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**TRANSPORTATION AND LAND USE TWG  
ALTERNATIVE FUELS SUBGROUP CALL #1  
DECEMBER 14, 2005, 12:00 – 1:00 PM**

**Attendance:**

1. TWG members:  
Charles Bensinger, Sunbelt Biofuels  
Richard (Skip) Dunn, Los Alamos Sustainability Group
2. CCS staff: Maureen Mullen
3. Other attendees: Cynthia Hall

**Discussion items and key issues:**

1. Under all Alternative Fuel options, include electricity as an alternative fuel.
2. Focus on voluntary, rather than mandated policy mechanisms.
3. Under policy option 1.2.3, include as policy mechanism “pursue DOE or State funding for more multifuel pumps.” Also, support of public education campaign for this option. Existing multifuel pump in Santa Fe provides B20 biodiesel, E85 ethanol, and E10. Charles to provide information on this option.
4. Under policy option 1.2.4, pursue in-state biofuels production from a variety of sources. This may have some crossover with the Forestry TWG.

**Recommended additional high priority policy options:**

1. Recommend that NM support adoption of European Union standards in the U.S.
2. Recommend that NM support adopting/acceding to the UN/ECE reciprocity of vehicle harmonization agreement.
3. Recommend cost neutral tax on high-GHG fuels to subsidize low GHG fuels, and reduce excise tax on biofuels. (Skip to flesh out this recommendation.)

**TRANSPORTATION AND LAND USE TWG  
MULTIMODAL TRANSPORTATION SUBGROUP CALL #1  
DECEMBER 14, 2005, 1:30 – 2:30 PM**

Attendance:

1. TWG members:
  - Charles Bensinger, Sunbelt Biofuels
  - Richard (Skip) Dunn, Los Alamos Sustainability Group
2. CCS staff: Maureen Mullen
3. Other attendees: Cynthia Hall

**Discussion items and key issues:**

1. Under policy option 1.5.1, Make better use of CMAQ funds, need information on current CMAQ projects. Maureen to follow up on this.
2. Under policy option 1.5.2, Transportation system management, in policy template, focus on managing all forms of transportation together to maximize transportation system modalities/uses to minimize GHG. This policy should direct transportation system choices. Find modes for alternatives to single occupancy vehicles; develop multimodal centers; integrate pedestrian/bike paths in new developments.
3. Under policy option 1.5.3, Expand transportation infrastructure, expand existing bus systems. Add more routes, greater frequency using low GHG buses. Electrify transportation system where possible.
4. Under policy option 1.5.7, Fix-it-first, while fixing roads, adapt to multiple uses including pedestrian, bike, low speed vehicles.
5. Under policy option 1.5.11, Employer-provided commuter incentives, develop policies providing incentives/subsidies for low GHG users and disincentives for high GHG employees. Skip to work on developing this option.
6. Overall goal for this bundle of policy options should be to develop efficient, well-linked, multimodal transportation system and subsidizing good (low GHG) transportation methods while charging for high GHG transportation methods.

**TRANSPORTATION AND LAND USE TWG  
MULTIMODAL TRANSPORTATION SUBGROUP CALL #1  
DECEMBER 15, 2005, 11:00 AM – 12:00 NOON**

Attendance:

1. TWG members:  
Sallie McCarthy, ABQ Environmental Planning Commission  
Ken Hughes, Department of Finance Administration
2. CCS staff: Maureen Mullen
3. Other attendees: Cynthia Hall

**Discussion items and key issues:**

1. Under policy option 1.4.1, Infill and brownfield redevelopment, Albuquerque has some good examples of infill and brownfield redevelopment that could be used as a model in other areas of the State. Recent successful examples of infill and brownfield redevelopment included good leadership, City Council support, State agencies committed to relocating in downtown area. With neighborhoods connected to downtown area, trips can be significantly reduced. This policy option requires changing planning and zoning regulations and focused public investment. Ken will draft policy template for infill and brownfield redevelopment option.
2. Under policy option 1.4.2, Transit-oriented development, discussion covered necessity of high density for transit-oriented development. Need for zoning to allow for land around transit to be developed at increased density. Alternatively, employment centers can be located around transit centers. Some of this could be accomplished using packages of incentives for local governments that develop appropriate zoning to accomplish transit-oriented development. This option should also include incentives for cutting down on students driving to high schools. Develop policies that encourage public transit/use of school buses/car pooling or other options to reduce this. Ken will work on policy template for transit-oriented development.
3. Under policy option 1.4.3, Smart growth, planning, modeling, tools, include location efficient mortgages as incentive for smart growth. Develop pedestrian-friendly/mixed use towns. Use smart codes for redevelopment/development, including appropriate street widths. Develop policies that reward local governments that change zoning following smart growth policies. Ken will draft policy template for smart growth policy option