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**TRANSPORTATION AND LAND USE TWG CALL #8  
JUNE 29, 2006, 10:00 – 11:30 AM**

Attendance:

1. TWG members:  
Charles Bensinger, Sunbelt Biofuels  
Neal Butt, Albuquerque Environmental Health Program  
Bob Czerniak, New Mexico State University (for Mike Martin)  
Richard (Skip) Dunn, Los Alamos Sustainability Group  
Patricia Hoffman, New Mexico State University  
Ken Hughes, Department of Finance Administration  
Sally McCarthy, ABQ Environmental Planning Commission  
Gary McFarland  
Kent Salazar, National Wildlife Federation  
De Anza Valencia, Surface Transportation Policy Project
2. CCS staff: Karl Hausker, Maureen Mullen, Will Schroeer

Background documents:

*(unless noted, all posted at [http://www.nmclimatechange.us/documents.cfm#Docs\\_TLU](http://www.nmclimatechange.us/documents.cfm#Docs_TLU))*

1. Meeting Notice and Agenda
2. Powerpoint Presentation for Call #8
3. Draft Summary of TLU TWG Call #7
4. Draft Policy Options

**Discussion items and key issues:**

1. The draft summary of the TLU TWG Call #7 was approved.
2. Karl provided some background information on the similar TWG/CCAG process being completed by CCS in Arizona. Much of the experience gained from that process can be used and adapted in evaluating comparable options in New Mexico. The group was

generally interested in having consistency with the Arizona options where the options being evaluated are similar and where this makes sense.

3. The group reviewed the current set of policy options. Key points of discussion are listed below. Additional comments will be reflected in the next round of the policy option write-ups.

TLU-4a/b: Alternative Fuels Bundle. The group would like to include a Renewable Fuel Standard (RFS) as a mandate for this measure, corresponding to the penetration rates included in the current write-up. A cost trigger should be added, though, so that if the cost of alternative fuels exceeds conventional fuels by more than a specified amount, the RFS would be temporarily removed. The cost trigger should be based on a costs over a period of time, not spot prices. Charles will send information on a RFS bill that he is currently helping with. The language in this policy option regarding production issues, such as water use in growing corn (or other crops) for the biofuels, should be emphasized, such that the production of the biofuels does not increase GHG emissions or cause other resource problems.

TLU-11: Diesel Retrofits. This option should include retrofits, accelerated retirements/replacements, and switching to biodiesel fuel. A target of 25% of eligible diesel trucks (Class 8 trucks, model years 1990-2006) in 2010 should be ok. Increase target to 50% by 2015 and to 100% by 2020.

TLU-12: Truck Stop Electrification/Anti-Idling. The group supported including a ban on idling emissions in this option, and would like to use language consistent with that used in Arizona. However, this New Mexico option should maintain strong support for truck stop electrification as one of the key means for reducing idling. A funding mechanism could be added to include a small tax on diesel fuel to fund truck stop electrification. In addition, tax incentives may be available for installing electrification through the Energy Policy Act. Additionally, these truck stops could offer their own incentives for the use of the electrification (e.g., x number of free hours of electrification with the purchase of y gallons of diesel. Enforcement of this measure is also needed. What agency would be responsible for enforcement?

TLU-13: Intermodal Freight Initiatives. Several options were discussed for increased use of rail, including a distance-based road fee for road freight to make rail a more attractive option; and consolidated distribution points outside of major cities, similar to those in Europe. [Unless you meant something different?] Bob Czerniak suggested some Transportation Research Board (TRB) papers include information on European experience with these initiatives.

TLU-14: Lower Speed Limit for Commercial Freight. This is a new option recommended by someone from the group. Karl and Maureen discussed a similar option recently quantified for Arizona. The group would like to add this option, coordinated with what is being done in

Arizona and California. A short term speed limit of 60 mph for commercial freight trucks was suggested, with a 55 mph limit in the longer term. CCS will prepare a policy option for this measure to present to the group for the next TLU call.

TLU – 15: Low Rolling Resistance Fuel Efficient Replacement Tires. This is a new option that was adopted recently California and Arizona and shows promise as far as reducing GHG emissions in a cost-effective manner from the transportation sector. Several of the group members expressed interest in considering this policy.

Next steps and agreements:

1. CCS will post meeting summary.
2. CCS will continue to refine the policy options, with input as needed from the TWG members.
3. Next TWG call tentatively scheduled for July 20 at 8:00 a.m. .
4. Next CCAG Meeting: August 8, with a TWG meeting on August 7.