

Michigan TLU Technical Work Group Policy Option Balloting Results

TLU Policy Option #	Suggested Policy Option Name	TLU Catalog Option No.	TLU Catalog GHG Reduction Policy Option	Number of Ballots	TWG Member Comments
<i>High Priority for Analysis</i>					
1	Transit and Travel Options	2.2.2	Improve Transit Service (frequency, convenience, quality)	11	Promote measures that reduce number of single occupant vehicle (SOV) trips
		2.2.4	Invest additional funds in Bike and Pedestrian Infrastructure	10	
		2.2.5	Expand Transit Infrastructure (rail, bus, BRT)	11	
		2.2.7	Subsidize and promote car pooling and van pooling	9	
		2.2.10	Invest in/provide parking for car-sharing	9	
		2.2.15	Build park-and-ride facilities	10	
		2.3.9	Introduce Transit Pricing Incentives	9	
2	Eco Driver Program	1.2.2	Encourage Vehicle Maintenance, Tire Pressure Maintenance, Driver Training	8	Building comprehensive eco-driving education into drivers education and license renewal May already be required under new federal energy act Already be required under HR 6
		1.2.6	School education programs	7	
		1.2.4	Require tune-up services to include tire pressure and/or oil changes.	5	
		1.1.4	Encourage and incentivize an aftermarket technologies program (e.g. Low Friction Oil, Low-Rolling Resistance Tires)	4	
		1.1.6	Require GHG emission stickers for	6	

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			automobile sales		
3	Fuel Bundle	1.4.7	Move forward with the recommendations of the MI Renewable Fuels Commission	9	Review each RFC recommendation and bundle as appropriate Promote R&D that could also bring jobs to Michigan
		1.4.7a	MI RFC 3. Establish the Next Generation Renewable Fuels Feedstock Program	6	
		1.4.7b	MI RFC 4. Renaissance zones for production of cellulosic biofuels	6	
		1.4.7c	MI RFC 10. Incentives for early stage next generation fuel production facilities and processing centers	8	
		1.4.7d	MI RFC 29-30. Retain State renewable fuel purchase preferences and promotion	6	
		1.4.7e	MI RFC 31-38. Develop Statewide marketing campaign to promote renewable fuels to consumers, distributors, and fleet managers	6	
		1.4.7f	MI RFC 40, 42. Incentives for the purchase of renewable fuel vehicles (targeting consumers, fleets, and schools)	6	
		1.4.7g	Promote green fuel retailing program	5	
		1.4.3	Subsidize Biofuel expansion (biodiesel, CNG, LPG, cellulosic ethanol) and support development of appropriate fuel testing	7	

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		1.4.4	protocols Fund Alternative Fuel Infrastructure Development	6	Fuel test protocol to include life cycle carbon and maximum carbon reduction This should be designed to encourage low-carbon fuels development in Michigan, as well as establish ghg emission reduction target for this sector. Bundle with 2.1.6 – no state analysis needed – Should be a general statement of support
		1.4.5	Implement state government E85 use plan	5	
		1.4.1	Pass Low-GHG Fuel Standard (e.g., renewable) and/or advocate for a federal standard	6	
4	Increase Rail Capacity, and Address Rail Freight System Bottlenecks	3.3.3	Increase Rail Capacity, and Address Rail Freight System Bottlenecks	7	
5	Truck Idling Bundle	3.2.9	Encourage or fund truck generators to reduce idling	7	Promote actions to reduce truck idling. Also addresses fine particulate problem.
		3.2.7	Truck Stop Electrification to reduce idling	6	
		3.2.8	Enforce/ <i>Enact</i> Anti-Idling ordinances	4	Encourage reduction of idling for freight (and locomotives5.5) through most effective measures.
6	Land Use Planning and Incentives	2.1.1	Adopt statewide growth management plan & GHG cap guiding conforming regional transportation & land use plans/programs that meet state-determined GHG budgets and VMT per capita targets	5	
		2.1.3	Shape public and private	6	

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			investment to maximize GHG reductions and growth management, including Indirect Source Rule to hold development accountable for GHGs, Transfer of Development Rights, Open Space Protection, Coastal Zone Management, Adequate Public Facilities initiatives		
		2.1.4	Provide technical/financial support to local/regional agencies, enhancing technical tools, capacity, and fund Blueprint Planning Grant program	5	
		2.1.7	Connect State economic development incentives to land use, by giving priority to companies that use them to locate in densely populated/urban places.	6	
		2.1.8	Inventory all available discretionary funds in such areas as housing, economic development, infrastructure, schools transportation, and state facilities, and allocate these funds to communities that adopt best practices in land use planning and meet performance standards related to climate and VMT reduction goals.	5	
		2.1.9	Focus economic development	7	

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			incentives and public infrastructure funding around public transit nodes.		
	<i>Medium Priorities for Analysis</i>				
	GHG Efficient Vehicles	1.3.4 1.3.3 1.3.7	Tax Credits for Efficient Vehicles. CO ₂ -based registration fees Apply feebates to vehicle dealers(as agents of the manufacturers) for in-state sales	6 5 4	Should be designed to complement structure of CAFÉ
		2.1.2	Ensure state policies and capital funding programs evaluate GHG implications to be a model for climate-friendly and energy efficient development patterns	6	
		4.2	Improve Integrated Aviation, Rail, Bus Networks (planning, governance, and investment)	6	MDOT is committed to providing an integrated transportation system for the citizens of Michigan. This is evident in the Five Year Program, the Long Range Plan, and at all levels of the department.
		2.1.10	Authorize multi-jurisdictional TIF districts around transit nodes that will receive state grants for planning and implementation and	5	Bundle w/ 2.2.18

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			will be given priority status by the State and metropolitan planning organization for future grants.		
		1.1.7	Establish incentives to promote high energy density battery manufacturing.	5	Promote R&D that could also bring jobs to Michigan Include PHEV/PHEV infrastructure in the wording like in original catalog This is something we could do in Michigan that would help climate change and help the economy.
		3.1.2	Fund R&D on Low-GHG Vehicle Technology	5	Promote R&D that could also bring jobs to Michigan
		4.1	Invest in High-speed Rail	5	
		1.2.3	Expand Transportation System Management (Intelligent Transportation Systems)	4	MDOT is already a national leader in this area, but we could always do more if there was more money to do it.
		2.2.18	Allow TIF to be used for public transit infrastructure and operations.	4	Bundle w/ 2.2.10
		3.3.1	Fund Inter-modal Freight Initiatives	4	Bundle with inter-modal freight idling reduction measure
		3.4.1	Require Procurement of Efficient Fleet Vehicles	4	Encourage or incentivize rather than require
		3.4.2	Provide Incentives to Retire or Improve Older Less Efficient Vehicles – especially drayage trucks	4	Bundle with 1.3.5 Must be based on improved fuel efficiency

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		1.3.5	Vehicle Scrappage	4	
		3.1.1	Subsidize/provide loans for Vehicle Technology Improvements (e.g., aerodynamics)	4	