

Climate & Environment Council

September 27, 2024

9–11 a.m.

MARC Board Room

600 Broadway, Ste. 200 Kansas City, Mo 64105

1. Welcome, Introductions, and Sharing (20 minutes)
 - a. What are you working on? / Where do you need help?
 - i. Alyssa Marcy, Re.Use.Ful has an un-dumpster day in KCK tomorrow 9/28/24. The collected goods are dispersed to local nonprofit organizations.
 - ii. BoonFest is on October 19th.
 - iii. OP has their recycling extravaganza on October 12th at Black & Veatch.
 1. Electronics, medication, tires, pet supplies, etc.
 - iv. MODNR is having their get MO Wild fest at Guy B. Conservation area. There will be a variety of partners talking about different environmental initiatives.
 - v. The Green Commute Challenge starts on Tuesday October 1st, 2024.
 - vi. Please take the hazard mitigation survey that Karen sent out last week. The survey is for the entire region. The plan needs to be turned into FEMA by the end of the year.
2. Approval of July and August meeting minutes* (1 minute)
 - i. Motion: Gayle Bergman
 - ii. Second: Jansen Adams
 1. APPROVED
3. Connected KC 2050 Plan Update - Policy Discussion (30 minutes)
 - a. Martin Rivarola, from MARC, provided an overview of the Connecticut CKC 2050 transportation plan, highlighting its requirement for updates every five years. Rivarola discussed the plan's policy goals, including access to opportunity, public health and safety, and economic vitality, while also addressing public feedback gathered through surveys. There is a need for adjustments based on community priorities and the importance of sustainable funding for transportation projects. Nearly all regional residents strongly support healthy environments with clean air and water. Performance metrics reflect a persistent lack of progress or even back-sliding in some of those areas related to safety, system condition, asset management, public health, etc.
 - b. Discussion:

- i. Does the policy framework reflect public preferences and priorities? If not, what could be different?
 1. Lara Isch, when you say policy framework do you mean all the goals and strategies?
 - a. Yes, thank you for clarifying.
 2. Taylor Neff, what is the relationship like between the people who are making the road systems and the people who are adjacent to these new projects?
 - a. Sometimes not the same people are doing the work. One of the things we do here is work to coordinate and engage those folks.
 3. Stacia Pieroni, one of the biggest things will be reducing travel distance and time. You have that as a goal and strategy, what is the thought behind getting folks to drive less?
 - a. Remote work and land use patterns. By having jobs and housing more closely located to public transit so people move around differently. We need close coordination of land use and housing.
 4. Lara Isch, the key activity centers are very expensive to live by, how do we address this equity issue?
 - a. This plan includes a lot of land-use and housing suggestions, which is a local matter.
 5. Kevin Kennedy looks like there is clear support for more mass transit. Can you speak to how you addressing mass transit?
 - a. There is a vision for what we would need to do with a transit center to enable mode shift for individuals. Our system needs dedicated funding across the region.
 6. Carl Stafford, the city contracts people outside the city to cut the grass. Is this entity doing the work aware of the miles traveled for people doing this work? Local nonprofits are not receiving work for not b.... We need to create ordinances around city work.
 7. Brien Darby, we need more explicit reference to green infrastructure. We also need to make sure that green infrastructure isn't an afterthought.
 8. Briana Giroux, what is the involvement of KCATA in all of this? Our system has a lot of issues that we need to address.
 - a. Our transit coverage is contract based. The city of KCMO has a high level of transit funding per captia. JOCO is doing a strategic plan around how they can enhance their services.
 9. Christina Hoxie, if you are knitting together the areas of highest need, then we may not be on track. Are there funding opportunities from the EPA, CDC, etc.
 10. Phaedra Svec, if people are supportive of creating some sort of transportation tax, we need to attach the true tax for economic development.
 - a. Economic policy is key.
 - b. Another way to justify public transit to large manufacturers.
 11. Michelle Kriks, are you considering using existing rail structures to get people into town for work?
 - a. Yes, it's very expensive and there are quite a few gaps in the system.

4. Local Government Sustainability/Climate Initiatives (40 minutes)

- a. City of Overland Park

- i. In December 2022, the City Council officially adopted the 2023 strategic goals. As part of these goals, they also adopted two overarching strategic frameworks, “Sustainability” and “Welcoming Community and Organization.”
 1. City Manager set goals to provide all City services and programs through the lens of sustainability.
 2. The City of Overland Park views sustainability as reflected in three interrelated “pillars”: environmental, social, and economic.
 3. Vision: Creating a resilient city that promotes economic growth, environmental protection and social well-being.
- ii. Update to the City’s Comprehensive Plan to direct how the city should grow through 2045.
 1. The City Council endorsed the KC Regional Climate Action Plan in 2022 through Resolution No. 4800 Directed staff to analyze the CAP through the comprehensive planning process. Community participants expressed a strong desire for Overland Park to prepare for the future impacts of climate change and create a more resilient community. This resulted in an Environment section with a goal to: “Preserve, protect, and sustain natural resources (riparian areas, tree canopy, stream corridors, and wildlife habitat), adapt to changing climate conditions, and foster long-term resiliency from natural disasters and weather events.”
- iii. Electric Vehicle Readiness Plan
 1. Developed to sustainably integrate EVs into the City Fleet. The plan identified 20% of fleet vehicles for transition to EV as part of the next replacement cycle. Additionally, the plan identifies key locations for EV charging stations - fleet and public. Coordination with Evergy for site resiliency planning has been taking place. The plan was adopted in September 2023 and will include ten new charging stations.
- iv. Urban Forest Plan
 1. The Urban Forest Plan creates a comprehensive roadmap for responsible tree management and environmental stewardship. The plan sets a strategic vision to preserve and enhance the city’s tree canopy, fostering a healthy and resilient urban ecosystem. Additionally, the plan focuses on trees under the care of the City and suggests policies to preserve trees on private property. The new plan will be the first to include a Natural Resource management plan and serve as a roadmap for meeting the current and future needs of Overland Park, covering everything from aquatics and community centers to green spaces and recreational services.
 - a. Key features of the plan:
 - i. Preservation and growth: Protecting existing trees while strategically expanding the canopy.

- ii. Diversity and resilience: Planting a variety of species to ensure a robust and adaptable urban forest.
 - iii. Sustainable practices: Implementing responsible management techniques for long-term tree health.
- v. Sustainability project and programs
 - 1. STF includes members from every City Department and is responsible for implementing the Sustainability Strategic Plan, gathering data and performing analysis of sustainability information, serve as departmental sustainability liaisons.
 - a. Current Projects:
 - i. Facility Bike Racks
 - ii. City Bike Policy
 - iii. Green Buildings Policy
 - iv. Green Procurement Policy
 - v. Composting Pilot Program
 - vi. Waste Reduction Education
 - b. Renewable energy:
 - i. 40% of city operations powered by wind
 - ii. Solar EV Chargers
 - iii. Solar on 3 city buildings
 - c. Energy Efficiency:
 - i. LED streetlight conversions
 - 1. \$786,000 in savings- capital and energy costs
 - 2. Annual Reduction of 3,926 tons of CO₂
 - d. Facility Energy Efficiency Upgrades
 - i. Upgraded 18 City facilities in 2021.
 - ii. \$483,694 in savings by end of 2023- maintenance and energy costs
 - iii. Annual Reduction of 5,400 tons of CO₂
 - e. Home weatherization pilot project
 - i. Funded with \$100k CDBG funds.
 - ii. \$15k cap per household
 - iii. Administered by ECKAN
 - iv. All funds obligated for 2024.
 - v. Continuing program in 2025
 - f. Natural Systems
 - i. Ash Tree Replacement Program
 - ii. Planned Sustainable Landscapes
 - iii. \$30K Stormwater Cost Share
 - iv. 10 New floating wetlands

v. Sanders Prairie Restoration

g. Waste Diversion

- i. 80% Diversion from construction debris
- ii. 14 multifamily program participants in 3,650 units.
- iii. Expanded recycling extravaganza.

vi. Discussion:

1. It's about .25 cents per month per unit for recycling for the city offered recycling in the multifamily units.
2. Have you all thought about city-wide residential recycling?
 - a. Yes, but we allow for open contract recycling. We do have a waste audit planned for next year.
3. Phaedra, PV was really close to getting residential composting/recycling a few years ago, but it was unsuccessful. If OP could enact something maybe it would move the needle in a positive direction.
 - a. We are talking with the county to figure out how to make this more accessible for folks.
4. Brien, regarding the EV readiness plan, are you considering DC charger?
 - a. Yes, we will have DC chargers for our large city vehicles. The DC chargers will not be for public use.

b. North Kansas City

i. 2020 NKC Bike Master Plan

1. The Bicycle Master Plan was adopted by City Council on July 21, 2020. It is used to provide guidance to City staff when planning and implementing a connected network of comfortable cycling routes and facilities across the city. The project is funded by a Planning Sustainable Places grant administered through MARC, the Bicycle Master Plan is the culmination of consideration and input from many groups that represent residents, businesses, and organizations within the North Kansas City community.

ii. Alternatives

1. Option 1: stay with initial conceptual plan to construct a 10' shared use path between outside of the existing fence. Remove current utility poles and boxes are bury them around.
2. Option 2: Narrow the existing Howell Street; take the small median islands out and raise the crosswalks. Shifting the 90-degree parking on the east side of Howell Street to the West by a minimum of 3' to leave enough space for a shared use path between the parking bumpers and the utility poles. The option has NOT been engineered by Wilson and there will be a cost associated with this work outside of the current scope of work stated by the contract. There is no guarantee that this option would work.

3. Option 3: Continue with the proposed plan where the proposed shared use path will be located inside of Macken Park, and a new walking trail will be constructed to the east of the shared use path.
4. Option 4: Suspend the project and keep the shared lane markings for bicycles on Howell Street.
5. Option 5: Continue the engineering design for the entire shared use path while considering phasing the construction into two stages, starting with the south portion between Armour Rd. and Clark Ferguson.

c. TEC Recap 9/19/24

- i. At the first TEC meeting, we reviewed applicant submittals for CMAQ and CRP. The committee is tasked with reviewing project applications and providing funding recommendations to TTPC for Carbon Reduction Program (CRP) and Congestion Mitigation Air Quality (CMAQ) program funds. Throughout the fall of 2024, the Active Transportation Programming Committee, the Kansas and Missouri STP Priorities Committees, and the Transportation Emissions Committee will be working to develop funding recommendations for these programs.

CMAQ

- [143] - 179th Street and Grant Street Roundabout (0 Comments)
- [107] - 23rd Street Mobility & Safety Improvement Project (1 Comments)
- [76] - 95th Street and Lackman (0 Comments)
- [118] - Adding a shared use path on Rte 291 NB bridge over Missouri River (3 Comments)
- [23] - Airport Express Services Pilot (0 Comments)
- [41] - Chipman Road Signal Controller and Detection Upgrades (0 Comments)
- [21] - Expanded Flex Service (0 Comments)
- [52] - Highgrove Rd and Byars Rd Intersection Improvements (1 Comments)
- [200] - Kansas Safe Routes to School Program (0 Comments)
- [133] - Missouri Bike Share Program (0 Comments)
- [132] - Missouri Safe Routes to School Program (0 Comments)
- [19] - New Bus & Micro Mobility Services (0 Comments)
- [79] - Pedestrian Accommodations at Traffic Signals and connecting sidewalk links (0 Comments)
- [199] - Route 152 Trail Completion Platte County (1 Comments)
- [182] - Route 152 Trail Segment 1 (0 Comments)
- [114] - Route 152 Trail Segment 2 (0 Comments)
- [80] - Signalization and Pedestrian accommodations at 87th Street and Scarborough (1 Comments)
- [146] - South Liberty Parkway Traffic Signal Interconnect (6 Comments)

CRP

- [174] - 23rd Street (M-78) Sidewalks Speck Rd. to Jackson Dr. (0 Comments)
- [107] - 23rd Street Mobility & Safety Improvement Project (1 Comments)
- [76] - 95th Street and Lackman (0 Comments)
- [118] - Adding a shared use path on Rte 291 NB bridge over Missouri River (3 Comments)
- [112] - Brush Creek Trail North Segment 1 (2 Comments)
- [9] - Coralberry Trail - Metro Green Extension (2 Comments)
- [96] - EV charging stations (0 Comments)
- [200] - Kansas Safe Routes to School Program (0 Comments)
- [97] - Little Shoal Creek Trail (6 Comments)
- [133] - Missouri Bike Share Program (0 Comments)
- [130] - Olathe LED Streetlights (0 Comments)
- [79] - Pedestrian Accommodations at Traffic Signals and connecting sidewalk links (0 Comments)
- [149] - Regional Alternate Fuel Buses, Charging Infrastructure and Training (KS & MO) - CRP (0 Comments)
- [199] - Route 152 Trail Completion Platte County (1 Comments)
- [182] - Route 152 Trail Segment 1 (0 Comments)
- [114] - Route 152 Trail Segment 2 (0 Comments)
- [80] - Signalization and Pedestrian accommodations at 87th Street and Scarborough (1 Comments)
- [146] - South Liberty Parkway Traffic Signal Interconnect (6 Comments)
- [47] - Trails at Basehor Town Center (2 Comments)

5. Sustainable Solutions Group - GHG Inventory modeling for Climate Action Plan (20 minutes)

- a. SSG is working with the MARC team to come up with metrics for our Climate Risk Vulnerability Assessment. The team will identify threats, measures, set parameters, combine scenarios and evaluate scenarios.

i. Discussion:

1. Lara, can you explain the metrics that went into the metrics by ton.

2. We need more metrics for carbon sequestration.

ii.

6. Next Meeting – November 29, 2024

* Action item

Transportation: Please consider alternatives to driving alone to this meeting. MARC is accessible by several bus routes and the streetcar. Bike racks and lockers are available on site. If you are interested in carpooling, please contact Kate Ludwig at kludwig@marc.org.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. An entrance directly into the conference area is available from this level. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp. For directions to the MARC offices, visit www.marc.org/mapandparking.htm

Special Accommodations: Please notify the Mid-America Regional Council at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance).

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