



**EAST-WEST GATEWAY**  
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

**AGENDA**  
**AIR QUALITY ADVISORY COMMITTEE\***  
**TUESDAY April 29, 2014**  
10:00 a.m. - 12:00 noon  
East-West Gateway Board Room

- I. Call to Order**  
-Michael Coulson, Chair, East-West Gateway Council of Governments  
A. Minutes of March 25, 2014 Meeting
- II. East-West Gateway Travel Demand Modeling and Transit Survey**  
- Lubna Shoaib, East-West Gateway Council of Governments
- III. Update to the Near-Roadway Nitrogen Dioxide Air Quality Monitoring Project**  
- Stephen Hall, Missouri Department of Natural Resources
- IV. Metro East Community Air Project Activities**  
- Amy Funk, Metro East Community Air Project
- 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 27, 2014**
- VIII. Adjournment**

Chair  
Francis G. Slay  
Mayor, City of St. Louis

Vice Chair  
Mark A. Kern  
Chairman, St. Clair County Board

2nd Vice Chair  
Charlie A. Dooley  
County Executive  
St. Louis County

Executive Committee  
Alan Dunstan  
Chairman, Madison County Board

Steve Ehlmann  
County Executive  
St. Charles County

John Griesheimer  
Presiding Commissioner  
Franklin County

Ken Waller  
County Executive  
Jefferson County

Delbert Wittenauer  
Chairman, Board of Commissioners  
Monroe County

Members  
Mark Eckert  
Vice President,  
Southwestern Illinois  
Council of Mayors

John Hamm III  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission

Ted Hoskins  
St. Louis County

Mike Livengood  
Franklin County

John Miller  
President, Southwestern Illinois  
Council of Mayors

Jack Minner  
Madison County

Roy Mosley  
St. Clair County

Alvin L. Parks, Jr.  
Mayor, City of East St. Louis

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

Thomas P. Schneider  
St. Louis County Municipal League

John White  
St. Charles County

*Regional Citizens*  
Richard Kellett  
John A. Laker  
Brandon Perry  
James A. Pulley  
Dave Stoecklin

*Non-voting Members*  
Charles Ingersoll  
Illinois Department of  
Transportation

Eddie Koch  
Illinois Department of Commerce  
and Economic Opportunity

John Nations  
Metro

Doug Nelson  
Missouri Office of Administration

Dave Nichols  
Missouri Department of  
Transportation

Executive Director  
Ed Hillhouse  
Assistant Executive Director  
James M. Wild

\*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, March 25, 2014  
East-West Gateway Board Room

Members Present:

Michael Coulson, Chair, East-West Gateway Council of Governments  
Mike Henderson - Missouri Department of Transportation  
Jeremy Rogus - St. Louis County Health Department  
David Bloomberg - Illinois Environmental Protection Agency  
Joe Gray - Illinois Department of Transportation, District 8  
Christopher Schmidt - Illinois Department of Transportation  
Jack Fishman - St. Louis University  
Mike Right - AAA- Auto Club of Missouri  
Mark Leath - Missouri Department of Natural Resources (telephone)

Others Present:

Kim Cella - Citizens for Modern Transit  
Rob Kaleel - Lake Michigan Air Directors Consortium  
Kevin Herdler - St. Louis Regional Clean Cities  
Meredith Klekota - Trailnet  
Andy Knott - Sierra Club  
Amy Funk - Metro East Community Air Project  
Kathy Andria - American Bottom Conservancy  
David Shanks - Boeing  
Amy Bhesania - U.S. Environmental Protection Agency Region 7 (telephone)

Staff:

David Wilson                      Carol Lawrence

- I.        Call to Order  
          - Michael Coulson, Chair, East-West Gateway Council of Governments

The meeting of the Air Quality Advisory Committee (AQAC) was called to order by Chair Michael Coulson, East-West Gateway Council of Governments (EWG). Mr. Bloomberg, Illinois Environmental Protection Agency (Illinois EPA) requested that the last sentence of paragraph four on page seven be revised to read as follows: Mayco Industries in Granite City has applied for a construction permit to make the changes necessary for it to comply with this lead rule. With this revision, the minutes of the January 28, 2014 AQAC meeting were approved.

- II.        CMT Transit Oriented Development (TOD) Efforts  
          - Kim Cella, Citizens for Modern Transit

Mr. Wilson, EWG, introduced Ms. Cella, Executive Director of Citizens for Modern Transit (CMT). CMT was a core partner in the OneSTL, Regional Plan for Sustainable Development, effort. EWG worked with CMT and Metro on Transit Oriented Development (TOD) plan for station areas.

Ms. Cella, CMT, said that CMT has appreciated the opportunity to work with all the OneSTL consortium partners. She gave an overview of the TOD work CMT has undertaken and is continuing to do. The St. Louis region has an award winning transit system in Metro. In 2013, there was record ridership on MetroLink (light rail) and MetroBus. According to Metro, 97 percent of the jobs in the City of St. Louis and St. Louis County are accessible by transit, whether MetroLink, bus or Call-a-Ride. Described work have been doing focused on the 37 MetroLink stations to entice developers to move some development forward and potential new station alignments.

TOD is a type of community development that includes a mixture of uses and mixture of incomes integrated into a walkable neighborhood and located within a half mile of quality public transit stop. For St. Louis region, looking develop around MetroLink stations. For every dollar invested in transit, there is a significant return for the region through improved connectivity, sustainability, public health, independence, economic viability and vitality. One or both ends of a transit trip involves some type of physical activity either walking or bicycling.

CMT has prepared a number of products for OneSTL. TOD overlay codes/form based codes were developed as tools to link transit to development around stations in local communities/municipalities. In February 2014 the City of Pagedale adopted overlay code for the area around the Rock Road MetroLink station. A draft overlay code was prepared for the City of St. Louis for the area around the Grand station. A best practices TOD guide for local governments was developed with emphasis on a slow growth area, like the St. Louis region. CMT and Metro worked with a consultant to put together real estate spec sheets for the area around each of the 37 MetroLink stations. This information can be used to promote development opportunities and facilitate greater awareness. CMT also established a National Lecture series to highlight TOD trends in other cities.

Examples of new TOD in St. Louis include the \$250 million mixed use MX Exchange development atop the Convention Center MetroLink station in downtown St. Louis and with bus access. Downtown there are more than \$530 million investments in redevelopment which is adjacent to or just blocks away from transit. The Central West End is experiencing similar in-fill development.

As part of OneSTL effort, CMT sponsored Urban Land Institute (ULI) Technical Assistance Panels at the UMSL South, Grand and Belleville IL stations and the possible future Cortex station. CMT has received an additional \$75,000 grant to create form-based overlay zoning. The University of Missouri St. Louis (UMSL) is serving as master developer for a Chapter 353 Redevelopment Corporation for the area around the USML South station. A request for proposal for development around the Belleville station is ready to be released.

Near conclusion is a feasibility study for a possible MetroLink station between Sarah and Boyle in the Cortex development in midtown St. Louis. CMT secured the grant and local match was raised from public/private stakeholders including Metro, BJC Healthcare Systems, Washington University, Cortex and Great Rivers Greenway. On March 27, CMT will present the findings of the Cortex feasibility study at the 4240 Building on Duncan Avenue. It then will be submitted to the Federal Transit Administration (FTA). After that, Metro and the other stakeholders will have to prepare a capital/operating plan and identify funding sources.

CMT and St. Louis Regional Clean Partnership (SLRCAP) plus other partners are involved in a number of events to promote the link between transit alternatives, clean air and accessibility. In May there will be a Metro Market event at the Shrewsbury Station. Purpose is to help people envision possibilities around MetroLink stations over and above a park and ride lot. On June 7 CMT is hosting a Wabash Visioning Session with stakeholders to look at the redevelopment potential for the old Wabash Railroad Station near the Delmar MetroLink Station. CMT continues to work with employers in St. Louis to encourage and incentivize transit use by their employees. In June CMT is introducing the Try & Ride program. The goal is to introduce new riders to the transit system. CMT will provide personalized routes from home to work and back, complimentary tickets for one month and a journal to track experiences. CMT will contact the new riders on a regular basis for two months. Research shows that if a person tries transit for a longer period of time, then they are more likely to learn how to use transit and stick with it.

Mr. Wilson, EWG, said that the real estate spec sheets were available on the OneSTL website ([www.onestl.org](http://www.onestl.org)). If consider OneSTL a 30 year plan, then there is tremendous opportunity for region to take advantage of this TOD resource. Ms. Cella, CMT, said that at the National Lecture series, developers were saying that they did not know what potential for development around stations was and what Metro could do in terms of leases and air rights, etc.

Ms. Klekotka, Trailnet, asked what are the TOD performance measures in OneSTL. Mr. Wilson, EWG, said that the EWG Research department has committed to tracking regional metrics and this information is available on the OneSTL website. The metrics are a way to help the conversation move forward. Ms. Cella, CMT, added that CMT maintains a development database which tracks development around light rail stations ([www.cmt-stl.org](http://www.cmt-stl.org)). So far, have tracked more than \$16 billion in development around the stations and light rail has a part.

Ms. Funk, Metro East Community Air Project (MECAP), asked how much messaging there is on the websites concerning associated health benefits of TOD. Ms. Cella, CMT, said that CMT has health information on their website. CMT's Ten Toes Express program is aimed at connecting older adults with MetroLink and MetroBus and health benefits of associated walking is a program element.

Mr. Fishman, St. Louis University, asked how actual MetroLink ridership compared to estimates. Ms. Cella, CMT, said that from day one ridership has exceeded estimates. Ms. Andria, American Bottom Conservancy (ABC), asked how ridership is measured and if turnstiles will be installed to stop riding without tickets. Mr. Coulson, EWG, and Ms. Cella, CMT, said that on-board surveys are conducted, actual counts and bus farebox results are used. Metro is installing smart card technology which will track the number of rides instead of passengers.

### III. TravelGreen Program - Meredith Klekotka, Trailnet

Trailnet is a member-based organization of over 2,000 members. Its mission is to lead in fostering healthy, active and vibrant communities where walking, cycling and use of public transit are a way of life. Trailnet works to achieve this mission through policies, planning and programs at the bi-state level. It is a gold level, nationally recognized bike-friendly business. Trailnet's bicycling event program reaches 15,000 bicyclist a year. National household travel and transportation surveys

indicate that there is potential for shifting travel choices and for investment in alternative forms of transportation. Need to make sure that trip chain options include using transit and that employers and cities take alternatives forms into consideration when planning for their travel demand.

In the TravelGreen Program, Trailnet is working with businesses, universities and communities to promote car free commuting. Trailnet received funding for this program through the federal Congestion Mitigation Air Quality (CMAQ) program. TravelGreen is focused on individual behaviors and encouragement. The objective is to learn how and why to make biking part of a person's life. A key component of the TravelGreen Program is the Shift Your Commute trip tracking software found at [www.shiftyourcommute.com](http://www.shiftyourcommute.com). An individual can log on and enter information on their bus, light rail, bicycling or walking trips and find out the calories burned and carbon emissions saved. This information is reported to the Federal Highway Administration (FHWA) and other organizations to help drive infrastructure and support for this kind of investment.

The 2011-2014 Shift Your Commute trip summary shows that 26,000 car-free trips have been registered on this website. By going multi-modal with bicycling and transit can expand the distance commuted. Trailnet offers several bicycle education programs including Bicycle Smart classes showing people how to ride in traffic. Trailnet is working with businesses which want to be designated by the League of American Bicyclists as "Bicycle Friendly". Trailnet will assist businesses in reducing social and environmental barriers. Trailnet is hosting a workshop on the economics of bicycling.

Ms. Funk, MECAP, asked from a policy perspective, what were the top barriers to bicycle friendly areas and commuting. Ms. Cella, CMT, said that access to a MetroLink a station or a bus stop may not be the best for pedestrians, wheelchair users or bicyclists. Ms. Funk, MECAP, asked if Trailnet and CMT worked together to address barriers and is this part of OneSTL. Mr. Wilson, EWG, said that OneSTL sets the framework for collaboration between different organizations across the region working on different things but it does not require collaboration. These actions can help to start building healthier communities but there is a long way to go. Ms. Klekotka, Trailnet, added that infrastructure is important in terms of access and slowing down traffic speeds. Ms. Cella, CMT, said that another significant barrier is an individual's perception of transit in St. Louis (Missouri and Illinois) particularly MetroBus. The purpose of Try and Ride is to change that perception through providing specific transit route information and offering the Guaranteed Ride Home program. Ms. Andria, ABC, observed that even though everything about bike riding is healthy, in lot of areas may be riding behind polluting vehicles or on trails going through industrial areas. Ms. Klekotka, Trailnet, said that it is a balance between exposure and activity.

Mr. Knott, Sierra Club, asked for what activities Trailnet will use their U.S. Environmental Protection Agency (USEPA) Environmental Justice grant. Ms. Klekotka, Trailnet, said that Trailnet will be working on neighborhood greenways and doing pre-planning and community building to develop low stress routes to encourage people to get out on their bicycles.

#### IV. Update on Lake Michigan Air Directors Consortium (LADCO) Activities - Rob Kaleel, Lake Michigan Air Directors Consortium

The Lake Michigan Air Directors Consortium (LADCO) is one of five regional air planning agencies LADCO represents Ohio, Indiana, Illinois, Michigan, Wisconsin and Minnesota. When LADCO

was established in 1989, its goal was to develop the first photochemical grid airshed model in the Midwest which could be used in modeling for ozone, fine particle (PM2.5) and regional haze. Currently, LADCO has been working on the development of a 2011 base year photochemical modeling platform. LADCO is running the same weather models as the National Weather Service. The model is being run on a six minute time series for the entire year. The model domain is the continental U.S. plus Mexico and Canada. Point, area, mobile, non-road and biogenics emissions inventory data is also needed.

For the 2008 eight-hour ozone standard, USEPA finalized non-attainment designations in July 2012. Almost all areas in the Midwest were categorized as Marginal. Marginal areas are supposed to attain the standard within three years of designation, or by 2015. For a Marginal area the State Implementation Plan (SIP) consists of an emissions inventory.

When the states were assembling their recommendations for ozone non-attainment areas, 2008-2010 monitoring data was used. The summers of 2008 and 2009 were cooler and there was economic uncertainty. As soon as recommendations were made to USEPA, for first time in this period of meteorologic records had three consecutive years of above average temperatures. At the same the economy was better resulting in an increase in emissions. During the summer of 2012 almost every monitor in the Midwest was getting lots of exceedances. The states have made a lot of efforts through the years to reduce emissions but sometime those emission reductions are not enough to prevent exceedances when have extreme meteorology. The 2013 summer had cooler temperatures and a little more precipitation in the Midwest and ozone values came down. States are hoping that there will be good data in 2014 and 2015 so that by 2015, all they need to do is submit an emissions inventory. Opinion that there is a good chance that some or all of the monitors will not attain the 2008 standard by 2015. Unsure what USEPA is going to do as far as bumping up Marginal non-attainment areas to Moderate. Meanwhile, USEPA will have a proposal out for a tighter ozone standard.

Mr. Bloomberg, Illinois Environmental Protection Agency (Illinois EPA), reported that Illinois has been talking with USEPA Region 5 about this. According to USEPA, since the attainment date falls in the middle of the 2015 summer, the states are to use 2012-2014 data to show attainment of 2008 ozone standard. If an area is not in attainment and 2014 data is good, a state can ask USEPA for a one year extension of the attainment date. If during 2015 the area reaches attainment, no bump up will occur. If area does not quite make attainment but 2014 and 2015 data is good, state can get another one year extension. It is a convoluted process.

Mr. Kaleel, LADCO, observed that there could be a regulatory mess when USEPA transitions from the 2008 standard currently being implemented to a tighter ozone standard. . It appears that USEPA will propose standard in January 2015. States will have until January 2016 to develop boundary recommendations. USEPA will have one year after that to finalize non-attainment boundaries. States will then have three years (2020) to submit SIPs. Do not know how USEPA will marshal state resources to deal with both standards at the same time.

In 2013, 11 Northeast states and the District of Columbia invited nine Midwest and Southeast states to join their Ozone Transport Region (OTR) also known as the Ozone Transport Commission (OTC). The Midwest and Southeast states (Michigan to Tennessee and Illinois to North Carolina) declined

the invitation. In December 2013 the Governors of nine Northeast states officially petitioned USEPA to force the Midwest and Southeast states to join the OTR. Inclusion in the OTR would require programs in addition to what the states are doing including OTC consultation and regulatory process. LADCO assisted in the preparation of a letter from these states to USEPA requesting that the Administrator reject this petition.

Mr. Coulson, EWG, asked if the findings of the Ozone Transport Group (OTAG) showed that impact of ozone transport occurs within 500 miles. Mr. Kaleel, LADCO, said that there is still some downwind impact and LADCO is currently working on state-specific source apportionment modeling to determine contribution. USEPA is looking at that in context of modeling they are conducting for next Cross State Air Pollution Rule (CSAPR) to estimate effect of transport. Current CSAPR is before the U.S. Supreme Court. Mr. Bloomberg, Illinois EPA, pointed out that in CSAPR significant impact (contribution) of a state to another is defined at one percent (or 0.75 of a 75 parts per billion standard). That is how Northeast states can look at Midwest states and tell them to control everything.

In December 2012 USEPA revised the annual PM<sub>2.5</sub> standard. The states made their designation recommendations to USEPA in December 2013. USEPA is to act on them by the end of 2014 with the designations becoming effective in 2015. SIPs will be due in 2016 and attainment in 2020. At the time the states were developing their boundary recommendations a majority of the monitors in the Midwest were exceeding the level of the standard, including two in the Metro East. When 2013 data is included in the analysis, many of the monitors which were violating the standard in 2012 are not now. When USEPA makes the final designations, they will be using 2011-2013 data so there could be changes.

LADCO is working with their states on individual state Regional Haze Plan 5-Year Progress Report. LADCO is looking at visibility progress at Class 1 national parks and wilderness areas in the Midwest. The Regional Haze Plan goal is to try to achieve progress on the 20 percent worst visibility days at these Class 1 areas such that by 2064 visibility would be at or better than natural conditions and the key best visibility days do not get any worse. It appears that visibility is improving and is on target to meet goal. LADCO is also evaluating at trends in emissions. It appears that improvements in visibility are commensurate with reduction in emissions (sulfur dioxide and oxides of nitrogen) from coal-fired electric generating units (EGUs).

LADCO is involved in the Eastern Regional Technical Advisory Committee (ERTAC) EGU Group. The Group is composed of states, regional planning organizations and industry and first convened in 2009. The Group was not satisfied with USEPA's use of the Integrated Planning Model (IPM) to project EGU emissions and specific actions concerning the EGUs in their particular states for CSAPR. IPM is a proprietary model from ICF International which costs \$50,000 to run and uses modeled economics assumptions alone to project EGU shut downs and other actions. The ERTAC model project goal was to build a low cost and transparent model alternative to the IPM. The starting point for the ERTAC model is continuous emissions monitoring data for sulfur dioxide (SO<sub>2</sub>) and nitrogen oxide (NO<sub>x</sub>) for source and region which the facilities report to USEPA. Data has been processed for the 2011 base year. The states will provide information for future years based on what the facilities are telling them about new units, shut downs and other changes. The U.S. Energy Information Administration (EIA) report on the Annual Energy Outlook is the source for

base regional growth rate information. EIA prepares information on power generation by different sources for 22 regional market areas. Peak information is collected from the North America Electric Reliability Corporation. Want to make sure that in the model demand matches electricity generation. For 2011-2018 model output estimates there will be a reduction in SO<sub>2</sub> emissions in all of the LADCO states and Missouri. Some reduction will come from shut downs due to regulatory requirements, lower cost of natural gas and lower demand for electricity generation. Anticipate further reductions in SO<sub>2</sub> and NO<sub>x</sub> which will be good for the environment and visibility moving forward. Goal is to show reductions in the air quality models that the states will be using to develop ozone, PM<sub>2.5</sub> and regional haze plans.

Ms. Andria, ABC, asked about the level of confidence have for monitoring data when monitors can be shut down for a period of time as has occurred in Illinois. Mr. Kaleel, LADCO, said that this data is fully quality assured and validated by the states and USEPA before LADCO uses it. The goal of the states is to put the monitors in right places and USEPA mandates what the right places are. It can be a challenge to get an agreement with a property owner. Every state adjusts their network based on regulatory priorities and changes in funding.

Ms. Andria, ABC, asked if the EIA assessment about coal use in the Midwest is a political decision. Mr. Kaleel, LADCO, said that EIA is looking at the capacity of the fleet of EGUs and the regulatory environment and tracks fuel costs to project electrical demand. Ms. Funk, MECAP, said that EIA also does a national analysis. Mr. Bloomberg, Illinois EPA, observed that in Illinois the switch from coal to natural gas is occurring in the manufacturing sector.

Mr. Knott, Sierra Club, asked if actual emissions data or allowables will be used in ERTAC model. Mr. Kaleel, LADCO, said that with ERTAC model trying to get away from the economic approach. For example, IPM decided that the coal-fired power plants in the Mississippi were too old and uneconomical and that the state would shut them down. Mississippi and others have sued USEPA. Mr. Bloomberg, Illinois EPA, said that power companies usually plan for facility shut downs far in advance and have to receive approval from the Federal Energy Regulatory Commission (FERC) which takes several years. So for a model to assume immediate shut downs with no consideration of impact or where electricity will come from is extreme.

Mr. Leath, MoDOT, asked if USEPA was going to allow the states to use the ERTAC model in their SIP planning and was training available. Mr. Kaleel, LADCO, said that it was his understanding that the USEPA is going to use the IPM model for the next transport rule. USEPA is going to consider what LADCO is doing with ERTAC model. LADCO is reviewing projections from IPM and ERTAC and is sharing the results with USEPA. LADCO will be in the position to make good, sound technical arguments. LADCO is open to providing training. ERTAC is free to use and can be run on a personal computer.

Mr. Fishman, St. Louis University, observed that background levels of ozone are increasing nationally and asked if USEPA would take this into account. Mr. Kaleel, LADCO, said that USEPA has included an analysis of background ozone levels in their ozone standard science assessment document. In his opinion, it was mostly done to explain background concentrations away in the context of showing a tighter ozone standard still being achievable.



V. American Fuel Group Report  
- St. Louis Regional Clean Cities Program

Mr. Herdler, St. Louis Regional Clean Cities Program (SLRCC), said that planning is underway to celebrate their 20<sup>th</sup> anniversary. In 2012, with the use of alternative fuels more than 10.7 million gasoline/diesel gallons were displaced. This is the equivalent of 108,000 tons of greenhouse gas emissions. Since September 2013 seven new public CNG fueling stations have opened with two in Illinois. There is also a liquified natural gas (LNG) station in Illinois. Many fleet operators are interested in CNG. In April, Illinois EPA and Chicago Clean Cities are hosting a NGB fleet and fueling stations workshop in Effingham IL.

Waste Management is working on a project to recover gas from their Milan landfill near Granite City, convert it to natural gas and send it to a pipeline. The natural gas will offset fuel used by the Waste Management trucks in the Chicago and St. Louis areas. Anticipate that this project will begin in January 2015. The Marissa recovery project is expected to begin in January-February 2015.

VI. Update Activities of the States  
Mark Leath, Missouri Department of Natural Resources  
David Bloomberg, Illinois Environmental Protection Agency

The Missouri Air Conservation Commission (MACC) meets in Springfield on March 27. There will be a public hearing on the proposed Redesignation Request and Maintenance Plan for the Missouri portion of the St. Louis 1997 eight-hour ozone standard non-attainment area. MoDNR is revising the Maintenance Plan so that 2025 is the end year which will be ten years after expected approval by USEPA in 2015. Up for adoption by the MACC is the Redesignation Request and Maintenance Plan for the Missouri portion of the St. Louis 1997 annual Fine Particulate Matter (PM<sub>2.5</sub>) Nonattainment Area. The 1997 standard was attained in 2009 and a Maintenance Plan was developed. At the time, USEPA was not able to act on it. The PM<sub>2.5</sub> Maintenance Plan has been updated and the last year of the Maintenance Plan was moved out to 2025.

The April 1 Missouri Register will contain a proposed rule to remove Stage II vapor recovery devices at gas pumps since USEPA's determination of widespread use of onboard refueling vapor recovery controls in newer vehicles. The MACC is going to hold a public hearing on this proposed rule (10 CSR 10-5.220 Control of Petroleum Liquid Storage, Loading and Transfer) at their May 29 meeting in St. Louis.

Since Illinois submitted their boundary recommendations for 2012 PM<sub>2.5</sub> standard to USEPA, monitoring data shows improvements. Illinois EPA will be submitting a letter to USEPA with revisions. Illinois EPA will now recommend that Chicago area be classified as attainment. The Metro East is more complicated because the East St. Louis PM<sub>2.5</sub> monitor is now in attainment but the Granite City monitor is not. Preliminary discussions are underway with USEPA Region 5. Options for changes to the Metro East boundary recommendations are still being evaluated. Missouri has recommended that all of its counties be classified as attainment.

On the evening of March 26, Illinois EPA will have a public outreach meeting in Granite City on the construction permit for Mayco Industries. This permit will allow the company to take actions so it can

comply with the state lead rule. There was an outreach meeting several months ago about the state lead rule. The lead rule still has to be finalized by the Illinois Pollution Control Board (IPCB). If anyone has comments, to bring them up at the meeting.

Illinois EPA is working on a "Permit by Rule" rule which will allow construction at major sources of smaller boilers without the facility having to go through the construction permit process. Sources can get a construction permit through the rule itself. The rule has a narrow definition and Illinois EPA plans to evaluate how it works. April is the target for submittal to IPCB.

Illinois EPA continues to move forward in development of SO<sub>2</sub> rules for the Phase 1 Lemont (Chicago area) and Pekin (near Peoria) non-attainment areas in the state. It is possible that with Phase 2 there could other SO<sub>2</sub> non-attainment areas in the state.

Ms. Andria, ABC, asked about the SO<sub>2</sub> monitor situation around the refinery in Wood River because in 2011 Illinois EPA had proposed that this area be a SO<sub>2</sub> non-attainment area. Mr. Kaleel, LADCO, said that when he was at Illinois EPA monitor data did show non-attainment at the time of public outreach. When it became time to designate area, monitoring data was showing attainment and has been ever since. Mr. Bloomberg, Illinois EPA, said that Phase 2 designations will use either modeling output or monitoring data. If a company or a group of companies located near each other want to go with monitoring, they will have to pay for the monitors themselves and follow the siting requirements of the state. Modeling requirements are to be set out in USEPA's data rule (still to be released). Ms. Andria, ABC, said that citizens can still smell and see things that look like there is a problem around that monitor. She asked what can citizens do other than call USEPA and say don't believe monitor is making attainment. Mr. Bloomberg, Illinois EPA, said that there are a number of questions to answer about whether smell is continuous or intermittent and are there releases. If the monitors are showing attainment and are properly sited, it is a good question. Don't know if ever had that issue come up with someone wanting non-attainment when monitors are showing attainment. Ms. Andria, ABC, said that two construction permits were just granted here which she believed had significant contributions of SO<sub>2</sub>. Mr. Bloomberg, Illinois EPA, said that he was not familiar with those permits but pointed out that when construction permits are prepared, if there is going to be an increase in emissions, Illinois EPA has to model to make sure that proposed action is not going to violate standards. There may have been offsets or new controls planned for those specific permits.

## VII. Other Business

Ms. Andria, ABC, said that several years ago, Illinois EPA issued a construction permit to the Mississippi Lime Company for two limestone processing rotary kilns in Prairie du Rocher, Randolph County IL. The ABC appealed this permit. In 2011 the permit was remanded back to Illinois EPA and it appeared that the project had gone away. This month the Belleville newspaper had a notice about a comment period for a Mississippi Lime construction permit and a public hearing scheduled for on May 6 in Prairie du Rocher. Additional information is available on the Illinois EPA website.

The next meeting of the AQAC was scheduled for April 29, 2014. There being no other business, the meeting of the Air Quality Advisory Committee was adjourned.