



Michigan Climate Action Council
Department of Environmental Quality

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Michigan Climate Action Council (MCAC)

Transportation and Land Use Technical
Work Group (TLU-TWG) Meeting #10
September 24, 2008

Michigan Department of Environmental Quality
The Center for Climate Strategies

Agenda

- Introductions
- Approval of Summary of Prior Call-Meeting #9
- Review of MCAC Meeting Results and Policy Options
- Review of Next Steps
- Agenda, Date and Time for Next Meetings
- Public Comments / Announcements

Approval of Prior
Call Summary
Teleconference Call #9
August 27, 2008

Goals for TLU TWG Call #10

- Review and Revise Policy Options in response to MCAC meeting.
- Consider approval of additional Policy Options for final consideration by MCAC where the TWG has consensus.
- Continue revisions/additions to remaining Policy Options.

Stepwise Planning Process

1. Develop inventory and forecast of emissions
2. Identify a full range of possible actions
3. Identify initial priorities for analysis
4. Develop straw proposals
5. Quantify GHG reductions and costs/savings
6. Evaluate externalities, feasibility issues
7. Develop alternatives to address barriers
8. Aggregate results
9. Iterate to final agreements
10. Finalize and report recommendations

Policy Option Template

- Policy Description (Concept)
- Policy Design (Goals, Timing, Coverage)
- Implementation Methods
- Related Programs and Policies (BAU)
- Estimated GHG Savings and Costs Per MMtCO₂e
 - Data sources, methods, and assumptions
 - Key uncertainties
- Additional (non-GHG) Benefits and Costs, as Needed
- Feasibility Issues, if Needed
- Status of Group Approval
- Level of Group Support
- Barriers to Consensus, if Any

I&F Results

- The revised VMT forecast recommendations from the TLU TWG were accepted by the MCAC

MCAC Comments TLU-1

Promote Low-Carbon Fuel Use

- Provide alternative cost analyses at different gasoline prices.
- Address key uncertainties and policy implications of fuel prices
- Coordinate and discuss the outstanding issues of the biofuels option with the AFW TWG

Comparison between AFW and TLU Biofuels Options

- The Heat Content and Emission Factors for each fuel are the same.
- AFW Supply Side Approach:
 1. Capital Costs
 2. Feedstock Costs
 3. Labor/Operational Costs
 4. Fuel Sales Revenue
- TLU Demand Side Approach:
 1. How much of a given fuel is needed to achieve a certain GHG reduction.
 2. Cost Difference between conventional fuels and Biofuels.

Proposed Solution to AFW/TLU Differences

- Use AFW Analysis for estimate of Cellulosic Ethanol Costs.
- Use AEO High Price Estimate for costs of Conventional Fuel and Corn Ethanol.
- Costs used in TLU-1 are shown below:

\$/ Gal	Gasoline	Diesel	B100	Corn E100	Cellulosic E100
2015	3.12	3.09	3.26	1.82	2.43
2025	3.52	3.57	3.74	2.31	2.69
\$/MMBTU	Gasoline	Diesel	B100	Corn E100	Cellulosic E100
2015	24.97	22.28	25.37	21.58	28.86
2025	28.16	25.75	29.1	27.391	31.86

MCAC Comments TLU-2

Eco Driver Program

- Revise the driver training quantification to reflect higher penetration.
- Incorporate program into public and private drivers' training program curriculum and provide an outreach program when new drivers' licenses are issued, renewed or at annual vehicle registration renewals.
- Include an emphasis on personal stewardship, in both the curriculum and outreach programs

MCAC Comments TLU-3

Truck Idling Policies

- Quantify cost-benefits for school buses and coach buses.
- Additional benefits and costs—establish linkage with Michigan's Air Quality SIP strategy.

MCAC Comments TLU-4 Advanced Vehicle Technology

- Discuss TWG comments on quantification.

MCAC Comments TLU-5 Congestion Mitigation

- This option was approved.
- The quantification will be more fully described by CCS.

MCAC Comments TLU-6

Land Use Planning and Incentives

- This was not discussed by the MCAC.
- Quantification is needed for 2015 and 2025.
- Further discussion of this option is required.

MCAC Comments TLU-7

Transit and Travel Options

- This option was approved conditionally. Discuss possible goal revisions
- Expand the explanation of the quantification.
- Under Additional Benefits and Costs- address parking space costs/savings. This is an avoided cost.

MCAC Comments TLU-8 Increase Rail Capacity, and Address Rail Freight System Bottlenecks

- This was not discussed by the MCAC.
- CCS needs to complete quantification.

MCAC Comments TLU-9

Great Lakes Shipping

- The MCAC expressed concerns about ecosystem costs and commercial fishing industry costs of increased dredging.
- The analysis should have an Interlake shipping focus and address invasive species issues along with dredging issues.

Recent Actions

- Have any recent actions been taken by MDOT or SEMCOG that would need to be taken into account in final analysis?
- If so, what level of reductions would need to be added?

Next Steps

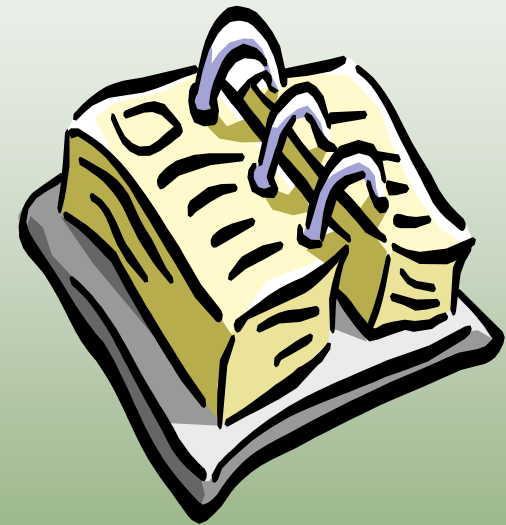
- Finish Development of All Policy Options

Schedule

Date	Action
December 12, 2007	1 st MCAC meeting
February 14, 2008	2 nd MCAC meeting
April 25, 2008	3 rd MCAC meeting and Interim Report
June 27, 2008	4 th MCAC meeting
September 12, 2008	5 th MCAC meeting
November 20-21, 2008	6 th and Final MCAC meeting
December 19, 2008	MCAC Final Report due
Between MCAC Meetings	TWG conference calls and meetings

Next TWG Meeting

- Date and Time
 - Meeting # 11 is tentatively set for early October.
- Agenda:
 - Finish Development of all Remaining Proposed Policy Options



Public Input, Announcements