

# 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

### FHWA Updated Interim Guidance on Mobile Source Air Toxics Analysis in NEPA Documents

The Federal Highway Administration (FHWA) has released the [Updated Interim Guidance for Mobile Source Air Toxic \(MSAT\) Analysis in National Environmental Policy Act \(NEPA\) Documents](#). Beginning October 7, 2016, project sponsors should use MOVES2014 to conduct emissions analysis for NEPA purposes. The guidance provides a tiered approach for analyzing MSAT in NEPA documents. For more information, please contact Victoria Martinez at [Victoria.Martinez@dot.gov](mailto:Victoria.Martinez@dot.gov) or (787) 771-2524.

### FHWA Designates Alternative Fuel Corridors

On November 3, FHWA [announced](#) 55 routes as alternative fuel corridors. The fuel designations include electric, hydrogen, propane, and natural gas, as directed in the FAST Act. Corridors were designated as either “signage-ready” (there are sufficient facilities to warrant signage along the corridor) or “signage-pending” (currently there are insufficient facilities available to warrant signage). The designations follow a [July 22 Federal Register Notice](#) seeking corridor nominations and will serve as the basis for a national network that can grow in the future. More information is available on FHWA’s [Alternative Fuel Corridor website](#).

### FHWA Releases Updated Greenhouse Gas Emissions Reduction Policy Analysis Tool

The FHWA recently released an updated version of EERPAT, the Energy and Emissions Reduction Policy Analysis Tool. EERPAT is an integrated, state-level modeling system designed specifically to evaluate strategies for reducing surface transportation greenhouse gas emissions. The new version of the tool (v3.0) has an improved graphical user interface that provides a simplified method for interacting with the tool for those users who are not proficient in the R software language. The redesigned EERPAT website now includes example applications of the tool from three state DOTs: Maryland, Vermont, and Washington. The tool is available at the FHWA [ERRPAT website](#).

### Recording Available: FHWA Webinar on CEQ Climate Change Guidance

The FHWA has posted a recording of the agency’s October 4, 2016, webinar on the White House Council on Environmental Quality (CEQ)’s *Final Guidance for Federal Departments and Agencies on*

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*Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews.* The webinar provided an overview of the CEQ's climate change guidance and presented suggestions for approaches to address the guidance during NEPA reviews. To view the recording, go to the FHWA [Climate Adaptation Webinars](#) webpage.

## **Congestion Mitigation and Air Quality Improvement Program Emission Reductions Calculator**

The FHWA Office of Natural Environment has developed a series of tools to provide technical support and resources for the implementation of the Congestion Mitigation and Air Quality Improvement (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 first module, focused on traffic flow improvements, is available on the [FHWA CMAQ Emissions Calculator Toolkit](#) webpage. For more information, please contact Mark Glaze at [Mark.Glaze@dot.gov](mailto:Mark.Glaze@dot.gov) or (202) 366-4053.

## **New INVEST Case Studies Available**

The FHWA recently published three case studies showcasing the how different transportation agencies from across the United States used INVEST to evaluate and improve the sustainability of long-range planning efforts and operations and maintenance activities. These include:

- [\*\*Arizona Department of Transportation \(ADOT\) - Using INVEST to Benefit Planning, Programming, and Maintenance in Arizona\*\*](#): ADOT has been a front-runner in utilizing and embedding INVEST throughout the full lifecycle of its transportation services, including administration, project planning, design, construction, and systems operations and maintenance. The INVEST scoring process helped ADOT develop recommendations to improve operations and maintenance practices, including implementing a Roadway Weather Information System, as well as leveraging the ADOT anti-idling policy and other practices to establish a fossil fuel reduction plan for ADOT owned and operated vehicles.
- [\*\*North Central Texas Council of Governments \(NCTCOG\) - Using INVEST to Advance Performance Measurement and Improve Long-Range Planning\*\*](#): NCTCOG first used INVEST in 2012 to assess its adopted long-range transportation plan (LRTP), Mobility 2035. More recently, the agency rescored Mobility 2035 to create a baseline with which to compare and inform NCTCOG's next LRTP, Mobility 2040. Using INVEST helped NCTCOG to develop performance measures within the MAP-21 framework and integrate them into the new LRTP. NCTCOG also used INVEST as a guide for integrating vulnerability and resiliency into Mobility 2040.
- [\*\*Transportation Agency for Monterey County \(TAMC\) - Evaluating and Enhancing Sustainable Transportation\*\*](#): TAMC used the INVEST System Planning for Regions (SPR) module to review a broad spectrum of its planning efforts – including its 2014 Regional Transportation Plan – and evaluate how well-defined and comprehensive its sustainability efforts have been. Using INVEST

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allowed TAMC to pinpoint several areas for improvement, such as infrastructure resiliency and linking asset management and planning.

To download the case studies highlighted above and to access additional INVEST case studies, visit <https://www.sustainablehighways.org/779/case-studies.html>.

### **Newly Available U.S. EPA Guidance on Revocation of 1997 PM<sub>2.5</sub> NAAQS**

In October 2016, the U.S. Environmental Protection Agency (EPA) published guidance on revocation of the 1997 National Ambient Air Quality Standards (NAAQS) for PM<sub>2.5</sub>. The guidance describes how the revocation of the 1997 primary annual PM<sub>2.5</sub> NAAQS will be implemented and when transportation conformity stops applying for this NAAQS. It fulfills a commitment the EPA made in November 2015 to provide additional information once the EPA finalized the PM<sub>2.5</sub> state implementation plan (SIP) requirements rule. An FHWA FAQ on revocation of the standard will be forthcoming. The U.S. EPA guidance is available at <https://www.epa.gov/sites/production/files/2016-10/documents/420b16072.pdf>.

### **U.S. EPA Publishes Revisions to Exceptional Events Guidelines**

On October 3, 2016, the U.S. EPA published revisions to its "exceptional events" guidelines in the *Federal Register*, giving potential challengers 60 days to appeal to the U.S. Court of Appeals for the District of Columbia Circuit. The rules are intended to spell out the conditions under which states can effectively get a pass for air pollution violations stemming from wildfires, stratospheric ozone intrusions, and other forces outside their control. The final Exceptional Events Rule contains procedural requirements, requirements for air agency demonstrations, criteria for the EPA's approval of the exclusion of event-influenced air quality data, and requirements for air agencies to take appropriate and reasonable actions to protect public health from exceedances or violations of the NAAQS. States had complained that the current application process, dating to 2007, is costly and cumbersome. To review the guidelines, please visit <https://www.regulations.gov/document?D=EPA-HQ-OAR-2015-0229-0135>.

### **New Material Available at FHWA It All Adds Up to Cleaner Air Website**

The FHWA Office of Planning, Environment, & Realty has posted several new materials for the *It All Adds Up to Cleaner Air* website. A diverse range of public outreach materials from throughout the nation are now available for use by transportation practitioners in local and regional air quality campaigns. Brochures, radio and television spots, smartphone apps and widgets, public outreach awards, and prize giveaways used by agencies are provided. The Georgia Department of Transportation *Georgia Commute Options* program is noted as a success story by an organization. The new materials can be found at [It All Adds Up to Cleaner Air](#).

### **U.S. EPA Publishes Nonattainment Area Maps for PM<sub>2.5</sub> 2012 Standard**

On September 20, 2016, the U.S. EPA posted maps of areas designated nonattainment for the 2012 NAAQS for PM<sub>2.5</sub>. These maps are available for review and download at [https://www.fhwa.dot.gov/environment/air\\_quality/conformity/maps/pm25\\_2012/](https://www.fhwa.dot.gov/environment/air_quality/conformity/maps/pm25_2012/).

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## MOVES Webpages Updated

As part of an EPA-wide website update, the MOVES webpages have been reorganized, changing the links for most MOVES pages and documents. The new design will more clearly point to the most up-to-date MOVES information. Please note the new MOVES website address: <https://www.epa.gov/moves>.

## MOVES Model Review Work Group Initiated

The U.S. EPA has initiated a Federal Advisory Committee Act MOVES Model Review Work Group to provide input on the development of the next official version of MOVES, expected to be released in 2018 at the earliest. The work group held its first meeting on September 14, 2016, and will continue to meet quarterly in Ann Arbor, Michigan, over the next 1-2 years. Presentations and meeting summaries will be posted on the Work Group website: <https://www.epa.gov/moves/federal-advisory-committee-act-faca-moves-model-review-work-group>.

## U.S. EPA Responds to Review of EPA's MOVES Model Report

The Coordinating Research Council, a non-profit organization supported by the petroleum and automotive industries, recently completed CRC Project No. E-101: *Review of EPA's MOVES Model*. The U.S. EPA has prepared a document that responds to the CRC recommendations and findings. The EPA response document is posted on the MOVES reports webpage: <https://www.epa.gov/moves/moves-technical-reports>.

## U.S. Gasoline Consumption Breaks Record

[U.S. DOT announced](#) that the U.S. consumed 71.8 billion gallons of gasoline on roadways over the first six months of 2016, the highest amount on record. This was a three percent increase compared to the same period a year earlier and the sixth consecutive increase in January through June gasoline consumption.

## White House Highlights Opportunities for Building Community Climate Resilience

On October 31, 2016, the Council on Climate Preparedness and Resilience released its Resilience Opportunities report. It describes key Obama Administration accomplishments and highlights opportunities for Federal agencies and stakeholders to work together on a shared climate resilience agenda. The document describes opportunities developed to support science and research for building resilience to climate change impacts, ensure the resilience of Federal operations and facilities in a changing climate, protect critical infrastructure and public resources, and establish and implement policies that promote resilience and support community-based resilience planning and implementation. The report can be accessed at <https://www.whitehouse.gov/sites/default/files/finalresilienceopportunitiesreport.pdf>.

## U.S. EPA Reducing Air Pollution and Greenhouse Gases at Ports Webinar

EPA's Office of Transportation and Air Quality would like to invite you to a webinar exploring the recently released [National Port Strategy Assessment: Reducing Air Pollution and Greenhouse Gases at U.S. Ports](#). The EPA assessment examines current and future emissions from a variety of diesel sources operating in port areas, and explores the potential of a range of available strategies to reduce emissions from port-related activities. This assessment supports the vision of EPA's to reduce air pollution and greenhouse gases through a collaboration of industry, government, and communities. The same webinar

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will be offered on two dates and times. November 29, 2016 at 2:00 pm – 3:00 pm EST: [Register Here](#) and December 15, 2016 at 1:00 pm – 2:00 pm EST: [Register Here](#). For questions, please contact Benjamin VanGessel at [vangessel.benjamin@epa.gov](mailto:vangessel.benjamin@epa.gov).

## Meetings, Conferences, and Workshops

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### Registration Open for 2017 Transportation Research Board Annual Meeting

The 96<sup>th</sup> 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>.

### 16th Transportation Research Board National Transportation Planning Applications Conference

Planning is underway for the 16<sup>th</sup> TRB National Transportation Planning Applications Conference. It will be held in Raleigh, North Carolina, on May 14-18, 2017, at the Sheraton Hotel, Downtown Raleigh. The conference focuses on providing opportunities to showcase new transportation planning techniques and methods emphasizing practical, innovative, and timely technical and policy approaches to transportation planning. Presentations, workshops, discussion sessions, and tutorials are all expected to be a part of the 2017 program, continuing the focus on practical, innovative, and timely techniques for solving planning problems. Additional conference details and registration information will be forthcoming in late 2016/early 2017.

## Reminders

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### MOVES2014/a Grace Period ended on October 7, 2016

The two-year grace period for MOVES2014 and MOVES2014a ended on October 7, 2016. Conformity analyses started after October 7, 2016 must use MOVES2014a. The 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>.

### U.S. EPA Finalizes PM<sub>2.5</sub> NAAQS Implementation Rule

On July 29, 2016, the U.S. EPA finalized requirements for implementing the NAAQS for PM<sub>2.5</sub> in areas that are currently designated nonattainment for existing standards. These requirements also would apply to areas that are designated nonattainment for any PM<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> implementation rule was published in the

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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>.

### **Revision to the Near-Road NO<sub>2</sub> Minimum Monitoring Requirements NPRM**

On May 16, 2016, the U.S. EPA proposed revisions to the minimum monitoring requirements for near-road nitrogen dioxide (NO<sub>2</sub>) monitoring by removing the existing requirements for near-road NO<sub>2</sub> 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 NO<sub>2</sub> 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 NO<sub>2</sub> concentrations in the near-road environment, it is anticipated that measured near-road NO<sub>2</sub> 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<sub>2.5</sub> and PM<sub>10</sub> 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>.

### **FHWA Publishes Climate Resilience Pilot Program Final Report**

The FHWA published the final report on its Climate Resilience Pilot Program. This multi-year effort sought to assist State Departments of Transportation, 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](http://www.fhwa.dot.gov/environment/climate_change/adaptation/resilience_pilots/2013-2015_pilots/final_report/fhwahep16079.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



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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](http://www.fhwa.dot.gov/environment/environmental_justice/publications/ej_and_climate/index.cfm).

### **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/>.

### **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, 2<sup>nd</sup> 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>.

### **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 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/](http://www.fhwa.dot.gov/environment/air_quality/publications/fact_book/).

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## **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>.

## **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<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO regional emissions analyses and all new CO, PM<sub>10</sub>, and PM<sub>2.5</sub> 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 (PM<sub>10</sub> and PM<sub>2.5</sub>) 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>.

## **Training Opportunities**

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### **National Transit Institute (NTI) Introduction to Transportation Conformity Course Scheduled**

The [NTI's Introduction to Transportation Conformity course](http://www.ntionline.com/introduction-to-transportation-conformity/) is scheduled on December 6-8, 2016, in Chicago, January 31-February 2, 2017, in Houston, and March 28-30, 2017, in Salt Lake City. The 2.5-day course will present basic information about transportation conformity requirements and the relationship of the transportation and air quality planning processes. Registration can be made via NTI's website <http://www.ntionline.com/introduction-to-transportation-conformity/>.

### **Transportation Research Board Straight to Recording for All: Climate Resilient and Sustainable Transportation - Strategic Economic and Financial Management Challenges and Opportunities with FAST Act**

TRB recorded a series of videos in September 2016 that illustrate how transportation agencies can comply with new requirements under the FAST Act. Specifically, these videos discuss how highway and transit projects can adjust to extreme weather events with regards to economic and management decisions. The videos are available on-demand at no cost at <http://www.trb.org/Environment/Blurbs/175113.aspx>.



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## 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](mailto: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 <http://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](mailto: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 <https://www.epa.gov/moves/moves-training-sessions>. 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](mailto:Joon.Byun@dot.gov) or Paul Heishman at [Paul.Heishman@dot.gov](mailto: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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## Contacts

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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/](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/](http://www.fhwa.dot.gov/environment/climate_change/newsletter/).

Please e-mail [Victoria.Martinez@dot.gov](mailto:Victoria.Martinez@dot.gov) with any suggestions for future issues.