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**DRAFT TELECONFERENCE MEETING SUMMARY**  
**TLU Technical Working Group**  
**Call #9, April 19, 2007**

**Members Attending:**

Matt Elsaesser                      Mike Kress  
Tim Davis

**Montana DEQ:** Lou Moore, Jim Boyer, Cyra Cain  
**Center for Climate Strategies:** Lewison Lem, Jeff Ang-Olson, Tiffany Batac  
**Other Attendees:** Dick Turner (MDT)

**Background documents:**

(all posted at [http://www.mtclimatechange.us/Transportation\\_Land\\_Use.cfm](http://www.mtclimatechange.us/Transportation_Land_Use.cfm))

**Agenda Item#1: Introductions and Roll Call.**

CCS conducted roll call and reviewed agenda items for this call. Additional comments for TLU-5 will be discussed and the remaining policies (TLU-4, 6, 7, 8, 9, 10, 11, 12, and 13) will be reviewed for final revisions.

**Agenda Item#2: Review and Approval of Call #8 Meeting Summary.**

Call Summary #8 was reviewed and approved. There were no comments or suggestions for revisions but the discussion of TLU-5 will be continued for further revisions.

**Agenda Item#3: Review Remaining TLU Policy Options.**

CCS reviewed and discussed the prepared options (TLU 5, 6, 7, 8, 9, 10, 11, 12, and 13).

The following outlines the comments, suggestions for revisions and to-do lists of discussed policy options for TWG members:

**TLU-4: Financial and Market Incentives for Low GHG Vehicle Ownership and Use**

- P. 16 Policy Design section, #4 Incentives for Diesel retrofits can be taken out of policy because it is already addressed in TLU-7 and 8
- Add in language that feebates would need legislation.
- P. 16: Change legislative session from 2008 to 2010.

- Make the language a little more clear that the study will be completed by 2010, not exactly a feebate program or pilot
- Jim Boyer found “#3 Labeling” very helpful consumers and would like to see that section with a little more information.

TLU-5: Growth and Development Bundle

- Tim Davis would like to see if an increased percentage of any of the STP funds or other federal funding (that are not yet obligated) can be flexed and redirected to local multi-modal transportation efforts in the future. Dick Turner will provide some of the MDT information on federal and state authority on transportation funds but said that all the funds are already committed. Mike Kress will send out the original TLU-5 with comments from Sandra addressing this funding issue. Tim will look at that memo again and will follow up with Dick Turner.

TLU-6: Alternative Fuels Bundle

- Materials are under development and are not yet posted because there is a clarification needed as per the last in-person TWG meeting. The question is whether the TWG members want to move forward with this policy as a biofuels standard or a low carbon fuel standard.
- A low carbon fuel standard would be a performance achievement (e.g. carbon in fuel will be reduced by 10% by 2020). A Biofuels standard is a different quantification process because the lifecycle of the fuels, data on feedstock and other sources would have to be taken into consideration. The LCFS would provide more flexibility in types of fuel provided and used while meeting the low carbon requirement. Montana’s production of corn and other sources for fuel would also have to be taken into consideration for feasibility.
- One of the TWG members asked if there was a trend in neighboring states as to which direction the state governments are moving towards. California has moved in the direction of LCFS, while other states like New Mexico have adopted biofuel standards. Cyra Cain noted that New Mexico is experiencing difficulties in making the policies they accepted work.
- Cyra suggests to add “encourage research and development in agriculture and cellulosic fuel production.”
- Lewison Lem noted that the AFW PWG has a policy (AFW-2) with a biodiesel goal of 2-, 10-, 20-percent of 2004 Montana petroleum diesel consumption by 2010, 2015, 2020 respectively.
- Members proposed to stay consistent with what AFW has but include a clause for transition toward a low carbon fuel standard by 2015 or 2020. Lem will incorporate some of the AFW-2 language into TLU-6 to state that they are consistent and transition into a discussion of LCFS. Lem will redraft TLU-6 and circulate it back to TWG members before the next meeting.

TLU-7: Truck Anti-Idling and Truck-stop Docking and Electrification

- Jeff Ang-Olson noted that MY 2007 (and newer) trucks will meet the new EPA emissions standards.
- Cyra Cain noted that there are CMAQ funds that may be available for heavy duty vehicles in non attainment areas. DEQ is currently working on boundary areas in coordination with the health department.
- P. 27, Policy Design, Goal levels section: change “The state would lead by example” to “The State could lead by example” and add “...if funding is available.”

TLU-8: Heavy Duty Vehicle Anti-Idling/Truckstop Electrification

- Jeff Ang-Olson addressed the issue of school buses. The policy does include school buses but currently no sufficient data exists on how long school buses idle for.
- P.37 Funding Mechanisms and/or Incentives section: Fuel taxes can only be used on highway and street construction. Paragraph on tax on diesel fuel should be removed.
- Include local ordinances that involve locomotives. May be a part of an incentive program?
- Cyra Cain gathered data for line emissions and yard emissions for Missoula Rail in 2000. She will extrapolate that data and send to Jeff Ang-Olson to include in quantifications.

TLU-9: Procurement of Efficient Fleet Vehicles

- Lewison Lem clarified that there are no quantification on this policy because it is a program where tons would be incorporated into other analyses. The updated draft as per TWG comments excluded the hydrogen plan and fuel side requirements.
- Dick Turner from MDT is still waiting to hear back comments from their fleet people to make sure they don't have any problems with it.
- P. 42 Policy Design/Goal Levels and Timing, third bullet: Change “biofuels” to reflect LCFS from TLU-6.
- A TWG member also mentioned that this policy might need incentives for local towns. Many of them cannot do this unless it makes sense for them economically to transition.
- Jim Boyer will send some comments back for suggestions. He commented it may be easier to get cities to do this than counties and also easier for urban than rural areas.
- P.43 by 2020 change “50% of all vehicles must be” to “set a goal of...”

TLU-10: Transportation System Management

- Lewison Lem will circulate last draft to Dick Turner for MDT help and comments.
- Jim Boyer stated that although MDT is the leader in this, local governments are also very interested in this and offered to help Dick Turner with this. Help can also be asked from Candi Beaudry and Mike Kress.

TLU-11: Intermodal Freight Efficiencies

- This option needs to be explored in more detail as far as what can be done and how. There was a proposal to reflect MDT research efforts to move towards a concrete direction.

- Jeff Ang-Olson is proposing to quantify based on truck to rail emissions and other intelligent assumptions for preliminary quantifications and TWG members can offer comments at the next meeting.
- Dick Turner explained that the technical panel decided to move forward with a consultant RFP. Several phases are involved. The first is finding the number of containers and large enough package to group containers to ship value added commodities by rail rather than truck.
- There are currently no state funds for intermodal operations, but there are some for an intermodal facility, which comes down to railroad interest. Railroad is interested in larger unit trains and Montana would need to package big enough trains together to get the attention of railroad.

TLU-12: Off-Road engines and Vehicles GHG Emissions Reductions

- Jim Boyer will call a couple of fleet operators to see if there are any concerns about it (i.e. large construction firm that operates a lot of these types of equipment, Yellowstone Park, etc.)
- Cyra Cain notes that this emission source does not currently produce as much emissions as other sources, but as the other sectors/sources reduce their emissions, off-road may be a higher percentage comparative to other sources.
- P.48 Policy Design, Timing: Change Year 2009 to 2010 and begin with 40% not 90%.
- Also add: "State would set a goal of 30%-40% of lawn and garden equipment by 2015."

TLU-13: Intercity Travel: Aviation

- Will be moved for discussion to next TWG meeting. Please send any comments or suggestions for revisions by e-mail to Lewison Lem ([lewisonlem@aol.com](mailto:lewisonlem@aol.com)).

**Agenda Item#5: Scheduling of Next TWG Call/Meeting.**

Remaining policy options and any additional comments for policy language will be covered at the next TWG meeting. Next TWG Call/Meeting will be scheduled for Thursday April 26, 2007 from 10:00AM – 12:00PM, Mountain Time.

**Agenda Item#6: Public Input and Announcements.**

None.