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**TRANSPORTATION AND LAND USE TWG CALL #3  
OCTOBER 19, 2005, 8:30 – 10:30 AM**

Attendance:

1. TWG members:
  - Charles Besinger, Sunbelt Biofuels
  - Neal Butt, Albuquerque Environmental Health Department
  - Richard (Skip) Dunn, Los Alamos Sustainability Group
  - Judith Espinosa, University of New Mexico
  - Patricia Hoffman, New Mexico State University
  - Ken Hughes, Department of Finance Administration
  - JW Madison, New Mexico Rails
  - Sally McCarthy, ABQ Environmental Planning Commission
  - Regina Romero, New Mexico Municipal League
  - Eva Thaddeus, Sierra Club
  - De Anza Valencia, Regional Development Corp.
2. NMED staff:
  - Mary Uhl
3. CCS staff: Karl Hausker, Maureen Mullen
4. Other attendees:
  - Gary McFarland

Background documents:

*(unless noted, all posted at <http://www.nmclimatechange.us/documents.cfm>)*

1. Meeting Notice and Agenda (distributed by e-mail)
2. Powerpoint Presentation for Call #3
3. Draft Summary of TLU TWG Call #2
4. Matrix of GHG Reduction Policy Options in the Transportation and Land Use (TLU) Sector

Discussion items and key issues:

1. Summary of TLU TWG Call #2
  - a. No changes were proposed to the Call #2 summary.
  - b. Prior to the meeting, Karl Hausker circulated a GHG conversion tool to the TLU TWG members in response to a request on Call #2 for conversion factors between GHG emissions, fuel, and other metrics. Karl also circulated a memo from the Sierra Club indicating that NM is eligible to adopt the California GHG emission standards.
  
2. Policy matrix discussion.
  - a. The discussion on the policy options matrix covered Option 1.1.1 (California GHG Emission Standards for Light-duty Vehicles), and the following subsections of the Passenger Sector: 1.1 Fuel, 1.3 Operation, 1.4 Demand-Land Use/Location Efficiency, 1.5 Demand-Transit Alternatives, and 1.6 Demand-Market Mechanisms. Key points brought up in the discussions for individual options are listed in the notes column of the updated policy matrix.
  - b. The discussion on the California GHG emission standards indicated that New Mexico may be eligible to adopt these standards. Based on this, the group rated this option as a high priority option.
  - c. The group recommended bundling the fuel options to include alternative fuels produced in environmentally friendly manner along with the standards, fleet programs, and infrastructure needed to promote alternative fuels. This bundle was rated as a high priority option.
  - d. The first two options under 1.3 Passenger Sector—Operation were ranked as low priority options. The group noted that these are not bad options, but that they don't need much analysis. The group also determined that option 1.3.3 Transportation System Management should be renamed Congestion Mitigation, moved to section 1.5, and bundled with options 1.5.1, 1.5.3, 1.5.4, 1.5.5, and 1.5.6. As a group these options were ranked as a high priority.
  - e. The group ranked the items under 1.4 Demand-Land Use/Location Efficiency as high priority options that should be analyzed as a bundle. Option 1.4.4 was renamed to "Targeted Open Space and Croplands Protection."
  - f. The options under 1.6 Demand-Market Mechanisms were ranked as low/medium priority options.
  - g. The group agreed that it would be useful to form subgroups to perform initial gathering and reviewing of further information on the alternative fuels bundle of options, the multimodal bundle of options, and the land use bundle of options.

Next steps and agreements:

1. TWG members with expertise in an area should consider offering to participate in one of the subgroups listed above.
2. CCS will update matrix with priority rankings and changes as discussed in Call #3.
3. Next TWG call: Friday, November 18, 2005, 9:00-10:30 am.