



U.S. Department
of Transportation

Federal Transit Administration
Region III
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Federal Highway Administration
DC Division
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Washington, DC 20590
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The Honorable Pamela Sebesky, Chairperson
National Capital Region Transportation Planning Board
c/o, Mr. Kanti Srikanth, Director Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Re: Air Quality Conformity Determination of the 2022 Update to the Visualize 2045 Long-Range Transportation Plan and The FY 2023-2026 Transportation Improvement Program

Dear Chairwoman Sebesky:

The 1990 Amendments to the Clean Air Act (CAA) require transportation air quality conformity determinations for Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), sections of a State Transportation Improvement Program (STIP) covering rural nonattainment/maintenance areas, and projects in areas that are designated as air quality nonattainment and maintenance areas. Section 176(d) of the CAA establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas to provide for timely implementation of eligible portions of air quality plans.

On August 16, 2022, in an e-mail to the Federal Highway Administration's (FHWA) District of Columbia Division, the Environmental Protection Agency (EPA) concurred that the conformity determination met the requirements of the CAA. EPA's review considered the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) and the Visualize 2045 Long Range Transportation Plan (LRTP) for the Metropolitan Washington Region as adopted by the National Capital Region Transportation Planning Board (TPB).

FTA and FHWA are jointly making this air quality conformity determination. FTA and FHWA find the planning process to be continuing, cooperative, and comprehensive transportation planning carried on cooperatively by the TPB, the Washington Metropolitan Area Transit Authority (WMATA), the states of Maryland and Virginia, and the District of Columbia in accordance with the requirements of 23 USC 134 and 49 USC and Section 5303.

Based on our transportation planning regulatory requirements, our day-to-day involvement, and extensive review of technical analysis reports, and in accordance with the provisions of Section 134(h)(2)(B), Title 23 USC, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

Any questions concerning this determination should be directed to Ms. Sandra Jackson, Community Planner of the FHWA District of Columbia Division, at (202) 493-7031 or Daniel Koenig, Community Planner of the FTA Region 3 Office, at (202) 366-8224.

Sincerely,

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

Enclosure: EPA Technical Support Documentation

cc: Kwame Arhin, FHWA, MD
Ivan Rucker, FHWA, VA
Ryan Long, FTA
Ed Sundra, FHWA, VA