



**MEETING SUMMARY**  
**Alaska Climate Change Advisory Group (CCAG)**  
**Transportation & Land Use Technical Work Group (TLU TWG)**  
Call #1, June 5, 2008, 2:00 – 4:00pm

**Attendance:**

1. Technical Working Group Members: Curt Stoner, David van den Berg, Alison Bird (alt. for Karen Ellis), Bruce Carr, Chip Treinen, Luke Hopkins, Lance Wilber
2. Center for Climate Strategies (CCS) staff: Jeff Ang-Olson, Frank Gallivan
3. Alaska State Agency Liason and Attendees: Jackie Poston, Clint Adler

**Background documents:**

(All posted at [http://www.akclimatechange.us/Transportation\\_Land\\_Use.cfm](http://www.akclimatechange.us/Transportation_Land_Use.cfm) )

1. Meeting notice and agenda
2. Powerpoint presentation (including agenda) for meeting
3. Catalog of State Actions
4. Descriptions of Catalog Items

**Discussion items and key issues:**

1. Roll call and introductions of TWG, CCS, and State contacts conducted.
2. CCS reviewed the Agenda for the call.
3. Jeff Ang-Olson of the Center of Climate Strategies gave an overview of the purpose and key outcomes of the process and the roles of the CCMAG (Climate Change Mitigation Action Group) and the TWGs. He introduced the ground rules for participation by the Transportation TWG. The five TWGs play an advisory role to the CCMAG to recommend GHG policy options to reduce GHG emissions in Alaska. In addition to the CCMAG, there is also a CCAAG (Climate Change Adaptation Action Group) that will focus on adaptation measures.
4. Jackie Poston of the Alaska Department of Environmental Conservation noted that a separate work group on research needs has been established. The TWG process should capture any research needs and feed those through Jackie to the working group.
5. Part 1 – CCS provided an overview of the process, the meeting schedule, and the 10-step CCS Work plan for aggregating and prioritizing GHG mitigation options. The TWG will work on the first 2 steps today. CCS explained the issues to be covered and the decision

criteria to be used. In addition CCS explained how policy proposals will be drafted and eventually compiled into a final report.

6. Part 2 – CCS reviewed the Catalog of State GHG Actions and provided a brief summary of potential GHG mitigation strategies for consideration by the TWG. TWG members are asked to review these materials in more detail before the next call and be ready to discuss additions and revisions to the catalog. The following comments were made in reference to Catalog strategies:
  - a. Regarding policies 1.4 and 1.5, a TWG member asked if these policies include converting conventional vehicles to electric vehicles. CCS replied that the TWG should probably establish a separate policy option in the catalog that focuses on electric vehicles.
  - b. A TWG member asked how the group can add strategies to the initial catalog. CCS explained that the TWG will agree on a catalog to send to the CCMAG at their second meeting. That catalog will include any additional broad options that the TWG would like to propose.
  - c. A TWG member asked if there will be an option for an additional working session before the second TWG meeting. CCS responded that TWG members should exchange information via email.
  - d. There is an upcoming national rural ITS conference in Anchorage, September 3-5. That conference could provide opportunities to network with professionals in the ITS field.
  - e. Policy 2.5 should be expanded from rail or barge to read “Freight Mode Shift to more environmentally friendly modes”. There are various levels of environmental impacts among transportation modes.
  - f. Policy 2.3 (anti-idling) might fit better under vehicle technology options than under vehicle operation options. The viability of anti-idling may depend largely on availability of technology. But there is also an element of driver behavior. CCS pointed out that the location of the option within the catalog is not particularly important at this point.
  - g. A TWG member asked if the use of HFCs in refrigerated transportation will be addressed in the options. California is looking at regulating HFCs in transportation. There may be some regulatory issues related to EPA preemption of state authority for HFC strategies. The TWG will add an HFC reducing option to the catalog.
  - h. Regarding alternative fuel policies, feedstocks for biofuels are grown far away from Alaska. Analysis of these policies should account for the transportation of feedstocks. Alaska also has very limited potential for making biofuels from restaurant grease. A biofuel demonstration project might be useful. Other types of alternative fuels, such as electricity or Fischer-Tropsch synthetic gasoline, might be more applicable in Alaska. The TWG should be clear about incentivizing the use of electricity as an alternative fuel.

- i. Regarding policies 4.1 to 4.5, these policies are considered in the Anchorage long range transportation plan. Implementing changes in land use patterns is challenging in Alaska. Although land use authority is local, perhaps the state should take a leadership role on land use.
  - j. A TWG member asked where building energy envelopes would be addressed. CCS responded that the Energy Supply and Demand TWG will address that.
  - k. Aircraft strategies are the largest contributor to GHG emissions in the state, but there are a limited number of strategies that the state can adopt to reduce these emissions.
  - l. Policy 5.2 (airport ground equipment) is more achievable at the local level. Policy 5.1 (aircraft efficiency) is more appropriate for action at the national level. Imposing aircraft landing fees is another option, but there are legal problems associated with landing fees.
  - m. Regarding Policy 5.1, probably the best option is to try to increase turnover rates of aircraft. Measures for the redesign of aircraft will happen at the federal level. Perhaps the Alaska state legislature could apply pressure on the federal government to address this.
  - n. Better weather information is needed for airports and potential airport locations. DOT is locating airports with little knowledge about wind patterns.
  - o. Regarding marine transportation strategies, there is a lot of room for improvement by replacing equipment (engines) on fishing vessels. There are fewer options to reduce the emissions of ferries; improvements are already underway for ferries. The commercial fishing industry was cut out of provisions in the federal farm bill for loans that could have been used to replace diesel engines. Finding an alternative funding source would be beneficial. Policy 6.2 should be broadened to Marine Engine Efficiency Improvements.
  - p. Fuel efficiency should also be considered in the management of fisheries in Alaska.
  - q. Better weather information, and increased investment in weather information infrastructure, would also benefit the ferry system. A general policy on weather information should go under policies to promote system efficiency.
  - r. Regarding railroad transportation strategies, the TWG should find ways to incentivize the use of the intermodal rail facility at the Port of Anchorage. It's currently not being used.
7. Part 3 – CCS postponed the review of the GHG inventory and forecast until the next call. A TWG member asked that CCS try to break down the inventory into finer categories, to include fishing vessels as a separate category.

### **Next steps and agreements:**

- 1. The next TWG teleconference meeting will be held on June 24, from 2-4pm.

2. Review of Inventory and Forecast will be first agenda item at next meeting. TWG members are asked to review the slides on the topic.
3. CCS will send out an email with a link to the GHG Inventory & Forecast, along with a request to review the documents and provide input. TWG members should send any comments to Jeff Ang-Olson.
4. There was discussion of an interim work group meeting. CCS pointed out that the submission of an initial catalog to the CCMAG will not prevent the TWG from later adding policy options. CCS proposed to conduct any further discussion before the June 24<sup>th</sup> meeting over email.
5. An updated Catalog version reflecting revisions will be circulated to TWG members before the next call. The goal of the next call is to finalize a list of mitigation options to be submitted to the CCMAG for approval.