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**DRAFT TELECONFERENCE MEETING SUMMARY
TLU Subcommittee
Call #9, May 9, 2008**

Members Attending:

Participant	Organization
Stuart Anderson	Iowa DOT
Jim Burns	Public Transit Association
Scott Cirksena	MPO
Frank Cownie	Local Government
Senator Hogg	State Senator
Robert Miklo	City of Iowa City, Senior Planner
Brad Miller	Des Moines Area Regional Transit
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:

Members of the Public: Mike Coveyou

Agenda Item#1: Introductions and Review of Agenda.

CCS took roll & went on to explain quantification process

Frank Cownie: Frustrated that the work and recommendations the group is putting together are being offset by decisions by another body, such as Iowa Utility Board. Questioned if the group had any idea of the emissions being created by the new coal plant in Marshalltown and what it would take to offset these emissions.

Lewison Lem: Offhand we don't have those numbers, but the Energy-SC should be addressing this issue. It's important to address the impacts of a new coal power plant and how that impacts the smaller gains that are being made by the SC's. This should be addressed by the energy SC and the full ICCAC.

Senator Hogg: Asked for a refresher on the process and why we are putting these proposals together?

Lewison: The policy options are being put together to be presented at the June 12th full ICCAC meeting.

Senator Hogg: How do we know if we're doing enough to meet our goals? Is concerned that we're too "easy" on the numbers. Doesn't see us as being remotely close to a 50% reduction by 2050. Concerned we're not being ambitious enough.

Lewison: We're going to start to address how we're developing these numbers on the next call, (May 16th) where we should have some numbers.

Frank Cownie: Estimates that we'll see \$7 - \$8 gas within the next seven to eight months with a barrel of oil being \$200.

Stephanie Weisenbach: AASHTO set a VMT reduction goal of over 20%. We should be at least as aggressive as them.

Bill Cowart: By 2050 AASHTO wants at least a 50% reduction of business as usual VMT.

Frank Cownie: If gas reaches \$7 - \$8 a gallon, we'll see a 20% reduction because of that alone. Ridership on MTA (DART) has gone up 20%.

Lewison: We should keep the question on the table of what will be the impact of higher gas prices on what we're doing here.

Lewison: Explained the quantification process a bit more in detail.

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

Reviewed meeting summary for call #8. No corrections or comments were raised.

Frank Cownie moved to approve the minutes as they are. Seconded by Bob Miklo.

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

Done in previous call

Agenda Item#4: Review & Discuss Draft Straw Proposals

New version of straw proposal was supplied for this call.

TLU-7.1 Fuel Efficient Replacement Tires

Lewison: Starting off with what is typically an easier policy option, looking at TLU-7.1 Fuel Efficient Tires. These fuel efficient tires can achieve up to a 4.5% gain in fuel efficiency. Setting the goals is up to the group on how much of a percentage they want to set the goal level estimate, between 0.0% and 4.5%.

Mike Coveyou: Concerned about how we could achieve these numbers of a 4.5% fuel efficiency improvement with a voluntary program.

Lewison: The policy can be developed to make the use of these tires mandatory.

Senator Hogg: An energy efficiency standard of 4.5% for tires could be established.

Mike Coveyou: We're not going to achieve 4.5% as the tires might not be available for all types of vehicles.

Lewison: We take into consideration market penetration, estimating a certain percentage of market penetration for a given year.

Stephanie: We're looking at both state fleets & consumer choice. State fleets may be required to use these tires by executive order, but when it comes to the public we're looking at a voluntary choice from consumers, based upon a marketing program. We're talking about two different transitions.

Senator Hogg: California passed their law in 2003 and they are hoping to have something implemented by 2010. What are other states saying their improvements are going to be? Let's say an average 4% improvement in fuel economy from tires. Let's say we get 50% of the population by 2015 and 100% of the people by 2020. With replacement tires turning over 3-5 years.

Mike Coveyou: Why aren't we requiring this on new cars?

Lewison: New cars already come with these fuel efficient tires to help automakers achieve these goals. It's when consumers go to replace their tires that they are not aware of fuel efficient tires. We can look at labeling, public information, and standards on these tires.

Senator Hogg: Take out the word voluntary, make it clear that it's tires only. 50% of the replacement tires by 2015 and 100% by 2020. Start year, January 1st 2010 for implementation.

TLU-7.2 Consumer Information on Vehicle MPG

Lewison: TLU-7.2 – Consumer Information on Vehicle MPG – This, on its own doesn't achieve much of a tonnage reduction in GHG emissions.

Senator Hogg: Implement this policy option on January 1st 2010.

Senator Hogg: TLU-8 New Vehicle Standards – would like to do a 20% by 2012, 100% by 2020, and a 250% by 2050. This would be a percentage improvement over standard of what it is now.

Frank Cownie: Feels that state average is currently well below 20 mpg.

Stephanie: ICCAC wanted to see California clean car standards modeled as part of this process

Lewison: These goal levels get us to the second level of the Pavley / CA standards. The Pavley vs. café standards, the difference is relatively small over long term benefits. We are essentially modeling a second tier of policies getting beyond what the debate is today.

Senator Hogg: We don't know what our current mileage average is, and we haven't talked about how we do this. Personally has been thinking about proposing a \$1,000 rebate for any car that gets above 35 MPG.

Lewison: The Pavley II is a GHG standard that every vehicle would have to meet, like a tailpipe standard. We'll run the first set of numbers, but the TLU-SC members need to examine the implementation portion of the template, looking at rebate policies, or standards, or other carrot and stick type policies to get this implemented. We have enough to run the numbers for now. We can run a couple of scenarios, but initially this will be enough to get started.

TLU-5 Best Workplaces for Commuters

Lewison: TLU-5 – Best workplaces for commuters. Concern over where are the commuters located?

Stuart Anderson – Initial focus would be on the 9 metro areas, but certainly there are other commuting patterns outside. Burlington & Mt. Pleasant, living in one community and working in the other. We have been supporting van pooling in these areas. They should be considered, but the quantities of improvements would not be as significant in these areas.

Stephanie: At the last full council meeting, a member had some ideas on this policy option, but nothing has been submitted at this point.

Brad Miller: Looking at the bullets under timing, in Des Moines, most of these things, on a voluntary basis, are already in place. We have a guaranteed ride home program, large van pool, and a TMA. Most of the employers in downtown Des Moines are letting their employees ride for free. Outside new funding could help advance these policies further.

Lewison: As best we can tell, there's potential to achieve a 5% reduction in vehicle trips. As part of the quantification process, we estimate the number of miles for each trip. The question is, is that 5% reasonable from where you're starting from. In Des Moines where you already have something in place, maybe we would start with a Lower Number.

Jim Burns: In western Iowa were trying to establish a van pool. There are typically longer trips in this area. We might have a different starting point from Des Moines. In the Dennison area is where we're looking to start the program up where we have 40-50 mile commutes.

Lewison: Requested that Kathy Leotta could follow up with Jim

Brad Miller: Given what Jim has said and what Des Moines has in place, suggested attempting to achieve a 2.5% decrease in trips.

Lewison: Suggested a sliding scale for different areas in the state and that something along these lines would be prepared for next week.

TLU-10 Fuel Strategies

Lewison: TLU-10 – we have language which is still under discussion. TLU-10A is from John Maynes and his colleagues. TLU-10B is from Richard Ney. TLU-10C is for Low Carbon Fuel Standards, which the ICCAC recommended be addressed as part of this policy. The thought is that since there is some difference in opinion on how to address this policy option that maybe it would be best to move this language up to the full council.

David Shelton: The Low-Carbon Fuel Standards write-up is based upon California's low carbon fuel standards. This incorporates mandates rather than just incentives, and mandates a carbon standard in fuels sold in the state by X% by X date. Modeled after California this would be 10% by 2020. This can be achieved through a few different ways. Retailers would be required to meet this by either selling an increasingly higher percentage of lower-carbon fuels or they could purchase credits from other fuel providers who have gone beyond their requirements. Running those numbers and what is realistic to assume in the analysis still needs to be determined. What are the current usage levels in Iowa of low-carbon fuels? Currently 70% of the gas sold in the state is E10.

Senator Hogg: We're at about 7% ethanol in the total fuel mix.

David: Is there anything usage information available for bio-diesel?

Senator Hog: I'll attempt to get that answer for you.

Mike Coveyou: Concerning the comments on obstacles to dispensing E85. It is not very accurate. This has to do with fire marshal rules. I'll draft some language and send this along.

David: Next week, we'll let the group know the assumptions used.

Senator Hogg: Nationally, biodiesel sales are 1% of ethanol sales. Would estimate that currently Iowa is under 1% biodiesel with 7% ethanol. 70% is E10. In 2006 we changed the law of what distributors count. Rather than separately regulating E85 and E10 we just said 10% of the fuel sold should be ethanol. 7% E10 is equal to 70% total.

Stephanie: Suggested including a goal level of including more bio-diesel usage and seeing how we can incorporate that into the modeling as we go forward.

Senator Hogg: We should include a specific amount of biodiesel instead of leaving it up to retailers. Biodiesel is currently less than 1% of total diesel consumption.

David: We'll run the numbers with 20% by 2020.

TLU-1 Smart Growth

Bill Cowart: TLU-1 Smart Growth. Chris, the technical lead on this is not available today.

Stephanie: Would like to encourage everyone to be more aggressive on VMT reduction goals, and questioned how we would model this without breaking out VMT in urban areas.

Bill: We have a pretty aggressive figure here. Looking at a 15% per capita reduction within 40 years. It is on the aggressive side without even making the caveat of it being urban. We can put multiple goals in the policy option. Feels this is sufficiently aggressive for 2020.

Stephanie: Doesn't think that looking at other state policies will satisfy her need for information on this, and suggested that she will come back with a recommendation for next week.

Bill: The goals are entirely up to the group.

Lewison: It would be helpful to have some assumptions now so that we can get some numbers for next week. We can always run the numbers again later.

Stuart Anderson: In defining urban areas, we will use FHWA urban area boundaries and will provide the VMT for each of the 9 urban areas for calendar year 2006. This will be provided for next meeting. Stuart will send this out to Bill Cowart and Lewison.

Lewison: We have a draft inventory and forecast, if we have questions we would like to pose to these analysts, these questions must be submitted to them by May 16th.

TLU-2 GHG Impacts for State and Local Capital Funding

Bill: TLU-2 – It will be difficult to quantify reductions with this option alone as it overlaps with TLU-1 & TLU-3. Should still stand alone as a policy but the GHG reductions might be wrapped up into TLU-1 & TLU-3 for quantification. From a quantification point, it's much more feasible to do them combined, instead of trying to isolate which policy is having each individual effect.

Lewison: Analysis will be done for TLU-1 and TLU-3 which will include the policies of TLU-2

Brad Miller –Questioned how big of a goal it is to set a 100% increase in ridership per capita by 2020. DART has gone up 25% in one year. Feels that the 100% increase by 2020 is a fairly weak goal. Offered assistance to Bill in developing these numbers.

Jim Burns: It will be more difficult to get those numbers in the rural areas.

Lewison: Capacity constraint may also become an issue in procuring new vehicles.

TLU-3 Expand and Improve Transit Infrastructure

Brad: As part of the analysis of TLU-3, additional investment should be considered for getting new vehicles as in many areas we're at capacity in college towns and in urban areas.

Lewison: We'll pick up the conversation next Friday as we're up on time.

Mike Coveyou – I will send you something on TLU-1 and TLU-2 as there are rules in place from the department of public safety that should be included in the description on both of those.

Lewison: Requested that Mike send this material via email.

Agenda Item#5: Agenda, Date and Time for Next Meeting

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

Next ICCAC Full Council Meeting #5

Thursday June, 12 2008 from 9am – 4pm

At the Holiday Inn at Ameristar, in Council Bluffs, Iowa.

Agenda Item#7: Public Comments

There were no public comments

Agenda Item#8: Announcements

Marnie: Announced that Stephanie has been appointed by the Governor to the full council.