

February 19, 2008 AMATS Air Quality Committee Meeting Minutes

AMATS Committee Members in Attendance:

Mary Ellen Gordian, MD	UAA Institute for Circumpolar Health
Rick Mitchells	Duane Miller Associates
Andre Camara	Alaska Center for the Environment
Lois Epstein	ATPP
Rusty Myers	Alaska Pacific University
Marge Larson	American Lung Association
Scott Lytle	ANC
Dan Southard	MOA, Street Maintenance

Staff and Public in Attendance:

Cindy Heil	ADEC, Air Quality, PZC
David Post	ADOT & PF
Mark Parmelee	ADOT & PF
Steve Morris	MOA, DHHS AQ
Alton Staff	MOA, PTD
Kate Herring	American Lung Association
Stacey Cooper	MOA, DHHS AQ
Matt Stichick	MOA, DHHS AQ
Anne Schlapia	MOA, DHHS AQ
Lance Wilber	MOA, Traffic
Craig Lyon	MOA, Transportation Planning
Teresa Brewer	MOA, Transportation Planning

Mary Ellen Gordian called the meeting to order at 11:45am. A quorum was present.

Roll Call/Public Participation Announcement

Dr. Mary Ellen Gordian, Marge Larson, Scott Lytle, Rick Mitchells and Dan Southard were the voting members that were present at the meeting. The group all introduced themselves.

Thank you to Andre Camara and Rick Mitchells

Andre Camara and Rick Mitchells were thanked upon the end of their terms for their service to the AMATs Air Quality Advisory Committee.

Approval of Minutes for the March 15th, 2007 Meeting

The minutes for the March 15th, 2007 AMATS Air Quality Advisory Committee were approved. Scott Lytle noted that he had attended that meeting but his name was missing from the minutes.

Use of CMAQ Funding by AMATs for Trail Projects

Rick Mitchells explained that an additional \$2.3M in CMAQ funding has come to AMATS for FY 2008 and 2009. Staff has proposed that this new funding be used to complete the Chester Creek extension trail. Because AMATS has not typically used CMAQ funding for trail

projects, Rick believes it is important to get approval from the committee for this project. **Craig Lyon** explained that AMATS has a policy of apportioning federal funding between roads (80%), enhancements like trails (10%), and for congestion mitigation/air quality (CMAQ) projects (10%). AMATS normally uses enhancement money to fund trail projects like the Chester Creek extension. However, under federal guidelines trail projects can be funded with CMAQ monies because these projects also benefit air quality. **Marge Larson** asked about the time line for spending this money and what other eligible projects AMATS could fund. Craig noted that the timeline for project money is from 2009 to 2012, but that the AMATS transportation improvement program has need for the money now. All other CMAQ projects are funded sufficiently except the transit center and facilities and replacement buses could use more money. **Cindy Heil** added that AMATS would rather fund projects already included in the Transportation Improvement Program (TIP). **Rick Mitchells** suggested that members of the Air Quality Advisory Committee think about this issue and attend the Policy Committee meeting to voice their thoughts.

Update on status on preparation of PM-10 Maintenance Plan for Eagle River

Matt Stichick updated the group on the PM-10 Maintenance Plan for Eagle River. EPA has allowed a streamlined option for this plan, a limited maintenance plan. Based on historical data, Eagle River qualifies for this option because PM-10 concentrations measured in Eagle River suggest that there is a low probability of future violations. Matt explained that he had analyzed ten years of historical data in Eagle River, and computed the “design value” (DV) using EPA prescribed methods. The computed DV is relatively low and meets the requirement for a limited maintenance plan. The limited maintenance plan is less rigorous than a “full” maintenance plan. Also, under a limited maintenance plan, air quality conformity analysis requirements are simplified. *Matt’s presentation can be found on the AMATS Air Quality Committee website: <http://www.muni.org/healthsd/amatspreviousmeetings.cfm>*

Steve Morris explained that a small area in Eagle River is a non-attainment area for PM-10 and that there have been no violations since 1989. PM-10 problems were resolved by paving and resurfacing gravel roads in the area. **Mary Ellen Gordian** asked if there was any limitation for development in a non-attainment area. Steve explained that there was no limitation on development which is why the maintenance plan has been on the back burner. **Craig Lyon** noted that it behooves us to move forward on a maintenance plan for Eagle River anyway. **Marge Larson** asked if exceptional geologic events were taken into account for the maintenance plan. Matt explained that exceptional events are flagged and not considered in determining compliance with the federal standard.

Mary Ellen asked who was going to attend TAC meetings. Steve suggested that to wait until the next meeting to decide.

Discontinuation of I/M and resulting EPA requirement for CO Maintenance Plan Revisions

Steve Morris explained that the Anchorage Assembly voted to discontinue the I/M program by December 2009. However, the State Implementation Plan for air quality (SIP) currently includes a commitment to implement I/M. Under federal law the SIP must be revised to show that Anchorage can maintain compliance with the federal CO standard without the I/M program. Steve shared a proposed timeline for completing these revisions with the committee. He explained that even if the local and State process of preparing and approving

a new Plan can be completed in the next few months, there is a lengthy EPA approval process that can take up to 18 months. If EPA takes the full 18 months in their review, approval will not occur before the Assembly deadline of December 2009. *Steve's presentation can be found on the AMATS Air Quality Advisory Committee website: <http://www.muni.org/healthesd/amatspreviousmeetings.cfm>*

Steve suggested that AMATS meet again on March 17th to discuss which CO control measures should be included in the plan.

Mary Ellen Gordian asked how the Municipal Air Quality program will be impacted when the I/M program ends. Steve indicated that it will depend on the Assembly; the \$323,000 that it takes to run the program would come from the general fund.

Lois Epstein asked about how complicated it would be to add the local military bases to the emission model. Steve explained that while that could be done, the addition would add a lot of time and he does not believe that emissions from the military bases are very significant and would not substantially change the analysis. He also noted that it is difficult to get information from the military on operations that occur on base (e.g., aircraft operations, motor vehicle activity). He explained that including the military bases in the emission inventory would have no impact on the computed probability of meeting the CO standard because that analysis is based solely on emissions in the area surrounding the Turnagain monitoring station where CO concentrations are highest. Steve also noted that CO concentrations immediately down wind of the military bases in Government Hill are very low. He said that unless a big growth is projected for the local military bases, he doesn't think it is worth the effort to add them into the assessment.

Next meeting - upcoming election of chair and vice-chair

Mary Ellen Gordian reminded the group that elections will occur at the next meeting, March 17th, 2008. **Scott Lytle** mentioned that a new TIP will need to be adopted in 2008 and the Chester Creek and Muldoon trails could be included in the next TIP. **Lois Epstein** noted that portions of the minutes from the last meeting were no longer accurate regarding the Knik Arm Bridge. She noted that originally Phase 2 (connection between the bridge and Ingra/Gambell) was to be included in the EIS but now it is not. Lois noted that the bridge was originally expected to reduce traffic on the Glenn by 10% but current estimates suggest a smaller reduction in traffic. Also, the bridge toll is now predicted to be \$5 instead of \$3.

Mary Ellen adjourned the meeting at 1:00pm.