

Air Quality and Climate Change Highlights

Prepared by the Office of Natural Environment
Federal Highway Administration



U.S. Department of Transportation
Federal Highway Administration

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Announcements and Recent Events

White House Council on Environmental Quality Releases Final Guidance on Considering Climate Change in Environmental Reviews

On August 2, 2016, the White House Council on Environmental Quality (CEQ) released final guidance for Federal agencies on how to consider the impacts of their actions on climate change in their National Environmental Policy Act (NEPA) reviews. The guidance is intended to help agencies make informed and transparent decisions about the impacts of climate change associated with their actions. It provides a level of predictability and certainty by outlining how Federal agencies can describe the impacts by quantifying greenhouse gas emissions when conducting NEPA reviews. This increased predictability and certainty will allow decision makers and the public to more fully understand the potential climate impacts of all proposed Federal actions, and in turn, assist agencies in comparing alternatives and considering measures to mitigate the impacts of climate change. Federal Highway Administration's (FHWA) transmittal of the guidance to FHWA field offices is posted on FHWA's website at http://www.fhwa.dot.gov/environment/climate_change/adaptation/policy_and_guidance/ghgnepea.cfm.

FHWA will hold webinars on September 30, 12:30-2:00 ET and October 4, 2:00-3:30 ET to provide an overview of CEQ's guidance and present suggestions for approaches to address the guidance during NEPA reviews. Both webinars will cover the same material. Pre-registration is required. For more information and a link register, visit: http://www.fhwa.dot.gov/environment/climate_change/adaptation/webinars/

FHWA Publishes Climate Resilience Pilot Program Final Report

The Federal Highway Administration (FHWA) published the final report on its Climate Resilience Pilot Program. This multi-year effort sought to assist State Departments of Transportation (DOTs), Metropolitan Planning Organizations, and Federal Land Management Agencies in enhancing resilience of transportation systems to extreme weather and climate change. Nineteen pilot teams partnered with the FHWA to assess transportation vulnerability and evaluate options for improving resilience. The report synthesizes lessons learned, needs identified, and recommended next steps from the pilot program. Illustrative project findings, outcomes, and examples are distributed throughout the report. The *2013-2015 Climate Resilience Pilot Program: Outcomes, Lessons Learned, and Recommendations* report is

available at http://www.fhwa.dot.gov/environment/climate_change/adaptation/resilience_pilots/2013-2015_pilots/final_report/fhwahep16079.pdf.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program Emission Reductions Calculator

The Federal Highway Administration (FHWA) Office of Natural Environment is developing a series of tools to provide technical support and resources for the implementation of the CMAQ Program. CMAQ project justifications as well as annual reporting require the development of reliable air quality benefit estimates. Realizing that every potential project sponsor may not have the capacity for developing independent air quality benefit estimates, the FHWA has undertaken the initiative of developing a series of spreadsheet based tools to facilitate the calculation of representative air quality benefit data. This CMAQ Emission Reductions Calculator is only offered as an additional resource to assist DOTs, MPOs and project sponsors in the project justification process. Agencies and individuals using an existing methodology to generate emissions benefit information are welcome to continue their current practice. The Calculator will be released in modules representative of project types most commonly encountered and will be available on the CMAQ website. For more information, please contact Mark Glaze at Mark.Glaze@dot.gov or (202) 366-4053.

U.S. DOT and U.S. EPA Finalize Greenhouse Gas and Fuel Efficiency Standards for Heavy-Duty Trucks

On August 16, 2016, the U.S. Environmental Protection Agency (U.S. EPA) and the U.S. Department of Transportation's (U.S. DOT's) National Highway Traffic Safety Administration jointly finalized standards for medium- and heavy-duty vehicles that will improve fuel efficiency and cut carbon pollution. The final Phase 2 standards were called for by President Obama's Climate Action Plan, and respond to the President's directive in early 2014 to develop new standards that run into the next decade. The final Phase 2 program promotes a new generation of cleaner, more fuel-efficient trucks by encouraging the wider application of currently available technologies and the development of new and advanced cost-effective technologies through model year 2027. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons, save vehicle owners fuel costs of about \$170 billion, and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program. For more details on the standards, please visit: <https://www3.epa.gov/otaq/climate/regs-heavy-duty.htm>.

U.S. EPA Finalizes PM_{2.5} NAAQS Implementation Rule

On July 29, 2016, the U.S. EPA finalized requirements for implementing the National Ambient Air Quality Standards (NAAQS) for PM_{2.5} in areas that are currently designated nonattainment for existing standards. These requirements also would apply to areas that are designated nonattainment for any PM_{2.5} NAAQS in the future. The final rule addresses a number of important attainment planning issues, including plan due dates, attainment dates, and attainment date extension criteria; the process for determining control strategies; reasonable further progress (RFP) and quantitative milestones for demonstrating RFP; revocation of the 1997 primary annual PM_{2.5} NAAQS; environmental justice considerations; and compliance and enforcement of control measures. For more information, please visit: <https://www.epa.gov/pm-pollution/pm25-naaqs-implementation-final-rule-and-fact-sheet-july-2016>. The PM_{2.5} implementation rule was published in the Federal Register on August 24, 2016, and can be accessed here: <https://www.gpo.gov/fdsys/pkg/FR-2016-08-24/pdf/2016-18768.pdf>.

U.S. EPA Posts Air Quality Report *Our Nation's Air: Status and Trends Through 2015*

The U.S. EPA posted the new Trends Report *Our Nation's Air: Status and Trends Through 2015* on its website. This interactive report provides a detailed overview of several metrics pertaining to air quality in the nation. To access the report and a tutorial video, please visit:

<https://gispub.epa.gov/air/trendsreport/2016/>.

Draft Technical Assessment Report of GHG Emissions and Fuel Economy Standards for Model Year 2022-2025 Cars and Light Trucks Issued

The U.S. DOT, the U.S. EPA, and the California Air Resource Board released a draft Technical Assessment Report (TAR) for 60-day public comment on GHG Emissions and Fuel Economy Standards for Model Year 2022-2025 Cars and Light Trucks. The report serves as a mid-term evaluation of the National Program for greenhouse gas emissions and fuel economy standards for light-duty cars and trucks. As part of the rulemaking establishing the model year (MY) 2017-2025 light-duty vehicle GHG standards, EPA made a regulatory commitment to conduct a midterm evaluation of longer-term standards for MY 2022-2025. The report is available at <https://www3.epa.gov/otaq/climate/mte.htm>. The comment period closes on September 26, 2016. For information regarding the comment period and how to submit comments on the Draft TAR, please see the Federal Register Notice at

<https://www.gpo.gov/fdsys/pkg/FR-2016-07-27/pdf/2016-17649.pdf>.

FHWA Posts Fact Sheet on Climate Change and Environmental Justice

On July 7, 2016, FHWA's Office of Planning, Environment, and Realty posted the *Climate Change and Environmental Justice: Considerations for Transportation Decision-making* fact sheet. This document provides information and resources for decision makers to account for environmental justice (EJ) in addressing climate change impacts and adaptation. Transportation agencies at the Federal, State, and local levels can reduce negative impacts of climate change on low-income populations and minority populations (EJ communities) through stakeholder inclusion, proactive planning, risk mapping, and the careful consideration of community needs in emergency operations procedures. The fact sheet is available at http://www.fhwa.dot.gov/environment/environmental_justice/publications/ej_and_climate/index.cfm.

FHWA Invited States to Designate "Alternative Fuel" Corridors

The FHWA invited States and local officials to nominate routes where drivers can find alternative fuels. These "alternative fuel" corridors fulfill a directive in the Fixing America's Surface Transportation (FAST) Act. The new provision requires the Secretary of Transportation to solicit and designate national plug-in electric-vehicle charging corridors, as well as hydrogen, propane, and natural gas-fueling corridors along major highways. FHWA's notice invited nominations from state and local officials to assist in making such designations. The designation effort will result in formal corridor designations, including identifiable national signs, once established criteria are met. For more information on the provision, please visit: <https://www.federalregister.gov/articles/2016/07/22/2016-17132/fixing-americas-surface-transportation-act-designation-of-alternative-fuel-corridors>.

Georgetown Climate Center Adaptation Clearinghouse 2.0 Launched

On July 14, 2016, the Georgetown Climate Center Adaptation Clearinghouse was re-launched with a fresh makeover and new tools to assist state policymakers, resource managers, academia, and others who are working to help communities adapt to climate change. The Clearinghouse's features include a new

design and improved search engine to make finding resources easier than ever; new sector pages to make it simple for policymakers focused on a specific sector (water, transportation, coastal, etc.) to find the resources they need; and new network pages highlighting the potential for organizations to partner with the center, create a user's own mini-clearinghouse, share resources on external websites, and connect with other adaptation professionals. The Adaptation Clearinghouse, originally launched in 2011, contains more than 2,000 adaptation resources. The FHWA, along with several other agencies, worked with the Georgetown Climate Center on content found in the Clearinghouse. To access the new Clearinghouse, please visit: <http://www.adaptationclearinghouse.org/>.

Technical Guidance on Highways in the Riverine Environment Released

In July 2016, the FHWA Office of Bridges and Structures, working with the FHWA Office of the Natural Environment and the FHWA Resource Center, released *Hydraulic Engineering Circular No. 17, 2nd Edition, Highways in the River Environment — Floodplains, Extreme Events, Risk, and Resilience*. This manual provides technical guidance and methods for assessing the vulnerability of transportation facilities to extreme events and climate change in riverine environments. It provides an overview of federal policies affecting floodplains and floodplain development including FHWA and FEMA policies as they affect transportation. It also provides a description of extreme and other flood events and provides an overview of the rainfall/runoff and statistical models designers use for hydrologic design. The manual also discusses the uncertainty associated with hydrologic models. An important focus is quantifying exposure to extreme flood events considering climate change and other sources of nonstationarity. The circular is available at <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/hif16018.pdf>.

Revision to the Near-Road NO₂ Minimum Monitoring Requirements NPRM

On May 16, 2016, the U.S. EPA proposed revisions to the minimum monitoring requirements for near-road nitrogen dioxide (NO₂) monitoring by removing the existing requirements for near-road NO₂ monitoring stations in Core Based Statistical Areas (CBSAs) having populations between 500,000 and 1,000,000 persons, that were due by January 1, 2017. Current near-road NO₂ monitoring data indicate air quality levels in the near-road environment are well below the NAAQS for the oxides of nitrogen. In light of this information, and due to the relationship between population, traffic, and expected NO₂ concentrations in the near-road environment, it is anticipated that measured near-road NO₂ concentrations in the relatively smaller CBSAs would exhibit similar, and more likely, lower concentrations, than what is being measured in larger urban areas. For more information, see <https://www.gpo.gov/fdsys/pkg/FR-2016-05-16/pdf/2016-11507.pdf>.

U.S. EPA References California Air Resource Board's *Project-Level Handbook When Using EMFAC2014 for Project-Level Hot-Spot Analysis*

In California, for completing quantitative hot-spot analyses, either EMFAC2011 or EMFAC2014 can be used until December 14, 2017, when the EMFAC2014 grace period will end. Project sponsors using EMFAC2011 can find guidance in Section 5 of U.S. EPA's *Transportation Conformity Guidance for Quantitative Hot-spot Analysis in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas*. The guidance also includes examples of using EMFAC2011 in Appendices G and H. Project sponsors using EMFAC2014 can find guidance in Section 5.2 of the *PM Hot-spot Guidance* for characterizing a project in terms of links, and otherwise should refer to CARB's *Project-Level Handbook*. The remainder of Section 5 and Appendices G and H do not apply for using EMFAC2014, but all other sections of EPA's

hot-spot guidance are relevant. For more information, see <https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses>.

Recording and Transcript of FHWA Webinar on the *Framework for Better Integrating Health into Transportation Corridor Planning* Available

A recording and transcript of the FHWA webinar on the *Framework for Better Integrating Health into Transportation Corridor Planning* is now available. The framework provides action-oriented information and step-by-step tools transportation practitioners need to incorporate health into their corridor planning process. The webinar included the background research, focus group findings, the steps and content of the Framework, and the case studies highlighting lessons learned during the corridor study testing phase. The recording of the webinar and the transcript can be accessed at

http://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/.

Meetings, Conferences, and Workshops

National Transportation Asset Management Conference Recordings Available

The 11th National Transportation Asset Management Conference took place on July 10-12, 2016, in Minneapolis, Minnesota. The conference covered a broad range of topics on surface transportation modes of interest to agencies in all stages of implementation of asset management practices. Themes included adaptation of transportation to extreme weather events and climate change. The meeting served as the forum for moving MAP-21 asset management initiatives into practice and was the venue for a wide range of federal, state, MPO/local, and transit agencies, as well as private-sector practitioners and university researchers to share knowledge, sponsor peer-to-peer learning, and work together. Recordings of conference and presentation materials are available at:

<http://onlinepubs.trb.org/onlinepubs/Conferences/2016/AssetMgt/Recordings.pdf>.

2016 Transportation Planning and Air Quality Conference Presentations Available

The TRB sponsored the Transportation Planning and Air Quality Conference on August 4-5, 2016, in Minneapolis, Minnesota. The conference theme was “The Changing Landscape of Transportation and Air Quality: Confronting the Challenges at the Global, Regional, and Local Scales.” Topics included: multimodal passenger transportation and air quality issues, greenhouse gas emissions reduction strategies, emissions and air quality impacts of alternative fuels, innovative vehicle and information technology solutions to transportation air quality, and more. Visit <http://www.trbairquality.org/files/2016/08/2016-TPAQ-Program.pdf> for more information.

Northern Transportation and Air Quality Summit Presentations Available

The Northern Transportation and Air Quality Summit 2016 took place August 30-31, 2016, at the Baltimore Metropolitan Council in Baltimore, Maryland. The Summit brought together stakeholders from the transportation and air quality communities to discuss the current and upcoming regulatory environment, new technologies, and current practices. The content was provided by practitioners primarily from the Northeastern and Mid-Atlantic States involved with public agencies at all levels. A host of speakers from the national and regional levels presented on a variety of topics including but not limited to regional emissions, project level emissions, climate change and energy issues, freight and fuel

issues, and funding initiatives. To see the presentations please visit <http://www.baltometro.org/our-work/environmental-planning/air/northern-transportation-air-quality-summit-2016>.

TRB Webinar: Integrating Climate Change Resilience into Transportation Asset Management

TRB will conduct a webinar on Thursday, October 13, 2016 from 2:00PM to 4:00PM ET to highlight some of the common themes that emerged from the 11th National Conference on Transportation Asset Management, which took place July 10-12, 2016 in Minneapolis, Minnesota. Several conference sessions focused on integrating climate change and extreme weather event resilience approaches into transportation asset management. This webinar was organized by the TRB Standing Committee on Transportation Asset Management. Participants must register in advance of the webinar, and there is a fee for non-TRB Sponsor or non-TRB Sustaining Affiliate employees. For more information, please visit: <http://www.trb.org/Calendar/Blurbs/174863.aspx>.

2016 AMPO Annual Conference Registration Open

The annual conference of the Association of Metropolitan Planning Organizations (AMPO) will take place on October 25–28, 2016, in Fort Worth, Texas. The AMPO Conference brings together MPO staff, Policy Board members, federal and state employees, and consultants to share information on a variety of MPO issues. For questions related to the conference, please visit <http://www.ampo.org/news-events/2016-ampo-annual-conference/>.

Registration Open for 2017 Transportation Research Board Annual Meeting

The 96th Transportation Research Board Annual Meeting will be held January 8-12, 2017, in Washington, DC. The meeting will cover all transportation modes and will address topics of interest to policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. A number of sessions and workshops will focus on the spotlight theme for the 2017 meeting: *Transportation Innovation: Leading the Way in an Era of Rapid Change*. Conference registration opened in early September. For more information about the 2017 TRB Conference, please visit: <http://www.trb.org/AnnualMeeting/Registration.aspx>.

Reminders

Quantitative Mobile Source Air Toxics Analysis Case Studies Completed

The FHWA completed development of five case studies highlighting how project sponsors approached various aspects of modeling Mobile Source Air Toxics (MSAT) emissions estimates at the project level, including the affected network and MOVES inputs. The case studies are: Atlanta Northwest Corridor, Buffalo Gateway Connections, California State Route 57/60 Confluence, Illinois Elgin O'Hare-West Bypass, and St. Paul I-94 Auxiliary Lanes. The reports are available at http://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/.

FHWA Selects Green Infrastructure Research Projects

The FHWA announced the selection of five State DOTs and a Federal Lands Management Agency to conduct pilot projects to analyze the potential for nature-based solutions to protect coastal roads from climate change impacts such as sea level rise and storm surge flooding. The diverse set of projects covers

the Gulf, Atlantic, and West Coasts. Each pilot will document its findings in a final report describing conceptual designs for the nature-based solutions considered, the level of protection and environmental benefits the features offer, permitting requirements, up-front and maintenance costs, and challenges and solutions encountered during the pilot that could be instructive to other transportation agencies. For more information, please visit

http://www.fhwa.dot.gov/environment/climate_change/adaptation/ongoing_and_current_research/green_infrastructure/pilots.cfm or contact Tina Hodges at Tina.Hodges@dot.gov or (202) 366-4287.

U.S. DOT Issues Planning Final Rule

On May 27, 2016, the FHWA and FTA issued the final rule to update the regulations governing the development of metropolitan transportation plans (MTP) and programs for urbanized areas, long-range statewide transportation plans and programs, and the congestion management process. The changes reflect the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The MAP-21 continues many provisions related to transportation planning from prior laws; however, it introduces transformational changes and adds some new provisions. The FAST Act makes minor edits to existing provisions. The rule took effect on June 27, 2016. For more information, please visit: <https://www.gpo.gov/fdsys/pkg/FR-2016-05-27/pdf/2016-11964.pdf>.

U.S. EPA Updated MOVES GHG Estimation Guidance

The U.S. EPA revised the MOVES greenhouse gas (GHG) guidance to bring it up to date with MOVES2014/MOVES2014a. This technical guidance describes how to use MOVES to estimate GHG emissions from on-road vehicles to create inventories, or to estimate total energy consumption from on-road vehicles. This guidance does not create a federal GHG analysis requirement, but provides recommendations for using MOVES to conduct such an analysis, either voluntarily or as a result of a state or local requirement. It is available at:

<https://www.epa.gov/sites/production/files/2016-06/documents/420b16059.pdf>.

FHWA Publishes *Renewable Energy Generation in the Highway Right-of-Way*

On May 19, 2016, the FHWA Office of Planning, Environment, and Realty published a detailed report on *Renewable Energy Generation in the Highway Right-of-Way* (FHWA-HEP-16-052). The publication contains key information; potential business models; federal regulatory requirements; applicable state rules, regulations, and policies; potential funding sources; and a program checklist for alternative uses of the right-of-way. The report can be viewed and downloaded at

http://www.fhwa.dot.gov/environment/climate_change/mitigation/publications/row/index.cfm.

Third Workshop in the Deployment of Alternative Vehicles and Fuel Technologies Pooled Fund Initiative

On April 18, 2016, the Texas Department of Transportation hosted the third workshop under the State Fleet Adoption of Alternative Fuel Vehicles initiative. The workshop featured presentations to provide context for alternative fuel use in state fleets and breakout sessions to focus on the challenges and opportunities state DOTs face when adopting alternative fuel vehicles within their fleets. All speaker presentations are available in the *AFV Adoption in Fleets Toolkit* at <http://altfueltoolkit.org/afv-adoption-in-fleets-toolkit/>.

FHWA Publishes 2016 *Transportation Air Quality Selected Facts and Figures* Brochure

The updated *Transportation Air Quality Selected Facts and Figures* brochure provides an overview of facts and figures regarding the linkages between transportation and air quality. The focus is primarily on transportation-related emissions trends, policies, technologies, and standards that effect on-road mobile sources, including automobiles, light-duty trucks, and heavy-duty trucks. The publication is a handy reference for transportation practitioners and an information resource for citizens on transportation air quality issues. The brochure is available at

http://www.fhwa.dot.gov/environment/air_quality/publications/fact_book/.

U.S. EPA Publishes Final Determinations for 2008 Ozone NAAQS Classification for 36 Areas

The U.S. EPA is taking final action on three separate and independent types of determinations for each of the 36 areas that are currently classified as “Marginal” for the 2008 ozone NAAQS. First, the U.S. EPA is determining that 17 areas attained the 2008 ozone NAAQS by the applicable attainment date of July 20, 2015. Second, the U.S. EPA is granting one-year attainment date extensions for eight areas. Third, the U.S. EPA is determining that 11 areas failed to attain the 2008 ozone NAAQS by the applicable attainment date of July 20, 2015, and thus are reclassified by operation of law as “Moderate” for the 2008 ozone NAAQS. More information on the rule can be found at

<https://www.federalregister.gov/articles/2016/05/04/2016-09729/determinations-of-attainment-by-the-attainment-date-extensions-of-the-attainment-date-and>.

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program Cost Effectiveness Tables

In March 2016, the FHWA posted the *Cost Effectiveness Tables Summary* on its website. The summary tables provide a broad range of project cost-effectiveness values for CMAQ-eligible project types. The tables are intended to assist states, MPOs, and other project sponsors make the most efficient use of their CMAQ dollars in reducing on-road vehicle emissions and traffic congestion. The tables are available at http://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/index.cfm. For more information, please contact Mark Glaze at Mark.Glaze@dot.gov or (202) 366-4053.

CMAQ Project Tracking and Public Access Systems Update Complete

The upgraded CMAQ Project Tracking (PTS) and Public Access (PAS) Systems is available on the FHWA website. Improvements and updates include a full program rewrite and expanded reporting features such as increased number of reporting categories and enhanced project descriptions; simple and advanced search features; and improved bulk project upload feature. Access to the PAS is through the FHWA CMAQ webpage or the following link: https://fhwaapps.fhwa.dot.gov/cmaq_pub/. For more information, contact Mark Glaze at Mark.Glaze@dot.gov or (202) 366-4053.

MOVES2014a Grace Period ends on October 7, 2016

On November 4, 2015, U.S. EPA’s Office of Transportation and Air Quality released MOVES2014a, a minor revision to EPA’s Motor Vehicle Emission Simulator (MOVES2014) emission modeling tool. State and local agencies that have already completed significant work with MOVES2014 do not need to redo or revise that work with MOVES2014a. Because the differences between MOVES2014 and MOVES2014a are small for on-road emissions, EPA does not consider it a new emissions model for SIP

and transportation conformity purposes and there will be no new grace period for either regional or project-level conformity analyses using MOVES2014a. The current MOVES2014 grace period for conformity analyses will apply to MOVES2014a as well. The two-year grace period for MOVES2014 and MOVES2014a ends on October 7, 2016. The revised model, supporting documentation, and more information on the model revision can be found on the MOVES website:

<http://www.epa.gov/otaq/models/moves/index.htm>.

EMFAC2014 Motor Vehicle Emission Factor Model for Use in the State of California

The U.S. EPA approved the EMFAC2014 emissions model for State Implementation Plan (SIP) and conformity purposes, effective December 14, 2015. The new model, which is based on new and improved data, calculates air pollution emissions factors for passenger cars, trucks, motorcycles, motor homes, and buses. The U.S. EPA established a two-year grace period before EMFAC2014 is required for the following conformity analyses: all new HC, NO_x, PM₁₀, PM_{2.5}, and CO regional emissions analyses and all new CO, PM₁₀, and PM_{2.5} hot-spot analyses supporting project-level conformity determinations. The grace period begins on December 14, 2015, and ends on December 14, 2017. EMFAC2014 must be used for all new regional emissions analyses and carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) hot-spot analyses for transportation conformity purposes that are started on or after December 14, 2017. Areas have the option of using the new model prior to the end of the grace period. For more information, please visit: <https://www.gpo.gov/fdsys/pkg/FR-2015-12-14/html/2015-31307.htm>.

New Materials Needed for *It All Adds Up to Cleaner Air* Website

The FHWA would like to hear about successful programs and exemplary materials to include on the *It All Adds Up to Cleaner Air* website (http://www.fhwa.dot.gov/environment/air_quality/it_all_adds_up/). This website is a public education and partnership-building initiative developed by several federal agencies for the purpose of informing the public about the impact of their transportation choices on traffic congestion and air quality. Organizations that use *It All Adds Up* enjoy access to free customizable materials, including advertisements, billboards, and television public service announcements. Tutorials in the Education Center assist with planning, implementing, and evaluating an air quality campaign. Please contact Victoria Martinez at Victoria.Martinez@dot.gov or (787) 771-2524 for more information.

Training Opportunities

U.S. EPA Schedules Two MOVES2014a Training Sessions

The U.S. EPA has scheduled two detailed, two-day, hands-on courses intended for state and local agency staff that will use MOVES2014a for developing emissions inventories for SIP and conformity analyses. The course is intended for new users of MOVES. The two sessions are October 5-6, 2016, in Ann Arbor, Michigan, and November 1-2, 2016, in Seattle, Washington. For more information on the training courses and contact information, please visit: <https://www3.epa.gov/otaq/models/moves/training.htm>.

Transportation Research Board Straight to Recording for All: Air Quality Fundamentals

The Transportation Research Board recorded a series of videos in May 2016 that provide information on air quality issues. Because of the Clean Air Act of 1970 and subsequent amendments, air quality issues need to be addressed during the highway planning process. The series will help viewers understand how

vehicles and highway projects impact air quality at the regional and project scales. The videos are available on-demand at no cost at <http://www.trb.org/Environment/Blurbs/174465.aspx>.

CMAQ 101 Training

The FHWA posted a 27-minute YouTube video on the CMAQ program. The video provides a basic introduction to the program, how CMAQ funds are distributed to states, and the types of projects eligible for the CMAQ program. The training is available at <https://www.youtube.com/watch?v=XKXcs0WtNHA&feature=youtu.be>. For more information about the CMAQ program, please contact Mark Glaze at mark.glaze@dot.gov or (202) 366-4053.

Air Quality Planning Web Course Available at No Cost

The National Highway Institute (NHI) Air Quality Planning web-based training series is designed for transportation practitioners. It includes four modules: Clean Air Act Overview (FHWA-NHI-142068), State Implementation Plan (SIP) and Transportation Control Measure (TCM) Requirements and Policies (FHWA-NHI-142069), SIP Development Process (FHWA-NHI-142070), and Transportation Conformity (FHWA-NHI-142071). All courses are free. For more information, visit www.nhi.fhwa.dot.gov and search Air Quality Planning or look for the specific course number. Please contact Karen Perritt at (202) 366-9066, or Karen.Perritt@dot.gov with any questions or comments.

MOVES2014a Training Materials

The U.S. EPA posted updated training materials and schedule for the MOVES2014a two-day hands-on training course at <http://www3.epa.gov/otaq/models/moves/training.htm>. On the same webpage, the U.S. EPA also posted an abbreviated version of the MOVES2014a course materials used as a one-day training course. MOVES users who did not attend a previous hands-on training session can use the “MOVES2014 Training Materials” as a self-taught course.

MySQL Training for MOVES Model Users

Two training opportunities are available for MOVES model users. A three-hour webinar provides an introduction to MySQL Query Browser and MOVES interface. A six-hour training over two days will enable users to do MySQL programming and to write their own MySQL scripts and to manipulate MySQL databases including MOVES input and outputs. For more information or to schedule training, please contact John Byun at Joon.Byun@dot.gov or Paul Heishman at Paul.Heishman@dot.gov.

FHWA Resource Center Training Activities

FHWA’s Resource Center Air Quality Technical Services Team is available to offer MOVES training, and information is available at the [Resource Center website](#).

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[FHWA Resource Center Air Quality Team](#)

Past issues of the *Air Quality and Transportation Conformity Highlights* are available on FHWA's website: http://www.fhwa.dot.gov/environment/air_quality/conformity/highlights/. Past issues of the *Transportation and Climate Change Newsletter* are available on FHWA's website: http://www.fhwa.dot.gov/environment/climate_change/newsletter/.

Please e-mail Victoria.Martinez@dot.gov with any suggestions for future issues.