



**MEETING SUMMARY
MICHIGAN CLIMATE ACTION COUNCIL**

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

Teleconference Call #10, September 24, 2008

Attendance:

Technical Working Group: Amy Spray, Chuck Hersey, Frank Krich, George Mozurkewich, Charles Griffith, Curt Magleby, Corky Overmyer (representing George Heartwell), Brad Garmon, Luke Forest, Brad Markell

Michigan Department of Environmental Quality: Marcia Horan, Jim Goodheart

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: Bob Ester (Owner/Operator Independent Drivers Association), Joan Weidner,

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

- Meeting Notice and Agenda
- Summary of Call #9
- PowerPoint for Meeting
- TLU Draft Policy Options

Discussion and Key Items:

Roll Call and Introductions

Approval of Prior Call Summary

The Call Summary was approved.

Discuss and Develop Straw Proposals – Implementation Mechanisms/Quantification

TLU 1 – Promote Low-Carbon Fuel Use in Transportation

- The important difference between AFW-2 and TLU-1 is that the AFW group is looking at the production/supply of biofuels whereas the TLU option is approaching biofuels from the demand side.

- The path for TLU-1 should replace up to 10% of gasoline gallons very quickly, because no additional infrastructure is needed and Michigan is near this goal already.
- The analysis should include cost estimates for additional infrastructure such as high blend (E85 or the equivalent) pumps at gas stations.
- The policy option should include a Green Retailers Program in Michigan as this will complement other recommendations in the policy and will help to defray the cost of installing biofuel pumps.
- This policy should mention electricity as another low-carbon vehicle energy source, although it will not be considered in the overall analysis of TLU-1.
- The costs for cellulosic ethanol should come from the AFW analysis, not from the current 1\$ additional cost.
- Add a chart that indicates the relative cost of ethanol compared with gasoline, in order to show whether it is cost competitive on a BTU basis.
- Earlier, AFW TWG members were notified and encouraged to call into the TLU meeting to coordinate and TLU TWG members were notified and encouraged to call into the AFW meeting to coordinate.
- Curt Magleby will send a paragraph for the POD on economic issues for ethanol.

TLU2 – Eco Driver Program

- Drivers' license renewal takes place every four years, the state could require an online eco-driver training program, and provide a financial incentive to take a course on eco-driving, such as a reduced drivers' license fee.
- 50% implementation of direct driver training by 2025 was proposed.
- There is some potential for direct eco-driving training in commercial trucks as well. One possibility may be to integrate eco-driver training in the commercial drivers license process.

TLU 3 – Truck Idling Policies

- CCS will quantify the effectiveness of an anti-idling policy for school buses. The school districts may be a good source of information here.
- Some school buses have automatic shutdown devices, but these aren't enabled now in many areas.

TLU 4 – Advanced Vehicle Technology

- ARB numbers will be used for 2012-2017 and a 10k cost differential for 2018-2025.
- There are several factors which are impacting the cost of plug-in vehicles. Most important is the cost of batteries. High quality, long running batteries are far more expensive than the batteries going into current hybrids.
- There was a recommendation to decrease the amount of hydrogen vehicles because of the high cost and lack of necessary infrastructure. Information will be added about the hydrogen vehicle quantities in Michigan, the associated fueling stations and locations.
- The policy description for this option needs to be clear about the reasons this policy option is being considered (in addition to GHG benefits).

TLU 5 – Congestion Mitigation

- There was a request to include more explanatory information/tables to better explain the quantification estimates

TLU 6 – Land Use Planning and Incentives

- The goals for TLU 6 are not always consistent; it needs to be either 50% or 60% throughout the model. 60% should be used in the quantification, as that was the goal articulated by the TWG.
- There was a request to include more step-by-step information on the cost analysis methods for this policy.
- There was recent research by 2 authors of the Growing Cooler report that might be useful in this analysis. It indicated that land-use planning would have higher GHG benefits than previously thought.
- There was a request to merge respectively the two key uncertainties and two benefits/costs sections. Address redevelopment issues in older areas versus where contaminated site clean-up is necessary.

TLU 7 – Transit and Travel Options

- There was a request to include more information in terms of tables to make the analysis clearer. In particular more information on the data that was used as a starting point would be helpful, to determine if that is reasonable for Michigan.
- The true importance of transit infrastructure should be noted under additional benefits and discussion of this issue should be expanded.
- MDOT has information on the amount of vanpooling and carpooling going on in the state. The information will be provided to CCS to improve the analysis.
- CCS will review parking impacts to determine if they should be considered a direct or indirect cost impact.
- The most significant barrier to increasing transit is always funding.

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

- Some TWG members did not receive the analysis in advance. They should provide comments via email.
- There should be additional explanation of the quantification estimates.

TLU 9 – Great Lakes Shipping

- CCS will add to the writeup to address comments made at the MCAC. No additional analysis was suggested by the TWG.

Recent Actions

If MDOT or SEMCOG have taken any actions that are not included in the Inventory and Forecast that would have a quantifiable reduction in GHG emissions, then they should pass on that information to be included in the POD Summary Table.

Next TWG Meeting

The next MCAC meeting will take place on November 20-21, 2008. Next TWG meeting will be October 15, 2008 from 10:00am-12:00pm.

Public Comments/Announcements

- Bob Ester recommended that on TLU-2, we should mention eco-driver training as part of commercial drivers license training.
- George Mozurkewich asked that regarding TLU-1, if some specific sub group could be created of a few AFW and TLU members to iron out the differences between the two groups. This step will be taken if the overlap issues are not cleared up after the next (9/25) AFW meeting.

Thanks to all members for your meaningful contributions and discussion.