

Transportation and Infrastructure– Working Group Meeting #5

June 23, 2016; 10:00 am – 1:00 pm

Meeting Summary

I. Meeting Objectives

- To **finalize development of draft objectives and strategies** for recommendation to the energy plan leadership team.

II. Development of Objectives and Strategies

During the meeting working group members participated in a facilitated exercise to continue refining the objectives and strategy recommendations that were first developed during the fourth working group meeting. The working group members completed, consolidated, and to some extent prioritized the objectives and strategies, under the “Transportation and Infrastructure” pillar.

Attached is a summary of the draft objectives and strategies that were discussed during the session. The draft reflects the input provided by working group members. This input will be compiled with other stakeholder input received, and previous data analysis completed to finalize the recommendations that will be analyzed for economic and environmental inputs.

The summary does NOT represent the final recommendations that will be included in the energy plan.

III. Comments and Questions Received from the Public

- N/A

TOPIC AREA: ALTERNATIVE FUELS

Objective		Strategy	Priority
I. Expand the usage of Iowa's alternative transportation fuels (Ethanol, Biodiesel, LPG, CNG, EV).	1.1	Educate fleets and Iowa residents on the benefits and use of alternative fuels and vehicles, through a comprehensive statewide campaign that includes website content, social media interactions, expos and events, and potentially a dedicated task force.	1
	1.2	Educate state and local officials on alternative fuel vehicles (AFV) station code.	2
	1.3	Expand the Renewable Fuels Infrastructure Program and extend beyond its current sunset date of 2017.	2
	1.4	Create a clean fuel portfolio standard for vehicle fuel.	1
	1.5	Institute a rebate for businesses and individuals to cover the purchase cost of alternative fuel vehicles (AFVs), or the conversion cost of existing vehicles to qualified AFVs, up to a maximum amount.	1
	1.6	Create a mechanism (income tax credit or rebate) for businesses and fleet owners to offset a portion of equipment (flex fuel pumps, chargers, natural gas compressors, storage and pipelines) and installation costs for private alternative fueling stations.	1
	1.7	Create an adoption goal for state agencies to diversify state-owned vehicles with a target amount of AFVs therefore leading by example.	1
	1.8	Develop a state-sponsored training and a certification program on alternative fuel types and vehicle conversion for installers and auto technicians.	2
	1.9	Require all state eligible rebates/incentives for converting an AFV to be performed by a "state certified" automotive shop. Examples of requirements: ASE Certified Mechanic on staff (AFVs), proof of tank installer/inspector certificate, and certification by each manufacturer for systems offered.	2
	1.10	Investigate alternative strategies for funding infrastructure improvements such as instituting a fee on miles traveled instead of taxing fuel as a revenue source and other mechanisms for ensuring all system users are paying for infrastructure maintenance regardless of fuel type.	2
	1.11	Adopt statewide "best practices" for local officials to reference during permitting and assist with consistency and efficiency.	3
	1.12	Allow electric vehicle charging station owners/ operators to resell electricity on a per kilowatt hour basis by changing the definition of a public utility to specifically exclude them.	1
	1.13	Develop a plan for the implementation of an electric vehicle charging corridor along interstate highways (I80 and I35) to enable electric vehicle owners, both locally and those visiting Iowa, to charge their vehicles more quickly and facilitate longer distance travel.	1
	1.14	Establish a task force to examine and plan for the potential introduction of High Octane Fuel vehicles, with engines manufactured to increase fuel economy through use of 25-30% ethanol blends.	3

Objective		Strategy	Priority
	1.15	Explore options for the co-location of ethanol infrastructure in Iowa's Department of Transportation right of way.	3
	1.16	Develop bulk storage and retail infrastructure in rural Iowa to create more access to biofuels and propane for non-road users.	2

TOPIC AREA: TRANSPORTATION EFFICIENCY

Objective		Strategy	Priority
II. Optimize the movement of freight and people in Iowa.	2.1	Pursue public-private partnerships that create connectivity between road, rail and river to optimize freight movement and reduce truck miles and congestion on Iowa's roads.	2
	2.2	Allocate a percentage of MPO/DOT's budget to increase public transportation, including examination of how to sustain operating costs of transit systems.	3
	2.3	Establish public transportation systems between cities with 50,000 or more population using busing in the smaller cities and rail for the larger cities.	3
	2.4	Continue support for collaboration efforts between Iowa's Department of Transportation and transportation providers for increased rail container intermodal facilities in the state.	1
	2.5	Use performance contracting to replace state fleet vehicles with more efficient vehicles.	2
	2.6	Work with grain processors on improvements to their handling systems to move more via rail vs. truck.	2
	2.7	Locate rail to truck consolidation facilities outside urban areas to keep trucks out of town.	2
	2.8	Provide financial incentive for carpooling, bicycling, and walking.	2
	2.9	Optimize freight routing.	2
	2.10	Pass necessary legislation to join the Midwest Interstate Passenger Rail Commission.	1
	2.11	Identify state funding to match federal grant on intercity passenger rail infrastructure costs.	1
	2.12	Research alternative funding (other than federal funds) for Iowa's lock and dam system.	3
	2.13	Establish regional distributed work hubs to reduce commuting and traffic.	3

TOPIC AREA: ENERGY INFRASTRUCTURE

Objective		Strategy	Priority
III. Encourage the maintenance and development of infrastructure that is cost effective and supports clean energy generation.	3.1	Promote a statewide coordinated effort to represent state interests in regional (MISO/SPP) and federal planning processes. The effort could be coordinated by the Iowa Utilities Board.	1
	3.2	Remove state policy barriers to the siting, routing, and regulatory approval of large transmission lines intended to facilitate substantial wind or solar generation. This would be done through mechanisms such as statutory timelines for regulatory decisions and increasing staff levels at regulatory agencies. The process should put proper emphasis on the analysis of potential environmental impacts.	2
	3.3	<p>Create a task force that includes utilities and IEDA to explore ideas for further build out of the natural gas delivery infrastructure in Iowa particularly in the rural areas for business and jobs development.</p> <p>The task force could identify and prioritize geographic areas of Iowa where delivery capacity is needed and develop a new methodology to fund construction of infrastructure in rural areas of Iowa and increase regional availability of natural gas.</p>	2
	3.4	Develop plans and policies that support grid modernization and will position Iowa for the smart grid.	1
	3.5	Clearly communicate Iowa's renewable energy goals with MISO and SPP and support state agency RTO involvement and understanding to ensure renewable expansion is part of their planning processes.	2
	3.6	Foster funding for the Iowa Utilities Board to encourage a variety of pilot projects through their notice of intent (NOI) process that examine modernization of the grid and opportunities to enhance resiliency and integration of renewables to the grid.	2
	3.7	Encourage regional development of pumped hydro storage projects.	3
	3.8	Conduct a study to investigate the feasibility, benefits, and impacts of constructing an intrastate ethanol pipeline to transport ethanol in an efficient manner to the location where it is blended with gasoline.	3