June 1, 2020

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
10 South Howard Street
Suite 2450
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Ryan Long
Federal Transit Administration
1760 Market Street. Suite 500
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2019-2022 Maryland Statewide Transportation Improvement Program (STIP) to include the National Capital Region Transportation Planning Board (TPB) FY 2021-2024 Transportation Improvement Program (TIP) which was approved by the TPB on March 18, 2020.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determination submittal with the Environmental Protection Agency (EPA) and jointly approved the determination on May 27, 2020. The MDOT has assigned Control #19-61 for this amendment. The document can be accessed by the following link: https://www.mwcog.org/documents/2020/03/18/fy-2021-2024-transportation-improvement-program/.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov, of course, feel free to contact me directly.

Sincerely,

Tyson Byrne
Regional Planning Manager,
Office of Planning and Capital Programming

Attachments

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1200 New Jersey Avenue, SE
Washington, DC 20590
202-493-7020

May 27, 2020

The Honorable Kelly Russell, 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 for the 2020 Amendment to Visualize 2045 Long-Range Transportation Plan and the FY 2021-2024 Transportation Improvement Program

Dear Chairman Russell:

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.

In an e-mail to FHWA's District of Columbia Division on May 5, 2020, EPA indicated the conformity determination met the requirements of the CAA. EPA's review considered the 1997 8-hour ozone national ambient air quality standard (NAAQS), 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS conformity determinations for the Visualize 2045 Long Range Transportation Plan (LRTP) and the Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for the Metropolitan Washington Region as adopted by the National Capital Region Transportation Planning Board (TPB). Materials were submitted to the Environmental Protection Agency (EPA) by the Federal Highway Administration (FHWA) on April 24, 2020. EPA's evaluation is provided in the technical documentation that supports the conformity finding of the Metropolitan Washington Region.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determination submittal with the EPA and 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 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 conformity determination should be directed to Ms. Sandra Jackson, Community Planner of the FHWA District of Columbia Division, at (202) 493-7031 or Mr. Daniel Koenig, Community Planner of the FTA Region 3 Office, at (202) 366-8224.

Sincerely,

Terry Garcia Crews	Joseph C. Lawson
Regional Administrator	DC Division Administrator
Federal Transit Administration	Federal Highway Administration

Enclosure:
EPA Technical Support Documentation

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

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103

DATE:

SUBJECT: Technical Support Document for the Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), 2008 8-Hour Ozone NAAQS, and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Visualize 2045 Long Range Transportation Plan (LRTP) and the Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for the Metropolitan Washington Region

FROM: Gregory A. Becoat
Planning & Implementation Branch (3AD30)

TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), 2008 8-Hour Ozone NAAQS, and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Visualize 2045 Long Range Transportation Plan (LRTP) and the Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for the Metropolitan Washington Region

THRU: Susan I. Spielberger, Chief
Planning & Implementation Branch (3AD30)

I. Background

The purpose of this document is to review the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS Conformity Determinations of the FY 2021-2024 TIP and Visualize 2045 LRTP as prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The purpose is to determine whether or not the conformity determinations meet the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On April 24, 2020, EPA Region III received the Metropolitan Washington Region FY 2021-2024 TIP and Visualize 2045 LRTP conformity determinations from the District of Columbia Division of the United States Federal Highway Administration (FHWA).

The amendments to the FY 2021-2024 TIP and Visualize 2045 LRTP were completed in order to demonstrate that mobile source emissions for each analysis year of the long-range plan, adhere to

all nitrogen oxides (NO_x) and volatile organic compounds (VOCs) emissions budgets. The conformity determination was reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b) and (c), and 93.118.

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway and transit projects, and other activities are consistent with (conform to) the purpose of the state implementation plan (SIP). The CAA requires federal actions in nonattainment and maintenance areas to "conform to" the goals of the SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing violation; or delay timely attainment of any NAAQS or any interim milestone. Actions involving FHWA or Federal Transit Administration (FTA) funding or approval are subject to the Transportation Conformity Rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with state air quality and transportation agencies (EPA, FHWA, and FTA) to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emission budgets (MVEBs) contained in a SIP.

For the 1997 8-hour ozone NAAQS, EPA designated the Washington, DC-MD-VA as a moderate nonattainment area (April 30, 2004, 69 FR 23858). On February 7, 2013, EPA found adequate the 2009 Attainment and 2010 Contingency budgets included in the 2007 SIP, and the TPB was subsequently required to use those budgets to meet conformity requirements. These budgets were used to assess conformity of the Washington region's transportation plans from 2013 through 2017.

For the 2008 8-hour ozone NAAQS, EPA designated the Washington, DC-MD-VA as a marginal nonattainment area on May 21, 2012 (77 FR 30088) with an effective date of July 20, 2012. For the 2015 8-hour ozone NAAQS, EPA designated the Washington, DC-MD-VA Area as a marginal nonattainment area on June 4, 2018 (83 FR 25776) with an effective date of August 3, 2018. The Washington Area currently has MVEBs for the 2008 8-hour ozone NAAQS. On August 8, 2018, EPA found that the 2014, 2025, and 2030 MVEBs for the ozone precursors NOx and VOCs contained in the maintenance plan for the Washington, DC–MD–VA 2008 8-hour ozone NAAQS nonattainment area are adequate for conformity purposes. As a result of EPA's finding, the Metropolitan Washington Region must use the NOx and VOC MVEBs from the submitted maintenance plan in future conformity determinations. The maintenance plan includes two sets of NOx and VOC MVEBs, shown in Table 1 and Table 2 below. The MVEBs shown in Table 1 will be the applicable motor vehicle emissions budgets for this transportation conformity determination. The MVEBs shown in Table 2 add a twenty percent (20%) transportation buffer to the mobile emissions inventory projections for NOx and VOC in 2025 and 2030. The MVEBs shown in Table 2 that include a transportation buffer will be used only as needed in situations where the conformity analysis must be based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, than were used to create the first set of MVEBs in the maintenance plan (Table 1). The technical

aalyses used to demonstrate compliance with the MVEBs and the need, if any, to use transportation buffers will be fully documented in the conformity analysis and follow the TPB's interagency consultation procedures.

Table 1: Tier 1 Mobile Budgets for the Metropolitan Washington Region.[1]

Year	NOx On-Road Emissions tons per day (tpd)	VOC On-Road Emissions (tpd)
Attainment Year 2014 Emissions & Budget	136.8	61.3
Intermediate Year 2025 Emission & Budget	40.7	33.2
Final Year 2030 Emission & Budget	27.4	24.1

Table 2: Tier 2 Mobile Budgets for the Metropolitan Washington Region.[1]

Year	NOx On-Road Emissions (tpd)	VOC On-Road Emissions (tpd)
Attainment Year 2014 Emissions & Budget	**136.8**	**61.3**
Predicted 2025 Emission	40.7	33.2
Transportation Buffer	8.1	6.6
Intermediate Year 2025 Budget	**48.8**	**39.8**
Predicted 2030 Emission	27.4	24.1
Transportation Buffer	5.5	4.8
Final Year 2030 Budget	**32.9**	**28.9**

On December 17, 2004, EPA designated the Washington, DC-MD-VA Area as a nonattainment area for the 1997 annual particulate matter ($PM_{2.5}$) NAAQS. On January 12, 2009 (74 FR 1146), EPA determined that the entire Washington Area had attained the 1997 annual $PM_{2.5}$ standard, based on ambient air quality monitoring data. The District Department of the Environment (DDOE), the Maryland Department of the Environment (MDE), and the Virginia Department of Environmental Quality (VADEQ) submitted a redesignation request and maintenance plan on the following dates: June 3, 2013 (DDOE & VADEQ), and July 10, 2013 (MDE). On October 6, 2014 (79 FR 60081), EPA approved the maintenance plan which was developed by DC, Maryland, and Virginia which included MVEBs for years 2017 and 2025 for NO_x and $PM_{2.5}$. The MVEBs for 2017 are 41,709 tons/year of NO_x and 1,787 tons/year of $PM_{2.5}$. The MVEBs for 2025 are 27,400 tons/year of NO_x and 1,350 tons/year of $PM_{2.5}$. On August 24, 2016 (81 FR 58010), EPA published a final rulemaking notice revoking the 1997 annual $PM_{2.5}$ NAAQS for transportation conformity purposes, effective October 24, 2016. As of October 24, 2016, the TPB no longer needs to demonstrate conformity to the 1997 annual $PM_{2.5}$ NAAQS.

[1] The MVEBS with transportation buffers will be used only as needed in situations where the conformity analysis must be based on different data, models, or planning assumptions, including but not limited to updates to demographic, land use, or project-related assumptions, than were used to create the first set of MVEBs in the maintenance plan.

Currently, the Washington, DC-MD-VA Area is attaining the carbon monoxide (CO) NAAQS and submitted a ten-year maintenance plan with MVEBs covering the period 1996-2007. EPA approved the maintenance plan and the associated MVEBs effective March 16, 1996 (January 30, 1996, 96 FR 1104). The Washington, DC-MD-VA Area submitted the required revised second ten-year maintenance plan with MVEBs covering through March 2016. EPA approved the second 10-year maintenance plan and MVEBs on April 4, 2005 (70 FR 16958); consequently, after March 2016, the TPB no longer needs to demonstrate conformity to the CO NAAQS.

II. Review of the MOVES2014b Modeling Completed for the Air Quality Conformity Determinations

To run the MOVES2014b model, a run specification (hereafter referred to as "RunSpec") must be created so that appropriate parameters are selected for the modeling run. The RunSpecs were reviewed against the following EPA guidance document: "MOVES2014 and 2014a Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity" (EPA's MOVES2014 guidance). This document provides guidance on the use of the MOVES model to develop inventories for SIPs as well as analysis of emissions for transportation conformity determinations.

TPB submitted emissions analyses for the years 2019, 2021, 2025, 2030, 2040, and 2045. MOVES2014b was utilized to produce emissions for each of the years and NAAQS analyzed. Table 1 presents the parameters that were reviewed for the RunSpec and each parameter's respective component in the submittal. The RunSpec parameters only differ in the selection of the county for each NAAQS; therefore, Table 3 presents the selections made for all counties for the Ozone NAAQS and $PM_{2.5}$ NAAQS. The RunSpec for the years 2019, 2021, 2025, 2030, 2040, and 2045 were reviewed and found to have followed applicable EPA guidance provided in EPA's MOVES2014 guidance.

Table 3. RunSpec Reviews for the Ozone NAAQS for Years 2019, 2021, 2025, 2030, 2040, and 2045 for the Metropolitan Washington Region.	
Domain/Scale	County scale was selected. This is acceptable for the regional emissions analyses.
Calculation Type	Inventory was selected which is acceptable for a regional emissions analysis.
Time Aggregation Level	Hour was selected. Selection of hourly time aggregation level is necessary for regional emissions analyses.
Calendar Year of Evaluation	The appropriate calendar year was selected for each RunSpec. MOVES2014b can model years 1990 and 1999-2050.
Month of Evaluation	July was selected to represent a typical summer month.
Type of Day of Evaluation	Weekdays were selected.
Hours of Evaluation	Starting and ending hours create a whole day (from 0-24 hours).
Geographic Bounds	The appropriate county was selected for each run.

Vehicles/Equipment: On-Road Vehicle Equipment	Appropriate combinations of fuels and source use types were made.
Road Type	Selection included all necessary road types.
Pollutants and Processes	NO_x, non-methane hydrocarbons, total gaseous hydrocarbons, and VOCs were selected.
On-Road Retrofits	N/A
Rate of Progress (ROP)	N/A
Output Database/Unit Selection	Mass units selected to be grams; energy units selected to be million British Thermal Units (BTU); distance units selected to be miles.
Output Emission Detail in Emission Rate Calculations	Emission detail was selected via user preference which is acceptable because user preference does not affect the modeling outcome.
Advanced Performance Features	N/A

III. EPA's Evaluation

For MVEBs to be approvable, they must meet, at a minimum, EPA's adequacy criteria found at 40 CFR 93.118(e)(4). EPA's adequacy criteria are: (1) the submitted control strategy implementation plan was endorsed by the Governor or designee and was subject to a state public hearing; (2) consultation among federal, state, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA's stated concerns, if any, were addressed before the control strategy implementation plan was submitted; (3) the MVEBs are clearly identified and precisely quantified; (4) the MVEBs, when considered together with all other emissions sources, are consistent with applicable requirements for maintenance; (5) the MVEBs are consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan; and (6) revisions to previously submitted maintenance plans explain and document any changes to previously submitted budgets and control measures, impacts on point and area source emissions, any changes to established safety margins, and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b), lists the conformity criteria that apply for transportation plans, TIPs, and projects in 40 CFR 93.110 through 93.119. A transportation plan or TIP conformity determination must include a regional emissions analysis that meets the requirements of 40 CFR 93.122. This regional emissions analysis must use the latest planning assumptions (40 CFR 93.110); use the latest emissions model (40 CFR 93.111); and pass the appropriate conformity test – the budget test and/or the interim emissions test(s) (40 CFR 93.118 and 93.119). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including interagency consultation and public participation (40 CFR 93.112) and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113).

Table 4 below demonstrates how the document prepared by TPB MPO satisfies the requirements for conformity determinations.

Table 4. EPA's Evaluation of the Conformity Determination of the Plan Submitted by the District of Columbia Division Office of the Federal Highway Administration on Behalf of TPB to EPA on April 24, 2020.

CRITERIA APPLICABLE TO PLAN AND/OR TIP			
SECTION OF 40 CFR PART 93	CRITERIA	Y/N	COMMENTS
93.106(a)(1)	Are the horizon years correct?	Y	The years chosen for the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and 2015 8-hour ozone NAAQS conformity analyses are appropriate horizon years based on 40 CFR 93.118 (Criteria and procedures: Motor vehicle emissions budget).
93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	The conformity determination summarized: population, employment, and household data for the Metropolitan Washington, DC area which was utilized in this analysis. These forecasts were based upon the Cooperative Forecasts Round 9.1a.
93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Appendix B of the Air Quality Conformity Analysis document includes regionally significant additions or modification projects. The project list includes transit, highway, and high occupancy vehicle (HOV)/high occupancy toll (HOT) projects.
93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to TPB and the State of Maryland, the Commonwealth of Virginia, and the District of Columbia transportation agencies who have determined that the plan is fiscally constrained.

93.110	Is the conformity determination based upon the latest planning assumptions?		
	(a) Is the conformity determination, with respect to all other applicable criteria in 40 CFR §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?	Y	(a & b) The latest planning assumptions have been utilized. The latest planning assumptions include the Cooperative Forecasts Round 9.1a, which includes forecasts for population and employment data. The latest travel time changes were used in the travel demand model version 2.3.78.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency and is the conformity based upon the latest assumptions about current and future background concentrations?		
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	Y	(c) Charges made by each transit provider as well as updated charges were used for future analyses and are located in Appendix B of the conformity document.
	(d) Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?	Y	(d) Reasonable assumptions are discussed in Appendix B of the conformity determination document
	(e) Does the conformity determination use the latest existing information regarding the effectiveness of Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?	Y	(e) All of the TCMs listed in the 1-hour and 8-hour ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.

	(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by 40 CFR §93.105?	Y	(f) Supporting documents are provided in the conformity determination document. This document was available for interagency consultation and public consultation.
93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used MOVES2014b, which is the latest emissions model.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state conformity SIP. **Interagency Consultation:** The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington, DC area. **Public Consultation:** The TPB has provided opportunities for public comment on the Conformity Determination. On January 31, 2020, the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP. On March 18, 2020, the TPB responded to comments received during the public comment period and approved the air quality conformity analysis of the Visualize 2045 plan and FY 2021-2024 TIP.
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	Y	All the TCMs listed in the 1-hour and 8-hour ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.

			Documentation regarding the timely implementation of each project was included as Attachment G of the Conformity Analysis document.
93.118	For areas with SIP Budgets: Does the Transportation Plan and/or TIP meet the required emission reduction test?	Y	On August 8, 2018, EPA declared adequate the mobile emissions budgets for the years 2014, 2025, and 2030 MVEBs for the ozone precursors NOx and VOCs contained in the maintenance plan for the Washington, DC–MD–VA 2008 8-hour ozone NAAQS. Therefore, these mobile budgets are the applicable budgets to be used in the conformity determinations for the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS and are in tons/day (tpd). 2014 Budgets: 61.3 tpd (VOC) 136.8 tpd (NO_x) — 2019 Analysis: 42.9 tpd (VOC) 76.0 tpd (NO_x) 2014 Budgets: 61.3 tpd (VOC) 136.8 tpd (NO_x) — 2021 Analysis: 38.4 tpd (VOC) 61.2 tpd (NO_x) 2025 Budgets: 39.8 tpd (VOC) 48.8 tpd (NO_x) — 2025 Analysis: 34.2 tpd (VOC) 42.5 tpd (NO_x) 2030 Budgets: 28.9 tpd (VOC) 32.9 tpd (NO_x) — 2030 Analysis: 24.2 tpd (VOC) 27.8 tpd (NO_x) 2030 Budgets: 28.9 tpd (VOC) 32.9 tpd (NO_x) — 2040 Analysis: 18.2 tpd (VOC) 19.1 tpd (NO_x) 2030 Budgets: 28.9 tpd (VOC) 32.9 tpd (NO_x) — 2045 Analysis: 18.3 tpd (VOC) 19.4 tpd (NO_x) The transportation plan and TIP meet the emission reduction test because the MVEBs for the analysis years 2019, 2021, 2025, 2030, 2040, and 2045 are lower than the applicable SIP approved MVEBs.

IV. CONCLUSION

Pursuant to FHWA's April 24, 2020 request, EPA has reviewed the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS conformity determinations for the FY 2021-2024 TIP and Visualize 2045 LRTP prepared by the Metropolitan Washington Council of

Governments, National Capital Region TPB for the Washington DC-MD-VA Area. EPA has determined that the conformity determinations for the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS for the Washington DC-MD-VA Area meet the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93 as long as FHWA determines that the TIP and plan demonstrate fiscal constraint.