



AGENDA
AIR QUALITY ADVISORY COMMITTEE*
TUESDAY, May 29, 2018
1:00 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 Kellett

John A. Laker

Non-voting Members

Erin Aleman
Illinois Department of
Transportation

Erika Kennett
Illinois Department of Commerce
and Economic Opportunity

Patrick McKenna
Missouri Department of
Transportation

John Nations
Bi-State Development

Executive Director

James M. Wild

I. Call to Order

- Carol Lawrence, Chair, East-West Gateway Council of Governments
A. Minutes of March 27, 2018 Meeting

II. Summary of the St. Louis Climate Summit April 22-24, 2018

- Jack Fishman, St. Louis University

III. OneSTL Energy and Emissions Working Group

- Phil Valko, Washington University

IV. Missouri Volkswagen Settlement Activities

- 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 June 26, 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, March 27, 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
Betsy Tracy- Federal Highway Administration Illinois
Brad McMahon – Federal Highway Administration Missouri
Mike Henderson – Missouri Department of Transportation

Others Present:

Michele Goldsmith – Ride Finders
Meghan Lucker – Ride Finders / Agency for Community Transit
Mallory Box – Citizens for Modern Transit
Brad Frost – Illinois Environmental protection Agency
Jed Wolkins - 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)
Kevin Herdler- St. Louis Regional Clean Cities Program
Curtis Jones- Illinois Department of Transportation

Staff:

Mary Grace Lewandowski Aaron Young Bonnie Harper Maureen McCarthy

1. Call to Order
- **Carol Lawrence, Chair, East-West Gateway Council of Governments**

The meeting of the Air Quality Advisory Committee (AQAC) was called to order by Chair Carol Lawrence, East-West Gateway Council of Governments (EWG). The minutes of the January 30, 2018 AQAC meeting were approved as circulated.

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

Mr. Young handed out the 2018 OneSTL Report to the Region, covering activities which occurred during 2017. The report includes an appendix that provides a brief definition, baseline status, and current status of the 58 metrics that OneSTL monitors which measure how the region is performing in areas of economic, environment and social sustainability. These indicators are color coded within the index to indicate if they are moving in the desired direction or not. This year the report looks a bit different. The OneSTL Sustainability Lab, which is held at T-Rex downtown on the last Tuesday of every month, began in May 2017. There were over 350 attendees at the lab sessions this past year. The report also summarizes the April 2017 Regional Sustainability Summit held at Eric P. Neuman Center at the Washington University School of Medicine. The last part of the report outlines the regional working groups. Each working group has one or more leaders that

are from organizations such as Missouri Botanical Gardens, the St. Louis Zoo, and Heartlands Conservancy. Each group has a made a target they are aiming for that was set at the sustainability summit. There is more information on these working groups on www.OneStL.org . There is a core OneStL group that meets every month, and the individual groups meet on their own time frame. If you are interested in participating, please contact Aaron Young or Bonnie Harper.

The Energy and Emissions working group selected regional greenhouse gas emissions as their project. Their target parallels what was in the Paris Climate Agreement. This group is working with Washington University Sustainability Exchange to do a regional greenhouse gas emission inventory for 2005 and 2015 in order to understand what the goals should be for 2025 and 2030. The emission measurements will most likely be reported once every five years. Understanding that tracking the emission metric and moving it is completely different. To get more regional buy-in, OneStL created a website where businesses can sign up to commit to reducing their emissions.

Those at the meeting received a copy of the agenda for the Sustainability Lab that was occurring at 3:30 p.m. on March 27th.

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

The settlement between Volkswagen and the Environmental Protection Agency (EPA) includes a \$10 billion dollar recall, a \$2 billion zero emission vehicle (ZEV) investment commitment, and a mitigation trust. From the mitigation trust, Illinois has been allocated \$108 million. The goal of the settlement and the Beneficiary Mitigation Plan (BMP) is to reduce oxides of nitrogen (NOx) emissions by replacing old diesel engines with new diesel, electric, or alternative fuel engines. If it is a new electric engine it will be required that the project has the charging infrastructure available or else the infrastructure will have to be a part of the project. The goals that are set out at this point in time are all project driven. If in the future, the projects are not there the BMP can always be modified. Public comment is being accepted until April 13. From the ZEV portion (Electrify America), Illinois is going to see substantial investments. In round one, there will be construction of charging stations in multi-family units, commercial spaces, municipal parking areas and workplaces in the Chicago area. Electrify America is going to build a network of charging stations along high traffic corridors. Many of these interstate corridors cross Illinois.

Illinois has the second largest public transportation system in the nation. They also have the second largest rail system, third largest interstate system, and the fourth largest highway system. When it comes to the BMP there are ten categories that are eligible to be funded, but Illinois has taken out the ocean going vessels. Also, airport ground support equipment is not a priority for this funding.

The three goals laid out in the BMP include: to reduce NOx emissions in areas where the affected Volkswagen vehicles are registered while taking into consideration areas that bear a disproportionate share of the air pollution burden (including environmental justice areas); to maximize emission reductions; and to maximize and leverage funding. The priority areas are the Chicago ozone non-attainment area, the Metro-East St. Louis ozone non-attainment area, and seven counties that had one percent or more of the VW cars. The funding will be divided into three different categories: On-road vehicle (trucks, buses) projects will receive \$21,735,935; all-

electric school buses projects will receive \$10,867,968; and off-road vehicle (freight switcher locomotives, ferries/tugs) projects will receive \$70,641,789.

In order to maximize the funding, Illinois has slightly increase the required minimum cost sharing requirement percentages. If it is a public project, it will be 25 percent or higher with Diesel Emissions Reduction Act program (DERA), non-public will be 50 percent or higher as specified by the trust or DERA. Illinois EPA has set goals for the emissions reduction based off of the amount of funding being received. In total, it is expected to have 1,800 tons in NOx reductions. In order to facilitate public feedback, a survey has been created that will ask about what types of projects there are, if the priorities laid out by the EPA match up with the priorities of the public, and what the needs of the applicants are.

After the end of the public comment period the comments will be reviewed. After any revisions that need to be made, the final BMP will be submitted to the trust. The first round application period will be in Spring or early Summer. The applications will be reviewed and in the Fall the first round of grantees will be announced. It is anticipated that there will be three rounds of funding over a ten year period. All of the information on the VW settlement funding can be found on the IEPA website, <http://www.epa.illinois.gov/topics/air-quality/vw-settlement/index>

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

Missouri is in the final stages of drafting the mitigation plan and is going to distribute it online. It should be available by the end of March 2018. There will be a public comment period, but the dates for it have yet to be set. So far the plan covers the minimum amount of things that are required by the trust agreement. There will be a second document which outlines the implementation guidelines. One of Ms. Allen's responsibilities has been looking at what other states have been doing in regards to the VW settlement. Currently there are sixteen plans, two of which that have already been finalized and submitted to the trust. The other fourteen are in draft form. It has been declared that there is not a deadline that the plans have to be submitted by, however the plans need to be submitted 60 days before the states submits a request for funding. The goal for Missouri is to begin accepting project applications before the end of 2018. The Missouri Department of Natural Resources (MoDNR) website regarding the settlement plan contains all of the information regarding the plan. The comment portal is still open. At the next AQAC meeting in May 2018 more information on the BMP will be given. The accepted projects will be funded based on a scoring criteria. October of 2027 is the goal to have the majority of the funding spent.

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

The American Fuel Group Report was submitted to the U.S. Department of Energy (DOE). The St. Louis region offset 20 million gallons of gasoline/diesel, which equals about 127,000 tons of emissions. Biodiesels and CNG were the main contributors to the emission reductions. On April 4, 2018 there will be a meeting on the future of electric vehicles in the St. Louis region. The Clean Cities Program received a grant in partnership with Columbia, MO concerning this.

In February, Mark Minden with Electric Cab North America met with the Clean Cities Program to discuss the electric shuttle project in Kirkwood, MO. The shuttle ran from October 31- December 29 of 2017 and offset 1,800 miles of vehicle travel by transporting almost 3,000 people. Currently there are three electric shuttles in the downtown St. Louis area that are making a positive impact in the area. On May 1st Washington University will begin using B50 in their shuttle buses. The biofuel for this project is being produced by Rockwood Summit High School. Rockwood and Ranken Tech have been worked together to build a biodiesel trailer that will travel to different schools to demonstrate how to make biodiesel on site and how to test it. It is possible to make biodiesel out of almost anything that is oil based. The byproduct from the process is glycerin and it can be utilized to make things like soap or makeup.

6. Update Activities of the States

- David Bloomberg, Illinois Environmental Protection Agency

In the Federal Register there will be final approval of the re-designation of the Granite City and Chicago lead non-attainment areas to attainment. The Metro East area was re-designated to attainment for ozone for the 2008 standard, but it is anticipated that it will be designated to non-attainment for the 2015 standard. The Alton non-attainment area attainment demonstration for the sulfur dioxide standard (SO₂) will be going to public notice in the Illinois State Register by the first week of April. The Alton attainment demonstration will be submitted to the USEPA.

- Stacy Allen - Missouri Department of Natural Resources

Ms. Allen gave an update on Missouri Air Conservation Commission (MACC) agenda. In February the MACC approved the technical corrections for the re-designation request and maintenance plan for the 2008 ozone standard. The revision to the boundary designation recommendation for the 2015 ozone standard was also approved. Both of those revisions have been submitted to the EPA for their consideration. On March 29th there will be a MACC meeting in Jefferson City. These meetings are live streamed for those unable to attend in person. There will be a public hearing on the decision of nine rules that were listed in the January AQAC meeting notes. These rules affecting Kansas City, St. Louis, or the state are either old or outdated. No adoptions will be made at the March meeting, but there will be at the April 26th MACC meeting in Kansas City.

Kyra Moore is no longer the Air Program Director, but was promoted to work in the Division of Environmental Quality at MoDNR and her replacement is Darcy Bybee. MoDNR is currently working on the Red Tape Reduction effort. The MoDNR Red Tape Reduction website allowed for public comment until December 15th, but the state of Missouri's red tape reduction website is still taking comments. As for the SIP updates, the re-designation request and maintenance plan for the 2008 ozone standard was submitted in 2016 and a technical correction was submitted to the EPA in February 2018. On March 22nd, 2018 the EPA approved a part of the ozone infrastructure SIP (ISIP), the 2010 nitrogen dioxide (NO₂) and SO₂ SIPs, and the 2012 fine particle (PM_{2.5}) rule. The ISIP is the state's way of indicating that it has permitting rules and enforcement authority as it pertains to the ozone standard. For the 2015 ozone standard the original boundary recommendation went to EPA in 2016. MoDNR looked at the updated information and monitoring

data of last year and submitted a revised non-attainment boundary recommendation that only includes St. Louis City, St. Louis County, and St. Charles County based on the year of new data.

On March 9th the EPA published their 2015 ozone implementation guidelines which provided the non-attainment classifications. EPA is planning to update the MOVES model with minor changes that will affect off road emissions. This will not be considered a new model for SIPs and transportation conformity. It will be called 2014b, which indicates that it is a minor update. School bus replacements funded through the Missouri State DERA program have been continuing and are being monitored by MoDNR. It is anticipated that in April 2018 the state can start the process to be participants in the next round of DERA. MoDNR will be applying for DERA funds for the next round to continue school bus replacements.

7. Other Business

The St. Louis Climate Summit is occurring from April 22nd through the 24th. For more information go to www.stlclimatesummit.org .

8. Adjournment

The next AQAC meeting date is set for May 29, 2018. There being no other business the meeting of the Air Quality Advisory Committee was adjourned.