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DRAFT TELECONFERENCE MEETING SUMMARY
TLU Subcommittee
Call #14, August 19, 2008

Members Attending:

Participant	Organization
John Maynes	Petroleum Marketers
Stephanie Weisenbach	1000 Friends of Iowa
Frank Cownie	May, City of Des Moines
Stuart Anderson	Iowa DOT
Scott Cirksena	MPO
John Maynes	Petroleum Marketers
Stephanie Weisenbach	1000 Friends of Iowa

Iowa Department of Natural Resources: Marnie Stein Iowa DNR
Center for Climate Strategies: Lewison Lem, Jason Miles

Other Attendees:

Members of the Public: Steve Falck, Michael Shear

Agenda Item#1: Introductions and Review of Agenda.

CCS performed roll call and a quick review of the agenda

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

Reviewed minutes from the previous call

Agenda Item#3: Final Review of Policy Options

Discussion initiated by Lewison, reviewing of 08-19-08 Policy Options Document

Stephanie: TLU-3 Expand and Improved Transit Infrastructure is still pending and Michael Shear was going to be submitted more comments for TLU-5 and would like both to be considered still pending even after this call.

Lewison stressed that even once we approve these options, we can still continue to develop and improve them. The group is attempting to finalize these options so that they can be considered by ICCAC.

Stephanie: Concerned that what we're doing might not be reaching our goals and is hesitant to have these options considered finalized until we are confident that we'll be reaching our goals.

Stephanie: TLU-3 - there are comments that Stuart Anderson and Brad Miller have made that have not been submitted yet.

Marnie: We do need to move things forward to the council. We can change these items later, but we do have to present items to the council.

Lewison: Reviewed the summary table on pages 1 and 2. Overall felt the numbers looked good

On page two, "Sector Total before Adjusting for Overlap and Synergies" – provides the raw total. Cost effectiveness is still TBD.

"Reductions from recent actions" – the most important of these recent actions is the new CAFE standards

"Sector Total Plus Resent Actions" – includes the reductions through the proposed actions plus the reductions from recent policy actions. 34.52% by 2020 is a reduction if we would have done nothing,

For the ICCAC meeting in September, CCS will be presenting a graph that will identify how far the overall process has come to meeting the goals.

Stephanie questioned why the year 2050 isn't included in the analysis as this is the year that is being targeted by the ICCAC.

Lewison: Usually we do analysis up to 2020 or 2025. But during the presentation to the ICCAC, CCS will present a trend forecast that will go up to a year such as 2050.

POLICY OPTIONS REVIEW

TLU-1 Smart Growth –

Stephanie – Still waiting to get clarification on manual for bike and pedestrian infrastructure. This would be under educational and technical assistance on page 10 of the most recent POD, last bullet. Potential minor changes in this area, waiting for response form the planning staff at the City of Des Moines.

Stephanie – has received a general comment to make it clear that if more than one state agency is identified, the responsibility is intended to be shared. The policy shouldn't imply that one agency has the lead over another.

Michael Shear questioned whether TLU-5 should be tied back into TLU-1. Felt the policy didn't discuss work travel patterns would tie into smart growth, but that it should. It was indicated that some of the work travel relation might be mentioned in TLU-2

It was proposed and agreed that TLU-1 would be recommended to the ICCAC for consideration and formal approval. Additional clean up and technical corrections may be added at a later date.

TLU-2 GHG Impacts for State and Local Capital Funding

Stephanie had not received input on the implementation mechanisms. This may be incorporated at a later date.

Lewison – Second paragraph has been changed compared to earlier versions. “The implementation mechanisms for transit and the implementation mechanisms for smart growth were both incorporated. Additionally language from Stuart Anderson has been incorporated into TLU-9, TLU-4, and TLU-2 surrounding the concept of complete streets.”

Stephanie – clarified comments made by Stuart Anderson, suggested removing “in the event federal legislation is not passed” with new proposed language. Wanting the state to take a leadership role in this area. Position the state in a proactive mode.

Lewison – Read Stuart's email with changes to the TLU-SC to confirm the group's understanding of Stuart's proposed changes.

No objections to the proposed changes by Stuart or to Stephanie's clarification of Stuart's changes were received.

It was proposed and agreed that TLU-2 would be recommended to the ICCAC for consideration and formal approval, incorporating the changes made during the call. Additional clean up and technical corrections may be added at a later date.

TLU-3 – Expand and Improve Transit Infrastructure

Stephanie – Both Stuart Anderson & Brad Miller have proposed changes to the implementation mechanisms. Under first bullet point – “State Transportation Funding” –

There was a discussions surrounding the funding mechanisms, particularly tax levies as they relate to funding transit and specifically to DART.

Lewison – Added text again under funding mechanisms - “Still waiting for comments from DOT and DART”

Scott – Emphasized that this funding mechanisms is still very open to debate and probably won’t be finalized until the end of the year. There are some substantial differences at this point.

Stephanie – Suggested removing all references to tax levies as this is still up to discussions.

Scott – Suggested leaving any language in this policy option as open as possible

Stephanie – will work out language with Stuart Anderson and Mayor Cownie to be incorporated into this policy option.

Stuart – We want more local and state investment. May need to adjust language to identify that it will require increased investment at all levels. The level of local effort may not need to be defined here, but can be kept more general at this point.

Stephanie – will work on the development of the language. Would like to look at the diversification of revenue sources beyond tax levies.

Lewison – Summary Page for TLU-3 – added “with some discussion”

ACTION ITEM: Stephanie will submit clarifying policy language for TLU-3

It was proposed and agreed that TLU-3 would be recommended to the ICCAC for consideration and formal approval with some discussion, incorporating changes to be submitted after the call. Additional clean up and technical corrections may be added at a later date.

TLU-4

Stephanie – would like to remove the “too optimistic” portion of the key uncertainty

Stuart Anderson – agreed with removing the “too optimistic” portion of the key uncertainty section

It was proposed and agreed that TLU-4 would be recommended to the ICCAC for consideration and formal approval. Additional clean up and technical corrections may be added at a later date.

TLU-5

Michael Shear had submitted language, but not all of this language was incorporated, however, the key points of this language were incorporated into the implementation mechanisms under TLU-5.

Michael – Questioned if there was any clarity in just providing this one paragraph as it doesn't identify that this is a more formal approach or the use of facilities or network. The concern is that if we need to give the legislature more direction, shouldn't we be more specific in what will be required to implement this type of policy.

Stephanie – There are some new policies that the SC has not explored. Michael's ideas are newer territory, so we don't want to blend these too much.

Mayor Cownie – questioned what has happened with the complete streets concept to which Lewison indicated the language has been added.

Mayor Cownie – Make complete streets a requirement of X size and larger cities, that as they build these types of streets for all new development. Not satisfied with the level of savings the group is seeing. Would like to look to how we are designing cities for the future. Denser populated urban areas, has been a model in urban areas nationwide. The current way cities and suburbs are being developed is unsustainable. These models do not provide connectivity to work places and to transit.

Lewison – suggested adding some of these comments into TLU-1 smart growth.

Michael Shear – Questioned Mayor Cownie on the impact of job location and if this is a big percentage of the problem.

Mayor Cownie – There is a huge relationship between connectivity / proximity of residents to work and transportation. There should be a model that tells us that people either need to live near public transportation or within a given distance to their work.

Stephanie – We have some language related to complete streets w/in the Smart Growth Policy Option, but maybe we should have something requiring cities to incorporate complete streets.

Mayor Cownie – one might require certain grid access to state funded roads and highways. We need to rethink how we build cities in a sustainable manner.

Lewison- Asked for public comments – no public comments at this time.

It was proposed and agreed that TLU-5 would be recommended to the ICCAC for consideration and formal approval, incorporating the changes made during the call. Additional clean up and technical corrections may be added at a later date.

TLU-6

Lewison- TLU-6 & TLU-8 numbers were done together. The scenario identifies reaching the Fed CAFÉ standards and the adoption of the state clean car standards with the state of Iowa. The

numbers show the additional benefit from the state program by adopting the state clean car programs. This is a further scenario than what any of the other states are planning. We will need to have better data about the state fleet in Iowa. These numbers are currently conservative.

Stephanie – Suggested saying that these numbers are not quantified, since we have limited data or at least include this lack of complete information under “key uncertainties.” Feels that the full ICCAC should be made aware of the full quantification issues / uncertainties. “Acknowledging that there were limitations to the quantification we would want to the clean car standards, we will make the full ICCAC aware of those limitations and treat this issues dealing with the incomplete data and recommended that we deal with this in a manner similar to that of other subcommittees, through protocols directed by the full council.”

Lewison – agreed to incorporate these suggested changes.

TLU-6 and TLU-8 recommended incorporating the changes that were raised.

Stephanie – Full council will still have to vote on which policies will be implemented.

It was proposed and agreed that TLU-6 and TLU-8 would be recommended to the ICCAC for consideration and formal approval, incorporating the changes made during the call. Additional clean up and technical corrections may be added at a later date.

TLU-7

Lewison – asked the group if 7a & 7b – Tires and Vehicle information – should be merged

Stephanie would like to keep these two separate just because of the time required to merge these two options. Leave as is.

The issue of having another call came up, to which Lewison responded that we can have another call. It’s just a question of the appropriate time and process.

Mayor Cownie send along to Marnie who will forward out to the group, the High Carbon Fuel Resolution language.

It was proposed and agreed that TLU-7 would be recommended to the ICCAC for consideration and formal approval. Additional clean up and technical corrections may be added at a later date.

TLU-9

Mayor Cownie – the more freight that can be moved to rail, the more we can reduce VMT on our highways. Need to look at the most cost effective and energy effective manner in which to move freight.

Mayor Cownie does not feel that TLU-9 is significant enough. Asked the rest of the committee if they feel that this policy option is strong enough.

As time was getting late, Lewison suggested the possibility of adding another call
Stuart – agreed with adding another call.

Stephanie – supportive of another call, but would like to discuss the LCF option on this call.

The group agreed that we should have another call after the September ICCAC call.

It was proposed and agreed that TLU-2 would be recommended to the ICCAC for consideration and formal approval. Additional clean up and technical corrections may be added at a later date.

TLU-10 - LCFS

Steve Falck – Identified the letter sent on July 18th to Stephanie. This letter outlines Steve's position. Is happy with the draft of LCFS at this point.

Steve – questioned the materials included by the Petroleum Marketers.
No one was present at this point in the call from the Petroleum Marketers to further detail this policy option.

Steve – suggested casting a wide net to include all new renewable fuel technologies and not just limit it to one.

Stephanie – agreed with Steve. Additionally, the Petroleum Marketers Association's comments were directed at 10.2 and might have been looking at a different policy option. The incorporation of the Petroleum Marketers Association's comments do not coincide with the MGA Platform which Iowa has in concept agreed to work with.

Lewison suggested inviting the Petroleum Marketers Association back for the next call (3 members are on the TLU-SC). Additionally stated that their comments would not be included into TLU-10 for the presentation to the ICCAC due to the confusion surrounding these statements.

Marnie is also reviewing the implementation mechanisms to determine whether the governor would have the authority to implement the LCFS through executive order.

Lewison drafted and sent an email to John Maynes and Jeff Hove of the Petroleum Marketers Association to ask them to join us for our final call in September.

Mayor Cownie – are we comfortable with the sources of fuels that Iowa’s going to use to power the economy and farms? How do we feel about the life cycle for the production of biofuels and it’s GHG emissions.

Steve Falck – we are comfortable in the biofuels industry in the general direction in which these policies are going.

Mayor Cownie – compared the consideration necessary to that of the tar sands oil available whose life cycle is considerably worse in emissions than the means we currently have.

Steve Falck – felt that the life cycle of biofuels was sufficiently addressed through the TLU-10 policy option.

Lewison – we’ll need to convey to ICCAC the full scope of the situation – Petroleum Marketers comments have not been able to be fully incorporated.

It was agreed that TLU-10 would be listed as currently pending.

Agenda Item#4: Stepwise Planning Process

n/a

Agenda Item #5: Next Steps

Finalize Policy Options

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

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