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DRAFT TELECONFERENCE MEETING SUMMARY
TLU Subcommittee
Call #4, January 18, 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, Bill Cowart, Jason Miles

Members of the Public: None

Agenda Item#1: Introductions and Review of Agenda.

CCS took roll call and reviewed the balloting process and the agenda of the call.

Agenda Item#2: Review Purpose and Goals.

Lewison reviewed the purpose and goals of this call. The SC’s goal for this meeting is to finalize a list of recommended priorities for further analysis to be presented at the next ICCAC meeting.

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

Meeting minutes of Call #3 were reviewed and approved subject to the following changes:

Page 4, Section 2, last sentence – the next federal transportation bill – replace the word “will” with the word “may” and include “land use” and not “planning”. On page 5, comment on freight rail infrastructure – replace the word “freight” with the word “rail.”

Agenda Item#4: Discussion of Balloting Results and Policy Priority Setting

Tiffany reviewed the balloting process and results including the tallied votes and bundles. All the votes, including bundles, were counted to come up with the top-priorities. Many of the bundles were similar in the selection of options. (Ex: Option 1, essentially a smart growth bundle, but how the options are bundled or which options exactly are included is still up for discussion.) Options were broken down into top-, medium-, and low-priorities including all bundling suggestions. The initial results showed 7 top-priority options.

A total of five ballots were received from Bruce Anderson, Senator Hogg, Iowa DOT (c/o Stuart Anderson), Stephanie Weisenbach, and Robert Miklo.

CCS offered to leave voting period open due to short notice and to allow Mayor Cownie an opportunity to vote.

Lewison walked the group through the initial list of priorities. It was noted that bundling similar strategies can have a much greater effect than some stand-alone options. Additionally, more information and specifics (i.e. implementation mechanisms) will be developed once the ICCAC approves a list of options for further analysis. For the purposes of this meeting and in preparation of the 3rd ICCAC meeting, the group discussed potential bundles of options as well as bundling titles, and agreed on the following:

TLU #1 “Smart Growth Bundle”

Robert Miklo & Senator Hogg: Agreed with bundling Bike and Pedestrian Infrastructure under TLU #1 “Smart Growth Bundle”

Stephanie: 2.1.1 – The statewide growth management plan. It’s been suggested in Iowa, but has not passed. Per capita VMT programs, and regional targets for reducing VMT, are being considered in other states such as Oregon.

Robert Miklo: 2.1.1 could be part of smart growth. Individual cities can implement some smart growth programs, but this needs done on a regional basis for it to be beneficial.

TLU #2 “Light Duty Vehicle Fuel Efficiency Incentives”TLU #3 “Greenhouse Gas Impacts for State and Local Capital Funding”

Stephanie: Requested that under this option, investments in infrastructure, roads, water, and sewer are examined and that the design and location of these investments are examined to determine what the impact these developments would have on VMT and GHG emissions. Look at LEED standards and look at GHG issues with buildings as well.

TLU #4 “Expand Transit Infrastructure” – Suggested other options to consider besides just expanding the transit infrastructure. CCS asked for any discussion or tweaks on this bundle.

Stephanie: Questioned how “emphasis on retail destinations” became included under 2.2.5 “Expand Transit Infrastructure.” Felt this option should have a broader focus including jobs.

Senator Hogg: Suggested removing the “emphasis on retail destinations” from the title. This was agreed upon, but it was mentioned that the focus on retail could be included later in the document submitted to the ICCAC.

“Establish Omaha/Des Moines/Iowa City/Davenport leg of Midwestern High Speed Network”

Stephanie: Requested changing the language to “support” from “establish.” Also hesitant about listing certain cities as there can be competition between cities. Requested to make this language a bit broader.

Senator Hogg: Agreed with Stephanie on both points. We want to support a rail network, but we need to assess whether a passenger rail network is going to significantly reduce GHG emissions and at what cost. And we should talk about including other cities like Dubuque.

Based on one of the ballots, it was recommended to change this option title to say, “Support Passenger Rail Service in Iowa.” The group agreed on this.

TLU #5 “Support Passenger Rail Service in Iowa”

TLU #6 “Adopt Best Workplaces for Commuters in Iowa” includes ridesharing and other programs to provide commuting options. Also include adopting policies and providing incentives. There is an identifiable national program associated with that label.

CCS explained that beyond these initial #6 bundled options, the remaining options only have 1 or 2 votes each. CCS asked if there were any of the options which received two votes that could be bundled into the other 6 bundled items.

Senator Hogg: We should have something that deals with freight rail as an option. Have to engage the motor truck and rail associations in this process. Also the low-GHG fuel standard definitely needs to be assessed. Requested that the group think of including the California LEV program option. Would like to continue the discussion of adding this option based upon the need for energy independence. Senator Hogg had to leave the call, but deferred to the group to work through the remainder of the list.

Stephanie: Agreed with Senator Hogg on the mid priority list items he wanted to advance. Also questioned what the options are for advancing the mid-low priority items.

Lewison: Referred to the policy option template which outlines the information that the TLU-SC is responsible for putting together. The limitations are what we can handle as a group.

Robert Miklo: Referring to the California LEV standards suggested that the add-on technologies seem easier to implement. Although leaning towards California LEV standards, like Senator Hogg, these standards will likely be decided at the federal level. Questioned if the low GHG fuel standards, is for ethanol?

Lewison: Explained the low GHG fuel standards are aimed at lowering carbon intensity by 10%, this can be through biofuels, ethanol, etc.

Stephanie: The legislature passed incentives to help gas stations pay for the equipment to provide ethanol.

Lewison: It was suggested and approved to bundle 1.1.4 add-on technologies and 1.2.2 vehicle maintenance into TLU #7 “Fuel Efficient Operations for Light Duty Vehicles.”

Bruce Anderson: Suggested providing incentives for retiring jalopies.

Lewison: Could this be included in 1.3.5 Vehicle Scrappage? This is often done through incentive programs and could be bundled with these incentive programs. It was suggested and approved that 1.3.5 Vehicle Scrappage be bundled with in vehicle scrappage with “TLU #2 Light Duty Vehicle Fuel Efficiency Incentives.”

Stephanie: Suggested 2.1.1 Statewide Growth Management Plan & 2.1.4 Provide Technical and Financial Support to Local and Regional Agencies go together or are bundled with smart growth.

Robert Miklo: Sees 2.1.5 Modify and Fund Liberalizations/Reforms of State and Local Tax Zoning/Building Codes, as being bundled with Smart Growth as for Smart Growth to occur, you need incentives for infill development or reforms through zoning codes which are not likely to happen on the local levels.

Lewison: It was suggested and agreed that 2.1.1, 2.1.4, and 2.1.5 would be bundled into Smart Growth

Tiffany: Iowa DOT, suggested the title “Support Alternative Modes of Transportation for Commuting” for 1.3.10 which is currently “Push Alternative Travel into the Advertising Mainstream.”

Lewison: This seems to fit under Best Workplaces for Commuters.

Stephanie: Suggested public education might be effective under this category.

Lewison: Public education could be a part of any of these categories.

Robert Miklo: Skeptical of advertising for alternative modes of transportation which is why he supports bundling this into “Best Workplaces for Commuters.”

Lewison: Suggested bundling 2.2.2, “Improve Transit Service” in TLU #4, Expand transit Infrastructure. Also suggested that 2.2.19 Guaranteed ride home, be bundled with TLU #6 Adopt Best Workplaces for Commuters in Iowa.

Stephanie: Suggested 2.2.26, Regional Transportation Centers, could be bundled under TLU #5, Support Passenger Rail Service in Iowa.

Mayor Cownie: Did not vote. Would like to throw in his vote for tailpipe emissions standards.

Robert Miklo: Requested that as a full group we talk about tailpipe emissions as there had been some dissent on this item.

Bruce Anderson: The auto dealers point is that there should be a strict standard, but that it should be federal.

It was agreed upon by the group that this issue remains open for discussion and consideration.

**Agenda Item#5: Identify Initial Priorities for Analysis to Recommend to the ICCAC
[Decision Item]**

CCS reviewed where the group is at regarding bundling of options.

- TLU #1 – “Smart Growth Bundle”
- TLU #2 - “Light Duty Vehicle Fuel Efficiency Incentives”
- TLU #3 - “Greenhouse Gas Impacts for State and Local Capital Funding”
- TLU #4 – “Expand Transit Infrastructure”
- TLU #5 – “Support Passenger Rail Service in Iowa”
- TLU #6 - “Adopt Best Workplaces for Commuters in Iowa”
- TLU #7 – “Fuel Efficient Operations for Light Duty Vehicles” (to include 1.1.4 add-ons and 1.2.2 vehicle maintenance)
- TLU #8 – “Fuel Strategies”
- TLU #9 – “Freight Strategies” (to include truck and rail in the discussion).
- TLU #10 – “New Vehicle Standards” (Tailpipe GHG and Fuel Economy – For Discussion)

Agenda Item#6: Review of Next Steps

CCS will send out the minutes and written recommendations for SC review prior to the ICCAC meeting on February 8th. The document will be in a similar format to what has been used for this meeting.

Marnie: ICCAC meeting is on Feb 8th and will be held in Urbandale. This is a public meeting. The meeting will focus on reviewing all recommendations by all subcommittees.

Agenda Item#7: Agenda, Time and Date for Next Meeting. [Decision Item]

These were the proposed dates for Meetings 5 and 6. A confirmation email will be sent out to get feedback from members who could not stay the entire call.

Meeting #5: February 15th, 9am – 10:30am CST

Meeting #6: March 14th, 9am – 10:30am CST

Agenda Item#8: Public Comments and Announcements.

None.