



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

AGENDA
AIR QUALITY ADVISORY COMMITTEE*
TUESDAY, January 28, 2020
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

James Knowles III
Municipal League of Metro St. Louis

Mark Kupsky
President, Southwestern Illinois
Council of Mayors

Cheryl Maguire
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

Michael Walters
Madison County

John White
St. Charles County

Regional Citizens

Barbara Geisman
C. William Grogan

Richard Kellett
John A. Laker

Non-voting Members

Holly Bieneman
Illinois Department of
Transportation

Vacant
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 October 29, 2019 Meeting
- II. City of St. Louis Sustainability Activities**
 - Catherine Werner, City of St. Louis
- III. Update on the City’s Electric Vehicle Activities for the American Cities Climate Challenge**
 - Maurice K. Muia, City of St. Louis
- IV. Report on Development of 2015 Eight-Hour Ozone Standard State Implementation Plans**
 - Mark Leath, Missouri Department of Natural Resources
 - Rory Davis, Illinois Environmental Protection Agency
- V. American Fuel Group**
 - St. Louis Regional Clean Cities Program
- VI. Update Activities of the States**
 - Rory Davis, Illinois Environmental Protection Agency
 - Mark Leath, Missouri Department of Natural Resources
- VII. Other Business – Next Meeting Date March 24, 2020**
- 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, October 29, 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
David Bloomberg – Illinois Environmental Protection Agency (Telephone)
Kevin Jemison – Illinois Department of Transportation
Betsy Tracy – Federal Highway Administration Illinois
Susannah Fuchs – American Lung Association
Jeanine Arrighi – City of St. Louis

Others Present:

Kevin Herdler – St. Louis Clean Cities

Staff:

Mary Grace Lewandowski Jennifer Vuitel 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 August 27, 2019 AQAC meeting were approved as circulated.

2. Federal Alternative Fuels Corridor Program

- Christopher Schmidt, Illinois Department of Transportation

The Illinois Department of Transportation’s (IDOT) Alternative Fuel Corridor program began as a result of section 1413 of the federal Fixing America’s Surface Transportation Act (FAST Act). It established the National Electric Vehicle Charging and Hydrogen, Propane, and Natural Gas Fueling Corridors to reduce barriers and improve opportunities for alternative fueled vehicles. In 2016 the Federal Highway Administration (FHWA) sought to create a national network of alternative fueling and charging infrastructure along the National Highway System. States were asked to consider what parts of the highway system in their state were ready to be designated as an alternative fuel corridor. If a highway is designated “signage ready” that means there are enough alternative fueling stations to justify the installation of signs along the highway to direct

motorists to those stations. If a highway is designated “signage pending” it means that corridor does not have sufficient alternative fuel stations to warrant such signage.

In 2016 there were six segments of highway designated as electric vehicle (EV) signage ready, and three segments designated as EV signage pending in Illinois. Two of the corridors designated in 2016 are a part of a multi-state collaboration along I-94, which was headed by the Minnesota Department of Transportation, and I-80.

There were three rounds of designation between 2016 and 2018. In 2017 the requirements for a signage ready designation changed and required that stations be closer to each other. IDOT was part of another multi-state collaboration that in 2018 sought to have I-70, starting at the border of Colorado and ending at Maryland, designated as signage ready. Due to the stricter requirements put on the process in 2017 IDOT managed to get a signage pending designation for most of the route and a signage ready designation for several small sections of the highway. The St. Louis region has received several designations for alternative fuel corridors.

During the nomination process for I-94, Tim Sexton from the Minnesota Department of Transportation had a vision for a Midwest regional collaboration. Earlier in 2019 fourteen Midwest states met in Detroit for a two day seminar to decide if a Midwest coalition would be formed. Established collaborations on the east and west coasts show the need for a Midwest collaboration. Northeast States for Coordinated Air Use Management (NESCAUM) formed the multi-state ZEV taskforce. The National Association of State Energy Officials provided technical assistance and helped form the Regional Electric Vehicle plan for the West (REV West).

Once the Midwest coalition was formed the focus became pooling resources and best practices to promote the use of EVs. The shared resources will be used to entice industry to invest on regional significant routes with EV infrastructure. The collaboration meeting was guided by the Great Plains Institute which will be a strategic partner in future activities.

On July 3, 2019 FHWA put out a Solicitation for Alternative Fuels Corridor Deployment Plans. IDOT worked with the original six states from the I-80 multi-state designation to prepare an application for this solicitation. The states partnered with Argonne National Laboratory, the Clean Cities Coalition, and a private partner – Trillium, a member of the Love’s Family of Companies. IDOT was awarded \$70,000 from FHWA for this project. The goal of the research will be to prepare findings on best locations for both EV and CNG infrastructure to upgrade all portions of I-80 in these states from signage pending to signage ready.

At the moment, if alternative fuel stations are more than 50 miles away from one another along a corridor, that section of highway cannot be designated as signage ready. There was a discussion about the many rural areas that do not qualify for an EV corridor because the distance between towns is greater than 50 miles and there is not a place for a charging station in-between. New electric cars get more miles per charge than the first EV models and are also compatible with DC fast charging unlike the first EVs. Increasing the maximum distance between charging stations to 75 miles would expand the alternative fuel corridors within states and be able to support new and future EVs comfortably.

3. St. Louis Regional Clean Cities Program 25th Anniversary: Past, Present, and What's Next

- Kevin Herdler, St. Louis Regional Clean Cities Program

Clean Cities is a program within the U.S. Department of Energy's (DOE) Vehicle Technologies Office. The mission of the DOE is to ensure the United States' security and prosperity by addressing energy, environmental, and nuclear challenges through transformative science and technology solutions. Clean Cities was established in response to the Energy Policy Act of 1992, and is a community-based program that creates partnerships in the public and private sectors. Its mission is to advance the energy, economic, and environmental security of the United States by supporting local actions to cut petroleum use in transportation. The Clean Cities program has provided benefits such as reduced petroleum consumption, reduced greenhouse gas emissions, and reduced dependence on imported petroleum.

Over the years Clean Cities has kept up with a rapidly changing industry on its mission to cut petroleum use. The program's activities fall under a trifecta of strategies: replace petroleum with alternative and renewable fuels; reduce petroleum consumption through smarter driving practices and fuel economy improvements; and eliminate petroleum use through idle reduction and other fuel-saving technologies.

Nearly 100 local coalitions serve as the foundation of the Clean Cities program by working to cut petroleum use in communities across the country. About 82 percent of the total U.S. population lives inside Clean Cities coalition boundaries. Each coalition is led by an on-the-ground Clean Cities coordinator who tailors projects and activities to capitalize on the unique opportunities in their region. Coordinators serve as both educators and problem solvers for their stakeholders. The St. Louis Regional Clean Cities coalition was formed in 1994. It covers southern Illinois and eastern Missouri. Aim is to help fleets identify what is the best fit for them regarding choice of fuel and technology. Clean Cities does not promote one alternative fuel over another.

The Alternative Fuels Data Center (AFDC) website is maintained by Clean Cities at the national level. Its mission is to collect, analyze, and distribute data used to evaluate alternative fuels and vehicles. On the AFDC website there are details about each fuel, as well as some of the most widely used Clean Cities tools including the Alternative Fueling Station Locator amongst others. In addition to the AFDC, DOE also manages and maintains FuelEconomy.gov through a partnership with the U.S. Environmental Protection Agency (EPA). It is the official U.S. government source for fuel economy information.

Clean Cities has a variety of print publications that include overview and fuel-specific fact sheets and handbooks, guides to different sized vehicles, the bi-annual Clean Cities Now newsletter, and a variety of case studies. Clean Cities provides technical assistance through the Technical Response Service (TRS) and through Tiger Teams. TRS is an inquiry response services available

to stakeholders and others with questions about Clean Cities portfolio items. They can respond to simple or challenging questions relation to alternative fuels and advanced vehicles. They can be reached at technicalresponse@icfi.com or 1-800-254-6735. For more complex issues, Tiger Teams can help. They are industry experts who are available for technical problem solving related to vehicle and infrastructure development. Applicants must have already tried to resolve the issue by using local resources. Tiger Teams provide assistance at any point in the project or product life-cycle, including concept, development, execution, operation, maintenance, and closure. Mr. Herdler can be contacted for more information.

In 2018 the Clean Cities program assisted in the reduction of almost 20 million gallons of gasoline and 132,000 tons of greenhouse gas emissions. Of the factors that led to the reductions, alternative fuel vehicles were responsible for the largest percentage of those reductions. Since 2009 there has been a reduction of 122.6 million gallons of gasoline and 965.2 thousand tons of greenhouse gases.

St. Louis Clean Cities will be celebrating its 25th anniversary on November 17 from 2:00 – 5:00 pm at Top Golf. More information can be found by contacting Mr. Herdler at 314-397-5308 or clnfuel@gmail.com. In recognition of the 25th anniversary, St. Louis Regional Clean Cities now has a new logo.

4. 2019 Ozone Season

- Maureen McCarthy, East-West Gateway Council of Governments

The ozone season begins on March 1 each year and ends on October 31. Ozone is monitored during a twelve hour period between 9:00 am – 9:00 pm every day during the season. East-West Gateway (EWG) compiles ozone data from Missouri and Illinois and then produces weekly and monthly reports. The reports are sent to EWG partners at the Missouri Department of Natural Resources (MoDNR), Illinois Environmental Protection Agency (IEPA), and the Environmental Protection Agency (EPA) Region 7. Inside the EWG region there are five monitors in Missouri and four monitors in Illinois. Just outside of the EWG region there are six transport tracking monitors that provide information on the air entering and leaving the region.

The 2015 ozone standard is 70 parts per billion (ppb). An exceedance of that standard occurs when the eight hour average for a monitor is greater than 70 ppb. A violation occurs when the three year average of the fourth highest annual average for a monitor is greater than 70 ppb. During the 2019 ozone season there were fourteen exceedances recorded by the Missouri monitors and nine exceedances recorded by the Illinois monitors. Between 1999 and 2019 the five year running average of ozone levels has continued to show a downward trend. Similarly, the three year running average of the general ozone trends has continued to decline. However, the St. Louis region still remains above the 2015 standard.

Ozone concentrations are recorded as ppb values. The ppb values can be converted to values on the Air Quality Index (AQI) which utilizes a color scale to indicate the level of concern for the community's health in relation to the air. Anything above 70 ppb, or 100 on the AQI scale, is considered unhealthy for sensitive groups and has a color code of orange. EWG takes the AQI scale and creates a calendar showing the health concern for each day over a month. The month of July 2019 was possibly the worst month of the season due to a high number of 'yellow' moderate days and one red day, July 13, that had seven exceedances.

Another document produced by EWG is the record of days with incomplete data throughout the season. Incomplete data is when four or more hours at any one monitor do not have recorded values. Causes for the incomplete data are provided by EWG partner agencies and include bad weather, quality control checks, and power outages. Due to the Mississippi River flooding earlier in the year the West Alton monitor in Missouri had to be taken offline and moved. There were 82 days with incomplete data from the West Alton monitor. It is likely the monitor's data completeness will be less than 75 percent which is the minimum ozone data completeness requirement in one year. The Missouri Department of Natural Resources is evaluating the weather conditions and ozone concentrations in the region when the monitor was offline to see how to best address the incomplete data from West Alton.

More information on ozone and air quality can be found on the EWG website at <https://www.ewgateway.org/community-planning/environmental/air-quality/ozone-monitoring/> Other resources include the MoDNR website at <https://dnr.mo.gov/env/apcp/> the IEPA website at <https://www2.illinois.gov/epa/topics/air-quality/outdoor-air/Pages/default.aspx> and the U.S. EPA Air Now website at <https://airnow.gov/>

5. Update Activities of the States

- David Bloomberg, Illinois Environmental Protection Agency

With this summer, the Illinois Environmental Protection Agency (Illinois EPA) has three years of clean data for the 2008 ozone standard in the Chicago area. Illinois EPA is working to have that area redesignated to attainment but has not yet submitted that request to EPA. Illinois EPA is continuing to work on the second Jersey County 10-year maintenance plan for the 1997 ozone standard. When completed, it will be submitted to EPA Region 5.

Illinois EPA submitted to EPA a sulfur dioxide (SO₂) attainment demonstration plan for the non-attainment area near Alton. EPA action on the plan is on hold as there is impact (modeled not actual) from a company in Missouri. Illinois is not able to model attainment until that company agrees to an emissions limit or Missouri enacts a limit on that company. EPA Region 5 and Region 7 are aware of this and will need to work out a solution. Changes to the source which originally caused the problem have been made.

- Stacy Allen, Missouri Department of Natural Resources

The last meeting of the Missouri Air Conservation Commission (MACC) was in Springfield, MO on September 26, 2019. At the next meeting on October 31, 2019 there will be three rule adoptions. First is 10 CSR 10-5.570 Control of Sulfur Emissions From Stationary Boilers, then 10 CSR 10 -6.161 Commercial and Industrial Solid Waste Incinerators, and 10-CSR 10-6.200 Hospital, Medical, Infectious Waste Incinerators. There will also be three State Implementation Plan (SIP) revisions adopted that will directly affect the St. Louis area. They are: a plan revision for the St. Louis maintenance plan for the ozone standard; a plan revision for the St. Louis maintenance plan for the 1997 annual fine particulate matter (PM_{2.5}) standard; and a revision to the motor vehicle emissions Inspection and Maintenance (I/M) plan for the St. Louis area. These revisions now show that no longer need to have I/M program in the 2008 ozone standard maintenance area and in Franklin and Jefferson Counties as they are in attainment for the 2015 ozone standard. Not every car in Franklin and Jefferson counties will need to go through the I/M program. Even with the reduction in the number of cars being inspected, air quality standards can still be met. Comments were received and responses prepared. These revisions will be going to the commission on October 31, 2019 and the MACC will vote on whether or not to adopt them. If adopts them, they will be sent to the EPA for approval. EPA has eighteen months to act on those revisions. Missouri would then begin the process to revise the relevant rules. Also under analysis is if there is emissions benefits for the St. Louis area to continue to participate in the Reformulated Gasoline (RFG) program. The Governor has to request to EPA that the St. Louis area opt out of this program.

All of the MACC meetings are recorded and live-streamed for anyone who cannot attend in person. The meeting on October 31, 2019 is in Jefferson City and will begin at 9:00 am. The following meeting will be on December 3, 2019 in Jefferson City. At that meeting there will be three rule changes (incorporating by reference language changes) discussed in a public hearing. Also up for public hearing will be a revision to the Air Quality Control Priority Regions Classification. This goes back to the early days of the Clean Air Act when there were air quality control regions dealing with different pollutants. As the level of and form of the standards have changed, the classifications need to be updated. With these revisions, some of the other rules changes MoDNR would like to do would be much easier for EPA to act upon.

On September 30, 2019 EPA approved all parts of the infrastructure SIP for the 2015 ozone standard except for the interstate transport provision. EPA will look at this separately. There was also an update on the Cross State Air Pollution Rule (CSAP) dealing with interstate transport of air pollutants that was sent to EPA. MoDNR is waiting to find out if there will be changes. On October 1, 2019 the Court of Appeals for the D.C. circuit vacated EPA's close-out rule for the CSAP Rule. EPA is trying to figure out how to finish these interstate transport provisions.

The Jefferson County SO₂ redesignation to attainment request was submitted to EPA Region 7 at the end of 2017 and has not yet been acted on. MoDNR has been told that EPA might provide information on the redesignation request in the next several months.

Every state has to do a CO₂ emissions analysis for all major existing power plants as a part of the proposed federal Affordable Clean Energy (ACE) rule. As a result, MoDNR is planning a stakeholder meeting with local utilities in December.

August was one of the deadlines for project applications to receive money from the Volkswagen Trust. From that round of applications, the St. Louis Airport received funding for a new CNG bus and Bi-State received funding for an electric bus. Jefferson County, St. Louis Metropolitan Sewer District, St. Louis County, and University City all received funding to purchase one or more new diesel vehicles. The EPA's school bus grant program application period closes on October 30, 2019. MoDNR would like to receive more applications for private owned heavy duty diesel vehicles, airport cargo handling equipment, and locomotives and marine vehicles. There has been an overwhelming number of applications submitted for the Diesel Emissions Reduction Act (DERA) program and there is not enough funding for all of them. The application period for the EPA school bus grant, which is separate from the Volkswagen Trust, also ends on October 30, 2019. MoDNR does not currently have a plan for next year's open application period but is interested in awarding more funding for school buses and funding for electric vehicle infrastructure projects. There is still \$7 million available for school buses.

The Volkswagen workshop in September generated interest in applications for the locomotive and marine categories. Those in attendance were mostly from a private school bus sales company and a private truck company. All of the workshops have been well attended but the biggest applications have come from individuals who did not attend a workshop.

So far there have not been applications in the St. Louis area for alternative fuel school buses. In the last round of DERA applications the only alternative fuel bus application came from Northeast Missouri.

6. Other Business

In September the Missouri Public Service Commission approved a \$6 million investment by Ameren to expand their fast charging EV stations as a part of the Charge Ahead program. In February Ameren received approval for a \$4 million investment in the highway charge network. The expansion of residential workplace chargers within the Ameren service area with a \$6 million investment was approved. The plan is to install 1,000 charging stations at 350 locations beginning in 2020.

This summer a gas station in Maryland became the first station to convert to only electric charging. The project was funded through the Electric Vehicle Institute, which is based in Maryland, and a \$786,000 grant from the Maryland Energy Administration.

The Triad School District in Troy IL was awarded \$650,000 in Volkswagen settlement monies to purchase three electric school buses and associated charging infrastructure.

Oral arguments for the Clean Wisconsin v. EPA case are scheduled for November 6, 2019 in the U.S. Court of Appeals for the D.C. Circuit. Clean Wisconsin along with several other organizations and States are asking the court to review EPA's designations for the 2015 ozone standard in six different areas of the country.

November 13, 2019 is East-West Gateway's Annual Meeting and Outstanding Local Government Awards Ceremony. It will be held at Union Station.

Ms. Arrighi, City of St. Louis, announced that there are two new Air Pollution Control Program staff members for the City of St. Louis and they will be responsible for asbestos and demolition notifications and inspections.

7. Adjournment

The next meeting will be on January 28, 2020. There being no other business, the meeting was adjourned.

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