



www.iaclimatechange.us

**DRAFT TELECONFERENCE MEETING SUMMARY
TLU Subcommittee
Call #3, January 11, 2008**

Members Attending:

Participant	Organization
Bruce Anderson	Iowa Auto Dealers Assoc.
Stuart Anderson	Iowa DOT
Frank Cownie	Local Government
Senator Robert Hogg	State Senator
Robert Miklo	City of Iowa City, Senior Planner
Stephanie Weisenbach	1000 Friends of Iowa

Governmental Agency Liaisons:

Iowa Department of Natural Resources: Marnie Stein

Center for Climate Strategies: Lewison Lem, Tiffany Batac, Jason Miles

Members of the Public: None

Agenda Item#1: Introductions and Review of Agenda.

CCS took roll call, introduced members, and reviewed the agenda for the meeting. Meeting materials including the Catalog with notional rankings are available at www.iaclimatechange.us.

Agenda Item#2: Review Purpose and Goals.

The purpose and goals of the meeting were to review the catalog option rankings and prepare for straw votes on the options.

Agenda Item#3: Approval of Summary of Prior Call / Meeting [Decision Item]

The meeting minutes from Call #2 were reviewed and approved based on the following agreed changes:

Senator Hogg: Requested that on pg.3 under his comment about public education that the last sentence pertaining to “eco driving” be removed.

Stephanie Weisenbach: Requested that her comments regarding context sensitive solutions be included.

Agenda Item#4: Review of Results of ICCAC Meeting #2 and Goals for SC.

CCS reviewed ICCAC meeting minutes and recommendations:

From ICCAC Meeting #2 December 12, 2007:

1. The Council recommends multiple scenarios for state-wide reductions in greenhouse gases with targeted goals of 50% and 90% by 2050.
2. The Council recommends adopting a baseline year of 2005 for the purposes of calculating state-wide greenhouse gas emission reductions in future years.
3. The Council recommends adopting other baseline years for the purposes of economic opportunities and incentives as needed.
4. The Council recommends GHG reductions for interim years including 2012, 2020, and finally 2050.

Comments on Interim Targets:

Frank Cownie: Brought to attention Senator Hogg's comment of not including interim targets. It is Mayor Cownie's opinion that interim target dates with associated numbers need to be considered.

Senator Hogg: The Climate Action Partnership put forth their recommendations as they needed to say something, but due to limited time, they felt there was not sufficient time to develop interim targets. The Climate Action Partnership (Including members: John Deere, DOW, DuPont, Ford, GM, Siemens, Shell, Alcoa and others) stated that within five years, as a country, we need to peak (with regards to GHG emissions) at no more than 5% above today's level. We should be 10% below 2000 levels by 2017, and by 2022, 10% - 30% below 2007 levels.

Frank Cownie: Questioned this "soft landing" and mentioned hope for a more aggressive stance by these companies on this issue.

Senator Hogg: We could cut emissions by 10% - 20% just by getting people to use energy more efficiently, but we have public education work that needs to be done.

Agenda Item#5: Development of Iowa Catalog of States' TLU Actions with Rankings.
[Decision Item]

CCS described the updated catalog with notional rankings. The cost effectiveness rankings are generally dollars spent for ton of GHG reduction. It was also clarified that the notional rankings in the catalog are based upon state experience across the U.S. Numbers have not yet been determined for Iowa, and the rankings are open to discussion

Options can be prioritized according to what is appropriate for Iowa. CCS also suggested that the group also think about bundling options that make sense together. There are also option descriptions to be found on the website at:

<http://www.iaclimatechange.us/ewebeditpro/items/O90F14639.pdf>

The group talked through sections of the catalog and raised questions and comments that should be considered. The following highlights the discussion:

Section 1 – Passenger Vehicle GHG Emission Rates

TLU 1.1.1: Tailpipe GHG Emission Standards: California Clean Car

Bruce Anderson: The manufacturing alliance is in town lobbying on this issue. Ideally this would be handled on a Federal basis as these state standards are disruptive to the market, particularly with interstate trading among dealerships between bordering states. Also, the Jalopy effect, if you reduce choice or mandate inventory that the public doesn't want, then the public will keep their older higher emission vehicles, repairing these instead of purchasing newer, more efficient vehicles. These state standards can be counter productive. Additionally, the EPA waiver which would allow states to implement the California standards has been denied and is currently in litigation.

Senator Hogg: There are multiple benefits to more fuel efficient vehicles, including reducing the importation of foreign oil.

Bruce Anderson: The new energy bill includes a 40% hike in fuel efficiency.

Frank Cownie: 1.1.1 – “California Clean Car Standards” - These standards would be difficult to implement in the short term. What are the options with high potential to be implemented and a high cost effectiveness. Also, how are these options implemented? Are they required and mandated or do we just provide education on these options?

Lewison: Different implementation strategies can be used depending upon the option and the state. Incentives, public education, and mandates can all be used depending upon how strongly and how quickly you want to move forward. On 1.1.4, “Low Rolling Resistance tires”, tires that help to increase fuel economy, Montana used public education, while in California set minimum standards for using these tires as replacement tires.

Bruce Anderson: Increased federal emission standards, removes much of the argument that will be present at the state level.

Frank Cownie: Getting federal votes in the U.S. senate is more difficult than getting the 4 local city votes. So for some items it may be easier to implement on a local level instead of at a federal level.

Bruce Anderson: Federal CAFÉ standards in the new energy bill will be raised to 35mpg by 2020.

Lewison: The new CAFÉ standards will certainly have an impact on GHG emissions. The timing of meeting these standards is still an important issue. Additionally, as these emission reductions would be at a federal level, a state would not be able to take credit for these emission

reductions and it would therefore make it more difficult for states to meet their GHG reduction goals.

1.1.5: Hybrid Buses

Senator Hogg: Iowa's plug-in hybrid school bus program is taking hold with the 1st plug-in hybrid school bus to be received in Nevada, Iowa on January 24th, at 9AM.

1.3.5: Vehicle Scrappage

Bruce Anderson: Concerning the Jalopy Effect, the federal government is looking into forming non-profits to purchase & remove non-efficient vehicles from the road.

Senator Hogg: Policy option 1.3.5 - "Vehicle Scrappage" – possibly an option that would work to counteract the Jalopy Effect.

Section 2 – Land Use and Location Efficiency

Frank Cownie: Land use is a key factor. There has been opposition to performing regional planning. Future needs must be examined in designing neighborhoods, such as developing corridors suitable for more dense populations. There may be a lobby against this type of land use planning, similar to fuel efficiency standards.

Stephanie Weisenbach: In terms of state level action, the tide is turning and there are several local examples of better land use planning, but there needs to be a level playing field as it could lead to a competitive disadvantage for some communities. At the federal level, the next authorization of the federal transportation bill may include land use in their long range plans.

Lewis: Land use planning can start with voluntary and public education efforts, and as analyses are performed, it can be examined if other measures are necessary.

2.3.3 "Pay as You Drive Insurance"

The rankings for 2.3.3 "Pay as You Drive Insurance" are determined by the size of the population affected. These rankings are based upon the experience in other states as the numbers have not been run in Iowa. In many states, pay-as-you-drive insurance is not even an option. People who drive less than the average in their area, can benefit from this. Certain companies are working towards offering this as a product.

2.1.9 – "Brownfield Redevelopment"

Brownfields tend to be where there are already built up developments. These are infill redevelopments, located closer to where people live and work, thereby avoiding leapfrog development. This encourages development in older areas and can mean less VMT. The 10 minute rule, for example – where can you get to in 10 minutes depending upon where you live, regardless of your mode of transportation. This affects how much fuel you're going to consume.

Frank Cownie: Des Moines was laid out in ¼ to ½ mile increments where basic needs were provided within this distance. This has since gone away with the rise of motor vehicles and

roadway infrastructure. By 2020 truck traffic will nearly double. *(This was later corrected to an increase of 50% by 2020)* With it being more efficient and cost effective to move items by rail, we should be examining more rail options instead of tearing up our roadway infrastructure.

Section 3 - Freight

3.3.4 – “Shift Freight Movements from Truck to Rail”

The projection of doubling truck traffic is not surprising and has come up in other states. Moving freight to rail also depends upon whether you have excess capacity on rail or whether you would need to add rail capacity.

3.2.8 – “Enforce Anti-Idling”

Idling reduction technology is typically built into trucks, but is only activated in states where it is required.

3.2.7 – “Truck-Stop Electrification”

National freight companies seem to be very supportive of this as it saves fuel consumption.

Senator Hogg: If we double truck traffic by 2020 *(This number was corrected to an increase of 50% by 2020)*, and increase afterwards, how would we get to a 50% reduction of emissions in that sector? Would we have to quadruple efficiency?

Stephanie Weisenbach: Maintaining freight rail infrastructure is critical for keeping rail viable in the future. Maintenance on highways increases with that increased traffic. With the development of ethanol plants, use of highways to ship biomass for ethanol could also further increase truck traffic on our highways.

Stuart Anderson: The forecast of truck traffic is a 50% increase from today by 2020. Still a huge amount. DOT is looking at ways to deal with this by shifting to rail. Working to implement an “Access Rail” program that was approved by the legislature, to provide rail access to industry across Iowa. Ethanol plants in Iowa are being built along the rail lines. Stuart will share his presentation with the group.

Agenda Item#6: Review of Balloting Process

Ballots for “straw votes” will be sent out via email to the subcommittee members after Call #3. Each SC member may cast up to 10 votes, with no more than one vote per option, and there will be a comment column to insert any insights or bundling ideas. CCS will document the initial list of priority options based on ranked voting outcomes, and on the next call the SC will review and finalize priority options to be recommended to the ICCAC. Ballots must be submitted by COB Wednesday January 16, 2008 at 6PM CST.

Agenda Item#7: Review of Next Steps of TLU Subcommittee.

The goal for meeting #4 is for the TLU-SC to come up with one set of recommendations to be presented to the ICCAC. The ICCAC will then vote on the recommended policy priorities at the February 8 meeting.

Agenda Item#8: Agenda, Time and Date for Next Meeting. [Decision Item]

The next meeting will take place on Friday, January 18th, 8:30AM CST – 10:00AM CST