

TPB R1-2013  
July 18, 2012

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

**RESOLUTION FINDING THAT THE 2012 CONSTRAINED LONG RANGE PLAN AND  
FY2013-2018 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 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 work program was developed to address all procedures and requirements, including public and interagency consultation, and the work program was released for public comment on January 12<sup>th</sup> and approved by the TPB at its February 15, 2012 meeting; and

**WHEREAS**, on February 15, 2012, the TPB approved the projects submitted for inclusion in the air quality conformity assessment for the 2012 CLRP and FY2013-2018 TIP; and

**WHEREAS**, in each year's update of the CLRP since 2000, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area; and

**WHEREAS**, after accounting for the "Metro Matters" commitments for Metro's near-term funding and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) legislation and state matching, the current analysis includes the transit ridership constraint to or through the core area at 2020 ridership levels for 2030 and 2040; and

**WHEREAS**, on June 14, 2012, the draft results of the Air Quality Conformity Determination of the 2012 CLRP and the FY2013-2018 TIP were released for a 30-day public comment period and inter-agency review; and

**WHEREAS**, the analysis reported in *Air Quality Conformity Determination of the 2012 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region*, dated July 18, 2012, demonstrates adherence to all mobile source emissions budgets for volatile organic compounds, nitrogen oxides, and carbon monoxide, and demonstrates that PM<sub>2.5</sub> emissions meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan with the requirements of the CAAA; and

**WHEREAS**, in the attached letter of July 11, 2012, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments on the Air Quality Conformity Determination of the 2012 Constrained Long Range Plan and FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** determines that the 2012 Constrained Long Range Plan and the FY2013-2018 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 July 18, 2012**