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MEETING SUMMARY
ARKANSAS CLIMATE CHANGE ADVISORY COUNCIL
Transportation and Land Use Technical Work Group
Call #7, June 2, 2008

Attendees:

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

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

Governor's Office: Jillian Hicks

Center for Climate Strategies: Kathy Leotta, Bill Cowart, David Shelton, Tara Cok, Chris Dorney

Members of the Public: Bill Maher, Arkansas Historic Preservation Program

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

- Meeting Notice and Agenda
- Summary of Call # 6
- PowerPoint for Teleconference
- Straw Proposal Document
- GHG Emissions Inventory and Forecast - Transportation Energy Use

Discussion and Conclusions:

Introductions

Kathy Leotta welcomed the group and roll call was taken.

Review and Approval of Prior Call Summary

Kathy Leotta said the first order of business is to approve Summary Call #6. A TWG member made a move to accept the previous meeting summary and another TWG member seconded the motion. Kathy seconded and approved that Summary Call #6 be accepted.

Review of Next Steps for TWG

Kathy Leotta began reviewing the next steps for the TWG and began by reviewing slide 5 from the presentation slides. She told the group that they are currently at Step 5 which involves quantifying green house gas emissions. She told the group that David Shelton of CCS will be analyzing GHG reduction emissions and alternative fuel development and expansion and would take the group through slides 6 and 7.

Review and Discuss Development of Transportation Sector GHG Inventory and Forecast

Dave Shelton told the group he would give a quick overview of the GHG inventory and forecast. He began with Slide 6 and its discussion of percentages of emissions sources, noting that the vast majority comes from on-road fuel consumption. He explained that these were calculated by using historical VMT [vehicle miles traveled] data from the state and projecting that out into future using linear regression broken out by type of vehicle based on national average data by EPA. Fuel consumption was then converted into GHG type. David noted that by 2025 the share of emissions between diesel and gas changes to 85%, similar 1990 and 2005, just shifting more toward diesel since diesel is expected to grow more rapidly. He said that aviation data is based on the FAA's national forecast for growth, and that rail (diesel consumption) is assumed to have no growth.

A TWG member said that freight rail has been growing quite a bit lately. The TWG members discussed recent articles on rail issues and railroad trends.

David Shelton said CCS can follow up with rail data and about the assumptions and type of data being looked at that showed flat growth. He added that there are other uncertainties including on-road fuel consumption based on VMT in Arkansas and a breakdown by vehicle types according to national data. He said it is possible it doesn't reflect recent changes that are being seen. He said that recent CAFE standards are not reflected in the forecast and are analyzed separately.

Kathy Leotta asked if there were any other questions about the inventory and forecast. A question was asked about why the diesel proportion is increasing.

Bill Cowart responded that it is almost all due to heavy duty truck activity although light duty trucks are starting to use diesel more, too.

Review Results of 5/19/08 GCGW Meeting #6

Kathy Leotta asked the group if they would like to hear a re-cap of the results of the May 19 GCGW Meeting #6 and the suggestions made by the work group. Group members said yes.

Kathy said that all 10 options were approved, and a number were approved with modifications suggested.

Discuss Draft Policy Options Approved by the GCGW

Kathy Leotta began going through the policy options approved by the GCGW by giving a summary of the May 19th GCGW meeting:

- TLU-1 was determined to be a policy option, but not a measure the group would be able to develop because there weren't associated goals.

- TLU-2: two members noted that the policy option should be based on full life cycle carbon analysis.
- TLU-8: addresses non foodstock fuels. The group agreed to change the order so that TLU-8 and TLU-2 are next to each other.
- TLU-3: a member suggested reviewing the baseline conditions. Reductions will cover gas consumed and emissions. A member suggested using other cities for comparison such as Portland, OR, Bend, OR and Davis, CA.
- TLU-3 and TLU-6: synergies between the two policy options were noted.
- TLU-4: included a few member suggestions.
- TLU-5: no questions or comments.
- TLU-7: a member noted that the policy only asked universities to conduct studies while grades K through 12 were asked to take actual steps.
- TLU-8: needs to address marketing initiatives and the stated 50-100 mile radius should be deleted.
- TLU-9: ridesharing in schools was noted as important.
- TLU-10-the six percent goal was noted as mild compared to other states which have goals as large as 15 percent. Also, the policy may have unintended consequences such as people bringing in used SUVs from other states.

Kathy Leotta asked the group if there was anything that she missed in the summary. The group had no additions.

Review and Discuss Draft Straw Proposals

Kathy Leotta began discussion of quantification approaches for all proposals.

A TWG member brought up the suggestion of replacing TLU-1. He said that TLU-1 is not very effective at this point since plug-in vehicles are still speculative and the policy won't make much difference in a ten-year time frame. He said he'd like to recommend to the Commission that the group replace TLU-1 based on the previous 1.2.1 policy of enforcing speed limits. TLU-1 would then be changed to 'Lower Speed Limits' and the policy design would be to have 65 mph statewide speed limits. Speed limits should be more strongly enforced with a tolerance of no more than five miles per hour and the timing would be as soon as possible.

Another TWG asked if the group can do this on a phone call.

Kathy Leotta said that the group can recommend that it be added and at the next full meeting and see if the Commission would like to add a new policy. They could also ask the commission if they would like to delete one. She said it's not too late to add a new policy option, but almost too late.

The group then discussed at what speed the limits should be set and decided to start with a more aggressive assumption of 60 miles per hour, recognizing that most people will exceed that by a few miles per hour anyway. The group stated that it would be a good idea to put together a table that shows fuel savings at various speeds. Bill Cowart said CCS could create a table like that.

Kathy Leotta noted that there might be some cost up front for focused enforcement for a short period of time after speed limits are changed.

Bill Cowart said photo enforcement can also work. It can be moderately expensive but can pay for itself.

The group decided to start drafting up the new policy option, and that TLU-1 could remain a policy option too.

Discuss Quantification Approach

The group began discussion of the policy options quantification approaches. Kathy Leotta noted that TLU-2 and TLU-3 will be lumped together with reductions quantified under TLU-3.

A TWG member said that there has been broad agreement among the group that they do not want biofuels coming from food sources because they don't want to be connected to measures that contribute to hunger. TWG members indicated the primarily feedstock they were concerned about is corn, and asked if it is possible to exclude only corn ethanol.

David Shelton agreed to exclude corn from the quantification and asked the group to let him know if they have any specific local knowledge about potential fuel sources. David confirmed that the goal for the policy is still six percent.

For TLU-4 and TLU-5, Kathy Leotta pointed out that page 14 has new information. Bill Cowart said that frequently these land use and transit are quantified together but that CCS tried to quantify them separately. He said CCS can revisit combining them. He explained that census tract data, existing densities and urbanizing areas along with VMT per person were looked at for quantification purposes.

An attendee from the Arkansas Historic Preservation Program said his program is following the Smart Growth policy with a great deal of interest.

Bill Cowart noted that often even in a transit corridor, VMT reduction comes from people taking fewer motorized trips or taking shorter trips rather than switching from cars to transit. On the transit side, CCS looked at increases in service and what is feasible and what can be achieved in existing corridors with traffic signal timing, for example, and also new service. He said an issue

in Arkansas is whether it might be appropriate to present results along with smart growth and transit.

A TWG member asked what price CCS will use for gasoline in the quantification analysis. Kathy Leotta said she doesn't have an answer on that yet and that it is being worked on because the official current long-term forecasts from the EIA are somewhat out-of-date. She said she will give the group an update next week.

Kathy Leotta said Bill Cowart is analyzing TLU-6 and that methods and assumptions are listed on page 22 and 23 of the straw proposal document.

Bill Cowart explained that the proposed method is to look at enrollment numbers and look at the success of national programs such as safe routes to school and to make sure CCS is looking at appropriate cities in Arkansas. Also, CCS will look at what other schools and states have done.

A member from the public said that economic incentives for rehabilitating historic housing units might apply to the policy option because that might create more incentive to get people living closer to the older neighborhoods close to schools so they can walk to school.

Kathy Leotta said that the methodology for TLU-7 freight efficiency is on page 26.

Bill Cowart said there is quite a bit being done on idling reduction for trucks nationally and across states. He said an issue with longer trailers is that a lot of shippers don't have enough cargo to fill twin trailers and also some states don't allow two trailers. He said that finding out how many shipments this applies to is the challenge.

A TWG member suggested that CCS might want to contact the JB Hunt Company in Arkansas since they do bi-modal transportation.

For TLU-8, Bill Cowart said the group had given CCS anecdotal evidence that turnover for the state's heavy duty fleet is 8 to 10 years but that CCS needs to collect more data on that and look at turnover rates and what improvement in fuel economy could be. Otherwise CCS will have to use other numbers. He said one caveat is that the policy doesn't assume there would be an acceleration in turn over which wouldn't be a net benefit to emissions.

Kathy Leotta said the group needs to make sure the language is right for TLU-9. A TWG member said she had sent new language in an email and would resend it if needed. Another TWG member suggested a new title, 'Fuel efficient cars: Clean Car Incentive'. A TWG member wondered if that would sidetrack anyone and the group agreed that the new title and language should be brought up at the full commission.

For TLU-10, Kathy Leotta said not much under the policy can be quantified other than low-rolling resistance tires. A TWG member said he doesn't see how an educational matter like this can be quantified. He said he would like to add 'city planning choices' as one thing we're trying to educate people about. Kathy Leotta said we could put that language in and recognize that quantification would occur under smart growth. The group members agreed with that approach.

Kathy asked the group if the five percent goal for tires was ok. The group decided that it was better to leave that number out and that it might be misleading to try to quantify the option and should not do so.

Agenda, Date and Time for Next Meetings

The next meeting is scheduled for:

- Meeting #8, June 9, 2008, 10:30 AM CST

Public Comments and Announcements