



MID-AMERICA REGIONAL COUNCIL
AIR QUALITY PROGRAM

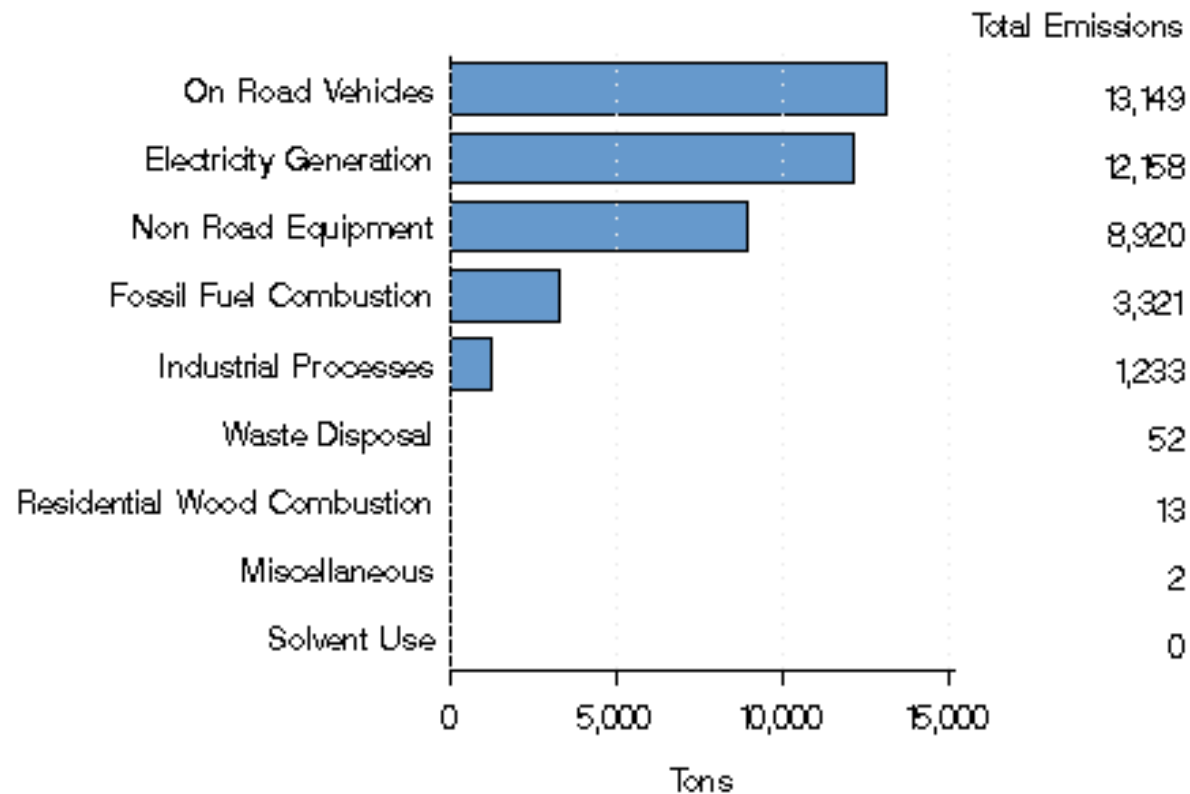
Air Quality in the Kansas City Area: Recent Trends and Plans for the Future

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NOx Sources

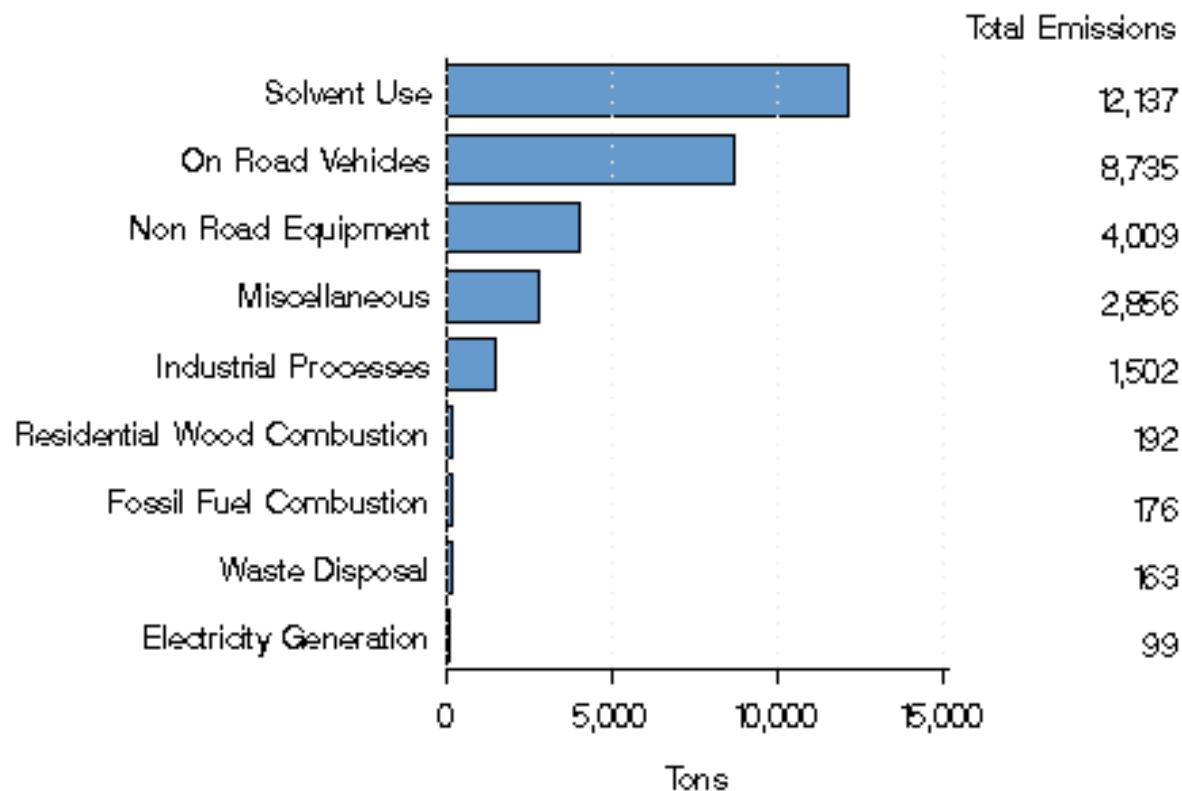
Nitrogen Oxides Emissions by Source Sector
in Jackson County, Missouri in 2005





VOC Sources

Volatile Organic Compounds Emissions by Source Sector
in Jackson County, Missouri in 2005





How are we preparing?

- Clean Air Action Plan
- Kansas City Climate Protection Plan
- Long Range Transportation Plan





Clean Air Action Plan

- Developed in 2004
- Comprehensive voluntary plan for reducing emissions before EPA requires it
- Targets both stationary and mobile sources
- Short-, intermediate- and long-term measures
- Four categories of strategies: power plants, diesel engines, public education, and sustainability





Clean Air Action Plan

- Power Plant Emissions Reduction
 - KCP&L's La Cygne, Iatan and Sibley plants all received SCRs and/or Low NOx Burners
- Diesel Emissions Reduction
 - On-Road Retrofits and Replacements
 - Construction Equipment Replacements
 - Locomotive Retrofits
 - Idle Reduction Policies and Programs





Updates to the CAAP

- Not a static document
- Being updated to include:
 - Project implementation
 - New partners
 - New projects and ideas





Updates to the CAAP

- As defined in the proposed update...

“Is there a clear direction the region is heading with regards to sustainability efforts, specifically related to air quality, energy efficiency and climate change? If no clear direction, what type of facilitation or leadership is necessary in order to achieve a unified goal for regional emission reductions and energy efficiency measures to be most effective?”





Updates to the CAAP

- Currently in initial stages of new project development
- Involvement in the process will also keep stakeholders up to date with State Implementation Plan (SIP) development
- Update process will lead into SIP process and provide voluntary support to regulatory agencies





Funding/Success?

- Funded partially through planning grants and CMAQ education and outreach funding
- Many projects are private or funded through committed agency
- Federal programs (DERA, etc.) have helped tremendously in certain aspects





KC Climate Protection Plan

- Adopt a goal of reducing community-wide greenhouse gas emissions in Kansas City, Missouri by 30% below year 2000 levels by year 2020;
- Adopt an aspirational goal of reducing community-wide greenhouse gas emissions by 80% below year 2000 levels by 2050 and focus our long-term outlook on being a climate-neutral Kansas City;
- Adopt the Phase 2 greenhouse gas emission reduction measures in the Climate Protection Plan as a statement of intent and strategy, while providing the City administration with flexibility to implement them in a timely and workable manner;
- Support the continuation of the Climate Protection Steering Committee as an ongoing oversight entity for implementation of Kansas City's Climate Protection Plan.





2010 Update

	GHG Emission Reduction Measures	Estimated GHG Reduction (tonnes e-CO ₂)	City Council Resolution	Adopted
Phase 1	32	1,926,059	070436	April 12, 2007
Phase 2	23	844,439	080754	July 24, 2008
CPP - Total	55	2,770,498	080754	July 24, 2008





Funding/Success

- Plan has been very successful in identifying priorities for planning and projects
- Submitted (and received) a grant application to the US Department of Energy for a Energy Efficiency and Conservation Block Grant (EECBG) formula grant in the amount of \$4,823,200 to address certain municipal energy efficiency improvements
- Since the adoption of both phases of the Climate Protection Plan (CPP) implementation has begun, at some level, on 48 of the 55 GHG emission reduction measures including implementing a primary policy recommendation to regionalize the effort.





Adaptive Scenario

- Promotes “nodes and corridors” approach to development
- Preserves natural resources and increases walkability and access to transit
- Accommodates economic growth in a more fiscally and environmentally sustainable manner





Adaptive Scenario

- Met with varied levels of support on different points
- Still working toward an “adaptive scenario”
- Funding mainly transportation related and based on LRTP priorities





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Thank you!
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