MEETING SUMMARY
AIR QUALITY FORUM
April 9, 2019, 10:00 – 11:30 a.m.
MARC Offices, 600 Broadway, Suite 200, Kansas City, MO 64105

Members and Alternates in Attendance
Abdel Hamidou, Exide Technologies
Andy Savastino, City of KCMO
Angela Markley, UG/WYCO (KS Co-Chair)
Becky Fast, JOCO
Beth Pauley, MEC
Bob Randolph, MoDNR
Carol Adams, KCMO EMC
Dennis Murphey, KCMO OEQ
Doug Watson, KDHE
Gina Bowman, Business & Gov’t Relations
Jaclyn Brown, WYCO
Jodi Frisbie, KCMO
John Neuberger, Sierra Club
Josh Wood, City of Olathe
Kelly Gilbert, MEC/KCRCC
Richard Rocha, Bayer
Rollin Sachs, U.G. DAQ
Sean Partain, MoDOT
Tiffany Le, KCBPU
Todd Rogers, JCDHE

Others in Attendance
Doug Norsby, MARC
Karen Clawson, MARC
Martin Rivarola, MARC
Tom Jacobs, MARC
Paul Lampe, MARC

1. **Introductions and Determination of Quorum**
   
   Introductions were made. Quorum was met.

2. **Approve March Meeting Summary***
   
   Summaries were not available for approval.

3. **Discuss Comments on EPA Proposed Rulemaking for Modifications to Provide Flexibility for E15**

   The EPA is proposing to adjust the volatility requirements for E15 during the summer season (May 1- September 15), by allowing E15 to receive the benefit of the provision at CAA sec. 211(h) (4), commonly referred to as “the 1-psi-waiver,” while ethanol by itself has a lower RVP than gasoline, but when combined with gas, the RVP actually goes up by about 1 psi. The 1-psi waiver would allow gasoline-ethanol blends to have a higher RVP than would be allowed under CAA sec. 211(h (1) and the corresponding volatility regulations, which prohibit the RVP of gasoline from exceeding 9.0 psi during summer. Currently only blends of ethanol and gasoline containing at least 9 percent and no more than 10 percent ethanol by volume (E10) are granted the 1-psi waiver for summer month. E15 has been approved for MY2001 and newer vehicles via
partial waiver only, as there are several reference studies that show increased exhaust emissions (NOx and NMOG) during the summer season. EPA argues that E15 (at 9 or 10 psi) fuel is “substantially similar” to E10 fuel used to certify Tier 3 light-duty vehicles – certification for MY2017 or newer vehicles. The CAA does not define specific criteria for how to determine whether an ethanol blend is “substantially similar” to certification test fuel. EPA is seeking comment on several aspects of the proposed rulemaking, including whether or not the proposed “substantially similar” interpretation should apply to a subset of the fleet (MY2001 or newer) to which the current E15 waiver apply or limit only to vehicles using Tier 3 E10 certification fuel.

4. Electrify Heartland 2.0 – Metropolitan Energy Center

Electrify Heartland is introducing more widespread energy solutions throughout the region. In 2010 they prepped Kansas City for electric vehicles via KCP&L clean charge network which has made KC one of the best ecosystem for electric vehicles in the nation. Now they are reintroducing Electrify Heartland for contemporary needs, advocacy and more infrastructure for electric vehicles. One project they are working on is the KC airport’s electric bus deployment. The airport has four current buses with a plan to add 10 more buses by 2022.

Contemporary goals for Electrify Heartland 2.0 are to continue the assessment of the KC EV infrastructure and growth, to increase educational outreach, to create partnerships to maximize impact without doing the same work other are doing, and to identify fleet deployment opportunity for municipalities. The 2.0 project includes original members, new member an advisory committee, local organizations, diverse stakeholders and the new Metropolitan Kansas City Climate Action Coalition, which includes elected officials who are advocated for climate change solutions. The funding for 2.0 is from the Department of Energy, and various foundations and donors. As well as increasing accessibility, availability and affordability, they want to empower communities with education and resources. Infrastructure expansion will include workplace charging stations and charging stations in multi-family housing units.

5. KDHE - Kansas Smoke Management Report

The Flint Hills annual burning developed a smoke management plan to mitigate the impact of smoke that comes from the burning. KDHE started a process in 2003 where they alert citizens of the smoke impacts including a smoke outlook, downwind projections, a yearly pre-burn health advisory, weekly prescribed fire updates for stakeholders, and an analysis of satellite data for burning coverage. One of their goal has been to get ranchers (mostly private owners) to spread out safe burning to decrease air quality problem, to keep smoke off the highways and to use the smoke management analysis tools to work with ranchers on burning.

KDHE’s smoke management plan also developed a website called KSfire.org where you can find all information about the Flint Hills, the reasons for burning and the impact on air quality monitors, and more.

6. State Rules in Progress
Missouri’s red tape reduction rules will be effective at the end of March and there is an upcoming statutory review in 2021. The Volkswagen project has an upcoming stakeholder meeting in May via Jefferson City and the next Air Conservation Commission Meeting will be in Lee Summit. Any change to the RVP rule would require a rulemaking and a state limitation revision for both Missouri and Kansas. Lastly, both Missouri and Kansas rules for E10 allowance have been labeled as discriminatory towards E15.

7. **Next Meeting – Tuesday, May 14, 2019, 10:00 a.m.**

8. **Other Business**

9. **Adjourn**

   Meeting adjourned.