



**EAST-WEST GATEWAY  
Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**AGENDA  
AIR QUALITY ADVISORY COMMITTEE\*  
Tuesday, June 29, 2021  
10:00 a.m. – 11:00 a.m.  
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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**Access Code: 369-941-837**

- I. Call to Order**
  - Carol Lawrence, Chair, East-West Gateway Council of Governments
    - A. Minutes of May 25, 2021 Meeting
- II. Illinois VW Beneficiary Mitigation Plan Update**
  - Brad Frost, Illinois Environmental Protection Agency
- III. 2020 Emissions Trends and Analysis**
  - Stephen Hall, Missouri Department of Natural Resources
- IV. Update Activities of the States**
  - Illinois Environmental Protection Agency
  - Missouri Department of Natural Resources
- V. Other Business –**
  - The next meeting is on August 24, 2021
- VI. Adjournment**

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

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**Non-voting Members**

Holly Bieneman  
Illinois Department of Transportation

Vacant  
Illinois Department of Commerce  
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Patrick McKenna  
Missouri Department of Transportation

Taulby Roach  
Bi-State Development

Aaron Willard  
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MINUTES  
AIR QUALITY ADVISORY COMMITTEE  
Tuesday, May 25, 2021  
10:00 am – 11:00 am  
VIRTUAL MEETING - GoToMeeting

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments  
David Bloomberg – Illinois Environmental Protection Agency  
Susannah Fuchs – American Lung Association  
Betsy Tracy – Federal Highway Administration Illinois  
Mark Leath – Missouri Department of Natural Resources  
Mallory Box – Citizens for Modern Transit  
Mary Foshage – City of St. Louis  
Jack Fishman – St. Louis University  
Kevin Jemison – Illinois Department of Transportation  
Pat Kelly – Municipal League Metro St. Louis

Others Present:

Michael Hutcheson - Ameren  
Francisco Cortalezzi – Missouri Department of Natural Resources  
Jed Wolkins – EPA Region 7  
Kevin Herdler – St. Louis Clean Cities  
Christine Favilla – Sierra Club Piasa Palisades Chapter  
Steve Whitworth – Ameren  
Kimberly Bauman – Mississippi Lime  
Stacy Allen - Ameren  
Ben Greenfield – University of Southern Maine  
Sharon Locke – Southern Illinois University - Edwardsville  
Joy Johnson – Missouri Department of Natural Resources  
Andy Hawkins – EPA Region 7  
Mike Henderson – Missouri Department of Transportation  
Shelly Reimer – Missouri Department of Natural Resources  
Tom Caldwell – Illinois Department of Transportation  
Will Stone – EPA Region 7  
Steven King  
Rita Buechter

Staff:

Mary Grace Lewandowski   Jennifer Vuitel   Aaron Young   Amir Poorfakhraei  
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 March 30, 2020 AQAC meeting were approved as circulated.

## **2. SIUE's Environmental Monitoring Network**

- Sandra Locke, Southern Illinois University at Edwardsville
- Ben Greenfield, University of Southern Maine

This discussion focused on the Use of Portable Air Monitoring Sensors in Metro-East Middle School Education project. It is led by Southern Illinois University Edwardsville's (SIUE) Science, Technology, Engineering, and Math (STEM) Center for Research, Education and Outreach. Dr. Ben Greenfield of the University of Southern Maine also works on these projects. The purpose of this research is to understand how science participation motivates STEM interest and identity. The work combines four different aspects: the science of education which is the scientific study of the best methods for teaching; exposure science, which is the study of how and how much environmental pollution people come into contact with; curriculum design, which is the development of teaching plans; and place-based education which is tailoring topics and teaching methods to the local environment. The main question this study asks is, "How are 6<sup>th</sup> to 9<sup>th</sup> graders affected by developing and participating in exposure studies in their own communities?" The approach for this study is to develop out-of-school and summer programs, mixed-methods using educational research tools, and to investigate participant experiences and outcomes.

This talk will look at two projects. The first is the Environmental Health Investigators (EHI): Building STEM Interest to Promote Careers in the Health Sciences. The second is Y-CITYSCI: A Youth-Led Citizen Science Network for Community Environmental Assessment. Both of these projects are looking at middle school students and working with the students to investigate their surrounding environment. Both projects have the same hypothesis: by engaging in self-directed exposure science research, participants will develop and sustain STEM interest and science identity. They are community oriented projects with aim to empower youth. The goals for the participants in both studies are as follows: the participants do authentic science in a real-world context; they engage with and understand scientific content connected to their community; they interact regularly with professional scientists; and that they act as and be seen by others as scientists.

The study area for both projects is the Metro-East St. Louis region in Illinois with a specific focus on the city of Madison, Illinois. The city has an estimated population of 3,758 which has 62% African Americans, 40% of the population below the poverty line, and is adjacent to industrial and natural areas. These aspects of Madison, IL are important because the funding for these projects is focused on creating opportunities for those who are underrepresented in the sciences.

These projects are monitoring exposure by utilizing portable sensors. The monitors used to track airborne fine particulate matter (PM<sub>2.5</sub>) air pollution from vehicles and industries are the PurpleAir monitors. There is a location map available to the public of the global network of PurpleAir monitors. This map allows you to see the location of all of the monitors, the level of pollution at any time, and see patterns in air pollution. Monitors have also been placed in Brooklyn, Alton, Edwardsville, Hartford and Staunton Illinois. Other equipment utilized are: noise monitors, camera drone, google Earth and soil monitors to analyze soil and metals The participants are encouraged to find patterns in the data collected and hypothesize what may be causing certain spikes in pollution at different times.

There is a physical curriculum being developed that will be made available for any other program, schools, or teachers that may be interested in this research and the materials being used to teach it. The STEM Center also welcomes opportunities to collaborate and share resources or ideas with others that are doing similar work. Funding for these projects come from the National Institute of Health and the National Science Foundation.

### **3. Update to Missouri's Volkswagen Beneficiary Mitigation Plan**

- Joy Johnson, Missouri Department of Natural Resources

In 2015, Volkswagen (VW) admitted using software that caused certain diesel vehicles to perform differently during emissions tests so they would pass. American consumers bought 590,000 affected VW and Audi vehicles. Missourians bought 7,500 affected vehicles. During normal operation, these vehicles emitted nitrogen oxides (NO<sub>2</sub>) at levels higher than EPA standards. As part of a settlement, VW had to pay \$2.9 billion into an environmental mitigation trust fund. Missouri received \$41 million. The state funds are being used to counteract excess oxides of nitrogen (NO<sub>x</sub>) emissions from affected VW vehicles. As a beneficiary, Missouri submitted to the trust administrator a Beneficiary Mitigation Plan (BMP) that was developed with stakeholder input. This plan outlines the overall goals for the funds and selected eligible mitigation actions to achieve the goals and the percentage of funds to be used for each action. The plan provides a description of how the potential beneficial impact of the selected actions on air quality is considered in the areas that bear a disproportionate share of air pollution burden. It lays out the expected air quality benefits of the project funding categories for those areas. The overall goals of the BMP are to reduce NO<sub>x</sub> emissions from mobile sources, replace aging school bus fleets, upgrade government and private fleets, promote electric vehicles, reduce diesel fuel consumption, and target areas that currently or historically have not met air quality goals. During three application periods there were over 450 applications received. School bus applications made up 36%, government trucks were 30%, and there were less than 15 applications for transit buses, locomotives and marine vessels, and cargo equipment combined.

There are several reasons for the updates to the BMP. The first is accrued interest. The remaining funds in the Trust have generated monetary interest not accounted for in the \$41 million covered within the BMP. As of July 2020, the Trust has earned roughly \$1 million, but as the fund is

used, the rate of interest decreases over time. The second reason for the update is the current allocation strategy. The BMP states that if application for eligible projects are not received for categories below the bold line (see table 1), unspent award money will be equally redistributed to the three categories above the bold line. By following this provision of the BMP, funding is “stuck” in Category 3: Transit and Shuttle Buses. Only four applications for this category have been submitted in three application rounds. Approximately \$5.1 million of the funds needs to be addressed.

Table 1

Award Category	Projects	Funding Level
1	School Buses	\$12 million
2	Government Trucks	\$6 million
3	Transit and Shuttle Buses	\$4 million
4	Nongovernment Trucks	\$6 million
5	Locomotive and Marine	\$2 million
6	Airport and Cargo Equipment	\$2 million
7	DERA Option	\$3 million
8	Electric Vehicle Charging Stations	\$6 million

With the updates there are aspects of the BMP that remained the same. The overall BMP goals and the commitment to carrying out the provisions of the Consent Decree have not changed. The BMP update did not modify the School Bus, DERA funding, and Electric Vehicle Charging Stations categories.

There are several aspects of the BMP that did change with the update. The Transit and Shuttle Buses, Locomotive and Marine, and Airport and Cargo Equipment categories were consolidated into one category labeled ‘Other’. Any projects eligible under the settlement but which does not have another category to apply under, will be considered eligible under this category. The Government Trucks and Nongovernment Trucks categories were consolidated to form the Medium and Heavy-Duty Trucks category. This new category includes the subcategories of Government-owned, Nongovernment-owned, and Emergency Vehicles. The updated Missouri VW Fund categories are now School Buses, DERA Funding, Electric Vehicle Charging Stations, Trucks, and Other. Please see table 2 for the currently projected remaining funding through the end of FY 2022.

Table 2

Award Category	Projected Remaining Funding End of FY 2022
School Buses	\$4.11 million
Medium- and Heavy-duty Trucks	\$5 million
Other Eligible Projects	\$ 1 million
DERA Option	\$2.4 million
Electric Vehicle Infrastructure	\$4.3 million

Of the 81 total projects submitted during the most recent application round, St. Louis City had 44 projects awarded, St. Louis County had 10 awarded, Franklin County had 7 awarded, St. Charles County had 8 awarded, and Jefferson County had 12 projects awarded. Since St. Louis City had the most projects awarded, they also had the most estimated lifetime NOx Reduction at 73.3 tons. All together the St. Louis area is estimated to reduce 141 tons of lifetime NOx emissions.

Nine sites were awarded funding for Electric Vehicle (EV) Infrastructure: Rock Port, Bethany, Cameron, Concordia, Joplin, Springfield, Columbia, Kingdom City, and Sikeston. There will be a second application round opened for the remaining four sites of Harrisonville, Perryville, Nevada, and Rolla. After the minimum practical network of 13 sites is met, other infrastructure opportunities will be explored.

There will be another application period in June or July for all of the project categories except for DERA. There will be an application period in October or November for DERA projects.

As a follow up to the BMP update, the Air Program is proposing revisions to the VW Trust implementation guidelines that would address the Trucks, School Bus, and Other categories. Comments on the proposed updates will be accepted until Wednesday, June 16, 2021 at 5:00 PM.

If you have questions or comments you can contact the Missouri Department of Natural Resources Air Pollution Control Program VW Team by phone at 573-751-4817 or email at [MOVWTeam@dnr.mo.gov](mailto:MOVWTeam@dnr.mo.gov)

**4. American Fuels Report**

- Kevin Herler, St. Louis Regional Clean Cities

There are two grants that Clean Cities is working with for EV projects. The first is Drive EVs in the USA. This funding helps Clean Cities and other groups assist EV dealers in working with the utilities and the Public Service Commission, and host public EV outreach events. The second grant is called SILVERS. This grant has allowed several senior centers and food banks in North

St. Louis to acquire EVs. The infrastructure for the EVs is planned but they are waiting for the chargers to arrive for the project to begin.

On the CNG side, Amazon has begun using 18 EV semi-trucks that are moving products in and out of this region. Each truck is using 60 Diesel Gallons Equivalent (DEG) a day.

For biodiesel, the first official load of B50 was delivered to Washington University from the Rockwood School District lab. Clean Cities will be supplying at least four trucks with at least B50. Last week Kevin Herdler participated in the Field to Fleet podcast and talked about Clean Cities and how biodiesel works in the St. Louis area.

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

- Missouri Department of Natural Resources

There was a Missouri Air Conservation Commission (MACC) meeting on April 29<sup>th</sup> at which Steven Hall provided a statewide air quality monitoring update. There will be a MACC meeting on Thursday, May 27. At this meeting there will be two items for public hearing: 10 CSR 10-6.376 (amendment) Cross-State Air Pollution Rule Annual SO<sub>2</sub> Group 1 Trading Program; and Missouri State Implementation Plan Revision – Marginal Nonattainment Area Plan for the Missouri Portion of the St. Louis Nonattainment Area Under the 2015 Ozone Standard. The following commission meeting will be on July 29, 2021. Currently the only things scheduled for July 29<sup>th</sup> are the adoptions of the two items just mentioned.

House Bill 661 was passed during the 2021 Missouri Legislative Session. This is a large transportation/motor vehicle bill that was amended. One of the amendments was about the Gateway Vehicle Inspection Program (GVIP) and would be to exclude Franklin, Jefferson, and St. Charles Counties from the emissions inspection portion of Gateway Vehicle Inspection Program. MoDNR is currently reviewing the bill.

The ozone data from 2020 has been verified and West Alton and Maryland Heights monitors, on the Missouri side, have been found to be violating the 2015 ozone standard. The deadline to attain the standard is August 2021 and it will be based on the 2018 -2020 design values. It is anticipated that the St. Louis area will be reclassified from marginal to moderate based on those violations. The EPA will issue a proposal for reclassification later in summer 2021, with action happening in early 2022. This will most likely trigger several new planning obligations. The SIP obligations will be due in early 2023.

On July 10, 2020 the D.C. Circuit Court remanded back to EPA the initial designations for several counties in various states under the 2015 ozone standard. This is the case of *Clean Wisconsin v. EPA*. Two of the counties involved are Monroe County, IL and Jefferson County MO. EPA's action to address the remand is expected to come out any day. It is possible that Jefferson County could become part of the nonattainment area for this standard. Mr. Bloomberg, Illinois EPA added that he had heard that an EPA announcement was imminent.

## **5. Other Business**

There is a Sustainability Lab today, May 25 from 3:15 – 4:45 pm. Join in for a discussion with the "Urban EcoBlock" team on their thoughts and experiences in working to create an equitable, ecological framework for rebuilding our inner cities at the block level. Where economies of scale reduce costs while providing a catalyst for community revitalization through mixed-use blocks for mixed-income residents. Following the presentation there will be an opportunity for open discussion and dialog.

## **6. Adjournment**

The next meeting will be June 29, 2021. There being no other business, the meeting was adjourned.