



## **MEETING SUMMARY**

### **Alaska Climate Change Mitigation Advisory Group Transportation & Land Use Technical Work Group (TLU TWG) Meeting #8, January 27, 2009, 10:00 a.m. – 12:00 p.m.**

#### **Attendance:**

1. Technical Working Group Members: Aubrey Bauer, Emerson Kruger, Jeff Otteson, Aves Thompson, Curt Stoner, Chip Treinen, Lance Wilber, Alison Bird
2. Center for Climate Strategies (CCS) staff: Jeff Ang-Olson, Frank Gallivan
3. Alaska State Agency Liaison and Attendees:

#### **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 #7 Summary
3. Powerpoint presentation (including agenda) for meeting
4. TLU Straw Proposals

#### **Discussion items and key issues:**

1. CCS gave an overview of current processes. The task today is to finalize the straw proposals for mitigation options. These will be submitted to the MAG for their approval at a meeting on February 5. Once proposals are approved, we will begin to quantify the benefits and costs of options, and to fill out additional information in the policy descriptions.
2. The Alaska Forum on the Environment will take place next week. Some TWG members will be presenting on climate change topics.
3. Discussion of mitigation options:
  - a. T-1: The establishment of a Regional Transportation Authority in Anchorage and Fairbanks was added as a goal. The TWG clarified that the goal intends to double the number of riders, not the transit mode share. A TWG member noted that Alaska DOT doesn't operate transit and therefore cannot expand transit service but only encourage its expansion. The wording of the policy will be changed accordingly.

- b. T-2: The title was changed to specify “Heavy Duty” vehicles. CCS asked whether we needed to add a qualifying statement related to DOT vehicles. The TWG resolved to add an exception for vehicles used only seasonally. A TWG member suggested adding training/education as an alternative to technology.
- c. T-3: There was some reorganization of this policy since the last meeting, but nothing was deleted. The discussion of school location was moved to T-4.
- d. T-4: The TWG discussed the goal statement provided by CCS. Policy-driven smart growth is a challenge in Alaska. Smart growth is really market-driven and driven by personal values (lifestyles).
  - i. A TWG member asked how we will define “urban”. Alaska has several urban clusters that have very small populations. A TWG member suggested applying the goal just to the MPO areas.
  - ii. CCS asked what percentage of new development could go into compact development. A TWG member will try to calculate new growth planned in the Anchorage Comprehensive Plan.
  - iii. A TWG member noted that there should be incentives provided to developers to promote smart growth.
- e. T-5: A TWG member expressed concern about the reliance on CNG in the policy statement. CCS suggested supporting research on alternative fuels. CCS suggested revising the statement about the dominance of CNG to allow that other fuels may also be used.
  - i. A TWG member shared new information on experience with CNG fleets. It’s getting better, but CNG is really not efficient in the cold weather. Hybrid electrics are a better option currently for LDVs. New technology on diesel buses is as good as CNG buses, and no new facilities are needed. Conclusion: it’s not clear what alternative fuel will be the best option for Alaska.
  - ii. The TWG discussed the proposed fee-bate program. This language will be moved from the goals to implementation mechanisms. A TWG member will revise the text on type certificates. The TWG decided to move the discussion of type certificates to implementation mechanisms.
- f. T-6: There have been no changes since the last meeting.
- g. T-7: The name of the policy has been changed. A definition of “old vehicles” was added. Numerical goals were added.
- h. T-8: CCS reviewed the new goal. A TWG member noted that there are no incentives for out-of-state residents to upgrade their boats. Such incentives would have to be provided by a federal program. CCS suggested adding language that the state will advocate for a federal program. There is currently a bill in the state legislature that would offer lower-interest funding to energy efficiency improvements to fishing vessels.

- i. A TWG member suggested a second goal: encourage regulatory agencies (e.g. Alaska Board of Fisheries and North Pacific Fisheries Management Council) to consider greenhouse gas emissions when setting regulations. The impact of this goal would not be quantified. There were no objections from the TWG.
      - i. T-9: The TWG discussed operational measures, which are primarily voluntary measures by airlines. Any operational changes would have to be taken by individual air carriers. CCS suggested adding text about a discussion of system-wide efforts and voluntary methods on the part of pilots, even though the state's role in that is not clear.
4. CCS asked the TWG to suggest research needs based on the policy discussions and sources of uncertainty. The following topics for research were proposed:
  - a. Viability of alternative fuels/GHG benefits of fuels
  - b. GHG efficiency potential in fisheries management
  - c. The potential effect of climactic conditions on GHG emissions rates

**Next steps and agreements:**

1. The next call is tentatively schedule for Tuesday February 24, 10 am – 12 pm.
2. By the next TWG meeting, some initial quantification of policy impacts will be completed.
3. A TWG member asked about resource needs for the future. CCS will take the lead on quantification, but will ask TWG members to draft the remaining text.