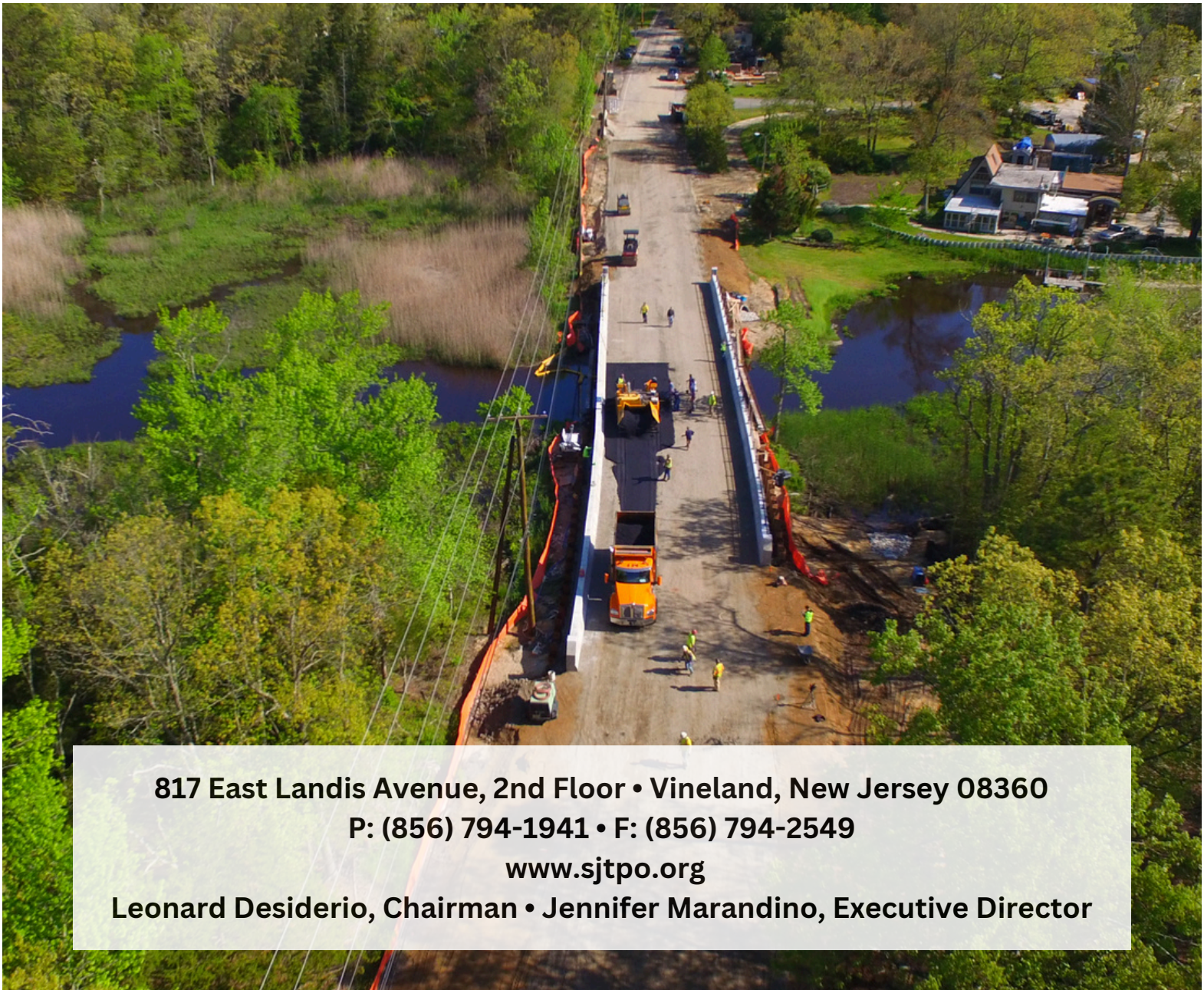
Appendix A. Transportation Conformity

South Jersey
Transportation
Planning Organization

TRANSPORTATION CONFORMITY DETERMINATION

Of Forward 2050 and Final Draft FFY 2026-2035 TIP

Approved September 22, 2025



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South Jersey Transportation Planning Organization

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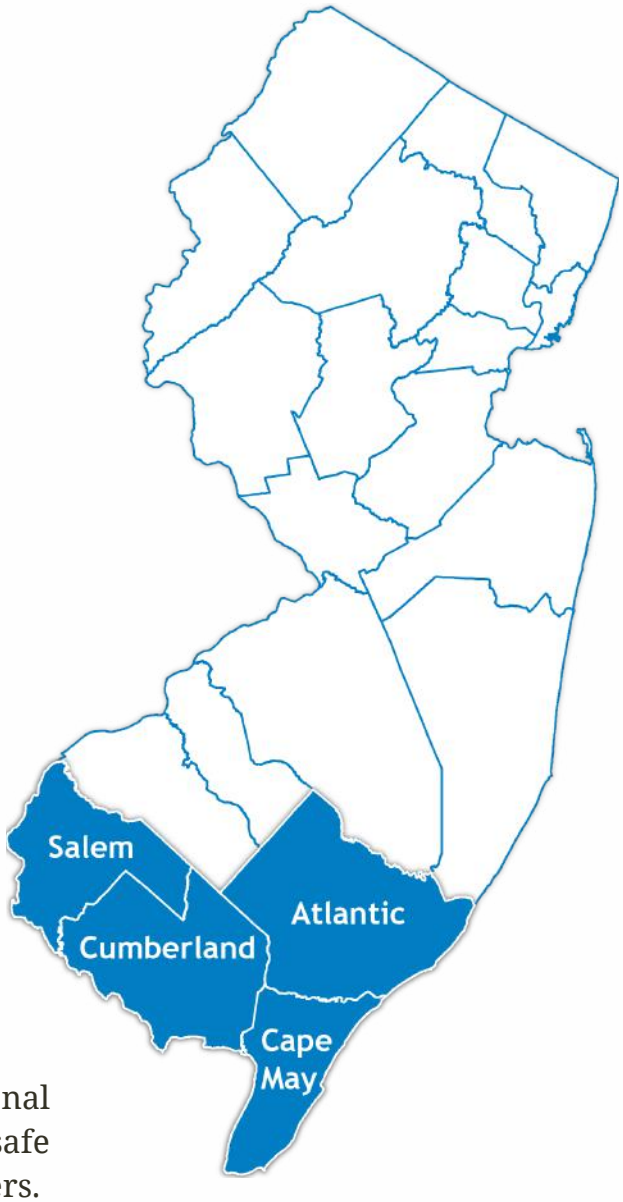
SJTPO is the federally recognized Metropolitan Planning Organization (MPO) for the southern New Jersey region, serving Atlantic, Cape May, Cumberland, and Salem Counties. Under federal law, the formation of an MPO is required for any urbanized area (UZA) with a population greater than 50,000, permitting the MPO to carry out transportation planning and decision-making for the UZA(s). Formed in 1993, SJTPO replaced three smaller existing MPOs and incorporated areas not previously served. The formation provided a stronger regional approach to solving transportation problems and brought new opportunities to southern New Jersey. SJTPO is vital to the region, as the MPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues.



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to create a transportation system, based on regional collaboration that moves people and goods in a safe and efficient manner, inclusive of all modes and users.

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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 1993, SJTPO replaced three smaller, existing MPOs while incorporating other areas that were 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 are carried out through MPOs. As such, 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 (RTP) referred to as Forward 2050 and the SJTPO Federal Fiscal Year (FFY) 2026-2035 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:

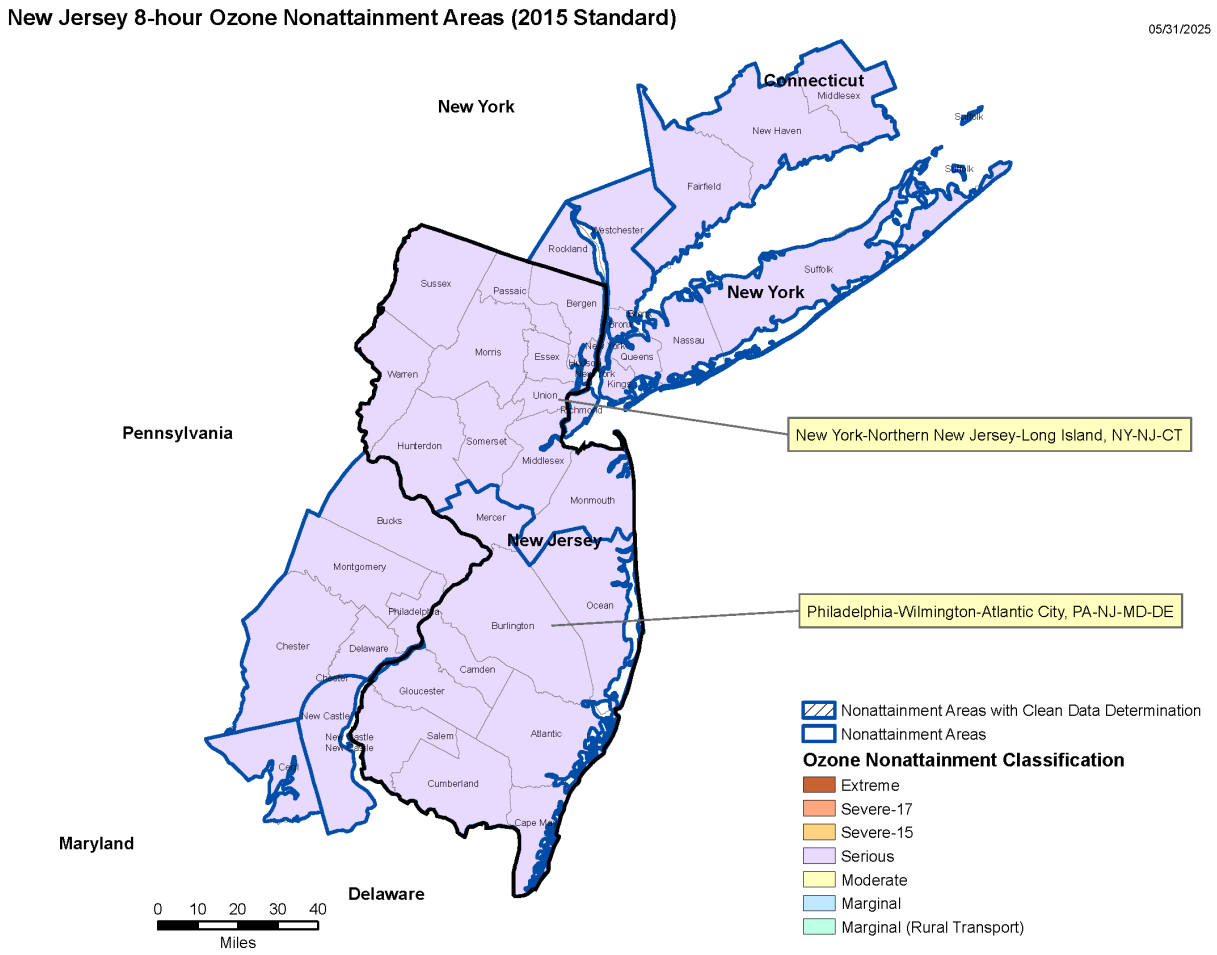
1. Carbon monoxide
2. Lead
3. Ground-level Ozone
4. Particulate matter
5. Nitrogen dioxide
6. Sulfur dioxide

The US EPA sets these standards, 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 the timely attainment of the NAAQS. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly make conformity determinations within air quality non-attainment areas to ensure that any vehicular emissions generated from new projects remain within the emissions budgets 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 transportation conformity demonstration is based on the Conformity Final Rule (40 CFR Part 93). It 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 approved by the SJTPO Policy Board on May 28, 2024, 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 is currently classified as a "serious" non-attainment area, with an attainment date of August 3, 2027. 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: https://www3.epa.gov/airquality/greenbook/nj8_2015.html

The Final Rule stipulates that conformity findings within the SJTPO planning area are subject to 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." In February 2025, the NJ DEP submitted a SIP Revision covering the Southern New Jersey-Pennsylvania-Delaware-Maryland Non-attainment Area that details strategies it will undertake to attain the 70 ppb 8-Hour Ozone Standard. While new motor vehicle emissions budgets for the New Jersey Portion of the Southern NJ-PA-MD-DE Non-attainment Area were included, they have not yet been deemed adequate by the US EPA. As a result, the existing motor vehicle emissions budgets from 2008 and 2009 remain in place.

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

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.

For the four-county SJTPO planning area, the 2008 and 2009 VOCs and NOx budgets have been established using MOBILE6[2] in cooperation with the New Jersey State Department of Environmental Protection (NJDEP). These Ozone precursor budgets are used to analyze the years 2022, 2026, 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 nonattainment area. 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 on a facility serving regional transportation needs, which would typically be included in modeling a metropolitan area's transportation network. However, SJTPO has consistently adopted its definition of "regional significance," which is based on the definition in the Final Rule but provides significantly more detail. For this year's conformity analysis, the Interagency Consultation Group (ICG) has adopted a revised definition of "regional significance" that will be used in future conformity analyses. 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. As part of the conformity determination for the current RTP, Forward 2050, a regional emissions study was conducted in August 2024 to demonstrate the conformity of Forward 2050 and the SJTPO FFY 2024-2033 TIP. 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

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.

quality. The project set also included all those in the RTP 2050 (the previous RTP), FFY 2022-2031 TIP, and non-exempt projects 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 originate from various sources, including cars, trucks, power plants, industrial boilers, refineries, and chemical plants. VOCs and NOx, heat-related Ozone precursors, are concerns during the summer months and are estimated for an average summer workday, generally when Ozone levels are estimated to be the highest. Projected emissions in all analysis years must not exceed the established budgets to demonstrate conformity.

A complete list of Forward 2050 projects is contained in Appendix A1 of this document. A list of the FFY 2026-2035 TIP projects and non-federally funded regionally significant projects is contained in Appendix A2 and Appendix A3 of this document. All projects are listed in the appendices, and if they were not exempt, a completion year is associated with them under the "Scenario Year" column.

Because a regional emissions analysis was conducted less than a year ago, and there were no new, regionally significant projects and/or changes in the design concept or scope of projects within the FFY 2026-2035 TIP, SJTPO is relying on the regional emissions analysis done for Forward 2050, for the conformity analysis for this FFY 2026-2035 TIP, per the provisions of 40 CFR §93.122(g):

(g)(1): *Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements….without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:*

(g)(1)(ii): *All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;*

(g)(1)(iii): *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;*

Details of the 2024 regional emissions analysis are provided below.

4. Methodology

Ozone is a colorless gas associated with smog or haze conditions. Ozone is not a direct emission, but rather a secondary pollutant formed when precursor emissions, including VOCs (volatile organic compounds) and NOx, react in sunlight. This analysis utilizes a series of computer models to forecast vehicle miles traveled, 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 analysis was run using SJTPO's South Jersey Travel Demand Model (SJTDM). The model operates on the CUBE platform, estimating vehicular traffic and transit ridership in the four-county SJTPO region. Additionally, the SJTDM has now been calibrated and validated for 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, which generates mobile source emissions, was run using the travel model post-processor PPSUITE and the Motor Vehicle Emissions Simulator Model (MOVES) 4.0.1, the US EPA's latest emissions model at the time of the analysis. PPSUITE is a software package used to pre-format and post-format data to and from MOVES 4.0.1. It provides a linkage between MOVES 4.0.1 and the transportation model, the SJTDM, and generates summary reports of emissions and activity data. This analysis calculates emissions 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, the budget levels for the year 2009 and later for the SJTPO region are 13.04 tons per day of VOC and 29.64 tons per day of NOx. VOC and NOx budget levels corresponding to the analysis years of 2030, 2040, and 2050 are listed in Table 1. The values correspond to the maximum allowable emissions generated for an average summer workday, the prescribed analysis day/period for VOC and NOx emissions testing in the SJTPO region.

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

Budgets	2022 (tons)	2026 (tons)	2030 (tons)	2040 (tons)	2050 (tons)
VOC	13.04	13.04	13.04	13.04	13.04
NOx	29.64	29.64	29.64	29.64	29.64

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

5. Other Planning Assumptions

SJTPO's Interagency Consultation Group (ICG) convened a virtual meeting on May 30, 2024, to discuss the latest planning assumptions for the Forward 2050 and the FFY 2024-2033 TIP conformity determination.

The latest planning assumptions must be used in the conformity analysis. The ICG approved the planning assumptions utilized in this regional emissions analysis in May 2024. They were as follows:

- Use of 2022 vehicle registration data
- While there has been an increase in tolls since the last conformity analysis was conducted, the ICG agreed that, since the SJTDM tracks inflation, no explicit change to the tolls in the travel demand model would be made
- Use of adjustment factors based on the 2022 Highway Performance Monitoring System (HPMS)

Population and Employment

The SJTPO Policy Board endorsed the latest set of population and employment forecasts on May 28, 2024. These forecasts were used in the transportation modeling to predict future traffic conditions in the SJTPO area for the following year. These demographic forecasts provide population and employment estimates at the county and municipal level in five-year intervals out to 2060. However, only the forecasts out to 2050 were utilized in this analysis. The forecasts were developed for Forward 2050 with the assistance of an outside consultant, utilizing a Cohort Projection Model and an Economic Model, as well as Census and other relevant datasets, where available.[5] There was also extensive outreach with the county planning departments and other stakeholders.

Travel and Congestion

For all analysis years, VMT and Vehicle Hours Traveled (VHT) are calculated by the SJTDM. The base-year travel model VMT was adjusted to 2022 conditions using 2022 data from the New Jersey Department of Transportation's (NJDOT) Highway Performance Monitoring System (HPMS) estimates for each county and road group. Vehicle age, Vehicle Source Type Population (VPOP), and age distribution data come from the 2022 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).[6]

5. A more detailed explanation of the initial Demographic Forecast Methodology is in Appendix B. Demographic Analysis and Economic and Demographic Projections Final Methodology Report.
6. 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.

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 and toll increases over time – detailed assumptions for different facilities were included in the network coding files. Fares and tolls are assumed to keep pace with inflation as measured by the Consumer Price Index (CPI), to account for general fare or toll increases that can be anticipated by NJ TRANSIT or the authority.

Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are transportation strategies specifically designed for on-road mobile sources, aiming to reduce emissions by reducing the number and/or length of vehicle trips and/or improving traffic flow.[7] TCMs that were previously implemented in the region, as identified in previous SIPs, are included in the base network. The current SIP excludes 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 serious Ozone non-attainment 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 and the PPSUITE emissions post-processor were used to estimate 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.

Additionally, as mentioned, the US EPA's most recent emissions model at the time of the analysis, MOVES 4.0.1, was used for this conformity analysis.

Key MOVES Input Data

A large number of inputs are required to fully account for the numerous vehicle and environmental parameters that affect emissions in MOVES. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, Inspection and Maintenance (I/M) program parameters, and

7. 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.

environmental variables. MOVES consists of a default national database of meteorology, vehicle fleet, vehicle activity, and fuel and emission control program data for every county. The US EPA 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 2022 vehicle population and age distribution data were used in the analysis process.

7. Stakeholder Participation

The stakeholder participation process was conducted according to the schedule outlined in Table 2. This includes the 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 approves the major planning assumptions, including the models used in the analysis, determines which projects are regionally significant, and resolves any other issues that arise during the conformity process.

Interagency Consultation

Requirements for interagency consultation were met through the first ICG virtual meeting held on May 30, 2024. At this meeting, the ICG discussed and agreed upon the latest planning assumptions utilized for this conformity analysis.

On June 10, 2025, the ICG met virtually to discuss the planning assumptions for the FFY 2026-2035 TIP. However, even though some updated planning assumptions were discussed at this meeting, the ICG ultimately concurred with SJTPO's decision to rely on the regional emissions analysis done for the Forward 2050 and the FFY 2024-2033 TIP conformity determination. As such, the planning assumptions for Forward 2050 conformity analysis are utilized in this conformity determination.

Public Involvement Procedure

The public comment period for the FFY 2026-2033 TIP, including the Transportation Conformity, will begin on Wednesday, July 2, 2025, and go through Sunday, August 3, 2025. Two public meetings will be held. The first meeting will be at 10:00 AM on Monday, July 14, 2025. The second public meeting will be at 6:00 PM on Wednesday, July 23, 2025. Participants can attend in person at the SJTPO office or virtually using the GoToMeeting platform. Appendix D lists all public comments and responses.

Table 2: FFY 2026-2035 TIP/Transportation Conformity Determination Schedule

PROCESS	EST. DATE
Virtual meeting with ICG to discuss latest planning assumptions for Forward 2050 and FFY 2024-2033 TIP Conformity Determination	5/30/24
Regional emissions analysis for Forward 2050 and FFY 2024-2033 TIP completed	August 2024
FFY 2026-2035 TIP Project list emailed to ICG	6/2/25
Virtual meeting with ICG to discuss latest planning assumptions for Forward 2050 and FFY 2024-2033 TIP Conformity Determination*	6/10/25
Beginning of public comment period	7/2/25
End of public comment period	8/3/25
Recommendation of transportation conformity determination adoption by TAC	9/8/25
Conformity Determination Adoption by Policy Board	9/22/2025
Forward approved Conformity Determination to FHWA/FTA/EPA	9/24/2025

* Per 40 CFR Section 93.122(g) and described above, decision was made to rely on regional emissionsn analysis done for Forweard 2050 and FFY 2024-2033 TIP, done in August 2024.

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 was 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 presented for comparative purposes.

Table 3: Regional Travel Summary for SJTPO Region

	2022	2026	2030	2040	2050
Population	591,100	596,100	602,500	601,300	580,700
Employment	327,200	355,000	357,800	364,700	371,700
VMT Summer	19,558,944	20,020,190	20,729,862	20,805,817	20,209,614
VHT Summer	509,611	527,050	545,108	554,722	529,128

Action Scenarios

The conformity assessment presents the results of the action scenario model runs in comparison to the budgets allocated for each emission level for the analysis years. To develop the action scenarios, the base year highway network, which represents the highway system that existed in the

2022 modeling year, serves 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, Appendix A2, and Appendix A3. The SJTDM is run with the appropriate future year demographic inputs for the analysis year. The modified action scenario highway network is assumed to be in place by the analysis year. The corresponding emissions generated result from 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.[8] Budget tests were performed for VOC and NOx for the SJTPO region. The tests determine whether improvement actions or action scenarios can 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 analysis years, as shown 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)

	2022	2026	2030	2040	2050
Budget	13.04	13.04	13.04	13.04	13.04
Action	4.00	3.36	2.85	2.09	1.62
Budget-Action	9.04	9.68	10.19	10.95	11.42
Pass/Fail	PASS	PASS	PASS	PASS	PASS

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

	2022	2026	2030	2040	2050
Budget	29.64	29.64	29.64	29.64	29.64
Action	8.65	6.34	4.35	2.27	1.83
Budget-Action	20.99	23.3	25.29	27.37	27.81
Pass/Fail	PASS	PASS	PASS	PASS	PASS

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

Figure 2: Forward 2050 Regional Emissions Analysis
Meeting the Conformity Criteria

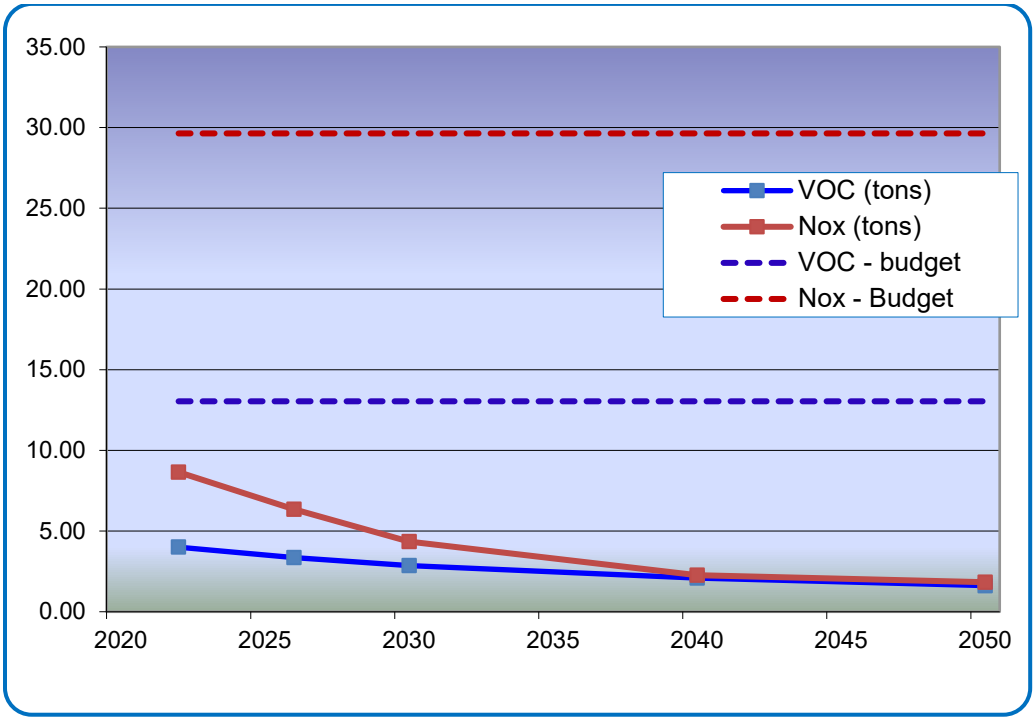


Table 4, Table 5, and Figure 2 demonstrate that Forward 2050 and the FFY 2024-2033 TIP conform to the SIP for the established motor vehicle emissions budgets in the corresponding implementation years. Forward 2050 and the FFY 2024-2033 TIP meet all requirements under the 2008 and 2015 8-Hour Ozone standards for all analysis years tested. Therefore, Forward 2050 and the FFY 2024-2033 TIP for the SJTPO region are found to conform to the applicable air quality standards in the SIP, meeting the US EPA conformity requirements.

In addition to demonstrating 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 applicable criteria 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 2022, 2026, 2030, 2040, and 2050 are the current RTP analysis 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. Forward 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 Appendices A1, A2, and A3.
§93.108	Are the TIP and the transportation plan fiscally constrained?	Yes. The RTP and TIP are constrained to anticipate financial resources reasonably.
§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 itemizes the criteria and responses.
§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 serious 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.

§93.109(f)	Are the conformity determinations based upon the latest planning assumptions?	Yes. 2022 vehicle registration data is utilized. 2022 HPMS adjustment factors and tolls are assumed to track inflation. The ICG affirmed the use of these latest planning assumptions.
§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?	This conformity determination utilizes the most recent planning assumptions that the ICG agreed upon at its May 30, 2024, virtual meeting. This, in effect, signaled the start of the conformity determination process.
§93.110(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?	Yes. This conformity determination utilizes the most recent demographic and employment data adopted by the SJTPO Policy Board in May 2024, and is shown in this conformity determination document. Also, vehicle registration data from 2022 is used. The assumptions are derived from the most recent information available to SJTPO.
§93.110(c)	Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	Yes. Applicable transit operating policies and transit ridership are addressed in conformity.
§93.110(d)	The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	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 the tolls in the SJTDM track inflation.

§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.	Currently, there are no adopted TCMs in the corresponding SIP.
§93.110(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.	Key assumptions are specified, and other supporting documents are included in this conformity determination document, which is available to the public and ICG.
§93.111	Is the conformity determination based upon the latest emissions model?	This transportation conformity determination is based on MOVES 4.0.1 released in January 2024, and was the latest emissions model released by the US EPA at the time of the analysis.
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the Final Rule or the state's conformity SIP?	An ICG meeting was convened on May 30, 2024, to discuss and ratify the latest planning assumptions. 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 transportation conformity.
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no transportation control measures adopted 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 Forward 2050 and the FFY 2024-2033 TIP, which are the currently conforming transportation RTP and TIP.

§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 Forward 2050 and the FFY 2024-2033TIP. The Conformity Determination for Forward 2050 and the FFY 2024-2033 TIP is anticipated to be approved on January 27, 2025. Thus, the projects contained in the fiscally constrained portion of Forward 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.
§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.
§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?	Yes. The conformity determination for this TIP relied on the regional emissions analysis done for Forward 2050 in August 2024.

Appendix A

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. The appendix is divided into Appendix A1: The projects from Forward 2050, Appendix A2: Projects from the FFY 2024-2033 TIP, and Appendix A3: The list of non-federally funded, regionally significant projects.

Appendix A1: Forward 2050 Projects

- RTP Project List

Appendix A2: FFY 2026-2035 TIP Projects/Programs

Appendix A.2 comprises the FY 2026-2035 TIP projects and programs, which should be considered as the short-term element for Forward 2050. This list consists of the most up-to-date project list. The existing RTP, Forward 2050, will be amended to include any additional projects after the FFY 2026-2035 TIP is approved. 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 A3: 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.3 comprises non-federally funded/regionally significant projects 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.)

Field	Definition
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
Forward 2050/Current Scenario Year	Forward 2050 Conformity Analysis—Scenario Year
Other Comments/Notes	Other comments, notes as they relate to the project.

NJ Turnpike Authority

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Forward 2050/Current Scenario Year	Other Comments/Notes
NJTP	Interchanges 1-4 Capacity Enhancements Program	This project proposes to add one additional lane in each direction from the existing 3-lane section just north of Interchange 4 at MP 36.5 to the base of the Delaware Memorial Bridge at MP 0.0. The Program includes improvements to each of the four interchanges as well as the replacement or retrofit of most of the 66 bridges along the corridor and improvements to shoulders, sign structures, culverts, interchange lighting, and service area access. Final Design will begin in 2024 and construction will commence in 2026.	NJTA	Salem, Gloucester, Camden, Burlington	N		2039	2040	2040 Scenario Year. Preliminary Engineering began in April 2021. Final Design will begin in 2024, and construction will begin in 2026.
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.	Project complete.

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Forward 2050/Current Scenario Year	Other Comments/Notes
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	Forward 2050 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		2034	2040 scenario year. Preliminary Design was completed in 2014.
ACE	ACE Widening Project	Construction of a third lane eastbound and westbound from MP31-44.	SJTA	Atlantic	N		2030	Preliminary Engineering completed in 2024. Final Design in 2025-26. Construction begins end 2027.
ACE	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	2030	Capacity will ultimately be improved through more efficient and/or eliminated weaving movements. Project is anticipated to include replacement of GSP NB Exit 38B to ACE WB dual lane jughandle with a new dual lane flyover ramp to land west of ACE WB Exit 7S, which would eliminate the ACE weaving movement

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Forward 2050 Scenario Year/Notes
								between On Ramp and 7S Off Ramp.
ACE	Interchange Modernization Project	Improvements various interchange ramps from MP0-31.	SJTA	Atlantic	Y	NR3		These would be operational and/or safety improvements. No capacity improvements are anticipated.

Delaware River and Bay Authority (DRBA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Forward 2050 Scenario Year/Notes
	Cape May-Lewes Ferry (CMLF) Approach Roads Rehabilitation	Pavements at the toll approach are deteriorating and improvements are necessary to maintain expected levels of service at the Cape May Terminal. The project proposes the design and construction for roadway reconfigurations at the terminal entrance, improvements to the approach roads, and the replacement of Cape May highway signage. This project has an estimated DRBA cost of $3,139,000 in 2024 and $1,884,000 in the out years.	DRBA	Cape May	Yes	S10	2026	
	Beach Drive Improvements – CMLF:	Beach Drive is presently a narrow two-lane Lower Township owned road with no shoulders or dedicated pedestrian access. Improvements consist of widening the lanes, adding a protected pedestrian walk and bikeway, and street lighting. This project has an estimated DRBA cost of $250,000 in	DRBA	Cape May	Yes	S19	2026	Source: DRBA 2024 Capital Improvement Program. Per BVL, Beach drive is a small local road that serves as an exit from the terminal for people that are not going on the ferry, or disembarking from the ferry. It is not

Delaware River and Bay Authority (DRBA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Forward 2050 Scenario Year/Notes
		2025 and $1,250,000 in the out years.						adding capacity or lanes but is just widening for safety standards as you guessed.
	Delaware Memorial Bridge Deck Reconstruction	Upgrading Northbound span of Delaware Memorial Bridge with UHPC (Ultra-High-Performance Concrete).	DRBA	Cape May	Yes	S19	2025	

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 impact emissions or if the project result 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 constructing a new road, widening an existing road, or adding 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 "exempt" from air quality conformity are those likely to have an insignificant or no impact on air quality emissions. These are likely 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, bicycle and/or pedestrian facilities construction, or a planning and/or technical study. A complete list of the different types of exempt projects can be found in Appendix C.

The second step in assessing Regional Significance relates to a roadway's functional classification, 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. Where possible, all "non-exempt," Regionally Significant projects are included in the regional emissions modeling exercise.

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 funded with money not provided through the federal government or which do not require federal approval but are implemented by an agency that regularly receives 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.

The SJTPO Interagency Consultation Group adopted it 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. There is a new exemption category for this conformity determination – **X1**. This exemption category is assigned if a project is deemed exempt and not regionally significant by the interagency consultation group but does not fit into the categories identified below.

Project Classification

Projects will be classified according to their Exemption Status as the first step of the conformity analysis.

1. Identification of Exempt Projects

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 regional emission analysis. These projects may proceed toward implementation even without 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 USC 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

X1: Exempt/not regionally significant, through interagency consultation process.

In PM_{10} non-attainment or maintenance areas, such projects are exempt only if they comply 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 accompanying each emissions analysis indicates whether the project has been deemed exempt and the specific reasoning. This facilitates both public comment and interagency consultation.

Sometimes, a hot-spot analysis is required before making a project-level conformity determination. These projects may then proceed to the project development process even without 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 Bus
NR6	terminals and transfer points

Appendix D: Summary of Significant Public Comments and Responses

Public Comment Period: Wednesday, July 2, 2025, to Sunday, August 3, 2025
Public Comment Period Extension: Through Sunday, August 17, 2025
Hybrid Public Meetings: Monday, July 14, 2025 10:00 AM, and Wednesday, July 23, 2025 6:00 PM

A public comment period was held for the Draft FFY 2026-2035 TIP and Transportation Conformity Determination. The documents were available for public review and comment from Wednesday, July 2, 2025, to Sunday, August 3, 2025.

An extension to the comment period for the Draft FFY 2026-2035 TIP was made to give members of the public ample time to review Appendix B, which was not made available at the start of the public comment period.

SJTPO hosted two public meetings on Monday, July 14, at 10:00 AM and Wednesday, July 23, at 6:00 PM. The meetings were hybrid, and as such, participants were invited to attend the public meeting in person at the SJTPO Office or virtually via GoToMeeting. The public comment period and public meetings were advertised in The Press of Atlantic City and The Daily Journal, via email notice to SJTPO's General Information list, and through SJTPO's social media platforms.

In addition to the opportunity to comment at the public meeting, comments on any of the above-mentioned documents were welcomed via fax (856-794-2549), direct message on Facebook (www.facebook.com/SJTPO) or Twitter (www.twitter.com/SJTPO) (also known as X), email (TIP@sjtpo.org), online comment form located toward the bottom of the TIP webpage (www.sjtpo.org/TIP), or mail (SJTPO, 817 East Landis Avenue, 2nd Floor, Vineland, New Jersey 08360.

COMMENT: How likely is SJTPO not to pass conformity? What would "need to occur" for SJTPO not to pass?

RESPONSE: At this point, with the current project mix (characterized by very few capacity-enhancement projects) and relatively flat projected demographic growth, the SJTPO region has a "comfortable" margin between its projected emissions and emissions budgets. For the SJTPO not to pass, the region would have to have significantly higher projected emissions, which would exceed the emissions budgets, or the emissions budgets would have to become significantly more stringent, such that the projected emissions would exceed the budgets.

Appendix E: Resolution of Support

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-23: Adopting the SJTPO Transportation Conformity Determination for the FFY 2026-2035 TIP and *Forward 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 2024-2031 Transportation Improvement Program (TIP), adopted in September 2023, and *Forward 2050* (SJTPO's Regional Transportation Plan), adopted in January 2025, 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; and

WHEREAS, updating the conformity determination now will verify that SJTPO's Regional Transportation Plan (RTP) and

WHEREAS, the transportation plans and programs developed by the SJTPO 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 processes for interagency consultation and public involvement required by the United States Environmental Protection Agency's (USEPA) Transportation Conformity Rule (40 CFR Part 93) have been met; 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 TIP and its Transportation Conformity Determination; and

WHEREAS, comments were received from the public, and have been formally addressed by SJTPO and our member agencies as Appendix D of the TIP document; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby determines the SJTPO FFY 2026-2035 TIP and *Forward 2050*; conform to the purposes of the State Implementation Plan and the Clean Air Act, and this determination applies to the entire region.

BE IT FURTHER RESOLVED, that the Policy Board hereby adopts the SJTPO Transportation Conformity Determination for the FFY 2026-2035 TIP and *Forward 2050* under the 2015 and 2008 8-Hour Ozone NAAQS.

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 22, 2025.

9/22/25

Nancy Hammer,
Designated Alternate Secretary
for John W. Risley, Secretary/Treasurer