



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

**MEETING SUMMARY**  
**ARKANSAS CLIMATE CHANGE ADVISORY COUNCIL**  
**Transportation and Land Use Technical Work Group**  
**Call #5, April 29, 2008**

**Attendees:**

**TWG Members:** Art Hobson, Betty Martin, Bill Reed, Cindy Sagers, Gary Voigt

**Advisory Body Members:** Lynn Malbrough, Mike Borengasser (on behalf of Randy Young)

**Governor's Office:** Jillian Hicks, Marc Harrison

**Center for Climate Strategies:** Kathy Leotta, Tara Cok

**Members of the Public:**

**Background Documents:** (all posted at [www.arclimatechange.us/TLU.cfm](http://www.arclimatechange.us/TLU.cfm))

- Meeting Notice and Agenda
- Summary of Call #4
- PowerPoint for Teleconference
- Straw Proposal Document

**Discussion and Conclusions:**

**Introductions**

Members were welcomed and roll call was taken. Kathy Leotta announced that a master schedule is being updated for the TWGs on the Arkansas GCGW website ([www.arclimatechange.us/TLU.cfm](http://www.arclimatechange.us/TLU.cfm)).

**Review and Approval of Prior Call Summary**

Kathy Leotta asked the group to review the previous meeting summary and offer any changes. A TWG member said she would like to accept the Meeting #4 Summary. Another TWG member seconded the motion. Kathy Leotta moved that the summary be accepted.

**Review of Next Steps for TWG**

Kathy Leotta gave the group a quick review of where they are now in the process. The group is now working on developing straw proposals and preparing for May 19th GCGW meeting. Before that call

takes place, the group will need to finalize straw proposals for policy options design and identify programs and policies already in place for presentation to the Governor's Commission.

A TWG member asked if group members are supposed to have programs and policies already in place ready for the GCGW meeting and was told yes.

Another TWG member said that information can be obtained from state agencies.

Kathy Leotta said that with alternative fuels, she knows there is already legislation and programs are in place.

A TWG member said sources of information are Kathy Webb and Joan Cash and the state agencies.

Kathy Leotta asked the advisory board members if they had any thoughts on compiling this information.

An Advisory Board member said there is certainly information on a number of the policies, especially the safe routes for schools programs. The member went on to talk about the program details. Another group member cautioned the group about keeping unintended effects in mind and gave an example of how in Fayetteville a street that was traffic calmed also lost a bike route as a result.

### **Discussion Regarding Priority Policy Options Policy Designs**

#### TLU-1

Kathy Leotta began discussion of the policy designs starting with TLU-1. She asked the group if there were any suggested changes.

A TWG member said he is in support of all these things in TLU-1, but they're off in the future and that plug-in technology will not be here for a while. He thinks there are more important things to focus on for now.

A TWG member commented that the group should put all ideas on the table and the straw polls will weed everything out.

A TWG member said there was a new study that looked at the impact of plug-in technology on the grid, and that recommendations under TLU-1 would be premature at this point. He suggested the group could evaluate the study. He said the study was done at the national level and that he can get the group the information and that the group should evaluate the results of the study.

A TWG member said the technology can have a large impact on the grid.

Kathy Leotta asked what the goal should be. A TWG member responded that there should be no goal yet, but that there should be further evaluation of the study before a goal is developed.

A TWG member said policy design for 1-8 should be tentative.

Kathy Leotta asked if the group should keep the language in for future use.

A TWG member said yes, just make it tentative and that TLU-1 is premature because there are national studies going on.

#### TLU-2

Kathy Leotta said TLU-2 will be discussed at next week's meeting

#### TLU-3

The group moved on to discussion of TLU-3. A TWG member said the item is wordy and asked if that is the goal for each.

A TWG member replied that justification needs to be in the item because people don't understand how huge of a difference it can make. The TWG member talked to a lot of people on campus, and feedback he received is that you need to educate people and show how it's in people's interest to do this. Policies from Montana, Iowa, and Washington were examples he looked at.

The group discussed the language referring to the statement that people living in downtown areas are often poor and it was decided that would be edited from the text.

The group also discussed how regulations such as zoning can sometimes be a hindrance and how the ideal is to have mixed uses and design standards for parking in back of buildings and alternative modes of transportation, but that the laws are not set up for things like that.

A TWG member asked if this text will be part of the group's draft legislation. A group member replied that it would up to a legislator to decide.

Kathy Leotta asked if there were any programs like this in place yet in Arkansas. No one from the group knew of any. Kathy asked the group if they had years they would like to add for the goals. The group discussed possible timeframes and the policy lead said he'd like to see legislation next year and suggested 2010 for all goals except the complete streets one and 2015 for the complete streets goal.

#### TLU-4

The group began discussion of TLU-4. The group decided to give the policy lead more time to flesh out the policy design and to discuss the item next week. One group member suggested the group wants to do more to encourage these fleets at state level because he is not sure how much can be required at the local level.

#### TLU-5

The group moved on to TLU-5. A TWG member said while he knows railroads can be the "bad guys," freight rail is coming on strong in this country and is expected to expand. It is three to four times more efficient in ton miles efficiency. He mentioned articles in the Wall Street Journal and Washington Post that talked about an upcoming railroad renaissance.

A TWG member responded that problems exist for short hauls, small businesses and guarantees of delivery dates. Companies that choose to ship by rail have to bid on the number of cars they think they will need, pay up front, and pay a tariff rate. With mega mergers, two railroads control 85% of all business.

A TWG member said he agrees the need for reforming antitrust laws and would like to see first three bullets emphasized.

Kathy Leotta asked if you have to go through other steps before you can increase capacity.

A TWG member replied that the Senate Transportation Committee has legislation on the table to fix some of these problems but until that's done, not much can be changed.

A TWG member pointed out that the first two bullets are federal issues and asked how can the group support passage of that.

The TWG member said by asking elected officials and key representatives and by influencing our own delegation, but that we don't have everyone signed on to support that yet. He said the non-compete issues in legislation have to change.

The group continued discussion of the time frame goals and decided to leave a blank for a year and to add one in next week. They also discussed whether the legislature would fund the measures and decided to de-emphasize the funding aspect. Also, a TWG member suggested deleting the text about sea shipping.

#### TLU-6

A TWG member said TLU-6 ties in with TLU-3.

A TWG member asked if there was some way to include vanpools in the policy option and the TWG policy lead said that is a great idea and has worked well in Oregon.

A TWG member suggested adding in language about financing to the beginning of the bullet item on expanding transit service and infrastructure.

The group discussed whether high-speed intercity rail was practical and realistic but agreed to leave that in there when it was pointed out that high-speed rail can include those with speeds around 70mph.

The group discussed what the timing for the goal should be and whether it should be on a per year basis and also per capita or total. An Advisory Board member clarified that the baseline is the current year plus 20 years in the future. The group decided to revisit the text once they get baseline information from the Cross Cutting Issues TWG.

Kathy Leotta asked for clarification on the VMT reduction goals.

A TWG member said it doesn't mean six percent per year, but six percent total.

Kathy Leotta asked if there would be a desire to put funding mechanisms in the policy design. The TWG policy lead said no.

Kathy asked if there are any related policies and programs in place and suggested perhaps there is long range transit planning underway.

The TWG member said any encouragement to get rail is good and that a 25-mile light rail system in northwest Arkansas is being planned.

#### TLU-7

The group began discussion of TLU-7. A TWG member said he wanted to add the following goal: Within a year, colleges will report on costs and benefits of having freshman leave cars off campus for a year. He said they would first study the issue and report findings rather than implement the measures. He said he will email the changes to Kathy Leotta.

Kathy Leotta asked if he established years for the goals.

The TWG policy lead asked if the group could wait.

Kathy said we can leave as blanks for now but add the years later.

The TWG member asked if CCS could talk to Kathy Webb about whether the group should be specifying hard dates. Kathy said she will ask the CCS project manager if they can do this at their next meeting with Kathy Webb.

#### TLU-8

On TLU-8, a TWG member asked how the group can specify amounts of alternative fuels when there is not enough known about them.

The TWG policy lead replied that she thinks it depends on how they're produced and that she doesn't think we can exclude ethanol yet. Also, House Bill [HB] 1379 and Senate Bill [SB] 363 deal with these. She said in the second paragraph she included language about food sources that don't produce higher greenhouse gas (GHG) emissions. She said if the production of ethanol is not going to increase GHG emissions, the group needs to keep it in.

A TWG member said he objects to alternative fuel issues in general especially since we have state and federal laws that support crops. He said there would be pushback on that if you're not willing to use food sources because those have been promoted for years and there is canola oil research going on in the State to provide another source for biodiesel.

A TWG member said he thinks the policy is saying it's fine to promote these fuel sources, but that we just don't want it to effect our food supply.

Kathy Leotta said California has developed a renewable fuels plan [State Alternative Fuels Plan], which includes a goal of moving away from some feedstocks to other ones over the years.

The policy lead asked if the group should keep the sentences about food and fuel in the policy and the group decided to keep them in but to make it clear that the food versus fuel issue is a concern.

A TWG member said if the language says you don't wish to encourage those fuels, it might be in conflict with the House Bill. The policy lead said she will look at the language of the House Bill.

The TWG member said the agricultural community will be very interested in this policy.

TLU-9

Kathy Leotta said the group will discuss TLU-9 next week.

TLU-10

Kathy Leotta asked if there were any suggested changes to TLU-10.

A TWG member said it is straightforward but if there are any changes to let her know.

A TWG member suggested to make the definition of more or less efficient vehicles relevant to federal standards.

Kathy Leotta asked if there should be a number listed for the goal at the bottom of page 26.

The policy lead said 6% by 2015.

The group discussed what to do about work vehicles, such as a truck used by a plumber. There was concern that people needing work vehicles might be penalized for low fuel efficiency of those vehicles.

The policy lead said the intent is to only have the fuel efficiency standards apply when there are options available. If there were no options, there would be no penalty. She said exceptions could be made.

A TWG member cautioned that exceptions can cause grief and he encouraged her to look at California's feebate system and other states with feebate systems to see how they handle exceptions.

**Agenda, Date and Time for Next Meetings**

Kathy Leotta told the group they can exchange emails between from one member to another, but all should understand that all emails are subject to the Freedom of Information Act. Kathy Leotta indicated to the group they can exchange emails between two people, but not between more than two.

The next meeting is scheduled for:

- Meeting #6, May 6, 2008, 10:30 AM CST

**Public Comments and Announcements**

There were no public comments or announcements.