

Metropolitan Washington Air Quality Committee

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DRAFT

July 11, 2012

Honorable Todd M. Turner, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Turner:

Thanks for providing an opportunity to the Metropolitan Washington Air Quality Committee (MWAQC) for commenting on the Draft Air Quality Conformity Assessment of the 2012 CLRP and FY 2013-2018 TIP dated June 14, 2012.

MWAQC has reviewed the above draft Air Quality Conformity Assessment and pleased to find that the proposed transportation plan meets the interim base year 2002 emissions tests for the PM_{2.5} annual standard and the approved motor vehicle emissions budgets for the 8-hour ozone and carbon monoxide standards

While we appreciate the fact that there will be continued reductions in future transportation emissions until 2030, we note with concern that the transportation emissions of VOC and PM_{2.5} are projected to increase slightly in the milestone year 2040 compared to 2030. This is likely attributable to the anticipated continued growth in VMT and the declining impact of federally mandated emission control programs, which by that time will have fully penetrated the fleet and provided maximum benefit. The trend suggests the need for new federal emission control programs such as, Tier 3 to reduce emissions in our future fleets. MWAQC also encourages continued leveraging of our long standing investment in public transit, ride-sharing and transit oriented development by continuing to dedicate needed resources for the enhancement and expansion of such systems and programs so as to reduce future growth in single occupant vehicular trips and vehicle miles traveled.

Additional emission reductions will very likely be needed across all sectors to meet the recently enacted and more stringent 2008 Ozone NAAQS (75 ppb). Additionally, tougher annual PM_{2.5} NAAQS (in the range of 12-13 $\mu\text{g}/\text{m}^3$ are being considered, and the 2008 Ozone NAAQS will be re-examined in 2013. For this reason, we strongly urge the National Capital Region Transportation Planning Board (TPB) to maintain its commitments to Transportation Emission Reduction Measures (TERMs) and other emission reduction measures to advance meeting the new ozone and particulate matter standards as soon as possible.

We commend the National Capital Region Transportation Planning Board (TPB) for its contribution to clean air and hope that it will maintain its efforts to do so that the region is able to meet any upcoming tighter ozone and particulate matter standards as soon as possible.

Thank you once again for the opportunity to comment on the draft conformity analysis. We look forward to working closely with you on making further improvements to the region's air quality.

Sincerely,

Hon. Phil Mendelson, Chair
Metropolitan Washington Air Quality Committee