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**DRAFT TELECONFERENCE MEETING SUMMARY**  
**TLU Subcommittee**  
**Call #6, March 14, 2008**

**Members Attending:**

<b>Participant</b>	<b>Organization</b>
Bruce Anderson	Iowa Auto Dealers Assoc.
Stuart Anderson	Iowa DOT
Scott Cirksena	MPO
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:** Karrie Darnell (for Marnie Stein)

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

**Members of the Public:** Kevin Brubaker (Environmental Law and Policy Center), Harold Hommes (Iowa Department of Agriculture), Brad Miller (Des Moines Area Regional Transit – DART), John Maynes and Jeff Hove (Petroleum Marketers and Convenience Stores of Iowa – PMCI).

**Agenda Item#1: Introductions and Review of Agenda.**

CCS took roll and Lewison reviewed agenda and welcomed new members to the call.

Stephanie Weisenbach stated there was additional work needed to be done on the documents she submitted and that additional time would be needed prior to submitting the documents to the ICCAC.

Jeff Hove sent a document to Marnie earlier this morning breaking down state and federal incentives and mandates for renewable fuel usage, noting that the revised Energy Act incorporates GHG lifecycle in its program, setting goals and standards in renewable fuels. This document will also need to be reviewed and incorporated which will take additional time to complete.

Lewison acknowledged the time issues and stated we will not likely get to the Iowa Draft Inventory and Forecast document during this call due to time constraints.

**Agenda Item#2: Approval of Summary of Prior Call / Meeting [Decision Item]**

Scott Cirksena moved to approve the meeting minutes. Mayor Frank Cownie seconded and the meeting summary from Call #5 was approved.

**Agenda Item#3: Review and Discussion of Draft Straw Proposals**

Tiffany reviewed the draft straw proposal document covering policy descriptions and designs. Some groups went ahead and added in ideas for implementation, but this section does not yet need to be addressed until after the next full council meeting. In the draft straw proposal document, Tiffany highlighted areas that will need to be discussed further including timing issues and parties involved.

Tiffany noted a couple items in the document for discussion. For example, there are two different versions of TLU-7 (TLU-7.1 Fuel Efficient Replacement Tires and TLU-7.2 Consumer Information on Vehicle Miles Per Gallon), and TLU-10 was incorporated into TLU-2. These among any other outstanding issues will be addressed in greater detail as the group reviews these options later in the call.

Stephanie Weisenbach also noted that not all of the people who have volunteered to develop these proposals have been able to include their input.

The following outlines the discussion on the draft straw proposals discussed by the group:

TLU-5 Support Passenger Rail Service in Iowa

Stuart Anderson: There is a goal to establishing long distance passenger rail in Iowa. Studies are currently on-going examining feasibility. Long-term 2030 goal is to have a regional statewide passenger rail system across the state of Iowa.

Mayor Frank Cownie: Additional opportunities for passenger rail have been identified between Cedar Rapids and Iowa City and other markets and would like to be sure they are part of the discussion.

Stuart: The initial focus for TLU-5 is on long-distance rail service. TLU-4 will examine expanding transit infrastructure and would examine smaller local rail lines.

Brad Miller: Is there a time frame for Iowa-City to Des Moines line?

Stuart: Waiting for the feasibility study to be complete to determine time line based upon whether it's feasible. Implementation of Amtrak service from Chicago to Iowa City should also be included by 2015, pending the results of the feasibility study.

Mayor Frank Cownie: Including the route to get to Des Moines would enhance the feasibility of the study.

Kevin Brubaker: The feasibility study for Chicago to Iowa City is almost complete, but the feasibility study for reaching Des Moines is not close to being complete. Therefore, the deadline of 2015 for reaching Des Moines might be pushing it at this point.

Senator Hogg: Would like to see as ambitious goals as possible. Interested in quantifying how many people will divert off the interstate or away from air travel and onto passenger rail. What does full implementation of passenger rail service look like by 2030? Would like to state X number of trips will be taken by train instead of by car or air. For example, by 2030, passenger rail is going to be absorbing 25% of all vehicle miles traveled (VMT) and by 2050 it's going to be absorbing 50% of all VMT.

Lewison: Should TLU-5 be sent back to the subcommittee or can the language be adjusted for submittal as a draft. The words are intended to be used as a parameter, a visioning exercise.

Brad Miller: By 2012 take Amtrak from Chicago to Des Moines. By 2030 look at having a passenger rail system that connects all major metropolitan areas in the state.

This language was agreed by Stuart Anderson and the rest of the group.

#### TLU-6 Adopt Best Workplaces for Commuters in Iowa

Stuart Anderson: DOT developed this policy option. The program was started by the USEPA and DOT. By 2012 all of Iowa's 9 metropolitan areas will focus on getting the word out to the public about this program. This also means they are providing subsidization and performing other measures to encourage workplaces to adopt these policies. Cities will also look at funding and tax subsidization opportunities as well.

Stephanie Weisenbach: How does the cost of funding this policy correlate with VMT reduction?

Stuart: 8.5 billion miles were for work related travel in Iowa last year, with the majority of these being done by single occupancy vehicles. The cost of implementation for this program was not available, but it was agreed that the cost compared to VMT reduction would be important to examine in the future.

Brad Miller: The key to implementation is the correlation between cost with overall GHG emission reduction. In other states this program has not been as successful as promised.

#### TLU-9 Freight Strategies

Scott Cirkseña: Nationally, an 89% increase in freight traffic is anticipated by 2035. Freight idling and removing bottlenecks are big issues that need to be addressed. The draft recommends establishing a statewide freight advisory committee to identify actions to support freight movement. Move to more multi-modal facilities. Move freight to rail. Truck and rail industries

need to work together. Support initiatives to encourage railroad capital investment to increase capacity. Rail revolving loan / grant program. Support truck stop electrification. Provide incentives to truck operator owners to cut idle time from 60% to less than 10%.

Lewison: Questioned whether TLU-9 should be broken into a few strategies and have one set of strategies for truck and another for rail.

Scott: Felt that everything under TLU-9 goes together and sees these strategies as remaining together.

Stephanie: Asked if the estimates from the American Association of Railroads should be included as part of the goals.

Scott: Wants a broader goal of reduction. Not sure what the number is at this point.

Senator Hogg: Would like the Iowa Motor Truck Association to be noted as an interested party. Reminded the group that the group is statutorily obligated to reach a 50% GHG reduction by 2050. Would like to have something realistic, but would also like to keep our goals in mind. Questioned if there have been any breakthroughs expected in the trucking industry fuel economy? Hybrid school buses have increased fuel economy from 6mpg to 10mpg. We need to do something similar that the Motor Truck Association feels is doable.

Scott: We will have well over a 50% reduction over today's standards. We will include hybrid technology with class 7 and class 8 trucks with up to a 15% increase in fuel economy. Most hybrid fuel economy improvements are made in stop and go traffic.

Jeff Hove: Some consistency on providing accurate offset numbers is needed. Need to be certain we're getting the most accurate numbers available. Also wanted to be sure that we're including all GHG and not simply CO2.

Lewison: Clarified that estimates will cover all greenhouse gases and will be presented in CO2 equivalents.

Stephanie: In the last paragraph, say Iowa DOT "will seek" instead of just Iowa DOT "seeks to assure." There was some concern on putting too much emphasis on DOT.

Frank Cownie: Would like to get more to substantive words, and wants words like "will" included in these policy descriptions.

Senator Hogg: We're setting out aspirational proposals, so he agrees with the stronger terminology at this point.

Lewison: Suggested changing the word to "will" and then the Iowa DOT can review this in the minutes.

TLU-2 Light Duty Vehicle Fuel Efficiency Incentives

Senator Hogg: Wasn't sure of where Iowa's state fuel economy is currently. Concerned that some of the numbers in TLU-2 may be too low. Federal increase in fuel economy has not been included in these numbers. The goals set forth are for all vehicles, not just new vehicles which are addressed in the recent Energy Bill fuel economy increase.

Senator Hogg: TLU-2 is realistic but not ambitious enough. Would like to see the California Standards included as a viable option if federally permitted. If adopted regionally or nationally. Asked if Lewison can rework the language to reflect this conversation.

TLU-7.1 Fuel Efficient Replacement Tires Program / TLU-7.2 Consumer Information on Vehicle Miles Per Gallon (MPG)

Bruce Anderson: Looking at ideas from Colorado and Montana. Low rolling resistance tires and a gadget driven educational recommendation to get technology in cars that provide an instant/real-time reading on tire pressure and fuel efficiency.

Lewison suggested setting up an additional meeting as time was running out for this call and there was still more to discuss.

**Agenda Item#4: Review and Discuss Development of Iowa Draft Inventory and Forecast**

The Iowa Draft Inventory and Forecast was moved to the next meeting's agenda.

**Agenda Item#5: Next Steps for Development of Straw Proposal Options**

Bob Miklo: Acknowledged the work that Stephanie has done on the smart growth bundle. Would like to continue to work on this over the next week.

Lewison: TLU-1, TLU-3, TLU-4 will all be looked at on the next call and we'll work on refining language on the other options.

Stephanie: Will work with Frank Cownie, Brad Miller, and staff prior to the meeting on the 28<sup>th</sup> to go over the language of the options.

**.Agenda Item#6: Agenda, Date and Time for Next Meeting**

The next meeting is scheduled for Friday March 28<sup>th</sup> 9:00 a.m. – 10:30 a.m. CDT, where we will continue to look at the draft language for the policies and try to get something together to submit to the ICCAC.

**Agenda Item#7: Public Comments**

There were no public comments

**Agenda Item#8: Announcements**

There were no additional announcements