

Air Quality Subcommittee (AQS) Meeting Notes

October 11, 2012

Attendees

Gregory Becoat, EPA
Deanna Cucinnello, DNREC
Marc Dixon, FHWA
Heather Dunigan, WILMAPCO
Jay Gerner, DelDOT
Tamika Graham, WILMAPCO
Martin Kotsch, EPA
Owen Robatino, NCC
Cathy Smith, DTC
Howard Simons, MDOT
Bill Swiatek, WILMAPCO
Jim Wilkinson, MDE (teleconference)
James Wilson, Bike Delaware
Tigist Zegeye, WILMAPCO

Acceptance of the notes from the July 12 meeting

- The meeting notes were accepted.

FY 2012 TIP Amendment

- Ms. Dunigan provided an overview of this agenda item.
- Handouts: *amendment to the FY 2012 to 2015 Transportation Improvement Program (MD 272 bridge 7036 over Amtrak)*
- The group decided that this amendment did not trigger a revised conformity determination.

Update on Delaware Area Designations for the 2008 Ozone Standards

- Mr. Swiatek provided an overview of this agenda item.
- Handouts: *none*
- Mr. Swiatek read off an e-mail from Frank Gao, DNREC, regarding Delaware's designation under the 2008 ozone standard. Key points are found below:

1. *Background: For the 2008 8-hour ozone standard, Delaware recommended to EPA that a “large nonattainment area (NAA)” be designated to effectively address transport of ozone and its precursors. The “large NAA” would include 16 upwind states that have been proved to contribute to Delaware’s ozone nonattainment.*
 2. *However, on May 21, 2012, EPA issued the final rule on Federal Register which designated*
 - *New Castle County “marginal,” as a part of Philadelphia-Wilmington-Atlantic City PA-NJ-MD-DE marginal nonattainment area.*
 - *Sussex County “marginal,” as a standalone “Seaford” marginal nonattainment area.*
 - *Kent County “unclassifiable/attainment.”**The designations were based on the 2009-2010-2011 monitoring data. The final rule became effective on July 20, 2012 (60 days after the rule was issued).*
 3. *Delaware did not agree with the designation, in particular EPA’s rejection of the large NAA recommendation, and submitted its petition for review to the US Court of Appeal for the DC Circuit. No further action has been taken.*
 4. *The EPA plans to issue its implementation rule in the near future, which would provide states guidance on planning, control strategy, as well conformity.*
- Mr. Kotsch noted that this is a large issue across the US eastern corridor. Further, some states which were in attainment have since violated the 2008 standard over the summer.
 - Mr. Simons asked about the timeline regarding designations. Mr. Kotsch said that the designations occurred in May, and were effective as of July 20. For New Castle County and Cecil County, they are on a one-year clock to do a conformity determination against the new standard. The test would be against the marginal attainment year, which is 2015. The budgets to test against (by early next year) would be 2009.
 - **In sum, a new conformity determination is due for approval in July 2013.** Mr. Kotsch noted that the Moves clock will expire March 2, 2013. If the determination started after that point Moves would have to be used.
 - Mr. Kotsch said that EPA was in the process of approving the PM 2.5 attainment plan, which has Moves based budgets.
 - Mr. Swiatek noted that the DVRPC and WILMAPCO do not need to coordinate on PM 2.5 determinations any longer. Mr. Kotsch said that budgets are now in place for Philadelphia.

MAP-21: Overview and CMAQ Update

- Mr. Dixon provided an overview of this agenda item.

- Handouts: *excerpts from FHWA presentations*
- Mr. Dixon went through a handout regarding the new transportation bill, with specific emphasis on changes to the CMAQ program. The handout is available on the AQS website.
- Mr. Dixon said there was no timeline regarding when more detailed guidance about the CMAQ program will be released. Mr. Swiatek noted that once the guidance is released, it would be a good idea to revisit our CMAQ project selection process.

SR 1 Hotspot Analysis

- Mr. Swiatek provided an overview of this agenda item.
- Handouts: *none*
- Mr. Swiatek reviewed an e-mail from Mr. DuRoss, DelDOT, regarding the SR 1 project. It can be found below:
 - 1) *Project is “in” current RTP and TIP, and was “in” latest conformity determinations with in-service year of 2020.*
 - 2) *Project includes:*
 - a. *Development of plans to add third lane in each direction,*
 - b. *Bridge widening to accommodate third lane,*
 - c. *Full depth pavement reconstruction of existing 2-lanes in each direction (due to pavement deterioration).*
 - 3) *Project Funding Schedule:*

PD = FY 2013
PE = FY 2013 – FY 2014
ROW = FY 2015
C = FY 2016 = FY 2018
 - 4) *DelDOT is completing a qualitative PM2.5 assessment, work will start in December, be complete in March or April, 2013.*

Quantitative PM2.5 hotspot analysis not required, as project will not increase diesel truck volumes.
 - 5) *Analysis will be similar to I-95/SR 1 Interchange report which is available on DelDOT website. These two projects are adjacent to one another, and have the same existing and forecast traffic conditions.*
 - 6) *Report summaries will be provided, slide presentation in March or April.*

- Mr. Swiatek expressed some surprise that the project would not increase truck volumes.

Other

- There was no other business.