

**Governor's Task Force on Global Warming  
Transportation Work Group  
Summary of Work Group Activities**

**First TWG Meeting**

**Friday July 27 (9:30AM to 2:00 pm) Room 511 GEF 2 (DNR offices) 101 S. Webster Street in Madison**

Agenda for the first meeting

1. Introductions
2. Public comments
3. Overview of the goals for the work group
4. Ground rules, schedule and process for the work group
5. Data needs - inventory and boundary issues
6. Policy options as outlined in the straw man proposal
7. Discuss the "State Policy Options to Reduce Greenhouse Gas Emissions" prepared by WRI.
8. Discuss options and brainstorm ideas
9. Begin the process of prioritizing policy options
10. Recap meeting and agree on assignments

Link to official task force web page, schedules and information

<http://dnr.wi.gov/environmentprotect/gtfgw/>

The transportation strawman from the GWTF June 29 meeting is attached:

Introduction powerpoint to TWG goals and objectives is attached:

# **Global Warming Task Force**

## **Transportation Straw Man from June 6, 2007 Meeting**

**Objective:** Propose policies, strategies and actions to dramatically reduce contributions of GHG from transportation activities within various time frames.

**Tasks:** May include, but are not limited to, strategies, policies and actions relating to:

### **A) Efficiency**

- 1) Improve fuel efficiency of cars, trucks and buses by establishing mandatory minimum standards
  - a) Adopt “California” fuel efficiency standards
    - b) Require state and municipal fleets to use more fuel efficient cars
    - c) Funding for ultra low-emission school buses
  - 2) Adopt penalties for inefficient vehicles/incentives for efficient vehicles
    - a) Adopt tax or other financial incentives to promote use of higher efficiency vehicles such as hybrids, electric cars, clean diesel, etc.
    - b) Adopt “gas guzzler” taxes/graduated vehicle registration fees based on mpg (increases in revenues should be directed towards carbon reduction programs)
    - c) Priority parking for efficient vehicles
    - d) Priority travel lanes for efficient vehicles
  - 3) Increase use of appropriate bio-fuels that have lower carbon emission rates for transportation purposes
    - a) Increase incentives for bio-fuel research and development
    - b) Create incentives to expand availability of more efficient fuels

### **B) Demand Management**

- 1) Adopt market forces to encourage a reduction in miles driven
  - a) Require employers to have transportation demand management programs
  - b) Registration fees tied to miles driven per year
  - c) Toll roads
  - d) Registration fees tied to average mpg of vehicle
  - e) Establish transportation utilities to fund transportation programs (transportation utilities shift the costs of transportation funding to those who generate the most trips.)
  - f) Traffic congestion fees and restrictions
- 2) Incentives to reduce driving
  - a) Support car-sharing programs (Such as Community Car)
  - b) Parking cash-out programs (employee rebates for not accepting parking spaces provided by employers)
- 3) Provide alternatives to driving
  - a) Increase state funding for local transit programs

- b) Create state capital fund for transit (capital programs for bus purchase, rail construction, etc.)
  - c) Tele-commute incentives
  - d) Funding for bike/pedestrian programs
  - e) New transit system start up funds
  - f) Funding for inter-city rail development
  - g) Develop state transit plan
- 4) Land use considerations
- a) Development and implementation of land use policies that lessen average travel times and encourage greater use of mass transit
  - b) Incentives for higher density, more compact residential developments (effective transit programs require higher density service areas.)
  - c) Incentives for “walk or bike to work” programs (job centers close to residential areas)

C) Other Policy Options

- 1) Incentives shifting transportation of goods to most efficient mode
- 2) Address aviation emissions, including possible fees to contribute to offsets
- 3) Carbon audit of all major transportation investments (Rail vs. Highways, etc.)



# Global Warming Task Force

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## Transportation Work Group



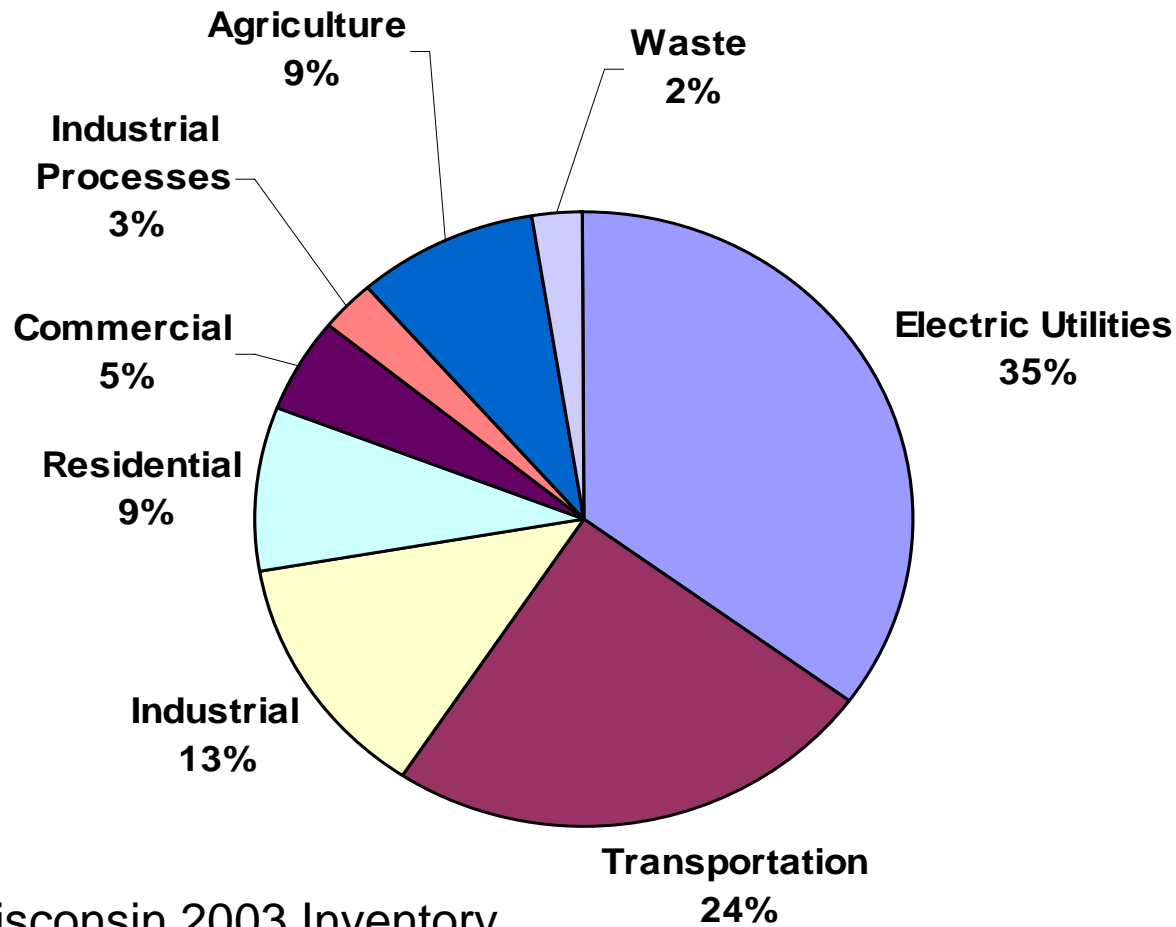
# July 27 Agenda

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- Introductions
- Public Comments
- Background and Overview of Goals
- Ground Rules, Schedule and Process
- Data Needs
- Policy Options
- Web Based Communications
- Recap Meeting



# Wisconsin GHG Emissions



Source WRI Wisconsin 2003 Inventory

GWTF TWG July 27, 2007



# Transport Emissions in Wisconsin

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	<u>CO2</u>	<u>CH4</u>	<u>N2O</u>	<u>F gas</u>	<u>Total</u>
Transport	29.1	< 0.1	0.8		29.9
Total	105.5	9.1	6.3	2.2	123.1

Units = MMTCO<sub>2</sub>e or million metric tons of CO<sub>2</sub> equivalents  
Source WRI



# Proposed GWTF Targets

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- Stabilize emissions at 2006 levels
- 2020: 1990 levels
  - *(This is a reduction of 17 MtCO<sub>2</sub>e from 2003 emissions, for a 14% reduction from 2003 levels)*
- 2050: 60-80% below 1990 levels
  - *(This reduction range is 80.6 MtCO<sub>2</sub>e to 101.8 MtCO<sub>2</sub> e from 2003 emissions and represents a 66% to 83% reduction from 2003 emission levels)*
- Emissions Data for Wisconsin
- 1990 Emissions: 106 MtCO<sub>2</sub>e
- 2003 Emissions: 123 MtCO<sub>2</sub>e --> 21– 42 MtCO<sub>2</sub>e 2050

(DRAFT 5: WRI Midwest GHG Emissions Inventory)



# Work Group Goals

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**First** - Recommend options that will stabilize Transportation GHG emissions and then attain medium and finally the goal of emission reduction of 60-80% below 1990 GHGs emissions by 2050.

**Second** - Review and document full range of policy options using consistent GWTF and WG criteria – consider whether goals and policies have short, medium and/or long term impact

**Third** - Recommendations ready by end of September for the full GWTF



# What Happens to Our Recommendations?

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- GWTF will select a suite of policies from each work group to undergo economic modeling and analysis to assess GHG reduction potential, costs, benefits.
- This analysis will help with final policy recommendations for GWTF consideration
- GWTF prepares final report to the Governor – December 2007



# Ground Rules

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- Role of Co-chairs
- Role agency liaisons
- Role of Task Force members
- Role of members
- Role of public and outside experts



# Schedule

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- Meetings

- July 27 9:30AM to 2 PM GEF 2 Rm 511
- August 10 10AM – 2 PM GEF 2 Rm 511
- August 30 10AM – 2PM GEF 2 Rm 511
- September Meetings to be determined

**Deadline for Recommendations - Sept. 28**



# Process and Tasks

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- Consensus is desirable, but majority and minority reports may be developed as needed
- Suggest experts, offer points/topics to consider and share materials with the WG
- Develop evaluation criteria for assessing options – partly provided by the GWTF
- We are one of six sector work groups!
- Prepare policy briefs to document the prioritization process
- Recommend policy options that have greatest support and likelihood of reaching 60-80% reduction goal - remaining options placed on web site



# Transportation Topics

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- Transportation topics
  - Vehicles (e.g., California car, fleets)
  - Fuels
  - Modes of transport – individual and mass transit
  - Technologies
  - Smart planning
  - Travel Demand Management - Behavior Changes
  - Others?



# Inventory and Data Needs

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- WRI – Default data and emission factors
- State Based Inventory
- What are the strengths and weaknesses of the inventories?
- Access to consultants such as WRI
- Sector area experts



# Policy Options

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- Review options in the Straw man, from other states and consultants
- Develop Wisconsin Specific Options
- Develop ~2 page summaries
- Seek consensus but majority/minority may be prepared as needed



# Straw man Options – see handout

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- Improve fuel efficiency by establishing mandatory minimum standards
- Adopt penalties for inefficient vehicles/incentives for efficient vehicles
- Increase use of bio-fuels with lower carbon emission rates
- Demand Management
- Others



# Policy Options

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- **Refer to list provided at meeting**
- **Your thoughts?**



# Web Communications

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- Primary Access to material will be via the web – GWTF and Transportation
- Send materials to co-chairs and DNR for inclusion on the web
  - Analyses
  - Links
  - Peer reviewed or gray literature



# Recap

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- **Check out with your take on major decisions or findings**
- **Discussion of work assignments**
- **Coordination with other WGs?**



# Next Meeting

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- **Next meeting Friday August 10  
10AM-2PM in Room 511 GEF 2**
- **Send materials to DNR for  
inclusion on the web**

**Global Warming Task Force – Transportation Work Group (TWG)  
Meeting Notes for July 27, 2007**

The work group began with introductions of members and interested citizens (see list of attendees). The co-chairs indicated they wanted a free and open discussion and encouraged participation by all present. The meetings and process will follow open meeting rules procedures to provide interested parties with a full and open access to the TWG deliberations.

Consensus on policy options is desirable, but not mandatory. Differences in opinion may result in majority and minority reports on various policy options.

The web will be a primary tool for providing access to information such as meeting dates, times, and minutes. Notes, support documents and other resource materials will be primarily accessed through email and the web.

<http://dnr.wi.gov/environmentprotect/gtfgw/>

A powerpoint agenda and work group orientation (see attachment) was presented jointly by the co-chairs (John Pearse and Steve Hiniker) and DNR liaison (Ed Jepsen).

The goal of the TWG is to develop a series of policy recommendations, document the rationale for their selection, and forward those with the greatest support to the full Task Force on Global Warming. The full Task Force has been charged with recommending a broad range of policy options to the Governor by December, 2007. These recommendations may be suitable for short, medium and long range emission reduction planning and should seek to reduce GHG emissions by 60-80% by 2050.

The timeline is aggressive. It seeks to prioritize policy options by mid-August, have 2-3 page policy analyses drafted by late August to early September and have final analyses and the TWG report ready for the full Task Force by the end of September.

Task Force members are expected to participate in the development of one or more policy analyses. Time spent writing and researching the policy options is expected outside of the regularly scheduled meetings.

Members of the public may participate in the policy analyses process.

The majority of the meeting was spent discussing policy options. Those options presented at the meeting were taken down on flip charts. Subsequent to the meeting Ed Jepsen was directed to combine these options with those provided by WRI and the Strawman developed by Roy Thilly.

All TWG members were directed to rank these options and provide results to Maria Redmond and she would compile the results and share with the TWG prior to the August 10 meeting.

Attendees at the First Transportation Work Group Meeting

<b>Members - Present</b>
John Pearce
Steve Hinicker
Chris Deisinger
Francis Vogel
Matt Hauser
Dennis Damman
Margi Kindig
Eric Sundquist
Pat Goss
Rob Kennedy
Sam Gratz
Michael Allen
Craig Thompson
Nina Plaushin
Kerry Thomas
<b>Members - not present</b>
Dave Merritt
Ed Beimborn
Chuck Kamp
Mike Elder
John Antarmarian
Kris Euclide
Gary Kramer
<b>Agency liaisons - present</b>
Ed Jepsen - DNR
Maria Redmond - Energy
Pat Trainer - DOT
Muhammad Islam - DNR
<b>Members of the Public</b>
George Penn
Nathan Sandwick
Larry Walker
Eric Powers
Tom Walker

## **First TWG Meeting (July 27, 2008) Minutes**

The first meeting of the Transportation Work Group generated many good policy options. These options have been combined and summarized with the GWTF Strawman and the WRI policy options.

The options are grouped into categories (e.g., fiscal incentives, TDM, land use, etc.). No category is intended to be more important than any other one. It is just a device to organize the many options we discussed. The fiscal incentives category could have been huge given the number of options that have an economic impact.

Our major task prior to our next meeting on 10AM Friday August 10 (Room 511 GEF2 Madison) is to rank these options.

1. Please rank the options from highest (1) to lowest (5) priority. Intermediate values of 2, 3 and 4 can be assigned as well.

2. Place your ranking score in Column A. **Please Do Not mix or rearrange these options in the attached Excel table.** Maria Redmond will be taking your score and adding it to your fellow work group members scores to create a rank value. If you rearrange the options and then score them you will throw off the tally process. The options can be rearranged later if the group deems it appropriate. Please rank the options and save the file and forward it to Maria Redmond 'Maria Redmond (maria.redmond@wisconsin.gov)'.  
'

3. **Please submit your rankings by Noon August 7 to Maria Redmond.** She will compile the results and provide a tally of your rankings. Maria indicates she will be able to get the material back to you by the evening of August 8 if you meet your deadline of Noon August 7.

4. The Excel spreadsheet has four worksheets total and includes policy, parking lot issues, modeling and data needs. **You only need to rank the policy worksheet.** The others are there to document the questions/comments we raised about other aspects of our review responsibilities.

5. The need for inventory data was raised and I will direct this comment to Caroline Garber so the need for other DNR resources can be considered.

6. Future meeting materials will be posted to the web under the Documents or the Transportation links at the GWTF site.

<http://dnr.wi.gov/environmentprotect/gtfgw/>

Score	Fiscal Incentives or Disincentives - fees, taxes or bonuses	Notes
	carbon offset - promote voluntary programs	
	carbon offsets - state programs to fund local initiatives	
	mandatory carbon fees for all transportation sectors - land, air and aquatic - set fee based on carbon neutrality of fuel option - consider life cycle costs	
	establish carbon tax, but make it revenue neutral	
	a \$1 - \$2 increase in gas taxes over the next 5-10 years, starting with \$0.50 now	
	incentives for adoption of hybrid and high mileage vehicles	
	mileage tax or use tax- based on amount of use - consider state, regional and/or federal implementation	
	adopt "gas guzzler" taxes/graduated vehicle registration fees based on mpg (revenues directed towards carbon reduction programs)	
	registration fees tied to miles driven per year	
	adopt penalties for inefficient vehicles and incentives for efficient vehicles/clean fuels such as hybrids, electric cars, clean diesel, etc.	
	vehicle "feebates" on retail auto sales for fuel efficient/clean fuel vehicles	
	incentives to rebuild, repower or replace inefficient trucks and locomotives	
	toll roads	
	congestion fees or time of day fees for road use	
	insurance based on mileage driven	
	require auto insurance companies to offer pay-as-you-drive (PAYD) car insurance option	
	fiscal incentives shifting transportation of goods to most efficient mode	
	fiscal incentives shifting transportation of goods to least-GHG intensive mode	
	fiscal incentives for higher density, compact residential developments	
	adopt incentives to reduce driving	
	create state capital fund for transit (capital programs for bus purchase, rail construction, etc.)	
	funding for bike/pedestrian programs	
	increase funding options to support local and regional transit - legislative changes (regional utility with taxing authority, etc)	
	tax high carbon emitting fuels	
	incentives for fuel efficient vehicles (hybrids, electric cars, clean diesel)	
	<b>Technology</b>	
	promote plug in hybrid technology	
	promote use of energy-saving tires (e.g., low rolling resistance tires) - may be mandatory or use fiscal policy to increase adoption	
	promote idling reduction technologies for trucks, trains and planes	
	adopt "California" fuel efficiency standards	
	establish mandatory minimum standards for fuel efficiency (cars, trucks and buses) - different than California proposal	
	require state and municipal fleets to purchase fuel efficient and clean fuel vehicles	
	promote ultra low-emission school buses	
	promote use of neighborhood electric vehicles	
	accelerated replacement of inefficient passenger vehicles	

	<b>Fuels</b>	
	mandate use of biofuels in public fleets	
	require state and municipal fleets to use low carbon fuels	
	mandate flex-fuel vehicle purchase	
	increase use of biofuels with low carbon emission rates	
	promote ethanol, biodiesel, renewable biofuels - consider infrastructure, education, life cycle and pollution impacts (i.e., affects on O3 and PM)	
	restrict use of high carbon emitting fuels and encourage biofuels (based on life cycle costs)	
	promote private sector increase investment in alternative fuels infrastructure and adoption	
	increase public investment in biofuel research and development	
	create incentives to expand availability and consumer use of low carbon fuels	
	improve infrastructure, siting and permitting for biofuel production and distribution facilities	
	develop renewable fuels standard (RFS) and/or low-carbon fuels standard	
	increase/improve education regarding flex fuel vehicles, infrastructure availability and adoption by private fleet incentives	
	vegetable oil as fuel for vehicles	
	<b>TDM</b>	
	increase availability of high speed rail alternatives to air travel - passenger and freight	
	priority travel lanes for efficient vehicles	
	ensure parking costs cover full cost	
	require parking cashout	
	Parking cash-out programs (employee rebates for not accepting parking spaces provided by employers)	
	reform parking requirements to max v min number of slots/bldg	
	priority parking for efficient vehicles	
	reduce speed limits - highway&city, all vehicles, implement early and enforce	
	enforce existing speed limit	
	lower upper range speed limit to 55 mph	
	require employers to have transportation demand management programs	
	implement traffic congestion restrictions	
	adopt tele-commute incentives	
	fund expanded bike/pedestrian programs	
	support car-sharing programs (such as Community Car)	
	incentives for "walk or bike to work" programs (e.g. job centers close to residential areas)	
	adopt market forces to reduce miles driven	

<b>Mass Transit</b>	
increase public investment in mass transit	
provide new transit system start up funds	
develop state and regional mass transit plans	
fund inter-city and regional rail development	
establish transportation utilities to plan and fund mass transit programs (funding from fees on those who generate the most trips)	
<b>Land use considerations</b>	
develop and implement land use policies that lessen average travel times and encourage greater use of mass transit	
provide zoning/building incentives for transit friendly higher density, compact residential developments	
location requirement for publicly funded or subsidized building projects	
develop and finance "smart growth" initiatives and expand/improve alternative modes of transport	
develop land use policies that lessen average travel times and encourage greater use of mass transit	
increase quality standards of trees, lighter colors pavement to reduce heat island effect	
<b>Public awareness and education</b>	
eco-driving training and education	
driver education on fuel conservation	
carbon audit of all new/rebuild major transportation investments	
carbon audit of all major transportation modes (airlines, rail, barge, pipeline and roads)	
adopt restrictions requiring or incenting bus and truck idling reductions	
<b>Data</b>	
develop a fuel carbon profile for each type of major fuel	
inventory emissions by vehicle types, VMTs, mode (includes transit freight and intermodal), trip purpose (commute, shopping, pleasure, etc)	
geographical distribution (urban, suburban and rural)	
develop GIS maps of trips by mode, destination, distance	
include aircraft, marine, snowmobile and other offroad commercial and recreational vehicle CO2 emissions in the inventory	
<b>Economic modeling questions and types of impacts</b>	
will modeling reflect changes in the economy and demographics?	
will impacts be for Wisconsin only? Regional? National?	
changes in transit usage?	
<b>Issues that need further discussion or data</b>	
rationalization of land use, development and transportation infrastructure; carbon audits of impacts; cross over impacts	
revise allocation of transportation funding	
improved institutional receptivity for multi-modal transportation options	
electrification as a "destructive" technology	