



[www.iaclimatechange.us](http://www.iaclimatechange.us)

**DRAFT TELECONFERENCE MEETING SUMMARY  
TLU Subcommittee  
Call #13, August 8, 2008**

**Members Attending:**

<b>Participant</b>	<b>Organization</b>
Michelle Orfields-Koranda (for Brad Miller)	Des Moines Area Regional Transit
Stephanie Weisenbach	1000 Friends of Iowa
Frank Cownie	May, City of Des Moines
Bruce Anderson	Iowa Auto Dealers Assoc
Stuart Anderson	Iowa DOT
Scott Cirksena	MPO
Bob Miklo	City of Iowa City

**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:** Andrew Snow, 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]**

Stephanie – Vehicle efficiency standards – pg 3 of meeting notes – crossout media & insert “more attention”

Meeting summary was approved with above changes.

**Agenda Item#3: Assumptions Memo – *Final Input / Comments***

No Comments received on the Assumptions Memo – will move forward without comment.

**Agenda Item#4: Inventory and Forecast - *Final Input / Comments***

No comments on I&E, will move forward without comment.

## **Agenda Item #5: Policy Options**

### **TLU-1 – Smart Growth**

Stephanie had more implementation information that will be incorporated into this Policy Option.

Stephanie – Just sent out updates yesterday but would like to solicit comments on this for our next call. Expanded version of the “Implementation Mechanisms” section. Need for performance measures to be included. Measure VMT and land use inventory – other states have utilized a cabinet level position to coordinate with these agencies on implementation.

Stu – Initial reaction is that there’s too much detail involved in this policy option. Unsure exactly what happens once the final report is submitted in December.

Stephanie – Gathered information from people in state and out of state on what’s going on around the nation in this area. Received input from Iowa State University and Iowa Bicycle Coalition. Implementation of smart growth strategies particularly with the goals discussed in this group is a bit complicated and is why the specificity was included.

Lewison – we could include the language if the group is comfortable with that, but the level of specificity to be incorporated is up to the group.

Stephanie – This document is a reflection of what is occurring in state agencies in validating their work in meeting climate change goals.

Lewison – it may be prudent to give others time to examine this document and we’ll re-examine this for the next call. In the mean time we’ll include it into the policy options document and reexamine for the next call.

**ACTION ITEM:** Stephanie will incorporate her updates to TLU-1 into the Policy Options Document and this will be examined during the next call on August 19<sup>th</sup>. Updates must be received by no later than August 15<sup>th</sup>.

Stu – TLU-1 – There was a reference to 8 urban areas, suggested and it was agreed that this would be changed to 9 metro areas.

2<sup>nd</sup> bullet – what is the intention when state boards and commission will look at new criteria.

Stephanie – once an inventory is completed of different funding mechanisms, there is the determine action of which criteria we want to apply the funding to. This is just a general guidance.

Ste – 3<sup>rd</sup> page, DOT 2<sup>nd</sup> bullets – already includes bicycle standards. Trying to get away from thinking of bicycling as just recreational. Some additional feedback would be helpful

Last page – complete streets – full support creating a full complete streets policy – concerned about the level of detail the complete streets section gets into. Would prefer that this level of detail not be in there as there are a lot of DOT project approved by the commission within which it wouldn't be appropriate to incorporate complete streets. Would not like to see this level of detail.

Stephanie – agreed – but wanted to be sure this would be an enforceable policy. Wants some transparency in the waivers of some kind.

Stu – Maybe something like a complete streets policy that includes a process for evaluating / documenting the need for accommodating bicyclists, pedestrians and transit vehicles.

Frank Cownie – There seems to be an intention that costs be addressed in doing a complete roads system, even for the interstate system. Is there an ability to accommodate all modes of travel on all highways and all streets. Although the determination might be that it was impractical it should be addressed how it could be done and what that cost would be. All roads should acknowledge the accommodation of all types of travel.

**ACTION ITEM:** Stephanie and Stu will incorporate Mayor Cownie's comments on complete streets into TLU-1 to be reviewed on the August 19<sup>th</sup> call. Updates must be received by August 15<sup>th</sup>.

## **TLU-2**

Lewison – TLU2 – Requested that this be finalized and submitted to the full council

Stephanie – Has more language to incorporate

Stu – Comments - In policy design on the 2<sup>nd</sup> page of TLU-2 – Can we be sure that we're consistent in identifying complete streets reference. 2<sup>nd</sup> bullet – can we tweak the reliable source of transit funding, should the emphasis here be “increase” instead of “establish” funding.

Stephanie – Would like to meet with Bob to flesh out some of the ideas for TLU-2

Stephanie suggested removing bullets where this policy overlaps with other policies.

Stu – NEPA amendment – Suggested the next transportation authorization bill will go beyond what's included in the policy here. Speculating that it will be more like designating the entire country in non-attainment for GHG's. The preference is to remove the bullet or to make it more general when we're likely to see some broader federal requirements.

**ACTION ITEM:** Stu will draft new language for that bullet in TLU-2 to be incorporated prior to the next meeting. Updates must be received by August 15<sup>th</sup>.

### **TLU-3 - Transit**

Bill Cowart — Made a number of adjustments, none of which were major, but did have an effect. Factored in more growth in commuter rail and vanpools – by including more growth in those options, which are more cost effective, it brought the overall cost down significantly. Also adjusted congestion numbers based upon TTI data to determine the affect of reducing congestion, resulting in a net reduction in the cost per ton.

Stephanie – Questioned where the funding would come from, transit funding or rail funding.

Bill – Cost per vehicle miles travelled was adjusted due to IRS increasing the mileage cost of \$.585 per mile. So there was an additional savings for not driving a car.

Michael – Did you include anything for increased time allowances for vanpooling

Bill – This was not included. There also was no “convenience” factor included. Passenger miles travelled in transit is similar to what is included b car. Typically transit is not as direct, but that you travel shorter mileage, so they essentially cancel each other out. It’s difficult to generalize, particularly when services have not yet been implemented.

Bill – Passenger rail, significant changes were made with input from Stu Anderson. How many trips on rail have their destination in Iowa? These trips were attributed all of the benefits to Iowa while all of the costs of developing and operating the rail line for all passengers were attributed to Iowa. Also added in the full share of emissions from ridership within Iowa was attributed to Iowa.

Stephanie – Is anyone looking at new trips taken purely because there is a passenger rail line. More ridership and more travel as a counter effect.

Bill – The build it and they will come effect. And this may occur, but this examination looked at passenger rail as reducing auto trips.

Michael – How was the average trip length determined?

Bill – We have actual trip distances from the feasibility study. Ex – Chicago to Dubuque is 180 miles and we estimated that the average person travelling to Dubuque was 159 as there were intervening destinations. (Rockford, etc..)

Lewison – These are policy scenario numbers, they are not meant to be fully precise, but are intended to give the legislature a general idea of the impacts of these policies.

TLU-3 and TLU-4 will be presented to the Full Council without further changes.

### General Comments

Stephanie – Would like to see by the next full council meeting how these policy options with land use will affect that transportation sector.

Lewison – Each sector’s emissions are not always proportional to the amount of their reduction.

Mayor Cownie – We should be responsible for proportionately reducing our sector’s GHG emissions through these policies. Although this may be difficult, let’s identify what needs to happen to achieve these numbers. Then it’s up to the legislature to determine what is necessary to do for us to get there. We can’t expect another sector to pick up where we’re not meeting our numbers.

Lewison – Looking at 2020 numbers, some of the big numbers are not there. We will add up the total GHG reductions for our next conference call on August 19<sup>th</sup>.

Mayor Cownie – We need to provide a reduction of 26.5 million tons. If this is the goal then we need to figure out how to achieve this.

Lewison – Although we are achieving some big numbers, Iowa has set some big goals. We’ll try to get the total of reduction numbers to the group in at least 48 hours prior to the August 19<sup>th</sup> meeting.

**ACTION ITEM:** Lewison to compile all GHG reduction numbers and provide a total for review prior to the call on August 19<sup>th</sup>.

### **TLU-3**

Will have some clean up to them from Stu & Stephanie, but will still be presented to the full council as is

### **TLU-4**

Will have some clean up to them from Stu & Stephanie, but will still be presented to the full council as is

### **TLU- 5**

No additional comments, ready for recommendation

### **TLU-6**

Lewison - This will be quantified as part of TLU-8. Quantification still needs to be completed for this policy option.

### **TLU-7**

Recommended for presentation for the full council as is.

### **TLU-8**

Stephanie – TLU- 8 most of the 1<sup>st</sup> part of the 2<sup>nd</sup> paragraph would go into key uncertainties and 2<sup>nd</sup> part of the paragraph would go into Barriers to Consensus.

Bruce Anderson – There hasn't been a consensus on the adoption of the California standards in Iowa. Particularly in the auto dealership community who will look for a high federal standard. Feels there will be ramifications as Iowa is surrounded by states which have not adopted or attempted to adopt the California emission standards. Fine with keeping the language, as long as the uncertainties are addressed. Feels the best policy option for Iowa is to adopt the federal standards instead of the California standard. Feels that many local dealerships and repairs facilities would be lost and loss of consumer choice.

Stephanie – Nothing is specifically adopting the California standards. In the barriers to consensus portion of the document the organizations recommending a federal standard could be identified, but this document is for how Iowa can reduce GHG emissions.

Andrew Snow – Sticking w/ federal standards will not move us forward with GHG emission reductions. Additionally Illinois has a clean car standard being proposed.

**ACTION ITEM:** Stephanie will move the first part of the 2<sup>nd</sup> paragraph to the key uncertainties section and the 2<sup>nd</sup> part of the 2<sup>nd</sup> paragraph into the Barriers to Consensus section. All updates must be received by August 15<sup>th</sup> for incorporation at the August 19<sup>th</sup> meeting.

**ACTION ITEM:** Bruce Anderson will look to incorporate some additional / new language which will be presented for consideration at the next TLU-SC meeting on August 19<sup>th</sup>. All updates must be received by August 15<sup>th</sup> for incorporation at the August 19<sup>th</sup> meeting.

TLU-6 & TLU-8 will be reviewed on the next call on August 19<sup>th</sup>.

### **TLU-9**

Scott – Key Assumptions – as we move more to intermodal freight the residual effect is more trucking of intermodal freight containers, and these trucks may not be equipped with anti-idling devices. Additionally there will be more rail shipments out of these plants.

Bill – This has been considered and incorporated into the policy, as an estimate.

Stu Anderson – State agencies are working with Iowa State on a survey of renewable fuel development, operators, farmers, etc.. to get a feel for the changes this will create in transportation. Results should be available soon. Probably won't include a VMT number, but will identify changes in trends. Have done some quantification on the number of truck loads.. Pre-ethanol plants and what's taking place currently. A lot more truck loads on the road because of the ethanol industry. Impact has not been examined.

Iowa highway research board, looking at impacts on infrastructure of existing renewable fuel developments and what the impacts will be in the next generation of renewable fuels

Stephanie – Asked that this be documented in the key uncertainties portion of this document.

**ACTION ITEM:** Stuart Anderson will document these issues in the “key uncertainties portion” of TLU-9 and these will be reexamined on the next call August 19<sup>th</sup>. Updates must be received by no later than August 15<sup>th</sup>.

TLU-9 will however be recommended to the full council as is as Stu’s comments are more based on cleaning up the policy option.

### **TLU-10**

TLU\_10 Numbers for the 1<sup>st</sup> scenario will be removed, the numbers for the second scenario will be kept.

Stephanie – for LCFS, comments were received, but there were no proposed changes. Comments were received from the Iowa Soybean Association.

Lewison - David Shelton also spoke with the Iowa Soybean Association. Their basic stance was that the 20% goal was a high standard and that their preference was to go back to the 10% goal. There is the sense from the producer side if it’s possible to meet these high goals.

Mayor Cownie – Iowans should be made aware of where their fuel is coming from. If we’re using other fuel sources such as tar sands and shale oil, we should attempt to reduce the overall GHG emissions on those fuel options prior to allowing those fuels to be used in the US. Using these fuels would offset the progress we make on the biofuels side. We need to require that we know the source of the fossil fuels. If we’re unknowingly purchasing tar sands oil we would probably prefer to utilize regular oil production than those oils.

Stephanie – Can we include some language on what Mayor Cownie is talking about into TLU 10.2 Mayor Cownie requested to forward along a resolution he presented on this topic for everyone’s consideration.

Lewison – received a written comment Drew Vasio of the Iowa Global Warming Council. Will be included into the meeting record.

Andrew Snow – Will have extensive comments which will be submitted to Marnie prior to the next call.

### **TLU-11 Proposal**

Michael Shear –Architecting multi-location workhubs, utilizing telecommunications infrastructure to move us from a single location model to a multi-location model, closer to where people are living, connects these facilities with a dedicated infrastructure, which will be secure in the case of emergencies. A network of workhubs becomes more able to accommodate changing work models.

Stephanie – Questioned the number of employees supported at each work centers. Also questioned the effect this would have on land use, possibly contributing to sprawl.

Lewison – Suggested incorporating this language from TLU-11 into TLU-5.

Stephanie –concerned about adding a new policy this late in the process.

There were no objections to incorporating some of this language into TLU-5.

ACTION ITEM: Michael Shear will attempt to incorporate some of his language from TLU-11 into TLU-5.

**Agenda Item #6: Next Steps**

Finalize Policy Options

**Agenda Item#7: Agenda, Date and Time for Next Meeting**

TLU SC Meeting #14

Tuesday, August 19<sup>th</sup>, 2008, 9:00 – 11:00AM CDT

---

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

**Agenda Item#6: Public Comments**

Public Comments Sent to Lewison to be included in this meeting:

Good Morning, my name is Drew Veysey and I am commenting on behalf of the Iowa Global Warming Campaign. I recently attended the Morris K. Udall scholarship orientation in Tucson, Arizona. The Udall scholarship was established by an act of congress to be given yearly to 80 college students working in environmental policy.

**TLU 1 and 2**

I am pleased to see that the TLU 1 proposal goes hand-in-hand with TLU-4 and is written as complimentary to it. The 2009 "metropolitan growth boundaries" is reminiscent of laws they have in the pacific northwest regarding sprawl, and the carbon intensity of Oregon and Washington State is lower than Iowa's. The timing of goals is aggressive but possible with enough support from the governor and legislature. Smart growth policies will have the added benefit of reducing the threat of development to Iowa's natural places.

I feel that it is vitally important that the state government lead by example, so I am encouraged that TLU 2 addresses the placement of state government buildings and some responses to current and predicted increased demand for public transportation. An amendment to the NEPA process for roadway studies that will include GHG impacts and VMT seems very necessary.

**TLU 4 and 6**

The suggestions made by Illinois' CCAG rail subsector should be read by this ICCAC subcommittee because the GHG reductions are better researched than the GHG reductions for Iowa passenger rail. Additionally, it will also create many jobs and improve auto transportation by the construction of over and underpasses.

The user-benefit of an Omaha-Quad Cities-Chicago would provide a benefit to Iowa of \$500-\$700 million. The operating subsidies for the Chicago-Dubuque and Chicago-Quad Cities are rather small being \$2.9 and \$6 million annually. TLU-4 has a well laid out plan that connects all metropolitan areas of the state by rail by 2030, which is much too slow. To put that in perspective, a person born today will be a college graduate by the time they could take a passenger train from Ames to Fort Dodge.

The data sources used to quantify GHG and cost effectiveness are the incorrect feasibility reports (the Dubuque and Quad Cities reports), so a rough estimate of GHG reductions can be made from the Illinois report. Auto costs were calculated on a 50 cent per mile average mileage cost, but in order to reflect most current IRS rulings should be 58 cents. The Estimated GHG Savings and Cost Per ton need to be re-written to better reflect reality of a cross-Iowa passenger rail. This proposal needs the attention of a dedicated expert, in order to correctly quantify

**Agenda Item#7: Announcements**

There were no announcements