



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

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**AGENDA**  
**AIR QUALITY ADVISORY COMMITTEE\***  
**TUESDAY, August 27, 2019**  
**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 June 25, 2019 Meeting**

**II. 2019 Ozone Season Review**

- Maureen McCarthy, East-West Gateway Council of Governments

**III. Grow Solar STL**

- Lisa Cagle, BlackRock Consulting

**IV. City of St. Louis Air Pollution Control Program Activities**

- Jeanine Arrighi, City of St. Louis Department of Health

**V. American Fuel Group Report**

- Kevin Herdler, 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 October 29, 2019**

**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, June 25, 2019  
10:00 am – 12:00 pm  
East-West Gateway Board Room

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments  
Mike Henderson – Missouri Department of Transportation  
Stacy Allen – Missouri Department of Natural Resources  
Chris Schmidt – Illinois Department of Transportation (Telephone)  
David Bloomberg – Illinois Environmental Protection Agency (Telephone)  
Andy Hoffman – US Environmental Protection Agency Region 7 (Telephone)  
Chris Schmidt – Illinois Department of Transportation (Telephone)  
Kathrina Donegan – St. Louis County Department of Public Health

Others Present:

Kevin Herdler – St. Louis Clean Cities  
Tom Caldwell – Illinois Department of Transportation, Planning  
Jackie Covington – Bi-State Development  
Tyler Bartimus – Missouri Department of Transportation  
Jeremy Rogus – St. Louis County Department of Public Health  
Mark Leath – Missouri Department of Natural Resources Air Program

Staff:

Mary Grace Lewandowski   Jennifer Vuitel   Aaron Young   Paul Hubbman  
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 May 28, 2019 AQAC meeting were approved as circulated.

**2.      Great Streets Initiative**

- Paul Hubbman, East-West Gateway Council of Governments

East-West Gateway's Great Streets Initiative program began in 2006 and is designed to encourage communities to incorporate a wide range of issues and goals for their significant streets. It is a competitive planning assistance program that communities have to apply for. The goal of the Great Streets Initiative is to trigger economic and social benefits by centering communities around interesting, lively and attractive streets which serve all modes of

transportation. This discussion focuses on the environmental factors of the Great Streets program. Environmental planners rely on accepted science and address a range of measurable elements such as light, sound, and water. It is important that the projects make practical sense in order to reduce demand on resources, create secondary benefits such as safety, and to extend the life of what gets built. It is also a goal to make sure that a project space reflects the local identity.

South Grand in the City of St. Louis was the first drawn up project and has been in the build stage for about ten years. This project allowed for rain gardens to be integrated with the streetscape and helps to educate local residents about the benefits of green infrastructure.

Kimmswick, MO is the location of one of the most recent Great Streets projects. EWG partnered with Kimmswick, Jefferson County and the Jefferson County Port Authority. Residents, stakeholders and local businesses were also involved. Kimmswick, population 148, is about the size of 15 city blocks, located next to Rock Creek and the Mississippi River. This area has experienced a high number of flooding events in the last several years and is prone to being all but cutoff from surrounding areas because of the flood water. Sixty percent of the town's income comes from festivals and tourism. The flooding has caused many of these festivals to be canceled and prevents tourism. Kimmswick does not have a flood wall or a permanent levee system. They rely on constructing gravel levees during floods and typically half of the town's revenue goes towards flood mitigation and recovery.

Kimmswick has worked with the U.S. Army Corps of Engineers to create a flood protection plan and the recommendation was to construct a 12 foot high flood wall. This wall will cost \$12 million which is not something the town can afford. The Great Streets project plan for Kimmswick focuses on strategies to reconnect the city with the river, watershed drainage, flood protection, public space improvement and developing the local resources to diversify the economy. Construction of bioswales, pervious walkways, and purchasing a removable flood wall are all methods included in the plan that will provide long term relief.

### **3. St. Louis County Air Pollution Control Program Activities**

- Kathrina Donegan, St. Louis County Department of Public Health
- Jeremy Rogus, St. Louis County Department of Public Health

The Missouri Air Conservation Commission (MACC) created the state Air Pollution Control Program (APCP) in 1967. Chapter 643 of the state statute lists the responsibilities of the program, one of which is being able to issue certificates of authority to enforce air pollution control regulations to counties and cities. A certificate of authority was issued to St. Louis County in 1967 to add air control measures to the county legislation. The St. Louis County APCP issues state and local construction permits for new emission sources, changes to existing emission sources, or new equipment. There are about four of these permits issued every month. There are 365 sources in St. Louis County, many of which are small sources such as auto body shops or dry cleaners that might not require permits. The asbestos program that issues permits for asbestos abatement projects within St. Louis County. The APCP conducts compliance inspections for the permitted emission sources. Of the 365 sources in St. Louis County, the APCP will conduct a portion of those inspections. Not every source receives an inspection every

year due to the different types of permits. In addition to inspections the APCP addresses about six to ten citizen complaints a month. Common complaints are about open burning, odors, dust, asbestos, and noise. Many of the complaints do not result in enforcement action or a violation. APCP sees most complaints as a chance for community outreach and education to inform people about what is and is not allowed and how to implement best management practices (BMPs).

The APCP has always looked at the demolition of structures within St. Louis County to monitor asbestos. All of the different municipalities issue different kinds of permits when it comes to demolition and must receive the approval of the APCP before issuing the permit. An update to this process is the inspection of buildings to be demolished that do not have asbestos. The goal is to reduce the amount of lead, particulate matter, and dust in the air by applying BMPs, which in this case is using water to keep the dust down. There have been several studies done that have linked the demolition of multiple structures in an area to the increase of lead in the blood in children living in that same area. APCP has implemented a notification process to be kept aware of scheduled demolitions. There is also an update to the odor rule that is in the process of moving forward. The state has an odor rule but the APCP update will be stricter. It will require violators to follow an odor mitigation plan. In addition to the odor rule, there is a proposal for an ordinance rule for open burning in metropolitan areas. A public hearing for the rules mentioned will be held on July 7, 2019.

There will be fee increases for the services that the St. Louis APCP provides in order to cover the cost of the operation of the program. Currently the APCP is operating at a deficit. The proposed fee increase is significant, but the APCP is still amongst the organizations with the lowest permit and inspection fees.

#### **4. Missouri Volkswagen Program Update**

- Stacy Allen, Missouri Department of Natural Resources

In 2015, Volkswagen (VW) admitted to using software that caused diesel vehicles to perform differently during emissions tests so they would pass. During normal operation these vehicles emitted nitrogen oxides (NO<sub>x</sub>) at levels higher than U.S. Environmental Protection Agency (EPA) standards. American consumers bought 590,000 affected vehicles. Of that, Missourians bought 7,500 affected vehicles.

Volkswagen was required to make up for the damage that was caused by paying \$2.9 billion to an environmental mitigation trust fund. Missouri's share of the trust is \$41 million which will be used to counteract the excess NO<sub>x</sub> emissions that came from the faulty vehicles. Each state that has received a part of the trust is able to customize their mitigation plan to best fit their situation. There are ten eligible mitigation actions that the money can be spent on such as school and transit buses, large trucks, and locomotives.

One of the requirements to be a part of the trust was to write a beneficiary mitigation plan to lay out the state's goals and what the money will be spent on. Missouri's plan is focused on reducing

NO<sub>x</sub> emissions from mobile sources. Missouri came up with additional goals to go along with the plan: replace aging school bus fleets; reduce diesel fuel consumption; upgrade government and private fleets; target areas that have not or do not meet air quality goals; target the areas that had the most affected Volkswagen vehicles; and promote electric vehicles. In addition to stating the goals for the state, the mitigation plan also had to include an estimate of the amount of emissions the plan will reduce. Missouri estimates that there were 750 tons of excess emissions caused by the Volkswagen vehicles. The state estimates that there will be at least 1,200 tons in emission reductions as a result of the mitigation actions stated in the plan.

With stakeholder input, it was decided that the top three categories to receive funding are school buses, government trucks, and transit/shuttle buses. At least \$12 million will go to school buses, \$6 million will go to government trucks, and \$4 million will go to transit/shuttle buses. The remaining categories have designated funding levels, but if any money is left unspent in these categories, then the funding can be rolled to one of the top three categories.

In the fiscal year of 2019 (FY 2019) which runs from July 1, 2018 to June 30, 2019, the first batch of money was spent on new school buses, government trucks, and transit/shuttle buses. No money has been spent on electric vehicle infrastructure yet, but Missouri did begin working on the infrastructure plan for electric vehicles. The breakdown of the \$7.25 million that was appropriated by the state for the VW program in FY 2019 is as follows: \$4.7 million to school bus replacements; about \$276,000 to the VW Diesel Emissions Reduction Act (DERA) option; about \$414,000 to federal DERA funds; about \$600,000 to government trucks; about \$400,000 to transit and shuttle buses; and about \$1 million to the Department of Corrections.

Replacing school buses has been a top priority in FY 2019. The application period for the funding was August 7 to September 14, 2018. Those whose applications were chosen received up to 25 percent of the new bus cost, with the cap being \$22,000. There were 67 applications to replace a total of 137 eligible buses. While most of the applications came from public schools there were applications from three privately-owned contractors. A separate round of funding focused on financially disadvantaged districts (FDDs). The Department of Natural Resources used data from the Department of Elementary and Secondary Education (DESE) and Missouri State Highway Patrol (MSHP) to determine the schools most in need of a new, fully funded school bus. There were 28 FDDs chosen to receive up to \$100,000 to replace an eligible bus. In total 150 school buses were replaced which allowed for a reduction of 63 tons of NO<sub>x</sub> emissions.

During the application period for government truck replacements of November 20, 2019 through January 11, 2019, there were 56 applications received. Of the projects requested, 35 were chosen to receive funding totaling over \$1,600,000 and which will account for a reduction of over 48 tons of NO<sub>x</sub> emissions. Transit and shuttle buses had the same application period as government trucks. During that time 4 applications were received for 12 total projects. There were five projects selected to receive funding totaling over \$460,000 and led to over 16 tons of NO<sub>x</sub> reductions. The Department of Corrections were able to replace four medium trucks, four large trucks, and one transit bus. All together that contributed to a reduction of 26 tons of NO<sub>x</sub>.

The kickoff meeting of the Electric Vehicle Infrastructure Workgroup was on November 29, 2018. The group decided to form three subgroups: goals, roadmap, and milestones; barriers and development; strategies for implementation and development. Each of the subgroups is led by a stakeholder. The second meeting was on March 22, 2019. The Beneficiary Mitigation Plan allocates a maximum of 15 percent (about \$6 million) to light-duty zero emission vehicle infrastructure projects. The stakeholders have supported a focus on bringing electric vehicle infrastructure to highway corridors first.

Currently there are tentative plans for fiscal year 2020 which is July 1, 2019 to June 30, 2020. In the next fiscal year the Missouri Department of Natural Resources (MoDNR) will meet reporting obligations on funds spent in accordance with the trust agreement, specifying what the money is spent on. The department will also gather stakeholder input on implementation guidelines for the remaining project categories before their application periods open in the coming months. In addition, the state will continue to participate in the EPA DERA grant program. The 2020 appropriations will include a \$13.5 million budget for distribution under Missouri's Beneficiary Mitigation Plan and a \$1 million budget for replacing the Department of Corrections' fleet. Funding amounts for each category will be based on the applications received and the amounts allocated in Missouri's plan.

As of now the final call for applications for government trucks and transit/shuttle buses will be in July or August, 2019. In September or October, 2019 the application periods for non-government trucks, locomotive and marine, airport and cargo equipment, and DERA will open. By participating in the EPA's DERA program, which will provide \$485,267 in funding, Missouri will be able to maximize the funding going towards emissions reduction projects. Eligible diesel vehicles and engines may include school buses, heavy duty highway vehicles, marine engines, locomotives and non-road engines, construction equipment, handling of cargo at a port or airport, agriculture, or stationary generators and pumps.

In order to provide more specific details about the mitigation plan there are implementation guidelines for the different categories. At this time the draft guidelines for non-government trucks, locomotive and marine, and airport and cargo equipment have been posted for public comment. Comments are due by June 28, 2019.

More information about the Volkswagen Trust can be found on the Missouri Department of Natural Resources website. Questions can be sent to the Air Pollution Control Program Volkswagen Team at 573-751-4817 or [MOVWTeam@dnr.mo.gov](mailto:MOVWTeam@dnr.mo.gov)

MoDNR is looking for hosts to hold workshops around the state at which MoDNR would describe the VW beneficiary mitigation plan, funding categories and discuss what is needed to complete an application. The audience for these workshops would include private fleets, barges and railroads. There was a discussion about potential locations in the St. Louis area. For school districts in the area, it was suggested to contact EducationPlus.

## **5. American Fuel Group Report**

- Kevin Herdler, St. Louis Regional Clean Cities Program

The Clean Cities Program presented an idea to Motor Week about doing a segment for their program on Fred Weber Construction's use of B50 in their mine vehicles. The segment could be shot later this summer. Motor Week has always been supportive of the Clean Cities effort.

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

- Mark Leath, Missouri Department of Natural Resources

At the last MACC meeting the commission adopted the Good Neighbor State Implementation Plan (SIP) for the 2015 ozone standard and was submitted to the EPA for review. The next commission meeting will be at the MoDNR regional office in St. Louis on July 25<sup>th</sup>. There will be a public hearing on four rules, two of which are St. Louis specific volatile organic compounds (VOC) rules. The other two rules in the hearing are the Startup, Shutdown, Malfunction rule and the 6140 rule. Following the July 25 meeting the next MACC meeting will be on August 29<sup>th</sup> in Jefferson City. The agenda for August 29 will be in the July MACC briefing document.

EPA has proposed to re-designate the Missouri portion of the 2012 PM<sub>2.5</sub> unclassifiable area to attainment. There has been an effort to get the Jefferson County sulfur dioxide (SO<sub>2</sub>) non-attainment area surrounding the now closed Herculaneum smelter re-designated to attainment. That proposal is being moved forward towards being approved. EPA has to designate any areas that installed new ambient SO<sub>2</sub> monitors around the state by December 2020. If any recommendations pertaining to the upcoming designation need to be updated, it is likely those updates will need to be submitted by the summer of 2020.

The monitoring network plan set to go into effect in 2020 is currently out for public comment through July 2019. There will be minor changes to this plan such as adding one new photochemical monitoring station at Blair St. in St. Louis.

- David Bloomberg, Illinois Environmental Protection Agency

The re-designation of the area of the Metro East in non-attainment for the 1997 PM<sub>2.5</sub> standard to attainment appeared in the Federal Register and is now finalized. That re-designation allowed Illinois to be completely in attainment for PM<sub>2.5</sub>. In addition, the U.S. EPA approved Illinois' 2012 PM<sub>2.5</sub> transport SIP. Illinois will be submitting their monitor network plan in the next week. The Jersey County maintenance plan is out for public comment and is available on the Illinois EPA website.

## **7. Other Business – Next Meeting Date August 27, 2019**

Carol Lawrence provided a summary of the NAAQS in the region. The 2008 ozone standard in the St. Louis region was re-designated from non-attainment to attainment. The non-attainment

area for the 2015 ozone standard shrunk in size. The area that was non-attainment for the 1997 PM<sub>2.5</sub> standard in the Missouri counties was re-designated to attainment.

## **8. Adjournment**

The next meeting will be on August 27, 2019. There being no other business, the meeting was adjourned.