



MEETING SUMMARY
Alaska Climate Change Mitigation Advisory Group
Transportation & Land Use Technical Work Group (TLU TWG)
Meeting #10, March 19, 2009, 10:00 a.m. – 12:00 p.m.

Attendance:

1. Technical Working Group Members: Luke Hopkins, Curt Stoner, Aves Thompson, Lance Wilber
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 #9 Summary
3. Powerpoint presentation (including agenda) for meeting
4. TLU Policy Options Document (POD)

Discussion items and key issues:

1. CCS reported on the Action plan process. The MAG will meet on April 2 to review the full draft of the POD. The TWG must complete any changes to the POD within one week from today. There will likely be only one more TWG meeting, to respond to any comments received from the MAG. The final MAG meeting will be June 18. At that meeting the MAG will approve all of the policy options. Following that meeting the final action plan report will be compiled.
2. The group discussed each of the policy options:
3. T-1: CCS explained that the current stated goal of doubling carpooling is unrealistic, given that carpooling in Anchorage currently accounts for 38% of all trips. The intent of this policy should be doubling vanpooling, not carpooling. An assumption was added that vehicle passenger loads on transit vehicles will increase by 50% by 2025. Assumed no change in fuel efficiency of buses. A TWG member pointed out that funding for new buses will come from the stimulus package, CMAQ funding, other non-local sources. Cost information has been added to this policy.

4. T-2: Cost quantification was added. A TWG member suggested that the cost of an APU in Alaska would be higher than estimated--\$8,000-\$9,000 per vehicle instead of \$5,600. There was a question about the % of trucks that would need to install APUs. The population should be limited to Class 8 trucks, that is, trucks over 18,000 lbs.
5. T-3: Cost information was added, and currently includes only user gasoline savings. CCS asked whether we should include some government implementation costs, such as enforcement costs. A TWG member asked whether enforcement costs are expected to increase with the reduced speed limit. A TWG member suggested that there would be an cost to educate the public. CCS will check with the DOT on their thoughts on implementation cost. A TWG member asked whether additional travel time from Fairbanks to Anchorage might encourage anyone to fly instead of drive, or might increase the cost of freight.
6. T-4: CCS suggested that this policy cannot be quantified. There is not sufficient data on the business as usual development patterns in Alaska's urban areas. We cannot apply the empirical research without more detailed data. CCS therefore revised the goal to remove numerical targets.
 - a. A TWG member asked whether there were any other means to quantify this policy. CCS responded that other states have stated the goal in terms of reduced VMT, and Alaska could do the same. There was general agreement on this approach.
 - b. CCS will look again at the literature and suggest a reasonable VMT reduction. There was general agreement that a 3-5% reduction would be reasonable.
 - c. TWG members will send implementation mechanisms.
7. T-5: Emissions impacts have not changed. CCS will add cost information here.
8. T-6: VMT in the Juneau area was added to the calculation. TWG members will send VMT data for Mat-Su and Fairbanks.
9. T-7: CCS quantified this policy based on the three goals. Costs have not been added, but will be added for at least the first two goals.
 - a. A TWG member asked how the state would provide incentives for the changes in Part 3. Is this an unfunded mandate? CCS stated that there is likely to be a cost to the state, but it cannot be quantified without selecting particular technologies. A TWG member suggested that we could use empirical cost data from similar programs such as King County's green vehicle purchase program.
10. T-8: The fuel economy improvement was increased. Cost information was added.
11. T-9: There were no changes since the last meeting.
12. T-10: This is a new option. It will not be quantified. A TWG member suggested that an energy expert at the University of Alaska, Fairbanks might want to add something to the policy.

Next steps and agreements:

1. The MAG will meet on April 2 to review the full draft of the POD. The TWG must complete any changes to the POD within one week from today. There will likely be only one more TWG meeting, to respond to any comments received from the MAG. The final MAG meeting will be June 18. At that meeting the MAG will approve all of the policy options. Following that meeting the final action plan report will be compiled.
2. TWG members should send text and data as noted above.