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Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

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**AGENDA  
AIR QUALITY ADVISORY COMMITTEE\*  
TUESDAY, May 26, 2020  
10:00 a.m. – 12 noon  
VIRTUAL MEETING – GOTOMEETING**

**DUE TO COVID-19 OUTBREAK, EAST-WEST GATEWAY’S OFFICES ARE CURRENTLY CLOSED TO THE PUBLIC AND WILL BE UNTIL FURTHER NOTICE**

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**Computer** – <https://www.gotomeet.me/MeetingHost4/air-quality-advisory-committee-meeting>

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**I. Call to Order**

- Carol Lawrence, Chair, East-West Gateway Council of Governments

A. Minutes of January 28, 2020 Meeting

**II. Air Pollution Impacts and Lessons Learned From the Lockdown**

- Dr. Benjamin de Foy, St. Louis University

**III. Update Activities of the States**

- Stacy Allen, Missouri Department of Natural Resources

- Buzz Asselmeier, Illinois Environmental Protection Agency

**IV. Other Business**

- OneSTL Activities

**V. Adjournment**

\* Please note that this meeting will serve as a part of the Inter-Agency Consultation

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MINUTES  
AIR QUALITY ADVISORY COMMITTEE  
Tuesday, January 28, 2020  
10:00 am – 12:00 pm  
East-West Gateway Board Room

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments  
Kevin Jemison – Illinois Department of Transportation  
Betsy Tracy – Federal Highway Administration Illinois  
Susannah Fuchs – American Lung Association  
Mallory Box – Citizens of Modern Transit  
Matt Haslam – City of St. Louis Department of Health  
Rory Davis – Illinois Environmental Protection Agency (Telephone)  
Mark Leath – Missouri Department of Natural Resources (Telephone)

Others Present:

Maurice Muia – City of St. Louis  
Catherine Werner – City of St. Louis  
Adam Anderson – LinkSTL  
Mary Foshage – City of St. Louis Department of Health  
Tisha Hines – Ameren (Telephone)

Staff:

Mary Grace Lewandowski   Jennifer Vuitel   Aaron Young   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 October 29, 2019 AQAC meeting were approved as circulated.

**2. City of St. Louis Climate Activities**

- Catherine Werner, City of St. Louis

In 2013 the City of St. Louis adopted a sustainability plan. Climate is a strong component of this plan, but not the only component of the sustainability efforts in the city. In order to make sure the city had the tools and information to develop the climate objectives and activities, several reports and plans were created. For example, the Climate Hazards Reporting document was developed by John Posey of East-West Gateway to determine the greatest risks to city infrastructure as a result of climate change. The next thing to be developed was the Climate Vulnerability Assessment which focuses more on the impact of climate on the people of St. Louis. The

Vulnerability Assessment took into consideration about 25 different factors. For example, they looked at health conditions that were already present and were likely to be affected by climate change. Also analyzed were tree canopies, land cover, and vegetation in the city. Trees are able to cool down neighborhoods and reduce the heat island effect. There are parts of the city that are disproportionately affected by current and projected impacts of climate change. As a result, a social vulnerability map was created

Several years ago in conjunction with partners in the community the city developed their first Climate Action and Adaptation Plan. This plan took the sustainability plan, which can be considered at the 50,000 foot level of the triple bottom line goals and objectives, and brought it down to the 20,000 foot level. Much of this information was based on greenhouse gas emissions inventories developed by the city alongside the Climate Hazards Report. The Climate Action and Adaptation Plan has five main mitigation objectives (like energy efficiency, renewable energy, cleaner vehicles) and three climate adaptation objectives (such as resilience, green infrastructure).

Since 2005 the City of St. Louis has conducted five greenhouse gas (GHG) emissions inventories, the most recent one in 2018. The baseline year for these inventories is 2005 which is the year Mayor Slay joined the U.S. Conference of Mayors Climate Protection Agreement. To conduct the emission inventory the city works with a consultant who follows the national standard for GHG emission inventories called the Clean Air and Climate Protection (CACP) protocol. The inventory takes into account three scopes: GHG emissions from specific sites; how is the purchased electricity being produced; and what amount of waste is the city producing and transporting out of the city. The speed of completion of the GHG emission inventories relies on when the city receives the necessary data from the organizations that hold the data for the region, such as East-West Gateway.

The 2018 inventory started by looking at the footprint of the City of St. Louis owned buildings and vehicles. It was found that, by sector, one third of the GHG emissions came from city owned facilities and another third came from their water delivery services. Looking at emission sources, electricity produced 73 percent of the emissions, followed by natural gas with seven percent of the emissions. The second level of the inventory was to look at the footprint of the overall St. Louis City community. It was found that a combined 80 percent of the GHG emissions from the community came from existing commercial, residential, and industrial buildings. Community transportation made up 17 percent of the emissions. By source, 59 percent of the community emissions came from electricity, 23 percent came from natural gas and 17 percent from gasoline.

The findings of the inventory have led the city to focus on reducing emissions from existing buildings since it would have the greatest impact on the region. The inventory results also show that emissions from City of St. Louis owned buildings and vehicles make up about three percent of the emissions from the city overall. By focusing on the City's partners and citizens in the community there will be a significant improvement in GHG emissions reductions. More recently the city has also begun to look at ways to reduce transportation-related emissions.

The city is on track to achieve its target of reducing GHG emissions 20 percent by 2020 and is still on track to meet the target of reducing emissions 28 percent by 2025. After the 2018 emissions inventory the city decided that it was important to reach a more ambitious goal. Instead of aiming for reducing 80 percent by 2050, last fall the City of St. Louis set a new target to reduce 100 percent of emissions by 2050 (striving toward carbon neutrality or equivalent of no GHG emissions).

The City of St. Louis has already been working on projects to benefit the climate and the community. One such project from the Forestry Department focused on street trees and their connection to the heat island effect. When the temperatures of two different streets were measured on the same day it was found that a street with trees was about 16 degrees cooler than the street without trees. The city has recognized the importance of trees and has participated in grant programs to increase the tree canopy in underserved areas. One of the grants involved first responders partnering with members of the community and made it possible to hire half a dozen teens to be tree tenders for a summer. The Health Department is doing their part by implementing proactive efforts such as going door to door when there are heat advisories to help residents find places which are safer and more comfortable. The City also is promoting what individuals can do.

The city applied for a two year Bloomberg Philanthropies grant, the American Cities Climate Challenge. St. Louis was one of twenty-five cities to receive the award. The grant is valued at \$2.5 million and is focused on efforts to reduce emissions from the building and transportation sectors starting in 2019. This grant has provided the opportunity for the City to hire a contracted climate advisor. There are also a number of technical experts across the country that are helping the city advance its climate objectives.

There are several different categories for the actions pertaining to the climate challenge. The first category is all about reducing emissions from existing buildings. The city's Building Division continues to develop methods to make buildings more energy efficient. For example, the 2017 benchmarking ordinance requires buildings 50,000 square feet or larger to track and report their energy usage. At this moment 82 percent of those buildings are compliant with the ordinance. In conjunction with the Bloomberg grant, the city is working on developing a building energy performance standard to get even more buildings to take action regarding energy efficiency. Building Division is taking the lead in drafting a performance standard ordinance along with guidelines. When passed (expected in 2020) and commission established, it will be up to the building owner to decide the best way to achieve performance standard. Compliance is expected to begin in 2025. City will offer assistance.

The second category is about addressing the source of energy emissions. Electricity makes up the greatest percentage of these source emissions. Here, electricity comes from Ameren and they produce electricity using mostly fossil fuels. There are opportunities to increase the percentage of renewable energy sources for municipal uses such as utilizing solar panels in the city to generate electricity or procurement of renewable energy. A solar-ready ordinance was just passed with the

goal of making every new building be constructed with the ability to install solar panels. The City of St. Louis is working with Employment Connection, a non-profit organization, to start a pilot project to build capacity and workforce development. This will help city residents who are unemployed or under-employed to learn the skills for solar panel installation. The pilot project is anticipated to begin later in 2020.

For more information you can contact Catherine Werner at [WernerC@stlouis-mo.gov](mailto:WernerC@stlouis-mo.gov), or go to the City of St. Louis website. Those who are interested can sign up for a monthly sustainability newsletter that has information about the latest grants and projects.

### **3. Update on the City's Electric Vehicle Activities for the American Cities Climate Challenge**

- Maurice K. Muia, City of St. Louis

Maurice Muia is the climate advisor for the City of St. Louis. His position is funded by the Bloomberg American Cities Climate Challenge financial assistance. On the policy side, Mr. Muia assisted in development of the solar ready ordinance and is currently helping the City in the area of transportation electrification. Another project is working to prepare, with assistance of City Divisions/Departments and technical consultants (subject matter experts), an electric vehicle (EV) ready/capable ordinance for new buildings. EV-ready would mean that the building would have to have the electrical service panel capacity, conduit, and conductor already installed to allow for charging stations to be easily put in at any time. EV-capable means that some of the components for a station are already in place which would make it cheaper and easier for an electrician to install the rest of the components at a future time.

In addition to making buildings EV ready, the City is working towards municipal vehicle electrification in order to become a leader in sustainability for the region. This includes the electric vehicles as well as the charging stations. One of the city's technical partners assisted the City in conducting an assessment of six representative departments in the city to find if the total cost of ownership of EV technology is a net positive for the city over the life of a vehicle. They are working with the Fleet Commissioner and his timeline for municipal vehicles. Each vehicle has a six year primary life and a six year secondary life. Currently there are limitations for the City due to the small selection of fully electric vehicles such as light duty and heavy duty trucks. It is possible to up-fit certain vehicles to make them an EV but that is only after purchasing the truck and then sending it to be up-fitted. This would cause the new municipal fleet to cost three or four times more. Although it is not cost effective at the moment to replace the fleet, there are measures the City is taking to start the process with funding from the VW Trust. The intent is to have an initial set of EVs within the municipal fleet. They will be available at the agencies that drive enough to make it useful, vehicle types are available and where charging stations for these vehicles can be installed. An electrician provided quotes for the cost of charging and servicing the EVs to help the City estimate the funding needed for this initiative. Ameren has their Charge Ahead program which was originally only for corridor charging stations, but funding was made available for charging stations at workplaces, homes, and locations around town. The City is

looking to utilize Ameren's funding to help offset the cost of installing electric vehicle supply. The city is also working with department heads within the City to develop an executive order to specify the number of electric vehicles to be part of the City's fleet added in the city year over year.

The City is looking to possibly collaborate with the Community Development Corporation (CDC) of North St. Louis to do an EV equity pilot program. The CDC conducts programs such as delivering food to those unable to shop for themselves and the EV equity program could replace one of those delivery vehicles with an EV. It is important to the City that the equity program is sustainable so that the communities being assisted don't have problems once the program ends.

The City of St. Louis is exploring how vehicle electrification will be included in city planning, how to look at right-of-way charging. The City owns the easement and would have to give rights to a private entity. The City is also looking for ways to incentivize the private market to deploy EVs and charging stations. The goal is to put implementing EVs on everyone's radar so as the city grows, EVs are an integral part of that growth.

#### **4. Report on Development of 2015 Eight-Hour Ozone Standard State Implementation Plans**

- Mark Leath, Missouri Department of Natural Resources

On December 3<sup>rd</sup>, 2019 there was a stakeholder meeting in Jefferson City to discuss the progress on the development of the State Implementation Plan (SIP) for the marginal ozone non-attainment area. The Missouri legislature passed a law in 2015 (RSMo 640.090) requiring that anytime the state has to develop a SIP for a non-attainment area or a plan to control carbon dioxide emissions from existing sources, a stakeholders meeting is required to gather input. The state has to develop an Implementation Impact Report that anticipates possible economic impact of such plans. Per the federal requirements for the 2015 ozone standard, there are three items the state is required to submit. The first is the new source review (construction permit regulations are in place). These regulations exist and will be noted in SIP narrative. The second requirement is an emissions inventory which have to use 2017 as the base year and must be submitted by August 3, 2020. The third requirement is that the state have an emissions statement rule, which commits the state to updating the emissions inventory no less frequently than every three years. Another requirement is a rule obligating major point sources to report their emissions on an annual basis. This rule already exists. This SIP will not add new requirements. It will discuss/describe how the state meets the Clean Air Act requirements for marginal non-attainment areas and will include the 2017 emissions inventory.

The Implementation Impact Report is developed in collaboration with the Public Service Commission and the Departments of Health and Senior Services, Revenue, Conservation, and Economic Development. It contains information on the SIP's impacts on the health of citizens, electric generation and reliability, the economic impact and how other states are formulating

their plans. The report is submitted to the Governor, the Joint Committee on Government Accountability and legislative leaders. The report along with the plan must be posted on the website for 45 days before they are submitted to the EPA and must remain on the website for one year. It is currently planned for the public hearing for the SIP to be held in Spring 2020, the adoption of the plan to be in the Spring/Summer of 2020, and the submission to be in Summer 2020 (by August 3, 2020). The deadline for the New Source Review regulation is August 3, 2021 but will see if it is possible to submit along with SIP.

- Rory Davis, Illinois Environmental Protection Agency

On October 26, 2015 the EPA finalized the 2015 ozone standard, decreasing it from 75 ppb to 70 ppb. On June 4, 2018 the EPA finalized the nonattainment designation for the St. Louis area, effective August 3, 2018. The federal requirements for marginal nonattainment areas include the Nonattainment New Source Review, an emissions inventory, and an emissions statement. Illinois' SIP already contains all of the permitting provisions and authorities to meet the New Source Review requirements. The emissions inventory is going to public comment before the SIP is submitted to the USEPA on or before August 3, 2020. Illinois' SIP also already contains the emissions statement provisions in the Annual Emissions Report, but the provisions also need to be submitted to USEPA with other infrastructure SIP and Interstate Transport provisions.

The Infrastructure SIP also includes setting emission limits, monitoring, enforcement and permitting, interstate transport, Agency resources, recording keeping and reporting, modeling data, fees, and public notice and participation.

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

- Rory Davis, Illinois Environmental Protection Agency

In December or January Illinois EPA detected increasing amounts of lead at one of their Granite City monitor, about 1.5 ug/m<sup>3</sup>. The Illinois EPA took immediate action to investigate and was able to identify that a manufacturer of lead products was causing the issue. The manufacturer voluntarily shut down some of its problematic operations and made improvements. The Illinois EPA is continuing to monitor that area and have calculated that the lead level for this monitor is at the design level. Illinois EPA will continue to review monitor the data.

- Mark Leath, Missouri Department of Natural Resources

At the next Air Conservation Commission Meeting on February 3<sup>rd</sup> the following three rules will be presented at the public hearing: 10 CSR 10-5.500 (amendment) Control of Emissions From Volatile Organic Liquid Storage; 10 CSR 10-6.241 (amendment) Asbestos Projects – Registration, Abatement, Notification, Inspection, Demolition, and Performance; 10 CSR 10-5.540 (amendment) Control of Emissions From Batch Process Operations. Also on the 3<sup>rd</sup> the following three rules are up for adoption: 10 CSR 10-6.330 (amendment) Restriction of Emissions from Batch-Type Charcoal Kilns; 10 CSR 10-6.390 (amendment) Control of NO<sub>x</sub>

Emissions From Large Stationary Internal Combustion Engines; 10 CSR 10-6.060 (amendment) Construction Permits Required. The following commission meeting will be on March 26 and will also be held in Jefferson City. A public hearing will be held on 6 rule updates, including a proposal to rescind the Kansas City area Reid Vapor Pressure (fuel volatility) rule and staff boundary recommendations for the 2010 sulfur dioxide standard. These recommendations are for those areas/sources (Iron County and New Madrid County) which proposed to install monitors to determine compliance with this standard.

## **6. Other Business**

There have been proposed changes to the National Environmental Policy Act (NEPA). The changes seek to modernize and accelerate the NEPA process, clarify the terms and scope of NEPA reviews, enhance coordination with States, Tribes, and Localities, and reduce unnecessary burdens and delays. There is a request for public comment for the proposed changes. All comments should be submitted on or before March 10, 2020. Comments can be submitted at [www.regulations.gov](http://www.regulations.gov), by fax at 202-456-6546, or by mail to the Council of Environmental Quality, 730 Jackson Place, NW, Washington DC 20503, Attn: Docket No. CEQ-2019-0003.

The OneSTL Sustainability Lab meets this afternoon at T-REX in downtown St. Louis. There will be presentations from the working groups and from tech start-ups with sustainability-related projects.

## **7. Adjournment**

The next meeting will be on March 24, 2020. There being no other business, the meeting was adjourned.