

## **Air Quality Subcommittee (AQS) and Delaware Interagency Transportation Conformity Consultation Workgroup Meeting Notes**

July 12, 2012

### **Attendees**

Greg Becoat, USEPA (teleconference)  
Marc Dixon, FHWA (teleconference)  
Heather Dunigan, WILMAPCO  
Mike DuRoss, DelDOT  
Bill Geronimo, DelDOT  
Jay Gerner, DelDOT  
Tamika Graham, WILMAPCO  
Jeff Niezgoda, DelDOT  
Owen Robatino, NCC  
Phil Wheeler, DNREC  
James Wilson, Bike DE  
Tigist Zegeye, WILMAPCO

### **Acceptance of Meeting Notes from the April 5<sup>th</sup> and June 14<sup>th</sup> meetings**

- Mr. Wheeler noted a typo on page 2 of the June 14<sup>th</sup> notes where “technical school” should be changed to “technical score”.
- The meeting notes were accepted.

### **Review of the Emissions Benefits of the Delaware Trails and Pathways TIP amendment**

- Mr. DuRoss provided an overview/presentation of this agenda item.
- Handouts: *None*
- Mr. DuRoss noted that the presentation consisted of mostly the same slides distributed at the June 14<sup>th</sup> meeting, with the addition of the results of the emissions estimation process.
- The TIP amendment includes 6 trail amendments state-wide at the C&D Canal Branch Canal Section and Mainline trail, SR 273 Multi-Use trail, Hopkins Bridge Road, Junction & Breakwater Trail, Garfield Parkway and Wooten Road. These can be found through the interactive map on the Trails and Pathways website at <http://trails.delaware.gov>.

- Mr. DuRoss then discussed the two potential emission reduction estimate methods that were brought up on June 14<sup>th</sup>. These methods were taken from a report from the Maricopa Association of Governments on emissions reduction analysis for different types of CMAQ projects. The first method takes a share of the adjacent roadway AADT and converts it to bike or pedestrian use to find the emission reductions. The second method is similar, but takes a share of trips in an area based on land-use and demographic information as opposed to ADT. Both methods incorporate an emission factor generated by the MOVES model. Mr. DuRoss said that he tends to favor the second method because of the diversity of the areas of each of the amendments. Mr. DuRoss then described some of the caveats of the process including that any estimates were conservatively low, thus it is not trail forecasting.
- Mr. DuRoss then explained the details of the emissions benefits calculations and the results of Nox and VOC reduction in grams in the 2 hours of AM and PM peaks measured for each of the 6 projects. He also gave some suggestions for subsequent analysis including the development of Delaware bike and pedestrian trip rates, the use of a travel model instead of a spreadsheet based analysis, and getting counts of trail usage. If there were an expanded travel model, there are existing GIS data on roads, sidewalks, trails and land use to support it. Since the travel survey started in January, they are getting information on typical activity based travel patterns based on mode, distance and time of day. That data can then be turned into a map showing typical travel by mode at a very detailed level.
- Ms. Dunigan noted that many state parks do have trail counters. Mr. Niezgoda said that all of the new trails will have embedded counters.
- Ms. Zegeye confirmed that there is a consensus that the methodology used is sufficient for submitting to FHWA as part of the CMAQ emissions benefit analysis.

**Review of FY 2013 CTP amendments based on the DE Bond Bill DelDOT, STP, CMAQ, TE, FTA 5307 & 5310 federal funding request**

- Mr. Dunigan provided an overview of this agenda item.
- Handouts: *Scenic Byways TIP amendment; Letter outlining proposed projects for CMAQ funding in FY13; Draft TIP amendments for FY 2012-2015*
- The Statewide Delaware Scenic Byways would amend FY12 dollars. The program was already in the TIP, but this is applying the money to specific planning projects. The subcommittee determined that this would not trigger a conformity analysis.

- The CMAQ funding is proposed for the DMV facility, bike/ped improvements, rideshare program, and bus replacements. There are no specific projects associated with these yet, though that would be helpful to have. DelDOT said that they can get that information. This will be recommended for public comment at the Council meeting.
- Ms. Dunigan explained that the projects in blue on the third hand out(Draft FY2012 TIP amendments) are new TIP projects. For New Castle County these include the Beech St. Generator, Boyds Corner Park and Ride, several bridge projects, Christiana Mall Park and Ride and the performance contract. Ms. Dunigan said that none of the implementation horizons for the projects in the Air Quality conformity analysis have changed.
- Ms. Zegeye noted again that this will be presented to the Council tonight, for Council to release for a 30 day public comment period, ending the last week in August. It was also noted that this is the first time in many years that no ITS/DelTrac projects were funded through CMAQ.

## **Other**

- Mr. Wheeler said that DNREC will hopefully have the budgets for PM 2.5 approved by the August meeting. He also noted that almost all of the ozone monitors have been very high this summer, many exceeding the ozone standard.
- Ms. Zegeye mentioned that those who have not registered should sign up for the Northern Transportation Air Quality Summit in Philadelphia on August 7<sup>th</sup> and 8<sup>th</sup>.
- Ms. Zegeye also mentioned that the transportation legislation is out (Mar-21) and still being processed, but it will affect the CMAQ program. She would like to further discuss how this will affect the MPO at a future meeting.