



**EAST-WEST GATEWAY  
Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**AGENDA  
AIR QUALITY ADVISORY COMMITTEE\*  
TUESDAY, JANUARY 24, 2023  
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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Missouri Department of Transportation  
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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 25<sup>th</sup>, 2022 Meeting
- II. St. Louis Area Air Quality Alerts Effort**  
- Kevin Deitsch, National Weather Service St. Louis Weather Forecast Office
- III. Missouri Moderate Nonattainment Area Planning Activities**  
- Nicole Weidenbenner, Missouri Department of Natural Resources  
- Wesley Fitzgibbons, Missouri Department of Natural Resources
- IV. Electric Vehicle Charging Stations in the St. Louis Region**  
- Maureen McCarthy, East-West Gateway Council of Governments
- V. Update Activities of the States**  
- Missouri Department of Natural Resources  
- Illinois Environmental Protection Agency
- VI. Other Business**  
Next meeting date is March 28, 2023
- 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, October 25, 2022  
10:00 am – 11:30 am  
VIRTUAL AND IN PERSON MEETING

Members Present:

Carol Lawrence, Chair – East-West Gateway Council of Governments  
Mike Henderson – Missouri Department of Transportation  
Kevin Jemison – Illinois Department of Transportation  
Susannah Fuchs – American Lung Association  
Aaron Cadman – St. Louis County APCP  
Francisco Cortalezzi – Missouri Department of Natural Resources  
Betsy Tracy – Federal Highway Administration – IL

Others Present:

Mark Leath - Missouri Department of Natural Resources  
Stacy Allen - Ameren  
Ben Senturia - Citizen  
Tom Caldwell – Illinois Department of Transportation  
Kevin Herdler – St. Louis Regional Clean Cities  
Darrin Peters – St. Louis Regional Clean Cities

Staff:

Mary Grace Lewandowski, Aaron Young, Jennifer Vuitel, Anna Chott, 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 30, 2022 AQAC meeting were approved as circulated.

**2. Introduction to Air Quality Planning and State Implementation Plans**

- Mark Leath, Missouri Department of Natural Resources

The U.S. Environmental Protection Agency (EPA) is obligated to set outdoor National Ambient Air Quality Standards (NAAQS), or limits, to help keep people and the environment healthy. There are six criteria pollutants that the EPA monitors and those can be found in the Clean Air Act (CAA), section 108. They include ozone, particulate matter, sulfur dioxides, nitrogen oxide, carbon monoxide, and lead. Once EPA establishes NAAQS for a criteria pollutant the CAA requires that every five years the

science on which the standard is based is to be reviewed to ensure that it's still protective of public health with regards to any new scientific studies or new information.

The State Implementation Plan (SIP) is a comprehensive plan to address the different requirements a state has under the CAA. The SIP focuses on the criteria air pollutants and is federally enforceable. There are different types of SIPs that focus on separate issues. Infrastructure SIPs are required by all states for all NAAQS and states must submit them within three years of new or revised NAAQS. Nonattainment area SIPs are required for all areas that are designated nonattainment for a NAAQS. Maintenance SIPs are required for nonattainment areas that have come back into compliance with a NAAQS. Regional Haze SIPs are required by all states to address visibility in Federal Class 1 areas (national parks and wilderness areas).

The infrastructure SIP requirements include the demonstration that the state has adequate resources and authority to implement the NAAQS which means permitting, monitoring, modeling, emission inventory development, and rulemaking authority. The Good Neighbor or Interstate Transport requirements are also a part of the infrastructure SIP. This means that there must be provisions to prevent emissions in their state from contributing significantly to nonattainment or interfering with maintenance of a NAAQS in all downwind states.

Nonattainment Area SIP requirements are as follows: reasonably available control measures and control technology; attainment demonstration; Reasonable Further Progress (RFP) Demonstration; baseline emission inventory and periodic updates; and a contingency plan. When it comes to ozone nonattainment there are additional requirements based on whether the nonattainment area has been classified as marginal, moderate, serious, severe, or extreme. Areas that do not attain by the deadline for their classification get reclassified by EPA to the next higher classification. Nonattainment areas for carbon monoxide and particulate matter are classified as either moderate or serious. Moderate areas that do not attain by the deadline are reclassified to serious.

The Missouri Air Conservation Commission has the authority to promulgate rules, regulations, standards, and guidelines to ensure the state is in compliance with the provisions of the CAA. The regulations and guidelines shall not be any stricter than those required by the CAA, or enforced sooner than required by the CAA. When an EPA approved SIP is needed, parts of the SIP may be stricter than the CAA.

The EPA is obligated to determine the completeness of SIPs and follow a deadline of 12 months after a completeness determination is made to act on the SIP submission. If a state does not submit a SIP or if the EPA disapproves a SIP, then the EPA must promulgate a Federal Implementation Plan (FIP) within two years. If a state submits a SIP revision to address an EPA disapproval or the failure to submit a SIP by the

deadline then a FIP is not required. If a state does not submit a SIP or the SIP is disapproved, then the EPA will implement sanctions 18 months if the SIP deficiency is not corrected within that time frame. Sanctions include the withholding of federal highway dollars for projects in the nonattainment area and/or the 2:1 emissions offset ratio required for permitting new major sources or major modifications.

Compliance with NAAQS is determined by using an air quality monitoring network to track air quality throughout the state and to measure visibility in Missouri's two federal Class 1 areas. The Missouri Department of Natural Resources (MoDNR) updates the air quality monitoring network plan annually and completes a comprehensive review of the network plan every five years.

The MoDNR Air Pollution Control Program's planning section is responsible for recommending all revisions to the Missouri SIP. The top goal is to achieve attainment status of every NAAQS in every area of the state to ensure the health of all Missourians. The MoDNR Air Program encourages and promotes voluntary efforts to improve air quality from all sources of air pollution in the state.

### **3. Overview of the 2022 Ozone Season**

- Maureen McCarthy, East-West Gateway Council of Governments

The ozone season will officially end on October 31<sup>st</sup>. As a reminder ozone is formed when hydrocarbons and nitrogen oxides chemically react with the oxygen in the lower atmosphere. Temperatures of 85 degrees and higher help ozone formation and the level of wind can cause the ozone to remain stagnant or carry it to other areas in the region. High ozone levels affect sensitive groups like children and the elderly and can cause multiple health issues such as asthma.

The Ozone Data Sharing Project begins on March 1<sup>st</sup> each year and ends on October 31<sup>st</sup> and assembled the monitor data from the 12-hour period from 9 am – 9 pm each day. EWG receives the ozone data from our partners in Missouri and Illinois and acts as an initial quality assurance for the data. EWG combines the data and produces weekly and monthly reports that are sent to our state and regional partners. In addition to those reports, EWG also produces a monthly Air Quality Index (AQI) calendar. The calendar is produced using the EPA's AQI which is a color-coded scale that indicates the level of health risk associated with the different levels of air pollution.

There are ten different monitors within the non-attainment area, four in Illinois and six in Missouri. The Illinois Environmental Protection Agency (Illinois EPA) operates the Illinois monitors and MoDNR operates the Missouri monitors. In addition to the monitors within the non-attainment area there are also the transport tracking monitors located just

outside the non-attainment area whose data is used to look at the air entering and leaving our region.

There were 24 exceedances recorded in total for the 2022 ozone season. Those 24 exceedances occurred over eleven different days. There were eleven exceedances recorded in Missouri and thirteen exceedances recorded in Illinois. All ten monitors within the non-attainment area recorded exceedances this season. The running five-year average of exceedances for the St. Louis region, starting in 1999, has continued to be on a downward trend. Going by the AQI color coded scale there have been 128 green days, 45 yellow days, and 11 orange days to date.

In addition to tracking the exceedances during the ozone season, EWG also keeps track of the incomplete data. Incomplete data occurs when there are four or more hours at a monitor during one 12-hour period that did not report ozone values. This may occur if there is a power outage, equipment malfunction, or maintenance. For the 2022 ozone season all of the incomplete data was due to equipment malfunctions. The Blair St., Maryland Heights, Pacific, and West Alton monitors in Missouri and the Alton, Maryville, and Wood River monitors in Illinois had incomplete data.

All of the ozone data can be found on the EWG website. If there are any questions you can contact Maureen McCarthy at [Maureen.mccarthy@ewgateway.org](mailto:Maureen.mccarthy@ewgateway.org) or Carol Lawrence at [Carol.Lawrence@ewgateway.org](mailto:Carol.Lawrence@ewgateway.org).

#### **4. American Fuels Report**

- Kevin Herdler, St. Louis Regional Clean Cities

In July, Darrin Peters began working at Clean Cities and will eventually become the director. Mr. Peters heads the Rockwood Summit High School Biodiesel Program. On October 5, 2022 the Governor of Missouri signed legislation that will create new incentives for biodiesel consumption and production in Missouri for six years. Retailers who sell biodiesel will receive a tax credit starting at two cents per gallon for blends that contain between five and ten percent biodiesel and five cents per gallon for fuel containing between ten and twenty percent biodiesel. The bill also establishes a production tax credit of two cents per gallon.

The STL Downtown Link electric shuttle program has been very successful. In September 2022 the shuttles averaged 450 riders per week, made over 600 residential stops, stops at 250 businesses, and 230 grocery store runs. There were over 5,500 runs in the first ten weeks that the shuttles were running and 1,200 of the riders live downtown. This is a one year project and is funded by the American Rescue Plan. Clean Cities is working to keep the project funded and keep it running.

The SiLVERS Program has continued to be successful. There have been over 5,000 meals delivered and about 700 rides given in the five Chevy Bolts.

Clean Cities is writing a Liquefied Natural Gas (LNG) grant that is due on November 9<sup>th</sup>. The plan is to build two LNG powered push boats that will run from Memphis to New Orleans. Typically, these boats burn about 2,600 gallons of fuel a day and the LNG will displace 65% of that. The company which would own the boats is based in St. Louis.

The Affordable Mobility Platform (AMP) program is set to begin. It will consist of a rideshare program using ten electric vehicles in different environmental justice communities.

Clean Cities is planning a three month long alternative fuels display at the National Transportation Museum.

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

- Missouri Department of Natural Resources

There was an application period for electric vehicle charging infrastructure projects in a dozen different locations around the State of Missouri using Volkswagen funding. The application period closed on October 12 and MoDNR received a high number of applications. The goal is to announce the awards by the end of the year.

MoDNR is planning to open an application period for funding from the Diesel Emission Reduction Act (DERA) grant program next week. More information can be found at the MoDNR website.

There is an Air Conservation Commission meeting planned in Springfield this Thursday, October 27<sup>th</sup>. At this meeting the Good Neighbor SIP supplement will be presented for adoption. The next meeting is on December 1<sup>st</sup> in Jefferson City and there will be a public hearing on the New Madrid County SO<sub>2</sub> nonattainment area plan.

## **6. Other Business**

## **7. Adjournment**

The next meeting will be in January 2023. There being no other business, the meeting was adjourned.