

INTER AGENCY CONSULTATION GROUP  
Tuesday, June 25, 2013  
East-West Gateway Board Room

Members Present:

Michael Coulson, Chair - East-West Gateway Council of Governments  
Joe Winkelmann - Missouri Department of Natural Resources  
Mike Henderson - Missouri Department of Transportation  
Jim Stack - Illinois Department of Transportation, District 8  
Betsy Tracy - Federal Highway Administration, Illinois  
Wendy Vit - Missouri Department of Natural Resources  
Steven (Cody) Brown - U.S. Environmental Protection Agency Region 7 (telephone)  
Mike Rogers - Illinois Environmental Protection Agency (telephone)

Staff:

Mark Ashby Carol Lawrence

1. Call to Order

The meeting of the Inter Agency Consultation Group (IACG) was called to order by Mike Coulson, East-West Gateway Council of Governments (EWG).

2. Status Report - Conformity Determination for FY 2014-2017 Transportation Improvement Program  
- East-West Gateway Council of Governments

The comment period for the draft Conformity Determination and the draft FY 2014-2017 Transportation Improvement Program (TIP) began on May 31, 2013 and runs through July 5, 2013. Comment period announcement, documents and comment forms can be found on the EWG website. Notice is also available on the electronic Local Government Briefings and will be there until the end of the comment period. Announcements were published in local newspapers. Four of six public open house meetings have been held. The last two are this week. Editorial comments received from Mike Rogers of Illinois Environmental Protection Agency (Illinois EPA) have been incorporated into the final document. The Conformity Determination will be presented to the EWG Board of Directors at their July meeting. It will then be sent on to our Federal partners.

Mr. Coulson, EWG, said that at the St. Louis County open house meeting, the Shrewsbury Public Works Director remarked that he would like to see how TIP projects adjacent to Shrewsbury would affect it. Perhaps schematics regionally significant project would be of use. Ms. Tracy, Federal Highways Administration (FHWA) IL, said that she works with several Metropolitan Planning Organizations (MPOs) which use interactive Google Maps for project presentation.

### 3 Conformity Users Guide - East-West Gateway Council of Governments

The final draft of the Conformity Users Guide was e-mailed earlier to the IACG and also handed out at the meeting. After the Guide is adopted, will add a cover for final printing and distribution. Mr. Brown of U.S. Environmental Protection Agency (USEPA) Region 7 coordinated the review of the draft by the USEPA Office of Transportation and Air Quality (OTAQ). Staff has incorporated a majority of their comments into the final draft. Mr. Brown, USEPA Region 7, said that the OTAQ comments were a follow-up to what they had reviewed before and are just suggestions and not required corrections.

Mr. Winkelmann, Missouri Department of Natural Resources (MoDNR), asked about the addition of the following sentence to the Participate in Conformity Determination Process sub-section of the MoDNR section on page 17. "Participate in hot-spot analysis process for project level conformity." He observed that there had been many discussions on the role of the IACG in project level conformity and had come to conclusion that hot-spot analysis is responsibility of project sponsor. Project sponsors need to consult checklist developed by Missouri Department of Transportation (MoDOT). He did not have a problem with looking at a project and returning it back to NEPA people.

Ms. Lawrence, EWG, said that the addition of that sentence was in response to a USEPA comment suggesting to mention a consultative role for state environmental agencies. Here is the OTAQ comment in full. "Since state air agencies are key experts to be consulted for several aspects of hot-spot analyses, it is recommended a consultative role be added for MDNR for hot-spot analyses for project conformity under the 'Participate in Conformity Determination Process' sub-heading."

Mr. Coulson, EWG, said that Guide could cover the idea that all IACG members would be involved in screening of hot-spot projects, on an as-needed basis. Mr. Henderson, MoDOT, said that a project sponsor can determine on their own if that project would need a hot-spot analysis. Mr. Brown, USEPA Region 7, said that comment was based on the idea that anyone doing a hot-spot analysis would consult with the state for information such as monitoring data. Mr. Winkelmann, MoDNR, said that he wanted to encourage DOTs to have something similar to what MoDOT developed and that need to make sure that most hot-spot analysis decisions for a project are done before the IACG sees it.

**It was the consensus of the group to delete the last sentence on page 17 and insert the following in its place. "Have a consultative role in hot-spot analysis for project level conformity, if needed." This action will also be done to the Participate in Conformity Determination Process sub-section of the Illinois EPA section on page 18.**

Mr. Winkelmann, MoDNR, pointed out that in the Hot-Spot Analysis sub-section of the MoDOT section on page 19, it should read a CO limited maintenance area not CO

non-attainment area. Mr. Henderson, MoDOT, observed that currently hot-spot requirements only apply to CO and PM. Mr. Winkelmann, MoDNR, pointed out that these requirements could change. Mr. Henderson, MoDOT, suggested replacing "CO or PM<sub>2.5</sub> non-attainment areas" with "applicable non-attainment or maintenance areas". **The consensus was for the reference to CO or PM<sub>2.5</sub> to be dropped and to use "applicable maintenance or non-attainment areas" in both the MoDOT and Illinois Department of Transportation (IDOT) sections.**

Mr. Brown, USEPA Region 7, re-emphasized that the comments from OTAQ are merely suggestions/recommendations. USEPA does not need to see another draft. He said that USEPA trusts that whatever the IACG does it will be in keeping with the spirit of the rules and regulations.

Mr. Coulson, EWG, said that the two revisions discussed today will be made.

Mr. Henderson, MoDOT, made a motion that the Conformity Determination Users Guide be approved with these two changes duly noted. Mr. Stack, IDOT, seconded the motion. The motion was approved.

Mr. Coulson, EWG, praised the IACG for their diligent efforts in completing the Guide. The Users Guide will be a welcome addition and as staff cycle in/out of Conformity work, it should help them to have a better understanding about the process.

#### 4 Update on Congestion Mitigation Process - Mark Ashby, East-West Gateway Council of Governments

The Congestion Management Process (CMP) first began as a Congestion Management System initiated under ISTEA. It was one of six management system plans required to be completed by a Metropolitan Planning Organization (MPO). In a non-attainment area, a capacity expansion project had to go through congestion management system. System consisted of a checklist listing demand management strategies and operation management strategies.

Under SAFETEA-LU, Congestion Management System became CMP. It is to be integrated into policy and programming for the long range transportation plan, corridor planning and project development for the Transportation Improvement Program (TIP). The development of a CMP should result in multimodal system performance measures and strategies that can be reflected in the Metropolitan Transportation Plan and the TIP. Federal funds may not be programmed for any project in a non-attainment area that will result in a significant increase in the carrying capacity for single-occupied vehicles, unless the project is addressed through a CMP with a mitigation component (demand reduction and operational management strategies). A tool box of strategies has been assembled for project sponsors to review and use in the development of their projects.

CMP is a systematic and regionally-accepted approach for managing congestion. It is to provide accurate, up-to-date information on transportation system performance. Alternative strategies for congestion management that meets state and local needs are to be assessed. The CMP provides a structured process for analyzing congestion issues and an objectives-driven, performance based approach. Roadways part of the CMP network include: interstates; freeways and expressways; principal arterials; all Mississippi River and Missouri River bridges on interstates, freeways, expressways and principal arterials; MetroLink lines; and principal bus arterial routes. As part of the process, a Congestion Management Committee (CMC) was formed. It is composed of principal stakeholders in the region such as local jurisdictions, MoDOT, IDOT and Federal Highways Administration (FHWA). The CMC serves as a framework to increase collaboration and coordination and the sharing of data.

EWG is finalizing the CMP document with the assistance of the CMC. In it the relationship between CMP and the long range transportation plan is delineated. This inter-relationship was integrated into goals and objectives of the CMP. CMP goals include: reduce congestion on the regional transportation system; improve transportation reliability; and increase multimodal transportation access and choices on the regional transportation system. A series of multimodal performance measures have been developed which will use the Intelligent Transportation System (ITS) information that is already in place. Over the last 20 years have made major investments in ITS infrastructure. CMP provides an opportunity to start collecting ITS information and make more of a collaborative/sharing process.

Staff has incorporated all comments received from stakeholders and FHWA into the final draft CMP. The CMC is currently reviewing the final draft and will discuss it at their July 2 meeting. The EWG Board of Directors is to take action on the CMP at their July meeting.

After the CMP is approved, can move into the implementation phase. The CMC is integral to CMP implementation. The CMC is a way to share transportation performance information and to show how to incorporate congestion management into project development process and then reflected in the TIP.

Mr. Coulson, EWG asked if the CMP relate to the Congestion Mitigation Air Quality (CMAQ) program. Mr. Ashby, EWG, said that is being worked on now. At this time, sponsors are not required to participate in the CMP to receive approval of CMAQ project. The ultimate idea is to utilize the information collected through CMP in development of CMAQ projects. CMAQ applicants are encouraged to utilize the CMP database.

## 5 Other Business

There being no other business, the meeting of the IACG was adjourned.