
SUMMARY

TWG Meeting

March 5, 2020

10:00 am – 2:45 pm

Williamson County Georgetown Annex
100 Wilco Way, HR108, Georgetown, TX 78626

Follow-up Actions from THIS MEETING

- **Kristi Holstead** will compile the notes from the meeting and provide the slides on the TWG website.
- **TTI** will compile a one-pager regarding the TWG purpose.
- Training regarding project-level consistency was requested, and TxDOT will be looking into organizing it.
- Other trainings requested to add to the training list include:
 - PM NAAQS
 - 2017 NEI Release
 - ERG Fuel Study

Next Meeting

Thursday, June 4, 2020

Participants

There were 24 TWG members in attendance, and approximately 12 members attending via WebEx.

Laura Norton and **Madhu Venugopal** led the meeting. **Bill Knowles** began the meeting by welcoming attendees to Georgetown, followed by attendees introductions.

Guest Speakers

Chris Glancy, Tom Schwerdt, and Shelley Pridgen (TxDOT) presented on the Research and Technology Implementation Division at TxDOT:

[Research and Technology Implementation Presentation \(PDF\)](#)

Dr. Lloyd Potter (UTSA) presented on Census Data:

[Census Data \(Urban Area Boundaries, Differential Privacy\) \(PDF\)](#)

Primary Discussion Items

Bill Knowles (TxDOT) presented the key recommendations from the November Breakout Session:

[Key Recommendations from Breakout Session \(PDF\)](#)

Janie Temple (TxDOT) and Andrew Birt (TTI) presented on the results from the DMV vehicle registration data analysis:

[DMV Vehicle Registration Data Analysis Results \(PDF\)](#)

(Break for lunch. The meeting resumed at 12:30)

Other Discussion Items

Reza Farzaneh (TTI) provided a MOSERS update:

[MOSERS Update \(PDF\)](#)

Jenny Narvaez (NCTCOG) provided a comparison of the MOSERS and FHWA CMAQ tools:

[MOSERS vs. FHWA CMAQ Tool \(PDF\)](#)

Agency Information & Updates

EPA, Jeff Riley

Jeff Riley provided the following updates (reviewed by Jeff Riley):

- [Ozone & PM NAAQS Review Schedules/Documents](#)
 - November 1, 2019 – Release of the Draft Policy Assessment for the ozone review. The Draft Policy Assessment supported the recommendation that the EPA would retain the Ozone NAAQS at the level of the 2015 Ozone NAAQS.
 - February 11, 2020, and February 12, 2020 – The Clean Air Scientific Advisory Committee (CASAC) held a public meeting to discuss the draft reports on both the Integrated Science Assessment and the Draft Policy Assessment. During the teleconference, six of the seven CASAC members recommended that the EPA retain the Ozone NAAQS at the level of the 2015 Ozone NAAQS. CASAC is currently developing letters to the EPA administrator to provide its recommendation on both the Integrated Science Assessment and the Draft Policy Assessment. Once those materials are transmitted to the EPA Administrator, the EPA will go about finalizing the documents and focus on issuing a proposed action on the NAAQS review.
- August 2018 – the National Highway Traffic Safety Administration (NHTSA) and EPA issued the Safer Affordable Fuel-Efficient (SAFE) rule. It was a proposal to freeze the greenhouse gas standards for vehicles at 2020 levels through 2026. More recently, September 2019, NHTSA and the EPA issued a final action titled “One National Program Rule.” That rulemaking withdrew the January 2013 Clean Air Act preemption waiver granted to the State of California for its GHG and ZEV programs. On February 27, 2020, the EPA Science Advisory Board (SAB) issued its Consideration of the Scientific and Technical Basis of the EPA’s Proposed Rule titled The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks, focusing on the Agency’s August 2018 proposal to freeze vehicle GHG standards at 2020 levels:

<https://yosemite.epa.gov/sab/sabproduct.nsf/LookupWebProjectsCurrentBOARD/0ec6d42fef549b8885258442006ddbc5!OpenDocument&TableRow=2.3#2>.

- MOVES related Updates:
 - Megan Beardsley's presentation to the MOVES Development Workgroup's 2019 meeting: <https://www.epa.gov/sites/production/files/2019-12/documents/02-moves-update-ieic-excerpts-2019-10-09.pdf>.
 - More MOVES development materials are anticipated from OTAQ's presentation at the Coordinating Research Council Real World Emissions Workshop mid-March 2020, these will be distributed to TWG once available.
 - The next version of MOVES is targeted for the second half of 2020 based on internal progress. It is too early for OTAC to estimate the total net effect of the new data and model algorithms that will be in the update.
 - The MOVES Development Workgroup maintains a website with meeting notes. The link for the October 2019 Meeting Notes is below – of particular interest is Megan Beardsley's presentation Excerpts from the 2019 EPA International Emissions Inventory Conference <https://www.epa.gov/sites/production/files/2019-12/documents/meeting-summary-2019-10-09.pdf>.

TCEQ, Jamie Zech

Jamie Zech provided the following updates:

- SIP Revisions Updates:
 - DFW Redesignation Request and Maintenance Plan SIP Revision for the One-Hour and 1997 Eight-Hour Ozone NAAQS (2018-028-SIP-NR) adopted March 27, 2019
 - We are awaiting final approval from EPA.
 - On June 24, 2019, EPA published a proposed determination that the DFW area has met redesignation criteria and is continuing to attain the one-hour and the 1997 eight-hour ozone NAAQS. The EPA proposed to terminate all anti-backsliding obligations for the DFW area for the one-hour and 1997 eight-hour ozone NAAQS and to approve the maintenance plan (84 FR 29471).
 - HGB Redesignation Request and Maintenance Plan SIP Revision for the One-Hour and 1997 Eight-Hour Ozone NAAQS (2018-026-SIP-NR) adopted December 12, 2018
 - EPA published final approval February 14, 2020 (85 FR 8406).
 - On May 16, 2019, the EPA proposed: a determination that the HGB area has met redesignation criteria and is continuing to attain the one-hour and the 1997 eight-hour ozone NAAQS; termination of the anti-backsliding obligations; approval of the maintenance plan; and approval of the Severe Ozone Nonattainment Area Failure to Attain Fee SIP revision to address FCAA, §185 for the one-hour ozone NAAQS (84 FR 22093).
 - HGB Serious Classification Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS (2019-077-SIP-NR)
 - DFW Serious Classification Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS (2019-078-SIP-NR) and Associated NOX and VOC Rule

- Projects (2019-074-117-AI and 2019-075-115-AI)
- HGB and DFW Serious Classification RFP SIP Revision for the 2008 Eight-Hour Ozone NAAQS
 - The reclassification SIP revisions are due to the EPA by August 3, 2020.
 - The TCEQ adopted the SIP revisions on March 4, 2020.
- Emissions Inventory SIP Revision for the 2015 Eight-Hour Ozone NAAQS for the Houston-Galveston-Brazoria, Dallas-Fort Worth, and Bexar County Nonattainment Areas (2019-111-SIP-NR)
 - Initial emissions inventories for the 2015 Eight-Hour Ozone NAAQS are due to EPA by August 3, 2020 for the HGB and DFW nonattainment areas, and by September 24, 2020 for the Bexar County nonattainment area. One SIP revision for all three areas is planned for submittal to the EPA by August 3, 2020.
 - The EI SIP revision was approved for proposal by the commission on November 20, 2019 and is scheduled for adoption on June 10, 2020.
 - Public hearings were held on January 7 in Arlington, January 8 in Houston, and January 9 in San Antonio.
- Federal Clean Air Act (FCAA) Section 179B Demonstration SIP Revision for the Bexar County 2015 Eight-Hour Ozone NAAQS Nonattainment Area (2019-106-SIP-NR)
 - On January 15, 2020, the commission approved proposal of §179B SIP revision that would demonstrate that the Bexar County marginal ozone nonattainment area would attain the 2015 eight-hour ozone standard by its attainment deadline “but for” anthropogenic emissions emanating from outside the U.S.
 - The public comment period opened on January 17, 2020 and closed on February 19, 2020. A public hearing was held in San Antonio on February 18, 2020.
 - Adoption is scheduled for July 1, 2020.
 - On January 9, 2020 the EPA issued draft guidance for the development of 179B demonstrations. The EPA is accepting feedback on the draft guidance through March 10, 2020.
- Program Updates:
 - Rider 7 Program
 - On June 15, 2019, Governor Abbott approved and signed HB-1, which included a provision for the return of the Rider 7 program for the 2020-2021 biennium. The appropriation provides \$4,500,000 to the TCEQ in grant funding for the purpose of reducing ozone in areas not designated as nonattainment during the 2018-2019 biennium.
 - Eligible areas include: Waco, El Paso, Beaumont, Austin, Corpus Christi, Granbury, Killeen-Temple, Longview-Tyler-Marshall, Victoria, Atascosa, Bandera, Comal, Guadalupe, Kendall, Medina, and Wilson Counties.
 - Recipients are those that channel funds to projects deemed most useful for the SIP.

- TCEQ has fully executed half (5 of 10) of the Rider 7 contracts and expects to have the other 5 executed by mid-March.
- Once a contract is executed, a statement of work is due to the TCEQ within 30 days for review and approval.
- Rider 7 contracts end CY21 with all inventory activities ending by end of October 2021 and all monitoring activities ending by end of November 2021.
- LIRAP-LIP Program
 - TCEQ is working to close out the LIP and LIRAP programs.
 - We are working with the applicable counties to review and approve the final Financial Status Reports for both programs, and the counties are in the process of returning unspent funds.
 - Staff plans to conduct on-site audits of the remaining dismantlers in the LIRAP over the next six months to ensure that remaining program vehicles are recycled properly.
- SB 604 Project
 - SB 604 requires that, by December 1, 2020, the DMV submit a report summarizing the results of a study concerning alternatively fueled vehicles and the industry around them.
 - DMV is the lead agency responsible for organizing and submitting the study and any recommendations that result.
 - Participating agencies include the Public Utility Commission of Texas, TxDOT, the Department of Public Safety, and the TCEQ

MPO's (For those in attendance) – Status & Updates

Allie Blazosky stated that AAMPO is in the midst of the public comment period for their Transportation Conformity. They had a meeting in late February. The public comment period ends on March 15, 2020. The Policy Board is scheduled to make its local determination of conformity on April 27, 2020.

Jenny Narvaez stated that NCTCOG wrapped up their HOV TCM substitution. NCTCOG's ozone season started on March 1, 2020, and runs until November 30, 2020. This is a critical ozone season for NCTCOG, and they will be keeping a close eye on it. NCTCOG is starting to look ahead at the possibility of getting reclassified again, under the 2008 standard, up to severe. **Chris Klaus** stated that the new HPMS factor is being developed as a result of the new travel demand model validation year (2014). Prior to the next conformity, NCTCOG will get the partners together to get a consensus on the new HPMS adjustment factor. Jenny Narvaez added they would be performing some internal review currently, and then it will be released to the partners.

Claudia Valles stated that El Paso MPO held conference calls for the preliminary consensus plan on February 7, 2020. They reached a consensus on February 28, 2020. El Paso MPO received the emission inventories as part of the conformity report. It was approved for feedback on March 4, 2020. Public involvement will be from March 29, 2020, to April 28, 2020.

Andrew DeCandis stated that H-GAC is currently at the beginning of the conformity process and is expecting approval Fall 2020.

TxDOT TPP

Field representative updates (Raymond Sanchez, El Paso; Darcie Schipull, San Antonio; Nick Page, NCTCOG; and Phillip Tindall, Beaumont)

Raymond Sanchez stated that H-GAC had a consultative partner meeting on February 11, 2020, to review the analysis years. They made a determination to be similar to the last conformity review process for that area. Both areas are under conformity review process due to amendments to the TIP and the MTP.

Nick Page was unable to attend.

Phillip Tindall was unable to attend.

FHWA, Barbara Maley

Barbara Maley provided the following updates in the meeting:

- Training – there is a project level training that FHWA has been asked to do in the Fort Worth District in late summer/early fall 2020.
- Congratulations to Janie Temple and Laura Norton on the DMV data. FHWA appreciates their efforts.
- CMAQ Reporting – Congratulations to Peggy Thurin and the MPOs. They made the March 1, 2020 deadline for the first time. FHWA will be looking at it, and then they will be assigning states to various reviewers. The reviewers will come back with questions.
- CMAQ Tool – There are webinars available that show how to use the tool. They are taped and made available to those who cannot attend the webinars.
- Agency Letters – FHWA will send Thank You letters to personnel at EPA, TCEQ, and TxDOT. These are from the FHWA's highest level in Texas to those agencies for their efforts. FHWA had a large number of regional conformities and project-level conformities going on at the same time. FHWA knows that they could not do this without the help of these agencies.

TxDOT ENV, Janie Temple and Jackie Ploch

No updates provided at this time.

TTI, Madhu Venugopal and Joe Zietsman

Reza Farzaneh provided the following updates:

- Training
 - TTI is developing a training model for SIP. It is an introductory overview and does not go into the details. This was shared with TCEQ, and they provided TTI with feedback. TTI is working on a new draft and will share it with TWG once it is ready.
 - TTI has started developing an outline for MOSERS training. If anyone has any input

on the training, please contact Reza Farzaneh.

- Projects
 - TTI is wrapping up the Oversize Overweight project for NCTCOG. Testing and analysis was done, and the final report is being developed. Hopefully, TTI can share some of those results at the next meeting (once approved by NCTCOG).
 - TTI has started a new project for TxDOT RTI concerning the expected impact of EVs on regional ozone. The distinction is that all the studies in the past focused on emissions from on-road. This project is expending to have a holistic view.

(Meeting Concluded)