



Governor's Action Team on Energy and Climate Change

State of Florida

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DRAFT TELECONFERENCE MEETING SUMMARY

Transportation and Land Use

Technical Working Group Call #3

April 3, 2008

Potential Members Attending:

Potential Members	Affiliation
Dave Mica	Florida Petroleum Council
Peter Calvert	EarthFirst Americas
Ted Smith	Florida Automobile Dealers Assoc.
Greg Chelius	Trust for Public Land
Robert Harrington (for Howard Glassman)	Florida Metropolitan Planning Organization
David Peebles	ETH Bioenergy – Odebrecht
Charles Pattison	1000 Friends of Florida
Jeff Day	Publix
Suzanne Cook	Florida Green Building Coalition
Preston Robertson	Florida Wildlife Federation
Dr. Lonnie Ingram	University of Florida Institute of Food and Agricultural Sciences
Janet Bowman	The Nature Conservancy
Robert "Buzz" Hoover	Gate Biofuels, LLC and Petroleum Supply with Gate Petroleum Company
Coleman Edmunds	AutoNation, Inc.
Thomas Steigerwald	Steigerwald & Associates, Inc.

Florida Department of Environmental Protection (DEP): Kelley Smith

Center for Climate Strategies (CCS): Lewison Lem, Tiffany Batac, Jason Miles, Travis Garnto

Members of the Public: Sheri Coven (Department of Community Affairs), Annie [REDACTED] (West Florida Regional Planning Counsel), George Cervante (Florida Power & Light), Jim Long (Florida Trucking Assoc.), Ben Stuart (Radey, Thomas, Yon, and Clark), Bob Schomber (Florida Power and Light)

Agenda Item#1 and #2: Introductions and Review of Agenda.



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Lewison Lem opened the meeting, introduced members, and took roll call. The goal for this meeting was to work through the policy catalog and think about ratings in terms of potential Greenhouse Gas (GHG) emission reductions and potential cost effectiveness of various strategies in the catalog and under consideration.

Agenda Item#3: Review and Approval of Call #2 Summary

Lewison Lem asked if the group could look over the meeting minutes from call #2, and if there are any additions or corrections to the meeting summary.

David Peebles made a suggestion to provide updates on the status of any TWG requests. At the last meeting a request was made for relevant Florida data referring to vehicle fleet and specific age, due to a concern of credibility for basis of policy if program goes national.

Lewison Lem gave an update on the development of a fleet model spreadsheet. There are a couple steps we need to take and the first is to complete the inventory and forecast document that has been submitted to Florida DEP for revisions. He stated that the inventory and forecast will be available after revisions are made. He then commented that the document will include an analysis of a dateline forecast for transportation, land-use, and GHG emissions. The spreadsheet model will also include the date of fleet vehicles and categories of vehicles. He then stated that the plan is to use this data from the inventory forecast and use it as the group looks forward.

David Peebles stated that miles driven per vehicle would be useful information to provide because currently people are driving greater distances more often than previous generations.

Lewison Lem commented that David Peebles has a good point. He also commented that David's point raises the direct point and an indirect point to include someone from Florida Department of Transportation (FDOT).

David Peebles replied that having someone from FDOT's Policy and Planning Department would be very helpful.

Kelley Smith stated that she will make sure someone from FDOT is present at the next conference call.



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Lewison Lem asked for any other points regarding meeting summary. No additional comments to the meeting minutes were made at this point and asked for the meeting minutes to be approved with the agreed upon changes.

David Peebles made a motion for approval.

Charles Pattison seconded the motion.

Lewison Lem asked if there were any concerns or objections to the motion.

Suzanne Cook stated that she made a comment that needs to be clarified, and states the group needs to look at how impact fees are affecting workforce housing. Suzanne stated that her concern is that the impact fees could put extra pressures on people who are currently struggling to afford a home.

Lewison Lem asked for any more comments, corrections, or an objection to the motion of approval.

David Peebles gave approval of meeting minutes with agreed upon changes and clarifications.

Agenda Item #4 and 5: Development of the FL TLU Catalog of States' Actions

Lewison Lem explained that the group is trying to look at the Florida TLU Catalog of State actions and explain the policy descriptions. He also stated that this discussion will help the voting members become more comfortable when balloting for priorities.

David Peebles commented that the document should be discussed section by section, to provide a framework to help explain each individual topic.

Charles Pattison asked for clarification of what is expected from the voting group, and how they can debate without sufficient data to realistically debate priority.

Suzanne Cook asked that in the notes column if any documents are mentioned can the TWG receive an Executive Summary of that document.

Lewison Lem stated these items are included in the Phase 1 Report. He also stated that CCS doesn't provide summaries of strategies because of the large quantity of strategies. However, the



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policy descriptions document is provided and the TWG can discuss summaries over the teleconferences.

Dave Peebles suggested the group pick things that are understandable and pertinent. He suggested that the group shouldn't make a suggestion on 1.1.1 Tailpipe GHG and Fuel Economy because of the level of technicalities.

Lewison Lem explained that in the transportation and land-use areas people state there are three general areas that affect GHG emissions:

- 1) vehicle design and performance
- 2) fuel consumption
- 3) vehicle miles traveled (use/activity of vehicle)

The priority of these three areas differs in every state depending on each situation.

Ted Smith explained that the TWG probably does not feel comfortable making decisions based on their current knowledge of the options.

Lewison Lem stated that the CCS is here to help them work their way through the process. He asked Kelley Smith if it was okay to talk with the group about a preliminary inventory of data completed by the Florida DEP.

Kelley Smith commented that it would be okay to share this information with the group.

Lewison Lem explained that the preliminary inventory of the data provides some raw data on VMT growth and population growth. This information will also be circulated by e-mail.

Ted Smith suggested that the group should try discussing through one item.

TLU 1.1.1: New Vehicle Standards

Lewison Lem opened discussion on the first option, 1.1.1, involving vehicle design and technology.

Suzanne Cook stated that 1.1.1 is a priority, however; she would like to strike any reference to the California Motor Vehicle Standards that are in the notes.



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Dave Mica stated that he believes that since the federal government has started taking actions to push for standards, it should be regulated by the federal government. He also stated he does not feel comfortable with putting the California Motor Vehicle Standards in place to regulate Florida.

Ted Smith agreed with Dave Mica about the cost to Florida since it is a program for Florida. However, he also mentioned that the California Motor Vehicle Standards cannot be excluded since they are outlined by the Governor's Executive Order 07-127. He mentioned that guidelines about adoption of a new tail pipe and car standards may impede citizens from obtaining the vehicles they want, and wonders if this is something that needs to be considered while discussing 1.1.1.

Coleman Edmunds stated that our view should concentrate on the activity, rebates, charges, taxes, and fuels as opposed to trying to drive consumer demand by changing the vehicle.

Ted Smith asked if cost is an important item to consider.

Dave Peebles commented that issues on the vehicle standards and technology already have appropriate venues and forums that are being handled by federal and state agencies. He then comments that this rulemaking is the venue and forum for the discussion to take place, and the group should move on to other sections of the catalog.

Charles Pattison asked if it is reasonable to assume DEP rulemaking is going to have to produce cost impact numbers as part of their process.

Dave Mica said that the DEP is supposed to have an economic statement, but sometimes the statement can be subjective to the writer.

Charles Pattison stated that part of the issue is the cost and what are the people getting. He stated he doesn't know if he is comfortable with DEP continuing with the rulemaking.

Dave Mica stated that DEP rulemaking is a main concern for a lot of people.

Ted Smith discussed how people have expressed whether certain vehicles (i.e. boats, tractors) will be covered under the new DEP program. Then wants to receive clarification on how the process should go.



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Lewis Lem explained how prioritizing the options should take place, and that it is a portfolio approach.

“Buzz” Hoover stated that this is an issue that the group should have rulemaking in this process and not allow DEP to do the work alone.

Lewis Lem discussed the actions of how the group should address how the actions will affect Floridians over the time-frame that is established for these new standards.

Ted Smith asked if there was any disagreement with item 1.1.1 being a priority area even if the specific ideas of what should be done are not known yet.

Suzanne Cook agreed 1.1.1 is a priority and the details will have to be figured out later.

Coleman Edmunds stated that the focus of improving the miles per gallon (MPG) achievable / fuel economy is not to force manufacturers to have a reduction in the whole fleet, but to drive the consumer to desire a vehicle that is more fuel efficient.

Dr. Lonnie Ingram stated that the details that are listed may not be the right details for Florida, but the group should agree moving toward tail-pipe emissions and improving fuel economy priority in Florida.

Charles Pattison suggested the group need principles that should guide the choices, and be the basis for selection.

Dr. Lonnie Ingram stated that it would be hard to argue that 1.1.1 is low priority and low payoff area.

Dave Mica disagreed with Dr. Lonnie Ingram's stance.

“Buzz” Hoover asked how the group is to prioritize the columns without having the appropriate data in the columns.

Lewis Lem explained how people look at the way decision processes should proceed, and how they are based on the individual. He also explained that the ballots should be made on the TWG members' judgments.



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George Cervante commented that problems with a standard like these are open-ended. There is not enough information on how quickly manufacturers can bring products to the consumer to move the actions considerably, and stated that the votes should be made on intent and not practical application.

Lewison Lem thanked George Cervante for his perspective and asked for more comments in the category relating to passenger vehicles.

Coleman Edmunds expressed concern for the amount of data provided when making priority decisions, and how higher fuel economy may allow people to drive further which would create an increase in GHG emissions.

1.1.2 ZEV/LEV Implementation

Dave Mica commented that in California, zero emission vehicle standards have been mandated several times, and have always had to be retreated.

Dave Peebles suggested that a 55 mile per hour (mph) speed limit would help more than any vehicle redesign, and would improve transportation system management. He also suggested going with items that are easiest in TLU-1.

Dr. Lonnie Ingram stated that rental cars offering only hybrids would trickle into Florida, and make a large impact on the state.

Dave Mica suggested discussing the sections one at a time.

1.1.3 Research and Development

Lewison Lem opened discussion on new vehicles and research and development.

Dave Mica stated he is a large supporter to not only research and development in not only vehicle technologies, but also fuel technologies.

Ted Smith stated there has been a lot of talk in vehicle research and design, and states that manufacturers are spending millions to increase fuel efficiency. However, dealing with an internal combustion engine makes it hard to obtain tailpipe GHG emissions in California.

Lewison Lem asked Ted Smith to explain a little more about the research and design.



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Ted Smith stated they are developing hybrid technology and fuel types as well. He then suggested Coleman Edmunds might have more knowledge of these programs.

Coleman Edmunds stated manufacturers are looking at other vehicle types such as hybrid, fuel cells, and hydrogen. He also mentions that manufacturers are desperate to develop technologies because of competition, but today's problem is that it hasn't been completed on a cost competitive basis. He then states this cost is a potential problem with rule being put into place by governor, and could cause huge impacts to manufacturers by not being able to meet requirements, and it will also affect consumers by driving manufacturers' costs up per vehicle.

George Cervante stated that there is significant research going on in the areas of internal combustion engines, bio-fuels, and hybrid technology. Research and development is a gradual process which builds on past research. The gains in research and development are real and measurable. He also suggested that the role Florida could play is in support of a federal mandate that forces all markets to respond.

Dr. Lonnie Ingram stated he is having a hard time imagining how the university would contribute; since, research and development is mostly left to the manufacturer, however, there may be an engineering department in the Florida University system doing research on cylinder engines.

Dave Mica stated that in Gainesville (possibly University of Florida) the engineering department is doing work on technology associated with vehicle competition that might have some transformation uses to the auto industry. He mentioned how the University of South Florida has a center for transportation studies that has research that is associated not only to vehicles, but how roads and timing of lights have a big impact on GHG emissions.

Ted Smith stated he does not know how big of a deal research and design is in Florida, and thinks that the group should recognize that the market and manufacturers competition will drive the research and development aspect.

Lewis Lem stated that the group has covered every section up to 1.1.3, and asks if anyone wants to say anything about 1.1.4 the vehicle add-on technologies.

Dave Mica stated the technology is effective but it is a type of efficiency that should be part of an educational effort.



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George Cervante discussed how they evaluate the technology weekly, and the potential to make a difference is very low. He also stated he believes the state would waste valuable time and resources trying to encourage this in a direct and specific way.

Dave Mica stated that if people would maintain proper inflation on their tires that there would be considerable savings that would be comparative to replacing with a low rolling resistance tire.

Lewison Lem stated that 1.2.5 relates to what Dave Mica mentioned. He then proceeded to ask the group how they feel about section 1.1.6 which relates to consumer information.

Ted Smith stated that a sticker to provide more education would be helpful.

Charles Pattison stated that to him he believes that consumer education needs to take place to create awareness of these technologies that will increase gas mileage. He also stated he believes that consumer behavior by filling tires, driving 55 mph, and driving less would be more effective than anything else in the area of vehicles.

Dr. Lonnie Ingram stated that showing miles per gallon (MPG) on a sticker is a useful tool, and it could highlight the MPG in terms of GHG emissions.

Ted Smith agreed with Dr. Lonnie Ingram, but stated showing the Global Warming Index (GWI) would be hard.

Lewison Lem mentioned that 1.2.8 deals specifically with public education, and item 1.2.7 deals with school education. Lewison Lem brought up item 1.1.7 which relates to infrastructure for plug-in vehicles.

1.1.7 Infrastructure for Plug-In Vehicles

Dave Mica stated that as plug-ins become available and costs become competitive it may be a consideration. However, at present to let the markets drive the infrastructure.

Dr. Lonnie Ingram discussed the idea of hybrid rental cars being placed in this section.

Dave Mica commented if there is some way to incentivize the implementation of hybrids to the rental car industry without being a costly public expenditure. He suggested incentives such as hybrid rental cars with reduced parking fees or toll related waivers. He also mentioned rental



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cars cover a large portion in the state, and suggests that agencies may have some input on hybridizing rentals.

Dave Peebles stated that maybe the development of some specific recommendations for the rental car industry, and then state and local governments can move forward in terms of procurement and replacement of new acquisitions.

Dr. Lonnie Ingram suggested a fleet average would be one approach.

Lewison Lem directed the group that rental cars are covered in section 1.4

Charles Pattison asked for information on fleet costs for vehicles in the state of Florida, and whether plug-ins would be something of interest at state facilities versus cost effective savings of how many vehicles the state of Florida may own.

Lewison Lem stated that some states consider that policy in state and municipal fleets. Although we currently don't have the numbers, if the option is made a priority the numbers could be analyzed.

Dave Mica stated that state fleets are getting considerable attention in both energy bills of the Florida House and Senate, and believes the group should wait to address this issue after discussions have been made.

Lewison Lem directed the meeting into section 1.2 passenger vehicle operations.

1.2.1 Speed Limits

Dave Peebles opened discussion regarding a 55 mph speed limit on turnpikes and interstates as a way of increasing fuel efficiency.

Dave Mica commented it would have a great effect, but would meet opposition from the public. Charles Pattison stated not to post speed limits, but to post MPG to get around speed limit opposition.

Lewison Lem stated 1.2.1 is more about enforcement, and a different policy would look at setting limits.



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Charles Pattison brought up the idea of mandating Free Air initiative at gas stations within flood prone areas.

Dave Mica stated that people should not be mandated because previous mandates have not been that effective, and have caused capitalization issues.

Charles Pattison stated that the idea is not unreasonable because it may make people maintain tire inflation correctly more often.

Lewison Lem asked for more comments on section 1.2.

Dave Mica commented he has no problem with 1.2, and really likes 1.2.3.

1.2.3 Improved Transportation System Management

Lewison Lem stated that a lot of cities are looking at traffic signalization.

Charles Pattison asked if there is any basis for looking at turn lane length and traffic congestion, and what incentives would help local governments improve these areas.

Lewison Lem discussed how the group also has the potential to address open funding for these issues for the legislation.

Charles Pattison stated that to consider these issues the group must look at identifying the revenue sources.

Lewison Lem stated that it is something that can be written into the report, or however the group feels in presenting the report.

Charles Pattison stated he would like to explore revenue sources. Because, the policies are more likely to gain attention if there is available funding.

Suzanne Cook mentioned vehicle inspection centers and stickers.

Charles Pattison mentioned vehicle registration fees being tied to vehicle emissions.

Another TWG member also discussed the impact of tying-in vehicle registration fees to vehicle emissions would impact the least economically stable constituents.



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Charles Pattison stated a top priority is where funding might come from to implement programs.

Coleman Edmunds stated the group needs to look at whether vehicle emissions worsen with age, or if it is based on individual cars and how they are maintained.

Jim Long mentioned previous information obtained on Florida was concentrated on smog and not GHG emissions.

Dave Mica confirmed Jim Long's statement, and states that car maintenance is a big way to limit GHG.

George Cervante asked if there would be any way of drawing on California's inspection history to see what they found in terms of non-compliant vehicles that go through these mandated programs. It might give a basis as far as the economic impact for Florida.

Agenda Item#7: Review of Next Steps

CCS will send out web links to other state plans and other helpful resources to provide the TWG with more background information. Those that feel comfortable with filling out the notional ratings will be given another chance to do so. These will be due prior the next call for discussion.

Agenda Item#8: Agenda, Time and Date for Next Meetings.

The next meeting of the TLU TWG is scheduled for Wednesday April 23, 2008, 1:00 PM – 3:00 PM EDT.

Agenda Item#9: Public Comments and Announcements.

None.