MEETING SUMMARY
AIR QUALITY FORUM

August 13th, 2019 10:00 – 11:30 a.m.
MARC Offices, 600 Broadway, Suite 200, Kansas City, MO 64105

Members and Alternates in Attendance
Allison Smith, KDOT
Andy Savastino, City of KCMO
Angela Markley, UG/WYCO (KS Co-Chair)
Becky Fast, JOCO
Doug Watson, KDHE
Gina Bowman, Business & Gov’t Relations
Jaclyn Brown, WYCO
Jodi Frisbie, KCMO
John Neuberger, Sierra Club

Joseph Stolle, GeoEngineers
Kelly Gilbert, MEC/KCRCC
Lynelle Ladd, KSU – Pollution Prevention
Mike Booth, JCDHE
Rollin Sachs, U.G. DAQ
Sean Partain, MoDOT
Shawn Strate, KCATA
Stephanie Dresen, Tnemec CO.
Tiffany Le, KCBPU

Others in Attendance
Alex Rotenberg, MARC
Ashton Hess, MARC
Karen Clawson, MARC
Laura Machala, MARC

Joseph Stolle, GeoEngineers
Kelly Gilbert, MEC/KCRCC
Lynelle Ladd, KSU – Pollution Prevention
Mike Booth, JCDHE
Rollin Sachs, U.G. DAQ
Sean Partain, MoDOT
Shawn Strate, KCATA
Stephanie Dresen, Tnemec CO.
Tiffany Le, KCBPU

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

2. Approve July Meeting Summary*
   Summary was approved.

3. KC Health CORE & CleanAirNow Analysis
   Kevin Kennedy from Children’s Mercy Hospital shared information about the KC Health CORE
   initiative. This initiative will result in the development of a shared cloud-based geodatabase, an
   inter-intuitional research data consortium, and a community stakeholder advisory group. The
   intent of the project is to bring together data into a single repository that could be used to help
   identify issues, opportunities, and interventions related to environment and health outcomes.
   The project is funded by the Health Forward Foundation and is driven by a partnership between
   UMKC, Children’s Mercy, the Global Institute for Sustainable Prosperity, and MARC.

   The data available through the resource exchange tool will include crime, housing condition,
   health diagnostics, and problem properties at the household level. Additionally, Census,
   environmental, political, points of interest and other cartographic data will be integrated. Mr,
   Kennedy showed several examples of analysis that has been or could be performed using the
   data available. One example included mapping risks factors including poverty and proximity to
areas of dense traffic overlaid with air pollution data. One of the project goals is to train the community to use the data and maps to advocate for change.

Eric Kirkendall with CleanAirNow presented information on his Community-based Air Quality Monitoring project. CleanAirNOW’s mission is to improve air quality in Kansas City and the surrounding region, particularly in communities suffering the greatest health burden, and to prevent and mitigate disease caused by air pollution.

The monitoring project focused on diesel emissions in the BNSF Argentine Rail Yard in Kansas City, KS. Mr. Kirkendall explained the monitors that the study used and the data collected from the instruments. The monitors were set up to detect elemental carbon as a surrogate for diesel. The readings were then compared to Dr. Chernaik’s Health Impact Thresholds and showed risk for cardiovascular mortality and hospitalizations. Mr. Kirkendall asked EPA to do a follow-up study. EPA began to conduct a study called Kansas City Transportation and Local-scale Air Quality Study. The results are not yet available.

4. Regional Transportation Plan 2050
The RTP 2050 will conclude with final adoption by June of 2020. There was a call for project launched earlier this year for regional projects to be included in the plan. An assessment of these projects was conducted to determine their alliance with the plan’s transportation policy goals. There are two more policy goals being added to the current goals making a total of 12. The goals deal with data technology and financial sustainability. There will be another public engagement push this fall.

The call for projects has been released to all local governments for a regional discussion of what projects will the make the final list. Most of the 419 projects submitted are in the highway/roadway category and have a cost that makes up half on the anticipated projects costs ($15.2 Billion over 30 years).

The next steps for the plan are to finish the evaluation of the projects and scenarios around them, gathering feedback, and project priority finalization. Information about the planning process can be found at marc.org\2050.

5. 2019 Ozone Monitoring Update
Karen Clawson provided the Air Quality Forum with an up-to-date summary of air quality monitoring for this current ozone season. She noted that no ozone alerts have been issued to date and no exceedances have been measured. There have been 40 yellow days over the first 164 days of the season. Our highest monitor design value (rolling 3-yr average) at this stage of the season in 68ppb at both Liberty and Rocky Creek stations. However, the highest monitor reading for the 2019 season so far is 64ppb at Richards Gebauer (RG) South.

6. State Rules in Progress:
   a. Missouri’s rulemaking action for the low RVP rule
Mark Leath from Missouri Department of Natural Resources shared information about an upcoming rule-making that will affect the Kansas City area. The rule-making will rescind Missouri State Regulation 10 CSR 10.2330 which controls summertime (June 1-September 15) Reid Vapor Pressure (RVP) of gasoline sold within the Clay, Platte, and Jackson counties.
The current regulation requires summertime RVP of 7.0 psi compared to federal conventional gasoline requirements set at 9.0 psi.

The process to rescind this regulation comes from a state-wide red tape reduction order (Executive Order 17-03) which required a review of all rules. The MoDNR Air Program modeled three scenarios with the latest version of EPA’s approved mobile source emissions model (MOVES 2014b): 2017 baseline scenario, 2020 scenario with summertime RVP restrictions, and 2020 scenario without summertime RVP restrictions. All scenarios evaluated July weekday NOx and VOC emissions in Clay, Platte, and Jackson counties. The following charts illustrate the model results.

### Technical Analysis - Continued

**Kansas City Area Modeled Mobile Source Emissions (Tons/O₃ Season day)**

<table>
<thead>
<tr>
<th></th>
<th>2017 Baseline</th>
<th>2020 with summertime RVP</th>
<th>2020 without summertime RVP</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOₓ</td>
<td>57.0</td>
<td>43.5</td>
<td>43.7</td>
</tr>
<tr>
<td>VOC</td>
<td>31.3</td>
<td>28.1</td>
<td>28.8</td>
</tr>
</tbody>
</table>

The study concluded that projected 2020 emissions are expected to decrease from 2017 actual emissions expected without the summertime RVP requirement and that the removal of the summertime RVP requirement will not interfere with continued attainment of the 2015 ozone standard.

Mr. Leath said that the next steps include the release of a post-regulatory impact report in September 2019 and open 60-day comment period. The rescission will then be posted
in the Missouri Register for public comment. A public comment period will take place early in 2020 with final decision made by April 2020. EPA will then go through their own process to rescind the rule.

Ms. Clawson said that MARC’s air quality staff will continue to monitor this issue and analyze the methodology and findings in the report before presenting draft comments for the Air Quality Forum review and discussion.

7. Other Business

a. Missouri Volkswagen Settlement Funds Workshop
Ms. Clawson said that MARC hosted one workshop in July for interested applicants for the Missouri Volkswagen Settlement Funds and will be hosting one additional workshop on August 22nd.

b. Membership Update
Ms. Clawson noted that the solicitation for interest in joining the Air Quality forum is still open and several people have applied. She said that she does not expect to get applicants for all categories. The process to confirm new members will conclude before the end of the year.

8. Adjourn

Meeting adjourned.