EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Renee Reuter
Jefferson County
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
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

AGENDA
AIR QUALITY ADVISORY COMMITTEE*
TUESDAY, May 30, 2017
10:00 a.m. – 12 noon
East-West Gateway Board Room

I. Call to Order
-Carol Lawrence, Chair, East-West Gateway Council of Governments
A. Minutes of April 25, 2017 Meeting

II. St. Louis Regional Clean Air Partnership Activities
- Susannah Fuchs, American Lung Association

III. OneSTL Sustainability Post-Summit Workshop – Setting Specific Measurable Achievable Realistic Time-based (SMART) Goals
- Aaron Young, East-West Gateway Council of Governments

IV. EPA's Travel Efficiency Assessment Method – St. Louis Case Study
- Lubna Shoaib, 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 – Next Meeting Date June 27, 2017

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.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

MINUTES
AIR QUALITY ADVISORY COMMITTEE
Tuesday, April 25, 2017
East-West Gateway Board Room

Members Present:
Carol Lawrence, Chair - East-West Gateway Council of Governments
Stacy Allen - Missouri Department of Natural Resources
Susannah Fuchs- American Lung Association
Betsy Tracy – Federal Highway Administration, Illinois
Jeremy Rogus – St. Louis County Department of Public Health
Chris Schmidt – Illinois Department of Transportation
Mike Henderson – Missouri Department of Transportation
David Bloomberg – Illinois Environmental Protection Agency (telephone)

Others Present:
Sheila Holm- American Association of Retired Persons
Kim Cella- Citizens for Modern Transit
Curtis Jones - Illinois Department of Transportation, Office of Planning and Programming
Kevin Jemison – Illinois Department of Transportation, District 8
Heather Hamilton – U.S. Environmental Protection Agency Region 7 (telephone)
Jed Wolkins U.S. Environmental Protection Agency Region 7 (telephone)
Tracy Casburn – U.S. Environmental Protection Agency Region 7 (telephone)
Ray Ehrhard- Washington University
Jenny Zhang- Washington University
Liyn Lin- Washington University
Stephan Hall- Missouri Department of Natural Resources, Air Pollution Control Program
Eric Casper- Madison County Transit District (telephone)

Staff:
Mary Grace Lewandowski Aaron Young David Wilson John Posey Michael Wohlstadter
Rodney Halbert Ajdin Hamzagic Helena Sykas

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 March 28, 2017 AQAC meeting were approved as circulated. The presentation on the St. Louis Regional Clean Air Partnership was rescheduled for May.

II. Placemaking & Transit Research Results
-Kim Cella, Citizens for Modern Transit
- Sheila Holm, AARP St. Louis

Background: Citizens for Modern Transit (CMT) is a regional transit advocacy organization which has been in existence for over 30 years. CMT represents more than 22,000 constituents in the

region who have interests in transit. A couple years ago CMT partnered with American Association of Retired Persons (AARP). The partnership started with Ten Toes Express program which was formed to help seniors and active older adults lead healthier lives by linking activity, sociability, and exercise with the use of MetroLink and MetroBus, and improve access to the community and show them they can be independent using transit.

The next step CMT and AARP took together was to look at transit in the St Louis area to create livable, walkable communities that AARP talks about on the national level and that CMT has been pushing for years at the local level. This effort started with a Placemaking Study around three transit stations. The Placemaking Study came out of seeing other regions across the country using their transit stations as catalysts for development and a way to retain population. St. Louis has 37 transit stations that stretch across 46 miles, but most of these areas are not spaces that people would want to live, work or play in, but rather they are just walk through spaces. The question was, is there an opportunity better use for them? The idea is to build active and engaging corridors, sense of place, connect communities to transit, improve safety, and create economic opportunities. We want to show developers there are opportunities at transit centers, and also to increase ridership in the system. The focus last fall was on the Forest Park Station, Delmar Station and North Hanley Station and to identify what could be capitalized on at each station. There are several reasons why these stations were chosen because they are geographically diverse as they cover the City of St. Louis and St. Louis County, plus the Delmar station sits adjacent to the county and city boundary. (Note: Illinois stations were not included in the study since the grant was Missouri specific.)

The study started with Walk Audits. The major findings at each station were described. The Delmar Station has very poor wayfinding, sightlines are very bad. The nearby Wabash Station is empty, and no lights were in, which adds to the perception that it is not safe. In addition, the vegetation is overgrown, as well as there is crumbling infrastructure. Vegetation growing up in the sidewalks impacts pedestrians and bicycle access. The Delmar Station also has many access points and it will be one of the most multi-mobile stations, with the Loop Trolley, Metro bus, and MetroLink. It is important to look at the surrounding area as well as the station itself. The Forest Park Station is below grade, so people have no idea they've just arrived at Forest Park. There is no signage or wayfinding. The area looks neglected with overgrown vegetation and trash laying around. There is a lot of concrete, wide sidewalks, and a turnaround area that is not in use. The east and west side of the streets have very wide sidewalks that give an opportunity for activity to draw people from the station to Forest Park. The North Hanley Station is surround by more than 1,000 parking spaces and has a multilevel parking garage. The station also shows signs of neglect with old empty phone booths that collect trash and features very little canopy, users do not have a retreat on extremely hot or sunny days. There is a lot of need for additional amenities. People do not use the existing sidewalks since they add so much walk time and have created their own pathways. There is a significant amount of acreage around the station that is just unused parking spaces.

When selecting participants for the walk audits we tried to be broad. We worked with CMT, AARP, Arcturis (project consultant), Great Rivers Greenway, City of St. Louis, St. Louis County, Washington University and University of Missouri–St. Louis, neighbors from the areas, the media, police from both the county and the City, Missouri Department of Transportation (MoDOT), Mercy Hospital and others. The audits involved people that lived in the areas and used the metro

on as regular basis, individuals from the Skinker DeBaliviere neighborhood association were also there.

Once the walk audits were finished and created the report, it was presented to the community and highlighted key findings. One thing we found is that collaboration is key, is that it is everyone's opportunity to improve these spaces, not just Metro or St. Louis County or the City. There are lots of short term projects that can get done within a year that are low cost. That way people can start seeing results right away and we can receive buy in from the neighbors.

Recommendations made for these three stations can be applied to any of the stations. What are people going to see when they get off these stations, where are they going to go? Will they know where to go? There is so much potential just by starting this conversation.

Short term goals include: Improving the general maintenance and signs of neglect and improve landscaping. At Forest Park there is a mural on the wall but there is so much more potential to bring art into all these stations to enhance overall appearance. Placemaking elements include: addition of café tables/seating, creating a sense of place where people want to stop and stay, turning the lights on where possible, permanent way-finding, hosting Pop Up events, etc. Long term goals are: Opportunities for people getting off the metro to create business opportunities and space to conduct business, as well as creating space for small businesses to open up, restrooms are very important (currently there are no public facilities), and bike rental/bike share. CMT and AARP are continuing to collaborate with stakeholders to make stations feel safe and make them feel like it part of the community, and improve pedestrian infrastructure such as cross walks.

Some goals for the Delmar Station include: at the historical Wabash train Station, to keep vegetation along the fence line cleared and lights turned on, and adding wayfinding, café tables, planters, food trucks, etc. to create a sense of community and a space people would want to be in. For the Forest Park Station, the addition of bike share, planters, and way-finding could help to spark improvement in the surround spaces. There have been meetings with Forest Park on how to tie the station into the park and how their plan can be enhanced. At the North Hanley Station, installation of sunshades, charging stations, places to sit, extra lighting and planters are possibilities. We will be meeting with stakeholders to help move work forward as well with St Louis County Planning Department.
There will be a Pop-Up Event on May 4 (date moved to June 14 due to rain) held in conjunction with the 6th Annual Great Race. The event includes a Metro Market at the Delmar Station in front of the Wabash Station to illustrate how the space could look. The Metro Market will include artists, performers, food trucks, pet adoption, Big Shark Bicycle Company, games, yoga, as well as fresh food and flower vendors. This way people can visualize what it would be like to have amenities there. In the Great Race Team Metro, Team Bus, Team Car and Team Bike will deploy during peak rush hour to see who can get to the Wabash Station first. It promotes the benefits of public transit and different transportation alternatives.

As far as budgets, that's the next step, grants are being looked into and discussion with stakeholders that may already be doing things in the area, for example Wayfinding is already being looked into in Forest Park. Much of this could be picked up by partners with interests in the plan.

III. Missouri's Monitoring Efforts including Near Roadway Monitoring -Stephan Hall, Missouri Department of Natural Resources

The focus is on network requirements for near roadway ambient air monitoring network and the data analysis for traffic count data compared to nitrogen dioxide (NO_2) concentration 1-hr carbon dioxide (CO_2) and black carbon particulate matter. In 2010, the U.S. Environmental Protection Agency (EPA) NO_2 standard required state and local agencies to site ambient air monitors within 50 meters of high traveled roadways in areas with population of 2.5 million or greater. There are two sites in the St. Louis area, the first site was installed in January 2013 and the second in January 2015. Pollutants that are monitored include carbon monoxide (CO), fine particulate matter ($PM_{2.5}$), and other pollutants including black carbon, particulate matter (PM_{10}), and particulate matter coarse (PM coarse).

Brief summary: The Forest Park site is next to I-64/U.S. 40, in a St Louis Parks Department parking lot. The second site is west of I-70 and I-270 interchange before the Earth City Expressway exit. The network design required state and local agencies to evaluate traffic counts. 2010 Data was used, and Missouri Department of Natural Resources (MoDNR) worked with property owners.
Data Trends: Black carbon monitoring at the Blair Street site in the City of St. Louis has been going on since 2003. The EPA originally deployed these monitors to track diesel exhaust, but incomplete combustion is not just coming from diesel trucks. Two other black carbon monitors were installed and one is at the Forest Park site. Black carbon is on average below one microgram/cubic meter, concentrations compared to standards are low. NO_2 has not been an issue relative to the 1-hr standard. There are significant differences with NO_2 concentrations in urban and rural areas.
CO in ambient air has very low concentrations. Trace level ambient air monitors are used to detect concentrations accurately. Currently concentrations are below 5 parts per million (ppm) for 1-hr averages. $PM_{2.5}$ concentrations over long term have been dropping. Near-roadway monitor levels have been relatively low.

For more about ambient air monitoring sites and monitoring data trends go to the Missouri Department of Natural Resources website, select Programs, then select Air Pollutions Control Program. Select the GIS Map link, and a map of monitor locations will pop up.

IV. Washington University Students: Visualizing Emissions Project
- **Raymond Ehrhard and Students, Washington University**

Students of Washington University enrolled in the Sustainability Exchange course gave this presentation. The course was developed for students that have a desire for more practical learning with real world issues and involve multiple disciplines. They are put in small teams (4-5) and find a local partner to support their project, in this case East West Gateway, to focus a problem that's being dealt with in the region. John Posey and Michael Wohlstadter of EWG worked with the students.

The goal was to look at the greenhouse gas emissions from I-64 Highway corridor using SAGGET (Small Area Greenhouse Gas Estimation Tool). SAGGET combines MOVES data with traffic

volumes and provides a method for analyzing small geographic scales across a region, for example, a specific corridor, and produce emission maps. It also allows analysis of multiple years, base year and a forecast year. We looked at CO_2 and NO_x emissions in this corridor and demographic data to see if any trends exist. We also are doing background research and will develop a report. The corridor was broken up into four segments: 1) Mississippi River to Kingshighway, 2) Kingshighway to I-170, 3) I-170 to I-270, and 4) I-270 to Missouri River, all in quarter mile grids.

CO_2 was looked at first and it was found that the emissions are higher around areas like Creve Coeur, Richmond Heights and Town and Country and eastern part of Chesterfield. The grid with the highest emissions contained two medical centers which may be a cause for more traffic within that quarter mile.

The team then looked at NO_x, and found there is a correlation with CO_2 concentrations and NO_x, which was predicted since both pollutants are coming from vehicle emissions.
The areas of high emissions don't have access to the MetroLink. Something to consider when planning new MetroLink could be where there are high concentrations of CO_2 and NO_X.
The team also looked at median household income to see if there were any trends and found that the areas with highest median household income are where the emissions are the highest. This could be because more people own vehicles and tend to drive and that there's not a lot of public transportation in those areas.

The next steps of the project are to continue to run SAGGET on arterial roads and overlay the emission maps with more demographic maps to look at other possible trends, to look at other pollutants, to look at other corridors or areas, examine the health effects of emissions, like asthma, and to find methods to reduce the emissions along corridors, such as encourage carpooling and expand MetroLink routes.

V. Update Activities of the States
-Illinois Environmental Protection Agency
-Missouri Department of Natural Resources

Missouri: On April 10 a notice from EPA was published in the Federal Register finding the 2030 Missouri motor vehicle emissions budgets (from the Maintenance Plan for the 2008 ozone standard) adequate for use in the Conformity Determination process. This action had been put on hold with the change in the Administration.
The next meeting of the Missouri Air Conservation Commission is this Thursday at the MoDNR Kansas City Regional Office. There will be live stream video. May 25 and July 27 are the next MACC meetings.

Illinois: Finalizing re-designation request and Maintenance Plan for the 2008 ozone standard should be submitted to EPA before the next meeting, just finalizing language.
Illinois EPA proposed a permit by rule which was adopted by the Illinois Pollution Control Board. It is a limited rule and will allow major sources to construct small boilers without an actual construction permit.

VI. Other Business

Aaron Young, EWG, said that the OneSTL Sustainability Summit was held on April 5-6. On April 6 working groups got together to discuss the metrics and came out with a SMART Goal to reduce GHG emissions by 28 percent by 2025 and 80 percent by 2050. We will be vetting those numbers to see if they're achievable and measureable. The goal is to get buy-in from the region and to get everyone caring about GHG emissions. More information will be coming and there will be more SMART goals in the future. We will be having regular Sustainability Innovation Lab meetings at T-REX downtown on the last Wednesday of each month to keep planning and acting on achieving goals.

Applications just opened April 18 for EPA's National Clean Diesel Grant Program and they are looking for applications, some webinars are coming up in May for more information.

Carol announced that David Wilson will be retiring in May.

VII. Adjournment

The next AQAC meeting date was set for May 30, 2017. There being no other business the meeting of the Air Quality Advisory Committee was adjourned.