



**EAST-WEST GATEWAY
Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

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AGENDA

INTER AGENCY CONSULTATION GROUP

Tuesday, October 25, 2022

11:45 a.m. – 12:30 p.m.

East-West Gateway and Virtual – GoToMeeting

Please join my meeting from your computer, tablet or smartphone.

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- 1. Call to Order**
- Carol Lawrence, East-West Gateway Council of Governments
- 2. IDOT Amendment to FY 2023 – 2026 Transportation Improvement Program**
- East-West Gateway Council of Governments
- 3. Conformity Determination for Connected 2050**
- East-West Gateway Council of Governments
 - Schedule
 - Regional Emissions Analysis Elements
 - Files to Use for MOVES3
 - Date Conformity Determination Begins
- 4. Reclassification of Nonattainment Area and Motor Vehicle Emissions Budgets**
- General Discussion
- 5. Other Business**
- 6. Adjournment**

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Meeting Minutes
Inter Agency Consultation Group
Tuesday, August 30, 2022
11:45 am – 12:30 pm
East-West Gateway Board Room and Virtual Meeting

Members

Carol Lawrence – East-West Gateway Council of Governments
Kevin Jemison – Illinois Department of Transportation
Tom Caldwell – Illinois Department of Transportation
Mike Henderson - Missouri Department of Transportation
Jed Wolkins – Environmental Protection Agency Region 7
Francisco Cortalezzi – Missouri Department of Natural Resources
Betsy Tracy – Federal Highway Administration IL
Matthew Harrell – Illinois Environmental Protection Agency
Chris Schmidt – Illinois Department of Transportation
Jason Heitman – Environmental Protection Agency Region 7

Staff

Mary Grace Lewandowski, Jennifer Vuitel, James Fister, Rachael Pawlak, Saranya Konala, Maureen McCarthy

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. CMAQ Program – Draft On-Road Mobile Source Emissions and Traffic Congestion Targets

- Saranya Konala, East-West Gateway Council of Governments

The Moving Ahead for Progress in the 21st Century Act (MAP-21) first established a performance-driven, outcome-based planning and programming process. One element was the establishment of performance targets and measures to track progress across the transportation system. For the Congestion Mitigation and Air Quality (CMAQ) Program, 2-and 4-year targets had to be established for annual hours of peak hour excessive delay, nonsingle occupancy vehicle travel, and on-road mobile source emissions.

The CMAQ program was created in 1991. It provides funding for transportation projects and programs to help reduce congestion and improve air quality to regions that face the challenge of attaining or maintaining the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and/or particulate matter (PM) as established under the Clean Air Act. Examples of some projects that could be funded under this program include projects such as traffic flow improvements, transit improvements, bicycle and pedestrian improvements, and even diesel engine retrofits.

Currently there are two federal performance periods that EWG will be looking at. The first performance period started in 2018 and went through 2021. The beginning of the second performance period started in 2022 and will continue through 2025. The deadline for submitting the final performance report of the first performance period is approaching and staff is preparing the second baseline report establishing future targets. In October 2021 the Federal Highways Administration (FHWA) released an applicability determination for the second performance period which identified which measures EWG is responsible for reporting on based on the region's attainment statuses as determined by the EPA. One key thing to note is that EWG is no longer responsible for reporting on carbon monoxide and PM_{2.5} since the region is in attainment for both of those standards. However, still responsible for recording and setting targets on the ozone formation precursors. EWG is also required to set targets on traffic congestion measures because there is a non-attainment area, or maintenance area, within our region. For the 2008 ozone standard the entire East-West Gateway region is classified as attainment/maintenance. For the 2015 ozone standard the majority of the region is in non-attainment except for a portion of Franklin County in Missouri.

One of the performance measures focused on is the Peak Hour Excessive Delay. This is excessive delay that travelers experience per year from traveling on National Highway System (NHS) roadways during peak travel periods per capita. Here, the peak is 3 pm to 7 pm. It is calculated by adding up all of the delay on the NHS system and divide that by the population of the urbanized area. The desired trend long term is to see it going down, to see the congestion on roadways being reduced. Between 2015 and 2019 the delay fluctuated between the 9.2 to 10.6 hour range. During the pandemic there was a steep decline dropping down to five and then going back up to 6.6 hours. During the first performance period EWG set a 2021 target of 9.5 hours, based on historic trends. The target was hit but mostly because of the pandemic causing a decrease in the amount of driving. The pandemic made it a challenge to set a new target. Travel patterns haven't completely recovered and they may have changed long-term leading to different trends. To set these targets a hybrid approach was used studying the pre-trends as well as the late 2021 monthly data and combined the two to establish a two year 2023 target of 8.4 hours and a four year target of 8.3 hours.

Another performance measure is the Percent Non-Single Occupancy Vehicle (SOV) Travel. This is a traffic congestion measure of the percentage of "trips" that occur in non-SOV vehicles or modes including telecommutes and bike/walk. The desired trend for this is an increase in the percent of non-SOV travel. The more SOV alternatives there are, the less congestion there will be. Looking at the historical trends from 2012 to 2019 the region fluctuated between 17.3 percent and 17.8 percent. In 2020 due to the pandemic it shot up to 19.5 percent, which was due to an increase in remote work and telecommuting. The 2021 data is not available yet due to a delay in the release of the American Community Survey data from the federal government. The target set for 2021 was 17.7 percent.

The On-Road Mobile Source Emissions Reduction is the last major measure being looked at. This is a measure of the cumulative estimated emissions reductions for all CMAQ funded projects for each applicable criteria pollutants and precursor. This is not a measure of total emissions. In the St. Louis region the only applicable pollutants are VOC and NOx. During the first performance period, targets for PM2.5 and CO were hit but we fell short on NOx and VOC. This was primarily due to two engine replacement projects in Illinois that did not move forward during the reporting period. Those two projects would have made up the majority of the difference that we are seeing and are the reason why we do this.

All of the targets mentioned are draft targets until the Board of Directors approval of them in late September.

3. Update on FY 2023 – 2026 Transportation Improvement Program and Conformity Determination

- East-West Gateway Council of Governments

The TIP and Conformity Determination will be presented to the Board of Directors tomorrow for their approval. The comment period was from July 1st to August 4th with five open houses. About 20 comments were received, one of which was a general air quality conformity-related comment, not project specific. The comments will be submitted to the Board. No changes have been made to the TIP or Conformity documents based on the comments. The Presented for Approval Conformity Determination document has been sent to Federal Highway Administration MO.

4. Conformity Determination – Looking Ahead

- East-West Gateway Council of Governments

Illinois Department of Transportation Program

In April 2022 Illinois Department of Transportation (IDOT) staff provided information about proposed projects in Madison, Monroe and St. Clair Counties to East-West Gateway (EWG). This information was included in the regional emissions analysis for the Conformity Determination for the FY 2023-2026 TIP. Because Governor Pritzker did not release the IDOT program prior to the public comment period, information about these IDOT projects were not listed in Appendix A – Transportation Planning Projects of in the Conformity Determination document. On August 12, 2022 the IDOT program was officially released by the Governor. There are 64 projects proposed in Madison, Monroe and St. Clair Counties. Of these projects, 55 were included in the regional emissions analysis for the Conformity Determination for the FY 2022-2025 TIP. There are nine new projects which are exempt.

On August 24 the IACG was sent a list of the new IDOT projects for concurrence as to their air quality classification. It is staff's view that these projects are exempt and that a Conformity Determination is not required. EPA Region 7 was asked about this action. In the fall, EWG is planning to do an amendment to the FY 2023 – 2026 TIP and related amendments to LRTP to include the IDOT program. Usual process will be followed.

The Presented for Approval version of the Conformity Determination was sent to the FHWA last week. We would like to have full approval of the CD and the TIP before October 1st. Governor Pritzker released the Illinois transportation program on August 12th. There are 64 projects in Madison, Monroe, and St. Clair Counties, 55 of which were included in the regional emissions analysis for the conformity for the FY22-25 TIP. There are nine new projects and they are exempt. The plan is to do an amendment to the 2023 – 2026 TIP and related amendments to the update to the Long Range Transportation Plan. We asked EPA if we would have to do a mid-year conformity determination for this amendment and they said no. There will be an amendment in October or January and is contingent on what would need to be done for conformity.

Conformity Determination for the Long Range Transportation Plan

The States were moving ahead with Maintenance Plans and Redesignation Requests for 2015 ozone standard. It appears that there could be a potential violation of the standard at the Alton IL monitor (2020 – 2022 data). Approval of MO Maintenance Plan by EPA probably is not happening (or Illinois efforts). Last April, EPA proposed to reclassify 24 areas, including St. Louis, from marginal to moderate for failure to attain 2015 ozone standard based on 2018 – 2020 monitoring data. A final rule has not been issued. EWG staff have been talking with EPA and MoDNR about what all of this would mean for the regional emissions analysis for the 2015 ozone standard done as part of conformity for the long range transportation plan. As of August 30, the analysis years will be 2025, 2030, 2035, 2045 and 2050 (horizon year for Connected 2050). Regional Emissions Analysis for the 2008 and 2015 ozone standards will use the motor vehicle emissions budgets used in the Conformity Determination for the FY 2023 – 2026 TIP. More information will be presented at the next IACG meeting.

5. Other Business/Adjournment

The next meeting of the IACG will be on October 25th, 2022 and will be held in person and virtually. There being no other business, the meeting of the Inter Agency Consultation Group was adjourned.