



**MEETING SUMMARY
MICHIGAN CLIMATE ACTION COUNCIL**

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

Teleconference Call #11, October 15, 2008

Attendance:

Technical Working Group: Fred Sciance, George Mozurkewich, Brad Markell, Frank Krich, George Heartwell, John Griffin

Michigan Department of Environmental Quality: Donna Davis, 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:

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

- Meeting Notice and Agenda
- Summary of Call #10
- PowerPoint for Meeting
- TLU Draft Policy Options

Discussion and Key Items:

Roll Call and Introductions

Approval of Prior Call Summary

- There was concern that the statement in the minutes regarding “the path should replace up to 10% of gasoline gallons very quickly” was not accurate. Jeff Pillon does energy appraisals and if a figure for the total volume of ethanol being blended exists, he should be aware of it. Jesse Harlow will get in touch with Jeff to see if he can help with getting the most appropriate ethanol figure. These were received during the meeting, and it was agreed to leave the implementation as it stands, given the uncertainty regarding ethanol consumption in Michigan.

Discuss and Develop Straw Proposals – Implementation Mechanisms/Quantification

- There was a concern raised that when an option has a negative net present value, that seems like a bad thing, as opposed to a negative cost, which has a societal benefit. Some TWG members felt that the CCS nomenclature is confusing.

TLU 1 – Promote Low-Carbon Fuel Use in Transportation

- CCS will contact Mark Griffin at the Michigan Petroleum Institute regarding the cost and prevalence of E85 stations. There remain concerns for fueling stations regarding leaking fuel tanks and potential fire safety issues. Based on his input, the number of E85 pumps already existing/necessary in Michigan may be revised.

| CCS is going to put in a caveat that indicates that the extrapolation of the Michigan numbers is based off of the federal data (as an explanation of how the Michigan value was obtained).

TLU2 – Eco Driver Program

- The TWG felt comfortable taking this option forward to the council.

TLU 3 – Truck Idling Policies

- School Bus idling has been added as a table, but they are currently not incorporated in the total emissions reductions for TLU-3. These will be added to the costs and GHG savings of this option.
- The TWG felt comfortable taking this option forward to the council, pending the recommended changes.

TLU 4 – Advanced Vehicle Technology

- Frank Kirch sent around some edits for TLU-4 and these will be included in the POD.
- There was concern raised that the two technologies considered do not present a complete picture of advanced vehicle technologies that might be deployed in the next ten years.
- Battery Electric Vehicles and Clean Diesel technology should be discussed as potential other technologies, which may have different GHG savings and costs. The need for low-carbon diesel in clean diesel technology will be emphasized in this discussion.
- The costs of hydrogen stations will be added to the analysis of the cost effectiveness of hydrogen vehicles. The costs of hydrogen fuel stations should come from the California Fuel Cell Partnership. Frank Krich will provide a contact for this information.
- It is important that this option have a recommended policy to implement, rather than just an aspirational goal of encouraging advanced vehicle technologies. CCS will add a paragraph outlining potential implementation mechanisms for Michigan to implement this policy.

TLU 5 – Congestion Mitigation

- There was a request to include more information on the costs of this option. CCS will break costs down into a table to provide more information on cost components.

TLU 6 – Land Use Planning and Incentives

- CCS will explain that the third goal of this option was used as the basis for quantification, and that reaching this goal does not necessarily ensure that the first goal will be achieved.

- CCS will add text to explain how the analysis is made, and assumptions about changes in new Greenfield development and construction within (baseline vs. with this policy).
- Jim Goodheart suggested that some language be added to the Implementation Mechanisms regarding Creative Cities – green accounting that identifies natural features and functions as assets. He will provide some draft text to CCS.
- CCS will add a paragraph to the Implementation Mechanisms section about LEED for neighborhood development and the potential to reduce CO2 emissions.
- The TWG felt comfortable taking this option forward to the council, pending the recommended changes.
- The cost information in the last bullet under quantification methods will be expanded.

TLU 7 – Transit and Travel Options

- CCS will provide additional information on capital costs and federal cost share estimates to provide more clarity on how the costs of expanded transit were calculated. Additional information will also be added to Key Assumptions. This will include ridership vs. service improvement relationships.

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

- There was concern raised that the amount of rail prescribed in this option may not be adequate to achieve the goal of TLU-8.
- Michigan has cargo suitable for intermodal shifts. CCS will add this information to the POD along with information about cost per ton assumptions.
- The TWG felt comfortable taking this option forward to the council.

TLU 9 – Great Lakes Shipping

- There were concerns raised that without a cost estimate it is difficult to determine how valuable this option will be in terms of reducing GHG emissions. However, no specific recommendations were made for costs so the analysis will be forwarded to the MCAC without revision.
- Further contact will be made with private shipping firms to see if they can provide feedback on the policy option quantification.

Next TWG Meeting

The next MCAC meeting will take place on November 20-21, 2008. The changes to the POD will be made by Friday, October 24, so that TWG members have sufficient time to review the POD for comments prior to the MCAC meeting. TWG members will provide any feedback on the revised POD to CCS via email. A post MCAC meeting TLU TWG call will be scheduled for the first week in December to review comments and/or suggestions made at the MCAC meeting.

Public Comments/Announcements

None

Thanks to all members for your meaningful contributions and discussion.