

RANK

25 / 100

2020 CITY CLEAN ENERGY SCORECARD

# Kansas City

Kansas City had its best achievements in the community-wide initiatives category, due in part to the city's projected achievement of its greenhouse gas (GHG) emissions reduction goal. With the adoption of the BikeWalk KC Plan and Complete Streets Plan through Ordinance 190263 and Ordinance 170949, the city also has made improvements in transportation policies since the previous *Scorecard*. The city has several options for improving its score, with the most room for advancement in local government operations and transportation policies.

OVERALL SCORE

43.5 / 100



## LOCAL GOVERNMENT OPERATIONS

3.5

2.5

10



## COMMUNITY-WIDE INITIATIVES

7.5

3

15



## BUILDINGS POLICIES

13.5

7

30



## ENERGY AND WATER UTILITIES

7

5.5

15



## TRANSPORTATION POLICIES

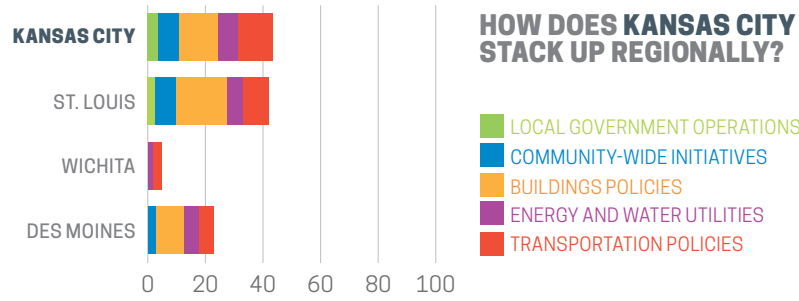
12

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



### LOCAL GOVERNMENT OPERATIONS (3.5 OF 10 POINTS)

Kansas City benchmarks approximately 80% of its municipal building square footage and conducts retrofits in several public buildings. The city is developing fleet efficiency requirements and actively converting streetlights to LEDs. Kansas City has GHG emissions reduction and clean energy goals for local government operations. Based on past years of emissions data, ACEEE projects the city will not achieve its near-term climate mitigation goal to reduce GHG emissions 30% below 2000 levels by 2020. The city can continue to make progress by continuing to procure efficient vehicles and install LED streetlights, and by adopting a comprehensive retrofit strategy.

### COMMUNITY-WIDE INITIATIVES (7.5 OF 15 POINTS)

Kansas City's GHG emissions reduction, energy reduction, and renewable energy goals set the vision for a clean energy future. The city has multiple climate goals, including a long-term GHG emissions reduction goal of 80% below 2000 levels by 2050. Based on past years of emissions data, ACEEE projects the city will achieve its near-term GHG emissions reduction goal of 25% below 2000 levels by 2020. Kansas City supported the creation of district energy within the city. To mitigate the urban heat island effect, the city aims to increase urban tree canopy coverage to 40% by 2020.

### BUILDINGS POLICIES (13.5 OF 30 POINTS)

Kansas City requires commercial and residential buildings to comply with the 2012 International Energy Conservation Code with local amendments. To achieve energy reductions in existing buildings, Kansas City requires commercial and multifamily buildings to benchmark energy usage annually in accordance with the Energy Empowerment Ordinance. The city offers several incentives to spur clean energy investment. Kansas City can do more to reduce GHG emissions from its buildings sector by adopting additional energy efficiency policies for existing buildings and solar- and electric vehicle-readiness requirements.

### ENERGY AND WATER UTILITIES (7 OF 15 POINTS)

Compared to other utilities, Evergy and Spire Missouri show low savings as a percentage of sales for both electric and natural gas efficiency programs. The utilities jointly offer an energy efficiency program for multifamily properties. Each utility provides a low-income energy efficiency program. The city is working to encourage the decarbonization of the electric grid by intervening in pending renewable energy cases. Kansas City can seek to partner with its utilities to advance clean energy goals and work to increase the energy and water efficiency of water services and wastewater treatment plants.

### TRANSPORTATION POLICIES (12 OF 30 POINTS)

Kansas City has not adopted a stand-alone sustainable transportation plan, but the city is a contributor to the regional Transportation Outlook 2040 Plan, which includes a goal to reduce transportation GHG emissions 20% below 2000 levels by 2020. Kansas City set a mode shift target to increase cycling trips to 5% of all trips. It can improve the accessibility of and direct investment towards transit services. Kansas City's zoning code promotes location-efficient development and abolished minimum parking requirements in specific zones. Kansas City can further promote sustainable transportation within the city by adopting a more comprehensive complete streets policy and policies that encourage energy efficiency in freight movement.