

# Wichita Region Ozone Briefing

October 7, 2010



**Tom Gross**  
**Bureau of Air**  
**Kansas Department of Health and Environment**

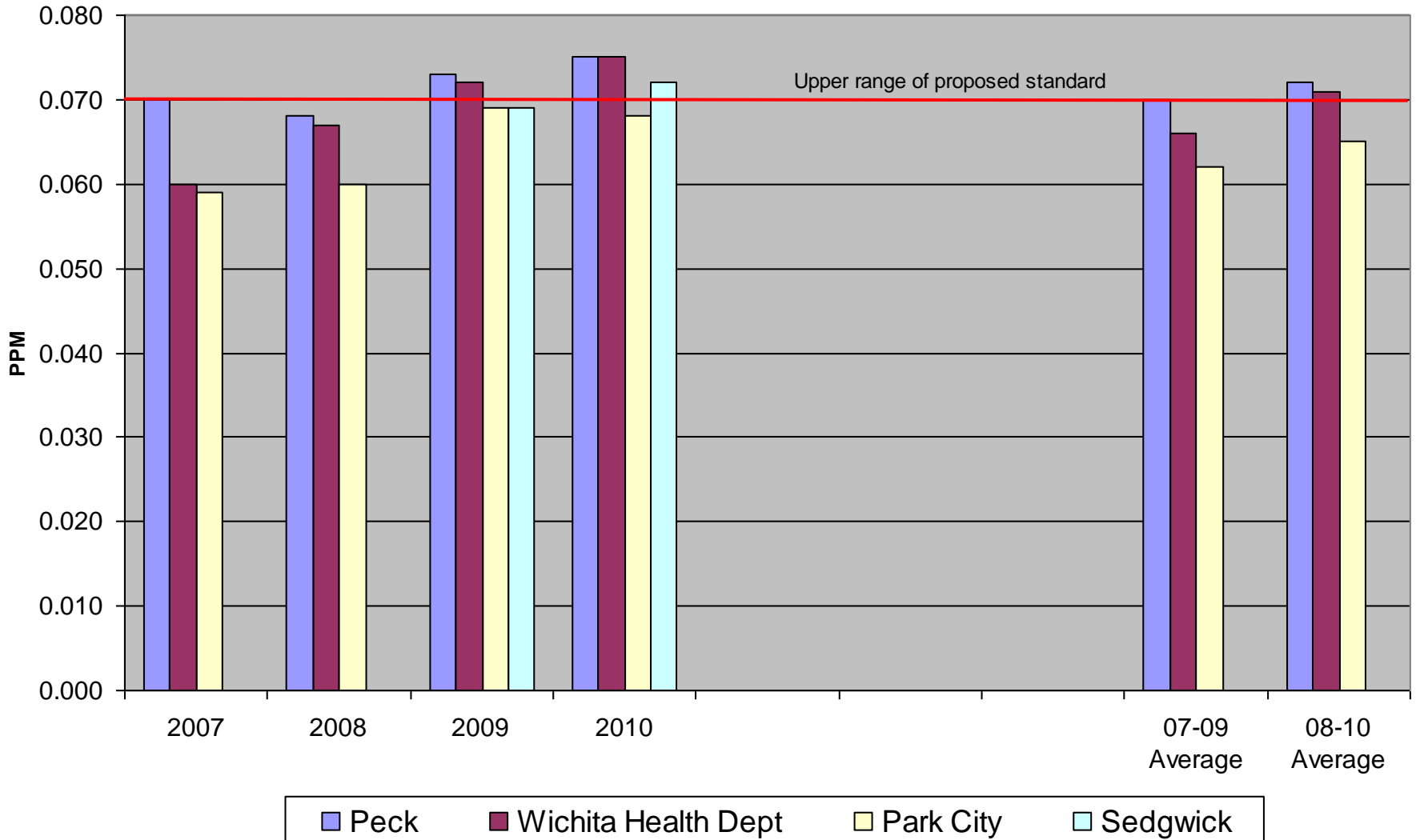


# Outline

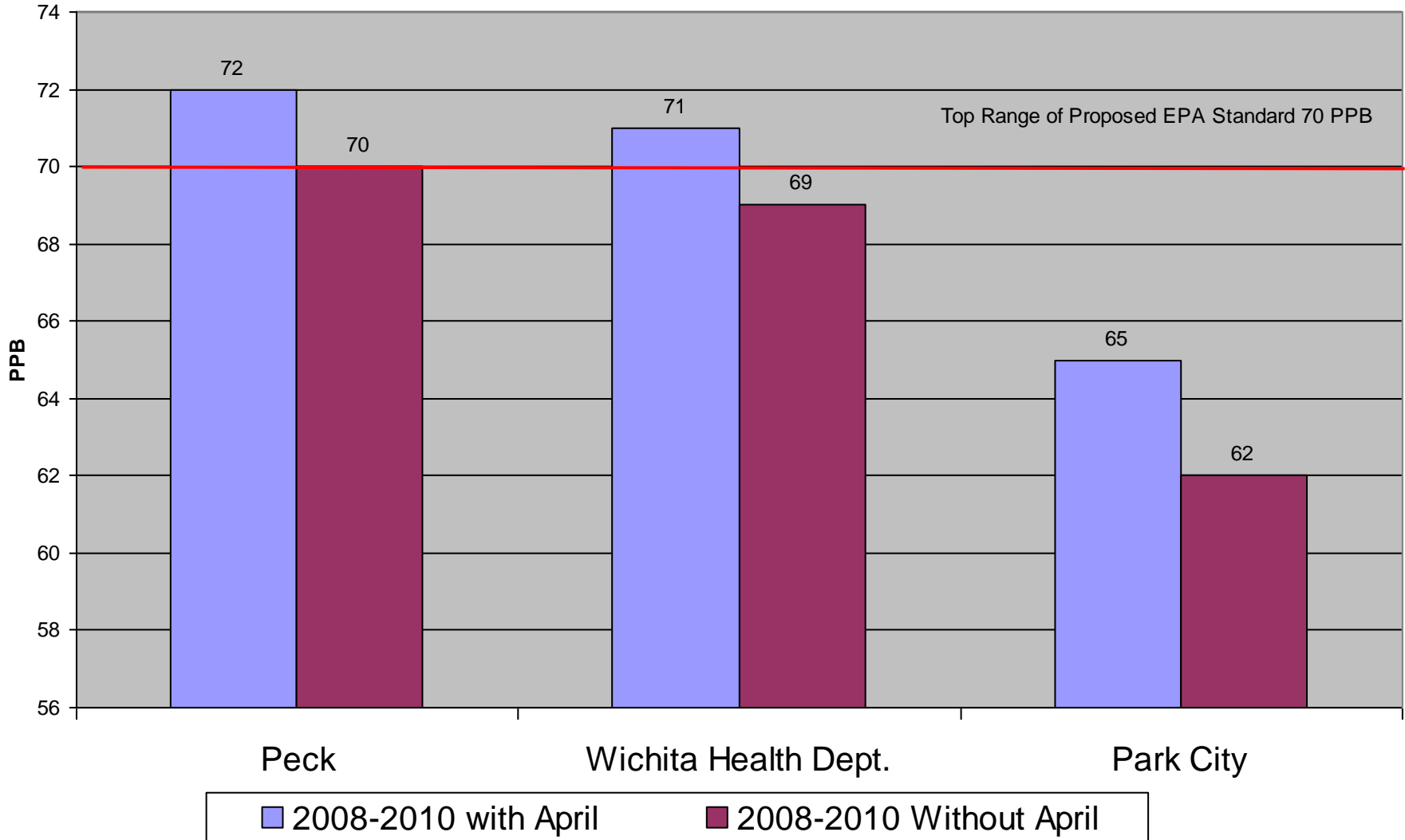
- Wichita air quality
- Wichita area air pollutant emissions
- Flint Hills impacts on Wichita
- Planning area designation process
- State Implementation Plan (SIP)
- Transportation Conformity

# Wichita Annual 8 Hour Ozone 4th Highs

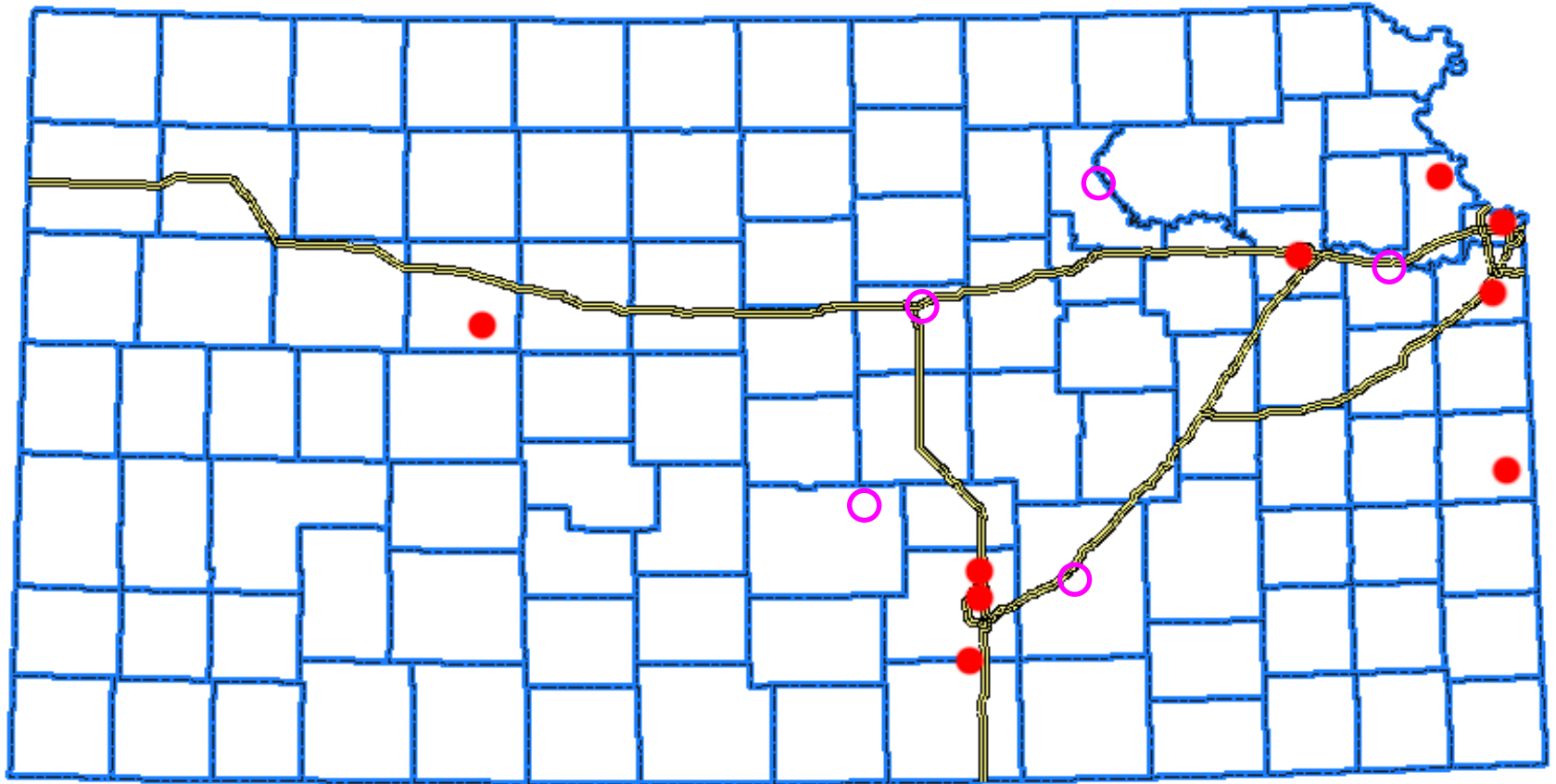
2010 data are through September 26, 2010; Have not been through QA/QC process



# 8 Hour Ozone 3-Year Average 4th High Through Sept. 26, 2010



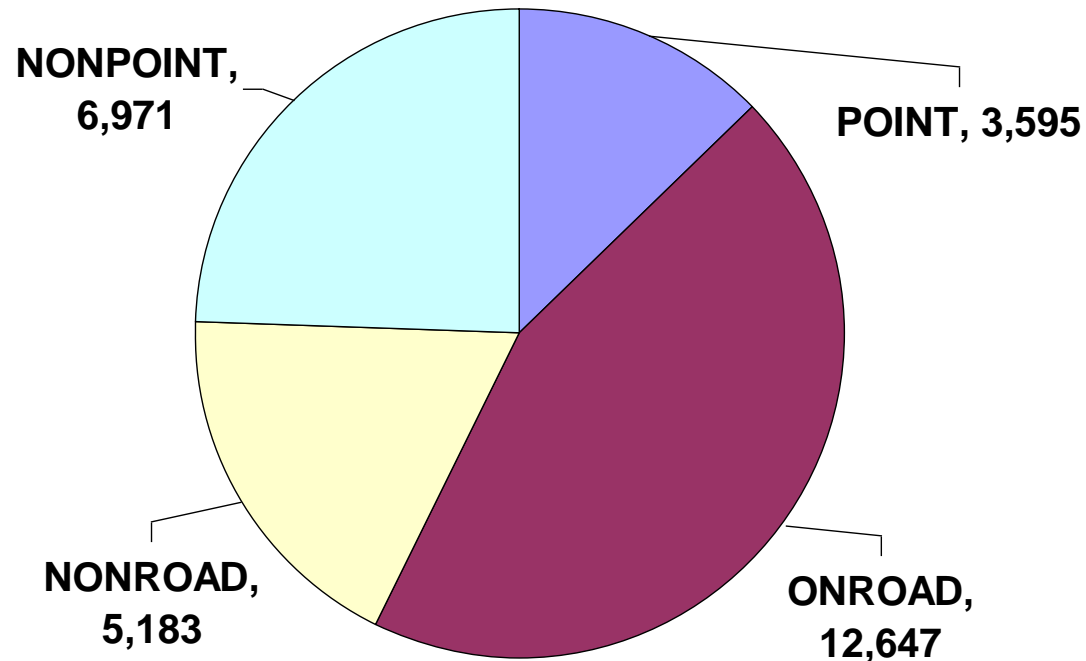
# Kansas Ozone Monitor Locations



● Current Monitor

○ Potential Future Monitor

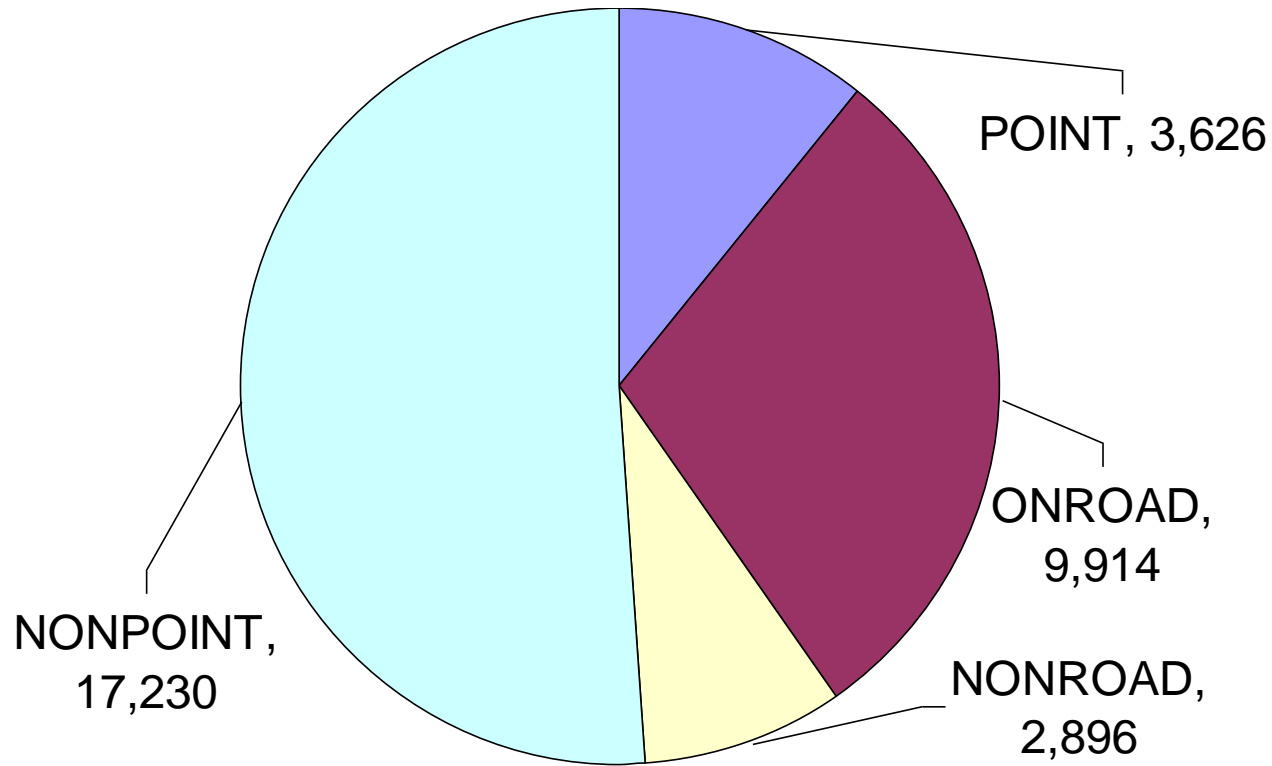
# 2008 Wichita MSA\* NOx



\* Wichita Metropolitan Statistical Area (MSA) = BU, HV, SG & SU

KDHE 2008 NEI Data, Emissions in tons

# 2008 Wichita MSA\* VOC



\* Wichita Metropolitan Statistical Area (MSA) = BU, HV, SG & SU

KDHE 2008 NEI Data, Emissions in tons



# Causes of Wichita Ozone

- Natural background
- Ozone or chemical precursors transported in
  - Oklahoma City, Tulsa, Dallas, St. Louis
- Homegrown
  - VOC and NO<sub>x</sub> emissions from Wichita region industry, businesses, homes and cars



# Flint Hills Impacts on Wichita Air Quality

- Greatest ozone impacts in April of 2009 and 2010
- Proposed lower ozone standard increases risk of future impacts
- Smoke Management Plan under development
  - Projected to be complete by end of year
- Goal is to reduce health impacts and obtain a flag for days Wichita is affected

# EPA's Proposed Timeline for 2010 Ozone Standards

<b>Milestone</b>	<b>Date</b>
Final rule signed by EPA	October 31, 2010
Governor recommendations due to EPA	March 2011
EPA makes final designations	September 2011
Final designations become effective	October 2011
Attainment SIPs due to EPA	February 2014
Attainment dates	2014-2031

# Consequences of Nonattainment

- Geographic-specific rules
- State Implementation Plan (SIP) preparation
  - enhanced emissions inventory
  - photochemical modeling
  - planning
- Transportation conformity analysis
- Potential for loss of highway funds and restrictions on how highway funds can be spent
- Economic development curtailed

# Boundary Designation Process

- Determines which counties are part of ozone planning area
- EPA guidance defaults to Metropolitan Statistical Areas
- Boundary Designation Principles
  - Does a county monitor violate?
  - Do emission sources in the county contribute to violations of the ozone standard in “nearby” areas?
- Eleven criteria for designation process
- State makes recommendation to EPA
- EPA makes final decision

# State Implementation Plan

- State's plan to bring an area that violates a standard back into compliance
- SIP contains air pollution reduction measures to attain and maintain ozone standard
  - Regulations to reduce ozone precursors
  - Contingency measures
- SIP is submitted to EPA and upon approval is federally enforceable

# Transportation Conformity

- Contained in Clean Air Act, section 176(c)
- Purpose is to ensure SIPs achieve air quality standards
- Long range transportation plan must conform to SIP
- Applies where transportation-related pollutants have violated Air Quality Standards
- Emissions from transportation plans and projects must be evaluated *before* construction
- Emissions budget is developed in early stages of ozone planning process
- In 1998-99, federal highway funds were delayed for KC

# Closing Thoughts

- Educating business community and citizens is key
- KDHE will work with local businesses and government in developing SIP

## Contact Information:

Thomas Gross  
Bureau of Air  
1000 SW Jackson, Suite 310  
Topeka, Kansas 66612  
(785) 296-1692  
[Tgross@kdheks.gov](mailto:Tgross@kdheks.gov)

