



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF  
ENVIRONMENT, GREAT LAKES, AND ENERGY  
LANSING



LIESL EICHLER CLARK  
DIRECTOR

**MICHIGAN COUNCIL ON CLIMATE SOLUTIONS MEETING**  
**Meeting Notes**

Tuesday, May 25, 2021 – 3:00 to 4:30 p.m.  
Virtual Meeting via Microsoft Teams  
Find meeting information at [Michigan.gov/Climate](https://Michigan.gov/Climate)

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**Attendees**

Paul Ajegba  
Frank Beaver  
Steve Bakkal  
Liesl Clark  
Susan Corbin  
Mary Draves  
Kerry Duggan  
Dan Eichinger  
Rachel Eubanks  
Meghan Groen  
James Harrison

Brandon Hofmeister  
Marnese Jackson  
Phyllis Meadows  
Josh Neyhart  
Jonathan Overpeck  
Tanya Paslawski  
Cynthia Render-Williams  
Phillip Roos  
Derrell Slaughter  
Samuel Stolper  
Ron Voglewede

**MEETING GOALS**

- Introduction of the Transportation and Mobility workgroup co-chairs.
- Build a shared understanding (high level) on the topic of Transportation and Mobility

**Meeting Notes**

- **Welcome, Introductions (Liesl Clark, Director, EGLE)**
  - The meeting commenced at 3:00 p.m.
  - Attendance was taken.
  - Council members received pre-read materials prior to today’s meeting.
  - Two public listening sessions have taken place regarding the MI Healthy Climate Plan; recordings are available at [Michigan.gov/Climate](https://Michigan.gov/Climate).
  
- **Council Business (Liesl Clark, EGLE)**
  - Derrell Slaughter moved and Jonathan Overpeck seconded a motion to approve the agenda. The agenda was approved unanimously by voice vote.
  - Derrell Slaughter moved and Mary Draves seconded a motion to approve minutes from the April 27 council meeting. The minutes were approved unanimously by voice vote.

- **Introduction of the Transportation and Mobility workgroup**
  - The transportation sector accounts for 29% of emissions
  - Currently, there are almost 1,500 charging outlets in Michigan (712 stations)
  - Equity is a key consideration in this discussion
  - This sector includes shared mobility as well as electrification
  - Current programs:
    - Department of Transportation: intelligent transportation component (autonomous vehicles)
    - Council on Future Mobility and Electrification
    - EGLE:
      - Charge-Up Program
      - Electric Vehicle (EV) school bus programs
      - Fuel Transformation Program
    - DTMB: Fleet deployment and charging infrastructure
    - DNR: EV deployment in parks
  - Introduction of the co-chairs: Charles Griffith, Ecology Center and Judd Herzer, Department of Labor and Economic Opportunity
  
- **Presentation: EV Grid Integration Challenges and Best Practices (Chris Nelder, RMI)**
  - Rapid EV adoption is expected approximately three years from now
    - Most communities do not have enough EV chargers for the expected increase, a lot of infrastructure work will need to be done.
  - What kind of charges are needed?
    - Level 2 chargers are typically at home or a workplace – they charge a vehicle in around 8 hours – you can manage this load well
    - Direct Current (DC) fast chargers are much faster – not conducive to load management
    - Level 2 chargers are typically competitive with the cost of gasoline, Direct Current Fast Charging (DCFC) is not
  - Rate design objectives
    - Charging should be profitable, and cheaper than gasoline
    - Level 2 chargers should be cheaper than DCFC
    - EV chargers should have dedicated tariffs on separate meters
    - Tariffs should compensate customers for providing grid services through managed charging
  - Issues with DCFC rate design:
    - Public DCFCs are crucial parts of the network
      - Public fast chargers are typically sited with retail, not gas stations
      - Trucks and truck stops are another consideration

- New DCFC-specific rates are needed while the market is young and charger utilization rates are low
    - Charging depot loads will be significant
  - Things to watch out for:
    - Home charging is dominant now but will not be as EV range grows and adoption moves to apartment dwellers.
    - Distribution grid upgrades will be required – particularly when considering medium to heavy duty vehicles
    - Need utilities and customers to start planning now, to avoid/minimize expensive grid upgrades
    - When considering procurement, “soft costs” such as communications and permitting issues were more costly than expected
    - There is a lot of discussion around utility ownership of charging infrastructure
      - To avoid leaving low to moderate income communities behind, it might make sense for utility ownership so the market does not leave those areas behind
- **Presentation: Vehicle Miles Travel (VMT) Reduction and Shared Mobility (Rayla Bellis, Smart Growth America)**
  - VMT has been growing
  - How much we drive matters...
    - If we reduce VMT, we will require less electrification to achieve climate goals
    - VMT is a powerful lever, as VMT drops so does transportation emissions
    - Disparities in car access: if we put all our energy into EVs we’re leaving a large group behind
  - There are other emissions considerations beyond tailpipe emissions from the transportation sector such as pavement/concrete production and the implications of battery production for electric cars
  - Development patterns make a big difference: sprawling development requires more and longer trips whereas clustered development allows shorter trips and potentially alternate modes of transit (walking, biking, or electric scooters)
  - Induced demand: highway expansion does not lead to reduced traffic and can lead to sprawling development
    - In the US, almost half the driving trips are three miles or less, but it can be unsafe for people to walk/bike due to dangerous conditions. We disincentivize travel outside of a car.
    - Voters have consistently demonstrated that they want improved public transit

- How to drive down emissions:
  - Institute Greenhouse Gas (GHG) and VMT reduction as goals of the transportation system
    - States should set VMT reduction goals, such as California, Hawaii, and Minnesota
      - Minnesota: 20% VMT reduction statewide and per capita by 2050
  - Measure accesses to destinations instead of vehicle delay in transportation decisions
  - Promote clustered development – which is related to the need for affordable housing
  - Make streets safer to encourage more short trips and invest heavily in transit
  
- **Council Member Discussion**
  - Discussion notes are appended to these meeting minutes.
  
- **Next Steps (Liesl Clark, EGLE)**
  - The next meeting is June 22 (fourth Tuesday of every month) and will focus on Natural Working Lands and Forest Products.
  - Meeting materials are available at [Michigan.gov/Climate](https://Michigan.gov/Climate).
  
- **Adjournment**
  - The meeting adjourned at 4:30 p.m.

# Michigan Council on Climate Solutions

5/25/2021

## WHAT IS YOUR TOP PRIORITY/OPPORTUNITY OR QUESTION WITH REGARD TO TRANSPORTATION AND MOBILITY?

*NOTE: Comments have been organized into themes and are listed alphanumerically for reference purposes only; these do not indicate a ranking or priority. Some Council Members provided multiple different comments. Presenters answered some of the questions asked.*

### 1. Workforce

- a. The state could facilitate a credential platform – infrastructure development to include labor voice. Begin thinking about what skillsets will be necessary.
- b. Wrestling with “EVs aren’t for me, EV jobs aren’t for me.”
  - i. There is job creation potential for EVs
- c. U.S. President in speech last week: Nearly 90 percent of the jobs created in my American Jobs Plan do not require a bachelor’s degree; 75 percent don’t require an associate’s degree.
- d. The new EV automotive jobs will require retraining and new skill sets vs. traditional existing Tier 1 and 2 suppliers that are legacy auto technology providers (that will have some obsolescence) and large employers in the state.

### 2. Planning/strategy

- a. Struck by the importance of getting EVs right. We won’t get where we need to be unless we have rapid adoption now:
  - i. The right policies
  - ii. Incentives to adoption
  - iii. Infrastructure issues
  - iv. The amount of cooperation needed from all players to make it work
  - v. Shake up business models and think in creative ways
- b. Concerned we are not thinking bold enough to meet goals
  - i. Set a target by 2030 for the number of EV’s on the road to assess what is needed to meet the goal – this would help from a planning standpoint
- c. It’s going to require a lot of partners to be on the same page to enable, and not slow down, the process.

### 3. Rates/costs

- a. The state can help to address upfront costs by providing rebates at the consumer level and expanding tax incentives.
- b. It is important to get the rate design correct.
- c. Spending more time on what we can do to make this attainable for low-income residents.

#### **4. Federal Department of Transportation priorities/policies**

- a. How does the federal Department of Transportation's project funding policies contribute to the increase in VMT?
  - i. You can see our federal transportation priorities here. Much of this is focused on policies to shift away from automatically expanding highways as the default approach: <https://t4america.org/reauthorization/>
  - ii. Here is our latest blog post on increasing federal funding for transit as well, which is a big barrier: <https://t4america.org/2021/04/22/senators-hone-in-on-80-20-split-transit-operations-funding-at-banking-hearing/>
- b. The federal reauthorization transportation bill is going on now, is smart group America working with legislators on VMT reduction? Is there a national strategy for VMT reduction similar to what MN has done?
  - i. It is something they are working on
  - ii. Link from Rayla Bellis to a blog with her organization's take on the Senate EPW Committee reauthorization bill, which includes some climate analysis: <https://t4america.org/2021/05/24/the-good-bad-and-ugly-in-the-senates-new-transportation-proposal/>

#### **5. Advanced Mobility**

- a. In relation to advanced mobility (autonomous vehicles) can you speak about efforts from the FCC to reduce bandwidth available for advanced mobility?
  - i. Not entirely familiar
  - ii. There is excessive amount of data being transferred between stations, not sure manufacturers are looking into reducing this
  - iii. There are a variety of ways that vehicles and chargers communicate – still relatively new

#### **6. Public Transportation**

- a. While understanding the importance of EV's, public transportation cannot be understated. Every incentive for private travel is a disadvantage for public transportation. Where is the fine line between incentivizing EV's and getting people to use shared transit?

#### **7. Other**

- a. There was appreciation of having these presentations together. Both of these (EVs and VMT reduction) are keys parts to the solution.
- b. How much pressure does all of the demand for EV power delivery have on our ability to quickly decarbonize/clean up the grid?