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**MEETING SUMMARY
SOUTH CAROLINA CLIMATE, ENERGY AND COMMERCE ADVISORY
COMMITTEE**

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

Call #12, April 18, 2008, 10:00 AM -12:00 NOON

Attendance:

1. Technical Working Group members attending:
Lanneau H. Siegling, Brian Barnes, Barry Beasley, Kim Diana Connolly, John Hartz,
and Dr. Arlene Prince (represented by Doug Fraite of SC DOT)
2. Technical Working Group members not attending:
Rep Ben Hagood, E. Bruce Morgan, Hugh Weathers, Brad Wyche, Kay Clamp,
Wendy Bell, Rusty DePass, John Gardner, Erika Hartwig, Dell Isham, Mark L.
Robertson, and Rick Todd
3. Center for Climate Strategies (CCS) staff:
Frank Gallivan, Will Schroeer, and Theresa Silla
4. South Carolina Department of Health and Environmental Control (DHEC):
Michael Juras, Agency Liaison
5. South Carolina Agency Observers:
6. Public Attendees:

Background documents:

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

1. Meeting Notice and Agenda
2. Draft Summary for Call #11
3. PowerPoint for Teleconference
4. Updated Policy Option Description Document

Discussion items and key issues:

CCS welcomed the group.
Roll call was conducted.

Future Meeting Dates:

Call 13: Next meeting date set for April 30 from 10 AM to 12 Noon

Summary of Call #11 was presented:

John Hartz indicated that there was a typo in the document and that he would provide additional information regarding the location of the typo.

CECAC meeting notes to the TLU were presented and discussed:

The following request for policy modifications were debated and discussed at the meeting

- **TLU Option 03 (Tax Credits for Efficient Vehicles):**

The TLU TWG was presented the following regarding the CECAC conversation on this policy option:

- CECAC objected to offering incentives for taking actions that the CAFE or CA standards would achieve upon implementation was presented to the TLU TWG.
- Additionally, the CECAC suggested to increase standards as the general fleet becomes more efficient over time thereby reserving incentives for vehicles that exceed federal and state standards.

The TLU TWG discussed whether cars that exceed the standards would be available and decided that it was a worth goal to incentivize the market and manufacturers by stimulating the demand for cars that exceed the standards. The decision was to pick a percentage above the CAFE standard. Originally, providing the rebate on a sliding scale was discussed but ultimately, given that the rebate is limited to \$300, the TLU TWG decided to award the full credit to all cars that beat the miles per gallon established by the CAFE standards by 10%. If the CAFE standards are enforced as a range, then the 10% threshold for the credit would be calculated as 10% from the top of the range.

There was an additional conversation regarding the number of vehicles and the price range that the TLU TWG was incentivizing. There was a general consensus that the policy was not intended to incentivize the purchase of luxury hybrids. As such, the sales price of the qualifying vehicle has to be less than or equal to \$30,000.

- **TLU Option 10 (Commuter Choice)**

The following revisions were mandated by the CECAC and had been made to the Policy Option Document (POD) distributed for the meeting:

- Replace “require” with “require where feasible”
- Add “develop an appropriate incentive structure” to encourage the development of this policy.

Otherwise, the CECAC had requested that the TLU TWG include language to the Policy Options Document that includes, in the Other Benefits section, how this policy option will help those areas that will become non-attainment areas with the new federal standards for local air quality. Brian Barnes of SC DHEC volunteered to provide that language.

- **TLU Option 11 (Explore Available Resources for Funding Road Maintenance and Mass Transportation):**

The CECAC directive to roll this option into TLU 05 was discussed. The proposed 1.75¢ increase in the gasoline user fee that would be included for funding transit should the gasoline user fee be increased in the future was discussed extensively. There was a question as to whether this would meet the transit needs articulated in the multi-modal plan. There was also a discussion on how the assumptions of the multi-modal plan. Doug Fraite of the DOT gave a brief summary of the needs and the basis/assumptions of the needs assessment in the multi-modal plan. The TLU TWG were satisfied that the 1.75¢ proposed was in line with the need outlined in the multi-modal plan. Finally, the language regarding maintenance of the transportation infrastructure will be removed from the TLU-11 when it is merged with TLU -05.

Policy options that were differed by the CECAC were also discussed

- **TLU Option 04(improve development patterns):**

As the majority of the Volunteer Working Group who crafted the policy option were not available for the discussion, the consensus was to ask them to meet and discussion modifying the policy option goal for consideration by the larger TLU TWG.

- **TLU Option 05 (transit and bike-pedestrian)**

Is tied to TLU 04 but other than the integration of TLU option 11, there are no further anticipated revisions to this policy option.

The following quantification requests from the CECAC were discussed

- **TLU Option 01 (Adopt CA Clean Car Standards)**

The CECAC requested additional cost information. A range was presented to the TLU TWG. The data utilized to estimate the range was discussed and it was decided that a follow up call should take place before the next meeting. The call will be attended by Erika Hartwig, John Hartz and Frank Gallivan to discuss the data available for the analysis.

- **TLU Option 06 (Alternative Fuel Infrastructure):**

Quantification results were reviewed. Members of the TLU TWG on the phone expressed their interest in ensuring that the quantification results were in line with the expectations of the SC Energy Office.

- **TLU Option 07 (Diesel Engine Emission Reductions and Fuel Efficiency Improvements):**

With respect to the biodiesel portion of the TLU, additional quantification and costs were requested by the CECAC. CCS presented cost of government subsidy and additional cost of buying fuel for the consumer that were calculated and added to the Policy Options Document (POD). TLU TWG members noted that they were relying on the SC Energy Office to review. There was a question as to whether anybody else in the state was undertaking a similar analysis and could comment on the methodology and numbers presented.

Consent Agenda

The CECAC requested that a consent agenda be created to facilitate their next and last meeting. CCS suggested that given the level of agreement in all the TLU calls, the following are probably fairly characterized as Policy Options that all the members of the TLU TWG would advance without dissent:

- TLU 03 (Tax Credits for Efficient Vehicles)
- TLU 05 (Transit & Bike Pedestrian)
- TLU 07 (Diesel Engine Emissions Reductions and Fuel Efficiency Improvements)
- TLU 10 (Commuter Choice)

The policy options that are likely to generate the most discussion were the following options:

- TLU 01 (Adopt CA Clean Car Standards)
- TLU 04 (Improve Development Patterns)
- TLU 06 (Alternative Fuel Infrastructure)
- TLU 12 (Low GHG Fuel Standards)

The table below is designed to capture the status of each TLU policy option.

Option No.	Policy Option	Approved by CECAC	Consensus Expected	Consensus To Be Determined
TLU-1	Adopt California Clean Car Standards			TBD
TLU-2	Transportation System Management	Approved		
TLU-3	Tax Credits for Efficient Vehicles		Expected	
TLU-4	Improve Development Patterns			TBD
TLU-5	Transit & Bike-Pedestrian		Expected	
TLU-6	Alternative Fuel Infrastructure			TBD
TLU-7	Diesel Engine Emission Reductions and Fuel Efficiency Improvements		Expected	
	Efficiency Improvements Biodiesel			
TLU-8	Stricter Enforcement of Speed Limits	Approved		
TLU-9	Make Full Use of CMAQ funds	Approved		
TLU-10	Commuter Choice		Expected	
TLU-11	Explore Available Resources for Funding Road Maintenance and Mass Transportation	To be combined with TLU 05		
TLU-12*	Low-GHG Fuel Standard			TBD
TLU-13	Freight Vehicle Technology Improvements [This Policy Option has been combined with TLU-7]	Combined with TLU 07		
TLU-14	Rail	Approved		

Next Steps:

Policy Options Document and Consent Agenda to be finalized for next CECAC meeting (to be held May 09, 2008).

Public Input:

None