



AGENDA  
AIR QUALITY ADVISORY COMMITTEE\*  
TUESDAY, October 30, 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

Tim Brinker  
Presiding Commissioner  
Franklin County  
Steve Ehlmann  
County Executive  
St. Charles County

Lyda Krewson  
Mayor, City of St. Louis

Kurt Prenzler  
Chairman, Madison County Board

Ken Waller  
County Executive  
Jefferson County

Members

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

Norman C. McCourt  
Municipal League of Metro St. Louis

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 Kellett  
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

Aaron Willard  
Missouri Office of Administration

Executive Director

James M. Wild

- I. Call to Order**  
-Carol Lawrence, Chair, East-West Gateway Council of Governments  
A. Minutes of August 28, 2018 Meeting
- II. Proposed Affordable Clean Energy Rule**  
- Ward Burns, U.S. Environmental Protection Agency Region 7
- III. Smart City Activities in the St. Louis Region**  
- Laura Jones, Regent Power
- IV. 2018 Ozone Season**  
- East-West Gateway Council of Governments
- V. American Fuel Group Report**  
- St. Louis Regional Clean Cities Program
- VI. Update Activities of the States**  
- Missouri Department of Natural Resources  
- Illinois Environmental Protection Agency
- VII. Other Business**
- 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, August 28, 2018  
10:00 am – 12:00 pm  
East-West Gateway Board Room

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments  
Susannah Fuchs – American Lung Association  
Curtis Jones – Illinois Department of Transportation  
Kisha Lee – Bi-State Development  
Darcy Bybee – Missouri Department of Natural Resources  
Betsy Tracy – Federal Highway Administration – Illinois Division  
Mallory Box – Citizens for Modern Transit  
Jeanine Arrighi – City of St. Louis  
Mike Henderson – Missouri Department of Transportation  
David Bloomberg – Illinois Environmental Protection Agency (Telephone)

Others Present:

Stacy Allen – Missouri Department of Natural Resources  
Jed Wolkins – U.S. Environmental Protection Agency Region 7  
Kevin Herdler – St. Louis Clean Cities  
David Shanks – Boeing  
Kevin Jemison – Illinois Department of Transportation  
Mark Leath – Missouri Department of Natural Resources  
David Driver – City of St. Louis  
Mike Hutchinson – Ameren (Telephone)  
Michelle Goldsmith – Madison County Transit/ Ride Finders (Telephone)

Staff:

Mary Grace Lewandowski Jennifer Vuitel Peter Koeppel 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 June 26, 28, 2019 AQAC meeting were approved as circulated.

## **2. 2018 Ozone Season Update**

- Carol Lawrence, East-West Gateway Council of Governments

As of August 27, 2018 there have been thirteen days with fifty-two exceedances of the 2015 ozone standard. All of the monitors have had an exceedance so far this season and Blair St. in the City of St. Louis has had the most at ten exceedances. The monitors outside of the non-attainment region recorded six days with nine exceedances. The 2016 ozone season had eighteen days with 48 exceedances and in 2017 there were ten days with 21 exceedances. The 2018 season has had a similar number of days of exceedances to 2017, and a similar number of exceedances as 2016. More information on ozone can be found on EWG's web site at [www.ewgateway.org/community-planning/environmental/air-quality](http://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 Environmental Protection Agency's (EPA) Air Quality Index (AQI) System.

## **3. Missouri Air Pollution Control Program Looking Forward**

- Darcy Bybee, Missouri Department of Natural Resources

Ms. Bybee, Director of the Air Pollution Control Program (APCP) at the Missouri Department of Natural Resources (MoDNR), highlighted that air pollution work is a team effort. There are about 99 positions in the APCP, some of which are currently vacant or are being re-evaluated. The Missouri Air Conservation Commission (MACC) administers the Missouri Air Conservation Law. The MACC is composed of seven commissioners but currently there are five commissioners. MoDNR also has five regional offices. The Environmental Services Program assists with field work and checking monitors. There are local air agencies in St. Louis County, City of St. Louis, Kansas City, and Springfield. The work they perform depends on the individual agency. Finally, MoDNR has local partners such as East-West Gateway and other municipal and regional planning organizations around Missouri.

The trends in emissions, such as sulfur dioxide (SO<sub>2</sub>) and nitrogen oxide (NO<sub>x</sub>), are decreasing in Missouri. A downward trend in emissions is also noted when looking at the total emissions inventory questionnaires collected last year from the permitted facilities. A 2016 inventory of the different permit types of all of the facilities shows that 39 percent have a basic operating permit and 40 percent have a construction only permit. The largest facilities have the Part 70 permits and only make up 12 percent of all of the facilities, but 91 percent of emissions fees come from them.

The trend has been positive for pollutants of concern in Missouri. SO<sub>2</sub> and NO<sub>x</sub> emissions from point sources have both continued to decrease between 2005 and 2016. As a general rule, the eight-hour ozone design values tracked for St. Louis, Kansas City, and Mark Twain State Park have been decreasing between 1996 and 2016. Based on preliminary data, the St. Louis area design value is 72 parts per billion (ppb), Kansas City is at 69 ppb, and Mark Twain National Park is 59 ppb. Ozone monitors are watched very closely throughout the year to track the ozone trends for the state of Missouri. For the St. Louis area, fine particulate matter (PM<sub>2.5</sub>) design values based on annual averages have remained below the 2012 standard since 2009. Values

based on 24-hour averages for PM<sub>2.5</sub> have also remained below the standard. Finally, the design values for nitrogen dioxide (NO<sub>2</sub>) have also been trending downward.

The APCP portion of the MoDNR website has a monitoring map that shows the monitoring sites around Missouri, design value reports, and more. The website also has links that allow people to sign up for updates on issues of interest.

Ms. Bybee included a map of the currently designated nonattainment areas in her presentation. It showed that portions of Jefferson and Jackson (Kansas City) counties as nonattainment for the 2010 SO<sub>2</sub> standard. Small portions of Jefferson, Iron, and Reynold counties are nonattainment for the 2008 lead standard. St. Charles and St. Louis counties and the City of St. Louis and Boles Township in Franklin County are in non-attainment for the 2015 Ozone Standard. MoDNR is almost halfway through the 36 month clean data period required for the 2008 lead standard in order to submit to EPA re-designation to attainment requests for the nonattainment lead areas. For the areas of SO<sub>2</sub> nonattainment MoDNR has been receiving clean data for both of them and has submitted a re-designation request for Jefferson County and is working on the re-designation request for Jackson County. MoDNR is seeking a re-designation to attainment for the 1997 PM<sub>2.5</sub> standard. Currently, the East-West Gateway region is in nonattainment for that standard.

The APCP offers compliance assistance that helps small and large businesses and industrial facilities with rules, discussing permits, and compliance procedures. This assistance is available through email, telephone, or in person. Visit requests can be made on the MoDNR website at [dnr.mo.gov/cav/compliance.htm](http://dnr.mo.gov/cav/compliance.htm) . The Air Pollution Control Program can also provide small business compliance assistance by calling 573-751-4817.

Ms. Bybee gave an update on the Volkswagen (VW) settlement and related activities in Missouri. In 2015 VW admitted to using software that caused certain diesel vehicles to perform differently during emissions testing so they would pass. During normal operation, these vehicles emitted nitrogen oxides (NO<sub>x</sub>) at levels higher than EPA standards. American consumers in total bought 590,000 VW vehicles and of that Missourians bought 7,500 affected vehicles. The affected vehicles were mainly registered in St. Louis, Kansas City, and Springfield areas. Part of the settlement requires VW to pay \$2.9 billion to an environmental mitigation trust fund administered by Wilmington Trust. Missouri's share of the trust is \$41 million. The state will use the funds to counteract excess NO<sub>x</sub> emissions from VWs. The Governor appointed MoDNR to act as the lead agency for this ten year program (began October 2017). As the lead agency, MoDNR has sought public input to develop a plan on how to distribute the money. A Beneficiary Mitigation Plan is required that outlines the goals, the types and categories of projects that will be implemented, and any specifications from MoDNR. In addition to the Mitigation Plan, a document containing the implementation guidelines for the plan was also developed by MoDNR. This document provides the details of the selection process, the target areas in the state, cost share and contingency plans, and any public input. Of the eight different project categories identified, the top priorities of the Mitigation Plan are the replacement or update of diesel-powered school buses, government trucks, and transit/shuttle busses. It is estimated that there was 750 tons of excess NO<sub>x</sub> emissions from VW vehicles. The expected

emission reductions from the Beneficiary Mitigation Plan is between 1,200 and 2,000 tons. More information can be found on the MoDNR website.

Last year Governor Greitens issued Executive Order 17-03, also known as the Red Tape Reduction, which required all state agencies to review their rules. The purpose is to identify any rules that are overly burdensome, ineffective, or that have no benefit. After that, then comments need to be solicited and action should be taken by June 30, 2018. Governor Parson has reiterated this executive order and extended the deadline from June 30 to September 30, 2018. There are about 99 rules in the APCP and the APCP is in the middle of about 66 rule actions. The APCP rule actions include updating incorporations by reference, clarifying restrictive requirements, and adding definitions specific to the rules. More information can be found on the Air Program's webpage at [dnr.mo.gov/env/apcp/index.html](http://dnr.mo.gov/env/apcp/index.html) and Ms. Bybee can be contacted at [Darcy.Bybee@dnr.mo.gov](mailto:Darcy.Bybee@dnr.mo.gov) if there are any questions about the red tape reduction effort.

**4. Updating *Connected2045*, Long-Range Transportation Plan for the St. Louis Region**  
- Peter Koeppel, East-West Gateway Council of Governments

East-West Gateway as the federally designated Metropolitan Planning Organization (MPO) for the St. Louis Region (MO-IL) is required to produce the Long-Range Transportation Plan (LRTP) every four years. The St. Louis region has to have an updated LRTP every four years because it is a non-attainment area for ozone, instead of every five years. The last LRTP, *Connected2045*, was adopted in 2015 and the next plan update is scheduled to be adopted in 2019. The LRTP is a 20-30 year outlook of transportation investments and strategies that guide major transportation investments in the region. The plan is made up of regionally significant projects which have been solicited from planning partners of the Missouri Department of Transportation (MoDOT), Illinois Department of Transportation (IDOT) and Metro. Federal transportation law requires that the plan be fiscally constrained which means the projects included in the plan update must have funding in place. The plan update will also include illustrative projects that would advance if funding became available. In addition, the LRTP is required to be performance-based which means the plan has to identify how the transportation investments will achieve certain outcomes. Congress has outlined safety, bridge and pavement conditions, and congestion reduction as major goals for the LRTP projects to strive for. Investments identified in the plan update must be closely tied to the outcome goals. One of the most major parts of the plan is insuring the transportation projects abide by air quality conformity regulations. East-West Gateway is hoping to have a first draft of the LRTP update by March 2019 with Board action in June 2019. More information on the LRTP can be found at <https://www.ewgateway.org/transportation-planning/long-range-planning/>

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

The downtown St. Louis electric shuttle project operated by Electric Cab of North America has ended. In the four months that the shuttle was running, 14,000 people took rides. Kirkwood will be using the electric shuttle service again during the holiday season this year. The Clean Cities

Program is waiting to hear about a Department of Energy grant that would allow for the electric shuttle service to come back to the downtown area. On September 16 from 11:00 am – 3:00 pm the Clean Cities Program will participate in the national Drive Electric Week by having demonstrations at the Planetarium at the St. Louis Science Center. There will be displays, driving and riding opportunities. Mr. Herdler announced that Metro had received a grant for \$1.5 million to purchase two electric buses and pay for related infrastructure. He added that the Renewable Energy Group has installed a biodiesel blending rack in St. Louis. This is an opportunity to purchase biodiesel locally.

**6. Update Activities of the States**

- Mark Leath, Missouri Department of Natural Resources
- David Bloomberg, Illinois Environmental Protection Agency

At the August MACC meeting there will be a public hearing on 16 rule amendments and rescissions which are part of the Red Tape Reduction effort. MoDNR would like to have a public hearing at the October MACC concerning Missouri's request to EPA to revise the state's classification for the 2012 PM<sub>2.5</sub> standard to be attainment instead of unclassifiable. It is anticipated that EPA Region 7 is looking to re-designate the Missouri portion of the St. Louis region in early Fall as being in attainment of the 2008 Ozone standard. MoDNR is currently working on two "good neighbor" interstate transport SIPs for the 2015 Ozone standard and 2010 SO<sub>2</sub> standard.

The Illinois EPA has been working on the Metro East PM<sub>2.5</sub> re-designation to attainment request and maintenance plan, a draft of which has been sent to U.S. EPA. Once the comments from U.S. EPA are received, the re-designation request will go out for public notice.

**7. Other Business – Next Meeting October 30, 2018**

Ms. Arrighi, City of St. Louis, announced the addition of intern David Driver to her staff. Currently there are two Air Pollution Inspector positions that have yet to be filled.

**8. Adjournment**

There being no other business, the meeting was adjourned. The next meeting will be on October 30, 2018.