

MEETING SUMMARY
MICHIGAN CLIMATE ACTION COUNCIL

Transportation and Land Use Technical Work Group
(TLU TWG)

Teleconference Call #4, March 4, 2008

Attendance:

Technical Working Group: Dana Debel, Courtland Overmyer (sitting in for Mayor Heartwell), Chuck Hersey, Brad Markell, Reginald Modlin, Fred Sciance (sitting in for Al Weverstad), Luke Forest, Charles Griffith, George Mozurkewich, Brad Garmon, John Griffin

Michigan Department of Environmental Quality: Steve Chester, Donna Davis, Marcia Horan.

Michigan Department of Transportation: Polly Kent, Niles Annelin

Michigan Public Service Commission: Jesse Harlow

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

Public Attendees: Joan Weidner

Background documents: (<http://www.miclimatchange.us/TLU.cfm>)

Documents Posted:

1. [Notice and Agenda](#)

Discussion items and key issues:

1. Roll Call and Introductions
2. Finish Discussion of Michigan Catalog of State Actions
3. Review of Balloting Process
4. Agenda, Date and Time for Next Meetings
5. Public Comments and Announcements

Roll Call and Introductions

The roll call was taken and a brief agenda was presented.

Steve Chester and Tom Peterson gave introductory remarks to the TWG to help the process move forward, namely:

1. The strict deadlines and rapid pace of the process comes from the Governor's office, not from CCS.
2. The DEQ will send out a short memo identifying climate action websites from four other relevant states (particularly in MN, IL, MD and CA), and some general websites that might provide some useful information requested by the TWG members.
3. It is important to remember that if there are policy options which are not practical for Michigan, we need to just decide that and move on, rather than continue to discuss a policy's many disadvantages.

4. Any policy option that is identified as a priority for analysis can be reworked through the process, particularly in terms of its implementation mechanism; these decisions will be made later on in the process, after balloting, to see which policies are of particular interest to the TWG. At a later stage in the process, the TWG members will be discussing whether an option be designed as mandatory, voluntary, encouraged, or an incentive.

Catalog of State Options

1. 1.3 Incentives and Disincentives
 - a. *CO2-based registration fees* (1.3.3), *Tax Credits for Efficient Vehicles* (1.3.4), *Emission-Based Tolling* (1.3.6) will all be considered by the upcoming Transportation Funding task force. This information should be put in the notes section for these headings.
 - b. *Feebates* (1.3.2), *Tax Credits for Efficient Vehicles* (1.3.4), *Apply Feebates to vehicle dealers for in-state sales* (1.3.7) are all methods of making fuel efficient vehicles more affordable. It was agreed they would be bundled, with more general wording.
 - c. On *Vehicle Scrappage* (1.3.5) there was some discussion regarding the effectiveness of this policy. There were concerns raised about potential exportation of the problem its value and associated high costs based on previous research by the MDEQ. At the same time others felt that this policy could be worthwhile if implemented correctly (i.e., the vehicles are truly scrapped).
2. 1.4 Fuel Measures
 - a. The federal government has already taken steps to improve the carbon content of fuels, and this will likely be more effective and less economically damaging than any state level plan. At most, consider recommending a Federal standard but with flexibility for state application.
 - b. Add in Notes section that *build electric vehicle charging facilities at selected fueling stations* (1.4.6), may be a private sector issue. Electricity needs to be from low carbon sources to provide GHG emission reductions.
3. 2.1 Land Use and Location Efficiency
 - a. Four of these policies are related and should be bundled: *Shape Investment to Maximize GHG Reductions* (2.1.3), *Connect state economic development incentives to land use* (2.1.7), *Inventory all available discretionary funds* (2.1.8), *Focus economic development incentives and public infrastructure funding around public transit nodes* (2.1.9). These policies all involve incentivizing land-use patterns towards low-GHG outcomes.
 - b. Add policy 2.1.5 (B) which will be: *Create a policy toolbox to help local authorities' practice greenhouse gas reduction-friendly zoning*.
 - c. Regarding *Incorporate alternative power at certain state transportation facilities with wind turbines or photovoltaic panels* (2.1.11), a study was cited stating that changing traffic lights to LEDs reduced electricity demand from stoplights by 80%. Polly Kent agreed to provide this study to the TWG for further analysis. There was some discussion about moving this item to a

- different heading, since it does not seem to be part of Land-Use. CCS will look into putting this somewhere more appropriate.
- d. CCS will create a matrix of potentially related policy options in 2.1, so that TWG members can decide if bundling options is appropriate.
4. 2.2 Increasing Low-GHG Travel Options
 - a. Add the note that MDOT is already putting many of the options in 2.2 into effect.
 - b. Many of these options could be bundled under the heading of improved low-GHG infrastructure: *Improve Transit Service (2.2.2)*, *Invest additional funds in Bike and Pedestrian Infrastructure (2.2.4)*, *Expand Transit Infrastructure (2.2.5)*, *Subsidize and promote carpooling and van pooling (2.2.7)*, *Invest in/provide parking for car-sharing (2.2.10)*, *Build park-and-ride facilities (2.2.15)*.
 5. 2.3 Incentives & Disincentives
 - a. *Increase the Fuel Tax (2.3.4)* has been shown to be relatively ineffective at reducing driving in the short term, but over the longer term it is more effective.
 - b. Make a note that *Introduce intercity highway tolls (2.3.9)* could also be considered under 2.2 (Increasing Low-GHG Travel Options).
 6. 3.1 Freight Vehicle Technology
 - a. No Comments
 7. 3.2 Freight Vehicle Operation
 - a. Add the note for *Enforce Speed Limits (3.2.2)* that was used for *Enforce Speed Limits (1.2.1)* and *Reduce Posted Speed Limits on Interstates/Freeways (1.2.10)*, that such policies do not make economic sense for Michigan, because economic costs of lower speed limits are too high.
 - b. Bundle *Truck Stop Electrification (3.2.7)*, *Enforce Anti-Idling (3.2.8)* and *Encourage or fund truck generators to reduce idling (3.2.9)*. While these are not exactly the same, the analysis should investigate which of these would be more effective.
 - c. Add to Notes that *Encourage voluntary speed reductions for Great Lakes shipping and rail traffic (3.2.11)* has already been done, speeds are lower in Michigan than most of the rest of the country, and it is not practical to reduce any further.
 8. 3.3 Freight - Increasing Low-GHG Travel Options
 - a. Add to notes that *Fund Intermodal Freight Initiatives (3.3.1)* and *Increase Rail Capacity, and Address Rail Freight System Bottlenecks (3.3.3)* are both being carried out by MDOT.
 9. 3.4 Freight Incentives and Disincentives
 - a. No comments
 10. 4 Intercity Travel: Aviation, High Speed Rail, Bus
 - a. Make a note that *Encourage reductions or tighten standards for Aircraft emissions (4.3)* and *Encourage reductions or tighten standards for Airport Ground Equipment (4.4)* both seem to be preempted by federal law. If the group wants to, voluntary policies could be enacted, but given the high costs

of fuel for the airline industry, drastic steps are already being taken to reduce fuel consumption.

11. 5 Off-Road Vehicles (Construction Equipment, Out-board Motors, ATVs, etc)
 - a. *Adopt two-stroke engine efficiency standards (5.7) and Review 2/4 stroke engines to suggest methods to increase efficiency (5.8)* should be bundled. The comment was made that the federal government has already made some mandates on two-stroke engines, it might be best to leave this issue to them.
 - b. Make a note that *Introduce locomotive idling reductions (5.5)* is already taking place for switchyard locomotives in the Metro Detroit area.
 - c. *Mandate Increased Use of Alternative Fuels or Low Sulfur Diesel (5.4)* is likely superseded by federal actions on this issue.
 - d. Add the note that *Incentives for Purchase of Efficient Vehicles/Equipment (5.1)* should be applied to encourage efficiency improvements not likely to be otherwise taken.

Review of Balloting

It is important to choose only policy options that are candidates for implementation in Michigan. Consider the four criteria to be used in this process: effectiveness, cost-effectiveness, external benefits/costs, feasibility issues.

TWG members can expect to receive their ballots by next week, and then members will have a week to submit their ballots. Written instructions will be provided to TWG members when the ballots are distributed.

Next Meeting

The next meeting will take place Wednesday, March 26, from 10 to 12 am, EST. We will go over the balloting results and discuss the next steps for the TWG.

Public Comments and Announcements

1. Marcia Horan will send something to Wick to pass on to the TWG, which contains the suggested informational materials brought up by Steve Chester at the beginning of the meeting.
2. 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.

Thanks to all members for your meaningful contributions and excellent discussion.