



**EAST-WEST GATEWAY**  
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

**AGENDA**  
**AIR QUALITY ADVISORY COMMITTEE\***  
**TUESDAY, March 27, 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 January 30, 2018 Meeting

**II. OneSTL Report to the Region**  
- Aaron Young, East-West Gateway Council of Governments

**III. Illinois Volkswagen Settlement Activities and Draft Mitigation Plan**  
- Brad Frost, Illinois Environmental Protection Agency

**IV. Missouri Volkswagen Settlement Activities**  
- Stacy Allen, Missouri Department of Natural Resources

**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 Date May 29, 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, January 30, 2018  
East-West Gateway Board Room

Members Present:

Carol Lawrence, Chair - East-West Gateway Council of Governments  
David Bloomberg- Illinois Environmental Protection Agency (telephone)  
Stacy Allen - Missouri Department of Natural Resources  
Chris Schmidt – Illinois Department of Transportation  
Mike Henderson – Missouri Department of Transportation  
Susannah Fuchs – American Lung Association

Others Present:

Lachala Kemp - U.S. Environmental Protection Agency Region 7 (telephone)  
Kevin Jemison – Illinois Department of Transportation, District 8  
Heather Hamilton – U.S. Environmental Protection Agency Region 7 (telephone)  
Mark Minden – Electric Cab North America  
Kevin Herdler- St. Louis Regional Clean Cities Program  
Curtis Jones- Illinois Department of Transportation  
Steve Whitworth- Ameren  
Roger Walker – REGFORM (telephone)  
Chad Eggen – Boonslick Regional Planning Commission (telephone)

Staff:

Mary Grace Lewandowski    John Posey    Aaron Young    Bonnie Harper  
Ajdin Hamzagic            Christopher Michael

**I.        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 October 24, 2017 AQAC meeting were approved as circulated.

**II.        2015 Ozone Standard Designations and Next Steps**

- **Lachala Kemp, U. S. Environmental Protection Agency Region 7**

On November 6, 2017, the U.S. Environmental Protection Agency (EPA) found that approximately 85 percent of the U.S. was in attainment/unclassifiable for the 2015 ozone standard, including the majority of Missouri. However, there were some counties which were not designated at that time and were noted as “deferred counties” which needed additional review. These counties were located in a Combined Statistical Area or a Core Based Statistical Area which contained a violating monitor. For Missouri, the deferred counties were: Franklin; Jefferson; St. Charles; St. Louis; City of St. Louis; Lincoln; Warren; and St. Francois. In December 2017 EPA sent letters to the states describing their proposed boundary designations (attainment, attainment/unclassifiable, non-attainment) and giving the states an opportunity to respond.

Missouri submitted their boundary recommendations in 2016. Last fall, they sent a letter to EPA requesting that EPA take no action on their 2016 recommendations until 2015-2017 monitor data became available.

On January 5, 2018 EPA's intended designation for all of the "deferred counties" was published in the Federal Register. For Missouri, EPA intends to designate as non-attainment the following counties: Franklin; Jefferson; St. Charles; St. Louis and the City of St. Louis. Lincoln, Warren and St. Francois were designated as attainment/unclassifiable. The comment period for these proposed designations ends on February 5, 2018. The states have until February 28, 2018 to submit additional information and recommendations for EPA to consider. The designations for the 2015 ozone standard are expected to be finalized by the end of April 2018. Information about the designations and the St. Louis area technical support documents can be found at <https://www.epa.gov/ozone-designations/ozone-designations-regulatory-actions> and <https://www.regulations.gov/document?D=EPA-HQ-OAR-2017-0548-0211>. On the Illinois side, EPA intends to designate Madison, Monroe and St. Clair counties as non-attainment.

### **III. Fourth National Climate Assessment**

**- John Posey, Ph.D., East-West Gateway Council of Governments**

The Global Change Research Act of 1990 mandates that every four years there be a national climate assessment discussing the impacts of climate change on different sector of the American economy and society. The Third Assessment was completed in 2014. Work on the Fourth Climate Assessment is expected to be finished by the end of 2018. This National Climate Assessment was divided into two volumes. Volume 1, Climate Science Special Report, was released in November 2017 and is available at [www.globalchange.org](http://www.globalchange.org). It documents rising temperatures over almost all the U.S., increases in extreme precipitation events and increases in annual precipitation over most of the Midwest.

Volume 2 analyzes the social and economic impacts of the geophysical risks documented in Volume 1. It looks at specific sector and by region of the U.S. Some of the sectors include energy, transportation, human health agriculture and the built environment. The new chapter on air quality discusses increasing risk of respiratory and cardiovascular effects, wildfires, allergies and ozone formation. Each chapter has several Key Messages which address specific questions about potential impacts to a sector or a region and supporting text which provides evidence and discusses the implications. Also included is a summary of evidence used to justify findings. As part of the author team for the Midwest region chapter, tried to emphasize the importance of green infrastructure as a climate adaptation option. In previous assessments green infrastructure had not been discussed much. The comment period for Volume 2 closes January 31, 2018. Over the next six months comments received will be reviewed and responses prepared. At the same time, Volume 2 will be undergoing a peer review by the National Academy of Science. The final document should be ready by the end of the year.

### **IV. Missouri Volkswagen Settlement Activities**

**- Stacy Allen, Missouri Department of Natural Resources**

In 2017, Air Pollution Control Program (APCP) staff at Missouri Department of Natural Resources (MoDNR) began working on the Volkswagen (VW) settlement and developing a plan

describing how the settlement funds (\$41 million) allocated to the state will be used. The first stakeholder meeting was held in Jefferson City on October 30, 2017. Approximately 100 people attended this introductory meeting. The VW settlement was introduced, proposed timeline described and how program could work was reviewed. During November, additional meetings were held in Kansas City, Springfield and St. Louis. The same materials were presented at these meetings. In addition, a survey was conducted on goals, project selection approach, types of projects to include/exclude and target geographic areas. It was sent to those people on MoDNR's VW listserv email list. On December 7 another meeting was held in Jefferson City at which MoDNR shared feedback received at the stakeholder meetings and the survey. This information will help to identify focus areas and how plan needs to be written. A Trust Advisory Committee was formed (approximately 50 people) out of the people attending these meetings and anyone who expressed interest in the settlement. In January 2018 a second survey was sent out with specific questions on what the project selection process and dollar amounts by project types should be. Survey results were presented at the January 22 meeting of the Trust Advisory Committee. Information about the VW settlement, trust document, meetings (including presentations and video), timeline, health effects and comment opportunities is available on the Volkswagen Settlement Proceeds web page at [www.dnr.mo.gov/env/apcp/vw](http://www.dnr.mo.gov/env/apcp/vw).

The Trust serves as the guiding document. It describes the ten types of vehicle classifications for which eligible projects can receive funding from the state. The state's plan could have a broad (addressing all types) or narrow focus and amount of spending by type could be heavy or light. There is no specific deadline for the plan. It is required to be submitted after the Trust administrator designates Missouri and MoDNR as a trust beneficiary and 30 days after first ask for project funding from the trust. Missouri submitted the required information in December and expects a decision in early February. Each state has their own approach to plan preparation and how to spend funds. Missouri is still in the developing the plan phase and is continuing to look at comments received (between 200 – 300 pages). In February, the VW team at MoDNR will be preparing an outline of the draft plan. The outline and draft plan are to be presented to the Trust Advisory Committee in March. The plan is to be out for public notice/comment for 30 days before it can be submitted to the Trustee. This could happen in April. The aim is to start funding projects in the last half of 2018.

Mr. Schmidt, Illinois Department of Transportation (IDOT), asked if there are any indications about what type of projects people want to see addressed. Ms. Allen, MoDNR, said that MoDNR has been listening to what was being said and has not taken a stand. The comments from the two surveys are about the same. Some want to spend money on specific types of projects, like electric vehicle charging stations or school buses, while others do not want to spend anything on such activities. There has to be a consensus on how much money to spend and on which project types. The plan can be revisited and amended at any time. After the plan is completed and submitted to the Trustee, still have to prepare application forms, scoring criteria and methodology and process for submitting applications.

Ms. Fuchs, American Lung Association (ALA), suggested that Illinois be asked to talk about their VW activities. Mr. Bloomberg, Illinois Environmental Protection Agency (Illinois EPA), said he could forward such a request to the appropriate person.

**V. Electric Vehicle Shuttle**  
**- Mark Minden, Electric Cab North America**

Electric Cab North America (ECNA) is a micro-transit company, focused on the first mile/last mile connection to transit. Aim is make transit more accessible, more relevant so people will find it easy to take transit to work or shop and not drive their single occupancy vehicle. View mobility as a service to drive economic development. ECNA does not want to replace buses but realize that a bus cannot go everywhere.

Mr. Minden started Mosby Electric taxi 11 years ago, focused on Busch Stadium area in downtown St. Louis. Eight years ago he began working with ECNA out of Austin TX who were operating electric vehicles for hire (taxi service). They began to collaborate with other companies in order to provide a better, smarter product. Funding has come through the U.S. Department of Transportation's Smart City Challenge and U.S. Department of Energy (DOE). ECNA's first big partner was United Rentals. United Rentals owns, operates and maintains all of the ECNA electric vehicles. They next partnered with a shuttle vehicle manufacturer, Polaris. Their shuttles use lithium ion battery packs. A shuttle can operate 80-100 miles on a \$1.50 charge. By partnering with Polaris, ECNA has the opportunity to install other smart technologies on a shuttle during the manufacturing process. The smart technologies are used to capture information on ridership. This information is provided to municipality where operating so they can make better, more informed decisions concerning transit and economic development.

Before the ECNA service starts, a zone is identified. It is defined as a dense, urban core or places which have connections to light rail or bus service. ECNA runs a dynamic circulator where people could walk to a bus stop and wave a vehicle down or use ECNA's mobile app or call for service. A person does not need a smart phone to use this service. A circulator can run on a fixed route but could stop on request or can go off route if a call is received. In addition, try to hire drivers who can serve as ambassadors for a city.

Last fall ECNA partnered with a Kirkwood business group to run a free shuttle pilot program in downtown Kirkwood to connect outlying parking lots and downtown shops. It is to be renewed for 2018.

ECNA received a \$1 million grant from DOE to provide micro-transit serve neighborhoods around three light rail stations in Austin TX. In addition to Austin, have had pilot projects in Baltimore and Raleigh. System has been built to be able to scale up. Want to keep improving. In February there is going to be an announcement concerning a pilot ECNA free shuttle service in conjunction with Downtown St. Louis Partnership. ECNA has been in conversation with METRO concerning the pilot project.

Mr. Michael, EWG, asked if a shuttle vehicle can accommodate items like a stroller. Mr. Minden, ECNA, said that there is a rack on the back which can carry strollers or bikes. ECNA has ADA-compliant vehicles but have found that with the six-door design, it easy for people using wheelchairs, etc. to access a regular shuttle. Mr. Michael then asked if ECNA had been in contact with Forest Park Forever. Mr. Minden, ECNA, replied that ECNA met with them several years ago, when Forest Park Forever was working on a Great Streets project. It may be time to revisit them as well as talk with people from Cortex.

## **VI. American Fuel Group Report**

Mr. Herdler, St. Louis Clean Cities, said that he had just returned from a bio-diesel conference in Ft. Worth TX and was getting ready for the March 6-9 national Work Truck and Equipment Association conference and show in Indianapolis. In February, a grant-funded compressed natural gas (CNG) shuttle bus will go into use at Lambert airport. The first Illinois Alternative Fuel Day at the Illinois state capital in Springfield took place last year. The 2018 day will be on April 25 with vehicle displays and exhibits. It is an opportunity to visit with legislators. Clean Cities has participated in MoDNR's VW stakeholders meetings and has positive feedback for the process. St. Louis Clean Cities has a contract with DOE to conduct four training events focusing on first responders.

## **VII. Update Activities of the States**

- **Missouri Department of Natural Resources**
- **Illinois Environmental Protection Agency**

In Illinois, the request for re-designation of Granite City and Chicago non-attainment areas to attainment for lead standard is still in process at EPA as is the request for re-designation of the Metro East counties to attainment for the 2008 ozone standard. One comment was received on EPA's direct final rule concerning re-designation to attainment for the lead standard. EPA continues to finalize this action. Illinois EPA is preparing an attainment designation for the sulfur dioxide (SO<sub>2</sub>) non-attainment area surrounding Alton Steel in Madison County. Illinois EPA is working with Alton Steel on their plan to meet the standard (actions and timing).

At the December 7 Missouri Air Conservation Commission (MACC) meeting, two items were up for public hearing. The first was on the technical correction (emissions inventory, 2030 motor vehicle emissions budgets) to 2008 ozone standard redesignation request and Maintenance Plan for Missouri portion of St. Louis area. The second item was the proposed revision to St. Louis area boundary recommendations for the 2015 ozone standard. The recommendation submitted in 2016 was that Franklin, Jefferson, St. Charles and St. Louis counties and the City of St. Louis be designated as non-attainment. This is the same non-attainment area for the 2008 standard. Since then, have looked at the emissions inventory and contributions, re-examined the five factors to be considered in making for designation recommendations and prepared new technical documentation. The 2017 boundary recommendation is that, based on emission contribution, Franklin and Jefferson counties be excluded from non-attainment classification for the 2015 standard. The MACC are going to be asked to approve these actions at their February 1 meeting. Four MACC commissioners are needed for a quorum and there are only four commissioners currently.

At the March 29 MACC meeting in Jefferson City there will be a public hearing on the proposed rescission of ten state air pollution rules. This is the result of the red tape reduction/regulatory review process and the Governor's "No MO Red Tape" initiative. The rules proposed to be rescinded include: 10 CSR 10-2.310, Control of Emissions from the Application of Automotive Underbody Deadeners; 10 CSR 10-2.360, Control of Emissions from Bakery Ovens; 10 CSR 10-3.160, Restriction of Emission of Fluorides From Diammonium Phosphate Fertilizer Production; 10 CSR 10-5.120, Information on Sales of Fuels to be Provided and Maintained; 10 CSR 10-5.130, Certain Coals to be Washed (rule from the 1930s); 10 CSR 10-5.450, Control of VOC

Emissions from Traffic Coatings; 10 CSR 10-6.100, Alternate Emission Limits; 10 CSR 10-6.350, Emission Limitations and Emissions Trading of Oxides of Nitrogen (outdated, more stringent rule in effect); and 10 CSR 10-6.360, Control of NO<sub>x</sub> Emissions from Electric Generating Units and Non-Electric Generating Boilers (outdated, more stringent rule in effect). Still able to comment after the meeting for a limited time. The MACC will be asked to act on the actions at their April 26 meeting in Kansas City.

The Director of the APCP, Kyra Moore, has been promoted up to the Division of Environmental Quality at MoDNR. She will oversee the APCP and the Soil and Water Conservation Program.

The technical correction (emissions inventory, 2030 motor vehicle emissions budgets) to the 2008 ozone standard redesignation request and Maintenance Plan for Missouri portion of St. Louis area should be adopted by the MACC at their February meeting. MoDNR then will send it to EPA Region 7. After that, EPA could find the 2030 budgets adequate for use in the Conformity Determination process or go ahead and approve the Maintenance Plan.

It is anticipated that EPA will finalize the designation classifications based on the 2015 ozone standard by the end of April 2018. If the MACC acts on Missouri's revised designation recommendations at their February 1 meeting, these revisions will be submitted to EPA before the February 28 deadline.

MoDNR has asked EPA to redesignate a portion of Jefferson county to be in attainment of the sulfur dioxide (SO<sub>2</sub>) standard. The MACC adopted the redesignation request and Maintenance Plan at their December 7 meeting. It was submitted to EPA Region 7 on December 21, 2017. MoDNR is working on a similar effort for a portion of Jackson county (Kansas City).

For the last several years Diesel Emissions Reduction Act (DERA) funds have been used to replace school buses. MoDNR staff have been going to school districts around the state to verify that the old bus was scrapped and the replacement bus purchased. For 2018, different options allocate DERA funds are being considered. It could be part of VW activities.

## **VIII. Other Business**

Ms. Lawrence, EWG, said that Jack Fishman couldn't be here but he wanted to remind you of the upcoming St. Louis Climate Summit April 24-26. It will take place on the St. Louis University campus and at the Nine Network of Public Media in Grand Center. The Summit will bring together some of the most authoritative minds in climate science, ecology, sustainable development and related disciplines for discussion on climate change and make clear a path forward. The keynote address on April 23 will be by Carl Pope, author and former Executive Director and Chair of the Sierra Club. He is the co-author of "Climate of Hope: How Cities, Businesses and Citizens Can Save the Planet". For more information go to [www.stlclimatesummit.org](http://www.stlclimatesummit.org).

The next AQAC meeting date is set for March 27. There being no other business the meeting of the Air Quality Advisory Committee was adjourned.