

**Statewide Congestion Mitigation and Air Quality (CMAQ) Projects**      **FY2005 Request: \$3,000,000**  
**Reference No: 38583**

**AP/AL:** Allocation      **Project Type:** Construction  
**Category:** Transportation  
**Location:** Statewide      **Contact:** John MacKinnon  
**House District:** Statewide (HD 1-40)      **Contact Phone:** (907)465-6973  
**Estimated Project Dates:** 07/01/2004 - 06/30/2009  
**Appropriation:** Surface Transportation Program

**Brief Summary and Statement of Need:**

Provide funding to projects that are identified in the State Implementation Plan (SIP) for Air Quality that offer the highest total air quality benefits. The SIP is prepared periodically by the Dept. of Environmental Conservation, in response to the Clean Air act. The US Department of Transportation is requiring that we allocate CMAQ funds, using a competitive process that applies these funds to projects with the greatest air quality benefits. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage.

<b>Funding:</b>	<u>FY2005</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Fed Rcpts	\$3,000,000						\$3,000,000
<b>Total:</b>	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
9% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	0	
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**

FY2004 - \$3,000,000.

**Project Description/Justification:**

*Environmental Protection Agency (EPA) air quality issues and new CMAQ project scoring criteria*

Alaska has four air quality nonattainment areas:

- ? Portions of Anchorage and Fairbanks are classified serious nonattainment areas for carbon monoxide;
- ? Portions of Eagle River and Juneau are classified moderate nonattainment areas for particulate matter.

While the air quality of Alaska cities has improved dramatically since the early 1980s, both Anchorage and Fairbanks continue to deal with the requirements of the federal Clear Air Act with respect to transportation projects. Both communities, with assistance from the Alaska Department of Environmental Conservation, must periodically prepare an updated Statewide Implementation Plan (SIP) for improving air quality.

The Clean Air Act prohibits federal actions that delay attainment of any air quality standard. This policy requires a review of all planned transportation projects to ensure they will not lead to decreased air quality. This analysis, known as "conformity," requires a mathematical demonstration that all highway and transit funded projects are consistent with the most recently approved State Implementation Plan (SIP) for air quality.

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projects, regardless of funding source. Project-level analysis looks at the emission impacts at the project location to ensure no new localized violations of the air quality standards will result.

This means that predicted emissions that may result from transportation projects in the Long Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIPs) cannot exceed estimates made for conditions prior to such projects being completed.

*Changes in how air quality is modeled*

In 2002, EPA approved the existing on-road carbon monoxide (CO) emissions budgets in Anchorage and Fairbanks as part of the approved SIPs for the communities. This approved conformity cap or air emissions 'budget' cannot be exceeded in future years. The budgets now in place were based on the outdated MOBILE5 emission model from EPA.

EPA has changed the computer model used to predict air emissions levels from transportation activity. The EPA model, known as "Mobile" has changed to version 6 (known as MOBILE6). There are enough differences between version 5 and 6 that a list of new projects can't be reliably compared against the emissions calculated with the previous model for the baseline condition.

EPA regulations require the use of the new version of the model starting in January 2004. Alaska Department of Environmental Conservation staff note that the baseline emissions inventory must be updated with the new model. Otherwise, the LRTPs and TIPs will not demonstrate conformity, and funding for new projects in 2004 are most likely in jeopardy.

*Options for updating the air emissions budget*

There are two options to update the emission budgets:

- ? Revise the SIP using the new model to update the budget used to demonstrate attainment;
- ? Prepare a Maintenance Plan using the new model to establish a new budget.

The Municipality of Anchorage, Fairbanks North Star Borough, and the Department of Environmental Conservation plan to update the air emissions budgets for each community by preparing a new Maintenance Plan. They predict completion of the Maintenance Plans and approval of the emission budgets in April 2004. This leaves a gap of approximately four months between the time when MOBILE6 must be used in conformity analyses and when the new emission budgets will be available for use. Conformity determinations conducted during that period will exceed the budgeted air emissions.

Except for projects that are exempt from air quality conformity, this means that no new work may be authorized in the non-attainment areas during the 4 months lapse.

*New CMAQ project selection criteria*

Project selection process for the Statewide Congestion Mitigation and Air Quality funds will be adopted separately.