

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION FINDING THAT THE 2016 CONSTRAINED LONG RANGE PLAN AMENDMENT  
AND THE FY2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM CONFORM WITH THE  
REQUIREMENTS OF  
THE CLEAN AIR ACT AMENDMENTS OF 1990**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for the TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the State Implementation Plans (SIPs) for air quality attainment within the Metropolitan Washington non-attainment area; and

**WHEREAS**, a scope of work was developed to address all procedures and requirements, including public and interagency consultation, and the scope was released for public comment on February 11, 2016, and approved by the TPB at its March 16, 2016 meeting; and

**WHEREAS**, highway and transit project inputs submitted for inclusion in the air quality conformity analysis of the 2016 CLRP Amendment and FY2017-2022 TIP were released for public comment on February 11, 2016, and approved by the TPB at its March 16, 2016 meeting; and

**WHEREAS**, on October 13, 2016, the draft results of the air quality conformity analysis of the 2016 CLRP Amendment and FY2017-2022 TIP were released for a 30-day public comment period with inter-agency consultation; and

**WHEREAS**, the analysis reported in *AIR QUALITY CONFORMITY ANALYSIS of the 2016 Constrained Long Range Plan Amendment and FY2017-2022 Transportation Improvement Program*, dated November 16, 2016, demonstrates adherence to all mobile source

emissions budgets for ground level ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), and meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the CLRP and the TIP with the requirements of the CAAA; and

**WHEREAS**, in the attached letter, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments, and other comments relating to the region's air quality, on the *AIR QUALITY CONFORMITY ANALYSIS of the 2016 Constrained Long Range Plan Amendment and FY2017-2022 Transportation Improvement Program* for the National Capital Region;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** determines that the 2016 Constrained Long Range Plan Amendment and the FY2017-2022 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

**Adopted by the Transportation Planning Board at its regular meeting on November 16, 2016.**