**AIR QUALITY FORUM**

**June 9, 2026**

**10:00 – 11:30 a.m.**

**MARC Board Room (600 Broadway) / Hybrid**

**Attendees**

Eda Oz - MoDNR

John Frederick – MODNR

Garret Garrison – Wyandotte Co

Jessica Bishop - MARC

Rollin Sachs - KDHE

Emily Olack – Jackson Co Public Health

Andy Savasino – City of KC

Allison Smith - KDOT

Jennifer Stewart – Wyandotte Co

Kelly Gilbert - MEC

Douglas Watson - KDHE

Sarah Munson – Wyandotte Co

Kurt Heine – MO DNR

John Wood – City of Olathe

Wes Minder – Platte Co

Bree Murphy – MEC

Kelly Gilbert - MEC

**MARC STAFF**

Ron Achelpohl

Patrick Trouba

Lynelle haugabrook

Lukas Yanni

Jessica Bishop

Meghan Severance

Karen Clawson

Doug Norsby

Bridget Koan

Tom Jacobs

Bob Pentuic

1. Introductions and Determination of Quorum
    a. Quorum was met.
2. Approval of April Meeting Summary*
    a. April meeting minutes Approved
3. Smart Moves Transit and Mobility Plan Update
    a. Lukas Yanni, Transportation Planner with MARC, shared an update to the Forum for the Smart Moves Transit Plan. Smart moves 3.0 (published in 2017) is the long-range transit vision for the KC Region. The 2017 plan highlights fast and frequent routes, etc. The plan is being updated currently. MARC is assessing service priorities, identifying potential edits for those priorities. Looking into

economic and cost estimates from 2017 numbers for implementation. MARC is also looking to analyze funding opportunities for the plan.

b. 2026 Findings
    i. Smart Moves 3.0 is a solid foundation, and MARC determines the framework for transit and mobility to be valid and affirmed by key stakeholders.
    ii. Transit developments like MAX lines and Streetcar extension are existing aspects of the 2017 plan.
    iii. Financial gap between current status and fulfilling the plan could be filled with a .25cent and 1 cent sales tax. Jackson CO. is planning to put a .5cent sales tax on upcoming ballot.
c. Peer Region funding level
    i. 12/15 for funding among urban peer areas.
    ii. Fare collection may increase funding, but funding lack is still a barrier to transit in the area.
d. Work to date
    i. Consultation with local leaders, officials, and regional partners.
    ii. Priorities established
    iii. Cost estimates/funding levels generated
    iv. Development of phased implementation strategy.
        1. 10/20 year horizon
    v. Development of illustrative funding packages. There is viability for a majority of this may come from the potential Jackson Co. sales tax
e. State of current services
    i. Fragmented, limited.
f. Smart Moves Phase 1 – 10 year window
    i. Additional routes along Metcalf, into the Northland, to the Legends, and more east/west routes in the downtown area.
    ii. $217M
    iii. Funding Scenario
        1. 3/8 cent county-based tax(es)
        2. Fare box revenue calculated at 80% of trips paying a fare
g. Full buildout – phase 2 – 20 year window
    i. Significantly more fast/frequent routes. More robust network
    ii. More supporting services and development of mobility hubs
    iii. Inclusion of microtransit
h. Benefits
    i. Increased ridership (projected 80% in phase one to up to 200% in phase 2)
    ii. 2 to 1 ROI regionally ($462M)
    iii. 230,000 additional citizens with walkable access to transit

        iv. Significant single-vehicle VMT
    i. Next Steps
        i. Pursue funding, public outreach, advance Jackson Co. sales tax, etc.
    j. Question
        i. Kelly Gilbert: Noticed that St. Louis has received state funding, and this funding is from Illinois.
        ii. Rollin Sachs: Asks about phase-2 service to KCI. Is there demand that could move that service into phase-1? Lucas noted that the 229 bus does run hourly to KCI, so while there could be better transit to KCI, higher-impact (no service areas) are prioritized.
        iii. Tom Jacobs: Sees robust transit system as KC region's #1 environmental solution.

**4.** Regional Bike Plan
    a. Patrick Trouba, MARC transit Planner, shares update to Regional Bikeway Plan, the first update in 11 years.
        i. Purpose/Goals
            1. This updated bike plans aims to enhance bike planning, reduce policy/infrastructure barriers, focus resources, and support local implementation.
        ii. Plan contents
            1. The Bikeway Plan aims to cover background of biking and bikability to the potential/processes for implementations
            2. Strategies
                a. Converting short trips
                b. Focus on "Interested but concerned" cyclists
                    i. Intersection design. Need for separated bike infrastructure
                c. Wayfinding tools (signage, maps, etc.)
                d. Management of bikeways and bike infrastructure.
            3. Bicycle Network Assessment
                a. Thorough analysis that identifies which roadways are most suitable for low-stress biking, connectedness therein, distance increases as a result of these potential routes, etc.
                b. Resulted in multiple maps for local use.
            4. Regional Bikeway network
                a. Interjurisdictional network & plan for a network of regional bikeways. This plan update focuses on transportation, especially in/out of/around urban core.
            5. MARC continues to educate partners on e-bikes, design guidance, best practices, and updates.
        iii. Questions

            1. Kelly Gilbert: Are TAP funds being prioritized to upgrade infrastructure around existing bikelanes?
                a. Patrick: Barry RD. specifically could be upgraded, and would score higher in TAP funding applications because that stretch (and other, similar bikeways) is in the network.

**5.** Federal Updates a. Overview of Transportation Reauthorization Bill mark-up
    a. Karen Clawson shared federal updates regarding the Transportation Authorization bill.
        i. Build America 250 Act
            1. House committee is proposing a $580B bill over 5 years, shifting away from discretionary programs towards formula-funding
                a. $105B of this package is currently unfunded
            2. Additions will arise as more House committees work on this package.
            3. Potential House floor vote in June/July
                a. Simple majority approval moves bill to the Senate.
        ii. Air Quality Funding Impacts
            1. CMAQ funding +12%
                a. Charging/Fueling infrastructure Program proposed to be set-aside within CMAQ
                b. NEVI (national Electric Vehicle Infrastructure) program also moved into CMAQ
            2. Repealed Programs
                a. Carbon reduction
                b. Congestion Relief
                c. Neighborhood Access & Equity
                d. Healthy Streets program
            3. Transportation Alternatives (active transportation)
                a. +15%
                    i. Transferable to other uses without needing to provide solid evidence for need
                b. Active Transportation Infrastructure Investment Program repealed
                c. Can be 100% federally funded
            4. Metropolitan Planning
                a. Funding increase 22.8%
                b. Federal share increases to 90%
                c. Expanded project eligibility
                    i. Opens door to technical assistance projects, environmental impacts, etc.
            5. Increases for road infrastructure

a. Could make reaching some Air Quality goals difficult

6. NEPA Streamlining – quicker NEPA process which could make large-scale projects faster to be approved, but less focus on environmental impacts.
    a. TOD projects now allowed under the categorical exclusion
7. EV/Hybrid registration fees
    a. Would contribute to Highway Trust Fund
        i. Proposed fees higher than what gas vehicles would contribute
8. Transit funding maintained
    a. Low/No emissions programs folded into bill
    b. Large capital projects face more uncertainty – Capital investment Program facing $2B reduction. No guaranteed allotment – subject to appropriations
9. Safe Streets For All program maintained

iii. Takeaways
1. CMAQ remains strong, but many environmental focuses within current transportation funding is de-prioritized. There is also more reliance on MPO/state priorities to deliver air quality outcomes.

iv. Question: Kelly Gilbert: Which discretionary programs are becoming formula programs (that the Forum/region focus on)
1. Answer: Charging/Fueling infrastructure program, NEVI. PROTECT program will remain as discretionary.

v. Question: How does the state interact with the program/discretionary funding change?
a. Allsion Smith (KDOT) – Allison shared that, at least within programs she manages, they can transfer up to 50% of funds to other programs/funds to be used in other projects/

vi. EPA is planning to push new pollutant standards
1. EPA reconsideration regarding Multi-Pollutant Emissions Standards for Model Years 2027 on Light-Duty/Medium-Duty Vehicles beginning tier-4 in MY 2029 instead of 2027.
2. Also considering additional revisions to phase-2 standards themselves.

**6.** MoDNR VW Trust Program/DERA Implementation
- a. Stephanie La Bonte (MoDNR) shared update regarding Volkswagen Trust Fund and Diesel Emissions Reduction Act
    - i. Background (VW trust Program)

            1. Funding was received from VW settlement, which were to be used to reduce NOx emissions from mobile sources
                a. Replace aging school bus fleets
                b. Upgrade government/private fleets
                c. Increase EV charging infrastructure
            2. Beneficiary Mitigation Plan
                a. Combined multiple cargo areas into one plan
                b. Combined government and nongovernment trucks into medium/heavy-duty truck category.
        ii. School bus Category
            1. Has replaced ~300 school buses across the state, including 10 electric buses (4 in KC area)
            2. Funding awarded will end close to $15M
        iii. Truck Category
            1. Replaced ~300 trucks in private fleets, ~110 in government fleets.
            2. Emergency Vehicles – 12 replacements
        iv. Other Category
            1. $4M funding. Replaced odd jobs, tug boat, tractor, etc.
        v. Electric Vehicle Infrastructure
            1. Dedicated max (15%) funding
            2. 22 projects with fast-chargers.
    b. DERA (diesel emission reduction act)
        i. This grant replaces diesel powered engines that are (almost always) 2009 or older. Restrictions on usage/mileage. Replaced vehicles must be decommissioned/disabled entirely
        ii. DERA allows non-road vehicles. Allows for diesel replacements with gas engines.
    c. Remaining unallocated funds
        i. Nearly all VW funds allocated
            1. Remaining planned to go to school busses
                a. School bus replacement partially prioritizes Financially disadvantaged districts.
                b. Funded 22 districts' replacements
        ii. DERA Funds are planned to open this year.
    d. Next Steps
        i. No more VW award cycles (DERA opening in future)
        ii. Unused funds, (after DERA) will be reallocated, but there are no plans to retain any funds.
    e. Slides to be shared.

**7. State Rule in Progress**
    a. Missouri

i. John Frederick – MODNR Air Programs

1. Currently planning 5-year rule review, will open for public comment in July. Will go to legislature before EOY.
2. Finished consultation regarding regional haze plan. Plan will post for public notice for Aug Missouri Air Conservation Commission meeting
3. EPA approval publish amendment for construction permit rule.
    a. Sierra Club note under review for STL 2015 non-attainment
4. May 28th MAC Meeting
    a. 3 Amendments for public hearing
        i. Will be up for adopting at upcoming meeting
5. Public hearing for Jackson Co. redesignation
    a. 2010 SO2 redesignation before July public hearing.

b. Kansas

i. Doug Watson shared the Kansas update.

ii. SOS office working to create digital regulation platform for state government. Went live a few weeks ago.

1. New regulations, internal concurrence, processes, will be in this online platform.
2. Public notices/comments will be online within this system going forward.

iii. KS released a Request for Applications for KS VW program. Received $15.7M in asks. Distributed awards to 60/64 applications.

1. 84 School Busses
2. 2 public transportation shuttles
3. 16 shuttles
4. 1 non-road equipment

**8.** Other Business

a. World Cup & Air Quality

i. Bridget Koan shared information regarding the digital platform in KC World Cup command center.

1. MARC now has access to this platform, and will be sharing air quality (Ozone/PM) alerts directly to World Cup staff. Will also be assisting media/officials with Air Quality info.

b. Kelly Gilbert (MEC) shared that MEC does plan to put out DERA applications for KS/MO fleets focusing on alternative fuels (incl. biodiesel). Set to release in June.

c. Kurt Heine (moDNR) shared that they have posted Annual Monitoring Network plan for public comment – open until June 27.

**9.** Next Meeting – Tuesday, August 11, 2026 at 10:00 a.m.

a. Next meeting may be entirely online, depending on state of MARC move. This determination will be made with advanced notice.

**11.** Adjourn