



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

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**AGENDA**  
**AIR QUALITY ADVISORY COMMITTEE\***  
**TUESDAY, JANUARY 28, 2025**

10:00 – 11:30 a.m.

In-person at East-West Gateway and Virtual on GoToMeeting

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

<https://meet.goto.com/529310989>

**Access Code: 529-310-989**

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**I. Call to Order**

- Carol Lawrence, Chair, East-West Gateway Council of Governments  
A. Minutes of the October 29, 2024 Meeting

**II. Missouri’s Proposed Designation Boundary Recommendations for the 2025 PM<sub>2.5</sub> Standard**

- Alicia Daniels, Missouri Department of Natural Resources

**III. The Reclassification of the Illinois Portion of the St. Louis Ozone Nonattainment Area**

- Rory Davis, Illinois Environmental Protection Agency

**IV. Missouri’s Enhanced Monitoring Plan**

- Kurt Heine, Missouri Department of Natural Resources

**V. Update on the Activities of the States**

- Illinois Environmental Protection Agency  
- Missouri Department of Natural Resources

**VI. Other Business & Adjournment**

The next meeting will be on March 25, 2024

\* 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, October 29, 2024  
10:00 am – 11:30 am  
VIRTUAL MEETING

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments  
Alicia Daniels – Missouri Department of Natural Resources  
Rory Davis – Illinois Environmental Protection  
Aaron Cadman – St. Louis County Department of Public Health

Others Present:

Jason Lange – Illinois Department of Transportation  
Kym Brown – RideFinders  
Kevin Herdler - The Eastern Missouri Alliance for Clean Transportation  
Adel Alsharafi – Missouri Department of Natural Resources  
Karen Troxell – Citizens for Modern Transit  
Nicole Weidenbenner – Missouri Department of Natural Resources  
Mike Henderson – Missouri Department of Transportation  
Jason Heitman – Environmental Protection Agency Region 7

Staff:

Mary Grace Lewandowski, Aaron Young, Maureen McCarthy, Christie Holland, Anna Chott

**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 August 27, 2024, AQAC meeting were approved as circulated.

**2. Congestion Mitigation Air Quality (CMAQ) Performance Measures Mid-Performance Progress Report**

- Christie Holland, East-West Gateway Council of Governments

Every year, East-West Gateway administers the Congestion Mitigation Air Quality (CMAQ) funding program, which provides funding for projects that reduce congestion and improve air quality. The program can be utilized by the regions that face the challenge of attaining or maintaining the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and or sometimes particulate matter as established under the Clean Air Act. Under this

performance measure program, EWG must set targets for Missouri and Illinois and monitor progress towards these targets for three measures. First is peak hour accessibility, or you could think of it as the extra time people spend stuck in traffic during rush hour compared to how long their trip will normally take under normal conditions. We also tracked non-single occupancy vehicle (non-SOV) travel, which tracks travel time between peak hours and on-road mobile source emissions, which in our case are volatile organic compounds (VOCs) and the nitrogen oxides (NO<sub>x</sub>) in the East-West Gateway region.

Targets are set for these measures and EWG is to track the progress towards the targets every second and fourth year of the performance period. This year, we measured the progress over the two years and reviewed our next steps toward meeting the final four-year targets. The cycle will repeat once we hit the end of this four-year cycle in 2026.

In 2022, as a region, we spent about 5.9 hours in traffic during peak hours. In 2023 that increased to about 6.7 hours annually, which is still below the pre-pandemic levels of around 9.5 hours in traffic annually. The targets were to spend less than 8.4 hours in traffic in 2023 and spend less than 8.3 hours in traffic in 2025. These targets were met.

Current data indicates that even though, as a region, we are driving more miles, teleworking, bicycle, and pedestrian infrastructure investments, as well as improved safety measures, may contribute to keeping congestion low during peak hours. EWG decided we were going to just maintain the target of 8.3 hours in traffic annually, anticipating that the increase in congestion really won't reach pre-pandemic levels soon, but again, those investments will help us stay under our targets.

East-West Gateway also measured the use of non-SOVs. The overall goal is to see an increase in the use of non-SOVs, which could help lower congestion and related emissions. Due to the pandemic in 2020, the percentage of people not driving increased to 19.5%. East-West Gateway initially set targets for non-SOV use in 2023 and 2025 to 18% and 18.2%, respectively. In 2021 and 2023, non-SOV usage hit 21.8% and 23.8%, respectively. This increase was somewhat unexpected. The plan is to raise the target to 24% non-SOV, taking into account that the number of people who work from home will likely remain high, and there will be more investments in bike lanes, sidewalk improvements, safety improvements, and an increase in the use of public transit. So, by setting our targets to 24.0% rather than 18.2% for 2025, we just hope to match what's actually happening within our region and encourage more investments.

The increase in the use of public and alternative transportation is also expected to help improve air quality. As previously mentioned, East-West Gateway is required to set targets for reducing VOCs and NO<sub>x</sub>, precursors that form ozone when they chemically react. East-West Gateway is currently in non-attainment for the 2015 ozone standard. To track the progress of these targets, East-West Gateway measures the emissions from projects funded by the CMAQ

program. Our region is in attainment for both carbon monoxide and particulate matter so East-West Gateway does not need to track and report on those pollutants.

The St. Louis region has done better than expected in reducing VOCs and NO<sub>x</sub>. EWG set goals for two years and four years, and we have already beat the two-year goals for both pollutants as well as the four-year goal for NO<sub>x</sub>. A large part of that success is being attributed to Missouri's Marine Vessel Engine Repower Project. The Illinois part of the region hasn't met those goals yet, but this is probably because some of the projects that we've listed have been set back or implementation delayed. We want to give those projects time to catch up and do the work that we know will contribute to a big reduction in ozone pollution.

Looking forward East-West Gateway will be keeping the current goals as they are to help the region to improve air quality. We want to focus on the projects that are the most effective, such as the Marine Vessel Engine Repower Project. If you ever want to keep track of how these measures are doing, they are available on the East-West Gateway website.

### **3. American Fuels Report**

- Kevin Herdler, The Eastern Missouri Alliance for Clean Transportation

On October 4<sup>th</sup>, the organization expanded its region and officially changed its name from St. Louis Clean Cities to the Eastern Missouri Alliance for Clean Transportation (EM-ACT). The new region officially covers 55 counties and the City of St. Louis. The new website is [www.em-act.org](http://www.em-act.org)

EM-ACT is currently assisting the 29-county Ozark region in becoming an official Clean Cities organization. Kansas City Clean Cities covers the remaining 33 counties. The Ozarks should be designated as an official Clean Cities by the end of the year.

EM-Act is working on its grant-funded electric vehicle ride-share program. There will be between seven and nine electric vehicles in St. Louis. There will be vehicles placed at Murphy Park, the McCormick House, the Renaissance Place, the Belleville Library, the Urban League on Kings Highway, and the Woodland apartments. People will be able to use an app to sign up to rent these cars.

EM-ACT is partnering with Energetics on a grant focused on the Central Ports. A grant-funded EV project to help determine where to place electric charging stations along the Great River Road is about to start. There are already propane school buses running in that corridor.

#### 4. Summary of the 2024 Ozone Season

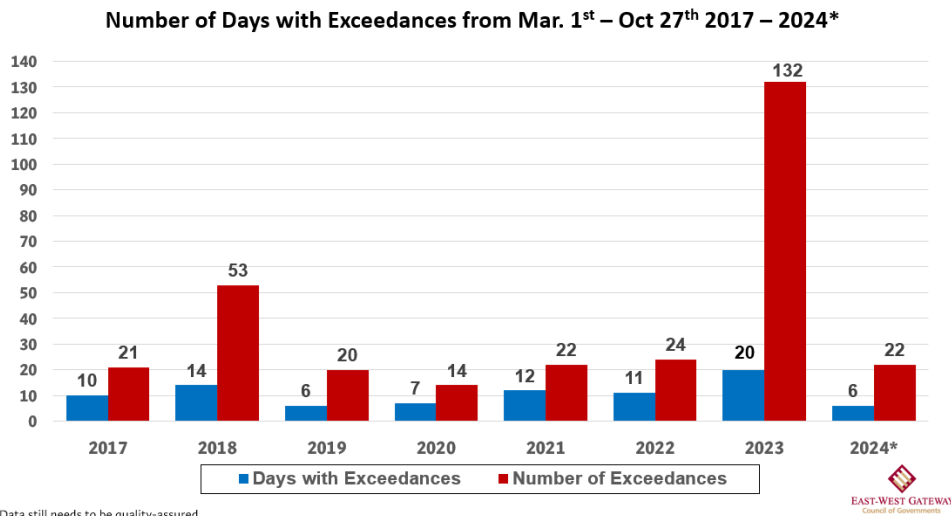
- Maureen McCarthy, East-West Gateway Council of Governments

The 2015 ozone non-attainment area includes the counties of Madison, St. Clair, Monroe, St. Charles, St. Louis, St. Louis City, Jefferson, and Bowles Township in Franklin County. There are six ozone monitors in Missouri and four monitors in Illinois. The 2015 ozone standard is 70 ppb, so anything over 70 ppb is considered an exceedance of the standard. The table below shows which monitors recorded exceedances, what the ozone level was, and what days they occurred.

Date	Days with Exceedances March 1 - October 31, 2024						Total Days 6
	6-15	7-11	8-27	8-28	9-18	9-20	
<b>Monitors</b>							<b>Total Exceedances by Monitor</b>
<b>Missouri</b>	<b>Ozone Values in ppb</b>						
Arnold West	72						1
Blair Street	74		76	71			3
Maryland Heights	77				71		2
Orchard Farm	78						1
Pacific	73						1
West Alton	78		76		74		3
<b>Illinois</b>							
Alton	78		80		71		3
East St. Louis	74		74				2
Maryville	74	71	80				3
Wood River	76		86			72	3
<b>Total by Day</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>22</b>

ppb - parts per billion  
An exceedance occurs when an 8-hour average of values is calculated to be greater than or equal to 71 ppb

In total, there were 22 exceedances recorded over six days throughout the season. This was comparable to most recent years, except for 2023. Below you can see the number of days with exceedances and the total number of exceedances since 2017.

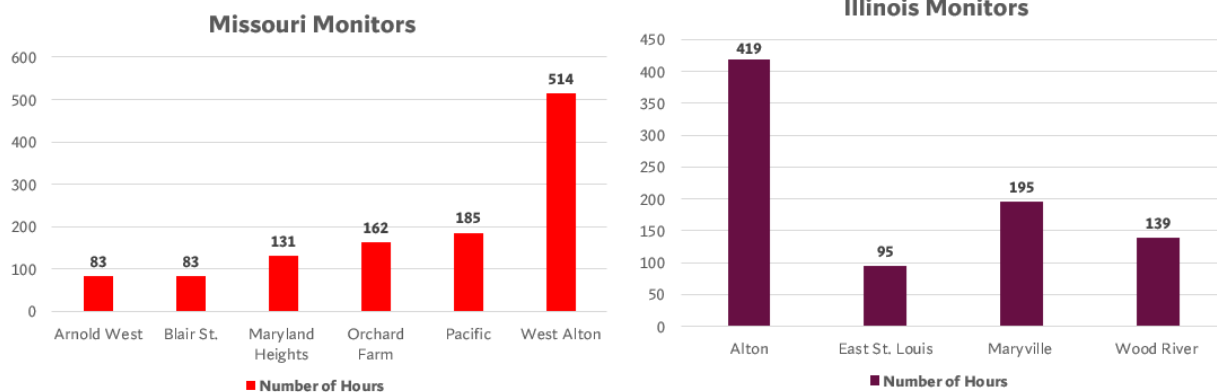


As discussed in previous meetings, 2023 was an extremely bad year for ozone. There was a possibility of 2023 being declared an exceptional event, but Missouri and Illinois decided not to do that. The Missouri Department of Natural Resources provided the following statement concerning the exceptional event decision:

For EPA to approve an exceptional event demonstration, it must have regulatory significance. Since 2023 was the last year for moderate areas to attain the 2023 ozone standard, any exceptional event demonstration would need to get every monitor in the nonattainment area (Illinois and Missouri) to have 2021-2023 design values at or below 70 ppb to have regulatory significance. There were many days in June of 2023 that we think would have been simple demonstrations to prove they were exceptional events. However, since ozone is based on the 4<sup>th</sup> highest day in a year, there were a lot of days that would have needed to be excluded at each monitor, and there were enough days that were going to be either challenging or very challenging to demonstrate they were due to Canadian Smoke (particularly many of the exceedance days in May of 2023) that we would have needed for EPA to approve for the action to have regulatory significance.

Ozone is tracked for a 12-hour period, 9 am – 9 pm, each day from March 1<sup>st</sup> to October 31<sup>st</sup>. During each 12-hour period, we look at every hour to see which monitor recorded the highest level for that hour. The two graphs below show how many hours each monitor within the region recorded the highest level.

### Number of Hours Each Monitor Recorded the Highest Ozone Level March 1<sup>st</sup> – October 19<sup>th</sup>, 2024\*



We monitor ozone levels for a 12-hour period (9 am – 9 pm) every day from March 1<sup>st</sup> – October 31<sup>st</sup>

\*Data still needs to be quality-assured



## **5. Update on the Activities of the States**

### **- Rory Davis, Illinois Environmental Protection Agency**

The second hearing for the NO<sub>x</sub> RACT rules for stationary sources in both ozone non-attainment areas in Illinois will be held on November 21<sup>st</sup>.

The attainment demonstration plans for the Metro East and Chicago non-attainment areas are about to be released for public notice and will be submitted to the U.S. Environmental Protection Agency (U.S. EPA). It is likely that these non-attainment areas are going to be reclassified from moderate to serious non-attainment areas. U.S. EPA indicated that the reclassifications could be as early as mid-November. EPA Regions 5 and 7 will be handling the reclassification.

Illinois has experienced several problems with its PM<sub>2.5</sub> monitor data and is working to determine what the final design values will be from the monitors. There was a problem with the Teledyne T640 monitors being biased high, so EPA made corrections to the readings that were done with those monitors. It is anticipated that Illinois EPA will be recommending that the boundaries of the PM<sub>2.5</sub> non-attainment areas remain the same as for the 1997 standard (Madison, Monroe, and St. Clair Counties and Ballwin Township in Randolph County). The U.S. EPA is going to use 2022, 2023, and 2024 data for the designations, and our recommendations really have to be based only on 2021, 2022, and 2023 data.

Illinois EPA is preparing its regional haze progress report and will release it for public notice soon.

Sierra Club and several other NGOs have proposed there be a rulemaking on clean cars and trucks. The first hearing by the Illinois Pollution Control Board has not happened yet. The rulemaking is focused on adopting the California rules for vehicles in Illinois, which would mean all zero-emission vehicles by 2035. The Illinois Environmental Protection Agency does not currently support this and is waiting to see what happens.

### **- Alicia Daniels, Missouri Department of Natural Resources**

The Missouri Department of Natural Resources (MoDNR) plans to post its PM<sub>2.5</sub> boundary recommendations for public comment on December 30<sup>th</sup>. The public hearing will be in late January at the Missouri Air Conservation Commission (MACC) meeting. Action should occur at the March MACC meeting. There is a violating monitor at the Blair Street site, and it is not in attainment.

U.S. EPA plans to finalize the reclassification of the ozone non-attainment area in November. The area will be reclassified as serious non-attainment.

The next MACC meeting will be on December 5<sup>th</sup> at 9 am.

## **6. Other Business**

OneSTL will be hosting a Sustainability Lab today, October 29<sup>th</sup>, on Environmental Justice Thriving Communities Technical Assistance Centers (TCTACs), which provide training and other assistance to build capacity for applying for and managing grant funding. These centers are intended to remove barriers and improve accessibility for communities with environmental justice concerns. More information on the lab can be found on the OneSTL website.

East-West Gateway will be hosting its Annual Meeting on November 15<sup>th</sup>. More information can be found on the East-West Gateway website.

## **7. Adjournment**

The next meeting will be on January 28, 2025. There being no other business, the meeting was adjourned.