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**DRAFT TELECONFERENCE MEETING SUMMARY  
TLU Subcommittee  
Call #11, June 20, 2008**

**Members Attending:**

<b>Participant</b>	<b>Organization</b>
Stuart Anderson	Iowa DOT
Scott Cirksena	MPO
Harold Hommes	Iowa Dept of Agriculture and Land
John Maynes	Petroleum Marketers and Convenience Store Owners
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

**Other Attendees:**

**Members of the Public:** Michael Shear

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

CCS did roll call and a quick review of the agenda

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

Marnie - Changes to attendance need to be made, & on pg 7 – 6<sup>th</sup> comment, Richard Ney – misspelling of the name. No other comments or changes were requested.

**Agenda Item#3: Review Results of 6/12/08 ICCAC Meeting #5**

Stephanie provided an ICCAC #5 meeting summary – TLU-10 was discussed – Marnie followed up saying the council wanted 10.3a & 10.3b to be combined into one option with a goal of 20%. The council also voted to strike 10.1.

ACTION ITEM: Combine TLU-10.3a & 10.3b with a goal of 20%

ACTION ITEM: Remove TLU-10.1

**Agenda Item#4: Review & Discuss Policy Options Document**

### **TLU-1 Smart Growth Bundle**

Stephanie discussed TLU-1 – Smart Growth Bundle – works needs done on the “related policies” and the “implementation mechanisms” portions of the policy. Requested to work with Mayor Cownie and Bill Cowart in further developing this policy.

**ACTION ITEM:** Stephanie to work with Bill Cowart and Mayor Cownie on the development of these sections.

Bill Cowart: Quantification is independent of implementation mechanisms and should not affect implementation.

**ACTION ITEM:** Edit out “Arkansas” references of the policy options document

Michael Shear – member of the public – agreed to examine the policy options document and identify potential opportunities available within the document as they related to the telecommunications sector.

Bill Cowart – Telecommuting might be better addressed in TLU-5, addressing sprawl more so than Smart Growth. Telecommuting in Smart Growth would only eliminate a short trip where if addressed as part of sprawl, longer trips could be eliminated. Bill offered to meet with Michael off line.

Brad Miller – comment on TLU-1 – The GHG quantification is high due to large assumptions on VMT reductions. Raised concerns about not having estimated cost and questioned if any other state attempted to estimate cost.

Bill Cowart – Costs have not been quantified in other state climate action plans, but these plans have addressed public infrastructure cost, but they are only looking at the benefit side. Typically Smart Growth has a net benefit.

Bob Miklo – Would like to see an effort to develop the cost for TLU-1.

Lewison – Suggested a qualitative analysis instead of a quantitative numbers, possibly adding something in the language that would identify a net savings through smart growth. It was also suggested that reports are more appropriate cited as data sources. All of this was generally agreed to by the group.

### **TLU-2 GHG Impacts for State and Local Capital Funding**

TLU-2 –The cost per ton quantification number is a very narrow interpretation of what transit provides. There are several reasons for adding transit and GHG emission reductions are just one reason.

Bill Cowart – Noted that paratransit was excluded from this analysis as, the costs are very high and would skew the analysis.

Brad Miller – The cost of transit is almost exclusively borne by the government while the cost benefits are received by the consumer / individual drivers.

Bill – The total average of cost per trip for the state would be down from \$5.11 to \$4.26 or a 15% - 20% reduction in the cost per trip, overall, reductions from new services would be significantly more. This included an assumption of a doubling of ridership.

Stephanie – Would like explore more aggressive transit ridership goals.

Lewison – suggested Bill and Stephanie discuss adding these between the next TLU-SC call. The cost of transit is likely to decline in the future and the benefits of ridership will be increasing over time, but this often takes a few years before the full benefits are received.

ACTION ITEM: Stephanie and Bill discuss increased ridership goals for TLU-2.

### **TLU-3 Expand and Improve Transit Infrastructure**

Requested that more accurate numbers for the 2012 estimates for GHG emissions savings are included. Stephanie suggested that in the “implementation mechanisms” section that costs be mentioned as initially being high without much benefit until ridership ramps up.

### **TLU-4 Support for Passenger Rail Service in Iowa**

Stephanie – would like to add more data sources than just Amtrak in Iowa. Bill stated that Amtrak was the only additional service that information was available for. Noted there was considerable increase in ridership from trains coming from the west, but they were unable to determine why those increases were happening from policies or fuel prices, etc...

ACTION ITEM: Brad Miller will send along to Bill Cowart again the feasibility study from Iowa City to be incorporated into TLU-4. Bill will perform a sketch analysis of statewide ridership.

Stephanie –The full council wanted know if out of state GHG emission reductions are being included to determine what the impact of Iowa state actions are.

ACTION ITEM: Scott Cirksena to meet with Lewison to discuss TLU-9 and would also like to go through some of the implementation mechanisms throughout the rest of the document.

Scott - Questioned the goal of 100% reduction of overnight idling. Not sure if this is achievable, asked the question as to whether we wanted to have this as our goal. Also mentioned the heavier weight combination on 6 axle trucks, concern for the impact to the roadways, cost benefit for GHG emission reductions vs. damage done to the highways might not be favorable. It was agreed that the maximum weight increase portion of the policy would be removed.

**ACTION ITEM:** Remove the portion of policy which raises the maximum weight allowed by trucks on Iowa's highways.

Stephanie –Would like the various implementation mechanisms that might have timing associated with them identified to get a more clear idea of what all these policies are impacting.

**Agenda Item#5: Next Steps**

There was some discussion of the need to schedule additional meetings. Currently only the next meeting is scheduled in July although it was mentioned that additional meetings may need to be scheduled.

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

TLU SC Meeting #12 (Proposed)  
Friday, July 18<sup>th</sup>, 2008, 9:00 – 10:30AM CDT

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Next ICCAC Full Council Meeting #6  
September 3 & 4 2008 from 9am – 4pm

**Agenda Item#7: Public Comments**

There were no public comments

**Agenda Item#8: Announcements**

There were no announcements