DRAFT Transportation Conformity Demonstration

Amendments to *Update: Connections 2050 Plan for Greater Philadelphia*,
FFY2026 TIP for New Jersey, and
DRAFT FFY2027 TIP for Pennsylvania

PUBLIC
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MAY 2026

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Glossary of Acronyms and Terms

AQ	Air Quality
CAA	Clean Air Act (as amended)
CFR	Code of Federal Regulations
CO	Carbon Monoxide
DEP	State Department of Environmental Protection
DOT	State Department of Transportation
DRPA	Delaware River Port Authority
DVRPC	Delaware Valley Regional Planning Commission
FHWA	Federal Highway Administration
Final Rule	Current conformity guidance under CAA
FR	*Federal Register*
FTA	Federal Transit Administration
FY	Fiscal Year
Maintenance Area	Area that previously did not meet NAAQS
MOVES	Motor Vehicle Emissions Simulator: the most recent emissions estimation model approved by the U.S. EPA
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAAQS	National Ambient Air Quality Standards
NH_3	Ammonia
NJT	New Jersey Transit
Nonattainment Area	Area currently not meeting the NAAQS
NO_x	Nitrogen Oxides
NRS	Not Regionally Significant
PATCO	Port Authority Transit Corporation
PennDOT	Pennsylvania Department of Transportation
Plan	DVRPC's Long-Range Plan
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Coarse Particulate Matter
ppm	Parts per Million
SIP	State Implementation Plan
SEPTA	Southeastern Transportation Authority
SO_x	Sulfur Oxides
TAZ	Traffic Analysis Zone
TCICG	Transportation Conformity Interagency Consultation Group
TCM	Transportation Control Measure
TDM	Travel Demand Model
TIP	Transportation Improvement Program
U.S.C.	U.S. Code
U.S. EPA	U.S. Environmental Protection Agency
U.S. DOT	U.S. Department of Transportation
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds

Executive Summary

Overview

Transportation conformity is the process by which metropolitan planning organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Long-Range Plan or Transportation Improvement Program (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS).

A transportation conformity demonstration is required at least once every four years or when an MPO: (1) adopts a new Long-Range plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Long-Range Plan or TIP. This conformity demonstration is required due to an amendment to the *Update: Connections 2050 Plan for Greater Philadelphia* (Plan) and a new Federal Fiscal Year (FFY) 2027–2030 Pennsylvania TIP. Through this document, the Delaware Valley Regional Planning Commission (DVRPC) will also reaffirm the conformity analysis for the FFY 2026-2029 New Jersey TIP.

Where is Transportation Conformity Required?

Nonattainment Areas: a region that currently does not meet the NAAQS.

Maintenance Areas: a region that **previously** violated air quality standards but currently meets the standards and has an approved Clean Air Act (CAA) section 175(a) maintenance plan.

The DVRPC region includes a complex combination of nonattainment and maintenance areas for ozone and fine particulate matter ($PM_{2.5}$). The region's ozone nonattainment area encompasses the entire nine-county DVRPC region, while the $PM_{2.5}$ maintenance areas encompass various portions of the region. The region is required to demonstrate transportation conformity for each of these standards in each of the appropriate geographic areas covered by the nonattainment and maintenance areas.

This Executive Summary highlights DVRPC's conformity demonstration for:

Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area; and

Direct $PM_{2.5}$ and precursor NO_x meeting the 2006 24-Hour and 2012 Annual $PM_{2.5}$ NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour $PM_{2.5}$ Maintenance Area,
- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT 24-Hour $PM_{2.5}$ Maintenance Area, and
- the Delaware County, PA Annual $PM_{2.5}$ Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the amended *Update: Connections 2050 Plan*, FFY 26 New Jersey TIP, and Draft FFY 27 Pennsylvania TIP with all applicable SIPs and NAAQS requirements for the above pollutants within the noted areas.

Analysis Approach

Reaffirmation of Previous Analysis for New Jersey Counties

The U.S. EPA guidance for determining transportation conformity (referred to as the Final Rule) allows MPOs, such as DVRPC, that have previously demonstrated conformity for their TIPs or Plans to reaffirm the previous conformity analysis (40 CFR93.122(g)) in lieu of performing a full conformity analysis as long certain requirements are met. Since there have been no changes to the timing or scope of the regionally significant and non-exempt projects in the New Jersey portion of the DVRPC region since the last conformity analysis was approved by the U.S. Department of Transportation (U.S. DOT) in 2025, DVRPC is reaffirming the results of that analysis.

Regional Emissions Analysis of Plan and TIP Projects for the Pennsylvania Counties

The federal Final Conformity Rule (Final Rule) requires that all regionally significant and nonexempt projects that are funded in the Plan and TIP be included in the regional transportation conformity analysis. Areas designated as nonattainment or maintenance areas must conduct a regional emissions analysis to demonstrate conformity. Emissions analysis is conducted by including all existing and planned, regionally significant and nonexempt projects from the Plan and TIP in the regional Travel Demand Model (TDM). Emissions from those modeled projects are then quantified using the latest U.S. Environmental Protection Agency (U.S. EPA) approved emissions modeling system, in this case the Motor Vehicle Emissions Simulator version 5 (MOVES 5).

Conformity Test

Modeled emissions results from transportation networks including the projects in the Plan and TIPs are then compared to Motor Vehicle Emissions Budgets (MVEBs) contained in the SIPs to meet the NAAQS. When modeled emissions are less than the SIP budgets, the transportation conformity requirements have been met. This process is referred to as the “budget test.”

Areas that have demonstrated maintenance of the NAAQS for ten years are eligible for a limited maintenance plan. Once that plan is approved by U.S. EPA, emissions analyses are no longer required to demonstrate transportation conformity for that NAAQS. The U.S. EPA approved limited maintenance plans for $PM_{2.5}$ in New Jersey in March 2024. All other conformity requirements still apply to the $PM_{2.5}$ NAAQS in New Jersey.

New Jersey and Pennsylvania have approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard. Pennsylvania has approved budgets for the 2006 24-Hour $PM_{2.5}$ standards, and 2012 Annual $PM_{2.5}$ standards. Both states have submitted Ozone SIP revisions to the U.S. EPA that contain budgets for the 2015 Ozone NAAQs that are stricter than the previous budgets. Thes budgets are currently being reviewed for adequacy for use for conformity purposes and DVRPC is demonstrating that the Plan and each state’s TIP conform to those pending MVEBs as well as the existing MVEBs. Tables 7-9 include both the pending and existing MVEBs. Emissions budgets are used to demonstrate conformity for all of the current NAAQs requirements.

Analysis Years

When performing the budget test, DVRPC identifies a series of analysis years. Analysis years are benchmarks for the projects that are included in the TDM and emissions analysis. All projects that are expected to be open to traffic by the beginning of that analysis year are included in that year’s emissions analysis. The Final Rule includes guidance on the selection of analysis years. Analysis years must include SIP budget years, NAAQS attainment dates, the final year of the Plan, and interim analysis years that are no more than 10 years apart extending out to the horizon year of the Plan.

MVEBs are established in each state's SIP for specific years. The MVEBs set the emissions limits moving forward. For example, the 2025 $PM_{2.5}$ SIP budgets in Pennsylvania establish emissions limits for all projects that are open to traffic after 2025 and until such time as a new SIP budget is approved by the U.S. EPA.

To demonstrate conformity for the ozone NAAQS, projected VOC and NO_x emissions in all analysis years must be below the SIP MVEBs for the given analysis years. VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday.

To demonstrate conformity for the $PM_{2.5}$ NAAQS in Pennsylvania, emissions are estimated for direct $PM_{2.5}$ and the $PM_{2.5}$ precursor chemical NO_x. The SIP budgets for $PM_{2.5}$ are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual $PM_{2.5}$ emissions. $PM_{2.5}$ emissions analysis are no longer required in New Jersey.

In the DVRPC region, the analysis years are 2030, 2040, and 2050. The year 2026 is shown in the New Jersey analysis because it was included in the latest conformity demonstration approved in 2025.

Table 1. identifies the mobile source emissions analysis years for this conformity demonstration.

Table 1: Mobile Source Analysis Years

Year	Ozone	$PM_{2.5}$ (PA only)	Note
2030	√	√	**$PM_{2.5}$ SIP budget year and interim year**
2040	√	√	**Year within 10 years of previous analysis**
2050	√	√	**DVRPC Plan horizon year**

Source: DVRPC 2026

Findings

The DVRPC Plan and the TIPs are found to be in conformity with the current and proposed New Jersey and Pennsylvania SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and $PM_{2.5}$ do not exceed the respective budgets established by the states' departments of environmental protection (DEPs) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

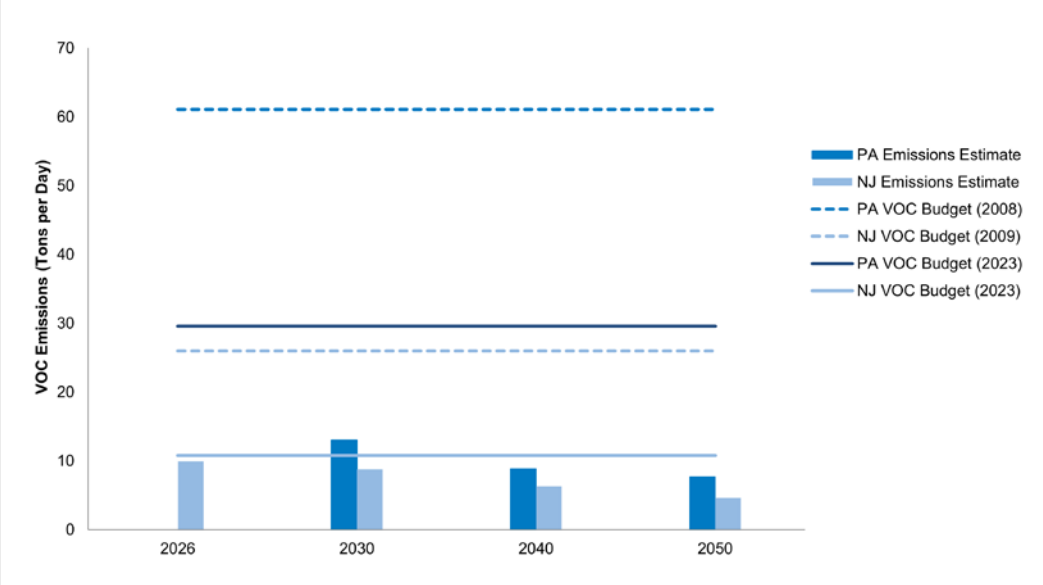
The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- that the Plan and the TIP are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the Plan and the TIP do not interfere with the timely implementation of transportation control measures (TCMs)[1] [40 CFR 93.113]; and
- that the Plan and the TIP are consistent with the MVEBs in the applicable SIPs [40 CFR 93.118].

[1]TCMs are strategies that reduce transportation-related air pollution and fuel use by reducing vehicle miles traveled and improving roadway operations.

Figures 1 through 6 detail the emissions analysis results for transportation projects included in the Plan and TIPs for New Jersey (2025 Analysis) and Pennsylvania. The data for these figures is detailed beginning on page 27 of the full conformity document. VOCs Emissions Analysis Results (Tons/Day) for the DVRPC Region

Figure 1: VOC Emissions Analysis Results (Tons/Day) for the DVRPC Region

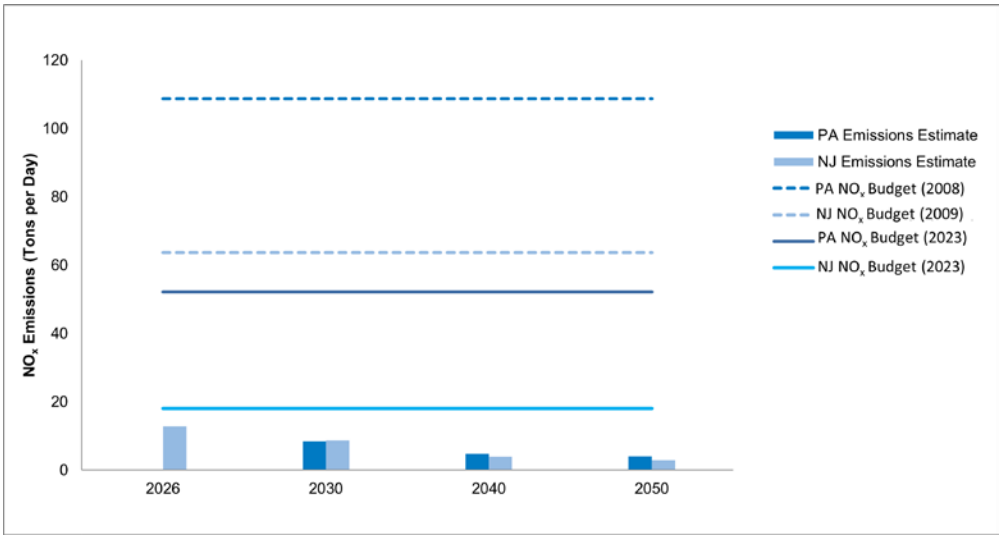


The recent Eight-Hour Ozone SIP MVEBs apply to all future analysis years.

Source: DVRPC, 2025 and 2026

Figure 1 compares modeled VOC emissions for each analysis year in the Pennsylvania and New Jersey subregions relative to the emissions budgets. The VOC emissions in the Pennsylvania subregion are estimated at 13.02 tons per day in 2030 and are projected to decline to 7.65 tons per day by 2050. This is well below the SIP budget of 61.09 tons per day. In the New Jersey subregion 2026 emissions are estimated at 9.93 tons per day and are projected to decline to 4.59 tons per day by 2050. This is well below the SIP budget of 25.98 tons per day.

Figure 2: NO_x Emissions Analysis Results (Tons/Day) for the DVRPC Region

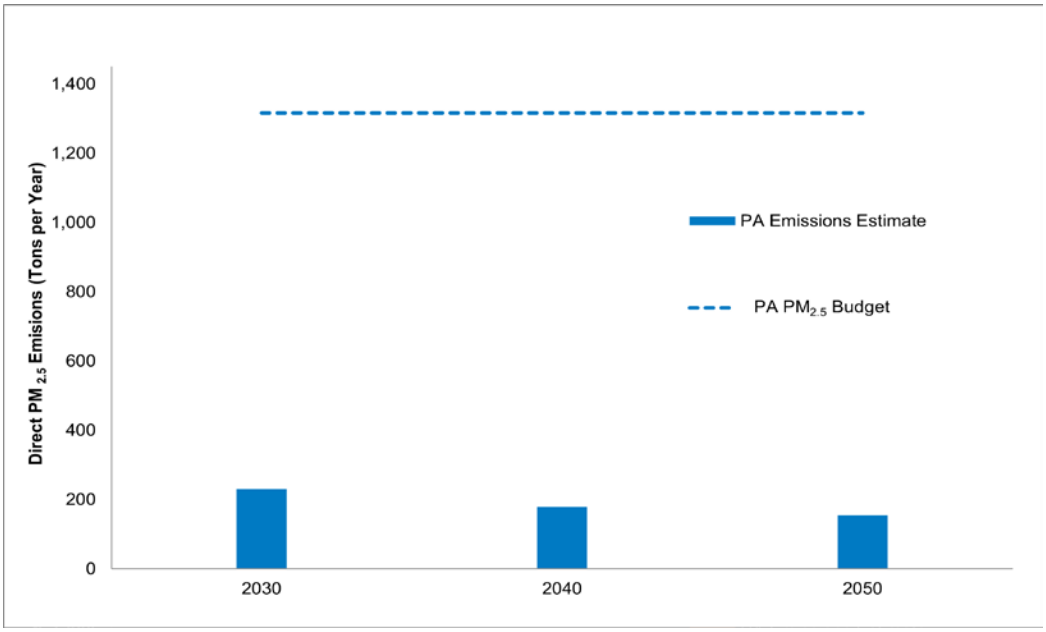


The most recent Eight-Hour Ozone SIP MVEBs apply to all future analysis years.

Source: DVRPC 2025

Figure 2 compares modeled NOx emissions for each analysis year in the Pennsylvania and New Jersey subregions relative to the emissions budgets. NO_x emissions in the Pennsylvania subregion are estimated at 8.43 tons per day in 2030 and are projected to decline to 4.08 tons per day by 2050. This is well below the SIP budget of 108.78 tons per day. In the New Jersey subregion 2026 emissions are estimated at 12.80 tons per day and are projected to decline to 2.84 tons per day by 2050. This is well below the SIP budget of 63.66 tons per day.

Figure 3: 24-Hour Direct $PM_{2.5}$ Emissions Analysis Results (Tons/Year) for the DVRPC Region

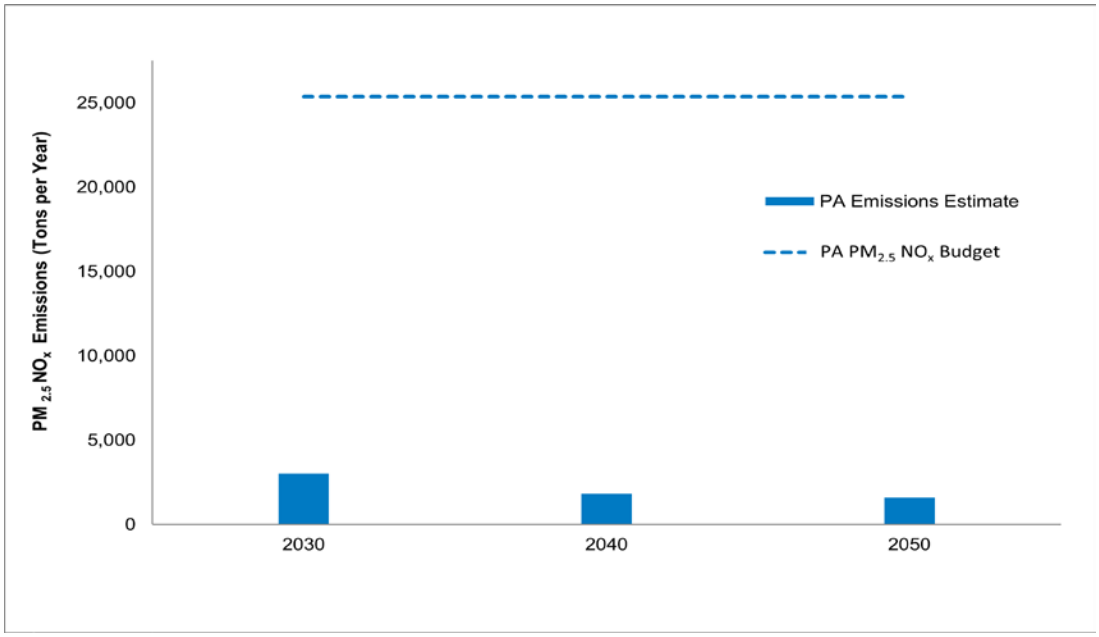


The most recent MVEBs apply to all future analysis years.

Source: DVRPC, 2026

Figure 3 compares modeled direct $PM_{2.5}$ emissions for each analysis year for the Pennsylvania subregion relative to the emissions budgets. Direct $PM_{2.5}$ emissions in the Pennsylvania subregion are estimated at 230 tons per year in 2030 and are projected to decline to 154 tons per year by 2050. This is well below the SIP budget of 1,316 tons per year.

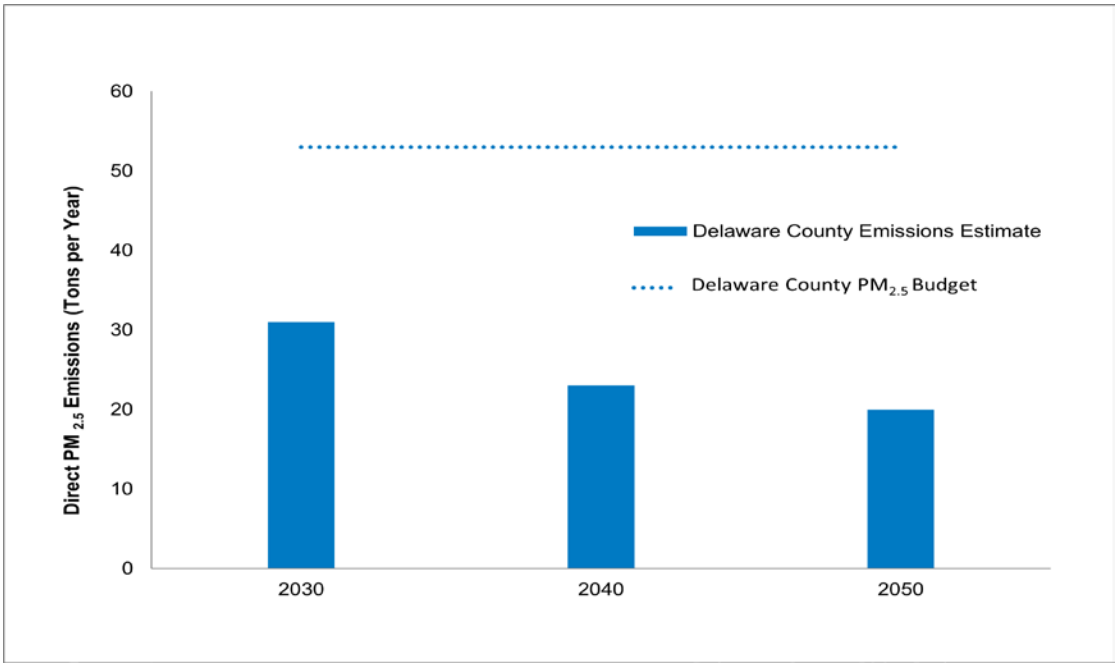
Figure 4: 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year) for the DVRPC Region



The most recent MVEBs apply to all future analysis years.
Source: DVRPC, 2026

Figure 4 compares modeled precursor NO_x $PM_{2.5}$ emissions for each analysis year for the Pennsylvania subregion relative to the emissions budgets. The current precursor NO_x $PM_{2.5}$ emissions in the Pennsylvania subregion are estimated at 3,007 tons per year and are projected to decline to 1,604 tons per year by 2050. This is well below the SIP budget of 25,361 tons per year.

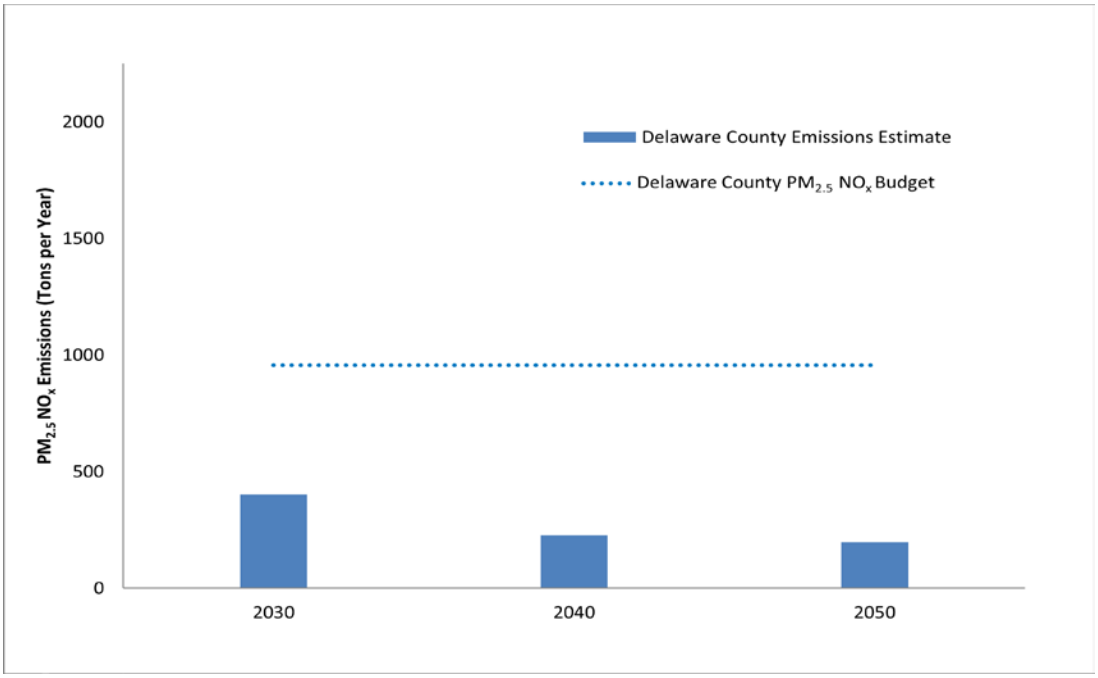
Figure 5: Delaware County Annual Direct $PM_{2.5}$ Emissions Analysis Results (Tons/Year) for Delaware County, Pennsylvania



The most recent MVEBs apply to all future analysis years.
Source: DVRPC, 2026

Figure 5 compares modeled direct PM2.5 emissions for each analysis year for Delaware County relative to the emissions budgets. Direct $PM_{2.5}$ emissions in the Delaware County, Pennsylvania subregion are estimated at 31 tons per year in 2030 and are projected to decline to 20 tons per year by 2050. This is well below the SIP budget of 79 tons per year.

Figure 6: Delaware County Annual NO_x Precursor Emissions Analysis Results (Tons/Year) for Delaware County, Pennsylvania



The most recent MVEBs apply to all future analysis years.

Source: DVRPC, 2026

Figure 6 compares modeled NOx precursor emissions for each analysis year for Delaware County relative to the emissions budgets. Precursor NO_x $PM_{2.5}$ emissions in the Pennsylvania subregion are estimated at 402 tons per year in 2030 and are projected to decline to 198 tons per year by 2050. This is well below the SIP budget of 2,016 tons per year.

These findings demonstrate transportation conformity of the DVRPC *Update: Connections 2050 Plan for Greater Philadelphia*, FFY2026 New Jersey TIP, and Draft FFY 2027 Pennsylvania TIP with the state SIPs and the Final Rule requirements under CAA, including:

- the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area;
- the 2006 24-Hour $PM_{2.5}$ NAAQS in the Philadelphia–Wilmington, PA–NJ–DE $PM_{2.5}$ Maintenance Area;
- the 2006 24-Hour $PM_{2.5}$ NAAQS in the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual and 24-Hour $PM_{2.5}$ Maintenance Area, and
- the 2012 Annual $PM_{2.5}$ Delaware County, PA Maintenance Area.

CHAPTER 1: Introduction

Overview

This report demonstrates that DVRPC's *Update: Connections 2050 Plan for Greater Philadelphia*, FFY2026 TIP for New Jersey and Draft FFY2027 TIP for Pennsylvania conform with the relevant state SIPs and applicable NAAQS requirements under the CAA, as amended.

Specifically, transportation conformity is demonstrated for the following NAAQS and designation areas:

VOCs and NO_x meeting the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS requirements in:

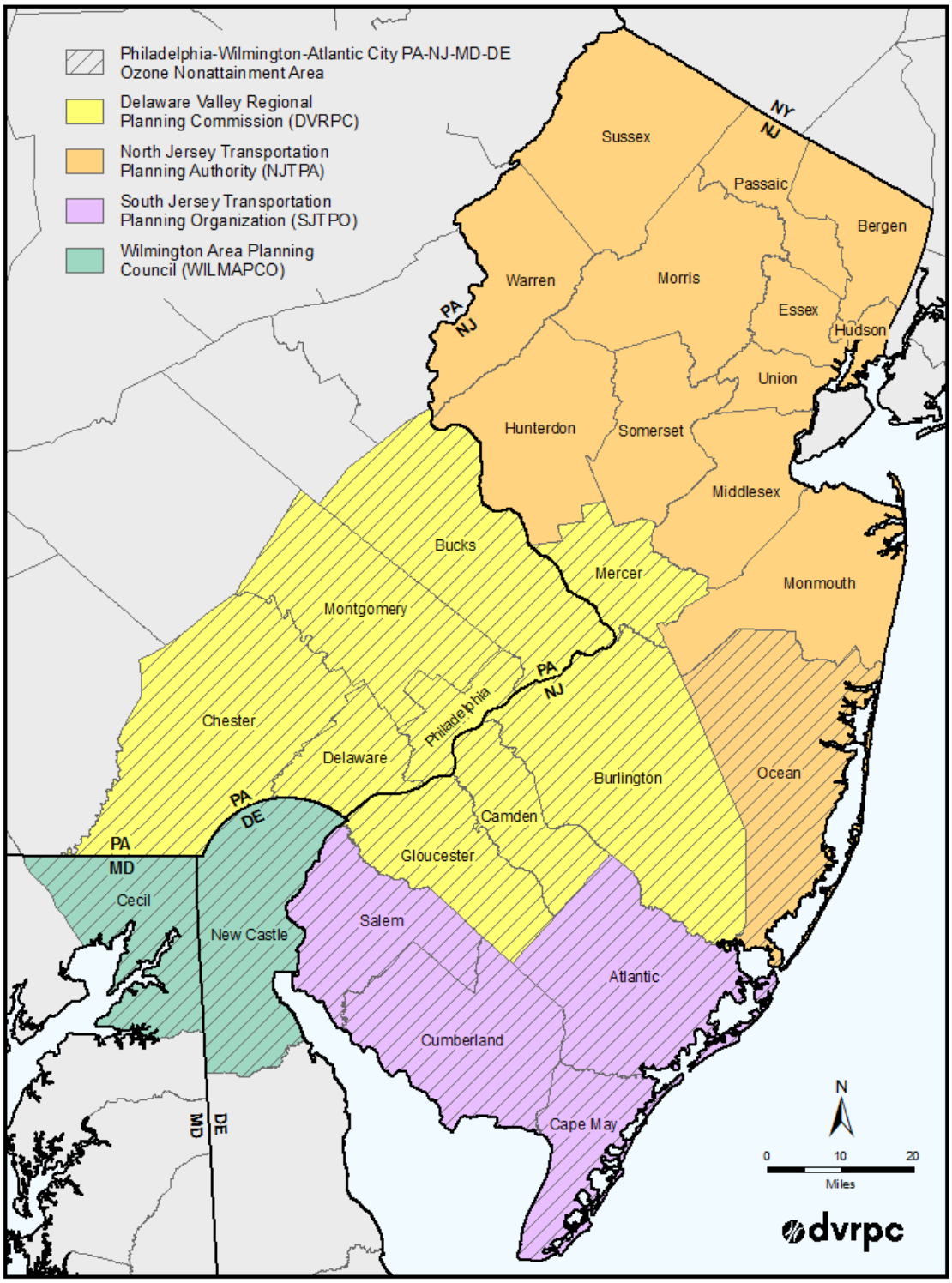
- the DVRPC portion of the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area; and

Direct $PM_{2.5}$ and precursor NO_x meeting the 2006 24-Hour and 2012 Annual $PM_{2.5}$ NAAQS requirements in:

- the DVRPC portions of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour $PM_{2.5}$ Maintenance Area,
- the DVRPC portion of the New York–Northern New Jersey–Long Island, (NY–NJ–CT) 24-Hour $PM_{2.5}$ Maintenance Area; and
- the Delaware County, PA Annual $PM_{2.5}$ Maintenance Area.

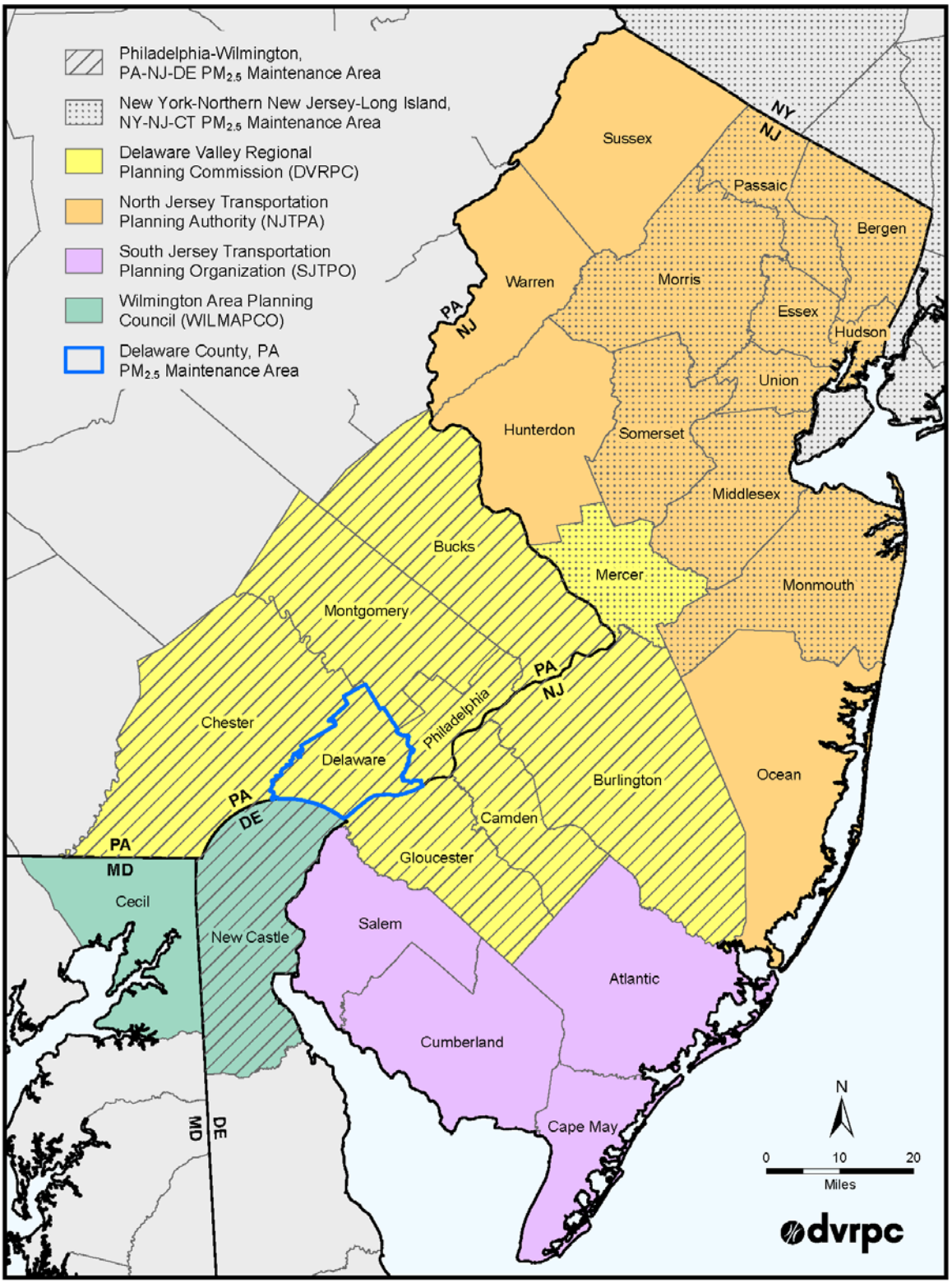
Figures 7 and 8 detail the current ozone and $PM_{2.5}$ nonattainment and maintenance areas that are relevant to the DVRPC region. The Philadelphia Ozone Nonattainment Area encompasses the entire DVRPC region, the entire South Jersey Planning Organization (SJTPO) area, and the entire Wilmington Area Planning Council (WILMPACO) region. The Philadelphia $PM_{2.5}$ Maintenance Area covers eight counties in the DVRPC region, the entire SJTPO area, and New Castle County, Delaware (part of the WILMAPCO area). Mercer County, in the DVRPC region, is part of the New York – Northern New Jersey $PM_{2.5}$ Maintenance Area and Delaware County, Pennsylvania is a stand-alone Maintenance Area for the 2012 Annual $PM_{2.5}$ Standard.

Figure 7: Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Eight-Hour Ozone Nonattainment Area



Source: DVRPC, 2026

Figure 8: DVRPC Annual and 24-Hour $PM_{2.5}$ Maintenance Areas



Source: DVRPC, 2026

NAAQS

The CAA, first enacted in 1963 and last amended in 1990, requires that the U.S. EPA set national air quality standards for air pollutants that are considered harmful to public health and the environment. The CAA also requires the agency to periodically review the standards and to update those standards as necessary to provide an ample margin of safety to protect public health and welfare.

The U.S. EPA has set NAAQS for several principal air pollutants, referred to as criteria pollutants. The NAAQS criteria pollutants include ozone, carbon monoxide, coarse and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively), sulfur dioxide, nitrogen dioxide, and lead.

The DVRPC region must demonstrate transportation conformity for ozone and $PM_{2.5}$. Table 2 lists the current NAAQS for ozone and $PM_{2.5}$ and the date of adoption by the U.S. EPA. In May 2024, the U.S. EPA finalized the update to the annual $PM_{2.5}$ standard. Nonattainment designations for this standard are pending and DVRPC will continue to demonstrate conformity to the 2006 and 2012 standards as required.

Table 2: Current NAAQs

NAAQS	Standard	Date Adopted	Final NAA Designations	FR Notice
Ozone (2015)	**70 ppb**	**October 2015**	**June 2018**	**80 FR 65292**
Annual $PM_{2.5}$ (2012)	**12 µg/m^3**	**December 2012**	**April 2015**	**78 FR 3086**
Annual $PM_{2.5}$ (2024)	**9 µg/m^3**	**May 2024**	**Pending**	**89 FR 16202**
24-Hour $PM_{2.5}$ (2006)	**35 µg/m^3**	**October 2006**	**December 2009**	**71 FR 61144**

Source: DVRPC, 2026

Note: NAA = Nonattainment Area; FR = Federal Register.

When a region is designated as a nonattainment area by the U.S. EPA, states are required to develop SIPs that outline how the state plans to meet or "attain" the NAAQS. Implemented SIPs contain an MVEB for use for demonstrating transportation conformity. Regional emissions estimates are compared against these budgets to determine progress toward meeting air quality goals.

The nonattainment areas for each of the criteria pollutants can be viewed at: www.epa.gov/green-book. Detailed information on the SIPs can be viewed at: www.epa.gov/air-quality-implementation-plans/sip-status-reports.

Public Health Impacts

Ozone is a photochemical oxidant and a major component of smog. Ozone is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of VOCs and NO_x in the presence of sunlight. Although ozone in the upper atmosphere shields and protects the Earth from harmful radiation from the sun, high concentrations of ozone at ground level are a serious health and environmental concern. Even at low levels, ozone can damage lung tissue, reduce lung function, and sensitize the respiratory system to other irritants. Additionally, scientific evidence has indicated that ambient levels of ozone not only affect people with pulmonary conditions, such as asthma, but also normal, healthy adults and children.

Particulate Matter (PM) includes both solid particles and liquid droplets found in air. Many man-made and natural sources emit PM directly or emit other pollutants that react in the atmosphere to form PM. These solid and liquid particles come in a wide range of sizes. The coarse particles, less than 10 micrometers (µm) in diameter (PM_{10}), pose a health concern since they can be inhaled into and accumulate in the respiratory system. The fine particles, less than 2.5 µm in diameter ($PM_{2.5}$), are believed to pose even greater health risks. Due to their small size, these fine particles can lodge deep in the lungs. Individuals particularly sensitive to $PM_{2.5}$ exposure include older adults, people with heart and lung disease, and children. Health studies have shown a significant association between exposure to $PM_{2.5}$ and premature mortality.

$PM_{2.5}$ can be emitted directly from combustion engines or chemically formed in the atmosphere when certain gases are present. Direct $PM_{2.5}$ emissions can result from particles in exhaust fumes, from brake and tire wear, from road dust kicked up by vehicles (called fugitive road dust), and from highway and transit construction. Indirect $PM_{2.5}$ emissions can result from one or more of several exhaust components, including VOCs, NO_x, sulfur oxides (SO_x), and ammonia (NH_3)

Transportation Conformity

The CAA section 176(c) (42 US Code [U.S.C.] 7506(c)) requires that federally funded highway and transit project activities “conform to” state air quality goals found in SIPs. This process ensures that transportation and air quality agencies consult with one another to look for strategies to relieve traffic congestion, improve air quality, and provide communities with a safe and efficient transportation system.

The transportation conformity process is required in areas that have been designated by the U.S. EPA as nonattainment or maintenance areas (see Figures 7 and 8 on pages 10 and 11). A transportation conformity demonstration is required at least once every four years; or when an MPO adopts a new Plan or TIP; adds or deletes a regionally significant, nonexempt project in a Plan or TIP, or when an MPO significantly amends the scope or timing of construction of a nonexempt project.

Transportation conformity is demonstrated when federally funded highway and transit activities are determined not to cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly

make conformity determinations within air quality nonattainment and maintenance areas to ensure that federal actions are consistent with corresponding SIPs. The U.S. Department of Transportation (U.S. DOT) cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the CAA requirements governing the current NAAQS for transportation conformity.

This conformity demonstration is based on the current Final Rule under the CAA, including 40 CFR Part 93, as revised. The Final Rule dictates that conformity findings within the DVRPC planning area must be based on the applicable SIP budgets in all target analysis years. The demonstration process estimates emissions that will result from the region's transportation system and determines whether those emissions are within the limits outlined in respective SIPs and other applicable NAAQS requirements.

In multi-state nonattainment and maintenance areas that have SIP MVEBs for each state's portion of the nonattainment or maintenance area, conformity can be demonstrated for each state's subregion of the area. For example, because DVRPC's Pennsylvania counties have SIP MVEBs, DVRPC can demonstrate conformity for the Pennsylvania portion of the Philadelphia Ozone Nonattainment Area separately from the rest of the nonattainment area in New Jersey, Delaware, and Maryland.

For this conformity determination, DVRPC will be using the emissions analysis budget test to demonstrate conformity for the Draft FFY2027 TIP in Pennsylvania and Pennsylvania projects in the *Update: 2050 Connection Plan for Greater Philadelphia.* In the New Jersey portion of the region, DVRPC will reaffirm the previous conformity analysis for the FFY2026 TIP for New Jersey and New Jersey projects in the Plan in lieu of performing a full conformity analysis as allowed by U.S. EPA guidance at (40 CFR93.122(g)).

Chapter 2 details the process for conducting the full conformity analysis including the process, requirements, and results of the emissions analysis and budget test in the Pennsylvania subregion as well as the requirements for reaffirming the previous conformity results for the New Jersey subregion.

CHAPTER 2: Conformity Demonstration Overview

DVRPC Plan and TIP

The *Update: Connections 2050 Plan for Greater Philadelphia*, adopted by the DVRPC Board in September 2025, provides a broad planning framework for the region. The transportation component of the Plan includes a comprehensive long-range transportation plan for the DVRPC region. The *Update: Connections 2050 Plan for Greater Philadelphia* includes over $78.4 billion from traditional sources for regional transportation improvements. The fiscally constrained Plan prioritizes transportation funding for rebuilding the region's infrastructure and also includes new major regional transportation projects. The Plan also sets a vision and goals for the region's orderly growth and development and identifies a set of strategies to help achieve the vision.

The Plan's financial component reflects current and projected federal authorization levels. Estimated costs for Plan projects have been adjusted to account for inflation and to reflect the year of expenditure, as required by the FHWA/FTA Final Rule on Statewide and Metropolitan Transportation Planning and Programming.[2]

The New Jersey and Pennsylvania TIPs are staged, multiyear, intermodal programs of transportation projects covering the nine counties in the DVRPC planning area. The DVRPC TIPs are consistent with the Plan and are developed, pursuant to 23 CFR Part 450, to meet the federal requirement of being financially constrained to a funding level that is available to the region as established in the financial guidance provided by the respective states. All Plan and TIP project descriptions have been reviewed and approved by DVRPC's Transportation Conformity Interagency Consultation Group (TCICG) for appropriate Air Quality (AQ) code and analysis years. The Appendix in this document lists all air quality significant projects in the Plan and TIPs, along with their designated AQ code and analysis years.

Conformity Procedures

DVRPC will be following different procedures to demonstrate conformity based on the status of nonexempt, regionally significant projects in each state. In New Jersey, conformity will be demonstrated by reaffirming the previous year's analysis, while a regional emissions and budget test will be conducted in Pennsylvania. DVRPC is demonstrating conformity for both states concurrently to maintain consistency in the year in which conformity for the region is approved by U.S. DOT and to demonstrate that the Plan and both state TIPs will meet the budget test to the pending MVEBs in each state's SIP revisions.

Reaffirmation of Previous Analysis (New Jersey Subregion)

The U.S. EPA Final Rule allows MPOs, such as DVRPC, that have previously demonstrated conformity for their TIPs or Plans to reaffirm the previous conformity analysis (40 CFR93.122(g)) in lieu of performing a full conformity analysis as long as the following requirements are met:

- regionally significant projects in the transportation plan and TIPs must be consistent with those assumed in the previous regional emissions analysis, and the design concept and scope of each regionally significant project cannot be significantly different from that assumed in the previous regional emissions analysis, and
- the regional emissions analysis must demonstrate conformity to the most recent adequate or approved NAAQS budgets.

[2] See 23 CFR 450.216(1), 23CFR 450.322(f) (10) (iv), and 23 CFR 450.23(h).

DVRPC has previously demonstrated conformity for the ozone and fine particulate matter ($PM_{2.5}$) NAAQS for the *Update: Connections 2050 Plan for Greater Philadelphia* and FFY 2026 New Jersey TIP in September 2025. Through this reaffirmation process, DVRPC is confirming that:

- there have been no significant changes to the design or scope of regionally significant, nonexempt projects in the New Jersey portion of the DVRPC Plan or FFY2026 TIP for New Jersey since the most recent conformity finding,
- the 2015 Ozone NAAQS attainment date of 2026 was included in the most recent relevant conformity analyses,
- the region has limited maintenance plans for $PM_{2.5}$ and regional emissions analysis are not required to demonstrate conformity to the $PM_{2.5}$ NAAQS,
- the most recent DVRPC conformity demonstrations utilized the most recent ozone NAAQS budgets approved by the U.S. EPA to demonstrate conformity to the Ozone NAAQS, and
- the most recent DVRPC conformity demonstration meet the ozone NAAQS budgets submitted by the NJ DEP in February 2025 and currently being reviewed for adequacy by the U.S. EPA.

This reaffirmation will serve to demonstrate conformity to the current ozone budgets and those included in the New Jersey SIP revision for the "2015 70 ppb Eight-Hour Ozone Attainment Demonstration, Moderate Classification."

Regional Emissions Analysis and Budget Test (Pennsylvania Subregion)

This conformity demonstration is required in Pennsylvania due to amendments to the *Update: Connections 2050 Plan for Greater Philadelphia* and a new FFY2027–2030 Pennsylvania TIP.

The federal Final Rule requires that all regionally significant and nonexempt projects funded in the Plan and TIP be included in the regional transportation conformity analysis. Areas designated as nonattainment or maintenance areas must conduct a regional emissions analysis to demonstrate conformity. Emissions analysis is conducted by including all existing and planned, regionally significant, and nonexempt projects from the Plan and TIP in the regional TDM. Emissions from those modeled projects are then quantified using the latest U.S. EPA approved emissions modeling system, in this case the Motor Vehicle Emissions Simulator version 5 (MOVES 5).

Modeled emissions results from the projects in the Plan and TIPs are then compared to MVEBs contained in the SIPs to meet the NAAQS. When modeled emissions are less than the SIP budgets, the transportation conformity requirements have been met. This process is referred to as the "budget test."

Conformity Project Types

There are three categories of projects in the Plan and TIP:

Regionally Significant Project: a nonexempt highway or transit project on a facility that, regardless of its length, serves regional needs and is normally included in the regional travel demand model.

Exempt Project: a project listed in Table 2 or Table 3 of the Final Rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities.

Not Regionally Significant Project/Nonexempt: a nonexempt highway or transit project on a facility that does not serve regional needs or is not normally included in the regional travel simulation model and does not fit into an exempt project category in Table 2 or Table 3 of the Final Rule (40 CFR 93).

Analysis Years

When performing the budget test, DVRPC identifies a series of analysis years. Analysis years are benchmarks for the projects that are included in the TDM and emissions analysis. All projects that are expected to be open to traffic by the beginning of that analysis year are included in that year's emissions analysis. The Final Rule includes guidance on the selection of analysis years. Analysis years must include SIP budget years, NAAQS attainment dates, the final year of the Plan, and interim analysis years that are no more than 10 years apart extending out to the horizon year of the Plan.

MVEBs are established in each state's SIP for specific years. The MVEBs set the emissions limits moving forward. For example, the 2025 $PM_{2.5}$ SIP budgets in Pennsylvania establish emissions limits for all projects that are open to traffic after 2025 and until such time as a new SIP budget is approved by the U.S. EPA.

To demonstrate conformity for the ozone NAAQS, projected VOC and NO_x emissions in all analysis years must be below the SIP MVEBs for the given analysis years. VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday.

To demonstrate conformity for the $PM_{2.5}$ NAAQS, emissions are estimated for direct $PM_{2.5}$ and the $PM_{2.5}$ precursor chemical NO_x. The SIP budgets for $PM_{2.5}$ are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual $PM_{2.5}$ emissions. Regional emissions analysis for $PM_{2.5}$ are no longer required in New Jersey.

The analysis years for this conformity demonstration are listed in Table 3. The years 2030 ($PM_{2.5}$ SIP budget year for Delaware County only and year included in the TIP) and 2050 (the Plan horizon year) are required analysis years, and 2040 is an interim year within 10 years of the previous analysis.

Table 3: Mobile Source Analysis Years

Year	Ozone	$PM_{2.5}$ (PA only)	Note
2030	√	√	**$PM_{2.5}$ SIP budget year and interim year**
2040	√	√	**Year within 10 years of previous analysis**
2050	√	√	**DVRPC Plan horizon year**

Source: DVRPC, 2026

DVRPC AQ Code

DVRPC has developed an AQ coding scheme to identify projects that are included in the emissions analysis and the project's analysis year. The coding scheme is also used to identify which projects are exempt from the emissions analysis. All regionally significant, nonexempt projects are assigned a five-character alphanumeric AQ code that begins with a four-digit analysis year followed by the letter "M" to indicate that it was included in the TDM. For instance, a Plan or TIP project may have an AQ code of 2030M, in which case the project is identified as a regionally significant, nonexempt project, the emissions estimates of which are (1) included in the 2030 and all subsequent future analysis years, and (2) performed using the TDM network analysis technique.

DVRPC has also developed an internal coding scheme to identify each exempt project type based on those defined in the Final Rule. Table 4 shows the exempt project categories in the Final Rule and their corresponding DVRPC AQ codes. In cases in which multiple codes can apply to a project, the most representative code is assigned. The AQ code for each project is shown in the respective Plan and TIP documents.

Projects that have been determined to be not regionally significant as defined in the Final Rule, and do not fit into an exempt category, are labeled as "NRS." The TCICG has reviewed all projects and concurred on all assigned AQ codes in the Plan and the TIP.

Table 4: AQ Codes for Exempt and Not Regionally Significant Projects in the Plan and TIPs

	Exempt Project Category†	AQ Code
Safety Projects	Railroad/highway crossing	S1
	Hazard elimination program	S2
	Safer non-federal-aid system roads	S3
	Shoulder improvements	S4
	Increasing sight distance	S5
	Safety improvement program	S6
	Traffic control device and operating assistance other than signalization projects	S7
	Railroad/highway crossing warning devices	S8
	Guardrails, median barriers, crash cushions	S9
	Pavement resurfacing and/or rehabilitation	S10
	Pavement marking demonstration	S11
	Emergency relief (23 U.S.C. 125)	S12
	Fencing	S13
	Skid treatments	S14
	Safety roadside rest areas	S15
	Adding medians	S16
	Truck-climbing lanes outside the urbanized area	S17
	Lighting improvements	S18
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19
	Emergency truck pullovers	S20
Mass Transit Projects	Operating assistance to transit agencies	M1
	Purchase of support vehicles	M2
	Rehabilitation of transit vehicles	M3
	Purchase of office, shop, and operating equipment for existing facilities	M4
	Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.)	M5
	Construction or renovation of power, signal, and communications systems	M6
	Construction of small passenger shelters and information kiosks	M7
	Reconstruction or renovation of transit buildings and structures	M8
	Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Purchase of new buses and rail cars to replace existing vehicles or for minor expansion of the fleet	M10
	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
Air Quality Projects	Continuation of ridesharing and vanpooling promotion activities at current levels	A1
	Bicycle and pedestrian facilities	A2
Other Projects	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Grants for training and research programs	X2
	Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Federal aid systems revisions	X4
	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Noise attenuation	X6
	Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Acquisition of scenic easements	X8
	Plantings, landscaping, etc.	X9
	Sign removal	X10
	Directional and informational signs	X11
	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12
	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13
No Regional Emissions Analysis Required	Intersection channelization projects	R1
	Intersection signalization projects at individual intersections	R2
	Interchange reconfiguration projects	R3
	Changes in vertical and horizontal alignment	R4
	Truck size and weight inspection stations	R5
	Bus terminals and transfer points	R6
Not Regionally Significant	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS

Source: DVRPC, 2025

†40 CFR 93 Section 126 and 127

Project Set

The project set analyzed for conformity is detailed in Table 5 and includes the existing transportation network, all regionally significant projects funded in the Plan,[3] those in the current TIP, and those that have been introduced in previous TIPs but are not yet completed. Each project is classified by the first year that the project is included in the regional emissions analysis, also known as the analysis year. The emissions estimate for a particular analysis year include all the projects that are expected to be open to traffic by that year.

Table 5: Projects Included in the Regional Emissions Analysis

Analysis Year	Project Set
2030 (SIP budget year for Delaware County, PA only and year within the TIP)	**All regionally significant highway and transit facilities, services, and activities currently in place** **and** **Additional highway and transit projects that are scheduled to open prior to 2030**
2040 (interim year)	**All regionally significant highway and transit projects in the 2030 model network** **and** **Additional highway and transit projects that are scheduled to open from 2030 to 2039**
2050 (DVRPC Plan horizon year)	**All regionally significant highway and transit projects in the 2040 model network** **and** **Additional highway and transit projects that are scheduled to open from 2040 to 2049**

Source: DVRPC, 2026

Emissions Analysis

Once the regionally significant and nonexempt projects in the Plan and TIP are identified and analysis years are assigned, regional emissions estimates are developed through a series of models that simulate travel demand in the region and then convert those travel characteristics into estimates of emissions of the pollutants of concern.

Plan and TIP projects are coded into the DVRPC TDM (Travel Improvement Model version 2.5.1). The TDM represents the regional transportation network and uses inputs like population, employment, and land use data to develop estimates for trip length, vehicle miles traveled (VMT), and traffic volumes on the transportation network. The model includes the base transportation network of roads and transit projects that have been constructed, and new networks are built to include projects from the Plan and TIP according to the projects' analysis years.

Outputs of the TDM are then processed and entered into the emissions estimation model, MOVES 5. The MOVES model will then take the TDM outputs, information on meteorology, fuel information, data on vehicle types and vehicle populations, and other critical inputs to develop projected emissions estimates for a given analysis year and pollutant, which is then compared against the SIP MVEB to demonstrate conformity.

[3] The *Update*: *Connections 2050 Plan for Greater Philadelphia* also includes a list of unfunded aspirational projects that are consistent with the Plan's vision but can be not funded within fiscal constraint. As a result, these projects are not included in the conformity analysis.

Latest Planning Assumptions

The Final Rule requires that the most current available planning assumptions be used in determining transportation conformity. In addition to the Plan and TIP projects that are included in the conformity analysis, planning assumptions are critical inputs to the TDM. These include population and employment estimates, transit and toll road pricing, land use assumptions, VMT, travel time of day patterns, transit ridership, and vehicle fleet mix and age.

Planning assumptions are updated following U.S. EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the best available latest traffic, vehicle fleet, and environmental data to estimate regional highway emissions.

In Pennsylvania, the Pennsylvania Department of Transportation (PennDOT) updates the key planning assumptions on a triennial basis to support the U.S. EPA's National Emissions Inventory and FHWA's latest planning assumption requirements for transportation conformity. The PennDOT triennial data update is used to inform the planning assumptions for the future analysis years used for transportation conformity. PennDOT has updated vehicle age distribution assumptions using 2023 vehicle registration data provided by the Pennsylvania Department of Motor Vehicles. The actual percentage of electric vehicles is used for the Philadelphia region. This represents 18.5 percent of vehicles for cars (MOVES source type 21) and 3.9 percent for light trucks (MOVES source types 31 & 32) for model years 2028 and later model years. The analysis uses the MOVES defaults for heavy duty vehicles. VMT were also adjusted to the latest Highway Performance Management System (HPMS) factors, which are from 2023.

All other data assumptions for the conformity analysis relied on the latest available planning assumptions or national/local defaults consistent with methods used for past conformity analyses and the U.S. EPA's technical guidance. This includes information and characteristics related to fuels, inspection and maintenance program parameters, heavy-truck long duration idling, and environmental data (e.g., temperatures and humidity).

Planning assumptions, as well as the list of Plan and TIP projects, are reviewed and approved by the TCICG before DVRPC begins the regional emissions analysis.

The planning assumptions and project lists used in this demonstration are the latest and most current assumptions available as of April 10, 2026, which serves as the "start of analysis" date for the conformity determination.

Population and Employment Estimates

The population and employment estimates used in this conformity determination are the latest available at the traffic analysis zone (TAZ) level. DVRPC's 2050 version 2.1 population and employment forecasts were adopted by the DVRPC Board on May 22, 2025. These estimates include forecasts for the Plan horizon year of 2050 and are posted on the DVRPC website under the Quick Links at https://www.dvrpc.org/plan/. This data can also be reviewed upon request.

Transit and Toll Road Policies

Current transit operations and road toll structure are considered as part of the latest planning assumptions. The transit person trips produced by the modal split component of the DVRPC TDM are considered "linked" in the sense that they do not include any transfers that may have occurred either during transit trips or between auto approaches and transit lines. The transit assignment model simultaneously assigns trip origin and

destination to routes in the network. While not capacity constrained, this transit assignment procedure accomplishes two major tasks. First, the transit trips are "unlinked" to include transfers; and second, these "unlinked" transit trips are associated with specific transit facilities to produce link, line, and station volumes.

All fares entering the transit network are "blended" by operating entity. For each operator, different existing fare types (e.g., cash; transfer charge; and daily, weekly, and monthly passes) are blended into a single fare policy based on the percentage of each fare type and use in the 2019 fare structure. Then the future fare for each operator is held constant in current dollars. All current operating plans, ridership, and service levels are built into the transit network and incorporated into the future-year networks. Future-year transit networks are augmented with any new services identified in the corresponding DVRPC Plan and TIPs. Table 6 details all transit operators included in the transit network and their operational assumptions.

Other transportation-related costs, such as automobile operating costs, gasoline costs, parking costs, and road/bridge tolls, are also based on current and available data and are held constant in current dollars into the future analysis years.

Transit and toll policies used in this conformity determination are current as of the start of analysis date (April 10, 2026).

Table 6: Transit Operation Assumptions

Transit Companies	Fares	Operating Plan /Service Level
SEPTA City Transit Division	**Specified in the transit network by operator and by analysis year; held constant in year 2019 dollars**	**Specified in the transit network by operator and by analysis year**
SEPTA Suburban Victory Division		
SEPTA Suburban Frontier Division		
SEPTA Regional Rail Division		
NJ Transit Mercer Division		
NJ Transit Southern Division		
NJ Transit Railroad Division		
PATCO High-Speed Line (DRPA)		
Pottstown Area Rapid Transit		
Krapf's Coaches		

Source: DVRPC, 2026

Note: SEPTA = Southeastern Pennsylvania Transportation Authority; NJ Transit = New Jersey Transit; DRPA = Delaware River Port Authority; PATCO = Port Authority Transit Corporation.

Travel Demand Simulation

DVRPC's TDM is a four-step process that ultimately assigns travel patterns among and within TAZs using the built transportation networks, along with the planned highway and transit networks described by the Plan and the TIP. DVRPC's TDM was validated in 2019 following FHWA guidance and features an expanded geography to improve travel simulation within, through, and across the region. Additional adjustments were made to the model to reflect current conditions using recent HPMS data from New Jersey DOT and Pennsylvania DOT.

The current model includes a detailed transportation network for the nine county DVRPC region, and a less detailed network for the 16 counties surrounding the DVRPC region (the "Extended Area"). The current model also includes updated socio-demographic input data (households, population, and employment). The DVRPC TDM meets the federal transportation authorization and planning requirements, as well as requirements included in the CAA and the Final Rule. Travel model output is then run through a postprocessor in preparation for emissions analysis by MOVES 5. The TCICG has reviewed and approved DVRPC's travel demand modeling process.

Emissions Model

The CAA requires the U.S. EPA to regularly update emissions models. In 2009, the U.S. EPA required that the MOVES model become the official emissions estimation model used for SIP development and transportation conformity determinations. The MOVES family of models estimates on-road mobile emissions based on an operational mode that accounts for different driving patterns and emissions profiles from various vehicle types. Beginning in December 2026, MPOs and state DOTs are required to use the MOVES 5 emissions model to demonstrate transportation conformity. DVRPC used the MOVES 5 model for this determination. For a detailed description of the MOVES model, please visit: www.epa.gov/moves.

Conformity Tests

As previously noted, DVRPC is relying on the previous conformity results, approved by the U.S. DOT in December 2025 to demonstrate conformity in the New Jersey portion of the region. Those results will also demonstrate conformity to the 2009 Ozone SIP budgets and the pending SIP budgets included in New Jersey's Ozone SIP revision submitted to the U.S. EPA in February 2025.

The DVRPC region must demonstrate transportation conformity for ozone and $PM_{2.5}$. Governing SIPs are in place for these pollutants in New Jersey and Pennsylvania. DVRPC used the applicable SIP budgets to demonstrate transportation conformity for ozone and $PM_{2.5}$ (in Pennsylvania).

The DVRPC region was designated as a marginal nonattainment area for the 2015 Ozone Standard on June 4, 2018. Implementation guidance for this standard was released by the U.S. EPA in December 2018, and this conformity determination was conducted following the 2015 Eight-Hour Ozone NAAQS implementation guidance (83 FR 62988). The Philadelphia Ozone Nonattainment Area (NAA) did not meet the August 2021 designated attainment date for ozone and in November 2022, the U.S. EPA finalized the rule to re-designate the NAA to moderate nonattainment for the 2015 Ozone Standard.

The Philadelphia Ozone NAA subsequently did not meet the August 2024 attainment date for moderate nonattainment, and the U.S. EPA has re-designated the area to serious nonattainment. The attainment date for areas designated as serious nonattainment for the 2015 Ozone Standard is August 2027 (89 FR 61025).

This demonstration reaffirms conformity to the 2009 Ozone SIP budget in New Jersey (current) and demonstrates conformity to the 2008 Ozone SIP budget in Pennsylvania (current) as well as the proposed 2023 Ozone SIP budgets included in New Jersey's Ozone SIP revision submitted to the U.S. EPA in February 2025 and the Pennsylvania Attainment SIP Revision submitted in September 2023. The 2008 and 2009 ozone budgets were approved by the U.S. EPA for conformity purposes in May 2009 (73 FR 41068) and February 2011 (76 FR 6559), respectively. The approved MVEBs were established by the state DEPs using MOBILE 6.2. The regional emissions analysis for ozone was conducted using MOVES 5. Analysis is conducted for ozone emissions for a typical summer work weekday.

The U.S. EPA has approved maintenance plans for the 2006 24-Hour $PM_{2.5}$ standards in Pennsylvania counties in the DVRPC region in April 2015 (80 FR 22112) and the 2012 Annual $PM_{2.5}$ standard in Delaware County in November 2019 (84 FR 51420). Both SIPs contain MVEBs for direct $PM_{2.5}$ and precursor NO_x to be used to demonstrate transportation conformity. All $PM_{2.5}$ MVEBs are expressed in tons of emissions per year for both the annual and 24-hour standards.

The U.S. EPA has ruled that exhaust and brake/tire wear must be included in the regional analysis of direct $PM_{2.5}$ emissions but has also ruled that fugitive road dust does not need to be included in this analysis in the DVRPC region. Thus, the only components of direct $PM_{2.5}$ emissions in this DVRPC conformity iteration are tailpipe exhaust and brake/tire wear.

For the indirect $PM_{2.5}$ emissions (also called $PM_{2.5}$ precursors), the U.S. EPA has identified four potential transportation-related $PM_{2.5}$ precursors: VOCs, NO_x, SO_x, and NH_3. The State DEPs have determined that NO_x is contributing to regional $PM_{2.5}$ formation and therefore must be included in the $PM_{2.5}$ precursor analysis.

Tables 7–9 show the governing MVEBs to be utilized in this iteration of conformity demonstration.

Table 7: Ozone Emissions Budgets (Tons/Day)

Pollutant	Budget†	Pennsylvania Subregion (tons/day)	New Jersey Subregion (tons/day)
VOCs	2008 Budget	61.09 (all counties)	
	2023 Budget (pending)	29.57 (all counties)	
	2009 Budget		25.98 (all counties)
	2023 Budget (pending)		10.77 (all counties)
NO_x	2008 Budget	108.78 (all counties)	
	2023 Budget (pending)	52.21 (all counties)	
	2009 Budget		63.66 (all counties)
	2023 Budget (pending)		18.08 (all counties)

Source: DVRPC, 2026

†Ozone budgets are reported to the second decimal in accordance with the SIP. SIP budgets for ozone are for a typical July day.

Table 8: Pennsylvania $PM_{2.5}$ Emissions Budgets (Tons/Year)

Pollutant	Budget†	Pennsylvania Subregion (tons/year)
24-Hour Direct $PM_{2.5}$♦	**2025 Budget (tons per year)**	**1,316**
24-Hour Precursor NO_x♦		**25,361**

Source: DVRPC, 2026

†$PM_{2.5}$ budgets are rounded off to the nearest integer in accordance with the SIP.
♦SIP budgets for Annual and 24-Hour $PM_{2.5}$ are the same value expressed in tons/year.

Table 9: Delaware County $PM_{2.5}$ Emissions Budgets (Tons/Year)

Pollutant	Budget†	Delaware County (tons/year)
Annual Direct $PM_{2.5}$♦.	**2022 Budget (tons per year)**	**79**
Annual Precursor NO_x♦		**2,016**
Annual Direct $PM_{2.5}$♦.	**2030 Budget (tons per year)**	**53**
Annual Precursor NO_x♦.		**956**

Source: DVRPC, 2026

†$PM_{2.5}$ budgets are rounded off to the nearest integer in accordance with the SIP.
♦SIP budgets for Annual and 24-Hour $PM_{2.5}$ are the same value expressed in tons/year.

CHAPTER 3: Regional Emissions Analysis

Quantitative analysis for this iteration of transportation conformity determination for the DVRPC region began on April 10, 2026. All planning assumptions utilized in this demonstration are the latest and most current as of that date. The TDM analysis includes all regionally significant and nonexempt projects from the *Update: Connections 2050 Plan for Greater Philadelphia* and Draft FFY2027 TIP for Pennsylvania, segregated into networks according to the anticipated date that the facilities will be open to traffic.

Travel Demand Simulation Results

Results from the TDM, including speed distribution, VMT by vehicle type, road-type distribution, ramp fraction, VMT by day and month, and VMT by hour, were input into the MOVES 5 emissions analysis model. These input files are provided to the U.S. EPA for review and are available upon request.

For ozone analysis, a second speed distribution is performed before being analyzed by the MOVES 5 model. The postprocessor applies a factor to the assigned volumes from the TDM that increases the annual average weekday volume to an average July weekday volume (these factors vary by county and functional class). This speed distribution is then organized into a MOVES-formatted input file, and the daily speed distribution is used for ozone emissions analysis to determine VOC and NO_x emissions estimates for a typical summer work weekday.

Emissions Estimate Results

Reported emissions analysis results for Pennsylvania projects are from the regional emissions analysis conducted in the spring of 2026, while the New Jersey results are from the conformity determination adopted by the DVRPC Board in September 2025.

Mobile source emissions estimates are outputs of the MOVES 5 model. The regional emissions analysis must meet all conformity tests in the Final Rule. Specifically, emissions of VOCs, NO_x, and $PM_{2.5}$ must be less than the approved MVEBs.

Tables 10 through 15 present the results of these calculations for the transportation conformity simulation for the critical ozone precursors. The Final Rule requires that until MVEBs are established for the 2008 or 2015 Eight-Hour Ozone NAAQS, the approved SIP MVEB for the 1997 Ozone Standard are to be used to demonstrate conformity.

Both New Jersey and Pennsylvania have submitted SIP revisions to the U.S. EPA that include MVEBs for the 2015 Ozone NAAQs. These budgets are pending approval for use for conformity purposes and are included in this demonstration to show that the DVRPC Plan and TIPs are in conformity with those SIPs. Tables 10 and 12 show the ozone emissions analysis results from the 2025 emissions analysis of the New Jersey Plan and TIP while tables 11 and 13 show the ozone emissions analysis results for the Pennsylvania projects currently being analyzed.

The year 2026 was included in the previous conformity analysis because it was the 2015 ozone NAAQs attainment date. It is not included in the current analysis because the first year of the Pennsylvania TIP is 2027.

Table 10: New Jersey VOC Emissions Analysis Results (Tons/Day)

		2009 SIP MVEB†	2023 SIP MVEB†*	2026 Emissions	2030 Emissions	2040 Emissions	2050 Emissions
New Jersey	**Emissions from MOVES 5**	**25.98**	**10.77**	**9.93**	**8.77**	**6.30**	**4.59**

Source: DVRPC, 2025

†The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth of a ton per day.
**Pending*

Table 11: Pennsylvania VOCs Emissions Analysis Results (Tons/Day)

		2008 SIP MVEB†	2023 SIP MVEB†*	2030 Emissions	2040 Emissions	2050 Emissions
Pennsylvania	**Emissions from MOVES 5**	**61.09**	**29.57**	**13.02**	**8.86**	**7.65**

Source: DVRPC, 2026

†The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth of a ton per day.
**Pending*

Table 12: New Jersey NO_x Emissions Analysis Results (Tons/Day)

		2009 SIP MVEB†	2023 SIP MVEB†*	2026 Emissions	2030 Emissions	2040 Emissions	2050 Emissions
New Jersey	**Emissions from MOVES 5**	**63.66**	**18.08**	**12.80**	**8.69**	**3.91**	**2.84**

Source: DVRPC, 2025

†The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth of a ton per day.
**Pending*

Table 13: Pennsylvania NO_x Emissions Analysis Results (Tons/Day)

		2008 SIP MVEB†	2023SIP MVEB†*	2030 Emissions	2040 Emissions	2050 Emissions
Pennsylvania	**Emissions from MOVES 5**	**108.78**	**52.21**	**8.43**	**4.76**	**4.08**

Source: DVRPC, 2026

†The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth of a ton per day.
**Pending*

Table 14 provides the emissions estimate results for the 2006 $PM_{2.5}$ Maintenance Area in Pennsylvania, and Table 15 provides the emissions estimates and MVEB for the Delaware County 2012 Annual $PM_{2.5}$ Maintenance Area.

Since the $PM_{2.5}$ SIPs provide MVEBs expressed in annual values (tons/year), conformity is demonstrated by comparing emissions estimates against these budgets in those terms. Each future year's emissions estimate needs to be less than its associated SIP MVEB budget.

Table 14: 2006 24-Hour Direct $PM_{2.5}$ and NO_x Emissions Analysis Results (Tons/Year) for Pennsylvania

		2025 SIP MVEB†	2030 Emissions	2040 Emissions	2050 Emissions
Direct $PM_{2.5}$	**DVRPC—PA**	**1,316**	**230**	**178**	**154**
$PM_{2.5}$ Precursor (NO_x)	**DVRPC—PA**	**25,361**	**3,007**	**1,815**	**1,604**

Source: DVRPC, 2026

†The most recent MVEBs apply to all future analysis years. All emissions are rounded to the nearest integer.

Table 15: 2012 Annual Direct $PM_{2.5}$ and NO_x Emissions Analysis Results (Tons/Year) for Delaware County, Pennsylvania

		2030 SIP MVEB†	2030 Emissions	2040 Emissions	2050 Emissions
Direct $PM_{2.5}$	**Delaware County**	**53**	**31**	**23**	**20**
$PM_{2.5}$ Precursor (NO_x)	**Delaware County**	**956**	**402**	**227**	**198**

Source: DVRPC, 2026

† Associated 2022 and 2030 MVEBs apply to all future analysis years. All emissions are rounded to the nearest integer.

Meeting the Conformity Criteria

Collectively, these tables show that the estimated emissions of VOCs, NO_x, and $PM_{2.5}$ do not exceed the respective MVEBs included in the approved and pending SIPs discussed in the previous sections of this conformity demonstration. Tables 10 through 15 cumulatively demonstrate that the Plan and the TIPs conform to the SIPs with respect to the MVEBs in the corresponding analysis year.

Table 16 indicates DVRPC's responses to the evaluation criteria for the Plan and TIPs, as well as the conformity evaluation criteria from 40 CFR Part 93.

Table 16: Evaluation of the Plan, TIPs, and Conformity Determination Criteria

New Jersey Conformity Reaffirmation		
Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	DVRPC Response
§93.122(b)	**Are the regionally significant projects in the transportation plan and TIPs consistent with those assumed in the previous regional emissions analysis?**	**There have been no additions or amendments to the list of regionally significant, nonexempt projects in the New Jersey portion of the DVRPC Plan or FFY2026 TIP for New Jersey since the last conformity finding adopted in September 2025.**
	Are the design concept and scope of each regionally significant project consistent with the projects' design and scope assumed in the previous regional emissions analysis.	**There have been no significant changes to the design or scope of regionally significant, nonexempt projects in the New Jersey portion of the DVRPC Plan or FFY2026 TIP for New Jersey since the most recent conformity finding.**
	Does the regional emissions analysis demonstrate conformity to the most recent adequate or approved NAAQS budgets?	**The most recent DVRPC conformity demonstrations utilized the most recent ozone NAAQS budgets approved by the US EPA to demonstrate conformity. Furthermore, the most recent DVRPC conformity demonstration meets the ozone NAAQS budgets submitted by the NJ DEP in February 2025 and currently being reviewed for adequacy by the U.S. EPA.**

Pennsylvania Regional Emissions analysis		
Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	DVRPC Response
§93.106(a)(2)(i)	Does the Plan quantify and document the demographic and employment factors influencing transportation demand?	Yes. The Draft *Connections 2050* Long-Range Plan does quantify and document demographic and employment factors influencing transportation demand. Future population and employment forecasts were developed with member counties and adopted by the DVRPC Board.
§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 that 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 Plan and TIP documents.

<continued>

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	DVRPC Response
§93.108	Are the transportation Plan and TIPs fiscally constrained?	Yes. The Plan and the TIP are constrained to reasonably anticipated financial resources, as required by federal regulations, and are based on year-of-expenditure costs.
§93.109(c)	Are the regional conformity test requirements met for all nonattainment and maintenance areas?	Yes. $PM_{2.5}$, VOCs, and NO_x MVEBs have been approved by the U.S. EPA. DVRPC performs budget tests to demonstrate the $PM_{2.5}$ and ozone conformity of the Plan and the TIP.
§93.110	Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion the 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?	Yes. This conformity determination utilizes the most recent demographic and employment data, which were adopted by the DVRPC Board in May 2025. Also, other planning assumptions and travel data are derived from the most current information available to DVRPC.
	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 discussed in this document and were verified through the consultation process. (See Chapter 2, pp. 21−23).
	Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?	Key transit and toll assumptions outlined in this document were verified through the consultation process. (See Chapter 2, pp. 21−23).
	Does the conformity determination use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures that have already been implemented?	Currently, there are no adopted TCMs in the corresponding SIPs.
	Are key assumptions specified and included in the draft documents and supporting materials used for interagency and public consultation, as required by §93.105?	Key assumptions are specified, and other supporting documents are included in this conformity determination document, which is available to the TCICG and the public.

<continued>

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	DVRPC's Response
§93.111	Is the conformity determination based upon the latest emissions model?	Yes. The transportation conformity determination for the Plan and the TIPs are based on MOVES 5 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?	Yes. Formal interagency consultation meetings with the U.S. EPA, FHWA, FTA, and state environmental and transportation agencies were held 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. In compliance with 23 CFR 450, a 30-day public comment period and public meetings are planned to receive comments regarding the transportation conformity of the Plan and the TIP under all governing NAAQS.
§93.113(b) **§93.113(c)**	Are TCMs being implemented in a timely manner?	There are currently no adopted TCMs in the SIPs.
§93.118	For areas with SIP Budgets: is the Plan, TIP, or project consistent with the established MVEB(s) in the applicable SIP?	Yes. Projects contained in the Plan and the TIPs result in fewer emissions than the established budgets for all applicable pollutants in each analysis year.
§93.122(a)(1)	Does the conformity analysis include all regionally significant projects?	Yes. The project sets for the Plan and the TIPs include all regionally significant projects.
§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 SIP?	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 TCICG and 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. DVRPC uses a network-based model that runs iteratively to obtain convergence on input/output highway and transit travel speed. It is sensitive to travel time, costs, and other factors affecting travel choices.

Source: DVRPC, 2026

CHAPTER 4: Stakeholder Participation

Interagency Consultation Group Meetings

DVRPC conducted TCICG consultation through a series of phone conversations and emails for this iteration of the transportation conformity demonstration of the Plan and the TIPs.

For New Jersey, DVRPC proposed reaffirming the previous conformity findings of the FFY2026 New Jersey TIP and regionally significant projects in the New Jersey portion of the Plan. DVRPC provided the New Jersey members of the TCICG with the conformity demonstration schedule and the results of the previous regional emissions analysis, including conformity to the MVEBs included in the New Jersey SIP revision submitted in 2025 which is currently being reviewed by the U.S. EPA for adequacy for use in conformity determinations. The TCICG approved the DVRPC proposal via email.

In Pennsylvania, consultation with the TCICG was conducted through email and PennDOT's SharePoint file sharing. Planning assumptions, model inputs, and project lists from the amendments to the *Update: Connections 2050 Plan for Greater Philadelphia* and Draft FFY2027 Pennsylvania TIP were reviewed by the TCICG. FHWA and FTA submitted comments regarding project coding and funding categories to DVRPC and all comments were resolved and submitted to the TCICG by April 9, 2025.

Final decisions on items of discussion were summarized and shared with the TCICG in each state.

Represented federal, state, and local partners on the TCICG included U.S. EPA Region II and III offices, FHWA NJ Division Office, FHWA PA Division Office, FTA Region II, New Jersey Department of Transportation, NJ Transit, NJ DEP, Pennsylvania DEP, PennDOT, and SEPTA. The consultant firm of Michael Baker Jr., Inc., also participated in the TCICG process because of its extensive involvement and expertise in the transportation conformity processes in both Pennsylvania and New Jersey.

Public Participation

DVRPC scheduled a mandated 30-day public comment period to begin on May 21, 2026, to receive comments on the draft conformity findings. The announcement for the public comment period for the conformity determination of the Plan and the TIPs will appear in five major newspapers throughout the region at the start of the public comment period. Announcement of the public comment period will be included in DVRPC's May and June newsletters, which go to over 13,000 subscribers. This draft conformity document will be made available online at www.dvrpc.org/AirQuality/Conformity/.

Hard copies of the Executive Summary of the draft document will be made available at 46 libraries throughout the region and at DVRPC's offices.

As part of the comment period, a hybrid public information session is scheduled for June 9, 2026, at 6:00 PM at the DVRPC offices with the option to attend in-person or online. An online public information session is scheduled for June 11, 2026, at 6:00 PM via webinar and a call-in function. The comment period will close on June 22, 2026, at 5:00 PM.

Written public comments and questions must be submitted in one of the following ways:

- online at www.dvrpc.org/AirQuality/Conformity/,
- by email at airconformity@dvrpc.org; and
- by mail at the address at the end of this document, Attention: TIP/Plan/Conformity Comments.

Comments and responses will be presented to stakeholders and the DVRPC Board prior to adopting the amended Plan, the final recommended program of priority transportation projects for the region's TIPs, and this conformity analysis. DVRPC staff plans to do this at the regularly scheduled Board meeting on Thursday, July 23, 2026.

CHAPTER 5: Conclusion

The DVRPC *Update: Connections 2050 Plan for Greater Philadelphia*, FFY2026 TIP for New Jersey, and the Draft FFY2027 TIP for Pennsylvania are found to be in conformity with the current state SIPs, as well as state submitted SIPs currently being reviewed by the U.S. EPA, under the CAA. The forecasted emissions levels of VOCs, NO_x, and $PM_{2.5}$ do not exceed the respective budgets established by the states in accordance with the Final Rule under the current NAAQS governing applicable pollutants. DVRPC is reaffirming the previous conformity analysis, adopted in September 2025, for New Jersey and has conducted a new emissions analysis in Pennsylvania in 2026. DVRPC confirms that the transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- that the Plan and the TIPs are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the Plan and the TIPs do not interfere with the timely implementation of TCMs [40 CFR 93.113]; and
- that the Plan and the TIPs are consistent with the MVEBs in the applicable SIPs, as well as MVEBs in SIPs currently being reviewed for adequacy by the U.S. EPA [40 CFR 93.118].

These findings demonstrate transportation conformity of the DVRPC *Update: Connections 2050 Plan for Greater Philadelphia,* FFY2026 TIP for New Jersey, and the Draft FFY2027 TIP for Pennsylvania with the corresponding state SIPs and the Final Rule requirements under the CAA, including:

- the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area;
- the 2006 24-Hour $PM_{2.5}$ NAAQS in the Philadelphia–Wilmington, PA–NJ–DE $PM_{2.5}$ Maintenance Area;
- the 2006 24-Hour $PM_{2.5}$ NAAQS in the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual and 24-Hour $PM_{2.5}$ Maintenance Area, and
- the 2012 Annual $PM_{2.5}$ Delaware County, PA Maintenance Area.

Appendices

Appendix A: Regionally Significant and Nonexempt Projects in the *Update: Connections 2050 Plan for Greater Philadelphia*, FFY2026 TIP for New Jersey, and Draft FFY2027 TIP for Pennsylvania

Appendix A: Regionally Significant and Nonexempt Projects in the *Update: Connections 2050 Plan for Greater Philadelphia*, FFY2026 TIP for New Jersey, and Draft FFY2027 TIP for Pennsylvania

The projects listed in this Appendix were included in the regional conformity analysis. Full project descriptions are available in the relevant documents by referencing the Major Regional Project (MRP) ID for Plan projects and DB NUM (New Jersey) and MPMS (Pennsylvania) numbers for TIP projects.

Air Quality Significant New Jersey *Update: Connections 2050 Plan for Greater Philadelphia* MRPs

MRP ID	Project Title	AQ Analysis Code
Highway - Externally Funded		
NJX001	NJ Turnpike Interchanges One to Four Capacity Enhancements Program	2050M
NJX003	AC Expressway Third Lane Widening	2050M
Highway - Regional		
NJR002	I-295 at NJ 38 Missing Moves	2040M
NJR003	I-295 Direct Connect through I-76/NJ 42	2040M
NJR004	U.S. 1 Alexander Rd. to Mapleton Road	2040M
NJR007	NJ 73 from Dutch Road to NJ 70	2040M
NJR008	NJ 73 and Church Road	2040M
NJR009	U.S. 322 Bypass near Rowan University	2050M
NJR019	I-295, Sloan Avenue to Princeton Pike	2040M

Source: DVRPC, 2025

Note: AQ Codes for Long-Range Plan projects indicate when the project is expected to be complete. Phases of these projects are often programmed in the TIP as breakout projects. These phases are analyzed for conformity when the breakout project is expected to open to traffic.

Air Quality Significant Pennsylvania Amended *Update: Connections 2050 Plan for Greater Philadelphia* MRPs

MRP ID	Project Title	AQ Analysis Code
Highway - Externally Funded		
PAX002	I-95 and I-276 (PA Turnpike) Interchange (Stage 2)	2040M
PAX003	I-95 and I-276 (PA Turnpike) Interchange (Stage 3)	2050M
PAX004	I-276 (PA Turnpike) widening through Interchange 351 (Section A)	2050M
PAX005	I-276 (PA Turnpike) widening from Galloway Road to Bensalem Boulevard (Section C)	2050M
PAX009	PA Turnpike (I-76) Reconstruction and Widening - MP 320-324	2040M
PAX010	PA Turnpike (I-76) Reconstruction and Widening MP 298-302	2050M
PAX011	PA Turnpike (I-76) Reconstruction and Widening MP 302-308	2050M
PAX012	PA Turnpike (I-76) Reconstruction and Widening MP 308-312	2050M
PAX013	PA Turnpike (I-76) Reconstruction and Widening - MP 312-316	2040M
PAX014	PA Turnpike (I-76) Reconstruction and Widening - MP 316-319	2040M
PAX020	I-276 / Lafayette Street Interchange	2040M
PAX022	I-276 (PA Turnpike) Fort Washington Interchange	2040M

MRP ID	Project Title	AQ Analysis Code
PAR003	US 1 at PA 352 and 452	2050M
Highway - Regional		
PAR004	US 1 at PA Turnpike	2040M
PAR006	US 30 / Coatesville-Downingtown Bypass (Western)	2050M
PAR007	US 322 from Clayton Park Drive to I-95	2040M
PAR008	Henderson Road and South Gulph Road	2040M
PAR009	PA 309 Connector Road	2040M
PAR010	Ridge Pike Reconstruction	2040M
PAR011	I-95 Philadelphia North (Sector A)	2040M
PAR016	I-95 / US 322 / Highland Avenue Interchange	2040M
PAR019	Bristol Road Extension	2040M
PAR020	Belmont Avenue at I-76 Interchange	2050M
PAR021	US 202 at US 1 Loop Road and PA 926	2030M
PAR024	I-476 Active Traffic Management	2040M
PAR025	I-76 Integrated Corridor Management	2050M
PAR027	US 30 / Coatesville-Downingtown Bypass (Eastern)	2050M
PAR028	I-95 Delaware County Active Traffic Management	2050M
PAR035	I-95 at PA 132 (Street Road)	2050M
PAR036	PA 663 / John Fries Highway	2040M
PAR041	Keystone Boulevard Extension	2050M
PAR060	PA 100 Northbound at Exton Station	2050M
PAR063	PA 663 from Portzer to Hickory	2040M
PAR075	US 1 (Roosevelt Boulevard) Operational Improvements – Phase 1	2030M
PAR084	Traffic Signal Upgrades & Modernization	2040M
PAR088	PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps	2050M
PAR090	7th Street On-Ramp to I-76 West	2030M
Transit		
PAT020	Eastwick Intermodal Station Phase 2	2050M
PAT023	Bus Revolution: Bus Stop and Transit Priority Enhancements	2050M
PAT028	Trolley Modernization: Expansion	2050M

Source: DVRPC, 2026

Note: AQ Codes for Long-Range Plan projects indicate when the project is expected to be complete. Phases of these projects are often programmed in the TIP as breakout projects. These phases are analyzed for conformity when the breakout project is expected to open to traffic.

Air Quality Significant Projects in the FFY2026 New Jersey TIP

DB Number	Project Title	AQ Analysis Code
Highway		
Burlington County		
D2502	Automated Traffic Management System Expansion and Upgrade Project	2030M
12307	NJ 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	2040M
12380	NJ 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	2040M
13319	NJ 73, Dutch Road to NJ 70	2040M
21311	I-295 and NJ 38 Interchange Operational Improvements	2040M
Camden County		
25380	Widening of the Atlantic City Expressway (ACE) and NJ 42	2030M
16319	U.S. 30, Gibbsboro Road (CR 686)	2040M
19607B	NJ 38, NJ 70 to Route 73, ATS C#1	2030M
355D	I-295/NJ 42/I-76, Direct Connection, Contract 3	2040M
355E	I-295/NJ 42/I-76, Direct Connection, Contract 4	2040M
Mercer County		
D2023	Circulation Improvements Around Trenton Transit Center	2040M
17419	U.S. 1, Alexander Road to Mapleton Road	2040M
18353	I-295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)	2040M

Source: DVRPC, 2025

Air Quality Significant Projects in the Draft FFY2027 Pennsylvania TIP

MPMS Number	Project Title	AQ Analysis Code
Highway		
Bucks County		
12923	Bristol Road Extension	2040M
82140	PA 313 ITS and Signal Interconnect	2030M
93446	U.S. 1 Improvements Frontage Corridor (Section RC3)	2040M
99431	Route 663 (John Fries Highway) Widening	2050M
110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement	2040M
110310	Almshouse Road at Jacksonville Road Intersection Improvement	2040M
115418	Route 113 & Minsi Trail Road Roundabout	2040M
115419	U.S. 202/Route 263 (York Road) Roundabout	2040M
118020	Bustleton Pike/Second Street Pike Roundabout	2040M
118022	U.S. 202/PA 179 Roundabout	2040M
119730	I-95, I-295, PA Turnpike Interchange Stage 2	2040M
Chester County		
87781	U.S. 30, Coatesville Downingtown Bypass (CER-Eastern Section)	2050M
102708	PA 41 at PA 841 Improvements	2040M
102709	PA 41 & SR 926 Improvements	2026M
107553	U.S. 30 and Airport Road Interchange Improvement	2050M
118025	PA 100 Northbound at Exton Station	2030M
118552	Harvey's Bridge Road over West Bridge Brandywine Creek	2040M

MPMS Number	Project Title	AQ Analysis Code
Delaware County		
15477	I-95/322/Conchester Highway. Interchange/ Improvements.	2040M
69817	U.S. 322, Featherbed Lane to Chelsea Parkway (Section 102)	2040M
95429	US 202 and US 1 Intersection Area Improvements	2030M
104821	I-476 Travel Management	2030M
107642	Smithbridge Road Corridor	2030M
110951	Macdade Boulevard Corridor Safety Improvements	2040M
111022	Chichester Avenue Corridor Safety Improvements	2040M
114034	U.S. 322: Chelsea Parkway to Market Street Interchange (Section 103)	2040M
114102	West Chester Pk & 476 (Competitive CMAQ)	2030M
114112	Media Bypass ITS (Competitive CMAQ)	2030M
115427	Lansdowne Avenue Corridor Safety Improvements	2030M
118029	Bethel Roundabout	2040M
119435	SR 452/I-95 Improvements	2040M
119917	Concord Road / Bethel Road / Engle Street Intersection Improvement (Sec DBE)	2040M
120688	State Road 3007 Sec DMB Preliminary Design for Concord Road / McDonald Boulevard and Concord Road/Sunfield Drive Intersection Improvements	2040M
Montgomery County		
16577	Ridge Pike: Harmon Road to Crescent Avenue	2040M
48172	PA 23 Moore to Allendale and Trout Creek Road Bridge	2040M
48175	Ridge Pike: Belvoir Road to Chemical Road	2040M
48187	Henderson/Gulph Road Widen near I-76 Ramps	2040M
57176	PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps	2050M
63486	US 202, Johnson Highway to Township Line Road (61S)	2030M
63490	US 202, Township Line Road to Morris Road (61N)	2026M
64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	2050M
102273	Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing	2030M
105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	2050M
110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements	2040M
116838	I-76 Flex Lanes: U.S. 202 to I-476	2040M
116839	I-76 Flex Lane WB: U.S. 1-Belmont Avenue	2040M
118032	Dekalb Street Two-Way Reconstruction	2040M
120281	South Collegeville Road (PA 29) at Perkiomen Boulevard	2040M
Philadelphia County		
16827	Eakins Oval Transformation	2040M
79828	I-95 Northbound: Race - Shackamaxon (GR5)	2040M
79905	I-95: Betsy Ross Mainline Northbound (BR3)	2040M
82183	7th Street On-Ramp to I-76W	2030M
87784	I-95: Aramingo/Harbison: Church Street to Amtrak (Section BS3)	2040M
96223	Philadelphia Signal Retiming	2040M
103553	I-95 Southbound: Race to Shackamaxon Streets (GR6)	2040M
103557	I-95 Northbound and Southbound: Tioga Street to Wheatsheaf Lane (AF3)	2040M
103558	I-95 Northbound and Southbound: Ann Street to Tioga Street (AF4)	2040M
103559	I-95: Betsy Ross Mainline Southbound (BR4)	2040M
103563	I-95: Delaware Avenue Extension (BS5)	2050M
111194	Castor Avenue Corridor Safety Improvements	2030M

MPMS Number	Project Title	AQ Analysis Code
115434	Frankford Avenue Corridor Safety Improvements	2040M
115440	Washington Lane Corridor Safety Improvements	2040M
118035	5th Street Improvements	2040M
119822	U.S. 1: Broad Street - Adams Avenue	2040M
119836	U.S. 1: Adams Avenue - Old Lincoln Highway	2040M
Transit		
60540	Regional Parking Improvements	2030M
115472	SEPTA Projects of Significance	2040M

Source: DVRPC, 2026

DRAFT Transportation Conformity Demonstration

Update: *Connections 2050* Long-Range Plan, FFY 2026 New Jersey TIP , and Draft FFY 2027 Pennsylvania TIP, and Draft

Publication Number: 26144A

Date Published: May 2026

Geographic Area Covered:

The nine-county DVRPC planning area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

Key Words:

Air Quality, *Update: Connections 2050 Plan for Greater Philadelphia*, Multijurisdictional Nonattainment Area, National Ambient Air Quality Standards, Nonattainment Area, NO_x, Ozone, State Implementation Plan (SIP), Transportation Conformity, Transportation Improvement Program (TIP), Volatile Organic Compounds (VOCs).

Abstract:

The Delaware Valley Regional Planning Commission (DVRPC) demonstrates transportation conformity of amendments to *Update: **Connections 2050 Plan for Greater Philadelphia***, FFY2026 New Jersey TIP, and Draft FFY 2027 Pennsylvania TIP. A transportation conformity demonstration is required at least once every four years or when a metropolitan planning organization: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity finding of the DVRPC Plan and TIP shows that they meet the National Ambient Air Quality Standards requirements governing ozone and fine particulate matter. This conformity finding reflects all amendments to the Plan and TIPs through April 2026.

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Vision

A Greater Philadelphia region that provides:

- A safe, modern, multimodal **transportation** network for all
- An innovative and connected **economy** with opportunity and shared prosperity
- Healthy, walkable, and vibrant **communities**
- A preserved and restored natural **environment** with thriving ecological systems
- Clean, reliable, and affordable **infrastructure and utility services** resilient to the effects of extreme weather

Mission

As the Metropolitan Planning Organization (MPO) for Greater Philadelphia, the Delaware Valley Regional Planning Commission (DVRPC) builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action.

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