Freight and Rail Stakeholder Webinar

April 10, 2013 – 1:30 PM
MTP Process Update

• Vision, Goals, Objectives, and Performance Measures
• Existing Modal Conditions
• Finance and Revenue
• Needs Assessment
• Modal Scenarios
• Deliverables
  – Existing Plans
  – Vision and Goals
  – Existing Conditions
Development of Vision, Goals, Objectives & Measures

- **Workshop 1**
  - Executive Team discussion of mid and long term issues that should inform Multimodal Plan vision, goals and objectives

- **Workshop 2**
  - Executive Team Review and approval of Multimodal Plan vision
  - Discussion of draft goals and objectives

- **Working Meeting 1**
  - Senior management/technical staff in-depth review of proposed objectives and performance measures

- **Workshop 3**
  - Executive Team review of draft objectives and performance measures
Development of Objectives & Performance Measures

• **Sources for objectives and measures**
  – Existing plans
  – Discussions with Executive Team
  – Meetings with SCDOT staff
  – Informed by MAP-21 discussions to date

• **Performance measure development criteria**
  – Support strategic objectives
  – Use measures that provide predicative, diagnostic and reporting value
  – Work within the available data and existing measures whenever possible
  – Keep it simple - don’t over measure
  – Focus on what SCDOT can control and measure
  – Build on SCDOT staff input and direction
  – Maintain some flexibility
Safe, reliable surface transportation and infrastructure that effectively supports a healthy economy for South Carolina.
## Goals

<table>
<thead>
<tr>
<th><strong>Mobility and System Reliability</strong> – Provide surface transportation infrastructure and services that advance the efficient and reliable movement of people and goods throughout the state.</th>
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<td><strong>Safety</strong> – Improve the safety and security of the transportation system by implementing transportation improvements that reduce fatalities and serious injuries as well as enabling effective emergency management operations.</td>
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<td><strong>Infrastructure Condition</strong> – Maintain surface transportation infrastructure assets in a state of good repair.</td>
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<td><strong>Economic and Community Vitality</strong> – Provide an efficient and effective interconnected transportation system that is coordinated with state and local planning efforts to support thriving communities and South Carolina’s economic competitiveness in global markets.</td>
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<td><strong>Environment</strong> – Partner to sustain South Carolina’s natural and cultural resources by minimizing and mitigating the impacts of state transportation improvements.</td>
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<td><strong>Equity</strong> – Manage a transportation system that recognizes the diversity of the state and strives to accommodate the mobility needs of all of South Carolina’s citizens.</td>
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Next Steps

- Receive comments from stakeholders
- Summarize input
- Revise goals, objectives and performance measures as appropriate
QUESTIONS & ANSWERS
Doug Frate & Jenny Humphreys

FREIGHT PLAN
South Carolina has experienced rapid population growth and an increased focus on manufacturing and distribution – we want to maintain a competitive advantage!

The Statewide Multimodal and Freight Plans will:

- Follow federal planning guidelines, per MAP-21 legislation
- Define a future vision for freight transportation mobility and efficiency throughout the state
- Emphasize the importance of linking transportation investment to economic development
- Identify and define the needs of the transportation system critical in the justification of funding
- Identify a “Strategic Freight Network”
Alignment with MAP-21 Requirements

Goals in the National Freight Policy established in 23 U.S.C. 167

- Improving the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness
- Reducing congestion on the freight transportation system
- Improving the safety, security, and resilience of the freight transportation system
- Improving the state of good repair of the freight transportation system
- Using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system
- Reducing adverse environmental and community impacts of the freight transportation system
Integration with Other Modal Plans

- Project Management integration
- Alignment of data
- Alignment with Vision, Goals, and Objectives
- Interagency Coordination
South Carolina Freight Transportation System
Major Freight Generators in SC by Industry
Current Freight Highway Demand
Forecast Highway Freight Demand
Current Rail Freight Demand
Forecast Rail Freight Demand
Freight Network
Stakeholder Engagement

• **Online Surveys**
  – 98 Surveys Received

• **One-on-One Interviews**

• **Regional Listening Sessions**
  – 96 Attendees
  – *Spoken and Written*

- Columbia - 18
- Greer - 43
- Florence - 3
- North Charleston - 32
“What current plans are supportive of your business, and what is not being addressed in planning and infrastructure that needs to be addressed to help your industry in the future?”

Multimodal Planning
- Transit potential
- Modal shift for goods

Coordination across all levels of public sectors
- Land use
- Highway Planning
- Project prioritization

High level of transportation investment and awareness
- Support for Port expansion and Charleston Harbor Deepening
- Political awareness and support for finance of projects

Expected growth
- New and growing industries in South Carolina
What current plans are supportive of your business, and what is not being addressed in planning and infrastructure that needs to be addressed to help your industry in the future?

Planning to the “final mile”
Coordinated Planning
  • State and Local
  • Land Use and Transportation

Education of citizenry and local officials of importance on freight planning
Pavement Condition and design standards
Congestion
Funding
Project Implementation
  • State and Federal permitting guidelines
  • Subjectivity of project support
  • Public opinion
“What element of the multimodal transportation plan are you most interested in seeing the results and recommendations of?”

Concern over State Level prioritization of transportation projects and funding allocations

Suggestions

• Cost/Benefit Analysis
• Case Studies

• Measuring impacts of a project to the local community and economic development
Enhancing Statewide Goals with Freight Measures

MOBILITY AND SYSTEM RELIABILITY
SAFETY
INFRASTRUCTURE CONDITION
ECONOMIC AND COMMUNITY VITALITY
ENVIRONMENTAL
EQUITY
Intermodal Options

- **Working in partnership with USC**
- **Application of Model**

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<tr>
<th>Inputs</th>
<th>Outputs</th>
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<tr>
<td>Dray lengths</td>
<td>Tons shipped by mode</td>
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<tr>
<td>Commodities shipped</td>
<td>Truck VMT</td>
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<tr>
<td>Weight of Commodities</td>
<td>Intermodal VMT</td>
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<td>Cost of shipments by mode</td>
<td>Rail Ton-Miles</td>
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<td>Cost of intermodal shift</td>
<td>Logistics Cost</td>
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Next Steps

• **Multiple levels of analysis**
  – Technical
  – Policy

• **On-Going Stakeholder Engagement**
  – Technical
  – Review

• **Draft Plan – August 2013**
QUESTIONS & ANSWERS
Federal Legislation Impacting Rail Plan

• Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
  – Increased focus on passenger rail

• Moving Ahead for Progress in the 21st Century (MAP-21)
  – Two-year transportation reauthorization bill - signed on July 6, 2012
  – Renewed attention to role and importance of freight movements
  – Encourages development of State Freight Plans and Advisory Committee

*A top priority of the nation’s transportation system should be the safe and efficient movement of goods*

• Proposed H.R. 974 Multimodal Opportunities Via Enhanced Freight Act or MOVE Freight Act
  – Would require State Freight Plans, not simply encourage
  – Would establish a competitive grant program to provide financial assistance for capital investments that improve the efficiency of the national transportation system to move freight
• Needs (improvement projects) identified in previous 2008 Rail Plan reviewed and costs updated.
• New needs – cost estimates being developed
• 10 Rehabilitation projects identified
• 9 Capacity / Service projects identified
• 2 Safety projects identified

Source: SCSPA
Issues and Opportunities

• **A changing economy**
  – 34% of rail tonnage in SC was Coal – will fall in future with alternative fuels

• **Port of Charleston**
  – Widening of Panama Canal
  – Charleston harbor deepening
  – New container terminal under development
  – Planned intermodal facility with dual-rail access

• **Greer Inland Port**
  – Under development – opening September 2013
  – Overnight services from Upstate to the Port

• **Potential new funding opportunities with recognition of key role of freight in national and state economies**
Next Steps

• **Continue coordination with:**
  – Department of Commerce, State Ports Authority, TDL Council, Class I and short line railroads, and others
  – Statewide Multimodal Plan and Freight Plan

• **Develop a PRIIA compliant State Rail Plan**

• **Develop a Long Range Rail Investment Program**
  – List of rail capital projects
  – Funding plan
QUESTIONS & ANSWERS