



Climate and Environment Council

August 25, 2023

9:00 a.m. – 10:30 a.m.

MARC Board Room

600 Broadway, Ste. 200 Kansas City, Mo 64105

1. Introductions

2. Carbon Reduction Program - Approval of project recommendations

The USDOT's Carbon Reduction Program provides funding for transportation projects that reduce carbon emissions. MARC was allocated these funds from Kansas and Missouri for years 2022-2026. A funding workgroup made funding recommendations this month for funding years 2022-2024. The recommendations must now be advanced for approval by the CEC, the Air Quality Forum, Sustainable Places Policy Committee, the Total Transportation Policy Committee, and the MARC Board of Directors. The funding recommendation can be found [here](#).

- MARC held a CRP funding workgroup to go over the scores and determine what makes the most sense for how projects should be funded.
 - The KS projects consisted of KCATA electric buses and charging infrastructure and training, Connecting JOCO - a coordinated public electric vehicle infrastructure pilot program, The City of Merriam Citywide Streetlight LED Upgrades, Northeast KCK Heritage Trail, Johnson Drive Traffic Signal Enhancements, Sustainable Medians Pilot Project, Bike Share in Northeast Johnson County, Grander Traffic Signal Interconnect, Driver Feedback Sign Speed Management, 2023 Electric Street Sweeper.
 - The MS projects consisted of Electric Buses and Charging Infrastructure and Training, Bike Share battery upgrades and NKC expansion, Cloverleaf Ramp Regeneration, Montgall Avenue Pedestrian Path, Truman Connected Phase 2, Vivion Road Trail, KC Streetcar Riverfront Extension, Blue Ridge Boulevard - Intersection Conversations, Running Horse Road and NW 136th Street Shared Use Path Extension and Crosswalk, Liberty Drive Sidewalk/Trail Missing Link Connection, Trail Crossing, Route 152 Trail Segment 1 and 2, Burlington Corridor Cycle Track, Mouse Creek Trail Arterial Crossing, Transition to Electric Vehicles, EV Charging Station, Electric Vehicles.
 - David Johnson helped with the program ranking. Carbon reduction was measured by federally provided carbon calculators. 50% of funds on both side of the start went to active/bike ped transportation.

Scalability did not influence scoring. On the Missouri side 36 million was requested for an 8-million-dollar pot of money.

- Gayle Bergman agrees with a lot of what David Johnson has already shared. There was initially a lot of disagreement regarding funding the streetcar because they are already receiving funding from a variety of other sources, but that did not matter because the streetcar significantly reduces carbon.
 - Hiccups that happened during the first round of funding need to be addressed for the next cycle of funding and using that information to improve upon.
 - Mirriam, it was unclear what would be cut out with only partial funding. We weren't sure how partial funding impacted the project scope at a whole.
 - How long do projects have to spend the money? It is timed out funding and the money needs to be obligated and within an agreement that bind them to their spending by done.
 - A lesson for next round would be fully fund project and not partially fund parts of applications. To supplement for the second round, resources guidelines will be helpful.
 - Total impact is a disadvantage to smaller communities.
 - We work with all the project applicants to help them score their carbon emissions and we do it in a way that evens everyone out. We decided to provide this extra layer of review to help us find out who has the greatest greenhouse gas reduction.
 - Top two were emission reductions
 - The applicants were responsible for their own carbon scoring, but we did check them.
 - Peddle bike vs electric bikes carbon emissions reduction varied based on input in calculator and how many rides would be shifted from a vehicle mode.
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3. **Communications Planning** (30 minutes)

- a. Process Update
- b. [Interview Assignments](#)
 - We are doing a communication plan with the KCAI. The social innovation class will be doing some research regarding climate campaign designs and elements. They will be working with key experts in the region. We want to leverage your knowledge and expertise to interview. We want folks to volunteer to be an interviewee/interviewer. Please go to the sheets document and sign yourself up . We want to record the interviews but so that we can further synthesize the information we find. We are working to really drive an inclusive campaign around KC identity.
 - Please have those conversations by September 14th
 - Pip will provide an interview discussion guide and ask email. Please customize if you know the person. Any insights around the different sector areas and experience.
 - Question:
 - Are you looking for a representative sample of what council members think or which perspective?
 - Both would be valuable

- Thinking about who you are talking to and sometimes we have to code switch to describe things so that folks can understand.
 - USGB did the living standard study in 2018. It was retired because it was looking at the built environment pre pandemic and there has been a great shift since then.
- Lisa Maione, very excited be working with MARC & Barkley. The students are very excited to be working on something that impacts the communities.
 - Gayle, used to work for the UG and we would really like to see someone from the UG with folks from their community.
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4. **Urban Heat Island project** (10 min)

See project one-page [here](#).

- The Urban Heat Island project is in support of heat reductions. The partners are MARC, Evergy, KU and UMKC. Independence Avenue was selected because there is stratified income and there neighborhood is also a great place for heat reduction. What has been done to date is we are looking at Heat Watch KC 2021, Evergy has partnered with BTG and the arbor day foundation. UMKC has already conducted an independence ave study looking at cool roofs, green roofs, tree planting. The study did show that there is a lot of impervious surface along that area and that the existing tree canopy could be improved and where new trees could be planted. As you go further west there is more city that could use more greening and as going further east there could be a significant benefit for tree planting. Last Thursday we had a meeting with several neighborhood association leadership. The meeting was held at the Northeast Chamber of Commerce. We wanted to meet to gauge community members level of interest in engaging in the project with us. At the meeting we heard concern relating to maintenance. Neighbors also wanted to see businesses and institutions engaged in the process and would like some of the larger establishments to partake.
 - Next steps: Evergy is negotiating with Missouri Public Service Commission. This project is looking to be supported under MEEIA which would allocated around \$3 million. Our staff will be working to do outreach and engage the community effectively. Evergy is applying to the PSC for a one-year extension, it is looking favorable regarding funding but it has not been finalized yet.

5. **Climate Pollution Reduction Planning Grant**

- a. Workshops on September 7 & 8
 - i. We want to create a space for ideation and how to build coalition to advance the best ideas. We will solidify that process for how to best move forward. This go to formulating projects in a very substantial way.
 1. For folks who can't make it we will try to create some way to provide online feedback. We need to work on connecting the dots back to the community.
- b. Exercise: Share your most impactful project ideas

6. **Administrative Item**

- a. [Roster](#) and membership updates
- b. Meeting times
- c. CPRG - Technical assistance consultant review committee
- d. Ideas for social

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