



MEETING SUMMARY
MICHIGAN CLIMATE ACTION COUNCIL

Transportation and Land Use Technical Work Group
(TLU TWG)
Call #3, February 28, 2008

Attendance:

Technical Working Group: Charles Griffith, Al Weverstad, Dana Debel, George Mozurkewich, Tim Lundgren, Brad Markell, Al Weverstad, Chuck Hersey, Reginald Modlin, Luke Forest, Mayor Heartwell, Brad Garman, John Griffin

Michigan Department of Environmental Quality: Donna Davis, Marcia Horan, Jim Goodheart, Steve Kulesia.

Michigan Department of Transportation: Polly Kent, Niles Annelin

Michigan Public Service Commission: Jesse Harlow

Center for Climate Strategies: Jim Wilson, Wick Havens, Jackson Schreiber, Bill Cowart, Tom Peterson

Public Attendees/Alternates: Joan Weidner, David Lyons, Fred Sciance, Curt Magleby

Background Documents: (can be found at <http://www.miclimatchange.us/TLU.cfm>)

1. Meeting Notice and Agenda
2. PowerPoint for Teleconference
3. Summary of Call #2
4. Draft Catalog of State Actions
5. Brief Description of Catalog Items

Discussion and Key Items:

1. *Roll Call and Review of Agenda*
 - a. Meeting Purpose and Goals
 - i. Introduction of Tom Peterson to go over goals, clarify that we are identifying the priorities for analysis. There are four decision criteria: effectiveness, cost-effectiveness, externalities, feasibility issues.
 - b. Approval of Prior Call Summary
 - c. Stepwise Planning Process
 - i. The TWG is currently working on Step 3 (identify initial priorities for analysis).
2. *Discussion of MI GHG Inventory and Forecast*
 - a. A reminder was made to look over the full January draft of the Emissions Inventory, which is posted on the Michigan Climate Change website under MCAC. This will be updated as revisions occur.

- b. The question was again raised about how recent policy options, particularly the changes to CAFÉ, etc. will be factored into the analysis. The CCS Inventory and Forecast team are working on updating the Michigan inventory to account for the new federal CAFE standard. This information will be made available to the TWG as soon as it is available.
 - c. GHG Emissions changes via recent state actions will be quantified as a line item separate from the policy options.
3. *MI TLU Catalog and Catalog Descriptions*
- a. Discussion of Notional Rankings of Options
 - i. Nine people sent back Notional Rankings, generally responding in their individual areas of expertise.
 - ii. There was extensive discussion on whether the information from other states regarding the policy options in the catalog could be provided to the group. There was discussion on how much information should be provided by CCS to help guide the group in making these decisions. This would be discussed between DEQ and CCS.
 - b. Vehicle Technology Options (1.1)
 - i. *Fund R&D on low GHG-Vehicle Technology* (1.1.3) is already funded at \$1.1 million by MDOT. The point was made that MI is strong on R&D, but perhaps more should be done on top of the action MDOT is taking.
 - ii. There was general agreement that *Legislative Tailpipe GHG Emission Standards: California Clean Car* (1.1.1) and *Legislate ZEG/LEV-2 Implementation* (1.1.2) were not appropriate for MI.
 - iii. There was agreement to revise 1.1.5 and 1.1.8. The word “Require” will be removed in both *Encourage, Incentivize or Require Replacement of Hybrid Engine Buses* (1.1.5) and *Encourage or Require the Development of Hybrid Technology in Garbage and Recycling Trucks* (1.1.8). Replace with “Incentivize” in 1.1.8. It was noted that hybrid buses typically cost \$200,000 more than conventional buses.
 - iv. The decision was made to change *Encourage/Incentivize/Mandate Add-on Technologies* (1.1.4) to “Encourage and Incentivize Aftermarket Technologies”.
 - v. It was agreed to change the second part of 1.1.7 - *Fund Infrastructure for Plug-in Hybrids and Promote High Energy Battery Production* (1.1.7) to “Establish incentives to promote high energy density battery production and manufacturing.”
 - c. Vehicle Operation (1.2)
 - i. *Reduce Posted Speed Limits on Interstates/Freeways* (1.2.10) may not make economic sense for Michigan, as costs to the public for the longer driving time would be too high. *Enforce Speed Limits* (1.2.1) likewise did not receive much support in the discussion.
 - ii. It was agreed a possible bundle will include: *Vehicle Maintenance, Tire Pressure Maintenance and Driver Training* (1.2.2), *Require Tune-up Services to Include Tire Pressure* (1.2.4) and *School Education Programs* (1.2.6).
 - iii. *Mandatory Annual Vehicle Inspections, in conjunction with Repair Mandates, Increased Registration Fees and/or a Vehicle Retirement Program* (1.2.7) should be made voluntary, to reduce costs and be part of eco-driving. Chuck Hersey

agreed to provide a report regarding a SEMCOG high emitting vehicle study, which will be valuable in this instance. It is important to try and build a culture of environmental stewardship rather than inspecting all motor vehicles in order to find and repair high emitters.

- iv. *Transportation System Management (Intelligent Transportation Systems) - signal synchronization, variable message signs, real-time driver information and feedback* (1.2.3) should be expanded in Michigan. Michigan is recognized as a national leader in ITS, but more could be done. It was agreed to add “to reduce congestion” at the end of 1.2.3.
- v. *Passenger Vehicle Anti-Idling Program* (1.2.5) and *Limit Unnecessary Stop Signs on Local Streets* (1.2.8) both seem to be local issues. There was agreement these do not seem appropriate on a statewide level.
- vi. *Encourage or Require Improved Recovery/Efficiency of Highway Vehicle Air Conditioning Fluid* (1.2.9) --the federal government has already set standards on this issue, which are enforced by EPA. It wasn't clear if the state should or could do more than this.

4. *Time Check*

- a. Since the allotted two hours for the meeting was running out, it was agreed that another meeting was needed. It was decided to reconvene Tuesday, March 4, from 10-12 EST to finish reviewing the catalog. At the end of that call the balloting process will be discussed.

5. *Public Comments and Announcements*

- a. Dana Debel said she would send some useful information out to the TWG.
- b. Chuck Hersey said he would send out a copy of the summary report from SEMCOG high emitting vehicle study.
- c. Polly Kent at MDOT pointed out that there is a Transportation Funding meeting on Friday, March 7, 9-12am.