



Governor's Action Team on Energy and Climate Change
State of Florida

www.flclimatechange.us

DRAFT TELECONFERENCE MEETING SUMMARY
Transportation and Land Use
Technical Working Group Call #2
March 5, 2008

Potential Members Attending:

Potential Members	Affiliation
Dave Mica	Florida Petroleum Council
Peter Calvert	EarthFirst Americas
Ted Smith	Florida Automobile Dealers Assoc.
Terry Joseph	West Florida Regional Planning Council
Greg Chelius	Trust for Public Land
Michael Howe (for Howard Glassman)	Florida Metropolitan Planning Organization
David Peebles	ETH Bioenergy – Odebrecht
Tim Chapin	FSU Department of Urban and Regional Planning
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
Billy Buzzett	St. Joe Company
Charlie Clary	DAG Architects, Inc.

Florida Department of Environmental Protection (DEP): Kelley Smith, Julie Ferris (Air Resources Office), Tom Rogers (Air Resources Office), Yi Zhu (Air Resources Office)

Center for Climate Strategies (CCS): Lewison Lem, Bill Cowart, Tiffany Batac, Jason Miles, Maureen Mullen

Members of the Public: Sherri Coven (Department of Community Affairs), George Servant (Florida Power & Light), Jim Long (Florida Trucking Assoc.), Sarah Doar (Hopping, Reed, and Sams), Tessa Lesage (Johnson Engineering), Ben Stuart (Radey, Thomas, Yon, and Clark), Bob Schomber (Florida Power and Light), Tim Smith (Florida Department of Community Affairs)



Governor's Action Team on Energy and Climate Change

State of Florida

www.flclimatechange.us

Agenda Item#1: Introductions and Review of Agenda.

Lewisson Lem opened the meeting, introduced participating members and took roll call. In response to questions regarding the Florida Emissions Inventory and Forecast on the first call, the 5th Agenda item (discussion of inventory and forecast) was moved to the front of discussion.

Agenda Item#2: Development of Florida Emissions Inventory & Forecast

Lewisson introduced Maureen Mullen of the CCS Inventory and Forecast team, who is also working in collaboration with Florida DEP in the development of Florida's Draft Inventory and Forecast Report. Maureen was invited to speak on the call in response to the questions from the previous TWG meeting.

The Draft Report is not yet available, but Maureen was available to discuss the methods, assumptions & approaches used. The Draft Inventory and Forecast Report is a very data intensive effort as the inventory is a historical look and forecast is a forward looking set of data.

Maureen Mullen first described the methodology used. The transportation sector includes emissions from on-road fuel consumption (motor gasoline & diesel), aviation, and boating / commercial marine.

On-road emissions are the largest component of transportation inventory and forecast. Carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) emissions are calculated. CO₂ emissions are based on fuel consumption data obtained from the Department of Energy State Energy Database. For CH₄ and N₂O, this information is based on VMT. VMT data was obtained from FDOT. Emissions are calculated following methodologies designed by the United States Environmental Protection Agency (US EPA) and laid out in state GHG inventory (SIP). Projection of on-road emissions will be done in stages. Florida specific VMT estimates have not yet been obtained, but this is currently in progress and may be available later in the process. Fuel economy is used to calculate CO₂ emissions.

For the aviation sector, data on fuel consumption by both gasoline and jet fuel is gathered from the Energy Information Administration (EIA) for historical years. Data is projected out to 2025, using projected operational data that was Florida specific, projecting commercial aviation operations. Efficiencies that are occurring over time in the aviation sector are obtained from the EIA Energy Outlook.



Governor's Action Team on Energy and Climate Change *State of Florida*

www.flclimatechange.us

Dave Mica commented that he does not have a source for better data, but many assumptions for the model will be made on the EIA data which is typically lagging behind. He would like to know more about the assumptions made and what the group is going to use this information for. One source of better data might be actual motor fuel consumption and other petroleum consumption from Florida's Department of Revenue associated with motor fuel tax collection. This data may likely be more specific than anything EIA will produce.

Dr. Lonnie Ingram added that the group should also look at government vehicles and school buses as well.

Charles Pattison asked if there is any way the group can get information on the rental car industry. Is there a way to segregate those numbers?

Maureen explained that this information is not readily available. If there is a policy option that would consider this industry specifically then it could be examined in greater detail.

Dave Mica responded that some of the rental car companies have fueling stations of their own. Fleets would typically be the newest. Florida wants to work on realistic numbers and not just on EIA estimates. He would like to at least make an attempt at getting these numbers.

Maureen responded that draft numbers will be submitted to the DEP almost immediately, but this discussion and input should continue.

David Peebles agreed with Dave Mica, and would like to take the time to incorporate Florida specific data. He would also like a profile of Florida's fleet by model year.

Maureen agreed with fleet age request. This information was previously requested, but was not cost effective.

Julie Ferris added that as part of rulemaking, the Division of Air is in the process of purchasing this data.

David Peebles stressed that this is an issue that we should remedy. If Florida is going to have annual monitoring, then we should have access to data and be able to organize it.



Governor's Action Team on Energy and Climate Change *State of Florida*

www.flclimatechange.us

Ted Smith stated that the number of registered vehicles in Florida is around 14 million which echoes the importance of determining the age of the fleet. He suggested pursuing private companies to get this information.

Maureen continued with the inventory and forecast for marine vessels. Analysis accounts for both in-port and offshore. Data is based on national data and some water-borne commerce data specific to the state of Florida. It is important to be sure to look at what is being used in Florida and not just what is being purchased.

Lewison explained that once we have the inventory, CCS releases a draft and members are encouraged to make comments on the draft. Then we can determine what is and what is not there. We also encourage these comments to be submitted by email to: lemccs@gmail.com. Lewison requested that members share the data they have and that this process is a planning process and not a regulatory process. The data being used is not intended to be used for regulatory purposes. In the process the group will be prioritizing strategies.

As for as process for review, Maureen state that the draft is scheduled to be sent to FL DEP today, March 5th and they are scheduled to review it. The draft, with the comments from FL DEP, should be available within a couple weeks.

Lewison added that the Draft Inventory and Forecast report for the overall GHG emissions is scheduled to be released on March 17th for the full Action Team, and then it should be available for the TLU group.

Maureen noted that this report will not include the new federal café standards as these will need to be reviewed before being included.

Peter Calvert was interested in what level of carbon efficiency will be assumed for renewable fuels. Volunteered to summarize and analyze.

Lewison asked that members send him an email lemccs@gmail.com to identify areas in which members have expertise in. Recommendations will have to be moved forward after this meeting for them to look at on March 17th.

Agenda Item#3: review and Approval of Call #1 Summary

A suggestion for future minutes was made that the members' associations should be included next to their name.



Governor's Action Team on Energy and Climate Change *State of Florida*

www.flclimatechange.us

The minutes were approved with the following changes/clarifications of people's names and associations:

Sarah Doar – Hopping, Reed, and Sams
Tessa Lesage – Johnson Engineering

Dr. Ingram moved the minutes to be approved and Janet Bowman seconded the motion.

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

Lewison reviewed the current catalog and accompanying descriptions document and asked for any requests to add options. The following outlines the discussion of additional options to be added to the Florida State TLU Catalog.

Lonnie Ingram questioned where light trucks would fit. Light trucks are considered under passenger vehicles.

Add: Have light trucks restricted to lanes where 16-wheelers are limited to improve flow of passenger travel.

Add: Incorporate rolling stops for right turns to improve fuel efficiency

Dave Mica asked if there were any options that were considered in other states that might be applicable to Florida. Lewison clarified that this catalog of options includes options from other states and nothing has been removed.

Janet Bowman described the concurrency requirements in Florida. You can't develop until you can show there is or will be sufficient capacity on roads within five years time. Alternatives to transportation concurrency within urban areas – there is a growth management policy called "concurrency" you have to pay contribution for building infrastructure for those units. Concurrency has contributed to sprawl, sending developers to Greenfield areas where there is minimal traffic. Concurrency discourages urban redevelopment and mass transit.

Add: Readdress transportation concurrency requirement.

Larry Peterson added to this discussion with an example of the Babcock Branch Project, 25 miles from Ft. Meyers. There is a Greenfield development of 50 thousand people. Adding 20,000 homes at that location, and associated facilities, when you run that traffic through existing traffic models you have to add about 6 lanes and you have to put 530 million on the table. What this is is a way for developers to pay for impacts to local roads



Governor's Action Team on Energy and Climate Change *State of Florida*

www.flclimatechange.us

around the development. It's a disincentive for developments to have internal "trip capture" for trips within the development.

Add: Find ways to incentivize large developments to incorporate trip capture within their own development. (Against the traffic concurrency as it currently is within Florida.)

Janet Bowman:

Add: Incentivize workforce housing near employment centers.

Due to the shortage of affordable housing, people are commuting in to work from further distances and affecting VMT. Impact fees on development.

Suzanne Cook: Should also examine 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.

Tim Chapin:

Add: Balance jobs and housing in roughly the same locations. Jobs / Housing balancing strategies/policies/requirements.

Lonnie Ingram: Include the notion of large isolated schools and move to more centrally located schools – Add schools to Jobs/Housing balance.

Charles Pattison:

Add: Carbon Footprint Assessment for development– incentivize good low carbon footprint development.

Tim Smith:

Add: Replace traditional impact fees with impact fees based upon VMT, rewarding areas that encourage the reduction of VMT.

Janet Bowman: Carbon emission impact statement or evaluation for new roads, examining alternatives instead of roads.

Lewison noted that an evaluation of alternatives is currently required to receive federal funding.



Governor's Action Team on Energy and Climate Change *State of Florida*

www.flclimatechange.us

Charles Pattison: Measuring carbon footprint – Florida does have development defined in statutes. Measuring carbon impacts of new development. This should be done for state as well as federal projects.

Janet Bowman: Separate out transportation & land use development processes.

Lewison: Two new adds:

Add: Measure and assess carbon footprint for transportation development

Add: Measure and assess carbon footprint for land use development

David Peebles: Would like to examine parking structures, requirements, and regulations, particularly in urban areas.

Add: Reevaluate and reform parking requirements. A method looking at parking for reducing congestion and reducing the cost to developers instead of requiring them to put parking in every building or subdivision in the same way.

Lewison noted that catalog items 2.1.6, and 2.3.16, each cover those parking issues. Later on in the process we may be able to bundle some of these parking suggestions together.

Larry Peterson:

Add: Create zones in cities where the further you get into a city the more you have to pay to drive there. Zones could also be used for cab fees, with single cab fees in each zone.

Peter Calvert: The agenda we're examining is in a review mode – why not ask the people assembled here what is practical and what we should do, to create a mechanism where we can table ideas to determine what we can do. Made objection to the idea of putting a list together, and making an objection to the process and would like to move forward immediately with the agenda and not waiting for the process.

Larry Peterson asked how we can best use the experience and the resources of the team to get this list to the full Action Team meeting. Larry also asked for an outline of the process.

Lewison advised the call is being taped and that minutes are also being taken. Written suggestions will also be included. First step is to develop the list and then send the full list of options to the Climate Action Team. From there, the TWG prioritizes the list and the options that we want to carry forward. All of the work in the TLU area, we do a more



Governor's Action Team on Energy and Climate Change *State of Florida*

www.flclimatechange.us

in-depth group discussion. Suggested that those who may be frustrated with the process, to move forward on their own to put together the list of options they would like to have considered. It was noted that the Climate Action Team is the decision making body.

Charles Clary: Concerned about land use sufficiency and wondering if we will be getting to the types of buildings are looking to be built for the future. Would like to reduce the asphalt areas. Trying to reduce general requirements for parking in the downtown areas and incentivize downtown transit.

Lewison explained that there is another work group that deals specifically with the buildings themselves.

Preston Robertson:

Add: Utilize public right of ways for energy production. Holland uses solar panels on highway guardrails. Use the land base the DOT owns to generate energy.

Peter Calvert: Encourage alternative fuels

Add: Incentivize engine vendors to utilize biofuels and warranty their engines with these types of fuels.

Dave Mica:

Add: Encourage state standards that optimize the blending of alternative fuels. Florida is taking the most conservative route of all the southeast states.

Peter Calvert: Increase the per-gallon incentives to develop blending infrastructure. We have to have a fuel formula that is going to have an impact. Can't be too restrictive.

Dave Mica: Wants to be cautious in getting into a bidding war between states due to differing incentives between the states. Look for strategies that are balanced out across the country, while also doing what we can in Florida. Lewison noted that the group will get into implementation methods later.

Greg Chelius:

Add: When creating new roads, encourage or mandate the inclusion of bike paths where it makes sense.

Add: Provide incentives for rail and energy companies to develop bike paths, where either abandoned rails are being reinstated or new rails are being created or even where transmission lines are being created



Governor's Action Team on Energy and Climate Change *State of Florida*

www.flclimatechange.us

Add: Encourage alternative transportation through greening some of our pathways. Encouraging tree canopies via parks in cities which could actually lower temperatures by a few degrees and saves energy needed for air conditioning.

Add: Encouraging new parks and greenways which could attract more people to the cities by adding high quality parks

Larry Peterson: Agreed with Greg and would probably fit under TLU 2.1.

Lonnie Ingram: Concerning intercity passenger travel, there are a lot of rail options and he would like this section to be more proactive.

Dave Mica: Limited funding for these ideas. The funding for some of these pathways would likely come from the same funding for road building and repairs. There should be a measurement for the benefit of the things that we do.

Lewisson thanked everyone for their suggestions. The next public meeting of the Action Team is scheduled in Tallahassee on March 17th

Agenda Item#5: Review of Next Steps

An email with additional items to the catalog will be sent to the group for final clarifications or additions. Any additional written adds will need to be included by Monday March 10th 3PM Eastern. Please email adds to Batac@pbworld.com and LemCCS@gmail.com.

Agenda Item#6: Agenda, Time and Date for Next Meetings.

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

Agenda Item#7: Public Comments and Announcements.

David Peebles reinforced getting the data right the first time. It's very important to start off with a local or state inventory of the database.

Sarah Doar: Is the final version of catalog options going to be available before the full meeting on the 17th?



Governor's Action Team on Energy and Climate Change *State of Florida*

www.flclimatechange.us

Lewison explained that the final version of the catalog options for the full Action Team meeting will be posted to the website prior to the meeting on the 17th at:

<http://www.flclimatechange.us/index.cfm>.