand Model. Base year VMT was adjusted based on 2007 data from NJDOT's Highway Performance Monitoring System (HPMS) estimates, which were confirmed by NJDOT to be the latest estimates. Vehicle type mix comes from 2005 DMV registration data with heavy vehicle adjustments based on 2007 data. Diesel fraction data is from 2003. In addition, auto operating costs remain at 15 cents per mile in year 2000 dollars.

4.3 TRANSIT OPERATION POLICY AND FARE CHANGES

Transit ridership has continued to grow, which provides a favorable effect on emissions. Transit service assumptions include fare/toll increases over time - detailed assumptions for different facilities were included in network coding files. In general, fares and tolls will change in step with inflation. This will cover any anticipated NJ Transit fare increases.

4.4 TRANSPORTATION CONTROL MEASURES (TCMS)

Transportation Control Measures that were implemented in the region, as identified in previous SIPs, are included in the base network. The current SIP does not include any Transportation Control Measures. Therefore, neither the budgets nor the conformity analysis reflect any additional Transportation Control Measures.

5 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
- Reasonable Methods to Estimate Off-Network VMT
- Capacity- and Volume-Sensitive Speed-and-Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

Vehicle age files have been updated, and PM 2.5 inputs have been updated but do not affect this analysis, since SJTPO is not required to conduct PM analysis.

The South Jersey Travel Demand Model (SJTDM) was used along with PPSUITE. This model was last validated in July 2006 to a base year of 2002. It has been accepted and was used to establish the current 2008 and 2009 and projected 8-hour ozone budgets. The latest emissions model for New Jersey, MOBILE6.2, was used for the conformity analysis. The 2005 vehicle age and distribution data were used in the analysis process.

6 Stakeholder Participation

The stakeholder participation process is being and has been conducted according to the schedule depicted in Figure 3. This includes participation of the Transportation Conformity Interagency Consultation Group TCICG or ICG) and the general public at-large.

6.1 INTERAGENCY CONSULTATION

Requirements for interagency consultation were met through the first Transportation Conformity Interagency Consultation Group teleconference on April 4, 2011 and follow up conference call on May 16, 2011.

If additional issues requiring consultation arose, consultation would be by conference call unless needs dictated an in-person meeting. When the proposed conformity determination documentation was completed, a summary document was distributed to all participating agencies for comment.

6.2 PUBLIC INVOLVEMENT PROCEDURE

The proposed conformity determination for the 2035 Regional Transportation Plan had a 30-day comment period. The summary document was made available to outline how conformity requirements have been met. Any questions on technical backup were addressed upon request. The public meeting was held August 18, 2011 at the SJTPO offices.

Figure 2 - SJTPO 8-Hour Conformity Schedule for 2035 Regional Transportation Plan

	SJTPO FY11 AQ Assistance - Conformity Schedule
Date	**Process**
4-Apr.	**Teleconference with Interagency Consultation Group and request concurrence of attendees on SJTPO's proposed schedule, latest planning assumptions, relevant budgets, required pollutant tests, latest emission model, analysis years, preliminary project lists, etc.**
16-May	**Follow-up teleconference with Interagency Consultation Group to confirm latest planning assumptions and distribute project list. Start of travel demand model process.**
28-Jul	**Draft Planning Assumptions document to SJTPO**
29-Jul	**Provide Interagency Consultation Group with draft Conformity Determination. Request concurrence with findings using email and/or a conference call.**
3-Aug	**Publish Public Notice for Public Hearing & Comment Period.**
3 Aug – 2 Sept	**30-Day Public Review Period.**
18-Aug	**Public Meeting**
12-Sept	**TAC recommends Policy Board action on RTP and Conformity Determination.**
26-Sept	**Policy Board action on TIP & Conformity Determination**
27-Sept	**MPO TIP & Conformity Determination submitted to NJDOT**

7 Analysis Results

Demographic forecasts were input to 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 ran 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 is found in Table 1 below. The VMT and VHT data are summarized by analysis period, for summer, and are presented for comparative purposes.

Table 1 - Regional Travel Summary for the SJTPO Region

	2020	2030	2035
Population	631,396	665,703	689,613
Employment	284,483	295,632	305,055
VMT Summer	24,547,300	25,539,650	26,846,950
VHT Summer	748,963	808,779	867,793
VMT Winter	13,124,950	13,687,920	14,471,810
VHT Winter	315,249	331,341	350,271

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7.1 Action Scenarios

The conformity assessment depicts the results of the action scenarios 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 model in the year 2007, 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 A. For the analysis year, the SJTDM is run with the appropriate future year demographic inputs and the modified, action scenario highway network assumed 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.

7.2 BUDGET TESTS

This analysis is based on the 8-hour Ozone emissions budgets (for 2009) [4]found adequate by EPA effective as of August 1, 2008. 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 the all 8-hour ozone attainment analysis years, as seen in Tables 2 and 3 below.

Table 2 - VOC Budget Test, SJTPO (tons per day)

	2020	2030	2035
Budget	13.04	13.04	13.04
Action#	5.68	5.35	5.62
Budget-Action	7.36	7.69	7.42
Pass/Fail	PASS	PASS	PASS

Summer emission

Table 3 - NOx Budget Test, SJTPO (tons per day)

	2020	2030	2035
Budget	29.64	29.64	29.64
Action#	6.69	4.31	4.39
Budget-Action	22.95	25.33	25.25
Pass/Fail	PASS	PASS	PASS

Summer emission

7.3 MEETING THE CONFORMITY CRITERIA

Tables 2 and 3 demonstrate that the TIP and the Plan conform to the SIPs with respect to the established motor vehicle emissions budgets in the corresponding implementation years. The TIP and the Plan meet all requirements under the 8-hour ozone standard all analysis years tested.

[4]Excerpted from USEPA website - http://www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm

In addition to this demonstration that the estimated regional emissions of VOCs and NOx do not exceed the respective budgets included in the SIPs 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 CAAA. 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 Figure 3.

Figure 3 – Evaluation of the Conformity Determination Criteria

Corresponding 40 CFR Part 93 Section(s)	***Evaluation Criteria***	***SJTPO's Response***
§93.106(a)	(1) Are the transportation plan horizon years correct?	Yes. The years **2020, 2030 and 2035** are the current *Plan* horizon years, appropriately include the attainment year that is in the time span, 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. The *2035 Regional Transportation Plan*, of which this TIP analysis will be a part, will become the current and conforming transportation plan, which will quantify and document 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 the respective *TIP* and *Plan* documents.
§93.108	Are the transportation improvement program and the transportation plan fiscally constrained?	Yes. The *TIP* and the *Plan* are constrained to reasonably anticipate financial resources.

Corresponding 40 CFR Part 93 Section(s)	***Evaluation Criteria***	***SJTPO's Response***
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are complied 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 moderate 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 *Plan*. SJTPO is not required to perform CO testing at this time.
§93.109(f)	Are the conformity determinations based upon the latest planning assumptions?	Yes.
§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 in force at the time the conformity determination began?	(a) Yes. This conformity determination utilizes the most recent planning assumptions as of **May 16, 2011**, the start date of the travel demand modeling process which in effect signaled the start of the conformity determination process.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other 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 2011 and shown in this conformity determination document. Also, vehicle registration data from 2007 are 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	(d) Transit service and increases in fares, etc are addressed in this conformity demonstration. Also included are planned toll increases on DRBA facilities and the New Jersey

Corresponding 40 CFR Part 93 Section(s)	***Evaluation Criteria***	***SJTPO's Response***
§93.110 (cont)	and increases in transit fares and road and bridge tolls over time.	Turnpike.
	(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 *SIPs*.
	(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 TCICG.
§93.111	Is the conformity determination based upon the latest emissions model?	Yes. The transportation conformity determination for the *TIP* and the *Plan* is based on MOBILE 6.2.
§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. Two Interagency Consultation Group (ICG) teleconferences were held on **April 4, 2011** with follow-up consultation held via teleconference **May 16, 2011** 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. In compliance with 23 CFR 450, a public meeting was also held to receive comments regarding transportation conformity of the TIP and the Plan under all current and NAAQS.

Corresponding 40 CFR Part 93 Section(s)	***Evaluation Criteria***	***SJTPO's Response***
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no adopted transportation control measures in the *SIPs*.
§93.114	Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?	Yes. The SJTPO FY 2012 *TIP analysis is performed as part of the 2035 Plan Update* under the current 8-hour ozone NAAQS, and are the currently conforming *TIP* and the *Plan*, respectively.
§93.115	Are the projects from a conforming Plan and TIP?	Yes. The Plan Conformity was approved on September 26, 2011, and TIP projects come from the Conforming Plan. So the TIP and the Plan remain consistent.
§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 *TIP* and the *Plan* result in fewer emissions than the established budgets for all pollutants in each analysis year.
§93.122(a) (1)	Does the conformity analysis include all regionally significant projects?	Yes. The project sets for the *TIP* and the *Plan* include all regionally significant projects.
§93.122(a) (6)	Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions	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

Corresponding 40 CFR Part 93 Section(s)	***Evaluation Criteria***	***SJTPO's Response***
§93.122(a) (7)	budget in the applicable implementation plan?	deemed reasonable.
§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 South Jersey Travel Demand Model is a network-based model used in conjunction with PPSUITE.

8 Comments and Responses

Appendices[5]

1. Final Project List
2. Definition of Regional Significance
3. Tables 2, 3 from §93.126 and §93.127 Transportation Conformity Regulations listing Exempt Categories.

Description of Appendices

Appendix 1 to this report lists the actual projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process. This appendix includes the entire FY 2012-FY 2021 TIP, as well as all the regionally-significant, non-federally funded projects. 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 in Appendix 1. The following tables identify the fields:

Field	Definition
New	Identifies if the project is "New" for this fiscal year. If there is no "X," the project is an existing project carried over from an earlier year.
DBNUM	DBNUM, or "database number"—Unique identifier assigned by sponsoring agency—(NJDOT or NJ Transit), used to identify each project.
Route	Gives specific route, if applicable.
Project Name	Name of Project
Project Description	More detailed description of project.
Regionally Significant	Refers to whether project is "regionally significant," "Y" or "N," as deemed by the SJTPO in consultation with the Interagency Consultation Group.
Exempt	Whether a project is exempt ("Y"), or not, ("N"), as determined by the SJTPO in consultation with the Interagency Group.
Exempt Category	Exemption Category provided if project is "exempt."
Scenario Year	Scenario/Analysis year project placed in. Generally applies only to non-exempt projects.
Source	Project Sponsor

Appendix 2 gives the definition of "regional significance," as adopted by the Interagency Group at its April 4, 2011 meeting. Appendix 3 are the tables from the Transportation Conformity Regulations 40 CFR § 93.126 *Exempt Projects,* and §93.127 *Projects exempt from regional emissions analyses*, respectively, from which the Exempt Categories are derived.

[5] Due to their volume, the appendices have not been included in the printed document packet. However, anyone interested in reviewing them can contact David Heller, or obtain them via the website, as indicated below.

This entire report, as well as the associated appendices, can also be accessed on the SJTPO website: www.sjtpo.org, or by contacting David Heller at: (856)-794-1941, or email: dheller@sjtpo.org.