



**MEETING SUMMARY
MICHIGAN CLIMATE ACTION COUNCIL**

**Transportation and Land Use Technical Work Group
(TLU TWG)**

Teleconference Call #5, March 26, 2008

Attendance:

Technical Working Group: Dana Debel, Brad Garmon, George Mozurkewich, John Griffin, Charles Griffith, Chuck Hersey, Curt Magleby, Brad Markell, Amy Spray, Fred Science (sitting in for Al Weverstad), Dave Lyons (sitting in for Reginal Modlin), Luke Forest

Michigan Department of Environmental Quality: Jim Goodheart, Marcia Horan, Donna Davis

Michigan Department of Transportation: Polly Kent, Niles Annelin

Michigan Public Service Commission: Jesse Harlow

Center for Climate Strategies (CCS): Jim Wilson, Wick Havens, Bill Cowart, Jackson Schreiber

Public Attendees: Margaret Parker

Background documents: (<http://www.miclimatchange.us/TLU.cfm>)

- [Notice and Agenda](#)
- [Powerpoint Outline for Call #5](#)
- [Draft Summary of Call #4](#)
- [TLU TWG Ballot Results Summary](#)

Agenda:

1. Roll Call and Introductions
2. Meeting Purpose and Goals
3. Approval of Summaries of Prior Calls/ Meetings
4. Goals for MCAC Meeting #3- April 25, 2008
5. Discuss the Balloting Results and Develop the Proposed Priority Options from the Catalog to Recommend to MCAC for Detailed Design
6. Discussion of MI GHG Inventory and Forecast
7. Review of Next Steps
8. Agenda, Date and Time for Next Meetings

9. Public Comments / Announcements

Discussion and Key Items:

Roll Call and Introductions

No Comments

Meeting Purpose and Goals

Plan is to go through the Ballot Results Summary document, and see whether we agree with what is a high/medium priority. This list will be sent to the Council on April 25th.

Approval of Summaries of Prior Calls/ Meetings

No Comments. The previous call summary is approved.

Goals for MCAC Meeting #3- April 25, 2008

This meeting will be in Detroit. The MCAC will review options for establishment of preliminary state goals and targets.

Discussion of MI GHG Inventory and Forecast

The Inventory and Forecast is being finalized. An analysis that incorporates CAFÉ benefits in the onroad vehicle forecast has been completed in draft form. There is discussion ongoing at CCS on how to best present this information to the group.

Stepwise Planning Process

After the MCAC meeting, this TWG will break up into smaller groups to focus on individual policy option descriptions and goals for each option. These subgroups will then take their results back to the TWG for consideration and discussion at the next meeting.

Discuss the Balloting Results and Develop the Proposed Priority Options from the Catalog to Recommend to MCAC for Detailed Design

There was a brief review of the balloting process and results.

- We are looking for approximately ten high priority items, and we currently have six high priority items that cover 34 measures in the TLU Catalog. It is the purpose of this meeting to ensure that everything is where the TWG wants it to be in terms of being a high/medium priority for analysis. Options that are considered high priorities will receive far more detailed analysis.
- High Priority Options
 - a. **TLU 1** – Transit and Travel Options
 1. *Authorize alternative revenue sources for public transit, to be approved by voters regionally (2.2.17), Invest in High-Speed Rail (4.1), Improve Integrated Aviation, Rail, Bus Networks (4.2), and Transit Marketing and Promotion, (2.2.3)* will all be bundled into TLU 1.
 2. There was concern expressed that TLU 1 (and some of the later options) may grow too unwieldy, because there are simply too many different options involved in them.
 - b. **TLU 2** – Eco-Driver Program

1. *Encourage or require improved recovery/efficiency of highway vehicle air conditioning fluid (1.2.9) and Passenger vehicle anti-idling program (1.2.5) should be bundled into TLU 2.*
 2. *The following options should be considered as a bundle: Transportation System Management (Intelligent Transportation Systems) – signal synchronization, variable message signs, real-time driver information and feedback (1.2.3), Improve Traffic Flow through bottleneck improvements (3.2.3), Fund Intermodal Freight Initiatives (3.3.1), Construct roundabouts instead of standard intersections where appropriate (2.2.20), Maintain and expand the courtesy patrol program to help on break down clearance (2.1.14). The TWG chose to add this as a new high priority option, the Congestion Mitigation Bundle, TLU 7.*
- c. **TLU 3 – Fuel Bundle**
1. *A new title for this bundle will be: “Promote Low-Carbon Fuel Use in Transportation”.*
- d. **TLU 4 – Rail Capacity**
1. *No Changes*
- e. **TLU 5 – Truck Idling Bundle**
1. *No Changes*
- f. **TLU 6 – Land Use Planning and Incentives**
1. *Focus economic development incentives and public infrastructure funding around public transit nodes (2.1.9) seems to be related to Authorize multi-jurisdictional TIF districts around transit nodes that will receive state grants for planning and implementation and will be given priority status by the State and metropolitan planning organization for future grants (2.1.10) and Allow TIF to be used for public transit infrastructure and operations (2.2.18). A TIF is tax incremental financing, and it is used at a local level to capture tax revenues for a specific project or site. (2.1.10) and (2.2.18) will be added in a note as subsets of (2.1.9).*
 2. *Some people took issue with the concept of a GHG cap and a VMT per capita goal in Adopt Statewide growth management plan & GHG cap guiding conforming regional transportation & land use plans/programs that meet state-determined GHG budgets and VMT per capita targets (2.1.1). It was agreed to reword item (2.1.1) as Adopt statewide growth management plan & guiding conforming regional land use plans/programs that meet state-determined GHG budgets.*
- g. **Other Options for Analysis**
1. *There was discussion of bringing GHG Efficient Vehicles from the medium priority to the high priority category. There was no consensus on whether this issue should be moved up, and it was agreed to leave this option in the medium priority category.*
 2. *A new bundle, TLU 8, Advanced Vehicle Technology, will be added to the high priority options. Establish incentives to promote high energy density battery manufacturing (1.1.7), Encourage or require development of hybrid technology for garbage and recycling trucks (1.1.8), Vehicle Technology Improvements (3.1.1) and Fund R&D on low-GHG vehicle*

technology (3.1.2) would be in this new bundle. (1.1.7) would be revised to bring back in plug-in hybrid support that was included initially. (3.1.1) and (3.1.2) would include all types of vehicles, not just freight.

Review of Next Steps

The 4th MCAC meeting is June 27th, not June 18th.

Policy Design Proposals

The TWG will develop straw proposals for everything that the council recommends.

Agenda, Date and Time for Next Meetings

The plan is to have the TWG meet in person at the MDEQ two meetings from now, when the sub-groups present their preliminary information.

The planned date for the next TWG meeting is May 1st at 10:00AM, EST.

Public Comments and Announcements

No public comments.

The DEQ is no longer going to have a conference room for TWG meetings, so all meeting attendees should join the call via the teleconference line.

Thanks to all members for your meaningful contributions and discussion.