



**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 #11**  
**August 13, 2008**

**Members Attending:**

Members	Affiliation
Janet Bowman	The Nature Conservancy
Peter Calvert	EarthFirst Americas
Jeff Day	Publix Supermarkets, Inc.
Howard Glassman	Florida Metropolitan Planning Organization Advisory Council
Terry Joseph	West Florida Regional Planning Council
Dave Mica	Florida Petroleum Council
David Peebles	ETH Bioenergy-Odebrecht Construction, Inc.
Preston Robertson	Florida Wildlife Federation

**Governor’s Office of Energy and Climate Change:** Brenda Buchan  
**Florida Department of Environmental Protection (DEP):** Jim Quinn  
**Center for Climate Strategies (CCS):** Bill Cowart, Ayelet Ezran, Lewison Lem, Jignesh Mehta, David Shelton, Jessica Wade  
**Members of the Public:** Chris Barry (Florida Trucking Association), David Blodgett (Florida Department of Transportation Office of Policy Planning), Bob Krasowski (Florida Alliance for a Clean Environment), Lisa Scoles (Radey Thomas Yon & Clark), Tim Smith (Department of Community Affairs), George Survant (Florida Power & Light)

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

Lewison Lem introduced the meeting and Jessica Wade took attendance.

**Agenda Item #3: Approval of Call #10 Summary**

This was discussed at the end of the call. There was not a motion to approve it, so it will be taken up at the next call

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



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#### TLU 4: Improving Transportation System Management (TSM)

Bill Cowart reviewed the quantification that has been conducted thus far for TLU 4. Bill Cowart stated that the VMT reduction goal of 7-10% by 2020 seems like a feasible goal when you add up all of the measures in TLU4. Howard Glassman asked if the recommended policy of 7-10% is feasible. Bill Cowart responded that it is feasible, but it requires aggressive implementation on the state level. He thought that most of the measures could be implemented by 2020. Howard Glassman pointed out that the numbers (for the policy) were what CUTR had come up with, and he is alright with them because Bill Cowart thinks that they are reasonable. David Peebles asked how the degree of implementation can be measured and suggested the priority be given to intelligent management approaches. David Blodgett responded that he has not reviewed it yet. Howard Glassman pointed out that this would also be an issue for counties and local governments. David Peebles stated that the process of the state plan and the MPOs includes counties. Howard Glassman pointed out that 34 out of a total of 67 counties are part of the MPO process, the others are not and there could be some roads that are under their jurisdictions. Dave Peebles expressed concern over the possible budgeting of policies like this; if it is not budgeted it is a waste of time.

Howard Glassman referred the group to bottom of page 29 in the Policy options document. He suggested that the last bullet that talks about managed lane technologies, needs an example and should read "real time ramp management such as ramp metering". David Peebles pointed out that the text mentions the road ranger program and that it is his understanding that it has been cut from some areas. He suggested that maybe more money should be spent on that program instead of on building roads.

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

Bill Cowart reviewed the quantification that has been conducted thus far for TLU 5. Bill Cowart mentioned that this section focused on the goal of doubling transit ridership in the implementation. He has not run detailed numbers yet, but by running numbers with the modes aggregated, he got a reduction by 2020 of around 600,000 tons which gives the group a rough order of magnitude. He has not yet estimated a Florida specific cost per ton, but the evidence from other states is that this type of policy is one that does not come out strong in terms of cost per ton. He pointed out that this type of policy is also implemented for other reasons, and doubling transit ridership over 30 years is not an aggressive policy because that would not be much different from the 2.5-3.0% historical growth rate.

David Peebles stated that the options are not specific enough. He brought up the example that in metropolitan Dade there is a short street car that connects up to the metro rail, and that is not in



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there as a specific option. He suggested calling it the short trip limited mileage circular system. He pointed out that he has seen it work in Coral Gables and in Coconut Grove; links people from jobs to shopping centers to food areas, etc. Bill Cowart suggested adding that idea to the implementation section to emphasize expansion and creation of local circulator services. Bill Cowart reviewed that for HOV lanes they will try to put carpooling in with TSM for the quantification and TLU4, and try to keep other things in TLU5. David Peebles asked if it was possible to quantify the short trips. Bill Cowart responded that they are built into the systems with higher ridership; usually a part of a broader system.

TLU 6: Factoring GHG Emissions into Transportation and Land Use (TLU) Planning Processes  
 Bill Cowart reviewed the quantification that has been conducted thus far for TLU 6. He stated that the results for Florida aren't as strong percentage wise as for other states because Florida has already been making progress in this area. He calculated a total of 2 million tons in 2020, which is consistent with the Florida inventory and forecast data. Howard Glassman expressed concern about the way the word "prioritize" has been used. Lewison Lem suggested waiting to discuss that issue until Janet Bowman joins the call later.

#### TLU 3: Smart Growth Planning

Lewison Lem pointed out that there has been some additional language to TLU3 and he asked if this option was possible to quantify. Jignesh Mehta mentioned that the USGBC is also coming out with LEED neighborhood standards. He reviewed the ways of cutting GHG emissions from buildings: construction, location and building operations. He then brought up some options for goals: Require LEED silver certification for buildings larger than a certain square footage; adopt minimum green building standards. Lewison Lem asked the group if this is something that should be quantified or should this be included in the energy supply side and just include language in the TLU 3. David Peebles suggested keeping the language but not doing the quantification. The group agreed to not quantify TLU3.

#### TLU1: Develop and expand Low-GHG and Alternative Fuels

David Shelton reviewed the quantification that has been conducted thus far for TLU 1B. It is a low carbon fuels standard, similar to what has been brought about in California; it proposes a basic goal of reduction a goal of 20% by 2020 accomplished by the increased use of renewable fuels. He pointed out that there are various ways in which that can occur goal can occur. They quantified based on one scenario, see page 12 of the Policy Option document for a description of the scenario. It involves a very aggressive increase in ethanol use (combination of corn and cellulosic ethanol); an increase from a very low use of ethanol currently increasing to by 2020 on road gasoline using an average of 75% of fuel would be ethanol mixes.



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David Peebles asked if they were equating flex fuel use with E85. He stated that he foresees that the flex fuel vehicle will be put in place more rapidly than the assumptions and he pointed out that it can accommodate more than just the E85; the flex fuel vehicle can accommodate E20 also. David Peebles further commented that Florida is a large producer of sugar cane and he wanted to know why it wasn't included as a feedstock in the analysis. David Shelton responded that is because it is not widely used, but it could be included. David Peebles pointed out that the last paragraph assumes corn feedstock, but there is some percentage of feedstock coming in from Brazil that is sugar cane based that is coming into the southeast. David Shelton said that he will adjust numbers for sugar cane. David Peebles commented that on the flex fuel vehicle there should be some comment on what it is and how it can be used. He clarified that it is not an E85 device because if you do that you are limiting the impact. David Shelton agreed that the language could be adjusted to reflect that it can be used for other mixes and be used for other fuels. Lewison Lem clarified that the quantification reflects just one scenario, but it may not be the scenario that occurs, it does not predict the future, it is just used to calculate the numbers. David Shelton mentioned that this scenario also shows an increase in the use of biodiesel.

Dave Mica commented that for TLU 1A and 1B the group has put the cart before the horse because Florida is operating under a new law; there is the climate commission and their study should be done first. He stated that he would be a barrier to consensus for supporting 1A or 1B as they are. Lewison Lem commented that the group has been asked to include the policies by the Governor's Action Team, but there is room to add comments. David Peebles stated that he works for and with major ethanol producers and that he agrees with Dave Mica. He stated that the objective on building all of these plants is delusionary and that he would appreciate if Dave Mica would write up language for suggestions. Dave Mica brought up the 2010, 10 by 10 law/mandate and recommended that the group abandon TLU 1 and go back to implementing the existing law and recommend a study that evaluates the transportation sector and looks at all of the causes and effects. David Peebles suggested modeling the federal law and the Florida 10% law. He asked for a fact check on the second sentence on page 14 of the policy options document the one that states that ethanol can't be moved in pipelines. He suggested consulting with Kinder Morgan. Dave Mica pointed out that this issue is still being studied. David Peebles suggested for 1A there be a scenario for federal law and the Florida law. David Peebles said that he will write up his concerns on 1A and send them to Lewison Lem to be passed on at the St. Petersburg meeting. Lewison Lem stated that it will be reflected that 1A and 1B are not unanimous.

George Survant, from Florida Power & Light, asked if there has been any effort to define what percentage of Florida agriculture would need to be devoted to producing these alternative fuels.



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Lewison Lem responded that the in-state production has been decoupled from these goals; that there will be some from imports. David Peebles pointed out that there is a goal about the number of plants; it has not been decoupled. He then asked to have all references to Florida production taken out.

#### TLU 2: Add-on Technologies

Ayelet Ezran reviewed TLU 2. It is a policy to encourage the use of low rolling resistance tires, which can help reduce GHG emissions. She said that car makers use them as a way of complying with the federal CAFÉ standards, but often when tires are replaced they are replaced with less efficient ones. Ayelet Ezran reviewed the three ways that the goals of this policy could be accomplished: consumers purchase more low rolling resistance tires, tire design could be modified, or could inflate our tires more effectively. She commented that a committee of experts found it was feasible to achieve a 10% reduction in rolling resistance and that it can improve fuel economy by about 4%. She reviewed the quantification on page 18 of the draft policy options document. It shows in 2020 GHG emissions could be reduced by 1.21 MMtCO<sub>2e</sub> tons and cumulatively by 5.98 MMtCO<sub>2e</sub> tons.

Dave Mica asked if these scenarios and assumptions have been brought forth in other states where tire manufacturers have been involved to give their opinions. Lewison Lem responded that there is a study conducted by the National Academy of Sciences that incorporated information and presentations from tire manufacturers. Dave Mica asked what the reaction was of the tire manufacturers following the release of the study. Ayelet Ezran responded that in the California process there were presentations given by the tire manufacturers and she will look into it further. She added that some of the authors of the study were involved in the tire industry; it was a combination of industry and academic expertise. David Peebles suggested including more information on the air alert tire valves. George Survant asked if there have been any discussions on the potential safety effects of the low rolling resistance tires. He commented that typically the tire manufacturers harden the compound which lessens traction. Ayelet Ezran responded that the report does look at the effects on traction and safety and that the safety consequences are undetectable. George Survant commented that he wasn't sure if the California information is transferable to Florida because there is less rain in California. Ayelet Ezran then reviewed a summary of safety information in the study. The reference to the study is on page 18 of the policy options document. Lewison Lem stated that a web link to the report will be included in the document.



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#### TLU 8: Increasing Freight Movement Efficiencies

Jeff Day reviewed TLU 8. He thanked Dianne Quigley and Mary Lou Rachel and her staff for their assistance. He stated that 70% of freight by weight is by truck and that the infrastructure doesn't really support a shift so it is important that Florida improve its' efficiency with its existing trucking and rail industries. He reviewed that the technical strategies were borrowed from what is out there in the market already and that they include nothing new. David Peebles asked about truck traffic in Florida. He commented that he assumes that there is a lot of port originated traffic and that he is concerned that as the ports and interstates have developed that there aren't connected very efficiently, for example to have dedicated truck ramps. Chris Barry responded that the DOT has a system for identifying where the largest bottlenecks are and that he assumes that some of these areas would be near ports, but that this can be discussed with the DOT. Dave Blodgett commented that this is included as part of the FIS.

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

Howard Glassman stated that he has an issue with the way the word "prioritize" is being used. He said that he thinks it means "give priority to", he thinks that it is useful if it just means give consideration to, but in terms of giving priority to doing things by the DOT there are a lot of major safety issues. He stated that this is important, but it shouldn't necessarily be the top priority. He commented that he would rather see softer language for example "give consideration to". Janet Bowman responded that at the Action Team meeting last week the policies were criticized as not being strong enough in terms of redirecting DOT funding and efforts towards transit. Howard Glassman commented that transit isn't the only option. Janet Bowman said that "prioritize" doesn't mean that it is the top priority, but that she doesn't think that "consider" is strong enough language. David Peebles suggested using the word "include". Janet Bowman stated that she feels strongly about the word "prioritize". Lewison Lem mentioned that the Florida Power and Light member of the Action Team did raise the question if this policy would change the investment of decisions. Janet Bowman commented that the idea was to think outside the box, beyond the current system, that there could be a different allocation system. Lewison Lem then reviewed the last meeting summary where the suggestion was made to change the language from "promote" to "prioritize". Howard Glassman stated that he missed that meeting and would have raised the issue if he had been there.

Lewison Lem then reviewed an e-mail from Janet that included four items:

1. TLU 6.1(b) -- Require local governments to adopt minimum densities that apply within the urban development boundary or urban service area.
2. TLU 6.11----Provide or enhance transit in the major metropolitan regions (South Florida Tri-Rail, Central Florida-Orlando. Tampa-Bay-St. Petersburg, Jacksonville-Duval, of Florida ) by the year 2025



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3. TLU 6.12----Redirect the focus of state transportation funding from constructing and maintaining roads to providing transit.
4. TLU 6.13----Repeal those portions of "Florida's Future Corridors Action Plan" that identify corridors for new road construction in rural and nonurban areas of Florida.

Howard Glassman commented that he wants to know the reaction from the League of Cities to what the group is proposing. He suggested informing the action team that there is still discussion on the wording of this section and that people will be sending in their comments between now and the next TLU TWG meeting on September 2<sup>nd</sup>. Lewison Lem suggested getting comments to him before the next Action Team meeting on the 22<sup>nd</sup>. Howard Glassman said that he will get his comments in by then. Lewison Lem stated that he will share all of the views on these issues with the Climate Action Team.

Howard Glassman pointed out that GP-3, intergovernmental planning coordination and assistance, has some issues that overlap with this group and he asked how this is handled. Lewison Lem responded that he can share information with the facilitator of that group if Howard Glassman sends his comments in or Howard can participate in the calls.

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

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

Lewison Lem reviewed that the next TLU TWG meeting is on September 2<sup>nd</sup> and that everyone is also welcome at the St. Petersburg meeting on August 22<sup>nd</sup>.

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

Jim Quinn asked to call Lewison Lem.