

Air Quality Subcommittee (AQS) Meeting Notes

May 12th, 2016

Attendees

Greg Becoat, EPA
Gavin Huang, EPA
Alex Brun, MDE (teleconference)
Deanna Cuccinello, DNREC
Andrew Emanuele, FHWA
Jay Gerner, DelDOT (teleconference)
Kevin Black, FHWA (teleconference)
Jolyon Shelton, DNREC
Lauren Devore, DNREC
Eric Pugliano, DART
Bill Swiatek, WILMAPCO
Jacob Thompson, WILMAPCO
Colleen Turner, MDOT (teleconference)
Tigist Zegeye, WILMAPCO

Acceptance of the Notes from the March 17 Meeting

- See packet, pages 2 – 10: www.wilmapco.org/aqs
- The notes were accepted without corrections or clarifications.

FY 2016 TIP Amendments

- The AQS reviewed amendments to the following projects for conformity triggers:
 - BR 1-714 on N347 Chapman Road over I-95
 - MARC Maintenance and Layover Facility
- The AQS was in agreement that the projects were not conformity triggers.

Air Quality Portion of the Project Prioritization Process

- See packet, pages 16 – 17: www.wilmapco.org/aqs
- Mr. Swiatek said that a new project prioritization system was up for adoption by Council this evening. The new system includes an update to the air quality scoring criteria.

Current Air Quality Scoring Criteria

Project expected to improve air quality by:

- Reducing emissions
- Reducing VMT
- Not adding capacity
- Increasing access to non-automotive modes

Current Scoring

3 – Project expected to substantially improve air quality (all four bullets apply)

1 – Project expected to slightly improve air quality (two or more bullets apply)

0 – No expected air quality impact (does not add capacity)

-3 – Negative air quality impact expected

Proposed Air Quality Scoring Criteria

AIR QUALITY Expected to impact air quality, based on project types:									
3	<p>Project expected to moderately or significantly improve air quality. Project types include:</p> <table border="0"> <tr> <td>a. fixed-route bus and train service expansions</td><td>d. diesel engine replacements</td></tr> <tr> <td>b. public transit technology improvements</td><td>e. alternative fueling stations</td></tr> <tr> <td>c. major non-recreational nonmotorized system expansion (not tied to a roadway project which would increase vehicle capacity)</td><td>f. park-and-ride lot expansions</td></tr> <tr> <td></td><td>g. carpooling schemes</td></tr> </table>	a. fixed-route bus and train service expansions	d. diesel engine replacements	b. public transit technology improvements	e. alternative fueling stations	c. major non-recreational nonmotorized system expansion (not tied to a roadway project which would increase vehicle capacity)	f. park-and-ride lot expansions		g. carpooling schemes
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	g. carpooling schemes								
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-3	<p>Project expected to moderately or significantly worsen air quality. Project types include:</p> <table border="0"> <tr> <td>a. roadway projects which add capacity and are regionally significant, including those with a non-recreational nonmotorized system expansion component</td><td></td></tr> </table>	a. roadway projects which add capacity and are regionally significant, including those with a non-recreational nonmotorized system expansion component							
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DRAFT

- The group reviewed adjustments to the air quality scores of several projects made by WILMAPCO staff. These adjustments were:
 - Garasches Lane: changed from -1 to +1 (scope change: removal of New Sweden Road Extension from project)

- Claymont Train Station: changed from +1 to +3 (scope change: addition of about 500 parking spaces)
- Churchman's: Churchman's Road Extension: changed from -1 to -3 (staff determination)
- Southbridge Street Network: -1 (new project; split from Garasches Lane; includes New Sweden Road Extension capacity addition element)
- After some light discussion the group was satisfied with these adjustments, and approved the final air quality scoring in the overall project prioritization process.

Conformity Analysis Discussion: Amended FY2017 TIP/2040 RTP

- Mr. Swiatek distributed a timeline for the air conformity analysis to be conducted in summer 2016.
- Mr. Swiatek said he was looking for the analysis to take place around June or July, with the results being presented at the joint AQS/TAC meeting on July 21. We will then go through a period of public comments August-September, and Council adoption on September 8th.
- A list of DRAFT projects to be modeled in this analysis was provided on page 28 of the packet. Mr. Swiatek discussed some of the changes concerning the model years for some projects. The subcommittee accepted the list of proposed projects, found below:

DRAFT Projects Modeled in Summer 2016 (2040 RTP/FY 17 TIP)

DRAFT**28** MAPCO
10/10/2016

Row	Project	County	List	2014 Model Year	2016 Model Year	Notes
1	MD 213: Frenchtown Road to US 40 (two to four lane divided highway)	Cecil	Aspiration	2040	2040	
2	I-95: Susquehanna River to DE Line (add a lane in each direction, plus bridge expansion)	Cecil	Constrained	2040	2040	
3	MD 272: US 40 to Lums Rd. (two to four lane divided highway)	Cecil	Constrained	2040	2040	
4	I-95/SR 222 Interchange (two to four lanes on the SR 222 bridge)	Cecil	Constrained	2040	2040	
5	MD 222: US 40 to MD 276 (multilane reconstruction)	Cecil	Constrained	2040	2040	
6	US 301: MD State Line to SR 1 (new four lane expressway)	NCC	Constrained	2020	2020	
7	Christina River Bridge (new bridge)	NCC	Constrained	2020	2020	
8	SR 72, McCoy Road to SR 71 (two to four lanes)	NCC	Constrained	2020	2030	2020 last year of C spend
9	Road A / SR 7 Improvements (new lane in each direction)	NCC	Constrained	2020	2030	2020 last year of C spend
10	SR 299, SR 1 to Catherine Street (widening)	NCC	Constrained	2020	2030	2020 last year of C spend
11	Elkton Road, Maryland State Line to Casho Mill Road (widening)	NCC	Constrained	2020	2030	2020 last year of C spend
12	SR 141/I-95 Interchange (expansion)	NCC	Constrained	2030	2030	bigger than shown in the FY17 TIP
13	US 301: Spur (new two lane road)	NCC	Constrained	2030	2030	not in FY17 TIP
14	US 40/SR 896 (grade separated intersection)	NCC	Constrained	2030	2030	
15	SR 1: Tybouts Corner to Roth Bridge (widening)	NCC	Constrained	2030	2030	
16	SR 896/I-95 Interchange (expansion)	NCC	Constrained	2030	2030	
17	SR 896/Bethel Church Road Interchange (expansion)	NCC	Constrained	2030	2030	not in TIP?
18	US 40 Widening: Salem Church Road to Walther Road	NCC	Constrained	2030	2030	
19	SR 1: Tybouts Corner to SR 273 (four to six lanes)	NCC	Constrained	2020	2030	NB Auxiliary Lane completed first
20	SR 4 (Christina Parkway): SR 2 to SR 896 (widening entire length 2 to 4 lanes)	NCC	Constrained	2030	2030	project revised
21	Tyler McConnell Bridge, SR 141: Montchanin Road to Alapocas Road (bridge expansion)	NCC	Constrained	2030	2040	not in FY17 TIP
22	I-295 Improvements Eastbound at SR 141 (add third lane)	NCC	Aspiration	2040	2040	
23	SR 4 (Christina Parkway): SR 2 to SR 896 (eastbound widening)	NCC	Constrained	2020	-	project scope reduced

- Mr. Swiatek said the draft years to be modeled are: 2020, 2030, and 2040. He asked Mr. Becoat to confirm these years are acceptable and to respond to the group via e-mail after the meeting. Mr. Becoat agreed.
- Mr. Swiatek said that, given the project timeline, the demographic data to be used would be those adopted by WILMAPCO Council in July 2015. The group was in agreement.
- Ms. Turner confirmed that their modeler, Baker, would have the Cecil County results done by July 21. Mr. Gerner would consult with Mr. DuRoss to see if the New Castle County results could be completed by July 21. Mr. Swiatek noted that he had already spoken to Mr. DuRoss, and he was aware and amenable to the request.
- Mr. Shelton had a few technical questions concerning the modeling software, origin of the baselines, and other air quality standards.

Other

- Mr. Black discussed the NTAQS (Northern Transportation & Air Quality Summit) bi-annual meeting taking place on August 30-31st, 2016 in Baltimore, MD. Registration and hotel arrangements are currently being arranged. See the final page of the meeting packet for more information.
- Any questions concerning this event should be directed to Mr. Black: kevin.black@dot.gov or Sara Tomlinson: Stomlinson@baltometro.org
- Mr. Becoat discussed a pair of air quality standards by the EPA
 - Current NO2 standards are being reviewed. Just about all regions are meeting the 100 ppb (parts per billion) standard. A new standard, which could be a bit lower based on health data, will likely be finalized around 2018.
 - Current O3 standard (ozone) is 70 ppb with designations due at the end of the year. Based on current data, New Castle is very close to the standard (68 to 69). By the time designations are finalized, 2016 data may be certified, which could influence the designation. Ms. Brun added that Cecil County is over this ozone standard currently at 73ppb.
- Mrs. Cuccinello discussed the "Driving to Cleaner Transportation" initiative, an anti-idling effort to be implemented in Delaware elementary schools. DNREC is leading an effort to develop a toolkit for schools. The toolkit will feature strategies to reduce idling of both school buses and private vehicles, strategies to introduce alternative transportation options at school, and introducing air quality

topics into the curriculum. This work represents the evolution of Nemours' asthma action planning initiative begun several years ago. Participants include: Nemours, WILMAPCO, the American Lung Association, and Mt. Pleasant Elementary School. It is anticipated that the toolkit will be completed this summer, and rolled out to each elementary school in the state within three years.