



EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

AGENDA

INTER AGENCY CONSULTATION

GROUP Tuesday, October 26, 2021

2:00 pm – 3:00 pm

Virtual Meeting

DUE TO COVID-19 OUTBREAK, EAST-WEST GATEWAY'S OFFICES ARE CURRENTLY CLOSED TO THE PUBLIC AND WILL BE UNTIL FURTHER NOTICE

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- 1. Call to Order**
 - Carol Lawrence, East-West Gateway Council of Governments
- 2. Conformity Determination and FY 2022 -2025 Transportation Improvement Program Update**
 - East-West Gateway Council of Governments
- 3. Update on Motor Vehicle Emissions Budgets Development Process**
 - Missouri Department of Natural Resources
- 5. Other Business**
- 6. Adjournment**

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Meeting Notes
Inter Agency Consultation Group
Tuesday, August 24, 2021
2:00 pm – 3:00 pm
Virtual Meeting

Members

Carol Lawrence – East-West Gateway Council of Governments
Stephen King – Illinois Environmental Protection Agency
Tom Caldwell – Illinois Department of Transportation
Matthew Harrell – Illinois Environmental Protection Agency
Kevin Jemison – Illinois Department of Transportation
Christopher Schmidt – Illinois Department of Transportation
Mike Henderson - Missouri Department of Transportation
Betsy Tracy – Federal Highway Administration, Illinois
Jed Wolkins – EPA Region 7
Mark Leath – Missouri Department of Natural Resources
Francisco Cortalezzi – Missouri Department of Natural Resources

Others

Sal Valadez
Joy Johnson – Missouri Department of Natural Resources

Staff

Mary Grace Lewandowski, Lubna Shoaib, Jennifer Vuitel, Brad Williams, Maureen McCarthy, Lee Harris

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. Development of MOVES Inputs for Upcoming State Implementation Plan Action
- Francisco Cortalezzi, Missouri Department of Natural Resources

Currently the majority of the St. Louis area is part of a marginal non-attainment area for the 2015 ozone standard. The marginal non-attainment area SIP was posted for public comment in April and is now being proposed for adoption. The requirements for the marginal non-attainment area SIP include a baseline emissions inventory based on the 2017 National Emissions Inventory (NEI), non-attainment new source review permit programs, periodic inventories, emissions statements, and emission offset requirements. The attainment deadline is August 3, 2021 and attainment is based on 2018 – 2020 data.

For the development of MOVES inputs for the upcoming SIP actions, the emission years of interest are 2017, 2020, 2023, 2027, and 2035. Working on determining data sources for modeling inputs used for SIP emission inventories and motor vehicle emission budgets.

Currently, a change in the classification of non-attainment area from marginal to moderate is pending. This is based on the 2018 – 2020 data and the design value of 71 ppb (standard is 70 ppb). It is anticipated that the EPA will propose this change in the fall of 2021 and make it final in 2022. The moderate non-attainment area SIP elements include an attainment demonstration, reasonable further progress, inspection and maintenance, and reasonably available control technology. Once attainment is achieved a maintenance plan can be developed and a re-designation request can be submitted.

Critical MOVES county database inputs include vehicle miles traveled (VMT), vehicle population by source type, fuel characteristics, speed distribution, road type distribution, age distribution, Vehicle Inspection and Maintenance (I/M) program, and meteorology. The data source for each emission year will continue to evolve. For 2017 MoDNR will rely on the 2017 NEI and for 2020 they will use the 2020 NEI, which is currently being developed. The years 2023, 2027, and 2035 will rely on the 2020 NEI for everything except VMT and vehicle population. The VMT for those years will grow from 2019 and the vehicle population will grow from the 2020 NEI. For all of the future analysis years MoDNR will toggle between the Reformulated Gasoline Program (RFG) and conventional gasoline fuel tables and also toggle the I/M program on and off.

The current development of the 2020 NEI will rely on different data sources for each input. The table below provides that information.

MOVES Input	Intended Data Source
VMT	DNR creates with MoDOT data
Vehicle Population	DNR will create using Missouri DOR vehicle registration data
Age Distribution	
Speed Distribution	Either use EPA default or DNR will create using MoDOT data
Road Type Distribution	
Fuel	EPA/MOVES Default
I/M Program	DNR creates with I/M contractor data
Meteorology	DNR creates with Missouri Historical Agricultural Weather Database

Growing VMT for future analysis years involves developing an annual growth rate and applying it to the most recent representative annual VMT data. The last ten years of VMT data from MoDOT needs to be evaluated to determine the appropriate growth rate. MoDNR proposes to apply the determined growth rate methodology to the 2019 VMT data at the county level to estimate projected VMT data for 2023, 2027, and 2035.

For growing the vehicle population the annual growth rate needs to be obtained and applied to the most recent representative vehicle population, which is the 2020 NEI. The 2017 and 2019

statewide vehicle data from the Federal Highway Administration needs to be evaluated to determine the appropriate annual growth rate. A part of that calculation is labeling vehicle types. For MOVES there will be motorcycles, passenger cars, seven types of truck, and three types of buses. Below are the numbers that were used for that analysis.

Vehicle Type	MO 2017 Population (FHWA)	MO 2019 Population (FHWA)	Annual Growth Rate (%)
Motorcycles	138,294	135,954	-0.850%
Automobiles	2,141,050	2,052,788	-2.083%
Trucks	3,262,212	3,318,327	+0.856%
Buses	27,180	27,220	+0.074%

MoDNR would like to propose for future MOVES inputs to hold motorcycle and passenger car populations constant at the 2020 NEI values since there was a negative growth rate between 2017 and 2019. They also propose growing the 2020 NEI values for trucks at a 0.856% annual compound growth rate and buses at a 0.074 percent annual compound growth rate.

Lubna Shoaib from East-West Gateway concurs that a negative growth rate should not be used, but says that the values should not be zero for motorcycles and automobiles. For every one car that is purchased there is not always another car being removed from the roads. Also, it seems that the growth rates for trucks and buses are too low. Rather than agree on growth rates now Lubna proposed that all discuss the rates at a later time. MoDNR will talk with Lubna in order to understand what EWG will have to do to produce missions estimates out to 2050 (horizon year for next long range transportation plan).

For the development of the 2020 NEI Vehicle Inspection and Maintenance (I/M) input MoDNR plans to create their own input using data from their I/M contractor. For future years they plan to toggle the I/M input on and off in MOVES to determine the future benefit of I/M.

The development of fuel characteristics for the 2020 NEI MoDNR plans to use the EPA/MOVES default inputs for the St. Louis region that account for the benefit of RFG. For future years (2023, 2027, and 2035) MoDNR plans to toggle between RFG and conventional gasoline to determine the future benefit of RFG.

MoDNR plans to use local weather data from the Missouri Historical Agricultural Weather Database to create the meteorology inputs for different regions of the state. Future years will use the same meteorology as the base year in the relevant SIP action.

For the age, road type, and speed distribution inputs for the 2020 NEI the plan is to use Department of Revenue and the MoDNR I/M contractor data to create age distribution curves.

Either EPA MOVES defaults for speed distribution and road type distribution will be used or the inputs will be created with Missouri Department of Transportation (MoDOT) data. For future years the plan is to use the unchanged 2020 NEI data.

If you have questions or would like more information you can contact Francisco by phone at (573) 526-0796 or email at Francisco.Cortalezzi@dnr.mo.gov

Illinois EPA said that they are working to complete the 2020 NEI. Matt Harrell works on the point source inventory and Steven King will be working with the MOVES3 model. Rory Davis replaced Buzz Asselmeier. Currently, Illinois is finalizing a request to EPA Region 5 to redesignate to attainment the Chicago area for the 2008 ozone standard. The aim is to have the redesignation approved before EPA proposes to bump-up the area from moderate to severe.

MoDNR will reach out to Illinois EPA so can know what each is doing.

3. Update on Conformity Determination and FY 2022 – 2025 Transportation Improvement Program

- East-West Gateway Council of Governments

The Governor vetoed Missouri House Bill 661 in July. The veto session starts September 15, which is after the start of the comment period for the draft Conformity Determination and draft FY 2022-2025 TIP. As the outcome of the veto session is unknown, taking a conservative approach to the emissions modeling and assuming that Franklin, Jefferson, and St. Charles Counties are not going to be in the Gateway Vehicle Inspection Program in the future. Jefferson and Monroe Counties are going to be included in this Conformity Determination. The modeling is underway and the anticipated completion date is September 8. EWG is also working on the documentation report and the appendices.

The draft TIP and Conformity Determination are to be completed before the start of the comment period on September 10. The comment period will run through Monday, October 11. The EWG Board of Directors will receive the draft document in September and take action on Conformity and the FY 2022-2025 TIP at the October 27 Board meeting.

4. Other Business/Adjournment

The next meeting of the IACG will be October 26, 2021 and will be virtual. There being no other business, the meeting of the Inter Agency Consultation Group was adjourned.