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MEETING SUMMARY
SOUTH CAROLINA CLIMATE, ENERGY AND COMMERCE ADVISORY
COMMITTEE

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

Call #7, November 14, 2007, 10:00 AM -12:00 PM

Attendance:

1. Technical Working Group members attending:
Rep Ben Hagood, Lanneau H. Siegling, Hugh Weathers (represented by Aaron Wood from SC Department of Agriculture), Brad Wyche, Brian Barnes, Barry Beasley, Wendy Bell, Kay Clamp, John Gardner, Erika Hartwig, John Hartz, and Dr. Arlene Prince
2. Technical Working Group members not attending:
E. Bruce Morgan, , Kim Diana Connolly, Rusty DePass, and Dell Isham, Mark L. Robertson, and Rick Todd
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:
6. Public Attendees:
Rick Todd, SC Trucking Association (has since joined the TLU TWG)
Heather Smith, SC Realtors

Background documents:

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

1. Meeting Notice and Agenda
2. Draft Summary for Call #5
3. PowerPoint for Teleconference

Discussion items and key issues:

CCS welcomed the group.

Roll call was conducted.

Summary of Call #6 was presented. There were no questions from the TLU TWG members.

TLU Straw Policy Options were presented by the Straw Proposal Volunteer Groups. The discussion on each of the Straw Policy Options is summarized below.

TLU Option 1: Adopt CA Clean Car Standards

Concern regarding SC car dealerships and ability to trade with dealerships in border states if SC adopts the clean car standards. Consensus was that SC should lead the way and work with other states to promote adoption of clean car standards to address the potential concern of SC car dealerships. Discussion and decision to specify the CA clean car standards and provide an illustration of the differences between the federal and the CA standards.

TLU Option 2: Transportation Management Systems

Question regarding the inclusion of Smart Ride/CARTA express in the Related Policies section of the policy option. Explanation from Volunteer Group that inclusion related to signal pre-emption for busses that should be implemented across the board in SC.

TLU Option 3: Tax Credit for Efficient Vehicles

Question as to whether the policy option description was too long and whether it should be summarized. Feedback from CCS that details regarding policies that were considered but rejected were important to maintain in the policy option description for transparency and consideration by the CECAC.

TLU Option 4: Improve Development Patterns

Question as to whether policy should be more restrictive and specify an outcome in addition to a planning process that should be undertaken by planning agencies. Decision to avoid a heavy handed top-down, command approach but instead create incentives/resources to encourage outcomes that reduce GHG emissions. Also, suggestion to include the salient recommendations from the Quality of Life Task Force Report prior to the CECAC meeting.

TLU Option 5: Transit & Bike-Pedestrian

Discussion regarding the quantitative goal for the policy design. Requirement of 50% match of dollars available deemed to sufficiently address question. Clarification regarding DOT participation as an agency that coordinates transfer of monies to the local agencies that implement the transit plans and manage the transit systems. Question regarding the recommendation of using LEED Gold standards. Volunteer Group to follow up and make adjustments to the policy option as necessary regarding the LEED Gold standards. Extended discussion regarding institutional bias against inner-city busses and the need to change the perception that busses are a transportation mode of last resort. While marketing and perception related issues are not included in TLU Option 5, TLU members agreed that this was an item of importance that should be prioritized.

TLU Option 6: Alternative Fuel Infrastructure

Discussion regarding the quantitative goal for the policy design. Goal of setting aside \$500,000 to assist with infrastructure development deemed to sufficiently address question.

TLU Option 7: Anti-Idling

Consensus that policy option requires quantitative goals and policy options that support the quantitative goals. Due to tight timeline, consensus amongst TWG members present that CCS should develop and distribute to the TWG members for review and adoption.

Additionally, question regarding statement in policy option that there is a 20-30% reduction in fuel efficiency in clean engine truck motors. Suggestion to remove statement from the policy option prior to CECAC meeting. Question regarding relevance of idling related to traffic congestion included in the policy option reviewed. Consensus to focus on idling that takes place when the vehicle is parked. Discussion regarding tourist buses and idling in the streets of major tourist destinations like Charleston.

Finally, there was an extended discussion regarding rail transit as an alternative to freight traffic in SC. Consensus amongst TWG members in attendance that rail transit should be developed as a stand alone policy option.

TLU Option 8: Stricter Enforcement of Speed Limits

Discussion regarding the availability of average speeds on highways and speedways to include in the policy option. Quantitative goal of increasing enforcement so as to achieve a decline in average speeds by 5 miles/hour discussed and approved by the TWG members.

TLU Option 9: Make Full Use of CMAQ Funds

Report from the straw volunteer group that CMAQ funds are allocated. Consensus amongst TWG members that group should vet whether SC is spending CMAQ dollars wisely. Consensus that TWG members to follow up with the SC DOT on CMAQ budget and allocation details.

TLU Option 10: Commuter Choice

Decision that to quantify the policy option, the commuter choice policy would be required of employers with over 50 employees.

TLU Option 11: Increased Fuel Tax (with use of revenue for travel alternatives)

Questions regarding how much the fuel tax should be raised to generate the revenue needed to fund maintenance of the transportation infrastructure in place and implement the transit plans specified in the policy option. Straw proposal volunteer group to follow up and propose a fuel tax as well as the details on the current federal and state fuel taxes.

TLU Option 12: Low-GHG Fuel Standard

Discussion regarding the major differences between the CA and the SC context for implementing low GHG fuel standards and achieving the GHG emission reductions posited for the CA proposal. Specifically, the differences itemized include the number of refineries in CA and the existence of an internal pipeline in CA whereas SC relies on refineries in and pipelines that originate from the Gulf States.

TLU Option 13: Freight Vehicle Technology Improvements

Consensus that policy option requires quantitative goals and policy options that support the quantitative goals. Due to tight timeline, consensus amongst TWG members present that CCS should develop and distribute to the TWG members for review and adoption.

Final item of discussion:

Request to Dr. Arlene Prince to invite SC DOT staff to brief TWG on multi-modal plan for comment.

Public Input:

None

Future Meeting Dates:

Call 8: Wednesday, December 12, 2007 from 10:00 – 12:00 Noon

Call 9: Friday, January 11, 2008 10:00 – 12 Noon

Call 10: Friday, February 08, 2008, 10:00 – 12 Noon