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**DRAFT TELECONFERENCE MEETING SUMMARY
TLU Subcommittee
Call #7, March 28, 2008**

Members Attending:

Participant	Organization
Stuart Anderson	Iowa DOT
Scott Cirksena	MPO
Frank Cownie	Local Government
Senator Robert Hogg	State Senator
Robert Miklo	City of Iowa City, Senior Planner
Brad Miller	Des Moines Area Regional Transit
Larry Roehl	Louisa County Engineer
Stephanie Weisenbach	1000 Friends of Iowa

Iowa Department of Natural Resources: Marnie Stein Iowa DNR

Center for Climate Strategies: Lewison Lem, Bill Cowart, Jason Miles, David Shelton

Other Attendees: Harold Hommes (Iowa Dept of Agriculture and Land), Jeff Hove and John Maynes (Petroleum Marketers and Convenience Stores of Iowa)

Members of the Public: none

Agenda Item#1: Introductions and Review of Agenda.

CCS took roll. Main goal of today's call is to define a set of recommendations that we can send to the council for their next meeting on April 11th. Reviewed agenda for today & identified specific straw proposals that would be reviewed during this call.

Lewison noted the inventory document is now available.

(http://www.iaclimatechange.us/Transportation_Land_Use.cfm)

The next full council is meeting on April 11th, the TLU-SC is on track.

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

Stephanie Weisenbach: Pg 4 comments concerning freight strategies, Stephanie's comments during the previous meeting were to remove the words "may seek" to be replaced with the word "will." Currently states "will seek." Requested to remove the word "seek."

Frank Cownie: Pg 4, next sentence, also include the term "shall."

Frank Cownie: TLU-5 – Pg 2, following the last comment by Stuart Anderson, it should be emphasized that Iowa would like to continue rail service through to Des Moines by 2015. Most recent version of TLU-5 should include Des Moines and identify a year for implementation. This is identified on pg 38 of the TLU-Draft Straw Proposals.

Stephanie: We're making decisions, not based upon feasibility, but rather on addressing climate change and therefore our goals should be more ambitious. There was talk about implementation for 2012.

Lewison: Making changes to TLU-5 to include Des Moines by 2012.

Bill Cowart: Suggested adding a date to include rail service to Omaha to make the feasibility study more effective.

Stephanie: Agreed & suggested adding a 3rd bullet point under 2012. "Extending from Des Moines to Omaha." Lewison captured the language for this bullet.

Stuart Anderson: Suggested having a heading that states by 2015, implementation on to Omaha.

Frank Cownie: Two changes, 1st sentence on the top of pg 38 & then down on the 1st bullet point under "by 2012, the Iowa Dept of Transportation.

Lewison: Also adding a 2015 bullet point for extending the line to Omaha.

Stephanie: Asked Bill on the necessity of including Omaha.

Bill: The more major metropolitan areas you can include, the lower cost per ton reduction of GHG per passenger.

Lewison's capture of the language:

"By 2012, the Iowa Department of Transportation and other interested parties and agencies will:

- Support implementation of regional rail service from Chicago to Dubuque and Chicago to the Quad Cities and on to Iowa City and Des Moines by 2012.
- Work with local governments through the planning process to link passenger rail service with other modes of transportation including public transit, intercity bus service, bicycle, pedestrian, and aviation.
- Support implementation of other regional service including service extending from Des Moines to Omaha as deemed feasible and consistent with the passenger rail plan.

By 2015, the Iowa Department of Transportation and other interested parties and agencies will:

- Support implementation of other regional service including service extending from Des Moines to Omaha as deemed feasible and consistent with the passenger rail plan.

By 2030, The Iowa Department of Transportation, in coordination with other interested parties, will:

- Support full implementation of passenger rail service as envisioned in the passenger rail plan, and connect all metropolitan areas of the state by 2030.
- This will be higher speed service that results in significant ridership.”

Frank Cownie: Moved to adopt the minutes from the previous meeting, call #6, with the changed recommended from this meeting. Scott Cirksena seconded that motion.

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

TLU-1: Smart Growth Bundle

Stephanie: Provided history - Participation from staff with the City of Des Moines, Brad Miller, Mayor Cownie, Stuart Anderson. There were many overlapping solutions.

Organized into three key categories:

- Strategic Growth & Development – holding off on implementation strategies
- Education & Technical Assistance
- Incentives & Funding Programs

Goal Levels

- Making it as easy to understand as possible, including summaries
- Incorporating unique rural VMT reduction strategies. Currently data in this area is not as well defined as reducing VMT in urban areas.
- Integrating this policy with the transit policy where applicable.
- Integrate this policy with reducing GHG policies from other policies as well, could be incorporated with developing green buildings.

Timing

- Possible to make these documents consistent we could use the language of “by 2009.”

TLU-3: GHG Impacts for State & Local Capital Funding

Stephanie: This is insuring that states will provide models for climate funding

Two components:

- Dealing with infrastructure funding
- Dealing with agencies & offices

There was some discussion of including this TLU-3 within the smart growth bundle (TLU-1)

TLU-4: Expand Transit Infrastructure

Stephanie: This proposal went through several drafts. Still need to decide on implementation phase when there is a chance to discuss more details. Goal levels are still the same, similar to the smart growth bundle. Includes the statewide transit ridership goal of doubling transit ridership by 2020. Funding goals are also included, but implementation is still under discussion

Four components:

- Funding
- Studies & Planning
- Technical Assistance
- Transit Marketing and Promotion

Timing of the transit policy is still general.

Frank Cownie & Stuart Anderson both felt that Stephanie accurately represented their discussions.

Frank Cownie: Suggested dating the straw proposal versions instead of titling them “previous” and “most recent.”

Lewison: Final version will be sent out to this group, which will incorporate any changes made through these meetings.

Senator Hogg: Does the most recent version have enough specificity that we can quantify the amount of GHG reductions that are going to be achieved? Can we put a number on predicted VMT reductions? For example, by implementing smart growth policies we’ll reduce VMT by a certain % by a certain date.

Lewison: That’s what we’re trying to get to. This would help us for the next section. We try to estimate some of these numbers.

Stephanie: Would like for this subcommittee to set an overall VMT reduction goal. Studies indicate that urban VMT can be reduced from between 3% to 11%. We need to set a baseline initially so that we can determine how much we’re reducing VMT.

Lewison: Studies that have been done through literature reviews. Agreed with Stephanie that there is a lot of research for urban areas, but not so much for rural areas.

Bill Cowart: ULI report estimates a 7% - 10% reduction by 2030 of VMT. Other studies suggested that an aggressive set of policies could reduce VMT by 20% overall by 2030. But this would be a pretty aggressive goal.

Senator Hogg: We're going to see a significant reduction in VMT if fuel reaches \$5-\$7 per gallon. We'll have to make our best guesses on what we know.

Lewison: Some states when they put in goals see it as a goal & not a mandate. Much depends on how much the TLU-SC committee members want to turn the dial as policy makers.

Senator Hogg: Wanted to provide specific numbers. For example, we're going to try to shave off a certain amount of VMT by 2020 & thinks this would be helpful to present to the council on April 11th.

Stephanie: Agreed with this.

Senator Hogg: What does the group feel about saying that we're going to reduce projected VMT by 5% or 10% by 2020.

Stephanie: Stated the process is a visionary process, and suggested a higher goal of 10% to 15% reduction in VMT. This number could then be reduced later in the implementation phase if necessary.

Senator Hogg: Would like to have a more realistic goal, possibly 10% by 2020. Projecting out to 2050 is difficult since we don't have VMT projected out to 2050.

Bill Cowart: Washington set goal of reducing VMT by 20% per capita by 2050.

Frank Cownie: Consider a scenario based upon the internal combustion engine & using fuels similar to what we're using today, VMT will be reduced by at least that amount just due to the cost of fuel prices.

Brad Miller: Transit ridership is already up about 20% in Des Moines just with gas prices at \$3.20. Also raised the concern about addressing VMT per capita as it would miss including the truck VMT.

Stephanie: Would like a broader VMT reduction goal to include truck VMT. 2005 total VMT is 31.5 billion miles and this grows to 45.2 billion total VMT by 2025, including truck traffic.

Lewison: Smart growth often just addresses passenger, light duty vehicles.

Stuart Anderson: We also have a TLU policy addressing freight.

Brad Miller: Maybe a combination goal could be reached where we could get more than 10% VMT reduction for passenger vehicles and more than 10% for trucks.

Lewison: Part of the reason for having a goal is that for once the numbers are run initially, they will give us an idea of the level of GHG emissions reductions we are looking at.

Stephanie: Supports Senator Hogg's suggestion of 10% VMT reduction for urban VMT.

Senator Hogg: States that the VMT reduction should be per capita.

Lewison: Clarified that would be a 10% reduction per capita VMT in urban areas off of the baseline.

Senator Hogg: Suggested that once we apply all of the policies we will not be at a 50% reduction in GHG emission by 2050, and we'll then have to go back to adjust this policy.

It was agreed to by the TLU-SC group that we start off with a 10% per capita reduction in urban areas in VMT by 2020 but that this will probably not be sufficient.

Stephanie: Suggested adding language: The more aggressively we pursue these strategies the greater potential reduction in VMT that will be achievable.

Lewison: Captured language. Agreed to move on.

Bob Miklo: It was previously suggested to include TLU-3 (GHG Impacts for State and Local Capital Funding) in TLU-1. Bob suggested reversing the order of TLU-2 & TLU-3 so that Smart Growth was followed by GHG impacts for State & Local Capital Funding.

This was agreed to by the group and the change was made by Lewison.

TLU-8: Fuel Strategies

John Maynes: Presented a roadmap of what's currently taking place in fuel strategies. There is a State Renewable Fuel Standard (RFS) in place. Recently the federal renewable fuel standard was revised. TLU-8 lays out both of those policies going forward. State standard is only an incentive by 2019.

Stephanie: Concerned that TLU-8 only addresses what is already recommended for the state of Iowa.

John: The recommendation from the group is that we have an aggressive renewable fuels standard already in place and that we just go with what we already have.

Brad Miller: Does this mean that the suggestion for Iowa is just to follow the federal plan?

Jeff Hove: Federal standard puts the onus on the refiners to meet a goal. The state program is much more aggressive.

John: Some of the goals listed in the policy are from the Iowa standards & some are from the Federal standards. John stated they should have been more specific in the policy to clarify which was from the state and which was federal.

Lewison: The climate policy process that we're working on is: What should the state of Iowa consider that is over and above what currently exists. We can run numbers on the current policies to provide the existing baselines, but what we need to know are what are the forward looking policies? What can the state of Iowa do more of in the future?

John: To promote these standards, there are items such as consumer awareness, biofuels technology, infrastructure development, production capacities, looking forward to the impacts associated with renewable fuel availability nationwide & what is Iowa's place in this process.

Lewison: Asked if John & Jeff and their team would like to have some more time to modify their policy as Lewison may have removed some of these items accidentally which were included in other portions of the initial straw proposal.

Jeff & John agreed to update their policy and try to get something to the group next week and this will be incorporated into the document.

Agenda Item#4: Review and Discuss Development of Iowa Draft Inventory and Forecast
Did not discuss this, will move this to the agenda for the next call.

Lewison: Inventory and forecast is now available on the website.

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

Lewison: We will send the latest cleaned-up version of the TLU straw policies to the group and everyone will have a chance to respond by email prior to the next full council meeting to add their input.

Marnie: All the final documents for the meeting on the 11th, must be received **no later than April 4th**.

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

Next meeting is Friday April 11th 9:00 a.m. – 10:30 a.m. CST, where we will continue to look at the draft language for the policies and try to get something together to submit to the full subcommittee.

Agenda Item#7: Public Comments

There were no public comments

Agenda Item#8: Announcements

There were no additional announcements

