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**Transportation and Land Use TWG
Summary of Call #4
November 18, 2005, 9:00 – 10:30 AM**

Attendance:

1. TWG members:
 - Charles Bensinger, Sunbelt Biofuels
 - 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
 - Lora Lucero, Attorney and land use planner
 - JW Madison, New Mexico Rails
 - Sallie McCarthy, ABQ Environmental Planning Commission
 - Regina Romero, New Mexico Municipal League
 - Eva Thaddeus, Sierra Club
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>, click on TLU)

1. Meeting Notice and Agenda (distributed by e-mail)
2. Powerpoint Presentation for Call #4
3. Draft Summary of TLU TWG Call #3
4. Matrix of GHG Reduction Policy Options in the Transportation and Land Use (TLU) Sector
5. Perspectives on the California GHG Standards for Vehicles (Pavley Standards):
 - a. “Fact Sheet: Climate Change Emission Control Regulations,” (California Air Resources Board, December 10, 2004);
 - b. “Reducing GHG Emissions from Light-Duty Motor Vehicles,” (NESCAUM/NESCCAF, September 2004);

- c. “Review of the August 2004 Proposed CARB Regulations to Control GHG Emissions from Motor Vehicles: Cost Effectiveness for the Vehicle Owner or Operator—Appendix C to the Comments of The Alliance of Automobile Manufacturers,” (prepared by Sierra Research for the Alliance of Automobile Manufacturers, September 22,2004);
- d. “Cars and Global Warming,” (Oregon State Public Interest Research Group, October 2005).

Discussion items and key issues:

1. The draft summary of the TLU TWG Call #3 was approved.
2. The outcome of the CCAG meeting #2 was discussed.
3. The TWG was asked whether the frequency and/or duration of the TLU TWG calls met the members needs and schedules. Several members concurred that the current schedule works and that longer calls might be difficult for people to block out on their schedules. With no dissenting views, the frequency and duration of the TWG calls will continue as is.
4. The group discussed Sections 2-Freight and 3-Aviation, Off-Road in the policy matrix. A member noted that buying and selling locally should be considered as an option. Karl indicated that this is a cross-cutting issue that should be brought to the attention of the Cross-Cutting TWG.
5. The group discussed the use of informal subgroups as a mechanism for advancing work on some options. These groups would be formed based on the recommendations of the full TWG, with participation based on interest and expertise in the subject matter. All subgroup discussions will be summarized in the full TWG. The TWG agreed to form subgroups to further flesh out five groups of options. The subgroups are: 1) Incentives/Disincentive Options for More Efficient Vehicles; 2) Alternative Fuels including fleet vehicles and infrastructure; 3) Multimodal Transportation Bundle of Options; 4) Land Use/Location Efficiency Bundle of Options; and 5) Freight and Off-Road Options. The TLU TWG will continue to keep the discussions of the Pavley standards at the TWG level since the design of this option cannot be negotiated—either the State adopts these standards or it doesn’t.
6. Karl described the information that needs to be included in the policy matrix for all options to be analyzed, using Option 1.1.1/1.1.2 (California GHG Emission Standards for Light-duty Vehicles) as an example. This was followed by a more detailed group discussion of the California Pavley standards and the background documents provided on this topic. Key points brought up in this discussion included: Europe/Korea are much further ahead than California and their technology is available today. Group should

consider thinking even beyond CA standards. With today's higher gas prices, even the AAM technology cost estimates for the CA standards would produce a cost savings over the vehicle lifetime. Many old cars already exceed the CA standards. The group suggested an option of having CCAG recommend the European vehicle standards as well as incentives to get people to buy cars meeting the European standards. The group also needs to consider environmental justice in its recommendations (e.g., NM is a very poor State; many people cannot afford new vehicles).

7. Karl noted that CCS was demonstrating the use of an internet message board/chat room to the NM Environmental Department for potential use in this process. NMED will make a decision on whether to pursue this.

Next steps and agreements:

1. CCS will solicit TWG members to determine which subgroup(s) each member would like to participate in and will follow up with initiating and facilitating calls for these subgroups.
2. CCS will update matrix with priority rankings and changes as discussed in Call #4.
3. Next TWG call: Tuesday, January 10, 2006.