

Metropolitan Washington Air Quality Committee

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June 22, 2011

Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Bowser:

The Metropolitan Washington Air Quality Committee (MWAQC) has reviewed the June 2, 2011 Draft Air Quality Conformity Assessment for the 2010 CLRP with amendments requested by VDOT at the TPB meeting on February 16, 2011. Specifically, VDOT requested to include an amendment to the 2010 CLRP to remove the I-95/395 HOV/HOT lanes project and its components in its entirety, add a HOV/HOT lanes project on I-95 between I-495 and Garrisonville Road/Route 610 in Stafford County, add a reversible one-lane ramp from the HOV lanes of I-395 to/from Seminary Road and modify the I-66 widening project in Prince William County to include a general purpose lane in each direction.

The conformity analysis for the proposed amendment demonstrates the proposed transportation plan meets the interim emissions tests for the PM2.5 annual standard and the approved motor vehicle emissions budgets for the 8-hour ozone standards. The analysis also demonstrates conformance to the most recent proposed motor vehicle emission budgets for the PM2.5 annual and 8-hour ozone standards even though these budgets are not yet applicable.

Conformity of the estimated emissions from the amended 2010 CLRP/FY2011-2016 TIP is being tested for the 8-hour ozone standard against the 2008 8-hour ozone reasonable further progress (RFP) mobile budgets contained in the region's approved SIPs. The 2008 Reasonable Further Progress (RFP) motor vehicle budget became effective on September 21, 2009. For PM2.5, the amended conformity analysis passes the "build no greater than 2002" interim emissions test the region had previously selected. We commend the National Capital Region Transportation Planning Board (TPB) for its contribution to clean air through compliance with the proposed motor vehicle emissions attainment budgets in the 8-hour ozone SIP and the annual PM2.5 SIP submitted to EPA in 2007 and 2008. This commitment is consistent with the region's air quality attainment plan and vital to the region's progress toward attainment and maintenance of these standards. We continue to strongly urge state and local governments to maintain their commitments to Transportation Emission Reduction Measures (TERMs) and other emission reduction measures to advance meeting the new tighter ozone and particulate matter standards as soon as possible.

Thank you 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. Redella Pepper, Chair
Metropolitan Washington Air Quality Committee