



**MEETING SUMMARY**  
**Alaska Climate Change Mitigation Advisory Group**  
**Transportation & Land Use Technical Work Group (TLU TWG)**  
Meeting #7, December 16, 2008, 10:00 am – 12:00 pm

**Attendance:**

1. Technical Working Group Members: Scott Dickinson, Jeff Ottesen, Aves Thompson, Luke Hopkins, Curt Stoner, Lance Wilber, Alison Bird
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](http://www.akclimatechange.us/Transportation_Land_Use.cfm))

1. Meeting notice and agenda
2. Call #6 Summary
3. Powerpoint presentation (including agenda) for meeting
4. TLU Straw Proposals

**Discussion items and key issues:**

1. CCS gave an update on the current process. Straw proposals for policies are under development. They will need to be finalized next month in advance of the MAG meeting on February 7. MAG will review and approve straw proposals at that meeting. After MAG approves the options, we will conduct quantification and fill in other details in the policy template.
2. The TWG discussed the current straw proposals:
  - a. T-1: Transit, Ridesharing, and Commuter Choice Programs
    - i. CCS asked for comments on the current goals of doubling transit ridership and ridesharing by 2025 compared to 2007 levels. A TWG member asked whether there needed to be more specific numeric goals. CCS responded that the current language is sufficient for quantification.
  - b. T-2: Vehicle Idling Regulations and/or Alternatives

- i. A TWG member commented that special considerations will need to be made for vehicles operating in arctic and sub-arctic weather conditions. The option currently applies to all heavy-duty vehicles.
  - ii. A TWG member noted that DOT already has an anti-idling policy in place. Anti-idling policies do not necessarily require new technology.
  - iii. A TWG member noted that the current goal for DOT vehicles, 80% adoption by 2020, may be ambitious. Many DOT vehicles are only used seasonally, and it doesn't make sense to install new technology on them. There should be some qualifier added to the policy statement concerning such vehicles.
- c. T-3: Transportation System Management
  - i. CCS asked whether the Dalton Highway is not already posted at speed limit 50 mph. A TWG member commented that it is, but that drivers sometimes have to exceed that limit when approaching a hill.
  - ii. CCS pointed out that there is no quantifiable emissions benefit from reducing vehicle speeds below 50 mph. The TWG decided to delete the reference to the Dalton Highway from the straw proposal.
  - iii. CCS asked about the availability of data on the percentage of existing traffic signals that are LED. A TWG member stated that that data is easily obtainable.
  - iv. A TWG member pointed out that electricity in Juneau comes largely from hydro-power, so there wouldn't be much GHG emissions benefit from reducing roadway lighting energy use there. CCS stated that any benefits from reduced electricity use should be accounted for by the Energy TWG. CCS will check with that group to coordinate.
  - v. CCS pointed out that the group can decide not to quantify emissions for individual options or components of options.
- d. T-4: Promote Efficient Development Patterns (Smart Growth)
  - i. CCS stated that there should be a goal for a percentage of new development to go in higher density areas. The group can make some projection about what share of development would occur in higher density areas under trend conditions and how much that share can be increased.
- e. T-5: Promotion of Alternative Fuel Vehicles
  - i. CCS noted that the current option includes hybrid vehicles, emphasizes the potential benefits of natural gas, and specifies that the option applies to light-duty vehicles.
  - ii. A TWG member asked what a "type certificate" is. CCS stated that they would clarify.

- iii. CCS asked whether the feebate program needs more specific language. A TWG member will provide revised text.
  - iv. A TWG member asked whether CNG is readily available today in Fairbanks. It could be difficult to find CNG fueling stations in much of Alaska today.
  - v. CCS stated that the option will need to specify what mix of alternative fuels is expected in order for GHG effects to be quantified.
  - vi. CCS stated that MAG is talking about a forecast year of 2025 for all options. A TWG member pointed out that 2030 is a common forecast year in exercises like this.
  - vii. A TWG member stated that electric and hybrid-electric vehicles don't work well in Alaska. Also, CNG vehicles have a limited range since they rely on available CNG fueling stations. With CNG buses, new maintenance infrastructure is needed. Biofuels are unlikely to be viable in Alaska because of operating restrictions in cold weather, and because fuels would most likely have to be imported from outside the state. There has been some limited testing of hybrid vehicles that use gasoline to start and heat the engine and then switch to biofuels. There is a very limited supply of food grease, even in Anchorage, from which biodiesel could be produced. A waste to fuel program doesn't make sense economically.
  - viii. CCS proposed that the option state that any initial numerical goals will be met entirely through the use of CNG, and that CNG will be the predominant fuel thereafter. There was no objection from the TWG.
- f. TLU-6: VMT and GHG Reduction Goals in Planning
- i. No discussion
- g. TLU-7: On-Road Heavy-Duty Diesel Engine Efficiency Improvements
- i. A TWG member stated that the goal percentages have increased since the last meeting. The first goal should be changed to be stated in terms of trucks instead of fleets.
  - ii. The TWG discussed how to define "old" vehicles that should be targeted for phase-out. Heavy-duty vehicles were subject to major new emissions limits in 1989, 1994, and 2007. The Ports of Los Angeles and Long Beach have targeted vehicles manufactured before 1988 for phase-out in their emissions control program. CCS stated that 1988 was the first year with any emissions standards at all.
  - iii. CSS asked whether there were any objections to targeting pre-1988 vehicles. There were none.
  - iv. A TWG member stated that SmartWay measures do not really impact vehicle engine efficiency but the efficiency of the overall vehicle. CCS

proposed changing the name of the policy to On-road Heavy-duty Vehicle Efficiency Improvements.

- h. T-8: Marine Vessel Efficiency Improvements
  - i. There are no revisions to this policy since the last meeting. CCS stated that the group needs to develop numeric goals about the percentage of vessels that would be targeted.
- i. T-9: Aviation Emission Reductions
  - i. There are no revisions to this policy since the last meeting. A TWG member asked whether more information about alternative fuels for aviation (R&D) is desired.

**Next steps and agreements:**

1. The next TWG meeting will be held on January 27, 10 AM -12 noon. Before the next meeting, the policy groups should meet amongst themselves and send additional revisions.
2. MAG will meet in the first week of February.