

**Draft Albany-Schenectady-Troy  
1997 8-Hour Ozone Non-Attainment Area  
Transportation/Air Quality Conformity Determination**

**Executive Summary for Public Review April 1, 2026**

**Introduction**

The Capital Region Transportation Council (Transportation Council) has drafted an amended metropolitan transportation plan (MTP), In Motion: The Plan to 2050 (In Motion). Adoption of In Motion requires that the Transportation Council, in cooperation with the Adirondack/Glens Falls Transportation Council (A/GFTC) and the New York State Department of Transportation (NYSDOT) Regions 1, 2 and 9, adopt a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area (hereafter referred to as the Air Quality Conformity Determination).

**Why is the In Motion Plan Being Amended**

The Reimagining I-787 project is to be moved from the illustrative project list, a list of regionally significant projects for which funding has yet to be identified, to the fiscally constrained project list contained within the In Motion Plan. Fiscally constrained projects are regionally significant projects for which funding is reasonably anticipated to be available through the year 2050. In addition, Reimagining I-787 has been categorized as non-exempt for air quality and will require an Environmental Impact Statement.

To maintain fiscal constraint in the In Motion Plan, four projects were moved to the illustrative project list and one project, the Albany Intermodal Center, was removed from both project lists as a similar project is being progressed in 2026 by Albany County through local and state fund sources. The proposed In Motion Plan project list is included in the Air Quality Conformity Determination.

**What is Transportation Conformity**

Transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to the State Implementation Plan (SIP) for meeting Federal air quality standards. Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS) or any interim milestones. Federal regulations establish the criteria and procedures for

transportation agencies to demonstrate that air pollutant emissions from MTPs, transportation improvement programs (TIP), and projects are consistent with (“conform to”) the State’s air quality goals in the SIP.

### **How was the Nonattainment Area Established?**

The Albany-Schenectady-Troy Metropolitan Statistical Area (MSA) includes Saratoga, Schenectady, Albany, Rensselaer, Montgomery, Greene, and Schoharie Counties. On June 15, 2004, the US Environmental Protection Agency designated the Albany-Schenectady-Troy, NY MSA nonattainment for the 1997 8-hour ozone standard (0.08 parts per million). On July 20, 2012, the US EPA designated the MSA attainment for the 2008 ozone standard (0.075 ppm).

### **What is the Transportation Council Required to Do?**

Federal case law in 2018 and related guidance require that the Transportation Council demonstrate transportation conformity for MTPs and TIPs for the 1997 ozone standard without a regional emissions analysis. Transportation conformity can instead be demonstrated by showing the following requirements have been met: latest planning assumptions, consultation, transportation control measures, and fiscal constraint. The Air Quality Conformity Determination discusses these requirements.

### **What Does the Air Quality Conformity Determination Conclude?**

The Air Quality Conformity Determination was completed consistent with the CAA requirements, associated regulations, and federal guidance. The conformity determination process completed for the 2025-2030 A/GFTC and Transportation Council TIPs, the A/GFTC 2045 Ahead MTP, the proposed Transportation Council In Motion 2050 MTP Amendment, and the Capital Program of Transportation Projects in Greene, Montgomery, and Schoharie Counties demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS. The signed resolutions adopting this conformity determination will be included in the final conformity documentation.