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**DRAFT TELECONFERENCE MEETING SUMMARY
 Transportation and Land Use
 Technical Working Group Call #1
 July 10, 2008**

Members Attending:

Members	Affiliation
David Braaten	Kansas University
Yvonne Cather	Sierra Club
Patty Clark	Kansas Leadership Center
Gary Davenport	Kansas Corporation Commission
Julie Coon for Cinder Kemper	Johnson County Environmental
Jeff Longwell	Wichita City Commission
Lanny Schmid (and Christine Hampton)	Union Pacific Railroad
James Joerke for David Warm	Mid-America Regional Council

Kansas Department of Health and Environment (KDHE): Doug Watson

Governor’s Office: Jennifer Knorr

Center for Climate Strategies (CCS): Lewison Lem, David Shelton, Jessica Wade

Members of the Public: Steve Kearney (Waste Management of Kansas)

Agenda Item#1: Welcome and Introductions

Jessica Wade took attendance.

Agenda Item#2: Purpose and Goals of Transportation and Land USE TWG Meeting #1

Lewison Lem reviewed the agenda for the meeting.

Agenda Item #3: Review of the KEEP and Technical Work Group (TWG) Process

Lewison Lem reviewed the KEEP process; it is a stepwise planning process. There is a status report due in January and final report due in January 2010.



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Agenda Item #4: Role of the TWGs

Lewison Lem reviewed the role of the TWGs. The TWGs are the recommending body; they are to assist the KEEP group. Lewison Lem then reviewed the ground rules for the group. Lewison Lem shared the overall schedule for the process; there will be TWG meetings in between the KEEP meetings. Lewison Lem then went over the stepwise planning process:

- Develop inventory and forecast of emissions
- Identify a full range of possible actions
- Identify initial priorities for analysis
- Develop straw proposals
- Quantify GHG reductions and costs/savings
- Evaluate externalities, feasibility issues
- Develop alternatives to address barriers
- Aggregate results
- Iterate to final agreements
- Finalize and report recommendations

Agenda Item #5: Review of Draft Kansas GHG Emissions Inventory & Forecast

David Shelton reviewed the Draft Kansas GHG Emissions Inventory & Forecast. There are standards for that are used for developing the report, including US EPA guidelines. Data from the state is used when possible. For Kansas, vehicle miles traveled (VMT) data was used. The main GHG gas is CO₂. All GHG are converted into CO₂ equivalents in the report. The goal is for members of the group to review the inventory and provide comments.

David Shelton then discussed the comparison of the transportation sector CO₂ emissions from Kansas versus the US. The transportation sector in Kansas produces 17% of the state's GHG emissions versus 27% for the nation as a whole. CO₂ is the largest GHG emission for Kansas, which is why it is focused on. GHG emissions have been fairly flat for Kansas, per capita, but have been going up overall. He then gave the definition of MMtCO₂e, which is million metric tons of CO₂ equivalent.

Jeff Longwell asked if population was the largest factor that the projections were based on. David Shelton responded that it depends on the sector, but it is usually based on historical growth, which is developed into an annual average growth rate.



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Patty Clark wanted to know what is captured in the agriculture and rangeland burning section and whether or not it is part of it the off road fuel consumption. [Note: *The agriculture and rangeland burning emissions shown in the agriculture inventory and forecast include emissions of methane and nitrous oxide from the burned biomass (the carbon dioxide is considered biogenic, and therefore not included). Offroad fuel consumption in the agriculture sector is captured in the industrial fuel combustion emissions (RCI appendix).*]

A member of the group asked for the data source to be listed on the slides. Lewison Lem pointed out that there are more slides on the agriculture data on the full council meeting website. There is a draft written report of the inventory and forecast there also.

Gary Davenport commented that it appears that the projection of on-road diesel use increases from 2005 to 2025 and questioned whether this took into account the upcoming EPA regulations for the reduction of CO₂ emissions. Lewison Lem stated that the period of 1990- 2005 is historical data, going forward there are point estimates for every five years. The trend for the future years is from national numbers that have been adjusted with local data; looking for any local Kansas data that is available. He then articulated that the US EPA diesel rule is more related to pollutants and emissions that are not GHG emissions. The US EPA has not done any regulations of GHG emissions. Anything above and beyond the existing diesel rule that addresses GHG emissions can be discussed later for the policy options.

Jeff Longwell remarked that it would be helpful to obtain the assumptions in the modeling that were used for the forecasting. Lewison Lem stated that it would be possible to ask someone who was more involved with the inventory and forecast to present at a future meeting.

David Shelton continued reviewing the draft inventory and forecast. He pointed out that transportation and electricity are the two sectors that are expected to grow the most. For transportation, on road diesel and on road gasoline are the biggest contributors. He then mentioned some of the data sources and methods for the transportation sector. Emissions projections and VMT forecasts are broken out into vehicle types, then fuel consumption is projected based on the efficiency for the different types of vehicles (this is based on national level data).

There is no growth assumed for rail, based on historical growth it has plateaued. James Joerke remarked that in meetings with personnel in the rail industry, they think that some truck traffic will be transferred over to rail and expect growth in their industry. Another member stated that the overall capacity isn't growing, but it is an issue of whether or not it is more utilized. David



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Shelton stated would be helpful if anyone had data to share, including rail; information can be sent back to those preparing the inventory and incorporated into the report.

David Shelton went on to review the uncertainties. Specifically the future mix of vehicles, which is uncertain due to continuing increases in fuel prices. CAFÉ standards are also uncertain because of different states discussing the issue with the EPA. The CAFÉ standards are not reflected in this inventory; neither is the Energy Independence and Security Act. He then referred the group to look at full report for more details and information on other sectors.

Agenda Item #6: Development of the Kansas Catalog of Potential States' Actions

Lewison Lem referred everyone to the Catalog of State Actions and to the Brief Descriptions document on the website. They are organized into five broad categories:

- Passenger and light duty vehicles
- Land use (interaction between land use planning and transportation options)
- Heavy duty vehicles
- Intercity travel for passengers
- Off-road vehicles

Lewison Lem stated that he is looking for members to contribute items to be added to the list.

A member of the group stated that it would be helpful to go through the catalog and provide examples where they have been implemented and if there is any significant reportable outcome for the policy options. Lewison Lem reiterated that this is a portfolio approach; there is not a single strategy. He then reviewed the policy options in the catalog.

Patty Clark expressed interest in knowing the makeup of passenger vehicles (including light duty trucks) in Kansas. She felt it would help to know the types of vehicles that people are buying and using because some of the passenger vehicle operations are incentivizing behavior changes and it would be good to know what the behaviors are now. Lewison Lem reviewed some national trends, but pointed out that it does vary locally.

There was a question about reducing the speed limit and whether that was included in the catalog. Someone pointed out that enforce speed limits is listed, not reduce speeds. Lewison Lem stated that reduce speed limits will be added to the catalog.

Christine Hampton requested to be added to the mailing list (cjhampton@up.com).



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Agenda Item #7: Next Steps for the TWG

Agenda Item #8: Agenda, Date and Time for Next Meetings

Lewis Lem stated that the catalog will be discussed further at the next meeting. It was proposed that the meeting times be moved to 11:30am to 1:00pm CDT. Other members of the group supported that time change. The next meeting will be July 24th, from 11:30am to 1:00pm CDT.

Agenda Item #9: Public Comments

There were no additional comments.

Agenda Item #10: Announcements

There were no additional announcements.

Agenda Item #11: Adjourn

The meeting adjourned at approximately 11:30am CDT.