

Meeting Notes

Air Quality Subcommittee (AQS)

October 11, 2018

Attendees

Nathan Attard, DelDOT (teleconference)
Jonathan Avner, WRA (teleconference)
Kevin Black, FHWA (teleconference)
Dan Blevins, WILMAPCO
Alex Brun, MDE (teleconference)
Lindsay Donnellon, FHWA (teleconference)
Heather Dunigan, WILMAPCO
Jim Frazier, Baker (teleconference)
Jim Galvin, D/KC MPO (teleconference)
Jay Gerner, DelDOT (teleconference)
Gary Greening, MDOT (teleconference)
Jolyon Shelton, DNREC (teleconference)
Cathy Smith, DTC (teleconference)
Bill Swiatek, WILMAPCO
Tigist Zegeye, WILMAPCO
Liren Zhou, WRA (teleconference)

Acceptance of the notes from the September 13 meeting

- The notes were accepted without any corrections or clarifications.

2050 RTP Conformity Analysis

- Mr. Swiatek reviewed the timeline for the 2050 RTP Conformity Analysis. Today's meeting is the due date to review the draft conformity analysis figures – which will be presented today. At our November 8 meeting, the AQS is set to adopt the conformity analysis figures and have a preliminary review of the conformity document. In December, the AQS will release the conformity document (which will include the conformity analysis figures) for public comment. The public comment period will run concurrent with the RTP's public comment period between January and March and will feature a public workshop on February 7. Council adoption is expected in March 2019. The AQS was comfortable with this timeline.
- Mr. Avner presented the preliminary results from New Castle County. He noted that many updates were made to the model since the last conformity run. This included updating the network to a 2015 base year and making various corrections and

enhancements. New TAZ demographic data were included as well. The MOVES software was also updated -- going from the 2010 version to the 2014 version.

- Mr. Avner said that to validate the software and procedures, comparisons were made to the 2016 conformity run. The same assumptions from last time were run through the new modeling software, just to see the impact of the model.
- Mr. Zhou looked at a comparison of 2020 runs between the two models. Overall, emissions are lower with the 2014 software versus the 2010 software. WRA did research this and found it is a common issue between these two versions. The AQS had no thoughts or concerns.
- Mr. Zhou said that some of the parameters were updated including: VMT, population, and speed distribution. In addition, seasonal factors were updated based on the latest traffic counts, along with the vehicle registration data were updated.
- Mr. Avner reviewed preliminary results from 2015 and 2040. The other runs are underway. Mr. Swiatek asked if any comparisons were made with the emissions budgets. Mr. Avner said no. Mr. Swiatek asked when all the draft results would be ready. Mr. Avner replied that the preliminary results would be ready by the end of the week for review. Mr. Shelton requested the MOVES input files. Mr. Avner said he would share them.
- Mr. Shelton asked if the ATR data was from DNREC. Mr. Avner replied that he would need to double check, but he believes it is from the model.
- Mr. Shelton said that since there was a big difference between MOVES 2010 and MOVES 2014, he would think the target should be adjusted in step. Mr. Swiatek and Ms. Turner said that those budgets are fixed and would require a separate process from DNREC to adjust them.
- Ms. Turner reviewed the results from Cecil County. All the analysis years passed both the budgets of record and the previous budgets. In addition, at WILMAPCO's request, data for GHG emissions were generated. Ms. Turner said all this is being shared with MDE separately, so they replicate the analysis.
- Mr. Swiatek asked about having to look at an older budget as well as the budget of record, because of the EPA case in South Carolina. He asked which budget would need to be included. Ms. Turner and Ms. Brun did not know which budget it would need to be.
- Mr. Swiatek asked if MDOT will be providing a draft document as well. Ms. Turner said yes, that a document would be compiled by MDOT and Baker and shared in the next couple of weeks.

TIP Amendment – Median Barrier Replacement on SR 7

- The AQS agreed this was not a conformity issue.

Other Business

- No other business was discussed.