

**April 17, 2012 AMATS Air Quality Advisory Committee Teleconference
(Follow-up to April 2 meeting)**

AMATS Air Quality Advisory Committee Members in Attendance:

Jeremiah Dunham	Health and Human Services Commission
Lois Epstein	Arctic Program Director, The Wilderness Society
George Conway, MD	CDC, Health Professional
Jedediah Smith	Public Transportation Advisory Board
Rusty Myers	Alaska Pacific University

Staff

Jon Spring	MOA/Planning
Steve Morris	MOA/DHHS
Stacey Cooper	MOA/DHHS

The teleconference began at 11 am. **Steve Morris** asked if he could give an overview of where he understood the committee to be as far as the air quality conformity was concerned. When he finished he asked if he could turn the meeting over to the committee chair Jeremiah Dunham.

Steve summarized the presentation of the conformity analysis given at the April 2nd, 2012 AMATS Air Quality Advisory meeting. He explained that the Air Quality Advisory Committee did not want to take action on the plan before the Assembly had taken action on the 2035 AMATS Metropolitan Transportation Plan (MTP). Steve noted that the Assembly had adopted the MTP with some amendments at their meeting on April 10 and none of these amendments affect the conformity determination analysis.

Steve asked Jon Spring to describe the MTP amendments recommended by the Assembly and explain why they do not affect the conformity analysis. **Jon Spring** noted that they had deleted the South Birchwood Road project and replaced it with a two-phase project of similar cost, Hiland Road. He explained that both of these projects are simple reconstruction projects and do not affect roadway network capacity and therefore do not affect CO emissions. Thus, there is no need to re-do the conformity analysis.

Steve explained that the committee expressed concerns at the meeting about Appendix 1 of the report. Since the meeting, Jon Spring has amended the appendix and added public transportation projects to the list of transportation improvements in the MTP.

There were also concerns about the socioeconomic data in Tables 1-1, 1-2 and 1-3 of the report. Steve explained that the figures in those tables have been revised in the final draft of the conformity report to match the data contained in a similar table in the MTP.

Chair **Jeremiah Dunham** assumed control of the meeting after Steve's summary was finished.

Lois Epstein asked why Steve chose to use the MOVES model in emission rates mode first and inventory mode later. Steve explained that he found that it was difficult to use MOVES to generate starting emission rates. He found the MOVES output to be poorly documented and difficult to decipher. He said it seemed easier and clearer to run MOVES in the emission inventory mode to estimate total starting CO emissions and divide by the number of starts to

determine the starting emission rate. He said that this had been reviewed by the FHWA MOVES expert Jeff Houk and Jeff was comfortable with this method.

Steve explained that when MOVES is used in the emission inventory mode it uses built-in assumptions about the amount of travel (VMT & trip starts) generated from vehicles in Anchorage. He said AMATS staff considers these assumptions inferior to the travel estimates produced by the Anchorage Transportation Model. In order to take advantage of the superior travel activity estimates produced by the Anchorage Transportation Model, emission rates generated by MOVES are used rather than its inventory-wide estimates of total CO emissions.

Lois also asked about Table 1.7 on page 13. She wanted to know where the figures came from. **Jon Spring** explained that those figures were generated by the Anchorage Transportation Model for the emission inventory area and they were founded in ISER projections regarding households and employment. Lois suggested that the word "slightly" be removed from the note explaining why household and employment totals were smaller than the Anchorage-bowl wide totals presented earlier in Tables 1.1, 1.2 and 1.3.the table. (Staff agreed to make this change in final draft of the report.)

Lois also asked if there were any plans to update the 2002 Household Travel Survey. Jon mentioned that there is money allocated to this for next spring. He believes that travel patterns among households have not changed that much since 2002 in terms of trip length even though the ADT on streets has gone up. Jon mentioned that these surveys are usually updated every 10 years.

Jedediah Smith thanked staff for adding the public transportation projects to Appendix 1.

Steve requested that the committee recommend approval of the plan with amendment discussed.

Rusty Myers moved to recommend the plan as amended and remove the word "slightly" from table 1.7. **Lois Epstein** seconded the motion. There was no opposition to the motion.

Steve thanked everyone for their time. **Jeremiah Dunham** adjourned that meeting at 11:26am.