

**DRAFT****Meeting Notes****Air Quality Subcommittee (AQS)**

November 14, 2019

**Attendees**

Ian Beam, MDOT (teleconference)  
Greg Becoat, EPA  
Kevin Black, FHWA (teleconference)  
Cooper Bowers, DelDOT (teleconference)  
Alex Brun, MDE (teleconference)  
Virginia Burke, MDOT (teleconference)  
Marvina Cephas, DNREC (teleconference)  
Lindsay Donnellon, FHWA (teleconference)  
Heather Dunigan, WILMAPCO  
Jim Galvin, D/KC MPO (teleconference)  
Jolyon Shelton, DNREC (teleconference)  
Bill Swiatek, WILMAPCO  
Tigist Zegeye, WILMAPCO

**Acceptance of the notes from the July 18, 2019**

- The notes were accepted without any corrections or clarifications.

**Amendment to the FY 2020-2023 TIP, Delaware Rail Crossings Safety Program – B. Swiatek**

- The AQS found that the amendment for the Rail Crossing Safety project (October 8, 2019) did not trigger a revised air quality conformity analysis.

### CMAQ Spending in Delaware – *B. Swiatek*

- The AQS reviewed proposed CMAQ spending in Delaware for the following projects listed in an October 8, 2019 letter to WILMAPCO:

#### **Congestion Mitigation/Air Quality (CMAQ) (Z400)**

<b><u>Project</u></b>	<b><u>Amount</u></b>
Statewide Rideshare – Transportation Management Improvements	\$360,000
Statewide Bicycle and Pedestrian Improvements	\$4,000,000
Elkton Road – MD Line to Casho Mill Rd	\$5,000,000
Statewide Transportation Management Improvements	\$2,544,000
<b>Total</b>	<b>\$11,904,000</b>

- The limited information available about each project is presented in the packet. Mr. Shelton asked if emission reduction analyses were calculated for these projects. Mr. Swiatek said he has not seen these data and they are not typically submitted for the AQS review. Ms. Zegeye and Ms. Donnellon said these data are required to be submitted to the FHWA CMAQ database, but that occurs months after funding is obligated.
- Mr. Swiatek said that, ideally, project level emissions benefits tests would be used to determine which CMAQ projects to select. But this is not done in Delaware. While we can request it, it is at the discretion of DelDOT to adjust its selection process. As it is, the AQS sends DelDOT a prioritized list of eligible CMAQ projects based on national level emissions-cost benefit analysis.

### MOVES Update – *G. Becoat*

- Mr. Becoat had several updates.
- EPA is looking to update the MOVES model. It will not happen prior to 2020. The new model will be made more user-friendly and feature technical advancements. He does not know if these will be significant enough to cause concern for budget compliance, in cases where budgets were developed with older models. This is still under review by EPA.
- Mr. Becoat said that Sharepoint has worked effectively as a file-sharing tool in Pennsylvania conformity determinations. Mr. Swiatek noted that Dropbox has worked well with WILMAPCO conformity determinations, but Sharepoint is something we could investigate.
- Mr. Shelton asked what emission standards would be built into the new MOVES model. Mr. Becoat said that there is a heavy-duty rule standard in progress, and he assumes that may be included.
- Mr. Becoat spoke about the California LEV revocation. The big question is how this impacts local MPOs and many rely on these standards. No formal response from EPA is

available. Mr. Becoat, however, said that questions should be submitted to him and he would forward on.

- Mr. Becoat said that he is being asked a general question about when transportation conformity requirements end. Do they stop after the submittal of a second (limited) maintenance plan, which states that the standard is expected to be maintained? No, transportation conformity ends after the last out year of the SIP approved budget. This is something to keep in mind when creating a second maintenance plan and deciding whether to include budgets. In Delaware, the first PM2.5 maintenance plan was in 2014. The second is due in 2022.

### **Other Business**

- No other business was discussed.

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