

# TRI-COUNTY REGIONAL PLANNING COMMISSION

Planning Mid-Michigan's Future Together Since 1956

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## PROGRAM AND GRANT REVIEW COMMITTEE

February 14, 2018

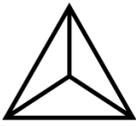
2:30 p.m.

TCRPC Large Conference Room

### Agenda

- I. **Call to Order/Introductions**
- II. **Approval of Agenda** (Action)
- III. **Approval of Minutes** (Action) - Minutes from last meeting attached.
- IV. **Opportunity for Public Comment**
- V. **Committee Purpose and Orientation** (Information) – Staff will brief the committee on its purpose, including oversight of the Environmental and Economic Development Programs.
- VI. **Environmental Programs Update** (Information) – Jeremy Orr and Cliff Walls from the environmental staff will outline the various projects and programs in the 2018 Environmental work program.
- VII. **Economic Development Program Update** (Information) – Rachel Elsinga will outline the various projects and programs in the 2018 Economic Development work program.
- VIII. **Future Directions** (Discussion) – The committee will discuss the overall focus of the Program and Grant Review Standing Committee.
- IX. **Other Business**
- X. **Adjourn**

NEXT COMMITTEE MEETING  
MARCH 14, 2018 – 2:30 p.m.



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## PROGRAM AND GRANTS COMMITTEE

WEDNESDAY, OCTOBER 11, 2017

3:00 P.M.

TCRPC OFFICES

### PROPOSED MINUTES

Present: C/Stacey, C/Fletcher, C/Swope  
Absent: C/Eakin, C/McGrain, C/Sebolt  
Staff: Greg Hoffman, Jeremy Orr, Linda Thomas-Boyd

I. **Call to Order**

Meeting called to order at 3:05 p.m.

II. **Public Comment**

None

III. **Work Programs**

Greg Hoffman distributed the TCRPC 2017 Agency-Wide Work Plan. Mr. Hoffman explained that the Work Plan was adopted by the Commission in February of 2017. Mr. Hoffman stated that the current Commissioners could review it and take action since there would be new Commissioners coming in next year.

Mr. Hoffman stated that C/Stacey had inquired what is Michigan to Montana (M2M). Mr. Hoffman explained that this was a new program taken on by TCRPC in April of this year, and Mr. Orr could explain further.

IV. **Greater Lansing Area Clean Cities Presentation**

Mr. Hoffman introduced Jeremy Orr, Environmental Sustainability Planner/Greater Lansing Area Clean Cities Coordinator. Mr. Hoffman explained that previously, TCRPC had hosted GLACC. They were looking for a space a few years ago, and TCRPC obliged to provide space here. Upon the GLACC Coordinator leaving, GLACC requested that TCRPC take over the administrative duties. The Commission approved this back in April or May. Mr. Hoffman stated that he knew a little about GLACC and was informed that there was funding of \$40,000 to \$50,000. He subsequently discovered that there were 3 funding sources. Mr. Hoffman informed the Committee that GLACC has become almost a full-time position for Mr. Orr, and he would be sharing some of his Environmental Sustainability Planner duties, such as the Groundwater Management Board, with Cliff Walls, the other Environmental Sustainability Planner.

Mr. Orr stated his predecessor, Maggie, had stepped down, but she is now on the Board of GLACC. C/Fletcher informed everyone that he had been on the Board of GLACC last term or the term before. Mr. Orr explained that Clean Cities started through the Department of Energy with legislation like the Energy Policy Act, the Clean Air Act, etc.

Resources and funds are provided by Clean Cities nationally and then funneled to local Clean Cities coalitions. Its aim is to reduce petroleum use and provide technologies like alternative vehicles to promote energy security and diversify the economy in the transportation sectors. The GLACC has been around for the last 13 or 14 years. Mr. Orr discussed that locally, through the OPT grant (Outreach, Education, and Performance Tracking), GLACC provides outreach/education, builds the local Clean Cities coalition through partnerships, is a clearing house of information on alternative fuels vehicles and technologies, such as electric vehicles, providing information on grants and programs, etc. Mr. Orr stated that he also performs data collection, such as alternative fuels pricing, in which he drives around the City to collect alternative fuels prices since gas stations generally do not share that information over the phone.

Mr. Orr informed the Committee that he has an intern who performs social media outreach, including blogging, newsletters, etc. Like other grant requirements, Mr. Orr stated that he submits quarterly and annual reports.

Mr. Orr mentioned that the Environmental Law & Policy Center out of Chicago had reached out to him regarding the creation of a Blue Bird Electric School Bus project in Michigan, which they feel would make a good testbed for electric school buses. Michigan Association of Pupil Transportation is a partner in the discussions as well, which envisions statewide adoption of electric school buses in the future. Mr. Orr stated he emailed the project information, as well as other project and grant opportunities, to GLACC's partners and stakeholders.

Mr. Orr reported on OEPT 3.2, which focuses on zero-emissions vehicles, especially the Volkswagen Settlement. The Volkswagen Settlement has a Trust Effective Date of October 2, 2017, with Michigan expecting an estimated \$65 million from the settlement. Michigan DEQ has 60 days from Trust Effective Date to apply for beneficiary status, with Wilmington Trust having another 60 days after DEQ applies to make a determination if MDEQ is given beneficiary status. Fiscal year 2019 is the earliest Michigan can expect to see settlement funds, but it will be used for zero emission vehicles and alternative fuels vehicles. Mr. Orr could not recall other specifics, but believes 15% can also be used for alternative fuels infrastructure. Mr. Orr advised he will do more research into the specifics.

Mr. Orr also described OEPT Subtask 3.3, which focuses on alternative fuels corridor development, including the FAST Act 1413. Last year, during the first round of designations, Michigan's portion of I-94 was nominated and designated an alternative fuels corridor for electric vehicle infrastructure. This year, GLACC is looking at possible proposal for propane for I-69, and propane and confined natural gas for I-94.

Mr. Orr informed the Committee that 3 weeks ago there was a Workplace Charging Demo + Ride & Drive held at Lansing Community College, which featured a new Chevy Bolt from Shaheen Chevrolet. At these events, people can test drive the Bolt and experience them firsthand. A couple test drove the Bolt, then bought it the next day. This event was not part of the \$45,000 OEPT grant. It was a Midwest EVOLVE event. Students and instructors from the Firefighters Academy stopped by briefly for first responder training to learn more about electric vehicles and different safety precautions regarding them, such as checking an electric vehicle's battery and wiring. GLACC is now planning to develop first responder's training/curriculum, with support from other Clean Cities coalitions that have already conducted similar training.

Mr. Orr then discussed Midwest Evolve. The project manager is the American Lung Association, and the project is centered on the upper Midwest. It's a collaboration between GLACC and Upper Midwest Clean Cities. The purpose of Midwest EVOLVE is to educate public and private fleets, as well as consumers, about the performance and environmental benefits of electric vehicles. Unlike the OEPT grant that focuses on all alternative fuels vehicles, Midwest EVOLVE promotes strictly electric vehicles. It does so through events, outreach, and other educational functions. Consumers Energy is a huge partner in this project. Midwest Evolve is strictly electric vehicles. Ride and drives gives consumers a chance to take a test drive in an electric vehicle. It gives them that first-hand experience, rather than simply passing out a brochure.

GLACC also collects survey data for the Department of Energy such as what kind of vehicles respondents own, do they have alternative vehicles, do they know where a charging station is, etc. The information is sent back to the Department of Energy so that the data can be compiled.

C/Stacey observed that rather than spending so much money on promoting the electric vehicles, the money should be spent on charging stations. Mr. Orr concurred that's exactly what M2M was doing. There are some things that GLACC is working on with the infrastructure plans. How far apart charging stations would be, etc. C/Swope stated that education still plays a key role because people can learn about the costs of electric vehicles compared to gas. Mr. Orr informed the Committee that the Department of Energy has an interactive map, the Alternative Fuels Data Center, where you can put in your zip code and see every infrastructure that has alternative fuels in your area. All that data is forwarded to the Department of Energy. Mr. Orr does a quarterly report to update alternative fuels for all stations listed on the Alternative Fuels Data Center website.

The new Chevy Bolt now gets approximately 238 miles per charge. Teslas have a range of somewhere from 100-300 milers per charge. C/Swope stated that the City of Lansing has 3 Chevy Bolts for employees' local use. C/Swope informed the Committee that there is a charging station in the basement of City Hall and City employees can take the vehicle home for 24 hours, then it must be returned and plugged back in. C/Fletcher advised that there are electric vehicles for use in Delta Township and the head of Utilities loves to drive it.

Mr. Orr stated that Debbie Swartz from DEQ is applying for Trust Administrator. DEQ has 60 days from Trust Effective Date to apply, 60 days for an answer, and the earliest the grant funds would come is FY 2019. Mr. Orr advised that when you step on the brake in an electric vehicle, there is something called regenerative braking, which recharges the battery.

Mr. Orr explained the Michigan to Montana grant (M2M) focuses on the development of a long-term, sustainable alternative fuels corridor for I-94 from Port Huron, MI to Billings, MT. General Motors plans on being completely electric vehicle capacity by 2023. The purpose of the grant is to identify critical gaps – where do we have vehicles with no infrastructure and vice versa. A question is after a 3-year period how can we maintain a long-term corridor? LNG vs. CNG. Which corridor will be signage ready and/or signage pending? Signage-ready criteria for electric vehicle infrastructure is not more than 50

miles between each charging station and no more than 5 miles from the Interstate. I-94 is signage-ready designated from last year's round of alternative fuels corridor designations. Mr. Orr stated that MDOT will provide Alternative Fuels Corridor entry/exit signs at Benton Harbor, Port Huron, M-23 and I-69 where they cross I-94. Gas Technology Institute out of Chicago is the project lead.

Mr. Orr informed the Committee that Debbie Swartz from DEQ will be at GLACC's annual Holiday Breakfast to present updates on the VW Settlement.

C/Fletcher stated that he would like to see electric vehicles displayed at the Museum here. C/Stacey inquired how success was measured for the grant. Mr. Orr answered that certain deliverables have to be met, such as events, outreach, station openings, etc., depending on the grant. Mr. Orr mentioned that SUV's and pickups are starting to become electric vehicles. It was determined that it is unknown now what nation outside of the United States has the most advanced infrastructure, but it is something to consider.

V. **Other**

Mr. Hoffman stated that the Executive/Personnel Committee has been advised that transportation work on the Coleman Road extension is getting funding. Mr. Hoffman advised that Jim Snell would like to see Commission members involved so they may see how TCRPC is involved and where this can be undertaken in their areas.

C/Fletcher asked about the process going forward on the Work Plan. Mr. Hoffman explained that it will be presented to the Executive/Personnel Committee, then to the full Commission.

It was determined that the Committee would prefer notices of meetings via text messages.

The meeting was adjourned at 3:37 p.m.