

Statewide - Congestion Mitigation and Air Quality (CMAQ) Projects **FY2016 Request:** **\$10,000,000**
Reference No: **38583**

AP/AL: Allocation **Project Type:** Construction
Category: Transportation
Location: Statewide **House District:** Statewide (HD 1-40)
Impact House District: Statewide (HD 1-40) **Contact:** Jeff Ottesen
Estimated Project Dates: 07/01/2015 - 06/30/2020 **Contact Phone:** (907)465-4070
Appropriation: Surface Transportation Program

Brief Summary and Statement of Need:

This program will 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 Alaska Department of Environmental Conservation (DEC), in response to the Clean Air Act. The U.S. Department of Transportation is requiring that the Alaska Department of Transportation and Public Facilities (DOT&PF) allocate congestion mitigation and air quality (CMAQ) funds using a competitive process that applies these funds to projects with the greatest air quality benefits.

Funding:	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Fed Rcpts	\$10,000,000	\$7,500,000	\$10,000,000	\$7,500,000	\$10,000,000	\$7,500,000	\$52,500,000
Total:	\$10,000,000	\$7,500,000	\$10,000,000	\$7,500,000	\$10,000,000	\$7,500,000	\$52,500,000

<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
One-Time Startup:	0	0
Totals:	0	0

Prior Funding History / Additional Information:

Sec7 Ch43 SLA2010 P51 L32 SB230 \$7,500,000
 Sec1 Ch15 SLA2009 P35 L9 SB75 \$7,500,000
 Sec13 Ch29 SLA2008 P171 L8 SB221 \$5,500,000

Project Description/Justification:

Alaska has five air quality nonattainment areas:

- Portions of Anchorage and Fairbanks are classified maintenance areas for carbon monoxide;
- Portions of Eagle River and Juneau are classified moderate nonattainment areas for particulate matter;
- Portions of Fairbanks are expected to be named nonattainment for fine particulates.

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 Clean Air Act with respect to transportation projects. Both communities, with assistance from DEC, must periodically prepare an updated Statewide Implementation Plan (SIP) for improving air quality.

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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 mathematical demonstrations that all highway and transit funded projects are consistent with the most recently approved SIP for air quality.

State Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) projects proposed for construction within air quality nonattainment or maintenance areas must undergo regional and project-level analysis to make sure they conform to the SIP for air quality. Regional analysis looks at the combined emission impacts of all projects in an area over a twenty-year period. It must consider all transportation 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.

Recent air monitoring in Fairbanks indicates high concentrations of fine particulate. The Environmental Protection Agency is expected to rule Fairbanks as a nonattainment area. One source of the fine particulate matter is motor vehicles (cars, trucks, etc.). The DOT&PF and DEC are working together to identify possible solutions to the problem. The Fairbanks North Star Borough, DOT&PF and DEC have undertaken efforts to quantify the mobile source contributions. Once the contributions have been identified control options can be considered. During the investigative phase, community outreach efforts are underway to advise the citizens of the potential health impacts.

Project funding is needed to identify transportation related contributions of fine particulates in Fairbanks and potential control measures. In addition, projects that continue to support efforts in Anchorage, Fairbanks and Juneau to continue to maintain the health based standards for carbon monoxide and large particulates are needed.