

susanna: All, having audio problems; standby for new number and passcode

Jessica Baas: There is new dial information: 866-254-5937 ; 390248

Derek Piper: Hello -- quick question -- if we have pc speakers do we still need to dial in?

guest 3: hi, i am hearing music on my computer. do we have to call via phone?

FHWA-A: You can listen over your computer, but you will have the best audio if you call in to the phone line.

Derek Piper: ok thank you!

Mohammad Irfan: Can we get PDH hours for the webinar?

Ohio DOT: Is there a place where we can view past webinars on Subpart B-D, or was there a webinar on those?

Mohammad Irfan: Susanna, please let us know if the PDH can be awarded for this webinar. Please let me know by email to me at Mirfan@pcehouston.com. thnx

FHWA-A: Ohio DOT, please visit the TPM website to view past recordings and view Fact Sheets.
<http://www.fhwa.dot.gov/tpm/rule.cfm>

Ohio DOT: Ok I see them. Thank you!

Karen Miller, MoDOT: Rich's voice is distorted

Jessica Baas: Please use the dial-in number for the best audio quality

Matt Hardy: For the CMAQ Congestion Measure, did you consider using a different denominator other than total population? I am thinking count of commuters using passenger cars could be better since the data and calculations focus on commute trips by passenger vehicle and not all trip nor all commute trips. It seems like larger urbanized areas with large transit commuters (e.g., New York, Boston, Washington, DC) the measure would be skewed in some way. You could likely get the data from Census or the CTPP program.

Kenneth Monroe: would an MPO be required to develop a metric/measure for a pollutant when they are in the last year of their maintenance plan?

Karen Miller, MoDOT: Would an MPO in an attainment area that receives CMAQ funding be required to set a target?

Michelle Eraut, Oregon Division: Will areas that transition to attainment (but still receive CMAQ funding) be required to develop and/or monitor measures?

Sam S (PAG): Just to clarify, MPO's in non-attainment or maintenance areas with decennial populations under 1million would not need to establish targets, or report on performance for either of these performance measures. Is that correct? Is this also true form MPO's that recieve CMAQ funding but are still under the 1million population cutoff?

FHWA-E: Kenneth: If your area is still a maintenance areas at the time the baseline report is due to FHWA then per our proposal, you would be required to establish a target and report on that pollutant.

FHWA-E: Karen: An MPO that is attainment is not required to establish targets for the on-road mobile source emissions measure.

FHWA-E: Sam S: All ozone, CO and PM nonattainment and maintenance areas are subject to the on-road mobile source emisisions measure, regardless of their size.

Connecticut DOT: How does the CMAQ Performance Plan requirements outlined in 23 U.S.C. 149 (I) relate to the measure and target requirements outlined in subpart H of the proposed rule? The proposed rule seems to require all states and MPOs with non-attainment and maintenance areas to set targets for applicable pollutants, but ONLY MPOs serving a TMA with a population over 1 million to produce a CMAQ Performance Plan (where the contents are criteria pollutant measures and targets). Please clarify the distinction between the target setting requirements and CMAQ plan.

FHWA-E: Michelle: Attainment areas are not subject to the on-road mobile source emissions measure, even if they are still spending CMAQ funds in those areas.

R. Clark: For reporting segments, would toll booth segements have to be included?

Kenneth Monroe: when would the baseline report be due to FHWA?

Matt Hardy: What does "Unless an Individual Travel Time Segment is longer" mean? I was looking at the NPMRDS data and many of the segments for I-66 inside the beltway are much longer than 0.5 miles. If a roadway segment in the NPMRDS is longer than 0.5 miles for an urbanized area, will a State DOT or MPO have establish smaller tsegments than are reported in teh NPMRDS?

Rick Woodbury: I would like to suggest that most congestion is caused by commuters using the wrong tool for the job. Although suburban commuters are unlikely to ever switch to public transit or bicycles in great numbers, there is no reason why they need to carry 4 or more empty seats with them, particularly the ones that force the car to take up an entire lane. It is quite obvious that motorcycles more than double traffic density. A UC Berkeley and Booz-Allen-Hamilton study showed an increase of well over double lane capacity of a narrow car vs standard car. The car would have to be under one meter wide (39"). It takes lane capacity from 2,000 VPH to 4,400 VPH. This would have the greatest effect on increasing freight speeds for trucks that are using the lanes efficiently. A car now exists that is fully

electric, thereby tackling air quality as well as congestion. It may be hard to imagine getting a substantial number of commuters to purchase and extra car specifically for commuting,

Rick Woodbury: however, the fact that these cars could be given to commuters for free for 1/10th the cost of building infrastructure in some instances, and the fact that they could be rented to commuters at breakeven cost shows how we can really mitigate traffic congestion and improve air quality at the lowest cost for the greatest effect. See <http://www.commutercars.com> Traffic pages for examples of how this solution can work. There is also safety and performance information that may be found surprising as the Tango may be the safest car ever built under some metrics.

Bob Hart: Are MPOs with population greater than 1m that are in attainment still subject to part E for performance of NHS?

FHWA-E: CT DOT: You are correct that not everyone subject to the on-road mobile source emissions measure are required to also submit a CMAQ performance plan. Only MPOs part of a TMA with a population over 1 million with a nonattainment or maintenance area are subject to the CMAQ performance plan.

FHWA-A: Kenneth Monroe: Section 490.107(b)(1) of the NPRM proposes that the baseline report is due by October 1, 2018, and subsequent Baseline Performance Period Reports to FHWA by October 1 every 4 years thereafter.

Kenneth Monroe: Thank you!

FHWA - M: Rick Woodbury--we encourage you to include this comment to the docket.

jdevierno@cadotag.com: Is there a list of the areas of over one million population subject to the excessive delay measure?

FHWA-E: Jdevierno: On the docket is a document that explains who may be subject to the two CMAQ performance measures and the CMAQ performance plan.

Abby Swaine: Did I hear this correctly? MPOs now need to work cross-jurisdiction (inter-state) to address congestion & AQ problems when they share pieces of large urbanized areas, and they need to present consistent performance measures & plans to FHWA. So then...how many subject UAs are multi-MPO?

FHWA-C: Bob Hart...All MPOs who have NHS located within their metropolitan planning area are subject to Subpart E regardless of their size.

srpc: Have federal agencies considered how projected changes in the 2020 census might affect existing MPO/UA boundaries?

N Masek: What if an area is Limited Maintenance for a pollutant? We don't have a budget, but what measures would apply to us?

guest 4: Has the FHWA estimated the error in the Excessive Delay measure using continuous count stations vs. AADT estimates?

FHWA-E: srpc: Since we do not know how the populations and boundaries may be impacted by the 2020 census, we have not looked at how the boundaries may change.

FHWA-A: jdevierno@cadotag.com -The applicability document is called CMAQ Measure States and MPOs (<https://www.regulations.gov/#!documentDetail;D=FHWA-2013-0054-0070>).

guest 4: Could be significant give the variability of daily traffic....AADT will give reduced estimates.

Kip Billings, WFRC: Not all projects are effective 365 days per year. Commuter solutions for example are only weekdays. The Kg/day to tpy is not appropriate.

FHWA - M: Kip Billings--thank you for that observation. We encourage you to submit your comment to the docket.

jdevierno@cadotag.com: Thank you for identifying the document

Keith Miller, NJTPA: Just to clarify: the emissions measure is reported in short tons per year, not total short tons over the 2 or 4 year period?

Dan Watts: The applicability document requires a valid document ID?

Chris Upchurch: How do we handle TMC segments that cross the boundaries of a reporting area? For instance if a TMC is partially in an urbanized area and partially outside it, should that TMC be included in the calculation of the congestion measure?

NCDOT: Dan use the link but leave off the). at the end

Dan Watts: Thanks

Alex Depompolo: For the congestion measure, how has FHWA demonstrated that delay for single-occupancy vehicles (SOVs) effectively relates to congestion on the whole transportation system?

FHWA-C: Dan watts... The document is CMAQ Measure States and MPOs.pdf posted on the docket <https://www.regulations.gov/#!documentDetail;D=FHWA-2013-0054-0070> Please note that the content is based on the currently available data. FHWA proposed that the applicability of measure would be determined at the time of first State biennial report is due.

FHWA-E: Keith: The emissions measure is the sum of all the projects in 2 and 4 years that were converted to short tons per year.

FHWA - M: Chris Upchurch--we encourage you to submit that observation to the docket. Thanks.

Whitney Morgan (MARC): How will frequently will FHWA update the list of nonattainment areas?

Keith Miller, NJTPA: But a project that occurs in year 1 is not multiplied by 2 in the 2-year measure, or by 4 in the 4-year measure, correct?

Whitney Morgan (MARC): How frequently will FHWA update the list of nonattainment areas? (edit)

FHWA-E: Keith: You are correct. You are just summing the projects funded in 2 and 4 years.

Matt Hardy: Another random question...how do TMC segments identified in the NPMRDS align with existing HPMS reporting segments for pavement condition?

Janice Osadczuk: the cmaq measure states and mpos pdf seems to give numbers rather than list of areas

FHWA-E: Whitney: EPA designates areas at nonattainment. FHWA relies on EPA for the list of nonattainment and maintenance areas.

Keith Miller, NJTPA: Aha. That could probably be made clearer in the Final Rule...

MDT: Are state DOTs with no nonattainment or maintenance areas greater than a million, exempt from both congestion and on road emissions measures?

NCDOT: MAtt. They don't. HPMS segments are based on a state's LRS segments. FHWA has volunteered to conflate the TMC segments to the HPMD LRS.

FHWA - M: Keith Miller--thanks for the feedback. We encourage you to submit that observation to the document.

FHWA - M: Alex Depompolo--thanks for your question. We encourage you to submit it to the docket.

FHWA-E: MDT: States and MPOs with only attainment areas are not subject to the CMAQ measures, but all areas with nonattainment and maintenance areas, regardless of size are subject to the on-road mobile source emissions measure.

FHWA-C: Janice Osadczuk... the document CMAQ Measure States and MPOs.pdf contains the list of the applicable State DOT and MPOs, assuming the measures are implemented now.

FHWA - M: All comments to the docket will be reviewed, and we need them to be submitted there to be considered as part of the preparation of the final rule.

FHWA - M: Here is the link to the docket: National Performance Management Measures; Assess

FHWA - M: My apologies, here it is: <https://www.federalregister.gov/articles/2016/04/22/2016-08014/national-performance-management-measures-assessing-performance-of-the-national-highway-system>

Chris Wichman: FHWA-E - to clarify, MPOs in attainment are not subject to reporting requirements for Subpart G -Traffic Congestion?

TDOT-LRP: What are the requirements for the CMAQ performance plans for large MPOs?

Jessica Morriss: Where do you obtain the emission reduction data for each CMAQ project?

Jessica Morriss: Not all projects in the database include emission data.

FHWA-E: TDOT: First to clarify, the CMAQ performance plan is not just for large MPOs, but all MPOs that are part of a large TMA. We have proposed that the CMAQ performance plan would be submitted at the same time frame as the state performance reports. As for the requirements, that will be covered in guidance to be issued by the time the performance measure rule is finalized.

mahmoud moussa: please can you upload the slides?

FHWA-E: Jessica: If a project in the Public Access System does not have a quantitative emissions estimate, then it would not be counted in the CMAQ emissions performance measure. There a number of different methods States and MPOs use to estimate emissions reductions, depending on the project type.

Matt Hardy: Thank you, Rich. You answered my question.

Chris Wichman: FHWA-E - in response to MDT you stated: "States and MPOs with only attainment areas are not subject to the CMAQ measures" - to clarify please confirm, are MPOs in attainment not subject to reporting requirements for Subpart G -Traffic Congestion?

Jessica Morriss: Thank you - so would you consider a TDM program to be qualitatively measured and therefore are not required to measure their emission reduction?

Dennis Jacobs: Establishing targets for emissions reduction seems arbitrary. Do we use the budgets in the State Implementation Plan as a baseline? Or is it based on historical emissions reductions in CMAQ projects?

FHWA-E: Jessica - We encourage MPOs and States to use reasonable professional practice to estimate emissions, even for TDM programs.

Virginia DOT: Does the excess congestion measure apply to an MPA or a UZA > 1 million containing a non-attainment area?

FHWA-R: Chris Wichman: Traffic Congestion measures are only required for urbanized areas that are nonattainment or maintenance.

FHWA-E: Dennis: Targets would not be based on the budgets in the SIPs, but historical emissions reductions from CMAQ projects. The NPRM explains how to establish baseline values that would then be used to establish targets.

MDT: Thanks can you specifically address where the greater than a million threshold applies at the state and MPO apply and by measure (emissions and congestion)

Shawn Eliot: Could you please bring up the slide with the conversion to short ton

Keith Miller, NJTPA: For the Emissions measure, if you have overlapping nonattainment/maintenance areas for different pollutants (e.g., CO and Ozone), are you required to only report CO emissions reductions from CMAQ-funded projects in the CO nonattainment/maintenance area, and VOC/NOx reductions from CMAQ-funded projects located in the Ozone nonattainment/maintenance area?

Bob Hart: Some areas will be in attainment status by the of this calendar year. Will they be subject to CMAQ performance measures and targets?

Andrew Reovan: To register for the NPMRDS webinar that Rich Taylor mentioned, please see "Upcoming Webinar Registration" on the following page:
http://ops.fhwa.dot.gov/Freight/freight_analysis/perform_meas/index.htm

Dan Watts: For UAs that cross state borders, what is the responsibility of the state that contains only a small portion of the larger UA?

jdevierno@cadotag.com: On slide 24 FHWA acknowledges that the NPMRDS data that FHWA is providing and intends to continue to provide would have to be "assembled" by States (and/or MPOs); is FHWA willing to work with individual states, on request, to ensure that the state understands how to "assemble" the data into the usable 5 minute bins portrayed on the slides. There is concern that this may not be so simple.

FHWA-R: The next quarterly NPMRDS Technical Assistance webinar is Tuesday, May 10th from 1-3 p.m. Eastern. Will discuss using NPMRDS to calculate proposed metrics/measures. Registration link:
<https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=939>

FHWA - M: Shawn Eliot--could you please let us know the question you have regarding conversion to short ton? Thanks.

Shawn Eliot: We have a question of how many kilograms were listed. The kilograms to short ton conversion didn't look correct.

Charles Schaub: for emissions reductions reporting: many projects take months or years to implement, how should this be reported?

David McMaster: If the first year a project is CMAQ funded is prior to the beginning of the first performance period, is it excluded from the measure even though it continues to be funded by CMAQ (think non-TDM Project)?

ni: How can I get a copy of this presentation?

David McMaster: correction, think TDM project, non-construction)

Jessica Baas: it is available in the download box

Matt Hardy: Any word about an extension to the commenting period :-)

FHWA - M: Shawn Eliot--would you share your email so we can examine the slide and respond to you?

FHWA - M: You could send it to me in a private chat. Thanks.

Metro: If a region is in attainment status by Oct. 1, 2017 - would we need to address CMAQ targets?

Keith Miller, NJTPA: Jessica: I don't see a download box...

Jessica Baas: we will bring it back after the Q&A

David McMaster: does exclusion of older projects that are ongoing from the performance measures not encourage MPOs and states from abandoning projects that may be valuable?

FHWA - M: Shawn Eliot--Emily just doublechecked the math and the slide is correct. Thanks.