



MEETING SUMMARY

Alaska Climate Change Mitigation Advisory Group Transportation & Land Use Technical Work Group (TLU TWG) Call #2, June 24, 2008, 2:00 – 4:00pm

Attendance:

1. Technical Working Group Members: John Duffy, Luke Hopkins, Ron King (alt. for Jeff Jeff Ottesen), Curt Stoner, Chip Treinen, Lance Wilber, Alison Bird (alt. for Karen Ellis), Aubrey Baure, Clare Mendelsohn
2. Center for Climate Strategies (CCS) staff: Jeff Ang-Olson, Lisa McNally
3. Alaska State Agency Liaison and Attendees: Alice Edwards, Jackie Poston (DEC)

Background documents:

(All posted at 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
5. Draft GHG Emission Inventory & Forecast

Discussion items and key issues:

1. CCS conducted roll call of TWG and State contacts.
2. CCS reviewed the agenda for the call.
3. CCS asked the TWG if there were any comments on or requests for changes in the Meeting #1 (06-05-08) draft summary notes that were sent to TWG members via email. No comments or changes were requested from TWG members. The final Meeting #1 summary notes will be posted to the website.
4. CCS reviewed the GHG emissions inventory and forecast (I&F). The I&F, currently in draft form, acts as the baseline against which all TWGs will develop mitigation strategies. CCS informed the TWG that revisions to the I&F can be completed over the next couple of months. All TWGs are asked to provide comments on inventory and provide improvements if necessary. CCS reviewed the I&F inventory and projection approach, coverage of emissions and sectors, Alaska versus US gross emissions by sector

for 2000, emissions trends, data sources used to develop the I&F, and key assumptions and uncertainties underlying the I&F. See Meeting #2 PPT slides for more information about the draft I&F.

- a. A TWG member asked if the TLU TWG process would take particulates into consideration. CCS replied no, and explained that this is due in part to uncertainty about the best method for quantifying the global warming potential of particulates.
 - b. CCS reminded the TWG that the first page of each sector in the complete I&F draft report (available online) provides a useful summary of each sector.
 - c. CCS informed the TWG that there are discussions within the advisory group regarding the appropriateness of using standard EPA protocols to represent the inventory of emissions in Alaska where comparatively there is more aviation fueling and activity than in other states. The TWG agreed that this issue may need to be looked at more closely when finalizing the I&F. The TWG is invited to provide recommendations for how I&F emissions should be represented.
 - d. The TWG also discussed the need to break down sources of jet fuel emissions to determine which sources could be more easily controlled and mitigated relative to those sources outside of the state's purview.
5. CCS reviewed the process for identifying priorities from the catalog of options. The selected strategies will be used to make specific recommendations to the CCMAG. Before the next TWG meeting, the TWG needs to finalize a draft catalog of strategies for the CCMAG's review and approval on July 15. After approval of the catalog, the TWG will choose, by voting process, approximately 10 priority options for analysis. For each of the chosen options, the TWG will develop specific language for goals and implementation mechanisms and quantify benefits and costs.
6. CCS reviewed additions and revisions made to the catalog since the first meeting (06-05-08). The following comments were made in reference to the 7 sections currently represented in the draft catalog of strategies:
- a. **T-7 Railroad Transportation Strategies.** TWG members discussed the importance of emphasizing the need to improve efficiency of freight rail in Alaska by shifting more freight from truck to rail. The TWG discussed adding environmental education to this section and underscoring the various benefits that could be accrued through efficient freight movement. This could include providing shippers with education explaining the relative benefits of freight modes. The TWG also discussed promotion of a state-supported education campaign and incentives for improved efficiency for all modes, not just rail. This approach could also include state recognition of shippers who use the most efficient mode. It was proposed to add this supplemental approach under section 2, specifically under option 2.5 (Freight Mode Shift to More Energy Efficient Modes) for now. CCS reminded the TWG that the organization of the option can be re-arranged as the group moves forward.

- b. **T-6 Marine Transportation Strategies.** A TWG member requested that the term “ferry” be replaced by “marine engine” in option 6.2, and replace the term “fishing boats” with “fishing vessels” in 6.3. The TWG discussed the need for the state to consider fuel consumption and efficiency when making management decisions. The TWG discussed state limitations on engine use in protected waters. CCS will add language about the state offering incentives to phase out two-cycle engines. The TWG also discussed the limitations of using biodiesel in cold weather, and the possibility of using synthetic fuels as a seasonal or year-round replacement.
- c. **T-5 Aircraft and Airport Strategies.** CCS reiterated that option 5.3 includes electrification of ground equipment as a strategy to reduce emissions.
- d. **T-4 Travel Demand Management.** For option 4.1, a TWG member suggested adding the phrase “smart growth principles, and other types of infill strategies” in the first bullet referring to brownfields. Although the entire option broadly refers to smart growth, the TWG agreed to include the smart growth terminology in the first sentence of the description.
- e. **T-3 Alternative Fuels.** CCS proposed leaving the current options under this section for now, even though many of these strategies may not be appropriate for Alaska. TWG members discussed the impacts of cold weather on biodiesel’s effectiveness. It was suggested that since there is ongoing research on the uses of alternative fuels in various temperatures (e.g., for use during Alaska’s cold season), these efforts should be highlighted in the proposed strategies, as well as language stating that some fuels (e.g., biofuels) are only appropriate for certain times of the year. The state should therefore promote research based on climate-appropriate alternatives.
- f. **T-2 Vehicle Operation and System Efficiency.** No comments. Since the last meeting, CCS added weather information component. Based on today’s discussion under section 7 regarding the promotion of an education campaign, option 2.5 will be expanded accordingly.
- g. **T-1 Vehicle/Equipment Technology.** No comments. Since the last meeting, CCS added electric vehicles and low-GHG refrigerants language.

Next steps and agreements:

1. The next TWG teleconference was proposed for Thursday, July 24, from 2-4pm. CCS will possibly search for a date that avoids TWG member conflicts.
2. By the end of the week (6/27), CCS will circulate (via email) a revised version of the catalog reflecting suggested edits from today’s meeting. Members are asked to send final comments to Jeff Ang-Olson before July 8 so comments can be incorporated into the catalog that the CCMAG will review on July 15.
3. For the next meeting, CCS will report back on the CCMAG meeting. The TWG will then be tasked with identifying a preliminary set of priority options for further analysis by

voting process (via email) during the weeks of July 18-August 8. CCS will compile results for discussion at following TWG call.