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DRAFT TELECONFERENCE MEETING SUMMARY
TLU Policy Working Group
Call #3, March 21, 2007

Members Attending:

Kelli Kammerer
Laurie Mathews
Jennifer Schaufele
Brian Woodruff
Will Toor

Gregg Thomas
Nancy Sharpe
Tim Gagen
Don Parsons

Governmental Agency Liaisons: none

Rocky Mountain Climate Organization: Tom Easley

Center for Climate Strategies: Jeff Ang-Olson, Tiffany Batac, Lewison Lem

Agenda Item#1: Introductions and Review of Agenda. CCS took roll call and Jeff Ang-Olson was introduced to the PWG members and is joining the group as a co-facilitator in the process. CCS reviewed the seven agenda items for the call.

Agenda Item#2: Review and Approval of Draft Meeting Summary #2. Call Summary of Meeting #2 was reviewed and approved. There were no comments or suggestions for revisions.

Agenda Item#3: Discussion of Balloting Process for Policy Priority Setting.

Ang-Olson provided a review of the balloting process. Ballots will be sent via e-mail shortly after this meeting and due within one week of its receipt. Members of the PWG will vote for their top ten policies. After all ballots are received, votes will be counted and results will be reported back to the PWG members. Policies that fall outside of the top ten will not all be dropped, and bundling options will be discussed to determine which policies move forward if packaged. Bundling of TLU options will be determined after the initial balloting process. The top ten policies will be identified as top priority for analysis and presented at the next CAP meeting on May 3, 2007.

Agenda Item#4: Recommendations for Bundling of Policy Options before Balloting.

The PWG members discussed the possibility of bundling options in the Vehicle Technology and Transportation System Efficiency categories. Ultimately members decided that bundling options would be determined as part of the balloting process, and there would be not bundling in advance of the balloting.

There was an extensive discussion of potentially bundling some of the Vehicle Technology options. One of the PWG members suggested that 1.8 (GHG-linked Registration Fees) and 1.9 (Tax Credits for Low-GHG Vehicles) could be bundled and called “incentives to purchase fuel efficient vehicles.” Others suggested that 1.6, 1.7, 1.8, and 1.9 could all be bundled, although it was noted that not all these options would be implemented concurrently. Options 1.10 and 1.11 are also related, although they do not focus on providing incentives at the time of vehicle purchase like 1.6 – 1.9.

In the Transportation System Efficiency category, a PWG member made the point that the group would be more likely to bundle those that are lower in capital costs, such as those options that improve and market transit service. In contrast, options like 5.4 (Expand Transit Infrastructure) have very high capital costs and therefore would likely stand alone. A PWG member recommended bundling the two options that involve ITS (i.e., 5.1 which is focused on roadways and 5.6 which is focused on transit). Pricing options were also suggested for bundling as a type of “general price reform package” but keeping taxes and auto insurance separate. It was also noted that some of the pricing options could be structured to be revenue neutral by decreasing sales tax and increasing fuel tax to encourage less driving.

The PWG members also noted that several options already implemented at some level in Colorado, or have been attempted. These include:

- 1.6 Procurement of Low-GHG Fleet Vehicles (e.g., via EPAct mandates)
- 1.10 Incentives for Low-GHG Vehicles (preferential parking, use of HOV lanes)
- 1.11 Incentives to Retire or Improve Older High-GHG Vehicles (passenger or freight)
- 5.10 Car Sharing Programs (e.g., Zipcar pilot program in Denver was tested but did not work)

Agenda Item#5: Questions and Comments on Colorado GHG Inventory and Forecast.

Ang-Olson reviewed the Colorado GHG Inventory and Forecast with the PWG members. If PWG members have any concerns with the Inventory, they should raise them by meeting #4. The Inventory and Forecasts was developed using a standardized EPA state-level tool known as the State Greenhouse Gas Inventory Tool (SGIT). It was clarified that the GHG Inventory and Forecast is the basis on which CCS calculates the emissions reductions, current inventory, and projections. The emission inventory for historic years is based primarily on fuel sales in the state. Forecasts for on-road vehicle emissions are based on VMT forecasts (report by CDOT and MPOs).

A PWG member noted that some of the Colorado MPOs will soon have completed long-range plan updates (including DRCOG), and as a result, they may have more current VMT forecast going out as far as 2035. If those forecasts are available to CCS, they can be incorporated into the inventory.

Agenda Item#6: Agenda, Time and Date for Next Meeting.

The next PWG meeting will be held on April 4, 2007 from 3:00PM – 5:00PM Mountain Time. At this meeting, the ballot results will be reviewed and discussed before presenting them to the CAP on May 3, 2007.

Agenda Item#7: Public Input and Announcements. None.