



## 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 #13

#### September 8, 2008

#### Members Attending:

Members	Affiliation
Janet Bowman	The Nature Conservancy
Suzanne Cook	Florida Green Building Coalition
Coleman Edmunds	Auto Nation, Inc.
Howard Glassman	Florida Metropolitan Planning Organization Advisory Council
Buzz Hoover	Gate Petroleum Company
Dr. Lonnie Ingram	University of Florida
Charles Pattison	1000 Friends of Florida

**Governor's Office of Energy and Climate Change:** Kelley Smith

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

**Center for Climate Strategies (CCS):** Bill Cowart, Lewison Lem, Jessica Wade

**Members of the Public:** Chris Barry (Florida Trucking Association), David Bruderly (Wise Gas, Inc.), Mary Gutierrez (Bay Area Resource Council), Claude Masters (Florida Power & Light), Kathy Neill (Florida Department of Transportation), Lisa Scoles (Radey Thomas Yon & Clark), Diane Quigley (Florida Department of Transportation)

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

Jessica Wade welcomed the group and took attendance.

#### Agenda Item #3: Approval of Call #12 Summary

Charles Pattison brought a motion to approve the summary of call #12; Dr. Lonnie Ingram seconded. The summary of call #12 was approved without objections.

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

Bill Cowart reviewed the quantification numbers that have been revised for the years 2015 and 2025. The numbers are shown in the table below:



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### Summary List of Pending Priority Policy Options for Analysis

Policy No.	Policy Option	GHG Reductions (MMtCO <sub>2e</sub> )			Net Present Value 2009–2025 (Million \$)	Cost-Effectiveness (\$/tCO <sub>2e</sub> )	Energy Security Fuel Savings (Gallons Saved 2009 – 2025) (million gallons)	Level of Support
		2015	2025	Total 2009-2025				
TLU-1a	Develop and Expand Alternative Renewable Fuels	3.01	11.58	86.60	-\$1,506	-\$17	36,446	Pending
TLU-1b	Develop and Expand Low-GHG Fuels	2.71	12.62	107.93	-\$1,482	-\$14	37,290	Pending
TLU-2	Add-On Technologies for Existing Vehicles and New Vehicles	0.52	1.84	13.99	-\$1,259	-\$90	TBD	Pending
TLU-3	Smart Growth Planning	Not Quantified Separately as Included in Other Analyses						Pending
TLU-4	Improving Transportation System Management (TSM)	3.05	7.20	65.91	\$820	\$12	7,452	Pending
TLU-5	Increasing Choices in Modes of Transportation	0.13	0.50	3.50	\$782	\$223	396	Pending
TLU-6	Factoring GHG Emissions Into Transportation and Land Use (TLU) Planning Processes	0.65	1.96	15.70	Net Savings	Net Savings	1,775	Pending
TLU-7	Incentive Programs for Increased Vehicle Fleet Efficiency	0.52	1.56	13.14	NQ	NQ	TBD	Pending
TLU-8	Increasing Freight Movement Efficiencies	0.59	1.10	11.52	\$21	\$2	1,302	

GHG = greenhouse gas; MMtCO<sub>2e</sub> = million metric tons of carbon dioxide equivalent; \$/tCO<sub>2e</sub> = dollars per metric ton of carbon dioxide equivalent.

Note: The numbering used to denote the above pending priority policy options is for reference purposes only; it does not reflect prioritization among these important draft policy options.



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Bill Cowart reviewed the new numbers for TLU 4 for 2015 and 2025. Janet Bowman said that she didn't remember congestion pricing being a policy that was included in their catalog. Bill Cowart pointed out that on page 27 there is value pricing and variable pricing under "distribute existing and future trips". Howard Glassman remembered adding it in because it was taken from somewhere else. Janet Bowman said that she remembered some discussion on it at one of the Action Team meetings. Bill Cowart mentioned that this option would contribute about 15% of the 2015 number. Janet Bowman stated that she is in favor of the policy. Bill Cowart referred the group to the September 2<sup>nd</sup> version of the Policy Options Document (POD), in the second group of bullets on page 27. Bill Cowart asked the group if they still wanted this to be included. Howard Glassman said that he was fine with leaving it in. Janet Bowman stated that she thinks it is a good policy. Howard Glassman said that at one point it was going to be a separate paper, but the Action Team said no. Janet Bowman said that she was comfortable with leaving it in.

Bill Cowart then reviewed the quantification for TLU 5. He pointed out that bicycle and walking are included in the land use and smart growth (TLU 3 and 6) and are not included here. The quantification is based on changes in transit. He pointed out that the main change was that the previous interpretation was that transit ridership would need to double by 2020. That has now been changed that it would double by 2025 because of the revised dates. Bill Cowart told the group that would mean an annual growth rate of 5.3% to achieve doubling by 2025. The group agreed with the growth rate.

Bill Cowart reviewed the quantification for TLU 6. He mentioned out that walking and biking included are included. He pointed out that land use policies continue their benefits as the years progress, more so than some of the other measures. He said that it is not appropriate to quantify costs and benefits, so the document just shows net savings. The numbers in this section combine TLU 3 and 6. Charles Pattison asked if the group agreed to not include health benefits. Bill Cowart said that is considered to be an indirect benefit that is not quantified. Lewison Lem said that those things can be written in qualitatively. Bill Cowart pointed out that the numbers aren't the strongest in the country because Florida already has done a lot of things in this area.

Charles Pattison asked which column if any has the cost of implementation compared to reduction. Bill Cowart reviewed the costs for transit on page 33. He said that the numbers are the cost of providing transit service to the government (purchasing buses, operations, etc.), subtracting out fare revenue and rider costs savings.



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Bill Cowart reviewed the quantification for TLU 8. He said that he did not quantify some things that did not have strong language, but he did quantify the truck technology: anti idling, wide based tires and hybrid trucks – and the promoting intermodal shifts

Lewison Lem reviewed the costs that Bill had calculated

Lewison Lem asked if the group had any comments on the language for TLU 4; he said that he will give the DOT more time to look at the numbers. Dr. Lonnie Ingram asked if this is the time that the group should go through the language and decide whether to use stronger or weaker verbs. Lewison Lem said that this is the appropriate time.

Lewison Lem asked the group if there were any language changes to TLU 4, 5 or 8. There was no response.

Janet Bowman reviewed the changes to TLU 6. She said that she worked with Kathy Neill and Dianne Quigley and redrafted a number of the policies and added some policies as well. Lewison Lem mentioned that the revised version of TLU 6 has been posted on the web. Janet Bowman went through the changes. She said that Howard Glassman had issues with 6.7 so it was redrafted to specifically mention transit and development of priorities with out the use of the word “prioritize.” Howard Glassman said this section was better now. Janet Bowman said that Kathy Neill had a comment on modeling technology, that it is a gap that needs to be filled out, so this is now a new bullet. Janet Bowman then reviewed 6.15, 6.13, and 6.4. Howard Glassman mentioned that the two paragraphs preceding policy design have been revised as well and that they are improved. He then pointed out that there is a statutory notation on page 3 of the revised TLU 6 document that should be corrected to reference 339.175. Howard Glassman said that policy 6.12 doesn't seem to be a complete thought. Janet Bowman responded that this item came from one of the Climate Action Team members and that maybe it could be addressed with a reevaluation of concurrency.

The words “...and LOS standards” will be added to 6.3.

Charles Pattison stated that 6.14 is the most critical of all of the strategies and asked if there was any objection to stating the urgency of doing this. Howard Glassman said that 2010 is a reasonable date. Charles Pattison suggested adding “No later than 2010...”

Suzanne Cook said that she would rather see the word “require” and add some kind of incentives to option 6.1b. Janet Bowman said that local government comprehensive plans already have to



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discuss density and intensity, and that they usually discuss maximums, whereas this would address minimums as well. Charles Pattison said that when there is a maximum, people don't typically build to reach it, so the idea of a minimum is appropriate. Diane Quigley pointed out that this is now required in local government comprehensive plans such as multimodal districts in order to support transit operations. Suzanne Cook said that she was outnumbered. The group agreed to leave it as is.

Howard Glassman asked for an explanation of 6.9; he doesn't understand the second sentence. Bill Cowart responded that this is an aspirational goal rather than an implementation measure. He added that reduction in VMT is to be achieved through a variety of measures and he viewed this as a target to try to hit in the level of implementation across the set of measures. Lewison Lem asked if they wanted to add language that it would be in the 12-13% range by 2025. Howard Glassman said that would clear up the issue. Lewison Lem mentioned that these are intended to be estimates, not predictive numbers. He then asked if TLU 6 could be moved to the full climate action team. The group agreed.

Buzz Hoover stated that the changes that had been discussed about TLU 1A and 1B were correctly made. Claude Masters with Florida Power and Light said that they will have written comments they will submit on TLU 1A and 1B. Lewison Lem said that they were welcome to e-mail them to him or present them to the full Climate Action Team.

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

Lewison Lem reviewed that the next steps are to incorporate the new numbers into the POD and post it, and then forward it on to the full Climate Action Team

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

Kelley Smith reminded the group that the next Action Team meeting is September 17-18 in Tallahassee.

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

Dr. Lonnie Ingram suggested that the barriers to consensus should be changed to none noted. Lewison Lem said that is usually done to at the full Climate Action Team level. He said that he would add some language at the right hand column to note that when it is presented to the full Climate Action Team.



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Dave Bruderly noted that his name was spelled incorrectly in the previous meeting summary and he pointed out the correct spelling of his name. He said that some edits were made and some were not. He said that he appreciates adding the compressed natural gas, but he asked what the plans are for adding numbers for CNG and LNG on page 9. Lewison Lem said that this would be filled in. Dave Bruderly mentioned that there are useful numbers in a National Resources Council report that include the projected costs of renewable hydrogen. He suggested adding this to the quantitative analysis. He stated that he doesn't want to leave the gaseous fuel pathway off the table. He mentioned that you can mix hydrogen with natural gas in small amounts; a 15% blend and a 40% GHG savings at a cost of \$4 for the equivalent gallon of gas. Lewison Lem gave his e-mail address ([lemccs@gmail.com](mailto:lemccs@gmail.com)) and asked Dave Bruderly to send him a link to the report and said that anyone else can send in suggested language to that address.