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DRAFT TELECONFERENCE MEETING SUMMARY
TLU Subcommittee
Call #8, April 25, 2008

Members Attending:

Participant	Organization
Stuart Anderson	Iowa DOT
Frank Cownie	Local Government
Robert Miklo	City of Iowa City, Senior Planner
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, Chris Porter

Other Attendees: John Maynes (Petroleum Marketers and Convenience Stores of Iowa)

Members of the Public: Richard Ney

Agenda Item#1: Introductions and Review of Agenda.

CCS took roll.

Introduced Chris Porter as part of the CCS team who will be working on land use issues

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

CCS asked for any changes or corrections to the previous meetings minutes

Stephanie Weisenbach: Pg4 – wanted her comment to specifically note that she was referencing Montana’s growth management bundle in her reduction numbers.

Richard Ney: Questioned the names of John Maynes & Jeff Hove as he did not recognize these names.

Lewison Lem: These people were brought in to add to the group’s expertise in this area.

John Maynes: Introduced himself & explained his role in the TLU-SC.

Agenda Item#3: Review Results of 4/11/08 ICCAC Meeting #4

TLU went first at the ICCAC meeting

Stephanie Weisenbach – notes from the ICCAC meeting

- TLU-5 - Adopt best workplaces for commuters – ICCAC wanted to follow up with the subcommittee (SC) to identify other items to be included in this policy option. They did not immediately provide any of this information.
- TLU-6 – Light Duty Vehicle Fuel Efficiency Incentives – The committee mentioned moving this completely into TLU-8
- TLU-8 – New Vehicle Standards (Tailpipe, GHG, and Fuel Economy) The ICCAC wanted to include California’s clean car standards
- TLU-9 – Freight Strategies – The ICCAC was interested in the percentage goal of what would be shifted from highways to rail. Also wanted to look at the point of origin of freight and to look at other projections of moving biomass on rail. Currently the information requested is not available.
- TLU-10 – Fuel Strategies - Wanted low carbon fuel standards to be included
- TLU -2 – GHG Impacts for State and Local Capital Funding – This policy should consider all public buildings & not just government facilities

Rich Ney: TLU-10 was not available to the full council

Stephanie: Comments were received in anticipation of TLU-10 being presented

Lewison: Teresa Galluzzo also provided an email requesting the consideration of low carbon fuel standards in TLU-10.

Lewison: The resolution from the ICCAC was to take relevant paragraphs from TLU-6 and incorporating them into TLU-8 but to still keep these two options separate. As the next sections of the policy templates are developed, these changes will be incorporated.

Agenda Item#4: Discuss Draft Policy Options Approved by the ICCAC

John Mayes: TLU-10 –Renewable fuels - What needs to happen to continue renewable fuels industry growth in Iowa. 86,000 vehicles in Iowa are capable of taking ethanol blends above E10. This is only 1.8% of the vehicles registered in Iowa. Money is currently being earmarked for biofuels infrastructure development, but this is backwards as the number of vehicles is not there to necessitate this investment. There is a move to develop higher ethanol blends of 15 – 20%, but the vehicles are not yet available. People are attempting to push the envelope, but the hurdles necessary to sell this fuel have not been cleared yet. Goals of biofuels development are pretty ambitious which will put an additional strain on Iowa’s infrastructure. How will Iowa pay for this infrastructure development. As production ramps up, there will be consequences for the renewable fuels industry to take on the growth that is expected. These issues must be addressed before the renewable fuels industry in Iowa can take off.

Stephanie: How are biofuels reducing GHG emissions, and how does the policy address the GHG reductions through biofuels?

John: EPA's new standard has taken this into account as part of its life cycle model in estimating the GHG reductions for the various types of biofuels.

Lewison: At this point we're just trying to get the policy design language in shape and then we'll come back and look at the numbers later as these numbers are so difficult to quantify.

Lewison: We want to add in the low carbon fuel standards into the policy description & design as it related to the issues of environmental impact of biofuels

John: Can we also talk about the economic impact within this TLU-10 document?

Lewison: Absolutely, we'll have areas for cost effectiveness of these policies. Are there any other processes going on in Iowa looking at these biofuels issues?

John: There have been rumors of a biofuels task force coming on line in Iowa, but nothing is certain at this point.

Richard Ney: Extremely disappointed in this policy, feels like this is Exxon's lobbying notes. The concept of a severance tax to talk about impacts is a hollow argument. If you look at the number of trucks moving petroleum around the state, this likely outnumbers the trucks moving biofuels around the state. We also have the potential to influence the biofuels industry with this policy so that it makes its products in a more biofriendly manner, but the policy as it currently stands does not do this. This policy could create incentives to further develop the biofuels industry in Iowa.

John: Offered Richard to join the biofuels group and sit in on the discussion.

Richard: Offered to send along recommended changes.

Stephanie: Many of the other TLU items we're working on have been through numerous drafts. Considering the full council did not see this draft and that this is the first time we're seeing it, would it be appropriate to send it along to the full council to ask for input and any changes. If you involve some members that have an interest in this issue now, it might save time & effort for when it goes to full council later.

Lewison: Now that this document is posted on the website, Teresa and Richard and whoever else would like to provide feedback on the TLU-10 can do so either in writing or by sitting in on the group.

Richard: Requested that Marnie send out the TLU-10 document to the ICCAC to gather their input.

Lewison: Low Carbon Fuels Standard language should be included in the TLU-10 document. This working group should take its direction from ICCAC to include the Low Carbon Fuel Standard. We'll work with individual suggestions first at the TLU-SC level and then at the ICCAC level. Would like to encourage any new language to be included with this document should be submitted at this level.

Frank Cownie: Are we moving forward to vote on this? Would it be appropriate to table this until the next meeting?

Lewison: There are still open issues about the language. We've made significant progress in developing draft language, but maybe we want to take another stab at it and then have another draft ready for the next meeting.

Frank Cownie: Made motion to develop a new draft of this policy for the next meeting.

Lewison: We'll look for any specific suggestions at language for the next meeting and any input we do get, we'll examine at the next meeting. Jason will send out all TLU Options in a word document to the entire TLU-SC, including Teresa and Richard, and the group can respond either through email or my tracking their changes within the word document.

Agenda Item#5: Review & Discuss Draft Straw Proposals

Lewison: We're now developing implementation methods and additional information about related programs and policies, the next two sections of the policy template.

Agenda Item#6: Review and Discuss Development of Iowa Draft Inventory and Forecast

Lewison: The inventory & forecast is available to people. Pg C-1 (51) of the full draft provides information on the Transportation sector in Iowa.

Stephanie: DOT provided statewide VMT data and because TLU-1 identifies a per-capita VMT decrease in urban areas, will VMT between urban and non-urban areas be delineated in the future.

Lewison: We typically try to go back and separate out urban and rural VMT. We'll do this when we go back to the smart growth measures.

Next Steps

Develop Implementation Methods and Related Programs and Policies for the TLU policies.

Agenda Item#7: Discuss Quantification Approach

Lewison: We're moving forward with the development of quantification to provide the numbers on reductions.

This meeting was cut short due to phone interference.

**Agenda Item#8: Agenda, Date and Time for Next Meeting
Added a new meeting on May 9th**

TLU SC Meeting #9 (To continue the discussions cut short from TLU SC Meeting #8
Friday, May 9th, 2008
9:00 – 10:30AM CDT

TLU SC Meeting #10
Friday, May 16th, 2008, 9:00 – 10:30AM CDT

TLU SC Meeting #11 (Proposed)
Friday, June 20th, 2008, 9:00 – 10:30AM CDT

Agenda Item#7: Public Comments

There were no public comments

Agenda Item#8: Announcements

There were no additional announcements