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**MEETING SUMMARY
ARKANSAS CLIMATE CHANGE ADVISORY COUNCIL
Transportation and Land Use Technical Work Group
Call #9, June 30, 2008**

Attendees:

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

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, Jason Miles

Members of the Public:

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

- Meeting Notice and Agenda
- Summary of Call # 8
- PowerPoint for Teleconference
- Policy Option Document

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 #8 from June 9th, which was an abbreviated meeting due to no quorum being present. 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 #8 be accepted.

One error was noted on the previous meeting summary, on the second paragraph of page 3, remove the word “not”, to read the world “does respond to practicality.” Summary approved with this one change.

Review of Next Steps for TWG

Review Results of 6/17/08 GCGW Meeting #7

TLU-3 & TLU-11 were the only options discussed at the full council meeting. There was one objection to moving TLU-3 forward for analysis, questioning whether Arkansas was meeting the federal renewable fuel standard, and if so, how this standard is affecting the state. This information must be incorporated into TLU-3, but this has not been done yet.

TLU-3 - In general the TLU-TWG shall explore the feasibility of formulating a goal for Arkansas that surpasses the federal standard. This item will be further discussed on the TLU-TWG Call #10. An issue was raised on how higher state standards will be enforced. There was a discussion around the term “advanced biofuels” stating that it should be identified as including all biofuels with the exception “corn-based ethanol.” The question was raised whether this term was defined in federal law. The group does not want to support “corn-based” ethanol and it was suggested that this should at least be spelled out in the policy. There was a general agreement from the TWG members to avoid the use of corn-based ethanol. If the term “advanced biofuels” is used this should possibly be noted or further defined to not include corn-based ethanol.

Additionally, under “Timing” 2020 should be changed to 2015.

TLU-11 – There were no objections from the full council to moving forward with this policy option, however there were a few recommendations such as considering the increased travel-time in the cost-benefit analysis. Bill Cowart, who is performing the quantification for this policy option, raised the concern about including “indirect” effects as these are difficult to quantify.

Review Refinements to Policy Options

Reviewed policy options document –

- TLU-1 – GHG reductions will not be quantified
- TLU-2 – Reductions will be incorporated in TLU-3
- TLU-3 – GHG reductions will be quantified
- TLU-4 – Won’t have cost effectiveness, but will have GHG reductions
- TLU-5 – GHG reductions will be quantified
- TLU-6 – GHG reductions will be quantified
- TLU-7 – GHG reductions will be quantified

- TLU-8 – GHG reductions will be quantified in two parts (light duty vehicles / heavy duty vehicles)
- TLU-9 – GHG reductions will be quantified
- TLU-10 – Will not be quantified.
- TLU-11 – GHG reductions will be quantified

Discuss Quantification Approach

Bill Cowart spoke on the quantification approach taken from TLU-4 & TLU-5. There was some suggestion on incorporating these two policy options together, but it was decided that these two options should be kept separate and should be identified to the full council as being closely related to one another.

Bill also discussed the approach to TLU-11, showing a reduction in the state speed limits. Electronic and photo enforcement was also discussed as part of this option, possibly to be used in lieu of the ability to enforce the speed limit through traditional means. The revenue acquired from additional speeding fines was not incorporated into the quantification. Fuel cost savings and cost of enforcement were considered. The cost to the state should be minimized. It was discussed that quantification cost of enforcement and revenues from tickets must be examined on the state level and fuel savings and speeding fines must be considered on the public side. Concerns were raised over the legislative process necessary to be followed for reducing speed limits and there were questions whether that is something that can be done by the state DOT. There was a request to follow federal legislation under “goals” and it was suggested to include a sentence saying “support federal legislation that is along the lines of this policy option to reduce federal speed limits to reduce fuel consumption.”

TLU-3 – David Shelton spoke on the quantification analysis of TLU-3. The goal was to increase the use of Low-Carbon fuels to provide 6% of total on-road vehicle fuels. Corn-based ethanol was not included or encouraged as part of this policy and it was assumed this was all cellulosic ethanol, which is just coming onto the market now.

Kathy Leotta suggested ending today’s call early to extend the next call to further discuss the quantification process during Call #10 on July 15th.

Agenda, Date and Time for Next Meetings

The next meeting is scheduled for:

- Meeting #10, July 15, 2008, 10:30 AM - 12:30 PM CST

Public Comments and Announcements

No public comments or announcements.