

Metropolitan Washington Air Quality Committee

Suite 300, 777 North Capitol Street, N.E. Washington, D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

March 13, 2013

Honorable Scott K. York, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair York:

Thank you for providing an opportunity to the Metropolitan Washington Air Quality Committee (MWAQC) to comment on the amended Air Quality Conformity Update for the 2012 Constrained Long Range Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP). MWAQC understands that this amendment is being done to include the 2009 attainment plan and the 2010 contingency plan mobile budgets in the updated 2012 CLRP & FY2013-2018 TIP. These mobile budgets were part of the State Implementation Plan (SIP) for the Washington DC-MD-VA nonattainment region for the 1997 8-hour ozone standard (0.08 ppm), which was submitted in 2007. The above mobile budgets for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) were found to be adequate for transportation conformity purposes by EPA on Feb 7, 2013.

MWAQC has reviewed the draft amended Air Quality Conformity assessment and is pleased to find that the proposed transportation plans meet the approved motor vehicle emissions budgets for the 8-hour ozone standard in addition to meeting the approved motor vehicle emissions budgets for the carbon monoxide standard and the interim base year 2002 emissions tests for the annual PM_{2.5} standard.

As noted in the previous comment letter to the National Capital Region Transportation Planning Board (TPB) on December 5, 2012, MWAQC understands the need for new federal emission control programs such as Tier 3 to reduce emissions from future fleets. We encourage TPB's continued investment in public transit, ride-sharing and transit-oriented development to mitigate future growth in vehicle miles traveled (VMT). We also strongly urge TPB to maintain its commitments to Transportation Emission Reduction Measures (TERMs) and other emission reduction measures. These efforts are essential to meet the current air quality standards and potentially more stringent ozone and fine particle standards expected in the future. We look forward to working with TPB on updated mobile budgets related to stricter EPA air quality standards if it should become necessary in the future.

We commend TPB for your contribution to air quality improvement efforts and look forward to working with you to further improve the region's air quality.

Thank you again for the opportunity to comment on the draft conformity analysis.

Sincerely,

Hon. Leta Mach, Chair
Metropolitan Washington Air Quality Committee