



**MEETING SUMMARY  
MICHIGAN CLIMATE ACTION COUNCIL**

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

Teleconference Call #12, December 4, 2008

**Attendance:**

*Technical Working Group:* Brad Garmon, Jesse Harlow, George Mozurkewich, Charles Griffith, Jim Nash, Chuck Hersey, Frank Krich, Fred Sciance

*Michigan Department of Environmental Quality:* Donna Davis, Marcia Horan

*Michigan Department of Transportation:* Niles Annelin

*Energy Office of the Department of Labor and Economic Growth:* Jan Patrick, Tania Howard

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

*Public Attendees:* Joan Widener (SEMCOG)

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

- Meeting Notice and Agenda
- Summary of Call #11
- PowerPoint for Meeting

**Discussion and Key Items:**

*Roll Call and Introductions*

*Approval of Prior Call Summary*

Call Summary was approved.

*Discuss and Develop Straw Proposals – Implementation Mechanisms/Quantification*

**TLU 1 – Promote Low-Carbon Fuel Use in Transportation**

- For Implementation Mechanisms, under low carbon fuels policy, the second sentence should be revised to “Michigan should encourage federal policy in this area, but should also consider taking the lead and establishing its own state policy”.
- The issues of impact on fuel costs, etc. should be added as additional costs and benefits.

- The last three sentences of the Goals should be moved to implementation mechanisms.
- The goals will be rounded to 5% in 2015 and 10% in 2025, and a note will be added that the implementation path outlined here only achieves part of the reductions associated with this goal.
- Add in Chuck Hersey's list of Additional Benefits and Costs.
- The implementation mechanisms section should begin with the low carbon fuels policy, with the recommendations of the Renewable Fuels Commission (RFC) to follow. Explain that these mechanisms were carried forward from the RFC, but not modeled in the quantitative analysis.
- At the beginning of the quantification section, it will be explained that other technologies-- like electric propulsion-- might be used to meet the goals of this policy option. For the sake of quantification, just biofuels are evaluated.

#### **TLU 4 – Advanced Vehicle Technology**

- The fleet vehicle goal will be changed to 10 percent fleet penetration.
- CCS will include some information on the potential costs and benefits of implementing this technology to transit buses.
- The issue of potential impact of increased electricity consumption will be addressed under additional costs and benefits.
- The language in Key Uncertainties for this option will be updated.
- There was concern expressed about the ability for MI generating capacity to meet increased loads presented by hybrid electric vehicles. Jesse Harlow will provide information about MPSC related programs.

CCS will make the recommended changes for TLU-1 and TLU-4 and distribute to the TWG before the holidays so as to receive comments this month.

#### *Next MCAC Meeting*

The MCAC Meeting will be on January 27<sup>th</sup>, 2008.

#### *Public Comments/Announcements*

None

Thanks to all members for your meaningful contributions and discussion.