



Arkansas Governor's Commission on Global Warming

Transportation and Land Use
Technical Work Group
Meeting #4, April 22, 2008

Office of the Governor
Center for Climate Strategies

Agenda

1. Introductions
2. Review and Approval of Prior Call Summary
3. GCGW Process Progress
4. Review of Results of GCGW Meeting #5 (April 9, 2008)
5. Consider Goals for GCGW Meeting #6 (May 19, 2008)
6. Review Example Policy Options
7. Discuss Next Steps in Developing Straw Proposals
8. Form Small Groups to Work on Policy Options
9. Review of Next Steps for TWG
10. Agenda, Date and Time for Next Meetings
11. Public Comments and Announcements

Stepwise Planning Process

1. Develop inventory and forecast of emissions
2. Identify a full range of possible actions
3. Identify initial priorities for analysis
4. Develop straw proposals
5. Quantify GHG reductions and costs/savings
6. Evaluate externalities, feasibility issues
7. Develop alternatives to address barriers
8. Aggregate results
9. Iterate to final agreements
10. Finalize and report recommendations

Results of GCGW Meeting #5 (April 9, 2008)

- Approved as a Priority for Further Study:
 - TLU-1 (Infrastructure for Plug-In Vehicles)
 - TLU-2 (Research and Development for Renewable Transportation Fuels)
 - TLU-6 (Improve and Expand Transit Service and Infrastructure)
 - TLU-7 (School and University Transportation Bundle)
 - TLU-8 (Alternative Fuel Development and Expansion)

Results of GCGW Meeting #5, Cont. (April 9, 2008)

- Modifications and Additions:
 - Merge TLU-3 (Smart Growth Bundle) and TLU-4 (Bicycle and Pedestrian Infrastructure)
 - Add 2.1.5 (Land Use, Zoning, Tax, and Building Code Reform)
 - Add 2.1.13 (Smart Growth Planning, Modeling, and Tools)
 - Add 1.3.9 (Provide a Tax Incentive for Adult Bicycles)
 - TLU-5 (Promote and Facilitate Freight Efficiency)
 - Add 3.2.7 Add Enforce Anti-Idling Ordinances/Encourage Idling Alternatives)
 - Add 5.10 ("Shore Power" at Port Sites).
 - TLU-9 (Public Education)
 - Add 1.2.2 (Vehicle Maintenance and Driver Training)
 - NEW: (New Vehicle Standards: Tailpipe GHG and Fuel Economy):
 - 1.1.1 (New Vehicle Standards: Tailpipe GHG and Fuel Economy)
 - 1.3.2 (Feebates [State-Specific or Regional])
 - NEW: (Procurement of Efficient Vehicles):
 - 1.3.1 (Procurement of Efficient Fleet Vehicles)
 - 3.4.1 (Procurement of Efficient Fleet Vehicles – Heavy Duty Vehicles)

Goals for GCGW Meeting #6 (May 19, 2008)

- Goals: Obtain GCGW approval of TWG straw proposal descriptions and design characteristics on priority policy options
- TWG Steps:
 - Draft straw proposals
 - Revise as needed
 - Approve straw proposals to forward to GCGW
- Develop recommendations for improving draft Arkansas GHG Inventory and Forecast
 - On-going - GCGW Meetings #6 - #8

Next Steps for TLU TWG

- Develop consensus recommendations for design characteristics of TLU pending priority policy options
- Draft straw proposals for the design of policy options using a standard template (see next slide)
- Identify policies/programs in place in Arkansas related to policy options (to define baselines)
- Prepare progress update with straw proposals for next GCGW meeting

Development of Priority Policy Options

- Design Template / Matrix
 - Policy description
 - Policy design (goals, timing, parties involved)
 - Potential implementation mechanisms
 - Related policies/programs in place (in Arkansas)
 - Type(s) of GHG reductions
 - Estimated GHG reductions and costs or cost savings
 - Key uncertainties
 - Types of additional (non-GHG) benefits and or costs
 - Feasibility issues, if needed
 - Status of group approval (reserved for GCGW)
 - Level of group support (reserved for GCGW)
 - Barriers to consensus (reserved for GCGW)

Development of Straw Proposals for Priority Policy Options

TLU-1	Infrastructure for Plug-In Vehicles
TLU-2	Research and Development for Renewable Transportation Fuels
TLU-3	Smart Growth, Pedestrian and Bicycle
TLU-4 (New)	Procurement of Efficient Fleet Vehicles (Passenger and Freight)
TLU-5	Promote and Facilitate Freight Efficiency
TLU-6	Improve and Expand Transit Service and Infrastructure
TLU-7	School and University Transportation Bundle
TLU-8	Alternative Fuel Development and Expansion
TLU-9	Public Education
TLU-10 (New)	New Vehicle Standards: Tailpipe GHG and Fuel Economy

Example Policy Design

- **Title:** Fuel Efficient Replacement Tire Program
- **Policy Design:**
- **Goal:**
 - Establish voluntary energy efficiency standards that achieve an average 4.5% gain in fuel economy.
- **Timing:**
 - By 20XX, the State or appropriate agency will:
 - Initiate a fuel efficient tire replacement program for the state fleet if all season/all weather tires are available and are incorporated into legislatively approved rental rates.
 - Establish voluntary energy efficiency standards for replacement tires.
 - Develop a marketing program for fuel efficient replacement tires.
 - By 20XX, the State or appropriate agency will:
 - Ensure that all tires replaced on state-owned and leased vehicles will be LRR tires, if available for the vehicle type and are rated for all season/weather service.
 - Establish legislation to set LRR standards for tires with mandatory manufacture labeling.

Example Policy Design from Another State

- **Title:** Promote Compact and Transit Oriented Development
- **Policy Design:**
- **Goal:**
 - Develop and implement policies and strategies that include funding, incentives and requirements to promote compact and transit-oriented development in urban areas. These actions, together with the actions in mitigation options T-1, T-3, and T-8, should be designed to reduce urban area VMT by 7%-15% in 2020 and by 25-50% in 2050 (compared to a business-as-usual baseline scenario). The high end of the 2050 range reflects a paradigm shift in land use patterns and travel behavior in Washington State.
 - Encourage compact development within urban growth areas by designating urban centers for employment, services and housing growth, increasing urban residential densities while assuring adequate services, and encouraging “brownfield” development. Careful consideration should be used in expansion of urban growth areas, and when appropriate, development should reflect a compact development pattern.
 - Promote transit-oriented development, including requiring planning/zoning for transit-oriented development to accompany high capacity transit investments, and declaring transit-oriented development a highway purpose that reduces congestion on public roadways (similar to public transportation facilities legislation).
 - Promote amenities (such as green streets, small plazas and gathering plazas, frequent retail stops, noise control ordinances) that make high density living more attractive and encourage walking and biking.
 - Promote sufficient affordable housing opportunities in urban areas with convenient access to transit to meet local and regional needs.

Example Policy Design from Another State

- **Title:** Actions to Accelerate and Integrate Plug-In Hybrid Electric Vehicle Use
- **Policy Design:** The Legislature provided initial funding for a Washington State PHEV pilot project, which could be expanded to design a more comprehensive set of measures to accelerate and integrate the deployment of PHEVs. This mitigation options would include the following actions:
 - Increase the percentage of plug-in hybrid electric vehicles on Washington state roads, with first vehicles appearing in 2010 and market share growing to 2020. To help initiate and accelerate PHEV purchases, goals for Washington state agency fleet purchases and local government purchases of PHEVs would be set on an increasing schedule.
 - Integration and coordination with electric utilities to ensure that recharging of PHEVs is accomplished at off peak times and in a manner that would also assist in the integration of intermittent wind power and other renewable power that is under other mandates. This would require testing and establishing standard communication protocols and technology, whether by power line communication, wireless, smart metering or combinations.
 - Testing and deployment of Vehicle to Grid technology (V2G) that would potentially provide for power back to the grid at peak times and for ancillary services. Testing of use of PHEVs for back up storm power for individuals would also be tested.
 - Integration with transportation system planning, such as the provision of recharging stations at park and ride lots, that would increase the all electric range of PHEVs and potentially provide for “cash back hybrid” power services, as Federal Energy Commissioner Jon Wellinghoff has described. This would in turn provide for additional incentives for transit use.
 - Integration with transportation pricing options, such as urban congestion pricing as mitigation for reduced gasoline tax revenues.
- **Goal:**
 - By 2020, PHEVs would account for 10% of light-duty VMT statewide.

Next TLU TWG Meeting

- Agenda:
 - Develop straw proposals for policy description, design, and related policies/programs in place
 - Begin review of draft inventory and forecast for Arkansas
- Dates/Times for Next TWG Calls
 - TLU TWG Call #5 – April 29, 10:30 am – 12:00 pm Central Time



Public Input, Announcements