

Western Governors' Association

Vehicle Fuel Efficiency Break out Session

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Denver, CO

PARTICIPANTS:

Carla Pettas- CO Energy Office

Martha Roberts- Environmental Defense Fund

Gerry Herald- NREL

Tom Trueblood- International Truck and Engine

Will Singleton – Singleton Strategies, LLC

Glenn Anderson- NCSL

Al Weverstad- General Motors

John Boesel- Westart/Castart

Kim Hood- UT Dept of Admin

MILESTONES:

Milestones did not seem as appropriate for this team as some teams that are trying to bring new technologies to market. The VFE report does encourage governors to establish targets in their own states that would serve as milestones to accomplish an ever-improving transportation fleet.

Some time-based suggestions included:

- PSAs released twice yearly (before summer and before winter)
- Monthly reports of state fleet efficiency to governors' offices
- State government = 1% / year reduction in energy use which applies to transportation as well. (Utah has set this target for their own state govt energy use)

DEMONSTRATION PROJECTS:

Again, demonstration projects did not seem to apply to the VFE discussion. The report does have examples of model programs drawn from the states that illustrate successful programs.

ADDITIONAL RECOMMENDATIONS:

After reviewing the recommendations summary, some additional potential recommendations were suggested. Some of these are new twists on existing recommendations in the report.

- State gas tax based on a percentage of total sales, rather than targeted towards a fixed amount of revenue, would allow for additional revenue to come in with increased gas prices as opposed to a decline in revenue that would result from fewer gallons purchased.
- Make tax-incentives attribute based. Similar to suggestions that CAFÉ standards be based on different vehicle types' own capabilities, incentives might also be modeled to reflect the best possible performance of different vehicle classes.

- Develop a state by state summary of all of the incentives that are available on highly efficient vehicles so that consumers can see the unified advantages
- In order to get less fuel-efficient vehicles off the road, states might consider not lowering registration fees for older vehicles. Japan charges more for older vehicles but includes a safety inspection. The registration fee scheme would seek to level out the costs so that there is no incentive to keep the vehicle. CA Assembly Bill 118- increases vehicle registration fees.
- Aerodynamic add-ons to trucks can reduce fuel consumption by 5-7%. Low interest financing opportunities to assist truck operators with the upgrade.
- Dual fuel vehicles- Mandate CNG vehicles must use CNG fuels (Utah). Performance measures go to governors' offices once a month. Plus a swap out program for people that will actually use CNG. Working with Questar to allow use of states. PHILL program for in-home filling.
- Put a gasoline pump label on number of pounds of carbon emission per gallon pumped ---- constituting a carbon foot print/ gallon.

Additional Detail Specific Operational Steps- *In support of existing recommendations in the report the following suggestions were made. It was stressed by the group that there are many detailed recommendations that are already in the report.*

To Assist State Lease Efficiency Goal

- Extend life of fleets (from 90k to 100k) to achieve cost differential for new technologies.
- Right size fleets to identify the smallest most efficient vehicle for the use. Utilize an analytical tool that prioritizes the criteria for purchase choices. Base guidance on general agreement on the most important factors, i.e. Dependence on foreign oil, emissions, fuel efficiency. Utah has guidance that they (Kim Hood) can send. Fleet requirements have to be reported on by each agency and then reported to the legislature and delivered to the governor.
- Release practices that all can follow that will reduce emissions/increase efficiency. GM has developed to do PSAs and instruct state employees.
 - Fleet existing and future
 - Employee behavior- National energy foundation. Materials to train state agencies. Each secretary is asked assist in the goals
- CA Senate Bill 235- to encourage smart growth planning by DOT. Congestion pricing.
- Encourage telecommuting
- Toll-ways with integrated easy pass – adopt a region-wide transponder protocol

Truck Idling

- Establish a revolving loan fund to borrow money to upgrade truck, pay it back and make new loan. Can be a low cost effort.

Tasks for the Vehicle Fuel Efficiency Team

How much has the state incentive on hybrids cost CO?

Get public comment to the VFE Team. When will be the sign off?

Include information on idle management laws from NCSL along with best practices.