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**MEETING SUMMARY
ARKANSAS CLIMATE CHANGE ADVISORY COUNCIL
Transportation and Land Use Technical Work Group
Call #4, April 22, 2008**

Attendees:

TWG Members: Aubra Anthony, Art Hobson, Elizabeth Martin, Bill Reed, Cindy Sagers

Advisory Body Members: Lynn Malbrough, Randy Young, Mike Borengasser

Governor's Office: Jillian Hicks

Center for Climate Strategies: Lewison Lem, Kathy Leotta, Tara Cok

Members of the Public: Edward Hejtmanek, member of the public and AR Public Policy Panel; Mark Allison, Dover, Dixon, Horne

Background Documents: (all posted at www.arclimatechange.us/TLU.cfm)

- Meeting Notice and Agenda
- Summary of Call #3
- PowerPoint for Teleconference
- Straw Proposal Document

Discussion and Conclusions:

Introductions

Members were welcomed and roll call was taken.

Review and Approval of Prior Call Summary

Lewison Lem went over goals and how CCS will be asking individuals to form groups for policy options.

A TWG member said he's assigned to a school bundle and that he's contacted about 8-10 people who know about transportation and who have given him quite a bit of feedback. He said there are people out there who like to help out.

Lewison Lem asked the Advisory Board Members if that is okay and that his understanding is that public information laws are only applicable when there are two members of the commission

who meet. An Advisory Board Member stated that is the case. Lewison said that people should feel free to get any information out there that helps.

A TWG member stated that most cities have planning commissions and city staff and people in universities who can offer advice.

Kathy Leotta asked if there were any comments on the previous call summary. A TWG member moved that the group accept the previous meeting summary. Another member seconded the move and the meeting summary was approved.

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

Kathy Leotta referred to presentation slide #4 and began discussing which bundles were approved. She said bundles 1, 2, 6, 7, and 8 were all approved as they had been packaged. Slide #5 lists options that were modified and the three catalog items that were added. TLU-5 and TLU-9 are two new items.

A TWG member asked if TLU-10 is focusing on heavy duty vehicles.

Kathy Leotta said it includes both regular fleet and heavy duty vehicles.

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

Kathy Leotta stated that the group has ten bundles to work with and that the working group will need to approve and forward them onto the Governor's Commission for approval.

Review of Next Steps for TWG

Kathy Leotta moved on to the steps for policy options and described how the first step is to develop a policy description, design and potential implementation.

Discuss Next Steps in Developing Straw Proposals for Priority Policy Options

Kathy Leotta began to review example policy options and referred to presentation slide #9 that shows a list of options. She said CCS wants to give members examples of policy designs. Kathy began discussion on goals and how they can sometimes be quantitative or qualitative. She gave an example of a goal that might propose to have transit ridership increase by 10% and said generally we want a goal to be something we can measure and monitor and to keep in mind which agency could be regulating or monitoring the goal.

A TWG member asked what policy design is.

Kathy Leotta responded that it's the goal and the timing. She added that CCS is giving the group policy examples of other states that show what they have done. She reminded members to contact CCS if they have questions and that the CCS website can be used to find the examples. Lewison Lem added that the group members are the local experts and the examples are meant to

assist but not to steer the members in any way. He added that the Carolinas are two states that are further along in the process and might serve as good examples given their relative proximity to the state. These can be found at www.ncclimatechange.us or www.scclimatechange.us. Also, The Pew Center on Climate Change has a lot of resources.

A TWG member confirmed that what CCS was suggesting is that group members can refer to other policies so as not to reinvent the wheel. He stated he appreciates the direction provided.

Form Small Groups to Work on Policy Options

Kathy Leotta began discussion on the policy options, starting with TLU-3.

A TWG member commented that if nothing else, the ideas seem the same but the vocabulary has changed.

Another TWG member suggested that one organization the policy lead might want to contact is Main Street Arkansas.

A TWG member stated that most of these smart growth measures are local, yet the group is supposed to be talking about what the state can do. He asked what the state can do in terms of making changes. For example, improving sidewalks and bikeways are local actions.

Lewis Lem stated that this is where it gets difficult. In general, the state has enabling legislation. Sometimes localities are legally not allowed to do things. There are other things like having incentives. And third, the state can actually require some things.

A TWG member added that two state agencies, Parks and Tourism and the Department of Arkansas Heritage might be of help for TLU-3. He added that there are federal Land and Water Conservation Funds (LWCF) that can be used for bike trails and other grants and sources of funds out there.

Kathy Leotta asked Lewis Lem for clarification on the group's timeframe for policies. He replied that it is 2025 for the overall process.

Kathy Leotta moved discussion onto TLU-6.

A TWG member said that a key thing on this option and TLU-3, is to find out where Arkansas Department of Transportation funds go and if there's a limitation on funds for, example, bike lanes and mass transit.

The group discussed whether geographic limitation for the policy might be a good idea and a TWG member stated that he thinks the state will be building a commuter train by 2025.

The group began discussing TLU-9. A TWG member noted that school education is also in TLU-3.

A TWG member replied that school education in TLU-3 is intended to educate children about getting away from the idea of using automobiles to get to school. He said it's going to be hard to persuade schools to talk about this because Superintendents always say there's no time.

A TWG member replied that it looks like something everyone's jumping on now. For example, the Mayor of Fayetteville is jumping on the green wagon.

Kathy Leotta said that for TLU-9, it will be difficult to quantify what GHG emissions might be. So, when the policy lead is drafting up a goal, it could be, for example, how many different programs are developed by a certain year, or to develop a statewide education program by a certain year.

A TWG member said that we need to de-emphasize the automobile in our culture. He said he thinks the last bullet in TLU-9 is the most important. Kathy Leotta added that thinking about non-work related trips is important, because work related trips typically account for only about 1/4 to 1/3 of trips.

The group moved onto TLU-8. A TWG member said that whatever she writes up, she'll note that corn prices are going up in response to increased ethanol production.

Another member countered that that's not entirely true and that recent articles show that's a quick reaction.

The TWG member said she meant she doesn't think we want to use the term 'crops' and that we don't want competition between our food and fuel. The group then discussed the politics of making policy required. A group member added that good sources of information for the TLU-8 Policy Option include National Geographic and the [University of California] Berkeley webpage. A group member cautioned the group to not do directly what can be done through the market; while markets are not perfects, they apply logic. The group went on to discuss unintended consequences of policies and the general safety of alternative fuels as well as if ethanol is more polluting than regular gasoline. Kathy Leotta agreed that as far as ethanol goes, how much GHG emissions it does emit varies and that cellulose does appear to be better than ethanol.

Kathy Leotta began discussion on TLU-7. She added that she found a research report on strategies at the elementary through university-level done by University of Washington that is related.

A TWG member said that his thinking is that TLU-7 is part of getting away from car culture and that this helps school kids to know there are other ways to get around other than by using a car.

A TWG member asked if the policy lead would consider parking restriction for teachers and faculty.

Kathy Leotta added that at the University of Washington, they increased the price of parking for everyone and she spoke about the successes of the school's U-Pass program. She added that thinking about the carrot might be a good idea.

A TWG member said that on a university campus that seems plausible, but in high school, it seems like rich kids could afford it but the poor kids couldn't.

The group began reviewing TLU-1. The policy lead stated that any information on infrastructure for plug in vehicles would be appreciated. He stated that this is a chicken and egg situation. The issue will be why spend the money if there aren't any customers for it.

A TWG member said that when it was talked about at the commission meeting, the group realized the infrastructure should probably be developed because it's probably the car of the future.

Kathy Leotta added that Washington, Oregon and California are looking at the feasibility of implementing alternative fuel locations along a corridor between the states.

A member of the public added that a State sustainability task force talked about various rest stops and parks and if they could develop such infrastructure at places like that. He said the group is using recommendations the TLU TWG group came up with and is expanding on them.

The group moved onto TLU-4. A TWG member clarified that the first draft of the policy design is due by Friday [April 25th]. The date was confirmed.

Discussion began for TLU-5. A TWG member said he thinks the description is too narrow and that there are idealistic ideas about rail since rail goes to very few places anymore. He believes the Commission should realize that truck transportation is much more efficient.

A TWG member replied that she went to an Ozark Food Processing Association meeting and that a JB Hunt representative was talking optimistically about rail because it's more efficient for him since truck drivers can only go work for 11 hours at a time.

Discussion continued with some members stating that rail is good in some situations and that multimodal freight deliveries are good.

The group had no comments on the remaining TLU options (TLU-2 and TLU-10).

Agenda, Date and Time for Next Meetings

The next meeting is scheduled for:

- Meeting #5, April 29, 2008, 10:30 AM CST

Public Comments and Announcements

There were no public comments or announcements. Kathy Leotta thanked the group.