



**EAST-WEST GATEWAY
Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**AGENDA
AIR QUALITY ADVISORY COMMITTEE*
TUESDAY, AUGUST 30, 2022
10:00 – 11:30 a.m.
In Person at East-West Gateway and Virtual**

Please join my meeting from your computer, tablet or smartphone.
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- I. Call to Order**
 - Carol Lawrence, Chair, East-West Gateway Council of Governments
 - A. Minutes of June 28, 2022 Meeting
- II. Don't Pollute. Switch Up Your Commute Campaign**
 - Susannah Fuchs, American Lung Association
- III. Renew Missouri Home Program**
 - Tori Cheatham, Renew Missouri
- IV. EPA Region 7 Climate Change Overview**
 - Andrew Wynne, U.S. Environmental Protection Agency Region 7
- V. Update Activities of the States**
 - Missouri Department of Natural Resources
 - Illinois Environmental Protection Agency
- VI. Other Business**
 - Next meeting will be on October 25, 2022
- VII. 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 28, 2022
10:00 am – 11:30 am
VIRTUAL MEETING

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments
Mike Henderson – Missouri Department of Transportation
Mike Foley – Citizens for Modern Transit
Kevin Jemison – Illinois Department of Transportation
Susannah Fuchs – American Lung Association
Jack Fishman – St. Louis University
Aaron Cadman – St. Louis County APCP
Francisco Cortalezzi – Missouri Department of Natural Resources
Christopher Schmidt – Illinois Environmental Protection Agency
Kevin Herdler – St. Louis Clean Cities
Betsy Tracy – Federal Highways Administration IL
Rory Davis – Illinois Environmental Protection Agency

Others Present:

Mikala Walton – Boonslick, MO
Kathrina Donegan – St. Louis County APCP
Michael Hutcheson – Ameren
Stephanie Doolan – Environmental Protection Agency Region 7
Jed Wolkins – U.S. Environmental Protection Agency Region 7
Emily Fortier

Staff:

Mary Grace Lewandowski, Aaron Young, Rachael Pawlak, Lubna Shoaib, Jennifer Vuitel, Paul Hubbman, Maureen McCarthy, James Fister

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 24th, 2022 AQAC meeting were approved as circulated.

2. St. Louis Regional Clean Air Partnership Activities

- Susannah Fuchs, American Lung Association

The St. Louis Regional Clean Air Partnership (SLRCAP) is a voluntary public/ private partnership that focuses on reducing air pollution. It was created in the early 1990's by the ALA, the St. Louis Science Center, East-West Gateway, and many other partners in response to the high levels of air pollution in the metro area. A big focus for SLRCAP is their air quality forecasting which is publically available from May 1^t through September 30 each year.

At the moment, the activities of SLRCAP include the daily air quality forecasting and outreach activities. SLRCAP works with municipalities to put programs like idle reduction campaigns in place as well as school districts. Ms. Fuchs will be talking at the St. Louis County Library later this summer and is involved with the Missouri Botanical Garden's sustainability efforts. SLRCAP is doing more virtual outreach trying to cover all kinds of audiences since everyone is impacted by air pollution.

This summer SLRCAP is involved with a new campaign initiated by Citizens for Modern Transit (CMT) called 'Don't Pollute. Switch Up Your Commute'. Since transportation is one of the biggest contributors to air pollution ALA worked with CMT to highlight the different kinds of transportation options available instead of single occupancy vehicles. Since more people are heading back to offices as the pandemic changes and evolves, trying to re-inform and newly inform people about how their chosen mode of transportation affects air pollution. This campaign is going strong and has more people signing up for the air quality forecast. The Switch Up Your Commute website provides a good summary of the program:

"The region is in a race for cleaner air and the campaign is two-fold," added Kimberly Cella, Executive Director for Citizens for Modern Transit. "First, partners aim to educate. Then, as the summer heats up and the potential for poor air quality days to be forecasted increases, we want people to take action."

When an ORANGE or RED air quality day is forecasted, people who have registered for the daily forecast will receive a text message asking them if they plan to modify their commute the following day – and if so – how. Those who respond and people who post on social media a picture of themselves on transit, carpooling, vanpooling or telecommuting and include #SwitchUpYourCommute – will be entered to win a variety of prizes. Campaign runs until the end of the air quality forecasting season.

If you have any questions or would like more information you can contact Susannah by phone at 314-449-9149 or email at Susannah.Fuchs@lung.org

3. EV Charging Infrastructure Plan for Illinois Under Development

- Christopher Schmidt, Illinois Department of Transportation

The National Electric Vehicle Infrastructure Program (NEVI) is funded by the 2021 Infrastructure, Investment, and Jobs Act (IIJA). The NEVI is a \$5 billion program that has five years of formula funding for each of the states to implement NEVI corridor planning. In 2016 the Federal Highway Administration started to designate alternative fuel corridors which are corridors in the national highway system that had full or partial infrastructure for different alternative fuel types. The state of Illinois was an early adopter of this program. Several highways in Illinois were designated as alternative fuel corridors, including portions of I-55 and I-70 in the St. Louis Region.

The office that was created to distribute the funding is a joint venture by the Department of Energy and the Department of Transportation. Their website is www.driveelectric.gov. This office is in charge of putting out guidance as to how the states would implement the program. Missouri will receive \$98.5 million and Illinois will receive \$148.6 million over the next five years to add electric vehicle charging on those designated corridors every 50 miles, and no more than one mile off the interstate. Each of those stations needs to have direct current (DC) fast chargers that have the power level of 150 kw per hour per charger. Those charges would give an EV owner 60 to 80 mile range in about 20 minutes.

This program was announced in February 2022 along with basic guidance. On May 13 the federal government released a more detailed guidance. The Illinois Department of Transportation (IDOT) did not receive the initial guidance or the specific guidance until June 9. Illinois had a corridor designation due so the state recommended several more areas to be designated as NEVI eligible corridors in the St. Louis region, which includes I-64 and I-57. Illinois has to decide how to spend the first two years of funding and submit that plan by August 1, 2022. A conservative estimate is that the St. Louis region will receive two new chargers based on this program.

IDOT is developing a map for the State of Illinois where people will be able to add where they would like to see a charging station. The map will indicate the location of NEVI eligible corridors, NEVI compliant chargers, different DC fast chargers, and existing or pending alternative fuels corridors. This map will eventually be available on the IDOT website. There will also be a feedback form available on the site.

One of the plan requirements is Justice 40, a program that requires 40 percent of the plan benefits go to some of the most disadvantaged communities. So even though there are distance and location requirements for the placement of chargers, the Justice 40 program adds another layer in figuring out where to place the chargers. There will be public engagement to help determine where the chargers will help people the most.

4. Bipartisan Infrastructure Law (BIL) Update

- Paul Hubbman, East- West Gateway Council of Governments

The previous infrastructure bill, the FAST Act, allocated just under \$300 billion over five years for transportation projects. The Infrastructure Investment and Jobs Act (IIJA) is the newest plan and allocates just under \$600 billion over five years for transportation projects. There are close to 370 programs in the entire IIJA bill and about one-third of those are new. There is continued emphasis on safety and system maintenance and heightened emphasis placed on bridges, equity, alternative energy, ecology, and resilience. Eligible activities for this funding include things like EV charging and prioritizes high need areas such as low-income, rural, and transit dependent.

The Transportation Alternatives Program (TAP) is one of the programs East-West Gateway utilizes. The TAP is ideally for things other than personal vehicles on the road such as public transit projects that would help reduce air pollution and increase peoples' transportation choices. The IIJA has increased funding and it is distributed to the states and then the states sub-allocate a portion of that to their regional partners. The regional sub-allocation portion of the funding increased from 50 percent to 59 percent and the regional money for Illinois will double, while the money for Missouri will triple.

There is a new program that partially overlaps with TAP in terms of eligible uses for this money called the Carbon Reduction Program (CRP). CRP funding can be used for things like planning, design, and implementation of trails, public transit, and projects that would reduce congestion. Since Missouri does not yet have their program in place they are sending all of their CRP money to East-West Gateway (EWG) to make sure it is fully utilized in the first year. This means that this year EWG is getting almost \$6 million from Missouri for our region and about \$800,000 from Illinois.

Another new program in the IIJA is the Healthy Streets Program (HSP) which is focused on reducing urban heat island effect, increasing tree canopy, installing pervious pavements, and more. There is also the Safe Streets and Roads for All (SSRA) program which will allocate \$5 billion in funding over five years. Applicants will receive 80 percent in federal funding and are required to provide 20 percent match for all SSRA projects. This program is intended to restore community connectivity by removing retrofitting or mitigating transportation infrastructure barriers in communities. The Active Transportation Infrastructure Program is also new. It has been authorized but has not yet been appropriated.

There are three new programs directly focused on NEVI which will allocate \$5 billion over five years. That money will go to the states, but there will be 10 percent set aside for state and local discretionary grants. Two companion programs for NEVI are charging and fueling infrastructure grants, each of which has \$1.25 billion for five years. The charging and fueling grants require no local match and are completely federally funded. The money from these programs is intended

to help pay for the operations and maintenance of the EV charging and alternative fueling infrastructure.

Very soon there will be a IJJA portal on the East-West Gateway website and will contain links to helpful resources. There will be an up-to-date list of open funding opportunities for the various programs in the IJJA. It will contain information on eligible applicants for each program, a program synopsis, eligible activities, funding amounts, and more.

5. American Fuels Report

- Kevin Herdler, St. Louis Clean Cities

The St. Louis Vehicle Electrification Rides for Seniors (SiLVERS) Program is still going well. The goal is to increase EV adoption and reduce transportation-related operating expenses for social service agencies in low income communities. There are five Chevy Bolts, with three being at the Youth and Senior Services Center and the other two are at City Seniors. The vehicles are being used every day now for meal delivery and rides.

There is a project that has not started yet called the Affordable Mobility Platform (AMP). The goal of the AMP project is to provide rideshare EVs in affordable housing sites.

St. Louis in partnership with Labyrinth Smart Mobility is bringing back the Polaris Gems, which are six passenger, low speed neighborhood EVs. These EVs began offering rides throughout the downtown area in March, 2022 and will run for a year. The goal of these vehicles is to provide first mile/last mile transportation to locations downtown. They can be accessed by downloading an app, flagging them down, or calling the phone number.

Last year the Clean Fuels Alliance America had a trinity study done called The Offsetting Impact of Expanded Biomass Based Diesel Production on Diesel Prices focusing on the entire west coast and the east coast. St. Louis and Chicago were the focus of the second Trinity study prepared by the World Agricultural Economic and Environmental Services (WAEES). The study shows that the U.S biodiesel and renewable diesel production generates a four percent decrease in the price of diesel fuel, which amounts to a savings of about 22 cents per gallon. The U.S. biodiesel and renewable diesel industry supports 65,000 U.S. jobs and more than \$17 billion in economic activity each year.

Amazon added 18 regional trucks to St. Louis which are fueled at the Spire station on Cypress. Each truck will offset 60 diesel gallon equivalent (DGE) a day or close to 400,000 gallons of diesel a year together.

Biodiesel is a huge economic boost for farming communities because it is really a byproduct that does not normally get used much by farmers. Biodiesel gives farmers a use for that oil and

a way to make more money. Also, the biodiesel production process helps to produce a more protein rich feed for animals. There are fleets in St. Louis that run on B 100 biodiesel. A diesel vehicle can run on B100 year-round with an easy and affordable upgrade. An updated fuel storage system includes a split tank for petroleum diesel in one section and biodiesel in another. Diesel is used on startup to prevent any cold flow issues. The system warms the biodiesel and automatically switches the truck to 100 percent biodiesel. At shut-off, the truck idles long enough to replace the B100 in the lines with diesel. The benefit of this is air quality improvements.

While EVs are the future, they are not wide spread enough yet so biodiesel can help reduce pollution in the meantime. Biodiesel is another good option to reduce air pollution since existing diesel vehicles can be modified to run on biodiesel and entire vehicles do not need to be replaced. The other alternative fuels CNG and propane are both doing very well, especially now that we are looking at \$5 per gallon for diesel.

6. Update on Activities of the States

- Rory Davis, Illinois Environmental Protection Agency

The Chicago area was redesignated as non-attainment for the 2008 ozone standard. Chicago is still in non-attainment for the 2015 ozone standard. Illinois' redesignation request and maintenance plan for the Metro East is still in review with upper management, but will go to public notice as soon as possible so it can be sent to U.S. EPA. Illinois EPA wants to get the Illinois portion of the St. Louis area to be redesignated for the 2015 ozone standard. There have been several high ozone readings in that area so far this year, but there have not been any violations.

Illinois EPA is working on submitting their regional haze SIP to the U.S. EPA.

- Francisco Cortalezzi, Missouri Department of Natural Resources

The Air Pollution Control Program anticipates opening a three month application period for ten additional EV charging infrastructure sites in the next couple of months.. The department will accept applications for sites near Branson, Cabool, Chillicothe, Collins, Farmington, Hannibal, Macon, Maryville, Poplar Bluff and Sedalia. Applications must include two direct current fast charging (DCFC) stations, be publicly accessible and have minimal downtime. We also anticipate opening a DERA application period sometime this fall for on-road and non-road vehicle equipment replacement.

The next Missouri Air Conservation Commission (MACC) meeting will be held on July 28th at 9:00 am and will be held in person and on WebEx. There is one item for the public hearing, the Supplement to the Inter-State Transport Provisions for the 2015 Ozone Standard. This

supplement to Missouri's 2019 Good Neighbor SIP provides additional analysis to all of the receptors included in the original SIP submission and also an analysis of the newly added receptors included in EPA's updated modeling results. In addition, this supplement goes through EPA's four-step process for addressing Missouri's good neighbor obligations under the CAA for the 2015 ozone standard. As part of that process, and included with this supplement, are new emission control requirements that will result in thousands of tons of nitrogen oxide (NOx) emissions reductions annually.

The Missouri Regional Haze Plan for the second planning period is the only item up for adoption at the July 28 meeting. The purpose of this state implementation plan (SIP) revision is to satisfy Missouri's planning obligations under the federal Regional Haze Rule (RHR). Clean Air Act (CAA), Sections 169A and B require the U.S. Environmental Protection Agency (EPA) to adopt regulations to reduce man-made visibility impairment in 156 Class I Federal areas (Class I areas).

At the May 26 MACC meeting there was one item up for adoption, rule 10 CSR-6.210. The rule is meant to add definitions and remove the listing of specific emission data elements that could be considered confidential business information from subparagraph (3)(A)8.E. The department added the list of emission data elements in a 2016 amendment and submitted it to EPA in November 2016, to replace the current rule in the Missouri State Implementation Plan.

In reference to ozone, the EPA proposed to disapprove Missouri's Good Neighbor SIP for the 2015 eight hour ozone standard on February 22, 2022. Missouri DNR submitted comments on that proposal. The EPA proposed a Good Neighbor Federal Implementation Plan (FIP) for the 2015 ozone standard for 26 states, which included Missouri. The EPA indicated that they have received more than 50,000 separate comments during the public comment period, which ended on June 21. During the month of June the preliminary exceedances of the 2015 Ozone Standard were recorded. There were three exceedances at the West Alton monitor, one exceedance at the Pacific monitor, and one at the Orchard Farm monitor.

7. Other Business

There have been several exceedances so far during this ozone season, all in the month of June. West Alton and Alton have recorded the majority of the exceedances. Overall there has been 11 exceedances from different monitors over six days.

There is a OneSTL Sustainability Lab today at 3:45 pm and it will be held in person at T-Rex in downtown St. Louis. The lab will focus on water issues.

Metropolitan Congregations United has launched their website for their community air monitoring project, Air Watch St. Louis. The website can be found at www.airwatchstl.mcustlouis.org

On July 13, 2022 EPA will be hosting a webinar on their Air Sensor Loan Pilot Program in Regions 5, 9, and 10. More information can be found at www.epa.gov/research-states/epa-tools-and-resources-webinar-series

8. Adjournment

The next meeting will be on August 30th, 2022. There being no other business, the meeting was adjourned.