



# EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

## AGENDA AIR QUALITY ADVISORY COMMITTEE\* Tuesday, August 24, 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: 132-198-677**

### I. Call to Order

- Carol Lawrence, Chair, East-West Gateway Council of Governments  
A. Minutes of June 29, 2021 Meeting

### II. Environmental Racism in St. Louis Report

- Leah Clyburn, Sierra Club
- Tara Rocque, Interdisciplinary Environmental Clinic, Washington University

### III. St. Louis Regional Clean Air Partnership Update

- Susannah Fuchs, American Lung Association

### IV. Update Activities of the States

- Illinois Environmental Protection Agency
- Missouri Department of Natural Resources

### V. Other Business –

- The next meeting is on October 26, 2021

### VI. Adjournment

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

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John A. Laker

Ron Williams

#### 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

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Missouri Office of Administration

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MINUTES  
AIR QUALITY ADVISORY COMMITTEE  
Tuesday, June 29, 2021  
10:00 am – 11:00 am  
VIRTUAL MEETING - GoToMeeting

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments  
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  
Chris Schmidt – Illinois Department of Transportation  
Rory Davis – Illinois Environmental Protection Agency  
Mike Henderson – Missouri Department of Transportation

Others Present:

Francisco Cortalezzi – Missouri Department of Natural Resources  
Kevin Jemison – Illinois Department of Transportation  
Michael Hutcheson – Ameren  
Jed Wolkins – EPA Region 7  
Stephen Hall – Missouri Department of Natural Resources  
Brad Frost – Illinois Environmental Protection Agency  
Aaron Cadman – St. Louis County  
Stephanie Muentnich – Volkert, Inc.  
Amanda Schomaker – Madison County Transit  
Roger Walker – REGFORM  
Stacy Allen - Ameren  
Rita Buechter – Hastings Engineering

Staff:

Mary Grace Lewandowski   Jim Wild   Jennifer Vuitel   Aaron Young   Rachael Pawlak  
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 25, 2021 AQAC meeting were approved as circulated.

## **2. Illinois VW Beneficiary Mitigation Plan Update**

- Brad Frost, Illinois Environmental Protection Agency

Illinois EPA has set up a program called Driving a Cleaner Illinois which encompasses all of the different vehicle funding opportunities like DERA, CMAQ, and VW. There is an open notice of funding opportunity for electric school buses (and charging equipment, if needed) in the Chicago and Metro East areas and the application deadline is August 9, 2021. Funds will come from the VW settlement. Information about this funding opportunity can be found on the Driving a Cleaner Illinois website. There is a list serve that anyone can sign up for to receive notice of when funding rounds open.

Illinois EPA is revising their Volkswagen Beneficiary Mitigation Plan. The public comment period for the revisions closed last week. The revisions focus on the goals of the BMP and the project categories to be funded. The plan's priority areas, Chicago non-attainment area and the Metro East non-attainment area, will remain the same. There are now four goals: reduce NO<sub>x</sub> emissions in the areas where the affected VW vehicles were registered while taking into consideration the non-attainment ozone areas and environmental justice areas; decarbonize the Illinois transportation sector; align funding with state priorities to establish a reliable charging station network to support the transition to an electrified transportation sector; and support public transportation needs of Illinois residents, including school children. With these new goals the project categories and funding percentages awarded to those categories have changed. Fifteen percent will be awarded to the light duty EV supply equipment category, forty-five percent will go towards all electric public transit projects category, and thirty-eight percent will go towards the all-electric school buses category. The remaining two percent of the funding will go to administrative expenses. Once any needed changes resulting from the public comment period are made, the plan will be finalized and submitted to the VW Trust administrator.

## **3. 2020 Emissions Trends and Analysis**

- Stephen Hall, Missouri Department of Natural Resources

The Clean Air Markets Division (CMAD) is a national database for power plants to report continuous emissions for the Cross-State Air Pollution Rule (CSAPR) programs: Acid Rain, Ozone Season NO<sub>x</sub>, and PM<sub>2.5</sub>. Only certain electricity generating units report to the database. It doesn't include mobile or non-point source information. The quarterly NO<sub>x</sub> and SO<sub>2</sub> emissions data is available thirty days after the end of the last quarter.

The total Missouri CAMD NO<sub>x</sub> trends for 2020 showed that the emissions in first and second quarters were lower than in the third and fourth quarters. The NO<sub>x</sub> trends in the first and second quarters in the St. Louis region in 2020 were unusually low when compared to the five previous years. By the third and fourth quarters of 2020 the NO<sub>x</sub> emissions in the St. Louis region were higher and more comparable to past years.

The annual emissions inventory is due by May 1st for those point sources who are reporting their emissions data to the Missouri Electronic Inventory System. Right now, the 2020 NO<sub>x</sub> emissions data is preliminary, due to the need for quality assurance. The 2020 data for NO<sub>x</sub> emissions from point sources in Missouri shows a slightly higher level than in 2019, but is within the range of what has been observed over the last several years.

NO<sub>2</sub> observational analysis in St. Louis is partly done by utilizing the near-roadway ambient air-monitoring network. These NO<sub>2</sub> monitors are placed near roadways with particularly high traffic counts. There are two in the St. Louis area. Beginning with March 23, 2020 through May 4, 2020, with extended observation into July, MoDNR looked at the hourly NO<sub>2</sub> concentrations gathered at the near-roadway monitor near I-70 at Earth City and then compared them to the concentrations from the same period in 2019. The purpose of this comparison was to analyze the effects of COVID-19 and the stay at home orders from March 23 through May 4, 2020. The data shows that in March and May of 2020 the NO<sub>2</sub> levels were lower than in 2019, but in June and July of 2020 the concentrations rose and more closely resembled the data from 2019. MoDNR also examined the data from the automated traffic counters operated by the Missouri Department of Transportation (MoDOT) in that I-70 area during the same time period. There was a noticeable decrease in traffic during the stay at home order which began in March 2020, but then steadily increased in the following months. The same analysis was done in Kansas City, MO and the data was similar to what was recorded in St. Louis. The daily large truck traffic on I-70 in Kansas City was also tracked and it was found that there was a slight decrease in their numbers during the stay at home order.

Ozone is formed as the result of conducive conditions: the presence of precursor pollutants NO<sub>x</sub> and Volatile Organic Compounds (VOC); relatively high ambient temperatures; stable and low surface wind speed; relatively high solar radiation with sparse cloud cover; and relative humidity close to or below 50 percent during the peak diurnal 8-hour period. Multiple days of these conditions often leads to ozone episode 'build-up'. The federal Exceptional Events rule 40 CFR 50.14 allows for excluding monitored exceedances from NAAQS comparison for certain implementation purposes (determine attainment based on monitor data). MoDNR and a consultant conducted an ozone exceptional event feasibility study to identify potential candidate events (occurring outside the area) which could have impacted the St. Louis area ozone exceedances in 2018 - 2020. There are several conditions the exceptional events had to meet: the events had to have regulatory significance, meaning the EPA could use the event data as a basis of designations; the events require technical demonstration, or a clear and causal connection to an ozone exceedance; and there must be a public notice of the demonstration. The final demonstration is subject to EPA approval. Part of the process to identify exceptional events is to review historical ozone trends. If there is a monitor concentration above the 99<sup>th</sup> percentile that is in the range where can look for potential exceptional event emissions contributions to ozone formation. Wild fires are potential exceptional events that contribute to ozone concentrations. Using EPA's AirNow Tech website tool that tracks smoke from large fires using satellite data and ground monitoring data it can be determined if a wildfire is an exceptional event. Results of this feasibility study show that the weight of evidence analysis indicate that some exceedances

may be influenced by exceptional events. However, if those candidate dates do not meet the regulatory significance criteria that would change an attainment status that event may not be chosen as a demonstration. Events in 2020 may impact future design value periods in 2021 and 2022. For example, MoDNR flagged West Alton monitor data on June 18, 2020 and August 25, 2020 for potential exceptional event consideration in future years. Data will continue to be monitored for future candidate exceptional events. MoDNR's next steps include reviewing factors related to 2021 ozone exceedances and to evaluate the photochemical assessment monitoring station (PAMS) data. If you have questions or would like additional information you can contact Stephen Hall at [Stephen.hall@dnr.mo.gov](mailto:Stephen.hall@dnr.mo.gov) or call him at 573-526-1985.

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

- Rory Davis, Illinois Environmental Protection Agency

Last month the aerospace coating rule was adopted in Illinois and is waiting for SIP approval by the USEPA. Illinois EPA is waiting for the results of an exceptional events demonstration for the Chicago non-attainment area.

- Mark Leath, Missouri Department of Natural Resources

On June 14 there was a Federal Register notice published a final rule from EPA that revises the initial attainment designation in Jefferson and Monroe Counties. These counties were originally designated as in attainment for the 2015 ozone standard. This rule making adds them to the St. Louis non-attainment area starting on July 14, 2021. This does have an impact on the marginal ozone non-attainment area SIP that was taken to public hearing on May 27<sup>th</sup>, 2021 at the Missouri Air Conservation Commission meeting. EPA commented on the SIP and asked that Jefferson County be added to the plan as a result of its redesignation. Currently MoDNR is working on their response to the comments on that SIP and will propose it for adoption in August. There is a public stakeholder meeting planned for July to discuss the addition of Jefferson County to the SIP.

The Vehicle Inspection Maintenance Rule for the St. Louis area, 10CSR-10-5.381, is in the initial stages of development. The regulatory impact report and draft rule makings are currently out on a 60-day public comment period that closes on July 7, 2021. This rule making is intended to clarify and make corrections to the rule and remove Franklin and Jefferson Counties from having to be subject to the rule (no longer in the Gateway Vehicle Inspection Program).

MoDNR has finalized the updates to the Missouri Volkswagen Beneficiary Mitigation Plan (BMP) and is sending it to Wilmington Trust. The guidelines for how the awards are selected for the different project categories are being updated to follow along with the updates to the BMP. The updates to the guidelines are open to public comment, ending on June 30. Recently there was an opening ceremony in Kingdom City for the first electric vehicle charging station that was partially funded with the VW Trust funds.

There is an Air Conservation Commission meeting on July 29.

## **5. Other Business**

OneSTL is having their monthly Sustainability Lab today, June 29, starting at 3:30 on Zoom. The discussion will be about the most current concepts around Net Zero such as emissions reduction, offsets and removal, and the opportunities in all aspects of OneSTL's regional work. Phil Valko, the Assistant Vice Chancellor for Sustainability at Washington University, will be giving the presentation. The June meeting will be a precursor to the July Sustainability Lab which will be focusing on Net Zero from the perspective of OneSTL's Energy and Emissions working group. The working group will be discussing their regional greenhouse gas emissions inventory they are putting together as well as their next steps for lowering the regional greenhouse gas emissions. The meeting access information and more can be found at OneSTL.org.

## **6. Adjournment**

The next meeting will be August 24, 2021. There being no other business, the meeting was adjourned.