

Climate & Environment Council

Meeting Summary

April 26, 2024

9 –10:30 a.m.

MARC Broadway Room

600 Broadway, Ste. 200 Kansas City, Mo 64105

Members Present:

Andrew Ngui, KCMO

Alyssa Marcy, Unified Government

Andrew Savastino, KCMO

Brien Darby, Cultivate KC

Carl Stafford, My Region Wins

Christina Hoxie, Hoxie Collective

Emily Randel, Consultant/ KCMO Resident

Jackson Ward, Johnson County DHE

Stacia Pieroni, KC Zoo and Aquarium

Taylor Neff, MDC

William Neds, HDR

Other Attendees:

Hillary Thomas, Climate Action KC

MARC Staff:

Emily Miller

Emily Roundtree

Frank Lenk

Karen Clawson

Kate Ludwig

Martin Rivarola

Natalie Unruh

Ryan Umberger

1. Welcome & Introductions

2. Approval of February Meeting Minutes

The February meeting summary was approved.

3. Connected KC 2050 Update & Population and Employment Forecast

Martin Rivarola shared information on the update to the region's metropolitan transportation plan, ConnectedKC 2050. Transportation accounts for roughly one-third of our greenhouse gas emissions both nationally and in KC. KC, however, is slightly elevated compared to other cities in our region because these other cities have more public commute options. The current plan was put in place in 2020 but must be updated every 5 years so we are coming to the proper time for its update.

The plan will focus investments on our center and corridors to make them as vibrant as possible. We will promote climate resiliency by reducing our impact on the environment as well as the changing climate's impact on our transportation system. Our analysis predicts us having \$52 Billion dollars in federal, state, and local resources through 2050 to implement our transportation initiative.

We project roughly 30% increases in our transit services with our current funding constraints as well as a 3% increase in roadway capacity. There is a projected 9% decrease in emissions by the year 2050; nowhere close to where we need to be. If we grow more compactly as a region with more development and less outward growth then we can be at a 12% decrease by 2050.

There is a possibility of 61% reduction by 2050 if we significantly improve our transit system, limiting outward growth in the region and additional highway expansion projects, making parking more expensive, adding tolls to our roadways, and any other way we can reduce single occupant commuting.

Through the models we use, we generally come to a similar response that if we stick to a compact development pattern where we're not spreading out as a region and we're able to serve those development patterns with more climate friendly transportation modes (public transit, walking, biking) this gives us the best "bang for our buck" for our environment as well as measures around equity and economic development.

A key piece of what we're doing is an update of our land use and population growth forecast because this impacts everything else (what our needs are now, what they will be in 30 years and what we are going to get out of our system).

Frank Lenk spoke about the population and employment forecasts that feed in the transportation plan update.

Planned Forecast Schedule

April 2024: First draft regional forecasts

June 2024: Final regional forecasts

July 2024: First draft small-area forecasts

January 2025: Final small-area forecasts

June 2025: Forecasts adopted with MTP adoption.

The forecast projection from 2020 looks like it is going to be too high. We will not have the kind of growth projected for four years with the main reason being births are about 1 million lower by the end of the projection period (2060). About 80% of the difference in the forecasts is due to differences in the natural increase, not the immigration assumption.

Assumptions carried into the draft forecast:

- Birth Rates: census bureau
- Survival Rates: census Bureau
- International Migration: Congressional budget office
- Employment growth rate: Bureau of Labor Statistics (0.3% per year)

Historical and draft forecast 5-year population change projects population growth falls to levels last seen in the 1970s and early 1980s. Aging population produces declining labor force participation, limiting the growth of the labor workforce. Labor supply constraints limit overall employment growth, ensuring continuing labor shortages.

Lower labor force growth limits employment growth. Employment growth spikes between 2020 and 2025 reflecting the rebound from the 2020 recession, but grows <5,000 jobs per year thereafter.

Currently adopted forecast (2020-2050)

- 480,000 more people
- 230,000 more households
- 225,000 more jobs

KC draft control totals based on new census birth rates, Remi survival and immigration rates (2020-2050)

- 301,000 more people (63% of prior forecast)
- 189,000 more jobs (85% of prior forecast)
- But half of this has already occurred as it was part of rebounding from the 2020 pandemic.

4. EPA CPRG - Overview of Grant Submission

Karen Clawson provided a recap of the recently submitted CRPG Implementation Grant application.

This grant will buy us:

- 15 resilience hubs
- Energy efficiency improvements at 600 single family homes and 15 multi-family buildings
- Weatherization of 12,000 homes
- 47 solar arrays at resilience hubs, urban farms, nonprofits.
- 82 low-carbon/electric vehicles
- 140 EV charging ports.
- 15 miles of green streets and bike lanes
- 5,400 e-bikes
- 15,000 trees.
- 600 residential native landscapes
- 36 orchards and 150 school and community gardens.
- 2-3 commercial composting sites
- Regenerative farming equipment
- Food recovery/redirection

Final draft budget: \$197,823,216

Timeline:

- Decision expected July 2024
- If successful, project launch in January 2025
- Five-year implementation schedule

5. EPA CPRG – Comprehensive Climate Action Plan

Emily Miller provided an overview of the next phase of work under the EPA Climate Pollution Reduction Grant led by MARC.

CCAP Deliverables

1. GHG inventory

2. GHG emission projections
3. GHG emissions reduction targets, 2030, 2040, 2050
4. Climate Risk and vulnerability assessment (CRVA)
5. Quantified Comprehensive GHG Reduction Measures
6. Benefits analyses:
 - A: LIDA analysis
 - B: Benefits analysis
 - C: Workforce planning analysis

Climate risk and vulnerability assessment helps understanding current and future climate risks:

- Hazard and risk assessment (HMP)
- Vulnerability assessment and mapping
- Adaptive capacity
- Schedule May- December 2024

Quantified GHG reduction measures/project development

- Co-develop measures for each sector
- Project development
- GHG emissions reduction targets
- Schedule: June 2024-June 2025

Analysis of Measures

- Benefits analysis of quantified reduction measures
- LIDAC benefits analysis
- Workforce planning assessment
- Economic Impact analysis (tentative)
- Schedule: May- December 2024

Communication: Sharing stories of success

- Collect stories through project development, workshops, events.
- Shares stories via newsletter, website, social media
- Sustainable success stories 2024
- Schedule: May 2024-2025

Coordination with MARC Plans and Programs

Other MARC plans/programs

- Hazard Mitigation Plan (MO)
- Solid waste management district plan
- Comprehensive economic development study
- Connected 2050
- Transportation resilience plan
- EV readiness plan
- Clean air action plan

- Regional freight plan
- Head start family liaisons.
- Community for all ages
- Public health/ health equity networks
- Schedule: May 2024 – May 2025

6. CEC Priorities & Workgroup Discussion – Kate Ludwig

Kate Ludwig provided members with a summary of feedback she received through the recent Workplan Priorities poll.

Priority Survey Feedback:

- Prioritizing action items, identifying grant opportunities and partners to implement action.
- Resilient communities with focus on ecological health and land stewardship
- Stabilizing GHG emissions
- Leverage green economy through jobs training
- Scale up utility investment in renewable energy
- Program development
- Resilient buildings
- Community engagement in neighborhoods
- Conservation and restoration of riparian and natural areas
- Learning members' project efforts and capacity related to urban greening

New work group priorities:

- Project Development
- Climate Risk Vulnerability Assessment
- Green House Gas Inventory

Project Development

- Aid co-creation with community members for program management, design, fund allocation, shared/applied learning, and performance evaluation.
- Act as community facilitators for public engagement to help guide program implementation.
- Create framework/tools that support program development.

Climate Risk and Vulnerability Assessment

The CRVA is a starting point to better understand where our risk and vulnerabilities lie.

- Community Profile
- Climate outlook
- Natural Hazards
- Social Vulnerability assessment
- Adaptive capacity
- Conclusion and Recommendations

Greenhouse Gas Inventory

- Inventory process
- GHG projections
- Aid the development of quantified GHG emission reduction measures
- Target setting

Kate said that she will be sending out another poll to have members sign up for their preferred work group.

7. NEXT MEETING: May 31 @9AM