

August 5-11 Comments to Transportation Work Group

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Good Morning:

Public transportation is the only short term solution for reducing NOX and CO2 emissions from cars. In Southeastern Wisconsin this means KRM and a well organized regional transportation authority. This authority must have control of regional transportation budgets which means taking the budget away from county executives that have no transportation vision (aka Scott Walker).

Anthony Ferraro
Sales Director
Camoplast, Inc.
Racine, WI

Subject: Mass transit suggestion

We need mass transit in SE Wisconsin and the cities across the state where the population density is high. We need commuter trains running between Milwaukee and Chicago, via the lakeshore route. We need support for the KRM proposal. We also need commuter trains linking Milwaukee with Waukesha County. The Madison area is also a prime candidate for commuter rail. Many people would leave their cars behind if a quality service was offered.

Mass transit in our most densely populated areas would reduce CO2 emissions from cars, and be a good investment in the economic future of the state.

Keith Kohlmann
Racine, WI

Dear task force,

I am a resident of WI with intentions of buying a totally electric car. I would really like to see some legislature mandating 10%-20% of all cars on WI roads being electric or getting at least 40mpg, Highway and city mileage.

Thanks,

George Risberg
Madison, WI

I unfortunately am unable to attend the meeting, but I would like to comment. It is my belief that a larger and possibly cumulative gas tax should be put in place. I know that this may be an unpopular idea, but it has many benefits, primarily long term global warming prevention. It would increase tax revenue for other uses, as well as decrease traffic congestion and pollution, while at the same time providing incentive for automakers to create more efficient vehicles. Any rational arguments against the increase in gas tax (that it affects the poor more and unfairly, or that it would hurt small business) can be offset by properly utilizing the tax money. I recognize that Wisconsin's tax is already high when compared with other states, but the bigger picture must be looked at. What are the positive (as well as negative) changes that will take place in the event of an increase? I think that the pro's far outweigh the cons.

Thank you
-Alexander Montezon

Prepared for the Governor's Task Force on Global Warming
Public Forum August 6, 2007
Madison, WI 53711

Good evening. My name is Liz Wessel and I am a resident of Madison Wisconsin. I come this evening on behalf of my family – my husband Bill and my teenagers Joe and Dena. It is their future that we discuss tonight. I also come on behalf of my business – Green Concierge Travel, a travel agency focusing on ecotravel and ecotourism.

The following is excerpted from the July 19, 2006 Public Hearing Draft of the Oregon Transportation Plan – Executive Summary, Released June 29, 2006. I have deleted some text and edited [underlined] it to create a vision for Wisconsin. This vision integrates individual and commercial transportation needs with a sustainable future. It envisions a system that supports people, places and the economy.

A Vision

By 2030, we travel easily, safely and securely, and so do goods, services and information. Efficient vehicles powered by renewable fuels move all transportation modes. Community design supports walking, bicycling, travel by car and transit wherever appropriate. Our air and water are dramatically cleaner, and community sensitive and sustainable transportation solutions characterize everything we do.

Wisconsinites and visitors have real transportation choices and transfer easily between air, rail, motor vehicles, bicycles and public transportation while goods flow just in time through interconnected highway, rail, pipeline and air networks. Our communities and economies--large and small, urban and rural --are connected to the rest of Wisconsin, the Midwest and the world. Land use, economic activities and transportation support each other in environmentally responsible ways.

Public/private partnerships respond to Wisconsinites' needs across all transportation modes. Transportation system benefits and burdens are distributed fairly, and Wisconsinites are confident transportation dollars are being spent wisely."

I have chosen to focus on transportation. "In 2005, transportation accounted for nearly 2 billion metric tons of our national CO2 emissions; a full 33% of the carbon dioxide we put in the atmosphere as a nation comes from tailpipes."¹ I have also read that transportation accounts for 28% of our national emissions². Either way, changing our fuels and changing our cars will not be enough to curb our emissions. We need to curb our driving habits by expanding our transportation choices.

So in the context of the vision above and the reality of our current driving habits, I offer these ideas for the Task Force to move forward with:

- 1) Help Wisconsinites cut their driving by 50% by 2050. Or in other words help us reduce the vehicle miles traveled by providing a transportation mix not an auto monopoly.
 - ❖ Help businesses, schools and other institutions and organizations develop commuter trip reduction and car pooling plans and provide free rail and bus passes
 - ❖ Provide bike commuter lanes and route maps; provide incentives for the design and redesign of bike friendly workplaces and schools that include showers and lockers in new buildings. Adapt and enhance car pool software and help make vans available in our communities for regularly scheduled meetings and events.
 - ❖ Provide funds for bike paths and commuter lanes, walking paths, bus, tram and rail transit systems and multimodal transit centers to create a seamless integrated system linking our cities and existing airports (See # 3 below)

"My friend Susan can drive her wheelchair onto a bus at Midvale and University or a tram, travel to the capitol area and transfer to a connecting train to Milwaukee to make her 10:30 AM meeting. From the terminal in Milwaukee she has a short trip in her wheel chair. She is able to return home by 7:30 PM after an early dinner with colleagues."

- 2) Invest in Smart Growth and compact development. Insist that the density of residential housing be higher than 7 dwellings per acre established as the trigger

¹ Environmental Action summer 2007 newsletter "Stopping Global Warming: All hands On Deck"

² Coop America Quarterly, "Fuels for the Future", No. 72 Summer 2007, pg 9.

level to stimulate transit use by Pushkarev and Zupan³ in smaller communities and work to maintain and increase density well beyond this level in our midsize and larger communities. Tie transportation funding to density and diversity of modes.

- 3) Invest in the transportation system/grid diversifying our choices; maintain existing roadways for high efficiency, multi passenger vehicles but not as a means to sustain the cultural notion that every person should own a vehicle. Invest in new rail links between Wisconsin's key cities and the regional cities where we work and visit like Chicago, Minneapolis, and St. Louis.

“My clients arrive from London at O’Hare airport. Using a regional intercity rail pass, they board an intercity train for St Louis where they spend two days; then they board a train for Minneapolis for another two days. In Minneapolis they board another intercity train to Madison and then continue on to Milwaukee to see a baseball game and the Georgia O’Keefe collection. They return to Chicago to make a connection to the east coast where they will use a second regional rail pass to explore the historic cities between Boston and New York before flying home to London.”

And from my teenager:

Invest in local transportation in our urban areas so that youth and college students can travel freely to school, to their afternoon/evening jobs, to the malls and movie theaters and to their sporting events.

- 4) Demand and support an increase in the efficiency of all vehicles (car, bus, locomotives etc.). Auto manufacturers need to improve the fuel efficiency of their vehicles to 40 mpg by 2012 and 55 mpg by 2020 and Wisconsin should advocate for this and integrate this into its purchasing specs and contracts. Many of the fuels we are contemplating such as corn ethanol and ultra-low-sulfur diesel are poor short term investments in comparison to investing in efficiency in our fleets and multi-modal transportation options. Wisconsin must keep its eye and its investment dollars focused on reducing the number of miles driven and efficiency. (See Coop America’s Quarterly, No. 72 Summer 2007 for a full discussion of Fuels for the Future.)

Finally from family:

- 5) Invest in the local, neighborhood energy efficiency and alternative energy changes that can help empower people and communities. This includes thermostat systems, different ways to heat hot water (on demand and solar), sensible housing. Make funding accessible for energy efficiency conversions, installation of solar systems for power and hot water heating and make these accessible for all incomes.
- 6) **Lead us toward a sustainable future.** Many of these changes will not happen unless they are modeled by the leaders of our communities and our state. As

³ From Travel Matters web site, <http://www.travelmatters.org/about/transit-thresholds> discussing Thresholds of Transit Effectiveness

members of this Task Force you have been identified as a leader in finding solutions for global warming. So two things:

- Make a public commitment to make changes in your own life or business. Every Task Member should make a commitment that compliments the commitments of so many Wisconsin citizens and businesses but also spurs us all on to achieve greater reductions in green house gasses. And,
- Ask what we have done as individuals and communities, collect that information and track our cumulative changes in energy efficiency and highlight them. Share these achievements and ideas. **AND ASK US TO DO MORE!**

Finally, I am a member of the First Unitarian Society of Madison. In the spring of 2007, we asked individual members to make commitments to reduce their footprint on global warming. I pledged to reduce my vehicle miles traveled by walking, using the bus, car pooling and riding my bike whenever possible. I pledged to continue the energy efficiency conversion in our home. My husband and I are considering investing in a solar installation. And I make a new commitment here tonight, that I will continue to live only in communities that have the density and the infrastructure for public transportation.

Thank you for this opportunity to speak to the actions and changes that the State of Wisconsin, its institutions, businesses and citizens must take to reduce our contribution to green house gases and global warming.

Limit the times that fast-food drive-thru windows can be open. Stores would be allowed, for example, 8 hours of drive-thru time, apportioned throughout the day as they see fit; 24/7 stores could have 12. Or the times could be specific so that the rule is enforceable, e.g. 6 to 9 a.m., 11 a.m. to 1:30 p.m., 4:30 to 7:30 p.m.

This would eliminate tons of emissions by controlling idling time.

Marge Burke
Stoughton

In every situation where a major artery runs through a downtown area, I would like to see the successive traffic lights synchronized to lessen the need for repeated starts/stops/idling. Done correctly, drivers would maintain & not exceed the speed limit. Cruising (at the speed limit) through successive green lights would be a good thing. High cost-benefit ratio.

Thanks.
Marge Burke
Stoughton

Yes, OK to post.