



MEETING SUMMARY
Alaska Climate Change Mitigation Advisory Group
Transportation & Land Use Technical Work Group (TLU TWG)
Call #4, September 9, 2008, 2:00 – 4:00pm

Attendance:

1. Technical Working Group Members: Luke Hopkins, Scott Dickenson (alternate for Jamie Spell), Jeff Ottesen, Chip Treinen, Aves Thompson, Rob Bosworth, Curt Stoner
2. Center for Climate Strategies (CCS) staff: Jeff Ang-Olson, Frank Gallivan
3. Alaska State Agency Liaison and Attendees: none

Background documents:

(All posted at http://www.akclimatechange.us/Transportation_Land_Use.cfm)

1. Meeting notice and agenda
2. Call #3 Summary
3. Powerpoint presentation (including agenda) for meeting
4. TLU Ballot Results
5. TLU Ballot Priorities

Discussion items and key issues:

1. Aves Thompson, a new member of the TWG, was introduced.
2. CCS conducted roll call of TWG and State contacts.
3. CCS gave an update on the question of updating the Inventory & Forecast. CCS recommended that the aviation emissions be left as is, to include all aviation fuel purchased in the state of Alaska. CCS recommended that marine emissions associated with vessels passing through Alaskan waters, but not calling in or refueling in Alaska, be removed from the inventory. This adjustment would make the treatment of aviation emissions consistent with the treatment of marine emissions. There was general agreement with CCS' suggested approach among the TWG members.
4. A TWG member asked for more information on what is represented in military aviation emissions. CCS will report back at a future meeting.
5. CCS discussed the balloting results and identification of priorities:

- a. CCS reviewed the process of balloting and priority identification. The TWG should select ten or fewer high priority options. These will be developed over the coming months.
- b. A TWG member asked about the possibility of identifying a second tier of priority options. CCS explained that all options will be left on the table, but that there are only enough resources to do detailed analyses of the highest priority options.
- c. CCS reviewed the first draft of the top 8 options, as prepared by CCS staff. CCS asked for feedback from TWG members.
- d. A TWG member asked for clarification of the bundling procedure. CCS explained that similar options from the initial catalog can be combined into a single option. The current list combines option 4.3 with 4.4 and option 1.6 with 1.7.
- e. A TWG member expressed an interest in including option 6.2, Commercial and Recreational Vessel Engine Efficiency Improvements, in the priority options. He suggested possibly combining 4.2 with 2.4, or eliminating 2.1. Alaska speed limits are already pretty low and probably not much more savings there.
- f. A TWG member pointed out that most of the draft high priority options relate to surface transportation. Therefore the priority options don't address 81% of the inventory emissions. The member suggested having a single option that focuses on fuel efficiency, including marine (option 6.2) and heavy duty (option 1.3).
- g. A TWG member pointed out that the different engine types are regulated by different agencies (on road by DOT, and marine by the Dept. of Commerce).
- h. A TWG member suggested combining options 2.4 and 2.1. Another TWG member seconded. There was general agreement.
- i. A TWG member asked about combining rail or transit strategies with transportation systems management. CCS stated that those strategy types are usually kept separate in other states.
- j. CCS suggested an option called Diesel Engine Efficiency Improvements (similar to an option examined in Washington State), to include 6.2 and 1.3. There was general agreement. A TWG member suggested including 6.5 as well. Another TWG member stated that 6.5 was not a promising option for Alaska.
- k. A TWG member asked the DOT representative about the viability of 4.2, VMT and GHG Reduction Goals in Planning. There was a discussion about which agency would be responsible for implementing such a measure, DOT or MPOs. DOT expressed a belief that a similar mandate would be handed down soon from the federal level. A TWG member mentioned the possibility of a resource extraction boom in Alaska in the coming years. It would be hard to reduce VMT in the face of that. It was suggested that the option focus on commute VMT.
- l. CCS pointed out that no aviation options were included in the top 8, whereas aviation is the largest source of emissions. A TWG member proposed including the lobbying option.

- m. CCS explained that MAG will review priority options at their meeting in a few weeks. Final options will not be determined until November. Therefore the TWG has some time to revise options over the next couple of months. CCS proposed reserving a 9th option for aviation strategies. There was general agreement from the TWG. A TWG member proposed using 5.1 as the placeholder.

Next steps and agreements:

1. CCS will revise the priority options based on today's discussion: 9 priority options to be discussed at the upcoming MAG meeting.
2. The next TWG meeting will be an in-person meeting in Anchorage. The meeting likely to be the week of October 20th or 27th.