

Metropolitan Washington Air Quality Committee

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August 21, 2007

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

Dear Chair Hudgins:

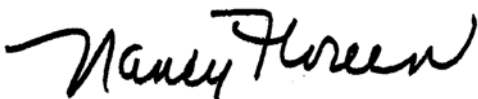
This letter addresses which fine particulate matter (PM_{2.5}) precursors will be included in the PM_{2.5} State Implementation Plan (SIP) control strategy due in April 2008.

EPA's PM_{2.5} implementation rule requires that state air agencies make a determination of the significance of PM_{2.5} pollutants/precursors for SIP planning purposes, including requirements for new motor vehicle emission budgets (MVEBs) for demonstrating transportation conformity.

Through interagency consultation and consideration of available information, the state air agencies have completed significance determinations for each of the PM precursors. The current plan is for the SIP to establish motor vehicle emission budgets for PM direct and the precursor NO_x only. The state air agencies have determined that VOC and ammonia are not significant precursors for SIP planning purposes, therefore new MVEBs will not be required. States decided that while SO₂ is a significant precursor for SIP planning purposes, a motor vehicle emission budget for SO₂ is not required for several reasons: on-road emissions of SO₂ are not a significant source of total overall SO₂ precursor emissions in the region and existing controls are expected to substantially mitigate on-road emissions of SO₂ in the future. These determinations are consistent with TPB's current scope of work for conducting regional emission analysis and demonstrating conformity for PM_{2.5},

We look forward to working closely with you to establish appropriate and effective motor vehicle emission budgets for PM direct and the precursor NO_x as part of the PM_{2.5} SIP development process.

Sincerely,



Nancy Floreen, Chair
Metropolitan Washington Air Quality Committee