
SUMMARY

TWG Meeting

June 6, 2019

10:00 am – 1:15 pm

Texas A&M Transportation Institute - Austin
505 E. Huntland Dr.
Austin, TX 78752

Follow-up Actions from THIS MEETING

- Jackie Ploch, FHWA, and others suggested considering comparing MOSERS to FHWA toolkit to identify and/or assess any differences
 - *Update:* Timing will be discussed further with TxDOT (J. Temple/L. Norton) due to current fiscal year time and budget constraints (R. Farzaneh/R. Huch)
- Identify members and schedule first Vehicle Registration Workgroup (M. Venugopal)
 - *Update:* Completed – first meeting scheduled for 7/9/2019
- Provide links to topics discussed in June 6 meeting (J. Ploch/J. Riley/K. Holstead)
 - *Update:* Completed and included in summary
- Distribute survey to seek additional agencies and tasks to be included and tracked in AQ Master Schedule (M. Venugopal)
 - *Update:* Survey to be distributed immediately after review and approval by TxDOT (L. Norton/J. Temple)
- Jackie Ploch recommended a TTI Near Road study presentation for the next TWG meeting
 - *Update:* Timing or presentation will be discussed further with TxDOT as next TWG meeting is planned as a workshop format (R. Farzaneh/M. Venugopal)
- Jackie Ploch recommended forming a subcommittee for the project level analysis
 - *Update:* Will request TxDOT input before proceeding as TWG has traditionally focused on regional level air quality issues (R. Farzaneh/M. Venugopal/J. Temple/L. Norton)
- Determine preferred location for the upcoming workshop and presentations (M. Venugopal/K. Holstead)
 - *Update:* This will be included with the AQ Master survey

Next Meeting

Thursday, September 5, 2019

Participants

There were 33 TWG members in attendance, and approximately 5 members attending via WebEx.

The meeting was led by **Laura Norton** and **Madhu Venugopal**. **Laura Norton** began the meeting by welcoming attendees to Austin. Attendees were then asked to introduce themselves.

Primary Discussion Items

Kirbie Ferrell provided a presentation pertaining to air quality and related legislation and an overview of the bill process.

[Legislative Update: Air Quality and Related Legislation Handout – Legislative Updates](#)

Madhu Venugopal opened the discussion on the Texas Volkswagen Environmental Mitigation Program by providing a brief overview of the Texas Volkswagen Environmental Mitigation Program. Venugopal then handed the conversation direction over to **Joe Walton**. Walton explained what was being done with the money from the Volkswagen funds/trust (a trust was developed from an agreement with the EPA, the State of California, and Volkswagen (VW)). There are a lot of rules around how the money is used. It is not the same as how they do things in TERP, but it is close. They tried to develop a program that compliments TERP versus competing with TERP. The VW funds are supposed to mitigate past actions, not for future emission reductions.

TCEQ is developing several programs and are rolling them out as the year goes by. The first one rolled out was a bus program (school buses, transit buses, shuttle buses). The program was set up as first come, first served, and the money was divided up among the different areas. They are over halfway through with the money for this program, and it just opened up a month ago. \$58,000,000 is what was eligible. Austin area and Bell County have more applications in than they have money available. Houston area is getting close, with only about \$1,000,000 left. El Paso has \$5,000,000 available. San Antonio area and Dallas/Fort Worth area has about \$7,000,000 available each.

The next program to be rolled out will probably be garbage or refuse vehicles. This will be rolled out in early fall, tentatively.

Additional comments/information:

- It was written into the plan that if there was leftover money at the end of the grant round, they will reroute money to the demand (ex: if one area doesn't use all their money, it can be rerouted to an area that had more applications than money).
- No date had been determined for rerouting the funds.
- Buses have to operate in the area they are being funded in 51% of time. Old bus must be destroyed/disposed of before they can be paid. Registration on vehicle has to be in Texas for 5 years after being funded.

- There is prioritization in areas by the amount of money sent to the areas. It is first come, first serve. They are only allowed to apply for 20 buses at a time for every 3 months (after 3 months, you're allowed to apply for 20 more buses). The owner/entity has to be the owner/entity that applies for the grant.
- The application can be downloaded from the TERP Website (below). It is a fillable PDF.
- The old bus cannot be older than a 1996 bus unless it is a school bus. School buses can be older. The old bus cannot be newer than 2006.
- The new bus has to be this year model or one year less than this year model.
- If your grant amount exceeds the price of the bus you're buying, you'll only receive 80% of the cost of the new bus. Ex. Your grant amount is \$150,000, but you're buying a \$100,000 bus. You will only receive 80% of the \$100,000.
- Electrical buses in Texas are difficult. They do not meet safety regulations. Buses have to be built with certain standards, and a lot of the electric bus companies do not meet the standards. Blue Bird is coming with a model that does meet the standards. Texas school buses must have air brakes, and electric buses are not made with air brakes.
- More information can be found on the [TERP Grants website](#).

Other Discussion Items

Andrew Birt gave a review of the newly updated Texas Air Quality Portal website, and its various functions.

[Texas Air Quality Portal](#)

Madhu Venugopal provided an overview of the MOSERS release and requested feedback by July 15, 2019.

[MOSERS](#) (Presentation)

[MOSERS Toolkit](#) (Live Link)

[Modules 1 and 2](#) (Live Link)

Madhu Venugopal gave a presentation and demonstration of the Air Quality Conformity Schedule.

[Coordination and Maintenance of an Air Quality and Conformity Schedule](#) (Presentation)

[Air Quality and Conformity Schedule](#) (Live Link)

Jenny Narvaez presented on the status of the DMV Vehicle Registration Data.

[DMV Vehicle Registration Data Update](#) (Presentation)

Jenny Narvaez (proxy for Chris Claus) gave a presentation regarding the Transportation Performance Measures.

[Transportation Performance Measures](#) (Presentation)

Agency Information & Updates

EPA (Jeff Riley)

Jeff Riley provided an overview on the following:

- Reclassification of Moderate Ozone Nonattainment Areas for 2008 Ozone NAAQS:
 - Based on 8-hour ozone design values (DV) for the years 2015 – 2017, Houston and DFW did not monitor attainment of the 2008 NAAQS by the July 20, 2018, Moderate area attainment date.
 - Under the Clean Air Act, EPA has 6 months after an attainment date (January 20) to make determinations if an area met the NAAQS. On November 14, 2018, EPA published Federal Register notice proposing reclassification of Houston, DFW, and other Moderate areas that missed the attainment deadline and did not qualify for a 1-year extension of the deadline. Comment period ended December 14, 2018 (30-days), notice proposed:
 - Reclassification of the areas to Serious.
 - Setting a new attainment deadline of July 20, 2021.
 - Setting the deadline for a new SIP submittal – 12 months from effective date of final action, not including RACT. Effective date understood to be 30 days from publication.
 - Public hearing was requested, held February 15, 2019. The comment period was reopened to February 22, 2019.
 - Information about the rulemaking can be found at <https://www.epa.gov/ground-level-ozone-pollution/proposed-determinations-attainment-attainment-date-extensions>
 - conformity to new MVEBs due within 2 years of the effective date of EPA either finding the MVEBs adequate for conformity purposes or approving the MVEBs as part of SIP.
 - EPA's finding of adequacy can be made at the same time EPA issues a final approval of the SIP submittal. Statutory obligation 18 months.
- Challenges to EPA Designation Under the 2015 Ozone NAAQS:
 - January 25, 2019 – The State of Illinois, local governments in Colorado and New Mexico, and environmental groups filed an opening brief in the D.C. Circuit Court in *Clean Wisconsin, et al. v. EPA*, challenging EPA's final area designations under the 2015 NAAQS.
 - El Paso is one of the areas whose "attainment" designation is being challenged.

- February 1, 2019 – Northeastern states including Connecticut, Delaware, Maine, Maryland, Massachusetts, Minnesota, New Jersey, New York, Oregon, Rhode Island, Vermont and Washington, and the District of Columbia filed an *amicus* brief in the D.C. Circuit Court backing the *Clean Wisconsin* suit. (someone who is not a party to a case and may or may not have been solicited by a party and who assists a court by offering information, expertise, or insight that has a bearing on the issues in the case)
- Summary of Argument – EPA violated its duty to engage in reasoned decision making when it issued the final 2015 ozone NAAQS designations challenged in these consolidated cases.
- I’m unable to locate publicly-available links to these filings, but the case number is – USCA Case #18-1203, and the document numbers are – #1770369 (opening brief), #1771625 (amicus brief).
- EPA filed response brief **May 10, 2019**.
https://www.eenews.net/assets/2019/05/14/document_gw_06.pdf
 - See pg. 59 for clarification on the remand relating to Chicago, Milwaukee & El Paso – “To the extent the Court finds that Petitioners have standing to challenge the remaining designations, EPA requests remand of those designations without vacatur to review them.” This means that IF the court rules in favor of the petitioners after verbal arguments, EPA wants the designations remanded without vacatur to review.
- Challenges to EPA Designation Under the 2015 Ozone NAAQS:
 - In response to perceived vulnerabilities under the South Coast II decision, Texas developed redesignation requests for 4 areas possibly impacted by the 1-hr & 1997 8-hr ozone NAAQS – Houston, Beaumont/Port Arthur, Dallas/Ft. Worth and El Paso. These requests include maintenance plans with horizon year MVEBs for 2032.
 - EPA proposed approval on 5/16/2019; comment period closes 6/17/2019. EPA is proposing to determine that HGB area is continuing to attain the 1-hr and 1997 8-hr ozone NAAQS and has met the CAA criteria for redesignation and to terminate all anti-backsliding obligations for the HGB area for the 1-hour and 1997 ozone NAAQS (SCII vacated redesignation substitute provision).
 - EPA is also proposing to approve the maintenance plan, but not approve the 2032 MVEBs for conformity purposes, but rather to find that the projected 2032 emissions inventory that reflects those budgets is consistent with maintenance of the standards.
 - Dallas/Ft. Worth – anticipate signature by end of June 2019.

(Break for lunch. The meeting resumed at 12:00.)

FHWA (Jose Campos)

Jose Campos provided the following updates:

- Transportation Conformity

- El Paso – should be wrapped up in the next week. They have a call on June 6th in the afternoon to follow up on some comments.
- Beaumont – has a meeting on June 6th. Has started public involvement on a new plan that has a new conformity determination attached to it, as well. That one will be coming in the end of June.
- Houston – has a shorter time period. The deadline is August 2nd to complete conformity.
- San Antonio – their deadline approximately a month away.
- CMAQ - Moving forward that March 1st deadline is going to be important to us. We will keep tabs on that and continue to work with the MPOs. Thanks to everyone for getting their information in this year. We did not hit March 1st but we are really close.
- Laws and Regulations – This year is the mid-point for the verifications on who has to do what. They are looking at what has changed. The only thing that might have changed for Texas is San Antonio. FHWA will keep an eye on it.
- Training – STAQS training is coming up. August 20th and 21st in Lewisville, KY. Registration is now open. No registration fee this year.

TxDOT TPP

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

Raymond Sanchez provided the following updates:

- El Paso MPO: Consultative partners continue to review emissions and VMT for the Sunland Park, NM non-attainment area. EL Paso MPO staff continue to address comments/ questions from the consultative partners.
- HGAC MPO: HGAC initiated an interagency review for their 2045 RTP Conformity determination. HGAC adopted their RTP and conformity determination on May 24, 2019. Documents have been provided to consultative partners to begin the conformity review process. Target deadline is August 3, 2019.

Nick Page stated that The Alamo Area MPO submitted their conformity documentation to the Interagency partners for Conformity Review on May 15, 2019. AAMPO's Conformity Determination Deadline of September 24, 2019. He had no update concerning NCTCOG.

Phillip Tindall stated that the 30-day public comment period for conformity for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) MTP-2040 and the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP) started on March 11th and closed on April 9th.

The MPO's Transportation Planning Committee approved the conformity document on April 18th.

The MPO sent the draft Transportation Conformity Pre-Analysis Consensus Plan for the JOHRTS MTP-2045 and the Draft JOHRTS Revised FY 2019-2022 TIP to the Consultative Partners on April 26, and then there was a conference call on May 2nd.

The MPO sent out a revised Pre-Analysis Consensus Plan document on May 10th incorporating the comments received.

The 30-day public comment period for conformity for the Draft JOHRTS MTP-2045 and the Draft JOHRTS Revised FY 2019-2022 TIP started on March 31st and will close on July 1st. The MPO sent out the draft transportation conformity document for the Draft JOHRTS MTP-2045 and the Draft JOHRTS Revised FY 2019-2022 TIP on June 3rd.

TxDOT ENV (Jackie Ploch)

Jackie Ploch discussed information from the AASHTO Air Quality & Climate Change and Energy Subcommittee:

Concept: AASHTO wants to create a web page dedicated to training and professional development (TPD) opportunities relating to air quality, climate change, and energy

- Links to training opportunities, webinars, conferences, workshops, etc.
- Archive/Links for:
 - Training materials, e.g., presentations from TRB/FHWA/EPA/AQCCES webinars/courses/conferences/ workshops/etc., by subject area
 - Current/best practices, e.g., programmatic agreements, template documents, modeling resources, state guidance documents, etc.
 - Relevant research studies completed/underway, by subject area
 - Survey Opportunity: Which research study results have state DOTs implemented? (For tracking research implementation & setting future priorities)
 - Research gaps by subject area may also be identified
 - Discussion forum w/ FAQs

Note: This appears similar to the data portal. AASHTO contacts are Melissa Savage and Oscar Bermudez. Let me know if you want ENV to be part of any discussion with AASHTO.

Options:

- AASHTO Website (AASHTO/CEE bears the costs), or
- Partner with others to create, e.g.:
 - CARTEEH (TTI): <https://www.carteeh.org/education/>
 - FHWA Resource Center: <https://www.fhwa.dot.gov/resourcecenter/training.cfm>
 - A&WMA: <https://www.awma.org/courses>

- TRB Transportation & Air Quality Committee (ADC20):
<https://www.trbairquality.org/resourcespage/>

Technical Support:

May support tracking of awareness and implementation of research study deliverables (NCHRP, TPF, FHWA etc.), e.g., asking how many member states are aware of Task 108 Simplified CMAQ Toolkit, how many plan to use its deliverables (spreadsheets for their CMAQ emission reduction estimates), how emission reduction targets would be updated with the new simplified toolkit, etc.

Question: Has the MOSERs workgroup followed the development of the FHWA CMAQ calculator? If yes, what are the similarities and differences between MOSERS and FHWA CMAQ Calculator? Below is screenshot from FHWA CMAQ calculator at:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

Tool	Documentation
Bicycle and Pedestrian Improvements	<ul style="list-style-type: none"> • Bicycle and Pedestrian Improvements • MOVES Documentation
Diesel Idle Reduction Technologies	<ul style="list-style-type: none"> • Diesel Idle Reduction Technologies • MOVES Documentation
Transit Bus Service and Fleet Expansion	<ul style="list-style-type: none"> • Transit Bus Service and Fleet Expansion • MOVES Documentation
Transit Bus Retrofits and Replacement	<ul style="list-style-type: none"> • Transit Bus Replacement • Transit Bus Retrofits • MOVES Documentation
Carpooling and Vanpooling	<ul style="list-style-type: none"> • Carpooling • Vanpooling • MOVES Documentation
Alternative Fuels and Vehicles	<ul style="list-style-type: none"> • On-Road Alternative Fuel Vehicle Fleet Purchase • Restricted Access Alternative Fuel Infrastructure • Unrestricted Access Alternative Fuel Infrastructure • MOVES Documentation
Advanced Diesel Truck/Engine Technologies	<ul style="list-style-type: none"> • On-Road Activity Calculator • On-Road Diesel Repower or Replacement • On-Road Diesel Retrofits • MOVES Documentation
Congestion Reduction and Traffic Flow Improvements	<ul style="list-style-type: none"> • Intersection Improvements • Traffic Signal Synchronization • Roundabouts • MOVES Documentation

TRB Research:

- 08-101: “Enhanced Truck Data Collection and Analysis for Emissions Modeling” Final draft issued in 2018. The objective of this research was to develop a guide for transportation practitioners on methods, procedures, and data sets needed to capture commercial vehicle activity, vehicle characteristics, and operations to assist in estimating and forecasting criteria pollutants, air toxics, and greenhouse gas emissions from goods and services movement. The guide addresses a broad range of issues and needs associated with estimating and forecasting commercial vehicle activity for emission modeling which includes but is not be limited to the following: Recent freight and emissions modeling research that complements the current research
 - Methods to classify various trucking segments for emissions analyses
 - Methods to collect and evaluate truck activity data by different truck segments
 - Methods to collect truck vehicle characteristics and truck inventory data
 - Methods to collect and evaluate truck operational data

- Methods to address the data interface and any potential gaps between freight forecasting and emissions modeling
- NCHRP 25-55, "NCHRP 25-55, Assessment of Regulatory Air Pollution Dispersion Models to Quantify the Impacts of Transportation Sector Emissions.
 - We have finished Phase 1 and are working on selecting locations to conduct tracer studies for different project types (intersections, interchanges, multimodal facilities). Final products scheduled for 2021.
- NCHRP 25-56, "Methods for State DOTs to Reduce Greenhouse Gas Emissions from the Transportation Sector"
 - We just completed a workshop for Texas this week. The contractor will use input from 3 workshops (Washington, Minnesota, and Texas) to finalize the Guidebook. Final products scheduled for 2020 release.
- NCHRP 08-117 – Impact of Transformational Technologies Guidebook. Awaiting final publication.
- NCHRP 25-25 Task 96: "Quick Reference Guide for Traffic Modelers for Project-Level Air Quality Analyses"
- 25-25 Task 104: "A Pilot Program for Streamlining Carbon Monoxide Project-Level Air Quality Analyses with Programmatic Agreements" (In progress)

<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4100>
- 25-25 Task 105: "A Guidebook for Communications between Transportation and Public Health Communities"

<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4101>
- 25-25 Task 108: "Creating Look-Up Tables to Streamline the Determination of Emission Reductions for CMAQ Projects" Awaiting final product that was due 5/31/2019.

<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4104>
- 25-25 Task 115: "Estimates of Emissions Reductions from Future Fleet Changes for Use in Air Quality Models"

<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4485> "In development" (starting 2018)

TxDOT Research

- **0-6806-CTR:** CTR is conducting an updated literature review on nanotechnology to reduce air emissions –criteria pollutants and CO₂. We should have lit review completed by the end of the year and assess if we will pilot any additional real-world tests on transportation infrastructure. Previous test results were good for the first year, but efficacy of emissions over multiple years did not occur. For example, TRB DOE researchers presented a nano-fabric that conducts synthetic photosynthesis to uptake CO₂.

- **RMCO-6943:** Near Road Air Quality Monitoring Study for Texas – A webinar was held last month.
- **Research for El Paso**
 - PM10 hotspot thresholds
 - PM10 Worst-Case Analysis I10-US54.

The District would like to set up a presentation on both of these for the consultation partners consideration and feedback. Do we need to wait until regional conformity determinations are complete for the 2015 ozone NAAQS or can we schedule this summer?

Near-Road Pooled Fund:

Finishing up all joint effort studies and TxDOT will make final documents available via portal. Some of the more remarkable results are consistent with ongoing TxDOT research – near road, emission concentrations do not show strong correlations to AADT or speed, and do show stronger correlations to other monitors in the area and somewhat to wind speed and direction. Some correlation may exist with truck traffic percent, but not as strong as what is shown with MOVES. Modeling predicts up to 900% higher concentrations that found “monitored” in the near-road environment.

TxDOT requested and is funding 2 additional studies to be completed by Dec 2019:

- **PM_{2.5} Near-Road Data Analysis:** The objective of this work is to assess PM_{2.5} concentrations measured in 2018 at the EPA-mandated U.S. near-road monitoring sites. Determine whether annual average or 98th percentile PM_{2.5} concentrations are above National Ambient Air Quality Standards (NAAQS)-levels for 2018. Identify, where sufficient data are available, 2016-2018 three-year average values and identify multi-year concentration trends for sites with four years or more of data. Compare PM_{2.5} concentrations to traffic levels on the roadways adjacent to monitoring sites and to background estimates of PM_{2.5} (i.e., the near-road increment), focusing on sites that were previously determined to not have confounding factors affecting either background or near-road measurements.
- **Mobile Source Air Toxics (MSATS), Black Carbon (BC), and Ultrafine Particulate Matter (UFP) Data Analysis:** The objective of this work is to assess MSAT, BC, and UFP concentrations measured during 2016-2018 from the national near-road network. For MSATs, focus on those that are identified by EPA and FHWA as priority MSATs and have monitoring data (i.e., 1,3-butadiene, acetaldehyde, acrolein, benzene, ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter). Compare near-road and urban area concentrations, within the same metropolitan area, for individual pollutants. Compare measured near-road pollutant concentrations to available thresholds such as state and federal benchmarks for acute and chronic exposures.

Both study results will assist TxDOT when responding to public inquiry during environmental project development. We will share results and can provide a presentation to TWG.

TCEQ (Jamie Zech)

Jamie Zech provided the following comments:

- Redesignation-maintenance SIP revisions for the revoked 1979 one-hour and/or the 1997 eight-hour NAAQS
 - HGB: Adopted December 12, 2018
 - BPA: Adopted January 30, 2019
 - DFW: Adopted March 27, 2019
 - ELP: Adopted April 24, 2019
- Required SIP revisions for reclassification to "serious" nonattainment under 2008 eight-hour ozone NAAQS
 - ** Still waiting on EPA to finalize reclassification and SIP revision due date
 - HGB Attainment Demonstration anticipated for proposal July 31, 2019
 - DFW Attainment Demonstration anticipated for proposal July 31, 2019
 - HGB/DFW RFP anticipated for proposal July 31, 2019
- Required SIP revision for "marginal" nonattainment under 2015 eight-hour ozone NAAQS
 - DFW/HGB/SAN Emissions Inventory due late 2020

TTI (Madhu Venugopal)

Joe Zietsman stated that today's meeting was very productive. He thanked Kirbie Ferrell for coming and providing the legislative updates. He was enthusiastic about how the meeting went and the information that was shared. Next meeting will focus on how we can make TWG better and more productive.

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

Jenny Narvaez stated that the following:

- NCTCOG just wrapped up and submitted the Final Report for the 2008 reclassification SIP emission inventory.
- DFW's current design value is 74, and we have only had 5 exceedance days so far this season. This is good compared to this time last year (we were at 11 exceedances with 2 red days).

Allie Blazosky stated that following:

- AAMPO submitted our TCD to the Interagency Consultation Partners on May 15th. Our deadline is September 24th.
- AAMPO's Transportation Policy Board is expected to take action on our first round of CMAQ-funded projects at their June meeting. AAMPO used the FHWA CMAQ Emissions Calculator Toolkit for the submission process. We found it fit our needs

this go around but look forward to using the new MOSERS Module 3 for upcoming CMAQ reporting and future CMAQ project calls.

Claudia Valles stated that El Paso MPO will have a conference call in the afternoon on June 6th and are hoping to receive confirmation.

Christine Alepuz stated that CAPCOG is finishing up an analysis that was done with CHRMA to analyze the emissions and fuel consumption effect of the Mopac Express Lane addition. CAPCOG received an EPA TEAM (Travel Efficient Assessment Model) technical assistance from EPA. CAPCOG is working on that to figure out their strategies. They are having issues with CAMPO not sharing data from their travel demand model.

CAPCOG is modeling the impact of the addition of the Mopac Express Lane. They have modeled what the speed and demand on the general-purpose lanes without the Express Lane and then with the addition of the Express Lane to see the fuel and emissions differences between those using actual observed volume for a two-month period in 2018. CAPCOG is also looking at the fact that CapMetro expanded their service along the Express Lane, so they are looking at their increased ridership and how that affects air quality. They are finalizing now, and it should be done by the end of June.

Lyle Hufstetler stated that AACOG is working with City of San Antonio Sustainability department in the pre-planning stages of an electric school bus workshop to be held in October in conjunction with the Centex Regional Workshop on Pflugerville.

TWG Purpose and Background

Janie Temple discussed that the September TWG meeting will be focusing on the "Future of TWG."

TWG/consultation is required for SIP, and it is in Title 42, Health and Wellness. There are several places on the transportation side where consultation is required throughout the planning process. The purpose of the TWG is coordinating that consultation. TWG members have to consult with the public and with each other. TWG provides a forum for those efforts to be coordinated.

The Clean Air Act of 1990 is where this iteration of the TWG evolved from. In the 1990's a Technical Working Group for Air Quality was set up. TCEQ and TxDOT used to take turns leading the TWG. They met four times a year and alternated every other meeting. At that point in time, there were joint working groups between the two agencies. This is the time period where they were coming out with new standards, and there were one-hour and eight-hour things going on. There was a really heavy technical need for those joint working groups. Over time, the working groups were pulled into the TWG as subcommittees. In the early 2000s, there was a lot of technical needs for setting up and establishing the SIPs and standard related activities were starting to settle down. A new subcommittee was formed to look at what was going well with the TWG and revamp/redirect the things that weren't going well. Out of that, the steering committee came up with a vision. The vision of the

TWG is to provide a focused, proactive, and effective forum for problem-solving and information sharing needed to accomplish transportation and air quality requirements. The mission of the TWG is to accomplish the vision through the mobilization of resources, staff training, technical policy exchanges, and outreach; resulting in coordinated, consistent, and timely outcomes.

TWG was really focused on the coordination effort and making sure they had consistency among the different things, like models, the members are working on.

The "Future of TWG" meeting will include presentation/direct participation from NCTCOG, TCEQ, TxDOT, and other members.

TWG has evolved from when it was set up. About every 10 years, a good look is taken at TWG to see what is going well and what is not. Going into 2020, it is time to take another look at where the TWG will go moving forward.

(Meeting Concluded)