

INTER AGENCY CONSULTATION GROUP
Tuesday, May 24, 2016
East-West Gateway Board Room

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments
Stacy Allen - Missouri Department of Natural Resources
Mike Henderson - Missouri Department of Transportation
Betsy Tracy – Federal Highway Administration, Illinois
Heather Hamilton - U.S. Environmental Protection Agency Region 7
Chris Schmidt – Illinois Department of Transportation
Brad McMahon – Federal Highway Administration, Missouri
Buzz Asselmeier – Illinois Environmental Protection Agency (Telephone)

Others Present:

Emily Wilbur – Missouri Department of Natural Resources
Adel Alsharafi – Missouri Department of Natural Resources
Curtis Jones - Illinois Department of Transportation, Office of Planning & Programming
Kevin Jemison – Illinois Department of Transportation, District 8
Deborah Bredehoff – U.S. Environmental Protection Agency Region 7

Staff:

Mary Grace Lewandowski Lubna Shoaib Jason Lange Rodney Halbert

1. Call to Order

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

2. Update FY 2017-2020 Transportation Improvement Program and Conformity Determination
 - East-West Gateway Council of Governments

Mr. Lange, EWG, said that at the end of April the IACG was sent a list of projects which potentially could be included in the regional travel demand model. The projects were sorted by air quality classifications of Regionally Significant, Not Regionally Significant or Exempt. The IACG was asked to review and comment on the air quality classification of the projects. On May 21 a list with ten additional projects was sent out. As of today, the Illinois Department of Transportation (IDOT) has not released their program. EWG is preparing the draft Transportation Improvement Program (TIP) and draft Conformity Determination so they can be sent out in mid-June to the Executive Advisory Committee and the Board of Directors. After the June Board meeting, the draft TIP and draft Conformity Determination will be released for public comment. The comment period will run from July 1 to August 10. During July there will be a series of open houses throughout the region and a one-hour online chat (in cooperation with the

St. Louis Post-Dispatch). The final TIP and final Conformity Determination will be taken to the EWG Board for approval in August.

Ms. Shoaib, EWG, said that the regional travel demand model has been run and staff is now running the air quality analysis model. Ms. Lawrence, EWG, added that the Draft for Preview Conformity Determination document is being prepared. It will be sent to the IACG sometime in June.

Ms. Lewandowski, EWG, asked how the IDOT projects will be handled. Mr. Lange, EWG, replied that the Governor's office has to release the IDOT program before it can be made public. IDOT has provided project information which has been included in the transportation network and modeling but it cannot be listed yet. Ms. Shoaib, EWG, said that it is assumed that the IODT information received will be approved by the Governor and staff moves forward. Mr. Lange, EWG, pointed out that the draft Conformity Determination and draft TIP will only contain those projects recommended for funding.

3. Process to Develop Motor Vehicle Emission Budgets for Draft Maintenance Plan for 2008 Ozone Standard
- Stacy Allen, Missouri Department of Natural Resources

Missouri Department of Natural Resources (MoDNR) is in the middle of preparing the redesignation request and Maintenance Plan for 2008 ozone standard. MoDNR is asking the IACG for feedback on the input vehicle growth rate methodology for future year vehicle miles traveled (VMT) and vehicle population used in the development of motor vehicle emission budgets for the transportation conformity section of the plan.

The motor vehicle emission budget is to show that the St. Louis area will continue to meet air quality goal of declining emissions from the base year of 2014 out to a future year, 2030. In selecting 2030, MoDNR is assuming that it may take EPA three or four years to act on these documents and want to make sure that the Maintenance Plan covers a ten year period.

IACG consultation will be of use in the development of the 2030 budgets. MoDNR has talked with EWG and Missouri Department of Transportation (MoDOT) about VMT and VMT and vehicle population growth rates. VMT is needed for the MOVES model. MoDOT has developed an urban area (St. Louis, Kansas City with part of Columbia and Springfield) VMT growth rate for all vehicles on all road types. Growth rate changes from year to year. The 2013-2015 growth rate for all the urban road types together was 1.7 percent. When budgets were last developed, a 1.5 percent the VMT growth rate was used. Reviewed FHWA long term (1990-2014) travel monitor data and found that the growth rate was also 1.7 percent. Using 1.7 percent per year as the VMT growth rate will give a reasonable, slightly higher emissions estimate and a conservative budget. Ms. Allen, MoDNR asked if there were any comments or concerns. None were made.

EPA's method to estimate future vehicle population growth is based on future population estimates. It is the view of MoDNR that population growth is not necessarily related to the number of cars on the road. This method assumes uniform growth of cars, trucks, motorcycles and buses. MoDNR examined statewide vehicle population data by vehicle types for 2009, 2011 and 2014 from the FHWA VM-1 report. These are years with statewide emissions inventories. MoDNR asked for feedback on using a calculated 2011-2014 average annual percent change for each vehicle type to estimate future vehicle population. Based on statewide data, average annual growth rates would be: -2.9 percent growth rate for cars, 4.8 percent growth rate for trucks; and a -21.1 percent growth rate for buses. She asked if a flat growth rate or a nominal increase would be preferred.

Ms. Shoaib, EWG, pointed out that EPA requires the use of vehicle population data that is not more than five years old and that when Chicago updated their vehicle population data, they were not able to pass their Conformity budget test. So the vehicle population growth rate is a very important number. Also, the 2011-2014 negative growth rates do include the recession effect, meaning there are much older vehicles in the mix. It has been pointed out that Millennials use cars less, but when look in terms of region or nation, they make up a very small percentage of driving public. Transit is a small percentage and trend is not large enough to justify a drop in vehicle growth. Ms. Allen, MoDNR, agreed that the growth rate for buses can remain flat for future year. Transit is a small sample size and it is better to leave growth rate flat than to go with a negative number.

Mr. McMahon, Federal Highway Administration (FHWA) MO, asked what was the cause of the decrease in transit. Ms. Allen, MoDNR, said that FHWA report showed less than 1,000 buses statewide. These were transit buses and school buses were included in the truck category. Ms. Shoaib, EWG, said that Metro is looking at bus rapid transit and the region has a good light rail system which utilizes feeder buses. The negative bus growth rate sounds suspect. Just wanted to bring this to the IACG's attention. Ms. Allen, MoDNR, pointed out that this is a statewide negative growth rate for buses. So if the IACG feels like this number is not representative of the St. Louis area, can use a flat growth rate and assume that the Metro system would continue at about the same size.

Mr. Henderson, MoDOT, asked how alternative fueled vehicles would fit into that negative growth rate. Ms. Shoaib, EWG, replied that this group would be included and taken care of in the modeling with type of fuel input. Ms. Allen, MoDNR, said that the car growth rate was also statewide and it could be reflective of less trips, consolidation of trips, or people getting away from owning multiple cars. Ms. Lewandowski, EWG, observed that an increase in seniors also could have an impact the number of cars. Ms. Shoaib, EWG, said that her concern was that this annual -2.9 percent reduction would be applied to each vehicle type and would wind up with a larger absolute reduction in number of cars. Ms. Allen, MoDNR, said that the loss of several thousand cars is more significant than five to ten buses. If the IACG is more comfortable with use of a flat or zero growth rate for cars and buses, MoDNR could move forward and not use a negative growth rate. It would produce a more reasonable number. There will still be

an increase in trucks. MoDNR staff were also concerned about a negative growth rate. A justification of this decision would be included in the Maintenance Plan documentation.

Ms. Shoab, EWG, added that it is a matter of perspective. St. Louis is not a very fast growing region, but do show slight population growth out to 2045. Even a vehicle growth rate of zero would be offset by millennials and older adults using cars less. Ms. Allen, MoDNR, said MoDNR will move forward and not use a negative growth rate for cars and buses.

Ms. Allen, MoDNR, said that another model input to discuss is vehicle age distribution or how old the vehicle fleet will be in the future. EPA uses a method based on human population growth estimates. EPA has a new optional tool which states can use to estimate future vehicle age distribution. The average age of vehicles on the road is slightly older (one to one and half years) than it was ten years ago. Unsure how representative this age distribution is when it is extrapolated out to 2030. States which have used this tool found that it shows there is a much older fleet (higher emitting). Using the output from the EPA tool caused problems for one state in meeting their transportation conformity budget. Until this tool is further investigated, MoDNR is proposing not to use it. Therefore, MoDNR is proposing to use the same vehicle age distribution method as have done in the past. The identical age distribution will be used for the 2014 base year and 2030. It is appropriate and approvable.

As no comments or concerns on these growth rates were expressed by IACG, MoDNR will start the future year modeling runs. Input tables will be sent to Ms. Shoab for review.

Motor vehicle emission budget are just one part of all the other emissions sources that have to be examined in the Maintenance Plan. The St. Louis area needs to continue a downward trend in emissions out to 2030.

It is anticipated that budget development should be completed around June 1. Budgets will be included in main document and circulated on or about June 1 for IACG consultation. Right now the formal IACG review and comment period for the SIP and motor vehicle emission budgets is scheduled for June 1 – 30. The Missouri Transportation Conformity rule states that the IACG has 30 days to review budget before MoDNR can present the document to the MACC. On June 27 the document will be posted, starting a statewide public comment period which ends August 4. A public hearing will be held at the July 28 Missouri Air Conservation Commission (MACC) meeting. The MACC will act on the redesignation request and Maintenance Plan at their August 25 meeting. They then can be submitted to EPA.

Ms. Hamilton, EPA Region 7, asked which version of MOVES is being used. Ms. Allen, MoDNR, said that they are using the latest version, MOVES2014A.

4. Federal Highway Administration Request for Comments: Proposed National Performance Measures for Assessing CMAQ Program – Traffic Congestion; and Proposed National Performance Measures for Assessing CMAQ Program – On-Road Mobile Source Emissions
- Betsy Tracy, Federal Highway Administration, Illinois

Ms. Lawrence, EWG, said that in April a Notice of Proposed Rulemaking for the third set of FHWA National Transportation Performance Management Measures was published in the Federal Register. Subparts G and H address proposed performance measures and requirements state departments of transportation (DOT) and Metropolitan Planning Organizations are to use to assess the Congestion Mitigation Air Quality (CMAQ) program. The comment period runs through August 2016. Fact sheets on these proposed subparts were distributed.

Ms. Tracy, FHWA IL, said that the proposed performance measures in Subpart G look at actual hours of excessive delay and those in Subpart H focus on total emissions reduction for each applicable pollutant. For more information on the contents of the proposed rule go to www.fhwa.dot.gov/tpm/rule. As the St. Louis region has a population of over one million, a number of performance management measure planning requirements will be triggered. As this is a bi-state area with two DOTs, may have to have a unified plan. Also, the area will have to prepare a performance plan.

Ms. Lawrence, EWG, said that the FHWA Transportation Performance Management website contained factsheets, schedule for webinars and rule-making schedule. It was good to have a brief overview because eventually, EWG, MoDOT and IDOT will be involved in this activity.

Mr. Henderson, MoDOT, said that the requirements for performance management measures came out of the Moving Ahead for Progress in the 21st Century Act (MAP-21). He has begun to develop a Subpart H tracker form based on the current CMAQ report process. Benefit emissions numbers will have to be prepared. It is his understanding that if in attainment for a pollutant, a report does not have to be prepared. Right now, looking at volatile organic compounds and oxide of nitrogen and have to develop measure for fine particle matter (PM_{2.5}). The State's performance measures probably will be the same as St. Louis'.

Mr. Schmidt, IDOT, asked if MoDOT plans to use FHWA's National Performance Management data service center or an alternative data source. Mr. Henderson, MoDOT, said that he anticipates that MoDOT would use their own databases as much as possible but someone else at MoDOT is responsible for that.

5. Other Business

There being no other business, the meeting of the Inter Agency Consultation Group was adjourned.