



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

AGENDA
AIR QUALITY ADVISORY COMMITTEE*
TUESDAY, August 28, 2018
10:00 a.m. – 12 noon
East-West Gateway Board Room

Chair

Steve Stenger
County Executive
St. Louis County

Vice Chair

Mark A. Kern
Chairman, St. Clair County Board

2nd Vice Chair

Robert Elmore
Chairman, Board of Commissioners
Monroe County

Executive Committee

Steve Ehlmann
County Executive
St. Charles County

John Griesheimer
Presiding Commissioner
Franklin County

Lyda Krewson
Mayor, City of St. Louis

Kurt Prenzler
Chairman, Madison County Board

Ken Waller
County Executive
Jefferson County

Members

Chuck Caverly
St. Louis County Municipal League

Emeka Jackson-Hicks
Mayor, City of East St. Louis

Carol Johnson
Franklin County

Reggie Jones
St. Louis County

Mark Kupsky
Vice President,
Southwestern Illinois
Council of Mayors

Roy Mosley
St. Clair County

Lewis Reed
President, Board of Aldermen
City of St. Louis

Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission

Tom Smith
President, Southwestern Illinois
Council of Mayors

Michael Walters
Madison County

John White
St. Charles County

Regional Citizens

Barbara Geisman

C. William Grogan

Richard Kellest
John A. Laker

Non-voting Members

Erin Aleman
Illinois Department of
Transportation

Erika Kennett
Illinois Department of Commerce
and Economic Opportunity

Patrick McKenna
Missouri Department of
Transportation

John Nations
Bi-State Development

Executive Director

James M. Wild

- I. Call to Order**
-Carol Lawrence, Chair, East-West Gateway Council of Governments
A. Minutes of June 26, 2018 Meeting
- II. 2018 Ozone Season Update**
- Carol Lawrence, East-West Gateway Council of Governments
- III. Missouri Air Pollution Control Program Looking Forward**
- Darcy Bybee, Missouri Department of Natural Resources
- IV. Updating *Connected2045*, Long-Range Transportation Plan for the St. Louis Region**
- Peter Koepfel, East-West Gateway Council of Governments
- V. American Fuel Group Report**
- St. Louis Regional Clean Cities Program
- VI. Update Activities of the States**
- Illinois Environmental Protection Agency
- Missouri Department of Natural Resources
- VII. Other Business – Next Meeting October 30, 2018**
- VIII. Adjournment**

*Please note that this meeting will serve as a part of the Inter-Agency Consultation Process as detailed in the Missouri Transportation Conformity SIP.

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MINUTES
AIR QUALITY ADVISORY COMMITTEE
Tuesday, June 26, 2018
10:00 am – 12:00 pm
East-West Gateway Board Room

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments
Stacy Allen – Missouri Department of Natural Resources
Jeremy Rogus – St. Louis County Department of Public Health
Susannah Fuchs – American Lung Association
Mike Right – AAA Missouri
David Shanks – Boeing
Christopher Schmidt – Illinois Department of Transportation
Kisha Lee – Bi-State Development
Brad McMahon – Federal Highway Administration (telephone)
David Bloomberg – Illinois Environmental Protection Agency (telephone)

Others Present:

Dawid Kiersy – Environmental Protection Agency Region 5 (telephone)
Heather Hamilton – Environmental Protection Agency Region 7
Jed Wolkins – Environmental Protection Agency Region 7
Lachala Kemp – Environmental Protection Agency Region 7 (telephone)
Kevin Herdler – St. Louis Clean Cities
Kevin Jemison – Illinois Department of Transportation
Curtis Jones – Illinois Department of Transportation
Steve Whitworth – Ameren (telephone)
Andy Knott – Sierra Club (telephone)

Staff:

Mary Grace Lewandowski Aaron Young Carol Lawrence Bonnie Harper
Maureen McCarthy

1. Call To Order
 - Carol Lawrence, Chair, East-West Gateway Council of Governments

The meeting of the Air Quality Advisory Committee (AQAC) was called to order by Chair Carol Lawrence, East-West Gateway Council of Governments (EWG). The minutes of the May 28, 2019 AQAC meeting were approved as circulated.

A. 2018 Ozone Season – So Far

As of June 24, 2018 there have been eight days with thirty-four exceedances of the 2015 Ozone Standard. The monitors outside of the St. Louis region recorded four days with seven exceedances so far this season. The ozone season during 2016 had eighteen days with exceedances in the region and 2017 had ten days with 21 exceedances. It is likely that the 2018 ozone season will look like 2016 more than 2017. More information on ozone can be found at the On-line Air Quality Resource Center www.ewgateway.org/community-planning/environmental/air-quality. There you can find resources such as the AQI Calendar that converts the highest eight hour average into the EPA's Air Quality Index (AQI) System.

2. Final Designations for the 2015 Ozone Standard and Next Steps
- Lachala Kemp, U.S. Environmental Protection Agency Region 7

The eight-hour ozone standard was strengthened by U.S. Environmental Protection Agency (EPA) in October 2015. The states had until October 2016 to submit non-attainment boundary recommendations. On November 6, 2017, EPA designated about 85 percent of the counties in the United States as in attainment/un-classifiable for the 2015 ozone standard, which included a majority of the counties in Missouri. On December 22, 2017 EPA responded to the recommendations made by the states for the remaining areas that had not been designated as in attainment. For Missouri, the 2016 non-attainment recommendations included Franklin, Jefferson, St. Louis, and St. Charles Counties, and the City of St. Louis. After this, the state had a 120-day process to review EPA's designations and to provide additional information before the EPA makes the final designation. In February 2018 Missouri submitted a revised recommendation for the boundary of the 2015 ozone standard based on 2015-2017 certified monitoring data (instead of the original 2014-2016 data) and other factors. Missouri recommended that the non-attainment area consist of: St. Charles and St. Louis Counties and the City of St. Louis. After EPA reviewed this request, on April 30 it designated as non-attainment for the 2015 ozone standard, Boles Township in Franklin County and St. Charles and St. Louis Counties, and the City of St. Louis. Pacific, Labadie and the Ameren Labadie Power Plant are located in Boles Township. EPA added Boles Township because there is a large (emissions greater than 6,000 tons/year) nitrogen oxide (NO_x) point source located in that township which accounts for more than half of the NO_x emissions in the area. Jefferson County and the remainder of Franklin County were designated as attainment. In Region 7 St. Louis is the only non-attainment area for the 2015 standard. In the June 25, 2018 Federal Register EPA had a rule published proposing to re-designate the five Missouri counties to attainment of the 2008 ozone standard. Comment period ends on July 25, 2018. Missouri will be able to just focus on attaining the 2015 standard.

The St. Louis area was classified as a "marginal" non-attainment area because its design value was 72 parts per billion (ppb). A "marginal" area has the least amount of things that a state has to prepare and submit to EPA. A state will need to do an emissions inventory, perform new source review and prepare major source(s) emission statement(s). A "marginal" area has the least amount of time to achieve the standard, three years after designation. For St. Louis area the attainment date is August 3, 2021. It will be at end of 2020 as need three full years of monitoring data to show area is attaining the 2015 standard. EPA Region 7 is working with Missouri in the

development of their infrastructure State Implementation Plan (SIP) showing that the state has the capacity to implement, maintain and enforce the 2015 ozone standard. Infrastructure SIPs are due to EPA in October 2018, three years after the standard was promulgated.

For the Illinois portion of the St. Louis area, EPA designated Madison and St. Clair Counties as non-attainment for the 2015 ozone standard and Monroe County as attainment. Mr. Bloomberg, Illinois Environmental Protection Agency (Illinois EPA), said that Illinois did not prepare a formal revision to their 2016 recommendation. On April 26, 2018 Illinois sent a letter to EPA stating that they did not object to what EPA had recommended.

3. Warm Mix Asphalt: An Opportunity for Environmental Protection
- Dawid Kierys, U.S. Environmental Protection Agency Region 5

Hot-mix asphalt (HMA) is used for 94 percent of all roads in the U.S. and is composed of a petroleum-based asphalt binder and aggregate. To produce HMA, fuel is used to heat the binder to a temperature range of 280° to 350° Fahrenheit in order to coat the aggregate. Temperature is important because it contributes to the amount of vapors that are released from the asphalt. Warm-mix asphalt (WMA) is produced at a range of 212° – 280° Fahrenheit. In addition to the asphalt binder and aggregate, it also has an additive (foaming water injection, organic or mechanical). The additive allows the WMA to have a reduced viscosity which in turn helps the aggregate to be coated easier at lower temperatures. Depending on the method used to make WMA, an extra piece of equipment may be needed at the asphalt plant to introduce the additive. Water injection does require a separate piece of equipment and may cost between \$20,000 and \$60,000.

The environmental benefits of WMA includes reduction in emissions of pollution precursors, less fuel is needed to heat the binder, as well as a decrease in odors and fumes, improving conditions for workers and community members. In addition to pollution reduction, companies and organizations that utilize WMA technology in their projects will receive LEED credits from USGBC.

Warm mix asphalt also provides economic benefits. The lower temperatures reduces fuel use by 20 percent-35 percent. Use of WMA allows for roads to be opened sooner after pavement is laid because it is closer to ambient temperatures. This means that project timelines are shorter and there is increased production. WMA cools at a slower rate than HMA and that means that WMA can be transported further and allows an asphalt plant to have a larger area of operation. Another economic benefit is WMA's higher potential to be used in reclaimed asphalt pavement which can save companies money. Finally, WMA allows for cold weather paving which also increases production.

Warm mix asphalt was originally developed to be a compaction aid that helps with greater density upon application. Studies have shown that better compaction is directly connected to better durability. For every 1 percent increase in density there is a 10 percent increase in

pavement design life. Also, asphalt plant owners have a decrease in wear and tear on their equipment when producing WMA due to the lower temperatures.

WMA is seen to have positive impacts on air quality and workers' health but it is not being used as widely as it could be. It is used more in some states (Kansas, Nebraska, Minnesota) than others. The Illinois Department of Transportation (IDOT) currently permits the use of WMA and it is treated as HMA in all testing specifications but its use is up to the contractor and local governments. In Illinois IDOT has recommended weather conditions to make the WMA application more efficient and is defined by a minimum temperature of 215° Fahrenheit. Other states have gone a different direction, stating that manufacturer's temperature specifications should be followed.

There are some obstacles facing WMA. The initial investment to build an asphalt plant or acquire the necessary parts to produce WMA can be more than a plant operator can afford. Currently there is a lack of supply and demand for WMA, but an even bigger obstacle is the lack of awareness. Many people do not know of WMA or may not fully understand its benefits over HMA. The lack of awareness also contributes to concerns about the way WMA will perform and how long it will last. In Illinois, the Illinois Tollway organization and the Chicago O'Hare International Airport mandate the use of WMA.

The best role for EPA, as a regulatory agency, is to communicate to local governments and the private sector, like utilities, about WMA, particularly those who are in charge of procurement. EPA is working on publishing articles and case studies from areas that have used WMA. EPA is also holding webinars and resources to promote the use of WMA and an understanding of its benefits. For more information about what EPA Region 5 is doing, contact Alexis Cain cain.alexis@epa.gov or 312-886-7018.

4. St. Louis Regional Clean Air Partnership Activities
 - Susannah Fuchs, American Lung Association in Missouri

The St. Louis Regional Clean Air Partnership (SLRCAP) was started in the mid 1990's in response to bad air pollution issues. They worked with KMOV to produce a special called "Can St. Louis Clear the Air?" that highlighted voluntary steps people could take to reduce air pollution. At this time a public/private partnership to address air pollution was an innovative approach. SLRCAP continues to work with KMOV to produce the daily air quality forecasts (green, yellow, orange day) and then disseminates this information. In order to reach as many people as possible they also rely on social media outlets, E-newsletters, and posting articles on air quality and what individuals can do to reduce emissions on their website. The partnership is always looking for suggestions and ideas to improve their outreach efforts. In addition to the weather sponsorship there are PSAs about taking single occupancy vehicles off of the road and a daily forecast promotion through social channels.

One of the biggest constituencies SLRCAP has local schools. Links to the electronic information on clean air, as well as paper fliers for the schools that request them, are given to students and their families. On occasion, Ms. Fuchs would conduct school staff education sessions that would share ways to protect against air pollution on days with forecasted high ozone levels.

Municipalities are also a big focus of SLRCAP. Some of the methods of reducing air pollution SLRCAP communicates to different municipalities include installing free “no idling” signs, publishing articles about local clean air accomplishments, and working with groups in the Green Cities program. The collaboration with individual businesses can include doing a “lunch and learn” program, educating the clean air point/contact person on site, and promoting those business through social media. SLRCAP is funded through Congestion Mitigation Air Quality (CMAQ) program funds and is sponsored by MODOT. KMOV donates their meteorologist’s time to prepare and broadcast the air quality forecasts.

5. American Fuel Group Report
 - Kevin Herdler, St. Louis Regional Clean Cities Program

Gene Foster with Regent Power is the new Regional Clean Cities Program Board president. After learning from a Board member at a Clean Cities Board meeting that his company, Central States school Bus, two years ago started offering a gasoline powered school bus. The gasoline buses now make up 25 percent% of the bus company’s sales. One reason given was that the diesel engines in school buses cause maintenance issues because school buses do not run hot enough due to the short times on the road. Mr. Herdler is going to work with the company to try to get the company to switch to propane-powered buses because gasoline engines do not have better emissions than the diesel engines and reduce use of gasoline.

Earlier this year there was an opportunity to apply for research funding through the Department of Energy (DOE). Clean Cities submitted three different concept proposals with three different partners. They partnered with the University of Missouri on high speed data configuring, Regent Power on electric vehicle infrastructure, and Electric Cab of North America on first and last mile initiatives. After the concept papers were submitted, the DOE decided that the University of Missouri research project idea did not meet the specifications for the funding. The other two research projects still have the potential to go forward, but that decision will be determined later.

6. Update Activities of the States
 - Stacy Allen, Missouri Department of Natural Resources

The last Missouri Air Conservation Commission (MACC) meeting was on May 31. At that meeting the Commission adopted nine rules that were up for rescission and a public hearing and comment process began for amendments to the general organization and air contaminants rules. The next meeting commission meeting is on July 26 at the St. Louis Missouri Department of Natural Resources (MoDNR) Regional Office. At that meeting there will be a public hearing for eleven rule rescissions that can be found on the MoDNR website and at the end of the minutes.

In addition, there will be a public hearing on seven rules being amended. Majority of rules being rescinded are rules which do not affect any more or there is a new, more stringent rule in place. Rule amendments are way to update language in rules by reference. The next MACC meeting will be on August 30 in Jefferson City and that is when the eleven rule rescissions and seven rule amendments will be adopted. There will be another sixteen rule amendments on public hearing at the meeting in August. The amendments and rescissions are in response to the Governor's Executive Order calling for "Red Tape Reduction".

In the June 25 Federal Register an EPA rule was published to re-designate the Missouri portion of the St. Louis area as in attainment for the 2008 ozone standard. MoDNR is working to review this and public comments are being accepted until July 25th. MoDNR is also reviewing the impacts of the EPA's final designation of the St. Louis area for the 2015 ozone standard with a smaller non-attainment boundary. For sulfur dioxide (SO₂), there has been a comment period open for a small report that is being sent to the EPA, but it is now closed.

The public comment period for the beneficiary maintenance plan describing allocation of funds from the Volkswagen Settlement was in April and May. Since then, MoDNR has been reviewing the comments and making changes to the plan and guideline documents. The Missouri Governor's office has needed time to review the Volkswagen Settlement plan. An email will be sent out if any documents are released.

Missouri has prepared its 2018 Monitoring Network Plan which consists of air monitors across the state. This plan is due to EPA in August 2018 and the comment period for this plan will end on June 29th. There have been no major changes to the ozone network in Missouri.

- David Bloomberg, Illinois Environmental Protection Agency

The Illinois Monitoring Plan is currently out for public comment and will be sent to EPA once the comment period is closed.

A clean-up rule, similar to what Missouri is doing, is with the Illinois Pollution Control Board (IPCB). Looking at old, obsolete rules which have no impact. The IPCB has split it into multiple, smaller rules. Illinois Environmental Protection Agency (Illinois EPA) is waiting for the IPCB to take action.

The Alton SO₂ attainment demonstration SIP is out for public notice. Illinois EPA is working to respond to comment received from EPA Region 5 and add statements of facts requested. When that is finalized, the document will be sent to EPA.

Illinois EPA submitted a letter to EPA requesting that the designation for the entire state for the 2012 fine particulate matter (PM_{2.5}) standard be changed to attainment/unclassifiable from unclassifiable. State now has three years of data needed. EPA is working on that. Illinois EPA is also preparing a re-designation to attainment request for the 1997 PM_{2.5} standard.

7. Other Business

Heather Hamilton, EPA Region 7 was given a round of applause as she will be retiring from EPA Region 7. Jed Wolkins will be the new Conformity contact person at EPA Region 7.

The next meeting of the AQAC will be on August 28, 2018. There being no other business, the meeting of the Air Quality Advisory Committee was adjourned.

Public Hearing:

- 10 CSR 10-2.215 (rescission) Control of Emissions from Solvent Cleanup Operations
- 10 CSR 10-5.370 (rescission) Control of Emissions from the Application of Deadeners and Adhesives
- 10 CSR 10-5.410 (rescission) Control of Emissions from Manufacture of Polystyrene Resin
- 10 CSR 10-5.440 (rescission) Control of Emissions from Bakery Ovens
- 10 CSR 10-5.455 (rescission) Control of Emissions from Industrial Solvent Cleaning Operations
- 10 CSR 10-2.390 (rescission) Kansas City Area Transportation Conformity Requirements
- 10 CSR 10-5.360 (rescission) Control of Emissions from Polyethylene Bag Sealing Operations
- 10 CSR 10-5.520 (rescission) Control of Volatile Organic Compound Emissions from Existing Major Sources
- 10 CSR 10-6.362 (rescission) Clean Air Interstate Rule Annual NOx Trading Program
- 10 CSR 10-6.364 (rescission) Clean Air Interstate Rule Seasonal NOx Trading Program
- 10 CSR 10-6.366 (rescission) Clean Air Interstate Rule SO2 Trading Program
- 10 CSR 10-2.320 (amendment) Control of Emissions from Production of Pesticides and Herbicides
- 10 CSR 10-2.340 (amendment) Control of Emissions from Lithographic Printing Installations
- 10 CSR 10-5.570 (amendment) Control of Sulfur Emissions from Stationary Boilers 2
- 10 CSR 10-6.030 (amendment) Sampling Methods for Air Pollution Sources
- 10 CSR 10-6.040 (amendment) Reference Methods 311 Aaron Basham
- 10 CSR 10-6.110 (amendment) Reporting Emission Data, Emission Fees, and Process Information
- 10 CSR 10-6.200 (amendment) Hospital, Medical, Infectious Waste Incinerators

Recommended for Adoption and Actions to be Voted on:

- 10 CSR 10-1.010 (amendment) General Organization
- 10 CSR 10-6.180 (amendment) Measurement of Emissions of Air Contaminants