



Control Measures - DRAFT	Emissions Reductions	Comments
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## NOx

<b>POINT</b>		
Cement Kiln Controls	approx. 1.47 tpd of NOx (535 tpy)	Estimate cost of \$3,730/ton.
Natural gas compressor engine modifications (RICE station engines)	approx 6.08 tpd of NOx (2219 tpy)	<b>This source is located south of Johnson County.</b> This estimation is with 90% control. Estimate cost of \$2,400/ton
Industrial boilers and process heaters	approx. 1.11 tpd of NOx (280 tpy)	Estimate of \$2,000/ton is a reasonable estimate.
La Cygne #1 - per permit already on file with KDHE	approx. 63.01 tpd of NOx (23,000 tpy); possibly up to 24,000 tpy	Anticipate controls to be in place by summer of 2007
EGUs not covered by CAIR or current agreements - <b>Outside maintenance area</b> - Kansas	approx. 23.59 tpd of NOx (8609 tpy)	<b>This source is located south of Johnson County.</b> Estimate cost of \$1,872/ton
EGUs not covered by CAIR or current agreements - <b>In maintenance area</b> - Kansas	approx. 17.12 tpd of NOx (6250 tpy)	Believed to be in the cost range of \$1,500/ton range
EGUs not covered by CAIR or current agreements - <b>In maintenance area</b> - Missouri	approx. 2.17 tpd of NOx (1012.2 tpy)	Estimate cost of \$3,000/ton

<b>AREA</b>		
Open Burning Restriction		KC, MO local reg is more stringent than the current state. MO has a workgroup revising this state reg. This may be one that the ctys / local agencies need to consider implementing and enforcing, such as KC MO has done.

<b>MOBILE SOURCES</b>		
Emissions reductions at local rail companies (auxiliary controls)	Approx. 11.44 tpd of NOx (4177 tpy)	Smart Start and APU's. Not sure of cost per ton with Smart Start or APUs. The states are in discussions on emissions controls
Diesel Idling Reduction	dependent on size and number of fleets	Could be used as a fleet wide initiative with gas cap testing and additional measures. Is this something that needs to be done and enforced on a local / cty level?
Diesel Chip Reflashing		Could initially be volunteer. Estimated cost of \$0 per ton if no fuel penalty considered. With 2% fuel penalty, \$1,800 to \$2,500 per ton.

## VOCs

<b>AREA</b>		
VOC control for 46 Architectural and Industrial Maintenance coatings	2.688 VOC tpd	Approx. 21% beyond federal rule

<b>MOBILE SOURCES</b>		
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Fleet requirements/restrictions	dependent on size and number of fleets	Restrict idling, refuel in evening, gas cap testing Possibly as a pre violation measure? Possibly with anti-idling, perhaps done on a city level?
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