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MEETING SUMMARY
SOUTH CAROLINA CLIMATE, ENERGY AND COMMERCE ADVISORY
COMMITTEE

Transportation and Land Use (TLU) Technical Work Group (TWG)

Call #5, September 20, 2007, 3:00 PM -5:00 PM

Attendance:

1. Technical Working Group members attending:
Brian Barnes, Kay Clamp, John Gardner, Erika Hartwig, John Hartz, Dr. Arlene Prince, Lanneau. H. Siegling, and Brad Wyche
2. Technical Working Group members not attending:
Barry Beasley, Wendy Bell, Kim Diana Connolly, Rusty DePass, Rep Ben Hagood, Dell Isham, E. Bruce Morgan, Mark L. Robertson, and Hugh Weathers
3. Center for Climate Strategies (CCS) staff:
Will Schroeer; Theresa Silla
4. South Carolina Department of Health and Environmental Control (DHEC):
Michael Juras, Agency Liaison
5. South Carolina Agency Observers:
Leslie Coolidge
6. Public Attendees: None

Background documents:

(all posted at http://www.scclimatechange.us/Transportation_Land_Use.cfm)

1. Meeting Notice and Agenda
2. Draft Summary for Call #4
3. PowerPoint for Teleconference

Discussion items and key issues:

CCS welcomed the group and conducted roll call.

CCS summarized the results of the CECAC's August 22, 2007, meeting noting that the CECAC was unable to complete its review of the TLU, ES, RCI, and CC TWGs' suggested priorities for

analysis. The CECAC will continue its third meeting on September 21, 2007, to review and decide on the priorities policy options for the TLU, ES, RCI, and CC TWGs to analyze.

CCS initiated the review of the inventory and forecast with a goal of developing (any) recommendations to the CECAC for improving the inventory and forecast.

Discussion of vehicle-miles traveled (VMT) inventory and forecast:

Question as to whether VMT projections are reasonable was raised. This led to a discussion of the data used to make the projections and whether the data used in the report was from the SC DOT.

- Members were referred to footnote 3 on page C-1. It notes that SC DOT VMT forecast data was provided by Carla Bedenbaugh, SC DHEC.
- Additionally, members were referred to text regarding incorporation of AEO2006 data. The limitation of SC DOT in identifying VMT growth rates by vehicle types was discussed.

Possibility of incorporating the State Data Center population forecast for each county was discussed. In relation to using population forecasts the following points were raised regarding VMT and growth in VMT:

- Growth in VMT is independent of population growth
- VMT and growth in VMT include trips that do not originate or end in South Carolina.

Other sources of data suggested for use in the report included:

- Forecasts used to develop transportation plans by SC's Council of Governments
- DMV profile of all registered vehicles.

The TLU TWG members also discussed how the ideal model would present high, low and medium VMT growth projections for the group's consideration.

John Gardner, Dr. Arlene Prince and John Hartz volunteered to look into state-wide travel demand forecasting models that are available at the SC DOT and other state agencies.

Erika Hartwig and Brian Barnes volunteered to look into the information that is available at the DMV with respect to the categories of vehicles registered, including the possibilities of applying a VIN decoder to DMV data. Additionally, it was noted that the Automobile Dealership Association may have access to data that would yield information about vehicle types in SC.

Overall, it was noted that the

- Adaptation of SC DOT data requires explanation
- Data collection and use should be more transparent
- Consistency checks should be documented in report

Discussion of role of fuel efficiency in forecast:

It was noted that technological advances in fuel efficiencies have been countered by increases in vehicular size. Lighter cars would help realize the significant advances made in fuel efficiencies.

There was also a discussion of legislation that was recently passed in SC to provide an incentive for the purchase of vehicles that use alternative fuels and/or realize high fuel economies. Specifically, consumers of qualified vehicles would be reimbursed the SC sales tax of \$300.

It was noted that the analysis of the impact of the legislation was not extensive but did include a projection of qualified vehicles that are expected to take advantage of the new legislation (hybrid, electrical, plug in hybrid, vehicles that realize 30 miles/ gallon etc). Erika Hartwig to provide to the group for consideration.

Discussion of developments that may change trend lines

The development of legislation to incentivize higher fuel economies prompted members to note that the inventory and forecast report should include a list of developments that may change some of the trend lines for GHG emissions.

Rail and the possible development of policy to encourage rail freight was one of the items noted in this discussion.

Discussion of paucity of information on bio-diesel in report

Erika Hartwig reported that not only does SC has the largest number of alternative fuel pumps in SC but also that the number is expected to grow exponentially. She reported that the current network of distributors is supported by two operators with additional operators expected to open shop. Furthermore, there is currently a commitment from a gas company to produce bio-diesel in SC. As the SC Energy Office is working with economists to quantify economic benefits, Erika Hartwig volunteered to provide some of the relevant data to the group to consider.

It was also noted that there is an overall national trend to move from gas fuels to diesel fuels as exemplified by Nissan.

Discussion on distinction between availability and adoption of technology

John Gardner noted that technology advances are tempered by adoption, even in the trucking industry. He mentioned a study that demonstrates preference amongst truckers for less fuel efficient models of trucks and volunteered to distribute an executive summary of the study to the group.

Public Input:

None

Next Meeting:

Call 6: Wednesday, October 10, 2007 from 10:00 am – 12:00 pm