



# 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 #10

#### July 30, 2008

#### Members Attending:

Members	Affiliation
Janet Bowman	The Nature Conservancy
Jeff Day	Publix Supermarkets, Inc.
Coleman Edmunds	Auto Nation, Inc.
Eric Hamilton for Dave Mica	Florida Petroleum Council
Charles Pattison	1000 Friends of Florida

**Governor's Office of Energy and Climate Change:** Brenda Buchan

**Florida Department of Environmental Protection (DEP):** Jim Quinn

**Center for Climate Strategies (CCS):** Ayelet Ezran, Lewison Lem, Jessica Wade

**Members of the Public:** Sarah Doar (Hopping Green & Sams), Mary Gutierrez (Bay Area Resource Council), Tim Smith (Department of Community Affairs), Matthew Urbin, Diane Quigley (Florida Department of Transportation)

#### Agenda Item#1 and 2: Introductions, Meeting Purpose and Goals

Lewison Lem reviewed the agenda for the meeting.

#### Agenda Item #3: Approval of Call #8 and #9 Summaries

Charles Pattison brought a motion to approve the call summaries from call #8 and #9; Janet Bowman seconded. The meeting summaries were approved with no objections.

#### Agenda Item #4: Discussion of Policy Options Straw Proposals

##### TLU 6: Factoring GHG Emissions into Transportation and Land Use Planning

Janet Bowman started the discussion of TLU 6 by mentioning the VMT goal on page 37. Lewison Lem reviewed the current language of bullet 6.8: "By date TBD, reduce Vehicle Miles of Travel (VMT) and associated Vehicle Hours of Travel (VHT) within urban service areas by 10% on a per capita basis." Lewison Lem stated that the current language has been passed



## Governor's Action Team on Energy and Climate Change

### *State of Florida*

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through the climate action team and they are looking for a strong recommendation for what the goals should be. Charles Pattison stated that the difficulty is knowing what percentage of GHG emissions reductions to assign to this particular topic area because he is unsure of how the date chosen will relate to the Governor's executive targets and GHG reductions. Lewison Lem reviewed with the group that the Florida GHG emissions targets as established under Executive Order 07-126 are 10% below current levels by 2012, 25% below current levels by 2017, and 40% below current levels by 2025. Janet Bowman suggested that the group should be trying to meet the Governor's goal by having the transportation sector come up with a share of reductions proportional to its share of emissions. Dianne Quigley mentioned that she sent an article to Kelley Smith about California's plan to reduce GHG emissions by 30% over the next 12 years. Lewison Lem pointed out that research suggests that it is possible reach that range of VMT reductions. Charles Pattison suggested tying the 10% reduction to transportation's share of emissions and to the dates in the Governor's Executive Order. Charles Pattison suggested that if Table 7 was filled in it would provide a better basis for how to suggest some numbers. He added that the date 2020 could be put in and text could be added to the statement that this is meant to reflect the 40% contribution factor for the transportation sector and will be adjusted as necessary with better information. Janet Bowman suggested starting with 10% and then project out for the other milestones in the Governor's Executive Order until at least 2025. Lewison Lem said that CCS will run a couple of scenarios so the group can look at the numbers before they decide for sure.

Charles Pattison then brought the discussion to the first goal under TLU 6, which is 6.1. He stated that all of the bullets in that section either say promote or encourage and that language isn't strong enough. He suggested to replacing "promote" with "prioritize". Janet Bowman agreed with changing the language. There were no objections.

### TLU 3: Smart Growth Planning

Charles started the discussion about goals under policy design. He stated that he doesn't have a problem with the emphasis on green building design, but that the issue that is not covered is the location of a project. He emphasized that the location of a project is quite relevant and has a strong correlation with VMT. Lewison Lem mentioned that research shows that one of the biggest determinates for VMT is how far the place is from the activity center, for example the downtown area. Jim Quinn suggested looking at the section that mentions "new development taken in its entirety" and attempting to address the location issue there. Charles Pattison suggested adding the language "and its location" and eliminating "taken in its entirety". Jim Quinn agreed. There were no objections.



## Governor's Action Team on Energy and Climate Change

### State of Florida

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Jim Quinn mentioned that the last two bullet points on compact development were added on by the working group and suggested that they could be put together. He stated that they didn't need to be separate items and he suggested working on the language.

Jim Quinn then brought up that point that if the focus is simply on new development and not on energy consumption than a large number of buildings will be missed. He suggested having something that addressed the retrofitting and remediation of existing buildings. Jim suggested specifically adding the text "and existing development and redevelopment as appropriate". Charles Pattison suggested adding a new bullet that says "maximize the ability to appropriately retrofit existing development standards". Janet Bowman added a suggestion to have a bullet that targets redevelopment, beyond construction of buildings. Brenda Buchan told the group that the Energy Supply and Demand has ESD 13 which relates to retrofitting existing buildings.

#### Florida TLU VEGA

Ayelet Ezran introduced the Florida TLU VEGA tool. She told the group that the name of the tool is VEGA which stands for Vehicle Energy and Greenhouse Gases Assessment Tool. She reviewed that it is a tool to analyze policies affecting vehicle fuel consumption and GHG emissions from the on-road transportation sector. The proposal is to use the tool to analyze three things:

- The effect of federal CAFÉ recent action
- TLU 2B: Add-on Technologies – Fuel Efficient Tires
- TLU 7: Incentive Programs for Increased Vehicle Fleet Efficiency

They are planning to the tool to look at the effects of those policies individually and to develop a cumulative scenario to estimate the effect of multiple policies on on-road vehicle fuel consumption and GHG emissions. Ayelet Ezran then reviewed the inputs for the VEGA tool; they are:

- Greenhouse Gas Inventory and Baseline Forecast
- Existing and Recent Actions
- Policy Options

These items go into the tool which then estimates the GHG emissions based on the policy options. This process converts policy options into numbers. The VEGA tool translates the policies into three aspects:

- Fleet characteristics
- Fuel characteristics



## Governor's Action Team on Energy and Climate Change

### *State of Florida*

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- Travel habits

She stated that this is not a VMT forecasting tool, but it does use VMT as an input. Lewison Lem stated that there would be discussion with the group about the methods of analysis before they are conducted. He added that they are looking for comments and suggestions.

#### TLU 5: Increasing Choices in Modes of Transportation

Charles Pattison mentioned that all of the bullet points in this section are related to funding. He asked whether funding was to be treated as a generic topic that would be addressed by this group or as something that the full climate action group would consider. He brought up the point that some of the reasons that people would carry out some of these actions would have to do with financial incentives. He stated that the thing that moves local governments more than anything else seems to be funding. Diane Quigley responded that the transportation secretary is looking at ways to fund transportation projects and that now is the time to offer new solutions.

#### TLU 4: Improving Transportation System Management

There were no comments on TLU 4.

#### TLU 8: Increasing Freight Movement Efficiencies

Jeff Day brought the discussion to the policy description. He stated that there is some good language with the "efficient moving of freight" but that this would be a good time to look at weight and vehicle combinations. He suggested adding language to address increasing the efficiency of current trucking capacity. He specifically mentioned using language from the Florida Trucking Association and the EPA SmartWay® program. Lewison Lem reviewed specific items that were up for consideration based on the contribution of Jeff Day:

1. Reducing road freight bottlenecks in known urbanized, congested areas, and assessing the feasibility and costs associated with increased inland port development in Florida
2. Encourage increased participation in the US EPA SmartWay® program for both truck and rail industries
3. Assess the possibility of changes in truck weight and configuration restrictions to maximize trip efficiency



## Governor's Action Team on Energy and Climate Change

### State of Florida

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4. Pursuant to Governor Crist's Executive Order 07-127, continue development of idle reduction standards for all heavy-duty diesel engines
5. Assess the level of advancements in GPS and other technologies for all modes of freight movement

Additional information provided by Jeff Day included the following:

Currently in the United States, nearly 70% of all freight by weight is delivered by truck. Existing infrastructure makes it unlikely that this distribution will be significantly changed at any point in the near future, but the State of Florida can make significant strides in improving the efficiency and environmental impact of the necessary freight movements within its boundaries, and current infrastructure.

The expansion of the Panama Canal will dramatically increase the number and frequency of goods passing through Florida's 14 deep-water ports in the next decade. There is ample opportunity to meet this increase with a more developed inland port system, relieving some congestion in heavily developed port areas.

Market forces are creating new technology aimed at cutting the GHG emissions of large trucks (spurred in part by widespread anti-idling laws and the price of diesel fuel), particularly in conjunction with the US EPA's SmartWay® program, which provides a wide array of fuel-saving techniques and actions for truck and rail companies as well as measures for states to adopt. The American Trucking Associations, Inc. (ATA), estimates that through a variety of measures, the trucking industry nationally could save 86.1 billion gallons of diesel fuel and reduce the carbon output of the industry by 904.7 million tons of CO<sub>2</sub> over a ten year period while maintaining the level of freight movement that the country relies so heavily on.

Charles Pattison asked if the bullet point "Through regional, statewide and national planning activities, seek to remove bottlenecks (both physical and operational) for the efficient movement of freight by all modes of transportation" is standard language; he asked if there is any process that assesses which bottlenecks need the most attention. Diane Quigley responded that the Department of Transportation works with the MPOs to map the most congested areas statewide. Charles Pattison asked if these are assessed based on GHG emissions. Dianne Quigley replied that safety and congestion are usually the criteria; they don't currently use GHG emissions as a factor.



## Governor's Action Team on Energy and Climate Change

### *State of Florida*

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Diane Quigley asked if anyone from the DOT helped with this section. Jeff Day responded that the original document was provided by Lewison Lem. Dianne Quigley expressed interest in working with Jeff Day on enhancing this section; she suggested that Kathy Neal would be able to help also. Diane gave out her e-mail address ([diane.quigley@dot.state.fl.us](mailto:diane.quigley@dot.state.fl.us)).

#### TLU 7: Incentive Programs for Increased Vehicle Fleet Efficiency

Charles Pattison mentioned that the Governor has just returned from a European trade mission where the issue of airplane engine efficiencies was addressed. He pointed out that there are no aviation issues in this section currently. Lewison Lem stated that aviation would be in this TLU TWG. Brenda Buchan said that Kelley Smith has the latest information. She mentioned the FAA "Serve to Preserve" conference.

Matt Urbin with the Florida Trucking Association brought the discussion to the idea of a statewide freight advisory committee. He asked if there were any other states that were headed in that direction. Lewison Lem stated that the language was from the state of Iowa. Matt Urbin mentioned the ATA Sustainability Report and that the trucking industry is voluntarily moving forward with this. His office has copies if anyone wants one and ATA has a website, [trucking.org](http://trucking.org), and a specific website for this initiative, [trucksdeliver.org](http://trucksdeliver.org).

#### **Agenda Item #5: Review of Next Steps**

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

The next three calls for the TLU TWG have been scheduled:

- Wednesday, August 13, 2008, from 1:00 PM to 3:00 PM
- Tuesday, September 2, 2008, from 1:00 PM to 3:00 PM
- Monday, September 8, 2008 from 1:00 PM to 3:00 PM

The next meeting of the Climate Action Team is Wednesday, August 6, 2008 from 10:00 AM to 5:15 PM and on Thursday, August 7, 2008 from 9:00 AM to 3:00 PM. The meeting is to be held at the Orlando County Convention Center. Members of the public may attend.

#### **Agenda Item #7: Public Comments and Announcements**

There were no additional comments.