



**MEETING SUMMARY
MICHIGAN CLIMATE ACTION COUNCIL**

**Transportation and Land Use Technical Work Group
(TLU TWG)**

Teleconference Call #8, July 24, 2008

Attendance:

Technical Working Group: Chuck Hersey, Al Weverstad, George Mozurkewich, John Griffin, Reginald Modlin, Luke Forest, Jim Nash, Brad Garmon

Michigan Department of Environmental Quality: Jim Goodheart, Marcia Horan, Steve Kelusia

Michigan Department of Transportation: Niles Annelin

Michigan Public Service Commission: Jesse Harlow

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

Public Attendees: Joan Weidner (SEMCOG), Fred Sciance (GM), Margaret Parker (Consumer's Energy), John Warbok (LCI Policy Institute, Michigan State), Erin McCumber, Monica Patel (Ecology Center), Mark Higginbotham (Norfolk Southern),

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

- [Meeting Notice and Agenda](#)
- [Summary of Call #7](#)
- [PowerPoint for Meeting](#)
- [TLU Draft Policy Options](#)
- [Quantification Process Memo](#)
- [Quantification Process Slides](#)
- [Updated Common Assumptions Memo](#)

Discussion and Key Items:

Roll Call and Introductions

Review of Agenda

No Comments

Approval of Prior Call Summary
The Call Summary was approved.

Discussion of Revised Inventory and Forecast

- The Inventory and Forecast has been updated with new CAFE standards from the Energy Independence and Security Act of 2007. The fuel economy standards are set by the National Highway Traffic Safety Administration. There was some discussion of whether the analysis was using the correct implementation curve to phase in the CAFE implementation. An email discussion offline showed that currently existing CAFE analysis matched the NHTSA numbers.
- The VMT projections used in the Inventory and Forecast have a 1.2% annual growth rate for VMT between 2005 and 2025. Information from SEMCOG indicates that this is too high. The VMT estimate will be reduced based on information from Southeast Michigan. Joan Weidner will consult with Niles Annelin to get updated estimates of VMT growth for the entire state. CCS will then revise the Inventory and Forecast with these revised projections to provide a more accurate baseline of Michigan's emissions.
- There has been ~10% decrease in gasoline consumption in Michigan over the past four years (400 million gallons).

Discuss and Develop Straw Proposals – Implementation Mechanisms/Quantification

TLU 1 – Promote Low-Carbon Fuel Use in Transportation

- Liesl Clark may be a good contact on Renewable Fuels in Michigan.
- The Michigan Renewable Fuels Commission may also provide some valuable assistance.
- Improving the infrastructure associated with Renewable Fuels should be one implementation mechanism considered in this policy.
- The fuels to be considered in the implementation of this option are biodiesel, corn ethanol, and cellulosic ethanol.
- Questions that the TWG is interested in having be addressed in the policy option document include: will the shifts to renewable fuels reduce carbon? Can MI-produced alternative fuels be introduced into the marketplace at pricing attractive to customers?

TLU2 – Eco Driver Program

- Lowering the speed limit will not be considered as an implementation mechanism here, but the impact of speed on mpg will be part of a driver education program.
- Curt Magleby, who was not present at this meeting, may be able to provide valuable assistance on this item.

TLU 3 – Truck Idling Policies

- Locomotive idling will be considered under TLU-8, not TLU-3.
- Under the goals, truck stop electrification at interstate rest stops is now federally prohibited, and should be removed. The federal DOT will not allow federal funding to be used to states for this purpose. Michigan currently does not have any of its interstate truck stops electrified.
- No state programs exist for truck stop anti-idling. Numerous trucking firms have encouraged reducing idling through grants from EPA and other sources.

- The City of Ann Arbor has a draft policy on truck idling reduction based on EPA recommendations.

TLU 4 – Advanced Vehicle Technology

- The scope of the policy should be more than just plug-in hybrids.
- The second goal should be modified to make it more general, and include all advanced technologies rather than just hybrids.

TLU 5 – Congestion Mitigation

- Some of the goals should be moved to Implementation Mechanisms.
 - o The second and third sentence of the first goal.
 - o The third goal should be considered an implementation mechanism rather than a goal of the policy.
- This policy should include encouraging a 4 day workweek and flextime.
- There are potential advanced technologies that could be useful for congestion mitigation, such as real time traffic updates.

TLU 6 – Land Use Planning and Incentives

- Some of these policies may have modest GHG benefits, but have other (non-GHG) benefits sufficient to be worthy of consideration.
- VMT reduction may be how each of these individual implementation mechanisms is achieved, and therefore the goal of a VMT reduction is not necessary in this option. Table X-1 that shows VMT projections will be reviewed by MDOT and SEMCOG and revised based on inclusion of more recent data. The TWG agreed to focus on the top 3 goals, and the VMT reduction goal will be removed from this option.

TLU 7 – Transit and Travel Options

- Urban ridership has increased by 15% in the last three years, from 80K people daily in 2005 to 92K persons daily in 2008.
- It is important that this goal is sufficiently aggressive as to require a significant investment in mass transit.
- The cost/ton GHG reduction from mass transit is always high, but the benefits of mass transit go beyond the GHG impacts.
- SMART has a plan that provides tax benefits for employers. Any analysis of this option should address better promotion of SMART.

TLU 8 – Increase Rail Capacity and Address Rail Freight System Bottlenecks

- Moving forward with the Detroit Intermodal Freight Terminal should be mentioned under implementation mechanisms.

TLU 9 – Great Lakes Shipping

- Important sources to consult on issues of Marine Emissions and Great Lakes Shipping:
 - o James Winebrake, Rochester Institute of Technology
 - o Jim Corbett, University of Delaware
 - o Greg Keolian, University of Michigan School of Natural Resources

- Address dredging issues, especially the environmental impact of disposal of dredged materials.

Next TWG Meeting

The next TWG meeting is Wednesday, August 27th, from 9:00 to 11:00am, EST. The next MCAC meeting will take place on September 12, 2008.

Public Comments/Announcements

CCS will ensure that all TWG members are receiving email updates, because there have been difficulties with this in the past.

Thanks to all members for your meaningful contributions and discussion.