

21 October 2009, AMATS Air Quality Advisory Committee, Meeting Summary

AMATS Air Quality Advisory Committee Members in Attendance:

Lois Epstein	Alaska Transportation Priorities Project.
Barbara Garner	Citizen
Rusty Myers	Alaska Pacific University
Jeffrey Manfull	Public Trans. Advisory Board
George Conway	CDC, Anchorage Health & Human Services Commission
Mary Ellen Gordian, MD	UAA Institute of Social and Economic Research

Staff and Public in Attendance:

Neil Thalaker	Citizen
Cindy Heil	ADEC
Steve Morris	MOA, DHHS AQ
Stacey Cooper	MOA, DHHS AQ
Chris Salerno	MOA, DHHS AQ
Anne Schlapia	MOA, DHHS AQ
Matt Stichick	MOA, DHHS AQ
Yuriko Yano	MOA, DHHS AQ
Alton Staff	MOA, Public Transportation
Craig Lyon	MOA, Transportation Planning
Mark Parmelee	ADOT & PF
Scott Lytle	ADOT & PF, Ted Stevens Anchorage Intl Airport

Lois Epstein called the meeting to order at 11:38. A quorum was present. Attendees were introduced.

Acceptance of Prior Meetings Minutes:

The Advisory Committee approved minutes for the 27 April 2009 meetings with corrections to the attendance list: George Conway present by phone; Barbara Garner to be identified as CAQAC member.

Update of Eagle River Limited Maintenance Plan Approval Process

Yuriko Yano reviewed the history of high PM-10 in Eagle River, the aggressive paving program undertaken in the late 80s – early 90s to solve the problem, and the 1991 PM10 Maintenance Plan incorporated into the SIP to keep Eagle River in compliance with the PM10 NAAQS.

In January 2009 AQ Staff completed a new PM-10 Limited Maintenance Plan (LMP) for submittal to EPA. If compliance with the PM-10 standard is maintained for 10 years under this plan, Eagle River will be eligible for re-designation by EPA as an attainment area for PM10. The AMATS Technical Advisory Committee (TAC) released the PM-10 LMP for 30-day public comment period on 09-10-09. No comments were received. The plan is scheduled for approval by the TAC and AMATS Policy Committee on 12 & 19 November respectively. Once approved by the Anchorage Assembly, it will be submitted to ADEC for incorporation into the SIP (allowing six months for review and adoption). Final review, public comment and approval by EPA may take an additional 18 months from date of submittal to EPA.

Jeff Manfull inquired about the status of the Exceptional Event waiver submitted to EPA pertaining to a PM10 exceedance recorded in E.R. on 12-02-07 during a wind storm. EPA has not yet approved that request, and instructed staff to proceed with the LMP on a parallel path for approval.

Barbara Garner asked if PM-10 in Chugiak, Birchwood and Peters Creek was reviewed as an element of this LMP. Steve Morris said that PM10 monitoring was conducted in those communities as part of the

establishment of the nonattainment area boundary. The monitoring data suggested that the PM-10 problem was confined to the nine kilometer square area designated as the nonattainment area.

George Conway asked if consideration was given to overall health impacts due to the life-cycle of asphalt when paving gravel streets was selected as the remedy to Eagle River's PM10 problem. Steve Morris replied that no consideration was given to life-cycle pollution impacts. The plan does consider any potential impacts on other criteria pollutants, and no conflicts were identified.

Rusty Myers moved to recommend the Eagle River PM-10 LMP for approval by the TAC & Policy Committees. Barbara Garner seconded and the motion passed unanimously.

Update on CO Maintenance Plan

Steve Morris said that the Policy Committee and the Anchorage Assembly had both approved the CO Maintenance Plan submitted in support of SIP revisions which extend the IM test exemptions for newer vehicles from 4 to 6 years from manufacturers starting with the 2006 model year.

Lois Epstein noted that the Policy Committee deleted transit service improvements as a primary CO control measure in the plan. Lois and Craig Lyon explained that the Technical Advisory Committee (TAC) felt that the plan could not commit to transit service improvements because CMAQ funds are limited. The plan does include transit marking as a primary measure, however. The TAC felt that this was more appropriate due to the limited amount of CMAQ funds. The Policy Committee concurred.

Steve also said that he had recently completed yet another conformity analysis necessary to support a Policy Committee proposal to change the status of the Knik Arm Crossing (KAC) in the Long Range Transportation Plan from short to long term. The proposal would delay start of the KAC construction from 2012 until 2018 or later. A small increase (1.5%) in CO is projected if the KAC is delayed because of faster rate of development (and traffic) in the Anchorage Bowl if the crossing is not completed as early as initially planned. However, this small increase does not affect the ability to meet air quality conformity requirements. The Policy Committee plans to decide the status of the KAC project in early December '09. The Air Quality Advisory Committee has until then to comment on the proposed amendment to the LRTP if they so choose. Steve said he could arrange another meeting of the Air Quality Advisory Committee if there was a desire among the committee to do so.

Update on Air Quality Promotions

Anne Schlapia explained her activities to promote programs that improve local air quality such as the block heater timer distributions, the Plug-at-20 campaign and promotion of bicycle and pedestrian transportation. CMAQ funds support these advertisements and campaigns. Green Star is a non-profit and MSI is a media firm that provided assistance under contract. Staff also contracts for an annual telephone survey to gauge effectiveness of their programs and campaigns in affecting public behaviors that reduce air pollution in the Anchorage Bowl.

Rusty Myers inquired about what the Advisory Committee could do to support the upkeep of pedestrian/bike trails within Anchorage. **Lois Epstein** noted that the TIP review process resulted in the ranking of projects including bicycle and pedestrian paths and trail rehabilitation. **Craig Lyon** explained that by AMATS policy, 10% of the \$20-25M in FHWA funds received each year, goes to trails; however, because projects already in the TIP must be completed on schedule (or funds must be returned to FHWA) completion of planned trail projects is taking priority over rehabilitation of existing infrastructure. AMATS should be able to re-focus on trail upkeep in another year or two.

Lois mentioned that MOA has until March 2010 to apply for Federal stimulus money allocated for transportation improvements. Craig clarified that because there is a restriction against seeking stimulus money for projects that already have planned, funding any current "shovel ready" projects are not eligible.

Ozone Monitoring in Anchorage & Eagle River to Begin in Spring 2010

Matt Stichick explained that the NAAQS for ozone is based on the fourth highest maximum 8-hour average recorded each year and is presently 0.075 ppm. EPA is currently reviewing that standard and may choose to implement a more restrictive value in 2010.

Ozone was last monitored in Anchorage in 1983 and in Eagle River in 1985. Maximum 8-hour averages of 0.029 ppm and 0.036 ppm were recorded at those locations respectively. Ozone values approaching the current standard have been recorded in Denali National Park and are believed to result from ozone in the upper atmosphere occasionally mixing into air at ground level.

Steve Morris noted that EPA has mandated seasonal (April – October) ozone monitoring in the Municipality of Anchorage because the Anchorage/MatSu metropolitan statistical area (MSA) has reached a population of 350,000. If renewed seasonal ozone monitoring in Anchorage demonstrates that Anchorage is not in jeopardy of exceeding the standard, Anchorage may appeal to the EPA Regional Administrator for a variance from the requirement for continuous seasonal monitoring.

Possible opportunity for Advisory Committee input into Highway-to-Highway Project

George Conway asked if this was an opportunity for the Advisory Committee to meet with H-2-H planners and review air quality impacts of this project- especially related to pollutant exposure that might result from a cut-and-cover type roadway. Barbara Garner mentioned that this project could also have serious implications for the U-Med area. **Cindy Heil** noted that there was no mechanism for AMATS review of highway design built into the AMATS planning process. AMATS committees get to evaluate project designs as presented to them. However, this does not preclude the Advisory Committee from seeking opportunity to comment on H-2-H project design. Steve agreed that staff would consult with H-2-H project leaders regarding an opportunity for the Advisory Committee to review air quality considerations with project planners.

Adjournment: The Advisory Committee adjourned at 1:00 pm. Committee member will arrange their next meeting time via email correspondence.