



**EAST-WEST GATEWAY  
Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**AGENDA  
AIR QUALITY ADVISORY COMMITTEE\*  
TUESDAY, March 28, 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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**Access Code:** 326-215-165

**I. Call to Order**

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

A. Minutes of January 24, 2023 Meeting

**II. Proposed Rulemaking for the Reconsideration of the National Ambient Air Quality Standard for Particulate Matter**

- U.S. Environmental Protection Agency Region 7

**III. Executive Summary of the St. Louis Region Greenhouse Gas Inventory**

- Aaron Young, East-West Gateway Council of Governments

**IV. American Fuels Report**

- Kevin Herdler, St. Louis Regional Clean Cities

**V. Update Activities of the States**

- Missouri Department of Natural Resources

- Illinois Environmental Protection Agency

**VI. Other Business**

Next meeting will be on May 30, 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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**Non-voting Members**

Holly Bieneman  
Illinois Department of Transportation

Vacant  
Illinois Department of Commerce  
and Economic Opportunity

Patrick McKenna  
Missouri Department of Transportation

Taulby Roach  
Bi-State Development

Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

MINUTES  
AIR QUALITY ADVISORY COMMITTEE  
Tuesday, January 24, 2023  
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  
Betsy Tracy – Federal Highway Administration – IL  
Christopher Schmidt – Illinois Department of Transportation  
Francisco Cortallezzi – Missouri Department of Natural Resources  
Dan Weitkamp – Federal Highway Administration Missouri  
Rory Davis – Illinois Environmental Protection Agency

Others Present:

Mark Leath - Missouri Department of Natural Resources  
Stacy Allen - Ameren  
Kevin Deitsch – National Weather Service St. Louis  
Teresa Lee – Booneslick Regional Planning Commission  
Michael Hutcheson - Ameren  
Jason Heitman – U.S. Environmental Protection Agency Region 7  
Emily Fortier  
Steve Donatiello - Spire  
Nicole Widenbenner – Missouri Department of Natural Resources  
Wesley Fitzgibbons – Missouri Department of Natural Resources

Staff:

Mary Grace Lewandowski, Aaron Young, Jennifer Vuitel, Anna Chott, 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 October 25, 2022 AQAC meeting were approved as circulated.

**2. St. Louis Area Air Quality Alerts Effort**

- Kevin Deitsch, National Weather Service St. Louis Weather Forecast Office

Several years ago Aaron Cadman from the St. Louis County Public Health Department approached the St. Louis National Weather Service (NWS) to ask if the NWS has ever considered issuing air quality alerts for the St. Louis area. St. Louis is one of the bigger cities that does not currently issue an air quality alert. Steve Templeton, the lead meteorologist at KMOV, is the one who develops the air quality forecast for the Missouri portion of the region as a part of the St. Louis Regional Clean Air Partnership (SLRCAP). When informed about the effort to create an air quality alert system, Steve Templeton agreed to be a part of it in addition to SLRCAP. The alerts would be issued for days considered to be at the orange level or higher on the Air Quality Index. The goal is to have all of the news stations involved and sharing the alerts along with the NWS to increase awareness of the health effects caused by high levels of air pollution and what an individual can do. This program would run from May 1<sup>st</sup> to the end of September.

### **3. Missouri Moderate Nonattainment Area Planning Activities**

- Wesley Fitzgibbons, Missouri Department of Natural Resources

The statute RSMo 640.090 (effective October 2015) applies when the department develops, amends, or revises nonattainment area plans like what is happening now for the St. Louis area nonattainment plan. The statute requires the Department of Natural Resources (DNR) to develop an implementation impact report and hold a stakeholder meeting to solicit stakeholder input.

Ozone occurs naturally in the upper atmosphere where it absorbs the sun's UV radiation, preventing it from reaching the surface. Ground-level ozone forms when Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs) from sources such as vehicles, power plants, and industry mix in the presence of sunlight. Ground-level ozone occurs all year but is worse during the hottest months. It can cause lung damage, damage plants, and contribute to smog.

The current ozone standard was finalized in October 2015 as 70 parts per billion (ppb) and reviewed in 2020 but was not changed. In 2018 the City of St. Louis, St. Louis County, St. Charles County, and Boles Township in Franklin County were designated as nonattainment. Jefferson County was found to be in nonattainment in 2021. The St. Louis region is considered a bi-state nonattainment area and includes Madison, St. Clair, and Monroe Counties in Illinois.

In September 2021 DNR submitted the marginal area nonattainment plan for Missouri portion of St. Louis region to the Environmental Protection Agency (EPA). In January 2022 DNR certified the 2021 ozone monitoring data. All of the monitors were in compliance with the 2015 standard. In April 2022 DNR submitted a maintenance plan and redesignation request for the Missouri portion of the St. Louis nonattainment area to EPA. On July 11, 2022 the Alton, IL

monitor measured a preliminary violation of the 2015 standard and in October 2022 EPA reclassified the St. Louis nonattainment area from marginal to moderate. EPA proposed to approve Missouri's marginal area nonattainment plan for St. Louis in December 2022. January 1, 2023 is the deadline for moderate area nonattainment plan elements to be submitted to EPA.

The Clean Air Act has different nonattainment area SIP Requirements for marginal and moderate ozone areas. Marginal areas have the following requirements: emission inventory, periodic updates, and emission statements; nonattainment area permitting; offset requirement 1.1 – 1; and corrections to Reasonable Available Control Technology (RACT) rules for major point sources and vehicle inspection and maintenance (I/M) Programs. Moderate areas have the following requirements: all of the required elements for marginal areas; NOx RACT and VOC RACT; attainment demonstration plan; fifteen percent Rate-of-Further Progress (RFP) plan; contingency plan; basic I/M program; and offset requirements 1.15 – 1.

The Missouri statute, RSMo 640.090, requires the department to develop an implementation impact report in collaboration with the Public Service Commission and the Departments of Health and Senior Services, Revenue, Conservation, and the Division of Energy. The plan and report need to be submitted to the Governor, joint committee on government accountability, president pro tempore of the senate, and speaker of the house. The plan and report must be posted on the department's website 45 days before submittal to EPA and must remain on the site for one year.

The Implementation Impact Report will describe the economic impact of the plan; the existence and cost efficiency of technology needed; whether the plan goals are achieved at a sustainable cost; remaining useful life of the affected sources; depreciation schedules for early retirement sources; policy options; the impact on taxed and general revenue; the impact on citizen health; options for flexibility in achieving reduction goals; cost benefit analysis; the impact on electric generation, supply, distribution, and reliability; all elements of the regulatory impact report; and information about how other states are formulating their plans.

State Implementation Plan development began in fall 2022 and will go through spring 2023. The public comment period will be in the spring or summer 2023 as well as the public hearing. The adoption of the plan by the Air Conservation Commission and submittal to EPA will take place summer 2023.

Questions and comments can be sent to the Air Pollution Control Program Air Quality Planning Section at [apcpsip@dnr.mo.gov](mailto:apcpsip@dnr.mo.gov) or 573-751-4817.

#### **4. Electric Vehicle Charging Stations in the St. Louis Region**

- Maureen McCarthy, East-West Gateway Council of Governments

There are approximately 345 public charging stations in the EWG region and the majority are located on the Missouri side. Each charging location has one or more types of chargers. There are ten charging networks within the EWG region and the three largest are ChargePoint, Tesla Destination, and EVgo. Most of the chargers, however, are not part of a network.

The entire state of Illinois is ranked 11<sup>th</sup> in the nation with 1,216 charging station locations. Missouri is ranked 16<sup>th</sup> in the nation with 990 station locations. There are several different charging levels which are level 1, level 2, and DC fast charging.

		Range	Application
<b>Level 1</b>		2 to 5 miles of range per hour	<ul style="list-style-type: none"> <li>• Single Family Homes</li> <li>• Multi-Unit Residential</li> <li>• Condos</li> </ul>
<b>Level 2</b>		10 to 30 miles of range per hour	<ul style="list-style-type: none"> <li>• Single Family Homes</li> <li>• Multi-Unit Residential</li> <li>• Workplace</li> <li>• Fleet</li> <li>• Public</li> </ul>
<b>Level 3 (Direct Current Fast)</b>		150 to 350+ miles of range per hour	<ul style="list-style-type: none"> <li>• Fleet</li> <li>• Public</li> <li>• Multi-Unit Residential</li> </ul>

The table below shows the number of ports of each charging level in Missouri and Illinois.

Charger Type	Illinois	Missouri
Level 1	3	0
Level 2	2,229	1,854
DC Fast	707	296
<b>Total Ports</b>	<b>2,939</b>	<b>2,150</b>

When it comes to the number of registered electric vehicles (EVs) Illinois is ranked 9<sup>th</sup> in the nation with 36,530 EVs and Missouri is ranked 26<sup>th</sup> with 10,050 EVs. On the Illinois side of the EWG region Madison County has 779 EVs, Monroe County has 118 EVs, and St. Clair County has 732 EVs. Data on registered vehicles by county in Missouri was not available.

It is important to know the difference between two types of EV charging parking spots when discussing EV charging legislation. The first is electric vehicle ready (EVR) which means parking spaces with electrical panel capacity, a conduit, and full circuit that allow for the future installation of a charging station. The second is electric vehicle supply equipment ready (EVSE) which are parking spaces that have a conduit that ends in a 240 volt outlet that is ready for a level 2 charger. In 2021 the City of St. Louis signed Executive Order #68 which is the Priority Procurement of Clean Municipal Vehicles. This means that as existing municipal vehicles age

out of the system, EVs are prioritized as their replacements. St. Louis County has also made a similar goal by pledging to convert 27 percent of its light-duty fleet to EVs by 2027. Effective in 2022 the City began requiring five percent of parking spaces be EVR in lots with fifty or more spaces. In the same year St. Louis County began requiring that ten percent of parking spaces be EVR and two percent be EVSE at major renovation sites and new construction projects.

The International Brotherhood of Electrical Workers Local 1 in St. Louis and the National Electrical Contractors Association formed a partnership called the Electrical Connection. The Electrical Connection along with EV industry stakeholders and the electrical industry developed the Electric Vehicle Infrastructure Training Program. The goal of this program is to establish a reliable national standard for EV infrastructure installation. The Electrical Connection assisted in developing a curriculum which can be used to train workers all over the country. Licensed electricians can become certified EV infrastructure installers after completing a 20 hour training course.

In 2022 President Biden signed the American Battery Materials Initiative as a part of the Bipartisan Infrastructure Law. The initiative will help to create a more sustainable, secure, and resilient supply chain for batteries. As a result of this initiative Israeli-based company Israel Chemicals Ltd. was awarded \$197 million to construct a battery plant in the Carondelet Neighborhood in the City of St. Louis. This plant is expected to be the first large-scale manufacturing site for lithium iron phosphate in the United States. It will be operational by 2024 with full production by 2025.

Questions and comments can be sent to Maureen McCarthy at [Maureen.mccarthy@ewgateway.org](mailto:Maureen.mccarthy@ewgateway.org)

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

- Missouri Department of Natural Resources

On October 7, 2022 the EPA finalized the redesignation of the St. Louis nonattainment area from marginal to moderate. There are 21 other nonattainment areas that are also included in this bump up. The moderate nonattainment status has several new SIP requirements including a modeled attainment demonstration, reasonable available control technology and control measure analysis, a progress plan, a contingency plan, and a mandatory I/M program.

The Air Pollution Control Program (APCP) is in the process of developing multiple SIPs. The revised Statute of Missouri 640.090 requires the air program to hold an initial stakeholder meeting to solicit input on the nonattainment area SIP. This meeting took place on January 18, 2023. The Statute also requires the air program to develop an implementation impact report to accompany the plan.

On July 28, 2022 the ACP proposed revisions to the regional haze SIP for the second planning period to be adopted by the Missouri Air Conservation Commission (MACC). This proposal did not receive enough votes. On August 25, 2022 the MACC held a second vote adopting the proposed revisions and on August 26 the proposed revisions were submitted to the EPA. On August 30, 2022 the EPA issued findings of failure to submit a second round plan for Missouri and 14 other states. This sets a two year deadline for EPA to approve Missouri's regional haze SIP revisions for the second planning period or promulgate a federal plan.

On October 31, 2022 the air program posted the proposed New Madrid SO<sub>2</sub> nonattainment area SIP revision for public notice. The MACC held a public hearing for the proposed revision on December 1, 2022. The public comment deadline on the proposed plan was December 19, 2022. The proposed revision addresses the nonattainment area planning requirements of the Clean Air Act (CAA) for the nonattainment area located in New Madrid County. The plan includes two new enforceable consent agreements for the two major emitting facilities in the nonattainment area. In addition to the new enforceable emissions rate the control strategies in the plan also includes building a new 65 meter stack at Magnitude 7 Metals. The SIP revision demonstrated attainment for the New Madrid County SO<sub>2</sub> nonattainment area using the newly established enforceable emissions rate and atmospheric dispersion modeling analysis. Several comments were received and the air program is working to address them. MoDNR is tentatively planning to propose the plan for adoption at the March 2023 MACC meeting.

There was a MACC meeting on December 1, 2022 and there were no items up for adoption. There was a public hearing for the New Madrid County nonattainment area plan for the 2010 SO<sub>2</sub> standard. There will be a MACC meeting on January 26 and there are no items for adoption or public hearing. There will be an Air Program Advisory Forum meeting in the afternoon of January 26 at 1:00 pm in Jefferson City and virtually. This will be a kick off meeting for the stakeholder group to discuss current air permitting practices and ideas to increase meaningful public engagement.

The next MACC meeting will be on March 30. There are no items for public hearing. The New Madrid County nonattainment area plan for the 2010 SO<sub>2</sub> standard will be up for adoption.

The MoDNR ACP is currently accepting applications for the replacement or repowering of diesel powered equipment and vehicles under the 2022 Diesel Emission Reduction Act (DERA). Eligible projects include, but are not limited to, transit or shuttle busses, school busses, locomotives, marine vessels, cargo handling equipment, airport ground support, forklifts, and agricultural pumps. Applicants who own heavy duty diesel highway vehicles or non-road equipment could receive up to 25 percent of the cost of a new vehicle or piece of equipment and up to 40 percent of the cost of a new engine. This program offers additional funding incentives for the adoption of alternative fuel engines. Other emissions reduction projects could be eligible to receive up to 60 percent of the project cost. All awards will have a funding

cap of \$100,000 for a combination of multiple projects or a single large project. Applicants who receive the award are required to permanently disable the old vehicle or engine. The deadline for this application period is January 31, 2023.

- Illinois Environmental Protection Agency

Illinois EPA is also working on their attainment plans for the St. Louis and Chicago areas. For the Chicago area they are considering going down to 50 tons per year for NOx emitting sources. Right now per source 100 tons per year is allowed. The purpose of the decrease in NOx budget (limit) is to have that rule in place for the 2024 – 2026 period in case attainment is not met in for 2021 – 2023.

Illinois EPA is also working on the start-up, shut down and malfunction SIP. They are running behind schedule for this SIP and are currently in rulemaking. The deadline is August 2023. They continue to work on their regional haze SIP for the second period which has not yet been submitted.

## **6. Other Business**

The next OneSTL Sustainability Lab is on January 31 at 3:30 pm at T-Rex in Downtown St. Louis. This lab will focus on recycling. More information can be found at [OneSTL.org](http://OneSTL.org).

On January 6 EPA announced that they will soon issue a proposed rule on strengthening the annual PM2.5 standard. Once the rule is published in the federal register there will be a 60 day comment period that will include virtual public meetings.

In February the Midwest Climate Collaborative is hosting a climate summit at Washington University.

Beth Gutzler, the lead environmental justice coordinator for Metropolitan Congregations United, is planning to request a science note from the Missouri Policy Initiative in order to start a conversation about air quality in Missouri.

Last week the Department of Energy announced they launched a new program called Clean Energies to Communities to help communities across the country transition to clean energy systems that are reliable, affordable, equitable, and reflective of local priorities.

## **7. Adjournment**

The next meeting will be on March 28, 2023. There being no other business, the meeting was adjourned.