

St. Louis Interagency Consultation Guide

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- Appendix A -Conformity Checklist (not part of this document)
- Appendix B - Missouri Conformity SIP (not part of this document)
- Appendix C - Illinois MOU (not part of this document)
- Appendix D – Timeline (not part of this document)
- Appendix E – FHWA document: Transportation Conformity – “A Basic Guide for State and Local Officials” (not part of this document)

Handbook Purpose

The purpose of this handbook is to provide guidance for Interagency Consultation members in the St. Louis Non-attainment areas. Interagency consultation requirements are outlined at 40 CFR 93.105, and are a crucial element of the transportation and air quality planning process.

This handbook is to be reviewed and updated as necessary to ensure all new rules and regulations are accessible to Interagency Consultation members. It is the responsibility of members to update the manuals and add local procedures as necessary. **All changes will be discussed and approved at the Interagency Consultation meetings.**

Acronyms

AQAC - Air Quality Advisory Committee

CAA - Clean Air Act as amended in 1990

CMAQ – Congestion Mitigation/Air Quality

EPA - The U.S. Environmental Protection Agency

EWGCOG - East-West Gateway Council of Governments

FHWA - Federal Highway Administration (U.S. Department of Transportation)

FIP - Federal Implementation Plan

FTA - Federal Transit Administration (U.S. Department of Transportation)

HPMS - Highway Performance Monitoring System

IACG - Interagency Consultation Group

IDOT - Illinois Department of Transportation

IEPA - Illinois Environmental Protection Agency

LRTP - Long Range Transportation Plan

MDNR - Missouri Department of Natural Resources

MoDOT - Missouri Department of Transportation

NEPA - National Environmental Policy Act of 1969

NO_x - Oxides of Nitrogen

OTAQ - Office of Transportation and Air Quality (EPA)

PM2.5 – Particulate Matter (2.5 micrometers in diameter)

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SIP - State Implementation Plan

STIP - Statewide Transportation Improvement Plan

TCM - Transportation Control Measure

TIP - Transportation Improvement Program

USDOT - United States Department of Transportation

USEPA/EPA - United States Environmental Protection Agency

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compounds (May also be referred to as Volatile Organic Material.)

Definitions

Terms used but not defined in this agreement shall have the meaning given them by the CAA, titles 23 and 49 U.S.C., other United States Environmental Protection Agency (EPA) regulations, other United States Department of Transportation (DOT) regulations, or other Air Pollution or transportation rules or agreements, in that order of priority.

Applicable implementation plan - defined in §302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been submitted or approved under §110, submitted or promulgated under §110(c), or submitted, promulgated or approved pursuant to regulations promulgated under §301(d) and which implements the relevant requirements of the CAA.

CAA - the Clean Air Act, as amended (42 U.S.C. 7401 et seq.).

Cause or contribute to a new violation for a project means:

(1) To cause or contribute to a new violation of a standard in the area substantially affected by the project or over a region which would otherwise not be in violation of the standard during the future period in question, if the project were not implemented, or

(2) To contribute to a new violation in a manner that would increase the frequency or severity of a new violation of a standard in such area.

Clean data - air quality monitoring data determined by EPA to meet the requirements of 40 CFR part 58 that indicate attainment of the national ambient air quality standard.

Control strategy implementation plan revision - the applicable implementation plan which contains specific strategies for controlling emissions in order to satisfy CAA requirements for demonstrations of reasonable further progress and attainment (CAA §§182(b)(1), 182(c)(2)(A), 182(c)(2)(B)).

Design concept - the type of facility identified by the project, e.g., freeway, expressway, arterial highway, grade separated highway, reserved right-of-way rail transit, mixed traffic rail transit, exclusive busway, etc.

Design scope - the design aspects of a facility which will affect the proposed facility's impact on regional emissions, usually as they relate to vehicle or person carrying capacity and control, e.g., number of lanes or tracks to be constructed or added, length of project, signalization, access control including approximate number and location of interchanges, preferential treatment for high-occupancy vehicles, etc.

EWGCOG - the East-West Gateway Council of Governments, is the Metropolitan Planning Organization (MPO) designated as being responsible, together with the State, for conducting the continuing, cooperative, and comprehensive planning process under 23 U.S.C. 134 and 49 U.S.C. 1607. It is the forum for cooperative transportation decision-making.

Exempt Project - projects exempt from the conformity requirements or regional emission analysis.

FHWA/FTA project - is any highway or transit project which is proposed to receive funding assistance and approval through the Federal-Aid Highway program or the Federal mass transit program or requires FHWA or FTA approval for some aspect of the project, such as connection to an interstate highway or deviation from applicable design standards on the interstate system.

Forecast period with respect to a transportation plan is the period covered by the transportation plan pursuant to 23 CFR part 450.

Highway project - an undertaking to implement or modify a highway facility or highway-related program. Such an undertaking consists of all required phases necessary for implementation. For analytical purposes, it must be defined sufficiently to: (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Horizon year - a year for which the transportation plan describes the envisioned transportation system in accordance with section 106 of this agreement.

Increase the frequency or severity - to cause a location or region to exceed a standard more often or to cause a violation at a greater concentration than previously existed and/or would otherwise exist during the future period in question, if the project were not implemented.

Lapse - the conformity determination of a transportation plan or TIP has expired, and thus there is no currently conforming transportation plan or TIP.

Maintenance area - any geographic region previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under §175A of the CAA, as amended.

Maintenance plan - an implementation plan under §175A of the CAA, as amended, intended to describe how an area that has been redesignated from nonattainment will maintain the standard and outlines what actions, if any, will be undertaken in the event of a recurring violation.

Maintenance period - with respect to a pollutant or pollutant precursor means that period of time beginning when EPA approves a request under §107(d) of the CAA for redesignation to an attainment area, and lasting for 20 years, unless the applicable implementation plan specifies that the maintenance period shall last for more than 20 years.

Milestone. A milestone consists of an emissions level and the date on which it is required to be achieved (§ 182(g)(1) of the CAA.).

MOBILE6 – the motor vehicle emissions factor model currently required for use by USEPA outside the State of California.

Motor vehicle emissions budget - the total allowable emissions allocated to highway and transit vehicle use defined in the submitted or approved control strategy implementation plan revision or maintenance plan for a certain date for the purpose of meeting reasonable further progress milestones or demonstrating attainment or maintenance of the NAAQS for any criteria pollutant or its precursors.

MOVES2009 – The pending mobile source emission model to be released by EPA

NOx - Oxides of Nitrogen as defined in the CAA or any regulation promulgated thereunder.

National Ambient Air Quality Standards (NAAQS) - those standards established pursuant to §109 of the CAA.

NEPA - the National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321 et seq.).

NEPA process completion - with respect to FHWA or FTA, means the point at which there is a specific action to make a formal final determination that a project is categorically excluded, to make a Finding of No Significant Impact, or to issue a record of decision on a Final Environmental Impact Statement under NEPA.

OTAQ – The EPA Office of Transportation and Air Quality is the office responsible for adopting and revising the transportation conformity regulations. It is also responsible for posting information on proposed motor vehicle emissions budgets for the purposes of determining “adequacy”.

PM_{2.5} – Fine particulate matter; 2.5 refers to size in micrometers.

Project - a highway project or transit project.

Protective finding - a determination by EPA that a submitted control strategy implementation plan revision contains adopted control measures or written commitments to adopt enforceable control measures that fully satisfy the emissions reductions requirements relevant to the statutory provision for which the implementation plan revision was submitted, such as reasonable further progress or attainment.

Public Involvement Plan - the procedures developed by EWGCOG to collect early, continuing and meaningful input from the public to the transportation decision-making process in compliance with 23 CFR part 450.

Recipient of funds designated under title 23 U.S.C. or the Federal Transit Laws - any agency at any level of State, county, city, or regional government that routinely receives title 23 U.S.C. or Federal Transit Laws funds to construct FHWA/FTA projects, operate FHWA/FTA projects or equipment, purchase equipment, or undertake other services or operations via contracts or agreements. This definition does not include private landowners or developers, or contractors or entities that are only paid for services or products created by their own employees.

Regionally significant project - a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals, as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways; and all fixed guideway transit facilities that offer an alternative to regional highway travel.

St. Louis Nonattainment areas – For the 1997 ozone standard, it is defined as the Illinois counties of Jersey, Madison, Monroe and St. Clair and the Missouri Counties of Franklin, Jefferson, St. Louis, and St. Charles and the City of St. Louis, which were designated in 2004 as non-attainment for ozone under Section 107 of the CAA. For the annual PM_{2.5} standard, the non-attainment area is defined as the Illinois counties of Madison, Monroe, St. Clair and Baldwin Township in Randolph County and the Missouri counties of Franklin, Jefferson, St. Charles and St. Louis and the City of St. Louis. They were designated in 2005 as nonattainment for PM_{2.5}.

SAFETEA-LU – The transportation bill signed in to law on August 10, 2005. This bill was preceded by the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act for the 21st Century.

Safety margin - the amount by which the total projected emissions from all sources of a given pollutant are less than the total emissions that would satisfy the applicable requirement for reasonable further progress, attainment, or maintenance.

Standard - a national ambient air quality standard.

Statewide transportation improvement program - a staged, multi-year, intermodal program of transportation projects covering the State, which is consistent with the statewide transportation plan and metropolitan transportation plans, and developed pursuant to 23 CFR part 450.

Statewide transportation plan - the official intermodal statewide transportation plan that is developed through the statewide planning process for the State, developed pursuant to 23 CFR part 450.

Title 23 U.S.C. - title 23 of the United States Code.

Transit - mass transportation by bus, rail, or other conveyance which provides general or special service to the public on a regular and continuing basis. It does not include school buses or charter or sightseeing services.

Transit project- an undertaking to implement or modify a transit facility or transit-related program; purchase transit vehicles or equipment; or provide financial assistance for transit operations. It does not include actions that are solely within the jurisdiction of local transit agencies, such as changes in routes, schedules, or fares. It may consist of several phases. For analytical purposes, it must be defined inclusively enough to: (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e., be a reasonable expenditure even if no additional transportation improvements in the area are made; and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Transportation control measure - any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in § 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this agreement.

Transportation improvement program - a staged, multi-year, intermodal program of transportation projects covering a metropolitan planning area which is consistent with the metropolitan transportation plan, and developed pursuant to 23 CFR part 450.

Transportation plan - the official intermodal metropolitan transportation plan that is developed through the metropolitan planning process for the metropolitan planning area, developed pursuant to 23 CFR part 450.

Transportation project - a highway project or a transit project.

VOC - Volatile Organic Compounds as defined in the CAA or any regulation promulgated thereunder. May also be referred to as Volatile Organic Material (VOM).

Written commitment for the purposes of this agreement means a written commitment that includes a description of the action to be taken; a schedule for the completion of the action; a demonstration that funding necessary to implement the action has been authorized by the appropriating or authorizing body; and an acknowledgment that the commitment is an enforceable obligation under the applicable implementation plan.

Members – March 2011

EWGCOG

Coulson, Mike mike.coulson@ewgateway.org 314-421-4220

Chairperson

Wild, Jim jim.wild@ewgateway.org 314-421-4220

MDNR

Winkelmann, Joe joe.winkelmann@dnr.mo.gov 573-751-4817

IEPA

Kaleel, Rob rob.kaleel@epa.state.il.us 217-524-4343

Rogers, Mike mike.rogers@epa.state.il.us 217-524-4408

MoDOT

Henderson, Mike Michael.henderson@modot.mo.gov 573-526-2664

Stephen, Wesley wesley.stephan@modot.mo.gov 314-340-4100

IDOT

Stitt, Susan susan.stitt@illinois.gov 217-782-7868

Stack, Jim james.stack@illinois.gov 618-346-3100

U.S. EPA

Region 7

Tapp, Josh tapp.joshua@epa.gov 913-551-7606

Doolan, Stephanie doolan.Stephanie@epa.gov 913-551-7719

Kramer, Elizabeth Kramer.Elizabeth@epa.gov 913-551-7186

Brown, Steven brown.steven@epa.gov 913-551-7718

Region 5

Leslie, Michael leslie.michael@epa.gov 312-353-6680

FHWA

Missouri

McMahon, Brad brad.mcmahon@fhwa.dot.gov 573-636-7104

Illinois

Tracy, Betsy betsy.tracy@fhwa.dot.gov 217-492-4988

FTA

Bechtel, Mark mark.bechtal@fta.dot.gov 816-329-3920
Roeseler, Joni joan.roeseler@fta.dot.gov 816-329-3920

Transit

Schneider, Steve sschneider@metrostlouis.org 314-982-1538

Local Representatives

Harris, Tyler harrist@stlouiscity.com 314-613-7300
City of St. Louis Air Pollution Control Program
Cates, Darrell
St. Clair County (IL) Department of Roads and Bridges
Donegan, Kathrina kdonogan@stlouisco.com
St. Louis County Department of Health
Feezel, Lance
Madison County (IL) Highway Department
Grogan, Bill bgrogan@scctd.org 618-628-7820
St. Clair County (IL) Transit District
Kane, Jerry jkane@mct.net 618-797-7547
Madison County Transit District
Zeltmann, Mike 314-615-8194
St. Louis County Transportation Department
Zlatic, Mike mzlatic@stlouisco.com 314-615-8910
St. Louis County (MO) Department of Health

Roles and Responsibilities

East-West Gateway Council of Governments

Point of Contact - Michael Coulson, P.E., Manager of Environmental Services

1. Prepare and Plan TIP:

Who - Transportation Department, Planning and Programming Section

When - The TIP is prepared annually and covers four years (fiscal year basis). The LRTP is done every four years.

How - The development process typically begins in **January** with a TIP Project Development workshop for local agencies in Missouri and Illinois. Sponsoring agencies have until the end of **March** to submit project applications, signatures and supplemental information. From **March** until **May**, East-West Gateway staff review and evaluate project applications. Also during this time, IDOT, MoDOT, Metro and Madison County Transit will submit proposed projects. During this period the conformity determination process will be underway.

In **May** the Illinois and Missouri Transportation Planning Committees will review/approve lists of proposed projects to be included in the TIP. At their **May** meeting, the East-West Gateway Board of Directors will approve the release of the draft of the TIP document, including the draft air quality Conformity Determination for public review and comment. Depending on the meeting schedule, the TIP and Conformity Determination will be presented to AQAC. The TIP will be available on the East-West Gateway web site and a series of open houses will be held throughout the region. The Board of Directors will consider adopting the TIP at their **June** meeting. After that, the St. Louis area TIP is formally transmitted to IDOT and MoDOT for state approval and inclusion in the State TIP.

2. Make conformity determinations:

Who - Community Planning Department, Environmental Services Section; Transportation Department; Input of Interagency Consultation Group and Consultees.

When - In conjunction with development of TIP and/or LRTP. (Generally, a TIP and Plan amendment is produced once a year and a LRTP every four years; however, there can be a TIP amendment and associated Conformity Determination at any time.) It should be noted that the requirement for a conformity determination is before a new TIP or LRTP is adopted; within 24 months of specific EPA action; at least four year intervals or earlier; or in a newly designated non-attainment area within one year of the effective date of the designation.

Process and consultation occurs at EWGCOG on a year-round basis.

Actions by EPA which trigger a need for the MPO to do a conformity determination include: finding that states mobile source emissions budgets are adequate for conformity purposes; approval of SIP that creates or revises mobile source emissions budgets; approval of SIP that adds, subtracts or changes any TCMS; or promulgation of a FIP.

How - At the beginning of TIP/conformity determination development process reach agreement with fellow consultees on latest planning assumptions, elements of Regional Emissions Analysis, TCM analysis and qualitative analysis. There is a discussion and layout of the TIP and conformity determination development schedule.

The IAGC meets in conjunction with AQAC meetings on a regular basis to discuss Conformity Determination process, conformity rule, EPA guidance, mobile source emissions model and model inputs and comment period.

A Conformity Determination analysis is performed for the proposed TIP which includes all new regionally significant projects. Population and employment projections and multi-modal transportation information are used to forecast vehicle travel (travel demand model) and vehicle emissions (Mobile6 model). Programs designed to reduce mobile source emissions are also analyzed. Draft Conformity Determination overview and appendices documents are prepared.

The draft TIP and Conformity Determination is released for public review and comment and is made available on the East-West Gateway web site. The conformity determination is part of TIP open houses and copies are provided to consultees. The conformity determination comment period runs for 30 days. Presentations are made to the IACG and AQAC, Executive Advisory Committee and Board of Directors.

The Board of Directors adopts TIP and Conformity. The final TIP and Conformity Determination are submitted to states, FHWA and FTA.

3. Develop and maintain travel data and models and socioeconomic data.

Who - Socioeconomic data is developed and maintained by the Research Services Department, Research and Analysis Section. Travel data sets and models are developed and maintained by the Transportation Department.

When - Future socioeconomic and travel pattern sets are prepared on an ongoing basis. The projections used in the Conformity Determination will be based on those prepared for the most recent LRTP. The multi-modal travel

demand model continues to be updated and utilizes state-of-the art modeling techniques and the most recent household travel survey and on-board passenger survey data.

How - Models are used in a sequence of steps to answer questions about future land use, travel patterns and emissions. The first step in the process is to determine what the future community might look like. To accomplish this, the socioeconomic model produces population and economic forecasts and land use development patterns for a future year. To estimate the travel patterns of this community and its VMT, the population and economic forecasts are input into the travel demand model. The VMT data is then combined with appropriate vehicle type emissions factors generated from the MOBILE6 model to calculate regional vehicle emissions. The projected emissions are then compared to the motor vehicle emissions budgets contained in the respective state's state implementation plans.

In addition, East-West Gateway facilitates and coordinates the IACG which is made up of representatives from the State air agencies, State transportation agencies, EPA Regions 5 and 7, FHWA Missouri and Illinois Divisions, FTA Regions 5 and 7, local air pollution control agencies, local transit agencies and selected local transportation agencies. The Missouri Transportation Air Quality Conformity SIP and Illinois Memorandum of Agreement form the operational structure of the Interagency Consultation Group and its activities. *??We should add something about the CMAQ process here (?) – EPA, DOT, et al should be involved in the CMAQ process in a consultation capacity. . separate paragraph*

Missouri Department of Natural Resources

Point of Contact: Ron Jeffries

1. Prepare SIP.

Who - MDNR's Air Pollution Control Program is the responsible agency for the SIP.

When - As needed.

How - Interagency Consultation Process.

2. Coordinate with MPO on TCMs.

Who - FHWA, FTA, MDNR, MoDOT.

When - As required.

How - Interagency Consultation Process

3. Review conformity determination.

Who - EPA, FHWA, FTA

When - Prior to regional approval of a new or revised transportation plan or transportation improvement plan, and at other times as required by state rule.

How - ~~Usually~~ parallel processing to expedite review between agencies.

4. Conduct emissions modeling.

Who - East-West Gateway Council of Governments is the lead responsible agency.

When - Long Range Transportation Plan: at least once every three years, revisions between planning cycles.

How - Each metropolitan planning organization has its own computer modeling system.

Illinois Environmental Protection Agency

Point of Contact: Mike Rogers

1. Prepare SIP.

Who - The IEPA is the responsible agency for the SIP.

When - As needed.

How - Adoption of regulations by the Illinois Pollution Control Board. Interagency consultation process used in the development of motor vehicle emissions budgets.

2. Coordinate with MPO on TCMs.

Who - FHWA, FTA, IEPA, IDOT.

When - As required.

How - Interagency Consultation Process

3. Review conformity determination.

Who - EPA, FHWA, FTA

When - Prior to regional approval of a new or revised transportation plan or transportation improvement plan, and at other times as required by state rule.

How - Usually parallel processing to expedite review between agencies.

4. Conduct emissions modeling.

Who - EWGCOG is the lead responsible agency.

When - Long Range Transportation Plan: at least once every three years, revisions between planning cycles.

How - Each metropolitan planning organization has its own computer modeling system.

Missouri Department of Transportation

Point of Contact: Mike Henderson

1. Develop statewide plan and STIP

Who – Mike Henderson, Transportation Planning

When - STIP projects start at the beginning of the state fiscal year, i.e. 2005-2009 STIP will begin in July of 2004.

How - Simply stated, each district submits work programs based off funds allocated to their area. The work programs are developed by MoDOT and our planning partners.

2. Assist in data management.

Who – Mike Henderson, Transportation Planning

When - On-going

How - Via MoDOT's Transportation Management System

Illinois Department of Transportation

Point of Contact: Betsy Tracy

1. Develop statewide plan and STIP

Who -

When -

How -

2. Assist in Data Management

Who -

When -

How -

U.S. Environmental Protection Agency, Region 5
Point of Contact: Michael Leslie

1. Review conformity determination

Who - Criteria Pollutant Section, Air Programs Branch, Air and Radiation Division
77 W. Jackson Blvd.
Chicago, IL 60605

When - Consultation takes place prior to the final submittal of the conformity determination. Region 5 has a MOU with U.S. DOT to review and comment on conformity determinations within 30 days of receipt of the final materials.

How - All materials and documentation is reviewed for compliance with the conformity regulations in 40 CFR part 93.

2. Ensures compliance with the Clean Air Act

Who - Criteria Pollutant Section, Air Programs Branch, Air and Radiation Division

When - Continually

3. Determines if motor vehicle emission budget is adequate.

Who - Criteria Pollutant Section, Air Programs Branch, Air and Radiation Division

When - When the State submits a SIP revision request, the SIP is reviewed for completeness. If a motor vehicle emission budget (MVEB) is included in the SIP submittal, EPA posts a notice on the adequacy web page for a 30-day public comment period. After the comment period, the MVEB is reviewed along with the entire submittal to see if the submittal meets the minimum adequacy criteria in section 93.118(e)(4).

How - The SIP submittal is reviewed for the minimum adequacy criteria as described above.

U.S. Environmental Protection Agency, Region 7
Point of Contact: Amy Bhesania, Elizabeth Kramer

1. Review conformity determination

Who -

Air Planning and Development Branch, Air, Waste and Management Division
901 N. 5th St.
Kansas City, KS 66101.

When - When LRTPs or TIPs are issued from FTA/FHWA (30 day timeframe)

How - Conformity Checklist (Attachment B).

2. Ensures compliance with the Clean Air Act

Who -

When - When rules are revised that include conformity issues (i.e., the proposed 8-hour conformity rule.)

How - Shares with partners after publication in the Federal Register or eDocket.

3. Determines if motor vehicle emission budget is adequate.

Who -

Shelly Rios, Region 7 (same address as above), works with MPOs, states, etc., on new mobile models.

When - When new budgets are created (i.e., after release of a mobile model)

How - In cooperation with East-West Gateway Council of Governments. Most drafts have been previewed prior to submission.

U.S. Department of Transportation/FHWA Missouri and Illinois

(Missouri is the lead region)

Point of contact: Brad McMahon

1. Obligate and release Federal Funds.

Who - Brad McMahon (Missouri), Chris Fraley (Illinois).

When - as needed.

2. Review and approve conformity determination.

Who - Brad McMahon, Missouri Division, John Donovan, Illinois Division.
Alan Masuda signs.

When - As needed

How - Review and Coordinate with EPA

3. Perform MPO planning certification review.

Who - Brad McMahon, [John Donovan](#)

When - Every four years (Next cert. Sept 2008)

How - Desk Audit and site visit. The report is completed and signed by Region 7
FTA and FHWA Missouri Division. (Both signatures required by _____.)

U.S. DOT - FTA

Point of Contact: Joni Roeseler

Responsibilities:

Review and approve conformity determination: Accomplished by the planning office at FTA using a checklist and prior to approving the STIP.

Perform MPO planning certification review: Accomplished by FTA/FHWA and EPA. This is a certification documents that involves 2-3 days of face-to-face review. This is done every three years for Kansas City.

Transit Operators - Metro

Point of Contact: Tracy Beidleman

Sponsor projects in the plan and TIP.

Designated recipient for FTA funds.

Metro is represented on the East-West Gateway Council of Governments with a vote on the Board.

County Governments - St. Louis County Department of Health
Point of Contact: Michael Zlatic

Participate as MPO member. Primarily a reporting function to the organization..

Michael J. Zlatic, PE, CHMM, QEP
Chief Environmental Engineer
Division of Environmental Protection
Saint Louis County Department of Health
111 S. Meramec Avenue - 2nd Floor
Clayton, MO 63105

Web Sites

www.epa.gov

www.dot.gov

www.fhwa.dot.gov

www.dnr.state.mo.us

www.epa.state.il.us

www.epa.gov/otaq/transp/conform/adequacy.htm

www.modot.mo.gov

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA_LU) has authorized funding through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) for projects in areas not meeting national air quality standards. CMAQ funding is directed toward transportation projects or services having air quality benefits and which will contribute to attainment of national ambient air quality standards, focusing on ozone and carbon monoxide.

The development, selection and implementation of CMAQ projects is a process involving agencies at the local, state and federal levels. Interaction, coordination and consultation is required for a project to go from development to implementation. The CMAQ process occurs in parallel with the preparation of the TIP. Public participation requirements for the TIP also apply to CMAQ projects.

Project sponsors are responsible for developing the potential CMAQ projects and submitting the projects to EWGCOG for review and evaluation. Project submissions should be completed according to the guidelines in the CMAQ Project Development Workbook ([link](#)). All CMAQ funded projects and programs require assessment and documentation of air quality benefits.

Once EWGCOG staff, in consultation with the states and citizens of the region, has reviewed, evaluated and ranked the CMAQ candidate projects, selected projects are included in the TIP. The selected projects are reviewed by FHWA and FTA in consultation with USEPA to determine project eligibility under the CMAQ program. After the approval of the TIP by these federal agencies, projects included therein are eligible to receive federal funds.