



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

AGENDA
AIR QUALITY ADVISORY COMMITTEE*
TUESDAY, May 28, 2019
10:00 a.m. – 12 noon
East-West Gateway Board Room

Chair

Mark A. Kern
Chairman, St. Clair County Board

Vice Chair

Steve Ehlmann
County Executive
St. Charles County

2nd Vice Chair

Robert Elmore
Chairman, Board of Commissioners
Monroe County

Executive Committee

Tim Brinker
Presiding Commissioner
Franklin County

Dennis Gannon
County Executive
Jefferson County

Lyda Krewson
Mayor, City of St. Louis

Dr. Sam Page
County Executive
St. Louis County

Kurt Prenzler
Chairman, Madison County Board

Members

Ron Counts
Mayor, City of Arnold
Jefferson County

Robert Eastern III
Mayor, City of East St. Louis

Reggie Jones
St. Louis County

Mark Kupsky
Vice President,
Southwestern Illinois
Council of Mayors

Norman C. McCourt
Municipal League of Metro St. Louis

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

Taulby Roach
Bi-State Development

Aaron Willard
Missouri Office of Administration

Executive Director

James M. Wild

- I. Call to Order**
 - Carol Lawrence, Chair, East-West Gateway Council of Governments
 - A. Minutes of March 26, 2019 Meeting
- II. Ameren Missouri Charge Ahead Corridor Incentive Program**
 - Pat Justis, Ameren
- III. St. Louis Regional Clean Air Partnership 2019 Activities**
 - Susannah Fuchs, American Lung Association
- IV. About Transportation Air Quality Conformity**
 - East-West Gateway Council of Governments
- V. Update Activities of the States**
 - Illinois Environmental Protection Agency
 - Missouri Department of Natural Resources
- VI. Other Business – Next Meeting Date June 25, 2019**
- VII. 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 26, 2019
10:00 am – 12:00 pm
East-West Gateway Board Room

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments
Susannah Fuchs – American Lung Association
Mallory Box – Citizens for Modern Transit
Mike Henderson – Missouri Department of Transportation
Stacy Allen – Missouri Department of Natural Resources
Chris Schmidt – Illinois Department of Transportation
Betsy Tracy – Federal Highway Administration, Illinois
Buzz Asselmeier – Illinois EPA (Telephone)
Jeanine Arrighi – St. Louis Air Pollution Control Program

Others Present:

Kevin Herdler – St. Louis Clean Cities
Kevin Jemison – Illinois Department of Transportation
Tom Caldwell – Illinois Department of Transportation, Planning
Roger Walker – Regform
Steve Whitworth – Ameren (Telephone)
Brad Frost – Illinois EPA (Telephone)

Staff:

Mary Grace Lewandowski Jennifer Vuitel Peter Koeppel 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 29, 2019 AQAC meeting were approved as circulated.

2. VW Settlement Activities

- Brad Frost, Illinois Environmental Protection Agency
- Stacey Allen, Missouri Department of Natural Resources

Mr. Frost, Illinois Environmental Protection Agency (Illinois EPA), reported that last year the draft Illinois Beneficiary Mitigation Plan received a lot of feedback during the public comment period. The plan was revised and different categories were added. Last fall the first Notice of Funding Opportunities (NOFO) became available for the Chicago area for transit buses and

trains. There was also a NOFO for electric school buses in Cook County. Funds were awarded to Metra (transit train service) and Chicago Transit Authority (bus service), Chicago school district and a school district in the Cook County suburbs. A total of \$19 million has been allocated.

The Driving Cleaner Illinois program encompasses monies from the VW Beneficiary Trust Fund, the Congestion Mitigation Air Quality (CMAQ) program, the Diesel Emissions Reduction Act (DERA) program and other sources. The Illinois Environment Protection Agency (Illinois EPA) developed the Driving Cleaner Illinois program to distribute funding for various types of diesel emissions reduction projects affecting on-road vehicles, off-road equipment and electric vehicle charging. More information about this program and NOFOs are available at <https://www2.illinois.gov/epa/topics/air-quality/driving-a-cleaner-illinois/Pages/default.aspx>. In the near future a NOFO will be going out for the Metro East focusing on electric school buses. Ms. Allen, Missouri Department of Natural Resources (MoDNR), stated that the VW Beneficiary Mitigation Plan for Missouri was finalized in summer 2018 and the first application rounds for funding began in fall of 2018. The first application round was solely for school bus replacements. There were 67 applications from different school districts and contractors to replace 137 buses for up to \$22,000 per bus. There was also the opportunity for financially disadvantaged school districts to have buses replaced. All of the school districts were chosen on a lottery basis with 40 buses distributed to the selected districts. There were five buses awarded at no cost to the chosen financially disadvantaged school districts. The goal is to have all of the new buses in place by the end of June 2019.

In November 2018 the second application round was opened for government truck replacements as well as transit and shuttle bus replacements. There were about 60 applications for both categories. The applications were scored based on emission reduction and cost effectiveness. Many of the applications had information missing or incorrect information which affected the scoring process. From the applications that were able to be scored, funds to replace ten government trucks and four transit busses were awarded. All of the transit buses will be in Columbia, MO and will all be electric. For those who were not awarded new vehicles, MoDNR opened a second application round on March 22 to allow for incomplete applications to be corrected. MoDNR has provided information to assist applicants in filling out the applications and they will have ten business days to resubmit their forms. Rescoring will most likely take place in April. The money that would have been spent on the government trucks and transit buses will go to the next application round in July. In the meantime, MoDNR still had money for projects and decided to use it to fund bus replacements for those school districts who were on the waiting list.

Moving ahead, the electric vehicle infrastructure work group, which is led by Ms. Allen, had their kickoff meeting in November 2018. There was a follow up meeting on March 22 in Jefferson City. Between those meetings the working group decided to divide into sub groups to focus on three different areas: goals, roadmaps, and milestones; barriers and development; and strategies for procurement and deployment. So far the group has collected information from nine different states. The working group has heard from several utilities regarding the proposed infrastructure. Ameren was approved for a \$4 million project focusing on highway infrastructure projects in Missouri. The working group will be looking into a potential partnership with Ameren

to construct some of the electric charging stations and possibly using a combination of Ameren funding and VW funding to accomplish it.

MoDNR is waiting on their budget for the next fiscal year which begins on July 1, 2019. By May their appropriations will be set in the budget. The requested budget for the department is \$13.5 million to spend on this effort in the coming year. All information about the BMP will be sent through the VW list serve and the BMP webpage.

Ms. Box, Citizens for Modern Transit (CMT), asked if there would be another round of transit funding for the Metro East. Mr. Frost, Illinois EPA, said that 30 percent of the Beneficiary Mitigation Plan funds are to go to public transit projects across the state. The allocation of funds will be an iterative process. To keep informed, he suggested signing up for the list serve on the Driving Illinois Cleaner web page.

3. Connected2045 Update

- Peter Koeppel, East-West Gateway Council of Governments

The Long-Range Transportation Plan (LRTP) is a document that EWG is required to produce every four years. The plan looks ahead 20 years to identify future travel needs based on population projections and travel demand. EWG works closely with the Missouri and Illinois Departments of Transportation to predict future needs. This document must be fiscally constrained which requires a projection of the revenue available through the year 2045 and fund projects accordingly. A new requirement for the LRTP this year is that it must be performance based, based on the 2015 FAST Act. The federal government has set a number of performance areas such as pavement, bridge conditions, safety, system reliability, and congestion reduction. In order to be performance based, the projects in the LRTP must be planned to achieve certain targets which the EWG board has adopted over the past year. The LRTP is based on ten guiding principles that were derived from public engagement. The ten principles are used to establish policy-focused strategies, help the plan to align with federal and state goals, and to provide more complete understanding of the transportation system and its impacts. The *Connected2045* long range plan begins with a chapter on regional context. The document contains principles and strategies to guide transportation decisions and to direct who will be working on what within EWG. There is also an investment plan and a separate document about air quality conformity determination.

The federal Highway Trust Fund, which funds federal transportation investments, is projected to be insolvent fairly soon. The funding that can be acquired going forward is always being considered because the LRTP must be a fiscally constrained document. A recently completed study examined emerging technologies and how they will impact the funding and function of transportation.

The investment plan was formed around the projects that EWG and their transportation partners worked to assemble. EWG received 65 projects to be evaluated with about \$25 billion dollars available between Missouri and Illinois to fund the selected projects. Highlights from the

projects include a new Mississippi River bridge on I-270, Missouri committing to replacing bridges and a major construction project on I-270 in north St. Louis County. In addition to the new project funding there is about \$24.5 billion being spent on ongoing operations and maintenance of existing infrastructure, safety, and transit operations.

The air quality conformity determination analysis is currently underway, but is running slightly behind schedule. The final document to be released for public comment in late April or early May.

The state of the system portion of the document details the analysis that went into developing *Connected2045*. Items taken into consideration include population and employment forecasts, system performance reports, and the state of the different aspects of the transportation system.

The next steps are to present the document at the Executive Advisory Committee and Board of Directors meetings, hold the public comment period, and then have the board adopt the document at their June meeting.

4. Air Quality Refresh

- Maureen McCarthy, East-West Gateway Council of Governments

EWG collaborates with MoDNR and Illinois EPA to develop strategies to reduce transportation related emissions. EWG conducts an ozone data sharing project in which ozone data from Missouri and Illinois monitors is sent to EWG where it reviewed and compiled, and then sent out to Illinois EPA, MoDNR and U.S. Environmental Protection Agency (EPA) Region 7. In addition to hosting the Air Quality Advisory Committee, EWG facilitates the Inter Agency Consultation Group which is a transportation and air quality peer group. This group assists in the performance of the Transportation Air Quality Conformity Determination for both the Long Range Transportation Plan and the Transportation Improvement Program.

The two transportation-related pollutants of concern in the EWG region are ground level ozone and fine particulate matter (PM_{2.5}). The EWG region is a non-attainment area for both pollutants. Ozone is formed when emissions from transportation and industrial activities chemically react with oxygen in the lower atmosphere. The level of ozone is strongly influenced by the weather. PM_{2.5} is a mix of solid particles and liquid droplets in the atmosphere that come from combustion or chemical reactions of gases in the air. High levels of ozone or PM_{2.5} can cause serious health effects for sensitive groups which includes children, the elderly, and those with respiratory ailments and heart disease.

EPA strengthened the ozone standard in October 2015 from 75 parts per billion (ppb) to 70 ppb. An exceedance of the ozone standard is when an eight hour average for a monitor in a non-attainment area is greater than 70 ppb. In order for an area to be in attainment for the ozone standard, the three year average of the fourth highest annual average for each monitor in a non-

attainment area must be below or equal to 70 ppb. To demonstrate attainment, there needs to be three full years of data below the standard and the state has to create a plan that will show how that region will maintain the standard. The state will then send all of that data to the EPA who makes the decision.

The EWG region is one of 39 marginal non-attainment areas in the country. The most severe/extreme levels of ozone are found in California. There was a change in the size of the non-attainment area for the 2015 ozone standard when Jefferson County, Monroe County, and most of Franklin County were found to be in attainment for the standard. Due to the change in the non-attainment area the Arnold West ozone monitor located in Jefferson County is now considered to be a part of the transport tracking monitor network. It is made up of ozone monitors located just outside of the non-attainment area and track what flows in and out of the region. Within the non-attainment area there are five ozone monitors in Missouri and four monitors in Illinois.

One tool that EWG utilizes to track ozone levels is the USEPA's Air Quality Index (AQI). The AQI converts the eight-hour ozone average and converts it to a standardized AQI value (0 to 500) with 100 being equal to the 2015 ozone standard, 70 ppb. The index is displayed as six color coded categories. Each color corresponds with different types of health effects. For EWG purposes the AQI is displayed as a calendar in order to visualize the air quality over an entire month.

Between 1992 and 2018 ozone levels have been on a downward trend. Since 1999 the number of exceedances have also been on a general downward slope. In 2018 there were a total of 58 exceedances. Improvements in technology and policy things such as cleaner burning gasoline, emissions testing programs, and individual behavior decisions have contributed to the decline of ozone levels.

In 2005 EPA designated the St. Louis region and Baldwin Township in Illinois as a moderate non-attainment area for the 1997 annual PM_{2.5} standard. In 2018 the Missouri counties in the EWG region were found to be in attainment. In March 2019, USEPA announced a proposed rule finding that the Illinois counties/township are in attainment for the 1997 standard and a 30 day comment period has begun.

In 2015 the USEPA found the St. Louis region (MO-IL) to be unclassifiable for the 2012 PM_{2.5} standard due to data quality assurance issues. The issues have since been resolved and the USEPA's action on Illinois' request to be classified as in attainment should be finalized in 2019. Missouri is working on a similar request. Actions such as replacing older diesel vehicles and engines and vehicle technology improvements have contributed to a decrease of PM_{2.5} in recent years.

More information on air quality can be found on the websites of EWG partners such as MoDNR, the St. Louis Regional Clean Air Partnership, and IEPA.

5. Ameren Fuel Group Report

- St. Louis Regional Clean Cities Program

St. Louis Clean Cities has submitted their report outlining the emission reductions of the past year. It shows that the region has achieved a reduction of 20 million gallons of fuel and about 130,000 tons of emissions.

The Clean Cities Program has decided to celebrate their 25th anniversary on November 17, 2019 from 2:00 – 5:00 pm at Top Golf in Chesterfield. Additional details will be available later. On June 26 there will be an Auto Gas Answers event at Scott's Power Equipment in Bridgeton. The National Drive Electric Week will be in September at the St. Louis Science Center. The I-70 Alternative Fuel Corridor proposal has been submitted. The I-70 project will cover the entire length of the highway from West Virginia to Colorado. The goal is to have alternative fuel sources stations all along the route. Missouri has every alternative fuel available except for hydrogen, but the I-70 project will help to expand the availability of the fuel stations and the range for alternative fuel vehicles along I-70.

6. Update Activities of the States

- Stacy Allen, Missouri Department of Natural Resources (MoDNR)

The last Missouri Air Conservation Commission (MACC) meeting was on January 31, 2019. At that meeting there was a public hearing for the 2015 ozone standard Infrastructure State Implementation Plan (SIP). The comments and responses for this document are available on the MoDNR website. At the next MACC meeting on March 28, 2019 in Jefferson City, MoDNR is going to ask for that plan to be adopted. There will also be a public hearing at this meeting about the 2015 ozone standard Inter-state Transport Rule also known as the Good Neighbor Rule. The comment period will end on April 4, 2019. MoDNR's goal is to have the Inter-State Transport Rule adopted at the April 22 MACC meeting. As a result of the Red Tape Reduction efforts there are new rule changes underway. Many of the rule changes will become effective in March and April. In Southeast Missouri there have been some sulfur dioxide (SO₂) monitors recording higher values and MoDNR will be looking at the data and doing modeling to determine their emissions.

- Buzz Asselmeier, Illinois Environmental Protection Agency

The re-designation to attainment of the Metro East for the 1997 PM_{2.5} standard has been published in the Federal Register as of March 21, 2019 and public comments are due by April 22. Mr. Asselmeier has been working on the documentation report for the second maintenance plan for the 1997 ozone standard for Jersey County, Illinois. The 2015 ozone SIP I-SIP and Transportation SIP are currently going through an internal review process.

7. Other Business

Ms. Lewandowski, EWG, reported on the OneSTL Energy and Emissions working group large group meeting held February 15. At this meeting invited participants and working group members broke out into smaller groups and discussed transportation, land use, transit accessibility, electric/autonomous vehicles, and the efforts of the Departments of Transportation. The current goal for the working group is to continue these discussions and come up with measurable items to track progress in reducing emissions. The next meeting has not been scheduled yet.

Due to changes in responsibilities at the Illinois Department of Transportation (IDOT), Tom Caldwell has replaced Curtis Jones as the IDOT Metropolitan Planning Manager working with EWG.

8. Adjournment

The next meeting will be on May 28, 2019. There being no other business, the meeting was adjourned.