

Climate Action Plan - Community Advisory Committee

Aug 29, 2019 12:00 – 2:30 pm

300 Laporte – CIC Room

Anticipated Meeting Results: CAC Members will...

- Receive an update on the 2018 inventory and understand the implications on the 2020 goals;
- Provide feedback on a potential tool for applying an equity lens to CAP Strategies (short-term) and begin thinking about how these strategies could evolve for more equitable processes and outcomes (long-term)
- Provide feedback on the community stakeholder groups whose engagement should be prioritized for the first phase of Our Climate Future (updates to Road to Zero Waste, Energy Policy, & Climate Action Plans).

Attendees:

CAC Members (attendees in bold):

- **Stacey Baumgarn, Colorado State University**
- **Rose Lew, Fort Collins Sustainability Group**
- Evelyn Carpenter, Solas Energy Consulting
- **Todd Dangerfield, Downtown Development Authority**
- Scott Denning, Colorado State University
- **Javier Echeverria Diaz –Motherlove Herbal Company and farmer**
- **Ann Hutchinson, Fort Collins Area Chamber**
- Fred Kirsch, Community for Sustainable Energy
- **Steve Kuehneman, CARE Housing**
- **Lisa Leveillee, First National Bank**
- **Ben Lucas – Learfield/Colorado State University**
- **Sheble McConnellogue, Northern Colorado Clean Cities**
- Dawn Paepke, Kaiser Permanente
- Todd Parker, Brinkman Development
- **Amanda Probst – Community member**
- **Jean Runyon, Front Range Community College**
- Patrick Shyvers – Advanced Micro Devices
- Bruno Sobral, One Health Institute, CSU
- **Dimitris Stevis – Colorado State University**
- **Trudy Trimbath, Poudre School District**
- **Dana Villeneuve, New Belgium Brewing**

Staff Members: Lindsay Ex, Janet Freeman, Jensen Morgan, Katy McLaren, Brian Tholl, Paul Sizemore, Amanda Mansfield, Jackie Kozak-Thiel, Jeff Mihelich, DeAngelo Bowden, Michael Authier

Facilitators: Chris Hutchison, Diana Hutchinson

Community members: Dale Adamy

Notes

Introductions and Updates (*Inform*)

(Chris Hutchinson, Lindsay Ex, CAC Members)

- Introductions, purpose and ground rules reminder
- Framing of what we have done so far this year

Inventory and Projections Update (*Inform*) *(Michael Authier)*

- We have revised previous GHG results in the past as we have gotten more accurate information, such as % of ethanol in gas. We recently got more accurate information on statewide ratio of vehicle types, where cars and SUVs

were broken out separately. Bottom line is we are 1% farther from our emissions reduction goal with this new information, since there is a higher number of SUVs than was estimated in the previous modeling.

- Looking at electricity emissions, can see influences that increased usage (growth, weather) and decreased usage (influenced areas).
- Prediction for 2020 is between 19% and 25% reduction from 2005 levels. There is a range based on uncertainty of weather and Platte River Power Authority roll out of wind power.

CAP CAC Group discussion:

- Do we expect other major shifts like this transportation one?
We don't anticipate any major shifts but are always looking to make data sources and methods better.
- Recent articles of SF6 emissions from Broadcom, may be as high as 12% of Fort Collins GHG emissions.
Need to be able to look at 2005 levels to be able to determine if there is a shift since we are comparing it to the baseline if we wanted to add it to the goal.
Council direction is to track and show the industrial emissions but not consider that as something we are able to influence.
Some elements are included across industry/community such as overall electricity used, others are not included like industry direct emissions.
We also don't count our upstream emissions – there are always opportunities for improvement and consideration around what the best performance indicators are in this space.
The City is looking at how we measure success in the future, to incorporate some of these other factors.
- The graph showing trends in types of vehicles represented the data (car, SUV, light trucks, heavy trucks) as a % of total vehicles. As such, that particular graph does not reflect the variability of total vehicle stock over time. However, the City does now have the ability to look at this using the new data.

Equity Lens Application – Energy Efficiency and Transportation Initiatives (*Involve/Collaborate*)

(Lindsay Ex, Brian Tholl, Paul Sizemore, Amanda Mansfield, CAC Members)

- Re-grounded on the equity work that was completed in May and the CAC's feedback
- Rebranding to "Our Climate Future" plan which includes combined climate action, energy, and zero waste plans.
- In May, best practices for how cities evaluate climate action strategies from an equity lens were discussed briefly, a few other cities held out as examples in the homework.
- Our Climate Future and CAP are starting to move into the space of equity. Council priority includes equity and inclusion. Starting to collect data to ground us and see where disparities are, will also be an anti-discrimination policy.
- Tested the GARE tool (list of questions) on two separate CAP initiatives – Efficiency Works Homes and Transportation Demand Management (TDM) – to provide feedback on the tool itself, the individual initiatives, and longer-term implications for Our Climate Future (strategy development, metrics, etc.)
 - Efficiency Works program – energy assessment and support for energy use reduction for homeowners
 - Transportation Demand Management – instead of just building more infrastructure, influence types of travel people are using.
 - **CAC Feedback will:** Support staff's evaluation of the tool, inform strategy selection and design for Our Climate Future, inform future applications of the tool
- **CAP CAC Group discussion on the GARE tool:**
 - Strengths:
 - The tool was effective in raising questions about equity for an existing program that we hadn't looked at in that way before.
 - The tool pulled out obvious equity considerations around programs like Efficiency Works.
 - The tool was intuitive and clearly laid out even with all the data unknowns in the TDM program.
 - Appreciate that this tool pushes us to ask questions we might not ask otherwise.

- (Homework follow-up) It was very easy for me to understand the tool. I like that it can be adapted along the way as you find things that work for Fort Collins. One of the biggest benefits I see is that it makes us talk about this. I also think it is important that this tool is used by people of various demographics since people of different backgrounds will likely approach and interpret the questions differently and all perspectives will be useful.
 - Questions/Concerns:
 - When to use this tool and how?
 - What are we trying to accomplish with this tool? What are the goals for using this tool?
 - Why wouldn't we use this tool for everything? Could be time constraint. Also need clear goals starting with people. i.e. how can we get more people on the bus -> how can we make riding a low-emission bus a safe and healthy option for more people.
 - Is the tool better to use on a specific program or a portfolio of programs? Each program might not help everyone, but within all the programs might have better coverage.
 - What is the definition of racial equity? What are the races being looked at?
 - What is our implicit bias in answering the questions in the tool? The questions are open ended and subjective.
 - Look at other uses of the tool in other communities to learn best practices. We don't have specific equity/diversity goals for our community which is part of how the bigger toolkit has been used by others. Is it effective to use a smaller piece of the whole toolkit?
 - Other tools might help combine the idea of equity and greenhouse gas emission reduction concurrently.
 - Our CAP modeling tool does reflect GHG reduction but was not designed to consider equity at all.
 - Privacy might be an issue, vs. the ability to target. There is a tension between being able to collect data (such as when a customer uses energy, or the total amount of energy used) and targeting a resident using that data. Could cause privacy concerns with some.
 - Other:
 - This tool should not be used as a last-minute add-on or to check a box. Use this tool throughout and for community guidance.
 - Other communities have tested a variety of tools, this one was the most intuitive to use for those who have been trying them.
 - Think about how we are going to employ this tool equitably. For instance, if strategies are developed as a result of using this tool, we must develop a mechanism for deciding which strategies to implement in a way that is equitable and strategic.
 - Try this out as a pilot, don't commit to it yet.
- **CAP CAC Group discussion on applying the GARE tool to specific programs:**
 - Efficiency:
 - The group shared ideas for how equity could be applied to the Efficiency Works program, such as understanding who is targeted and what are the racial / socio-economic categories of the customers.
 - Could take the equity lens beyond the end customer. For example, contractors selected for Efficiency Works home upgrades could be looked at to make sure minority/women-owned construction business are included.
 - Seems like there could also be potential to impact Community Engagement and Education with this program (Step 1, Question 3)

- What programs are available to renters and landlords? Can these programs be evaluated as a whole (and potentially do that with other programs) since they are designed to target different groups? That would then show us where the gaps remain in who is engaged, impacted, etc. by the two programs.
- What loans are available? In one members neighborhood (Reclamation Village), there are many older homes and people who don't have high incomes but have owned their homes for decades. How can neighbors engage with each other so they can share their experiences?
- Transportation:
 - Extend transportation programs beyond just commuting trips to expand impact to other city residents (i.e. employees who work remotely, students).
 - What considerations are taken for people with kids? An example is one member's boss who drives to work instead of biking because his wife works 45 minutes away and he needs the flexibility to pick up their child.
 - One member also shared a podcast: how things are designed without women in mind and we don't even realize it. I think that same idea applies to race, low-income etc. as well. <https://99percentinvisible.org/episode/invisible-women/>

Stakeholder Mapping for Our Climate Future (*Involve*)

(Jensen Morgan, DeAngelo Bowden, CAC Members)

- Shared staff's process to date for identifying stakeholder groups.
- **CAC Feedback will:** Help identify additional stakeholder groups that have not historically engaged in climate action planning efforts
- **Stakeholder mapping tool feedback from CAC**
 - Strengths:
 - Generally straightforward and logical
 - One tool in the toolbox
 - Provides a starting list
 - This tool shows us what communities to focus on; this tool starts the conversation about race, inequity, etc.
 - Questions/concerns:
 - Tool perspective on impact includes both planning and implementation aspects, might want to consider one or the other.
 - How is geographical boundary identified? FC city limit, GMA, surrounding areas are also impacted by our decisions.
 - Not clear how broad of a view or how deeply to dive – could spend months trying to figure out where people fall as individuals, or take a broader perspective. Could groups be combined into larger categories, or could you leverage people who are included in more than one category.
 - Only one tool in the toolbox
 - Binary, snapshot, blunt. Impact will be different for different impacts. Groups will move categories depending on planning and implementation, also can be part of multiple groups. Dynamic membership.
 - Challenge of assessing impact – is this of climate change, or climate change plan/programs?
 - This tool may encourage us to make stereotypes and generalizations where we group people too broadly and therefore don't engage with everyone we could because we assume all white people have money, or something like that.
- **Other stakeholders that should be included in the high impact/low influence quadrant**
 - Why are faith-based communities in this category? They seem to be involved and have influence.
 - Veterans
 - Distinguish between 4-year university and community college students

- Neighborhoods more prone to flooding
- Transportation network (TNC) (Lyft, Uber drivers)
- K-12 – just students? What schools (public, charter, private, homeschooled). Maybe just children.
- Employees at lower level of companies who don't have time/ability to express
- Pregnant women
- Fixed income / limited resources
- Renters (residential/commercial)
- mobile home park residents
- in GMA, not in City
- Low income -> Low socioeconomic status
- Transit riders -> alternative transportation users

Next Steps (Collaborate)

(Chris Hutchinson, Lindsay Ex, CAC Members)

- Continue
 - Reminding us it's ok to say, "I don't know"
 - Reminder of where we've been and where we're going (context)
 - Coffee
 - Discussion on efficiency and equity
 - Small group discussion
 - Getting everyone's inputs
- Stop/Start (Change)
 - Consider new initiatives like looking regionally (funding etc)
 - Does the passing of the emergency resolution by council have any influence on our activities?
- Upcoming meeting topics – Let Lindsay know if you want to be involved in the planning meetings for any of the topics.
- Will be starting to recruit for new CAC members, this should come out in the next week with more details.