

**Transportation & Land Use Meeting #10a**  
January 10, 2007, 12:00-2:00 PM

**Attendance:**

**TWG Members:**

Daren Bakst  
Daniel Besse  
Denise Choy  
Anne Coan  
Len Hoey  
David Farren (substitute for Marily Nixon)  
Carolyn McCormick  
Lisa Riegel  
Anne Tazwell  
Skip Yeakel

**NCDAQ Staff:**

Brock Nicholson  
Phyllis D. Jones

**CCS Staff:**

Will Schroeer  
Karl Hausker  
Lewison Lem  
Wendy Messenger

**Public Members:**

None

**“Housekeeping” Items:**

- Will Schroeer called the meeting to order, conducted roll call, and gave an overview of the purpose of the meeting.
- Will Schroeer also introduced a new member of the CCS team, Wendy Messenger. Wendy will assist Will in maintaining documents and staying on schedule.
- Due to complications with a corporate email server, meeting materials were not delivered in enough advanced notice to the work group. As a result, this meeting will be a run through, and a meeting next week will provide an opportunity to more thoroughly discuss items and complete meeting agenda.
- After discussion, Wednesday January 17<sup>th</sup> from 4:00 – 5:30 PM was selected for the next TLU TWG meeting.
- Will Schroeer asked for comments on Call #8 and #9 notes to be sent to him via email.

**Review of the first round of policy options analysis:**

- Analysis will be comparable across the options, and organized in an internal spreadsheet with basic assumptions and response rates to policies that have been developed.

#### **TLU-1a: Land Use Planning Bundle:**

- Will Schroerer reviewed TLU-1a: Land Use Planning Bundle, briefly explaining the methodology used for quantification.
  - Estimated GHG reductions and cost savings – slight change in terminology made across all the TWGs.
  - Need to set basic assumptions regarding land use policies.
  - Will Schroerer proposed using rough percentages from literature, supporting that VMT drops from smart growth development, calling upon a number well within the middle of reports.
    - Assume 15% of light duty vehicle miles would be affected by 2012, 40% by 2020 (check #s).
    - Interested in ALL VMT reductions, however, not just light duty vehicle miles.
    - 2020, 4% decrease against baseline – very rough number, but well in keeping with top down statewide estimates used elsewhere
  - Brock Nicholson asked when the emission reductions would be converted to CO<sub>2</sub>. Will Schroerer responded the conversion has been completed - estimated 2.61 millions tons of CO<sub>2</sub> reduction - and submitted to Tom Peterson (CCS) for review.
- David Farren suggested segregating the options into long term and short term benefits and possibly including net reduction projections for 2030 or 2040 to account for urban growth.
  - Lisa Riegel agreed there are benefits of showing long term benefits.
  - Lewison Lem added that in California their analysis was conducted for 2030 but any TWG future year projections should be determined by CAPAG.
    - **Action Item:** Will Schroerer will propose conducting an analysis for a future year emissions reductions analysis to the CAPAG at the January 24<sup>th</sup> meeting.
  - Lisa Riegel added a future year emissions reductions analysis might only be applicable to the TLU TWG.
- Dan Besse stated TLU-1a might need refinement depending on the stage of complexity or guidance CAPAG is seeking. This will be clarified at the January 24<sup>th</sup> meeting.
- Len Hoey suggested adding what assumptions were used in the Key Assumptions and how they relate to the assumptions identified by the TLU TWG.
  - **Action Item:** Will Schroerer will include citations in the next level of materials.
- Initial analysis will be sent to Legislative Global Commission on Climate Change (LGCC), for their meeting this Friday, which is open to public.
- TLU-1 and TLU-2 were changed to TLU-1a and TLU-1b to acknowledge correlation between the strategies.

- There has been no specific inclusion of implementation mechanism – each county will develop an integrated land use & transportation plan, assuming not to continue development patterns, but concentrate on compact, mixed use.
- Need clarification on how assumptions relate back to implementation options identified.

#### **TLU-1b: Multi-Modal Transportation Bundle:**

- Will Schroeer reviewed TLU-1b: Multi-modal Transportation Bundle.
  - Carolyn McCormick noted this option does not provide an incentive for rural areas such as the Outer Banks. The option does not seem applicable for areas that need a start-up public transportation system. Language should express support for start-ups, and not just existing service.
  - David Farren added he would like to revise the language to include inter-city (city-to-city) rail.
    - Will Schroeer replied inter-city rail was a previous option but did not receive enough TLU TWG votes to move forward for analysis but the TLU TWG can revisit the option.
    - Len Hoey added the current language does not exclude inter-city rail and the goals are broad enough such that it could be an option but it needs to be included in the analysis.
      - Will Schroeer responded if inter-city rail is considered as an option it will have to be analyzed separately because of the difference between cost benefit and reductions. Will Schroeer proposed adding Inter-city Travel as Option 1c to the CAPAG at the January 24<sup>th</sup> meeting. Will Schroeer will discuss the possibility of discussing this option at the next CAPAG meeting with Brock Nicholson and Phyllis Jones.
  - Lewison Lem stated the cost effectiveness of intercity rail would be an issue. The recommendation would be stronger if the framework already existed.
  - Concerns were also raised that since the cost for operating inter-city is very different than within inner city urban transportation systems, that it would be difficult to include in same analysis.
  - Lisa Riegel added since the TLU TWG has already considered this option, revisiting it will muddy the water. If the option is presented at the next CAPAG meeting, the option should include a H/M/L ranking.
  - David Farren offered that Charlotte is planning on implementing a light rail project – 5 lines as part of regional authority for Triad that has been discussed for many years. There may be enough of a framework that numbers could be generated.
  - Lewison Lem responded that he was familiar with starlift proposals, etc., but the problem with Amtrak is that it doesn't pay for itself. It might be too early to recommend something like this as a work group.
  - Will Schroeer suggested that he will see how CAPAG feels about it, and responded affirmatively to the request to have GHG reduction numbers to go with the proposal.

#### **TLU-6: Tailpipe Standards:**

- Lewison Lem reviewed TLU-6: Tailpipe Standards.

- 10 states have opted to adopt the CA Pavley Standard.
- Based on already existing technology, there is a potential for a 15.5% GHG emissions reductions from the baseline based on the purchase of new vehicles.
  - Anne Tazewell asked if this goal was met by fuel economy.
    - ❖ Lewison Lem responded the goal was based on the number of g/CO<sub>2</sub> per miles driven.
- Anne Coan expressed concern over increased cost of vehicles to meet the standard.

**TLU-7: Biofuels Bundle:**

- Anne Tazewell asked about the low ranking of biofuels going forward to the LCGCC (Legislative Commission on Global Climate Change).
  - Will Schroer replied the ranking reflects the low aggressiveness of biofuels and not the effectiveness. Will suggested Anne modify the language to provide additional suggestions, if needed.
  - Lewison Lem stated that adding specific goals in the policy design would be beneficial.
  - Anne Tazewell added the State has a statute to displace 20% of conventional gasoline by State vehicles by 2010. She will share the statute with the group.
  - Decision to run 10% & 15% reduction numbers in analysis in conjunction with amount of diesel and gasoline consumed in NC.
    - Will break out by fuel type (biodiesel vs. ethanol) in 2012 – corn based and 2020- cellulosic.
- Will Schroer will take out TLU-4 VMT fee before the Wednesday call.

**Call to the public:**

No public present

**Upcoming meetings:**

- Will Schroer reviewed the schedule for future TLU TWG calls:
  - February 13, 12:00-1:30 pm
  - March 13, 12:00-1:30 pm
  - April 10, 12:00-1:30 pm
  - May 22, 12:00-1:30 pm
- Members should e-mail Wendy Messenger ([Wmessenger@icfi.com](mailto:Wmessenger@icfi.com)) regarding their availability for future TLU TWG calls.