

AQAC MINUTES
December 2, 2014 (Approved January 6, 2015)

Members/alternates present: Kathy Tonnessen, Guy Hanson, Garon Smith, Sue Spanke, Phil Perszyk, Bert Chessin, Bill Flanery, Ryan Leach, John Garberson

Members/alternates absent: Beth Berlin, Jan Hoem

Staff: Sarah Coefield

Public: None

- 1. John Garberson called the meeting to order**
- 2. Excused absences recognized** – Beth Berlin was excused.
- 3. Agenda approved.**
- 4. September and November minutes were approved with corrections to the November attendance record.**
- 5. Public comment on non-agenda items**
None.
- 6. Article Presentation**
None this meeting.
- 7. Presentation: Missoula Emergency Preparedness – Missoula County Disaster and Emergency Services (DES)**

Adriane Beck, the Deputy DES Coordinator for the Office of Emergency Management, spoke to the Council about the role Missoula County Disaster and Emergency Services plays during emergencies. Adriane said DES's main purpose is to coordinate between private and local, state and federal agencies during a disaster or emergency. For example, during a flood event, the county can't get state or federal resources until we show we have exhausted the local resources. DES coordinates the local resources and then serves as a main point of contact when larger agencies, such as FEMA come in.

Phil Perszyk asked how DES coordinates with the railroads. Adriane said that while Montana Rail Link (MRL) is a private entity, it has a seat on the Emergency Planning Committee. MRL helps the County develop plans for incidents that may occur on MRL property.

Phil pointed out that no one is prepared for when oil tanker trains blow up. Adriane acknowledged that as prepared as we are, we'd still be scrambling to mitigate a tanker train explosion. She said Missoula would quickly run out of resources. Phil said the oil tankers from the Bakken carry about 3 billion gallons of crude/year and there will, eventually, be a disaster. "I think no one know what to do; no one is prepared for it."

Adriane said that when you look at the lessons learned, the explosion in Canada heightened everyone's awareness to what Bakken crude is, and how it's different from other crude. Mechanisms have been initiated for people to find out when railcars carrying the crude will go through a community. BNSF rail hasn't been providing that information, however. MRL has been providing the information, but not in a specific

enough manner for the community to muster any real response or preparation. Also, she said, there is a new standard coming for railcars.

Sue Spanke asked Adriane to expand on how DES coordinates with MRL. Adriane said they have been working with MRL, but MRL is unique in that they have their own dispatch. However, she said that MRL calls Missoula County dispatch if an incident occurs inside the county.

Bill Flanery said that one of the problems evident in the disaster in Ferguson, MO, was that there was no one in charge that first night when the rioting started – there was nobody at the reins. He said he wonders if DES has someone designated to be in charge in a disaster, or is it something where folks trust everyone will cooperate and do the right thing?

Adriane said that one of the primary functions of DES is to write and maintain emergency preparedness plans. They have identified primary hazards, using an all hazards approach. They have identified categories (hazmat, civil unrest, etc.), and based on the type of emergency, they have designated a lead agency, which will supply the Incident Commander (IC). DES facilitates the incident command structure.

Guy Hanson asked how the IC is determined in a multiple-categories incident. Adriane said that in a given incident there may be four to five support agencies, major stakeholders and subject matter experts involved in the incident command structure.

Kathy Tonnessen asked what kind of emergencies DES has defined that have an air quality component. Adriane said most incidents that would involve air pollution would be a hazardous material event, and all hazmat incidents go through the fire department. Kathy said that if there's a set of incidents DES has defined as air-related, it's something the Council could look into and possibly provide some input. Adriane said DES tries to make sure they know what they don't know, so they can get subject matter experts as quickly as possible for any given incident. Therefore, the categories of response are sometimes broad and purposely vague. DES hasn't specifically defined air-related incidents. Rather, those would fall under the hazmat category.

Sue Spanke asked if Garon Smith was one of the subject matter experts for the Alberton chlorine spill.

Garon said he usually gets called by the Health Department for consultation. In the Alberton case, he was able to get samples from the site and analyze them quickly. Because he's local and has the expertise and equipment, he was able to do a rapid air sampling turnaround, whereas an incoming agency would take longer and have to send the sample out for analysis.

Ryan Leach said it seems like there have been more train derailments lately and that makes him nervous. He asked Adriane if she has any role monitoring the frequency of trains coming through town and the number of derailments. He said it seems like we have many safety regulations for air, but fewer for trains.

Adriane said DES has tremendous amounts of responsibility and no regulatory authority. This means that while DES plays an important role in coordinating agencies and ensuring Missoula's emergency preparedness, it is unable to demand safety protocols or enforce violations.

Ryan asked if DES can raise a flag with other agencies if they see a potential issue. Adriane said DES acts as a reporting entity to the state DES and Department of Environmental Quality. When a reportable quantity of a pollutant has been released, for example, DES will notify the appropriate state agency.

Phil Perszyk said he spent the last year chasing down railway safety regulations. He said we don't have any protections in this state: no one regulates the rail, and there's a lack of authority on the state level.

The conversation moved to the Smart 911 program.

Adriane said DES has been developing better mass communication strategies to alert people in an emergency. Smart 911 allows people to register their contact information (email, cell phone, etc.) and control how they get alerts. Residents can input specific information to assist emergency responders. The registration is available at Smart911.com. Folks can put in as little or as much information as they want. The information is secure and is only visible if you dial 911.

Smart Prepare is a program that allows emergency officials to query the Smart911 information.

Garon asked if there's a public campaign to get more people to register, and if so, can the Council partner with it. Adriane said the more folks get the word out, the better. It's a tough sell, she said, but it's potentially lifesaving.

Adriane said Smart 911 has been around since 2012 and Smart Prepare has been around since 2013. The next step will be Rave Alert. Rave Alert uses integrated public alerts and warnings (IPAWS). It gives DES the ability to push alerts for many different kinds of incidents. New cell phones are configured to receive alerts, and IPAWS allows DES to force alerts onto those phones. In effect, they can hijack cellphone towers and push alerts to phones for emergencies in specific locations.

Kathy asked if they've pushed any alerts for air or water incidents, or if it's so far theoretical. Adriane said that at this point, it's theoretical. Rave Alert is coming, but it takes a lot of bureaucracy to get approval. Missoula will be the only Montana county with that ability. She said her office has issued alerts in the past, but has not yet hijacked any cell towers.

Ryan pointed out that the National Weather Service (NWS) puts out all kinds of messages over their emergency network. Adriane said the hope is that Rave Alert will free up NWS somewhat. She said NWS currently gets put in an awkward spot of having

folks rely on them for emergency alerts for non-weather situations.

Bert Chessin asked if there are other agencies that would trump Adriane's office, and she said yes, but DES would still be involved; all incidents start and end locally.

Adriane said Rave Alert, in addition to hijacking cell towers, will allow her office to send out 1,000 more calls per minute than reverse 911. The alerts will tell people where to go if there's an evacuation.

Adriane said Bakken trains are the focus of a lot of attention now. She said with these trains, it's about knowing the hazard exists and knowing who DES's partners are and who can help them. She said we are fortunate to have a regional hazmat team here. MRL also has its own hazmat team, consisting of six technicians. The rail line is starting to update their response plans to include abilities to clean up potential spills of hazardous materials. This includes setting up permanent booms along the river, etc.

Ryan asked what our risks are for an incident that would impact air quality.

Adriane said that hazardous material spills are pretty high on DES's list, because with the interstate, Yellowstone pipeline and the rail all running through Missoula, there are a lot of opportunities for a hazardous materials release. She said they work closely with the pipeline folks because they need to know immediately what's in the pipeline if there's an issue.

Bill said he recently saw white tanker cars carrying hydrogen chloride (HCl). If there was an HCl release, that would be a unique and major incident, he said.

Adriane said there's an amazing variety of materials that comes through here. Fortunately, it's all labeled.

Sue asked about potential emergencies due to the diseases worked with at the Rocky Mountain Lab in Hamilton. Adriane said that if there was an epidemiological emergency, DES would follow standard procedures that have been set out for such an event.

John asked if DES does exercises. Adriane said yes, they do. They have a plan, they communicate the plan, and they practice the plan through exercises.

Sue asked if there's anything on DES's wishlist to make them feel secure.

Adriane said there are some critical pinch points in the city – for example, the Madison Street crossing, which has a rail line running through it. Building an overpass would be ideal, she said, but realistically, it's not going to happen. As for equipment, Adriane said they're not "flush", but they're also not wanting. She said DES also benefits from having a lot of local subject matter experts.

"We have a well-prepared response community," she said. "I would wish that the public were more engaged in their own preparedness." She said citizens have the mentality

that the government is capable and able to take care of all their problems, when in reality, in some cases folks need to be able to take steps to look out for themselves and their property.

Adriane said DES has a pre-disaster mitigation plan to cover a lot of different events, including those that are possible but unexpected. Referencing last year's Mount Jumbo avalanche, Adriane said "Avalanche was in there, but it wasn't very high."

She said DES tries to have broad plans to encompass many different kinds of hazards. The Local Emergency Planning Committee meets quarterly and Adriane will send Sarah Coefield details about the next meeting for her to share with the group.

Guy asked how AQAC could help drive engagement with emergency preparedness. Adriane said the best thing folks can do is make sure they're prepared and engaged (including registering for Smart 911) and encouraging their family, neighbors and friends to do so as well.

8. Action Item: Review membership applications, select interviewees.

The group looked over an application from Ronni Flannery, who applied for one of the vacant alternate positions. Ryan Leach made a motion to interview Flannery. Guy seconded the motion.

During discussion, Bill Flanery said Ronni has a lot of qualifications, and Garon agreed, saying she is "seriously" qualified.

Following discussion, the original motion passed with a unanimous voice vote. The Council will interview Flannery at their January meeting.

9. Action Item: Review the Draft Missoula PM10 Limited Maintenance Plan (LMP) and Redesignation Request, potential motion to support the adoption of the LMP and Redesignation Request.

Sarah Coefield gave a brief presentation on the Draft Missoula PM10 LMP and Redesignation Request. Missoula last exceeded the PM10 standard in 1989, and it's time to shed our nonattainment status. The LMP and Redesignation Request meets EPA's requirements by including the permanent and enforceable control measures that are responsible for Missoula attaining the standard, a base year emission inventory, verification of attainment, a maintenance plan, and evidence of a fully approved State Implementation Plan (SIP). The emission inventory was completed for a winter day in 2010, and identifies road dust as Missoula's primary PM10 source. The control measures already in place (including street sweeping, paving requirements and deicer and sanding material requirements) keep the road dust situation under control.

Because the redesignation request is a SIP update, and MCCHD is the lead agency for Missoula SIP updates, the request must be approved by the Air Pollution Control Board. However, because there are no rule changes being proposed, City Council and the County Commissioners only need to be consulted – they do not have to approve the

request. Department staff will consult with City Council, the County Commissioners and the Transportation Policy Coordinating Committee (TPCC) prior to the December 18th Board hearing and seek resolutions of support.

If the Board approves the redesignation request and LMP, the request will go to the Governor of Montana, who will submit the redesignation request to the EPA with a letter. The EPA will then have 18 months to consider the request.

Sarah told the group that the draft they currently had before them would see some changes, as it was also currently being reviewed by the EPA, and their comments would be incorporated into the final document before it is out for public comment.

Sue Spanke was concerned that being redesignated as attainment for PM10 will allow more pollution in the Missoula Valley from industry. Sarah acknowledged that industry moving into the area would no longer be held to Lowest Available Emission Rate requirement, which doesn't allow industry to consider cost when determining pollution controls. However, all new industry would be held to current local, state and federal pollution requirements, which are very strict, and it is unlikely Missoula will see a sudden increase in air pollution due to being redesignated as attainment for PM10.

Bill Flanery made a motion to support the Missoula County LMP and request for redesignation. Guy Hanson seconded the motion.

During discussion, John Garberson expressed concern that few of the Council members had actually read the entire document. John said he didn't see anything in the plan that would preclude a recommendation that it be accepted. However, he was concerned the Council would endorse the document since they had limited time (the week surrounding Thanksgiving) to look at it. John said the limited time allowed only a cursory review of the document. He said he had nothing to hold against it, but the Council's approval should not be viewed as an endorsement of the document.

Ryan expressed concerns over the Council's fate if Missoula is redesignated as attainment for PM10 – the Council exists because Missoula was designated as nonattainment in the first place. Sarah told him the Air Quality Advisory Council is required under the SIP, and that's not going to change.

Bill said the Council's endorsement of the process doesn't preclude the perfection and improvement of the document.

Sue said she doesn't think people should support a document they haven't read. She said they should support the principle, but not the specifics.

After further discussion, Bill's original motion was modified to become as follows:

On December 2, 2014, the Missoula City-County Air Quality Advisory Council had the opportunity to review a draft of the Missoula County PM10 Limited Maintenance Plan and Redesignation Request. The Council supports the planned

process and continuing progress of Missoula's Redesignation Request and Limited Maintenance Plan submittal, with the knowledge that the document before us is a draft, and will undergo changes before its final approval and submittal to the EPA.

Bill Flanery accepted amendments to his motion, and Guy Hanson once again seconded the motion. The motion passed by unanimous voice vote.

10. Staff report

Sarah Coefield gave the staff report. Department staff will present the PM10 LMP and Redesignation Request to TPCC, City Council and the County Commissioners in the next couple of weeks. The public comment period prior to the Board hearing will open this weekend.

Smoke from outdoor burning caused the monitor at Frenchtown to show an exceedance of the PM2.5 standard. However, because the exceedance was due to prescribed burning and we have a smoke management plan in place, we will be able to work with DEQ to have the exceedance classified as an exceptional event by the EPA.

The fall outdoor burning season ended November 30th. There is one person with a winter burn permit this year.

The Seeley Lake air quality sign is now functional. The sign displays the most recent PM2.5 concentration as well as a color-coded background to indicate current air quality. Seeley has already had a couple exceedances of the PM2.5 standard this winter.

Ben is currently starting to work on the carbon monoxide (CO) maintenance plan update, which is required by the EPA prior to Missoula entering the final 10 years of maintenance status for CO. Ben has also been working on industry permits.

11. Public comment

None

12. Select AQAC representative for next Air Board meeting update

Sarah Coefield will attend the board meeting.

13. Announcements, other business

Phil Perszyk said Jordan Hess would like to present the findings of the UM bus study to the Council in January. He also said he is excited for Mountain Line's fare free buses starting in 2015.

14. Adjourn