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**DRAFT TELECONFERENCE MEETING SUMMARY**  
**Transportation and Land Use**  
**Technical Working Group Call #2**  
**July 24, 2008**

**Members Attending:**

Members	Affiliation
David Braaten	University of Kansas
Yvonne Cather	Sierra Club
Gary Davenport	Kansas Corporation Commission
Mike Kelley	YRC Worldwide
Deb Miller (and Dave Schwartz)	Kansas Department of Transportation
Jack Clay for Mike Stanfill	Burlington Northern and Santa Fe Railway Company
Tom Gerend for David Warm	Mid-America Regional Council

**Kansas Department of Health and Environment (KDHE):** Miles Stotts, Doug Watson  
**Governor’s Office:** Evan Maher  
**Center for Climate Strategies (CCS):** Lewison Lem, David Shelton, Jessica Wade  
**Members of the Public:** Alan Black (University of Kansas), Stephanie Cole

**Agenda Item#1: Welcome and Introductions**

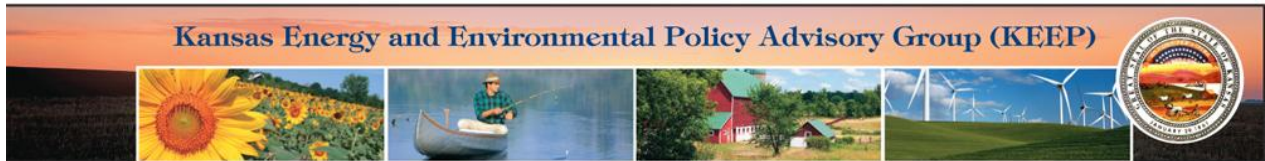
Lewison Lem welcomed the group and Jessica Wade took attendance.

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

Lewison Lem referred the group the agenda for the meeting. He then reviewed that the purpose of the meeting is to identify a full range of possible actions and to review and refine the Emissions Inventory & Forecast.

**Agenda Item #3: Review and Approval of Meeting Summary #1**

Lewison Lem pointed out to the group that the response to a question that Patty Clark had at the last meeting was included in the meeting summary. Dave Schwartz with KDOT asked what the magnitude is of the CO<sub>2</sub> from rangeland burning. Miles Stotts with KDHE responded that rangeland burning is dealt with in the agriculture sector and crop residue burning is dealt with in the waste section. He added that there is an estimate for rangeland burning in the Emissions



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Inventory & Forecast. [Note: *Rangeland burning is addressed in the Agriculture section (Appendix F) of the Emissions Inventory and Forecast, but only with respect to methane and nitrogen oxides emissions. The carbon dioxide emissions from rangeland burning are initially considered a net balance; as much carbon may be sequestered as is emitted. An estimate for greenhouse gas emissions from crop residue burning is also included in the Agriculture section of the Emissions Inventory & Forecast (not the waste section). The Emissions Inventory & Forecast indicates that additional data could result in further refinement of these estimates.*]

Deb Miller brought a motion to approve meeting summary, which was seconded by Yvonne Cather. The meeting summary for meeting #1 was approved without objection.

#### **Agenda Item #4: Development of Additions to the Kansas Catalog of Potential State's Actions**

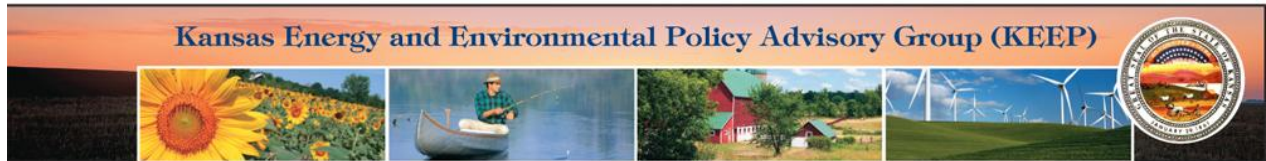
Deb Miller asked a question about where the group was in the process and if the Emissions Inventory & Forecast has already been accepted. Lewison Lem responded that the draft document for the Emissions Inventory & Forecast is on the website. He encouraged the group to look at the document and provide comments and any data source (for example VMT data). The catalog was introduced on the last call and will be discussed on today's call. Deb Miller then asked for a clarification of the catalog. Lewison Lem responded that it is intended to be a menu of options, which will be presented to the full advisory group. He suggested that members of the group look at the process memo on the website. Deb Miller commented that some effective CO<sub>2</sub> reduction approaches are technology, cleaner fuels, and greater VMT, but these are things that the state has little control over. Lewison Lem stated that the focus for the group is on potential state actions.

David Shelton reviewed the catalog of options with the group.

#### TLU-1

Deb Miller commented that 1.2.3 is a good item, but questioned if there is a place for eliminating bottlenecks that are creating congestion such as infrastructure improvements. Mike Kelley agreed with adding "Reducing bottlenecks through infrastructure improvements" as a separate item.

1.3.2 – Deb Miller asked for a definition of "feebates". Lewison Lem explained that feebates are a category of incentives, which merges fee and rebates, through a registration fee, to give positive incentives for more fuel efficient vehicles and disincentives for less fuel efficient



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vehicles. He added that it can be a revenue neutral policy. Deb Miller commented that she would prefer a revenue generator with an emphasis on disincentives.

Tom Gerend asked if congestion pricing was in the catalog. David Shelton responded that it is included under TLU-2.

Deb Miller asked if anyone has implemented emissions based tolling because it sounds technologically challenging. David Shelton responded that in the descriptions document it says that it has been implemented for trucks in Germany. Lewison Lem commented that this is a long range planning process, so the group can look to the future for technologies that are under development.

Alan Black from the University of Kansas pointed out the policy “support alternative travel in the advertising mainstream” and asked if there was a policy in the catalog that covers the state supporting alternative travel by giving money to local governments. David Shelton responded that in TLU-2 there are some items on modal options.

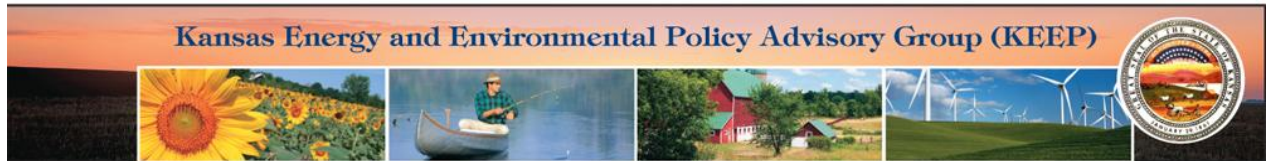
Mike Kelley asked if TLU-1.4 on fuel related measures just applied to highway use. David Shelton responded that the main focus is on on-road vehicle emissions. Mike Kelley commented that it would be good to make sure the language addresses all modes when talking about clean fuels, not just trucks, to include trains also; make sure the language is broad.

Yvonne Cather commented on item 1.4.3. She stated that it is good to fund the research, but make sure to include other feedstocks. She asked if this item is broad enough to include electric vehicles and peak load pricing. Lewison Lem responded that the peak load pricing is in the energy sector.

#### TLU-2

Deb Miller suggested adding incentive grants to local governments who do land use planning. David Shelton pointed at that this is included in item 2.1.4. Lewison Lem commented that there can be additions to the notes section of the catalog. Deb Miller suggested adding training and creating staffing.

Tom Gerend commented on item 2.1.6 which relates to land use zoning tax and building code reform. He observed that it is a broad category that contains no reference to annexation policies. He suggested modifying item 2.1.6 to include statewide annexation policies.



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Deb Miller asked about the guaranteed ride home policy option. David Shelton explained that it is usually a partnership between companies and local governments to provide a cab ride to employees who take alternative modes of transportation if they have to go home for an emergency or stay late.

Alan Black commented that this section does cover most of the modal options, but he suggested including something about the state being more cautious about creating new highways and expanding them. Deb Miller stated that she is not enthusiastic about adding that item. She commented that there is analysis done and there is good justification to add lanes to reduce congestion which in turn will lower GHG emissions. She doesn't think that by not adding lanes that will shift people into using transit. Lewison Lem stated that adding that item to the document, doesn't mean that it becomes a priority, but that it is open for discussion on future calls. Alan Black added that there should be thorough studies about adding highway capacity. David Shelton said that the language "thorough analysis of future infrastructure capacity expansion" will be added in section 2.2.

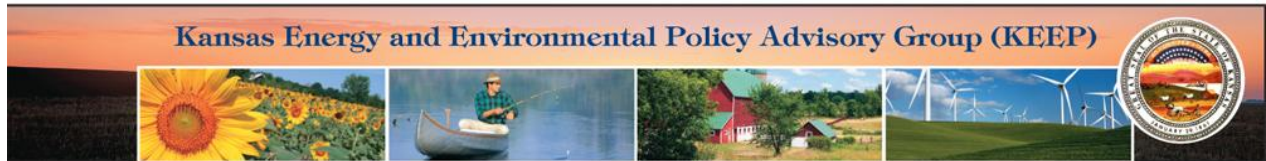
Yvonne Cather suggested adding idle free zones for transit vehicles. David Shelton commented that there is an item for heavy vehicles. Alan Black suggested it include all vehicles with diesel engines. David Shelton said that text on anti-idling at transit facilities will be added to section 2.2.7. Tom Gerend from MARC commented that the title for section 2.2.7 is a little misleading; he suggested using "multimodal" instead of "intermodal". Deb Miller agreed with his suggestion.

Mike Kelley suggested using incentives for telecommuting as a tool. David Shelton responded that is included in item 2.2.13.

Alan Black commented that the document doesn't recognize that there are university bus systems that are for students only; that it is not just local governments that run buses. David Shelton said that the text "and universities" will be added to item 2.3.4.

Deb Miller commented that CO<sub>2</sub> conformity requirements have been misguided in the past and cautioned against repeating the same mistakes.

Tom Gerend mentioned that in section 2.2 there is no reference to improve the coordination and cooperation of existing service providers to provide more seamless service. Deb Miller suggested that this should be under incentives and disincentives. David Shelton stated that the language "encourage coordination and/or consolidation of transit agencies" will be added to the document.



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### TLU-3

Mike Kelley commented that he was glad to see the lowering speed limits item (though it shouldn't apply to rail), but it does need enforcement. He suggested the possibility of adding an environmental assessment to speeding tickets that would add a charge for the miles over the speed limit.

Mike Kelley commented that item 3.3.3 is very important and that his company wants to ship by rail as much as they can, but he cautioned about broad public policy because he feels that the marketplace works well.

Mike Kelley requested an explanation of item 3.4.4. David Shelton explained that is for tolls for trucks that are higher than for other vehicles with the assumption that they are higher emitting vehicles. Lewison Lem added that a newer proposal is to have an emissions based fee. He commented that this item is truck focused but could be tailored in different ways. Mike Kelley stated that emissions based strategies should be broad and include all highway users, not just focused on the trucking industry. He shared an example of a truck getting 6 mpg hauling tons of freight is pretty efficient compared to a single driver of an SUV getting 14 mpg. Lewison Lem commented that some of these proposals are from big cities and they might not always apply elsewhere.

Doug Watson suggested adding text for tax credits in section 3.4. Mike Kelley pointed out that there are efficiency improvements with the addition of GPS units in trucks. David Shelton stated that "tax credits and incentives for aftermarket technologies" will be added to section 3.4.1.

### TLU-4

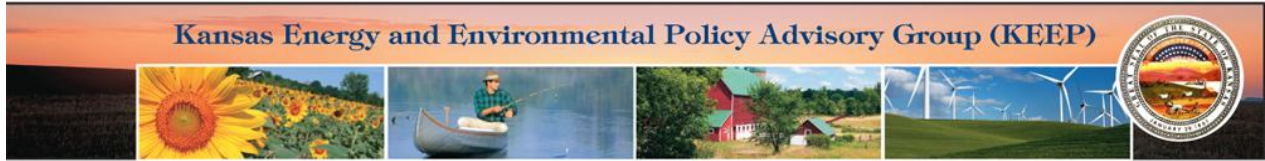
Deb Miller commented that high speed rail is listed as a policy option, but that there isn't anything about the expansion of passenger rail service. She pointed out that in Kansas, the expansion of rail might not be high speed. David Shelton stated that "improved passenger rail service" will be added to section 4.

### TLU-5

There were no comments on section 5.

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

There was no further discussion of the Draft Kansas GHG Emissions Inventory & Forecast.



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**Agenda Item #6: Next steps for the TWG**

The steps of the planning process were reviewed at the beginning of the meeting.

**Agenda Item #7: Agenda, Date and Time for Next Meetings**

The next KEEP Advisory group meeting is August 5<sup>th</sup>.

The next meetings for the KEEP TLU TWG are tentatively scheduled for September 4<sup>th</sup> and October 2<sup>nd</sup>, unless a majority of the members are unable to attend.

Evan Maher polled the group to see who is planning on attending the meeting on August 5<sup>th</sup>. The following people indicated that they are planning on attending:

- Deb Miller
- Mike Kelley
- Alan Black
- Yvonne Cather
- David Braaten (will call in)

**Agenda Item #8: Public Comments**

Tom Gerend asked to be added to the mailing list as an alternate representative for David Warm ([tgerend@marc.org](mailto:tgerend@marc.org)).

There were no additional public comments.

**Agenda Item #9: Announcements**

There were no additional announcements.

**Agenda Item #10: Adjourn**

The meeting was adjourned at approximately 1:00 PM.