

## **MEETING NOTICE & AGENDA**

### **AIR QUALITY FORUM**

**October 14, 2025  
10:00 – 11:30 a.m.  
MARC Board Room/Hybrid**

#### **Member and Attendees:**

Andy Savastino (MO Co-Chair), City of Kansas City, MO  
Rollin Sachs (KS Co-chair), Johnson County DHE  
Allison Smith, KDOT  
Jodi Gooseman, City of Kansas City, MO  
Juan Yin, MoDOT  
Kelly Gilbert, Metropolitan Energy Center  
Michael Park, City of Lee's Summit, MO  
Sarah Monson, Wyandotte County Division of Air Quality  
Brian Alferman, Johnson County Department of Health and Environment

#### **Other Attendees:**

John Frederick, Mo. Department of Natural Resources  
Nicole Weidenbenner, Mo. Department of Natural Resources  
Will Wetherell, Mo. Department of Natural Resources  
Melissaa McDonald, KDHE Planning and Regulation  
Leena Divakar, Kansas State Pollution Prevention Institute  
Will Wetherell, Mo. Department of Natural Resources

#### **MARC Staff:**

Karen Clawson  
Tom Jacobs  
Doug Norsby  
Bridget Koan  
Ron Achelpohl

**1. Introductions and Determination of Quorum**

Introductions were made and quorum was established.

**2. Approval of June Meeting Summary\***

Brian Alferman moved to approve the minutes, and Melissa McDonald seconded the motion. The minutes were approved unanimously without further discussion.

**3. Transportation Committee Reorganization**

Martin Rivarola provided an overview of the ongoing transportation committee reorganization process at MARC. He explained that the current structure includes numerous planning and programming committees, many of which have overlapping responsibilities and membership. This complexity has led to inefficiencies, duplicated presentations and challenges in maintaining engagement.

The proposed reorganization aims to streamline the committee structure by consolidating three planning committees—the Highway Committee, Bicycle Pedestrian Advisory Committee, and Goods Movement Committee—into a single Technical Advisory Committee. Additionally, MARC plans to establish informal roundtables focused on topics such as freight, bicycle/pedestrian issues, and aviation to encourage networking and knowledge sharing without the formality of committee membership.

On the programming side, four existing committees will be replaced by two new committees—one for Kansas and one for Missouri—each responsible for programming all federal highway suballocated funds, including STBG, CMAQ, Carbon Reduction, and Transportation Alternatives. Martin noted that this approach will reduce duplication, improve efficiency, and enhance participation. She emphasized that the Air Quality Forum will not be directly affected by these changes at this time, though future adjustments may be considered.

The timeline for implementation includes MARC Board and TTPC approval later this year, followed by development of bylaws and recruitment of members, with the goal of having the new structure in place by early 2026.

**4. Climate Action Plan Update**

Karen Clawson provided a comprehensive update on the Climate Action Plan, which has been under development for the past two years with support from the EPA's Climate Pollution Reduction Grant. The planning includes a greenhouse gas inventory, climate risk and vulnerability assessment, mitigation and adaptation strategies, benefits analysis, and workforce planning. The baseline greenhouse gas emissions for 2023 were reported at 27.2 million metric tons of CO<sub>2</sub> equivalent, with transportation and residential energy accounting for approximately 60 percent of total emissions.

The plan maintains the region's target of achieving net-zero emissions by 2050, with an interim goal of reducing emissions by 26 percent by 2033. Karen highlighted key climate risks, including a projected increase in extreme heat days to 90 annually by the end of the century, as well as heightened flooding and tornado risks. Socioeconomic stress indicators show that 15 percent of the population lives in high-risk census tracts, primarily concentrated in the urban core.

Scenario modeling revealed that even under the preferred low-carbon scenario (LC2), the region would not fully achieve net zero, though significant reductions are possible. The estimated cost of implementing the plan is \$35 billion in upfront investment, with long-term savings expected through energy efficiency and reduced maintenance costs. The net benefit to the region would be approximately \$25 billion. Workforce needs are substantial,

with approximately 230,000 new jobs required by 2030, primarily in building retrofits and clean energy sectors.

Discussion focused on the growing energy demand from data centers, funding uncertainties and strategies for public engagement. Karen emphasized that the plan will undergo a public review and comment period in early November, and feedback from stakeholders will be critical to refining the final document.

**5. World Cup Planning Discussion**

Karen Clawson led a discussion on planning for the FIFA World Cup in 2026, which is expected to bring approximately 650,000 visitors to the region. Anticipated challenges include increased traffic congestion and limited public transit capacity. The group explored opportunities to integrate air quality messaging and trip reduction strategies into World Cup communications. Suggestions included incorporating ozone alert notifications into event apps, placing informational signage at the airport, and coordinating with KC2026 organizers.

Participants also raised concerns about potential wildfire smoke and particulate matter impacts during the event timeframe. Karen emphasized the importance of proactive planning and noted that lessons could be learned from other host cities facing similar challenges.

**6. State Rules in Progress & Partner Update**

Melissa McDonald from KDHE reported that Kansas is in the process of updating delegated standards under 40 CFR Parts 60, 61, and 63, and is developing a residential load package. She also noted that the Flint Hills Smoke Management Plan is nearing completion, with a final version expected in the first quarter of 2026. Additionally, KDHE will soon public notice a supplement to the regional haze plan for a 30-day comment period.

John Frederick from MoDNR provided updates on Missouri's regulatory activities. Public comment periods are currently open for sulfur dioxide NAAQS boundary recommendations (closing November 6) and an exceptional events demonstration for ozone and PM<sub>2.5</sub> related to the 2023 Canadian wildfires (closing November 17). Missouri recently finalized a statewide sulfur dioxide rule effective October 6 and adopted amendments to construction permit exemptions and rescinded dispersion technique credits.

John also noted that preliminary data indicate an ozone exceedance at the Rocky Creek monitor, with a fourth-highest reading of 79 ppb compared to the 70 ppb standard. The cause of this exceedance is under investigation. Karen added that Kansas City has experienced challenging ozone levels, and further analysis will be needed to understand these trends.

**7. Other Business**

There was no other business to discuss.

**8. Next Meeting – Tuesday, December 11, 2025 at 10:00 a.m.**

**9. Adjourn**

With no other business, the meeting was adjourned.