

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

Fifth TWG Meeting

**Friday, September 28, Room G09 GEF 2 (DNR Building) 101 S. Webster Street,
Madison**

Agenda for the fifth meeting:

1. Update from co-chairs - status of draft PT's, quality, where we need to focus, etc.
2. Update on GWTF generally and ICF modeling - Does TWG have thoughts about fuel assumptions, prices, etc that should be considered as reference case is built?
3. GWTF and TWG schedules - How are they meshing? Meetings may continue into 2008.
4. Agency staff Input - DNR, DOT and OEI
5. Discussion of PTs
6. Need for more subgroup meetings?
7. Coordination with other work groups.....such as Ag/Forestry, Industry, others
8. Future TWG meetings

Email update to TWG members from Ed Jepsen 8-31-2007

Consider the information in the following tables as you start to develop your policy templates. This is a significant fraction of what DNR can assist the category groups with in terms of "hard numbers". VMT and fuel type numbers will need to come from other state agencies, WRI, industry or other information sources.

The data in the on-road tables comes from the EPA Mobile 6.2 model the DNR uses for assessing mobile on-road pollutant emissions for VOC and NO_x. This model also has a CO₂ emissions algorithm. It does not have algorithms for the other GHG. However, since the vast majority of vehicular GHG emissions are CO₂ I think these numbers put us in the ball park for our GW purposes.

Please note the grand total cells which indicate mobile sources are higher than those previously presented. The differences are the use of Wisconsin specific values in the model. WRI has previously indicated their values typically are lower than state generated numbers. We need to further reconcile the off-road emissions as to how WRI includes them in Ag and/or Transportation. Assuming both categories (on-road and off-road) should be counted as Transportation the DNR inventory indicates Wisconsin GHG emissions in 2005 are 33 (on-road) + 5.5 (off-road) = ~ 38.5 MTCO₂e. We need to adjust our model output in short (English) tons by about 10% to compare with the WRI values. Thus in approximate metric tons our Wisconsin generated transportation CO₂ only emissions is about 34.6 MMT (WRI was 29.9 MMTCO₂e).

Please note I have placed additional information about auto related CO₂ emission standards being discussed in California and Europe. You can insert these values and assess what effect they might have in Wisconsin. Many cars in Europe are diesel powered rather than gasoline powered so a direct comparison of emissions characteristics should be done carefully.

Note these tables provide the following breakouts: general major fuel types, VMTs, type of vehicle and emission factors. By varying any or all of these factors you can quickly generate various outputs to generally assess the penetration of different fuels, vehicle technologies, reductions in VMTs, etc. The tables still have the formulas for ease of use.

The off-road emissions table is static and discussion with WRI is needed before using it for policy template purposes.

Hopefully this emission information will help your analysis, especially the alternative fuels, alternative fuel vehicles, and transit sub-groups.

(OFF-ROAD FIGURES ATTACHED BELOW)

(PLEASE SEE SEPARATE FILE WITH 9-28-2007 MEETING MATERIALS FOR ON-ROAD FIGURES)

DNR Off-Road Modeling of CO2 emissions 2005		Fuels				
Equipment Type	Diesel	Gasoline	LPG	CNG	Grand Total	
Construction and Mining Equipment	1,313,700	42,100	5,700	0	1,361,500	
Agricultural Equipment	1,227,300	21,400	30	560	1,249,290	
Industrial Equipment	345,700	34,200	456,100	24,540	860,540	
Pleasure Craft	132,600	387,400			520,000	
Commercial Equipment	126,200	165,500	17,000	7,250	315,950	
Logging Equipment	46,200	3,900			50,100	
Lawn and Garden Equipment	38,100	373,600	1,740		413,440	
Airport Ground Support Equipment	5,300	120	90		5,510	
Recreational Equipment	4,900	697,000	310		702,210	
Railroad Equipment	4,600	240	10		4,850	
Underground Mining Equipment	0				0	
Grand Total	3,244,600	1,725,460	480,980	32,350	5,483,390	