



SOUTH CAROLINA



Charting a Course to 2040

MULTIMODAL TRANSPORTATION PLAN



PLANES, TRAINS & SEMIS

South Carolina's Statewide Freight Plan



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Multi-Agency Partners



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Freight Plan Stakeholder Input

- **MTP Kick-Off Meeting with Freight Break-Out**
- **Freight Stakeholder Interviews**
- **Online Surveys**
- **Regional Listening Sessions**
- **Stakeholder Webinars**
- **Development of Freight Advisory Council**



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Freight Advisory Council

SCDOT Freight Advisory Council

SCDOT	SC Dept. of Commerce
SC Ports Authority	SC State Transport Police
SC Association of Regional Councils	SC Economic Developers Association
SC Chamber of Commerce	SC Manufacturers Alliance
Palmetto Agribusiness Council	SC Trucking Association
SC Association of Railroads	Maritime Association of SC
SC Aviation Association	SC Council on Competiveness – TDL Council
FHWA-SC Division (Ex-Officio)	



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Why do we need it?

- **Key drivers behind the Statewide Freight Plan**

- Growth in manufacturing and distribution
- Port Expansion and Harbor Deepening
- Multimodal Freight Infrastructure

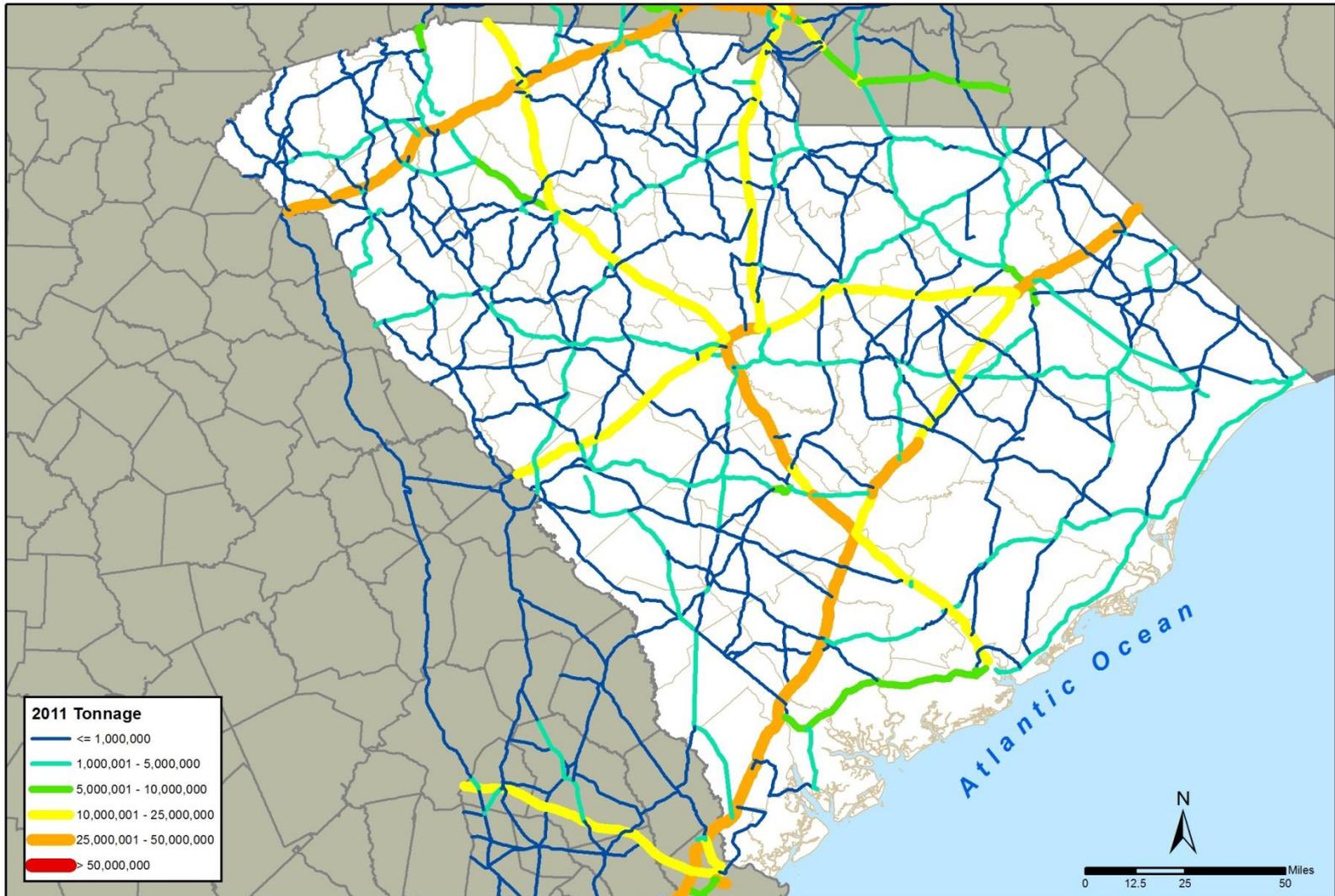




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South Carolina Truck Freight Density 2011

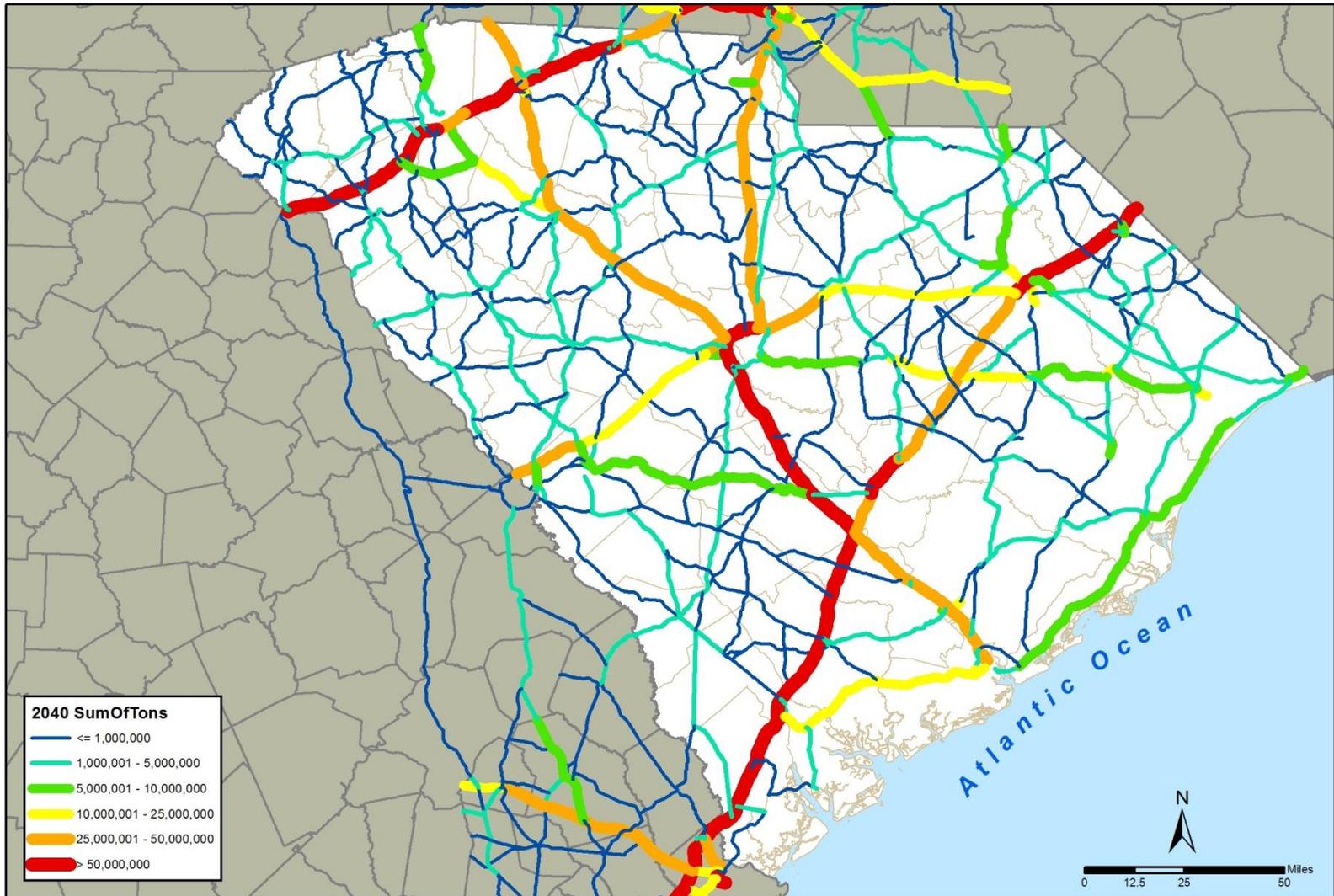




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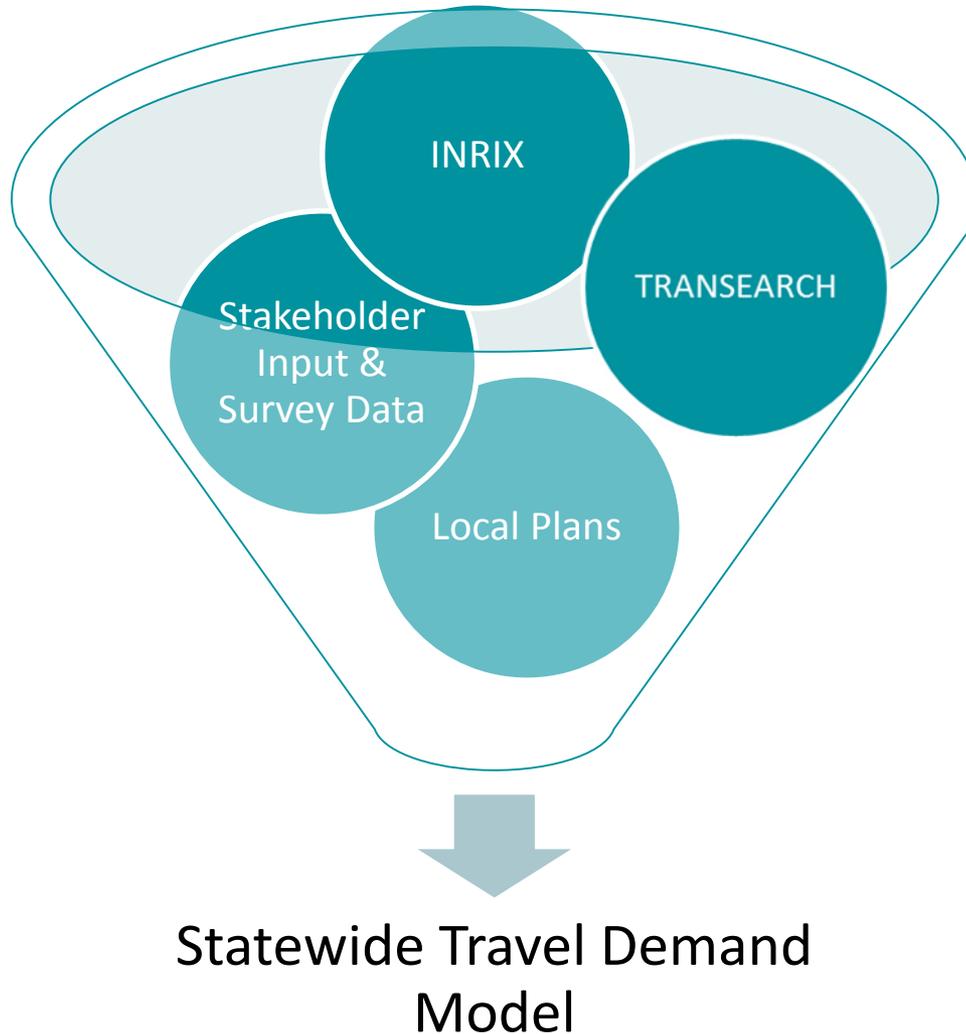
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South Carolina Truck Freight Density 2040



How was the plan developed?

Key data resources



How was the plan developed?

Key planning analytics



GIS Based Modeling & Analysis

REMI Economic Modeling

Clemson University and University of South Carolina research partners

Project prioritization ranking tool



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Considering the Economic Impact of Transportation Investment

- **REMI was used for the interstate system**
 - Segmented the interstate system and estimated the economic return of reducing delay over the life of the multimodal transportation plan (2040)
- **TDL Ranking Tool developed by Clemson University to be used for off-interstate capacity projects (Strategic and Freight Networks, MPO and COG projects)**
 - Excel-based tool utilizing current conditions for population, employment, other local considerations



What are the results?

- **Identification of a Statewide Strategic Freight Network**
- **Updated Act 114 project prioritization**
 - Ranking criteria and planning tool
- **Quantification of funding needs**
- **Identification of projects for increased federal share**
- **Freight performance metrics**



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Network Based Approach

- Migrating to a **Network**-based program by focusing on the NHS with consideration for priority networks
- Aligns with MAP-21 requirements for asset and performance management
- Tiered system:
 - Interstate (851 miles)
 - NHS (2,763 miles)
 - Non-NHS Primary (6,708 miles)
 - Non-NHS Federal Aid (10,271 miles)
 - Non-Federal Aid (20,821 miles)
- **Approximately 85% of the freight network and 67% of the strategic corridor network is on the NHS**

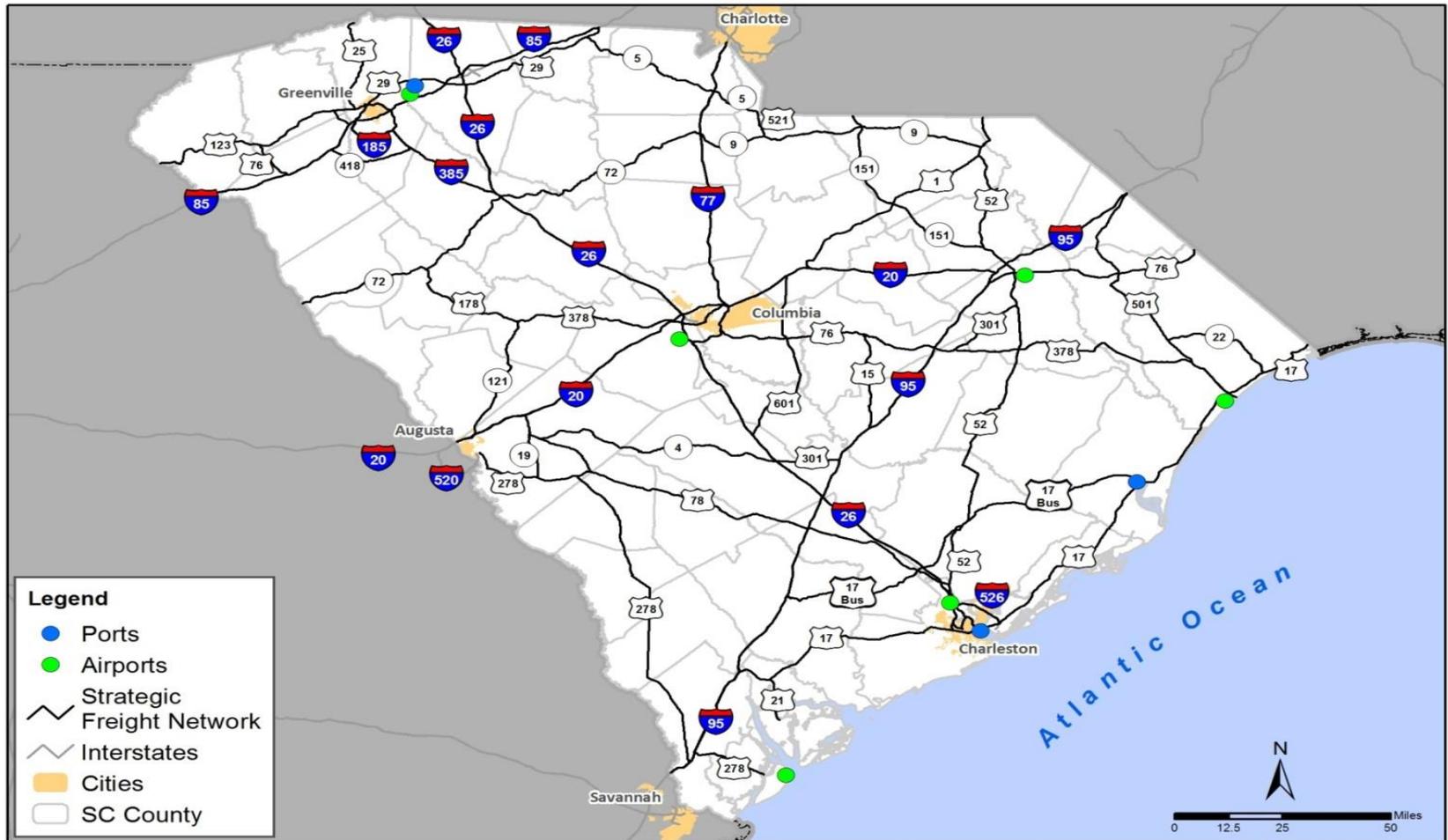


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SC Multimodal Freight Network

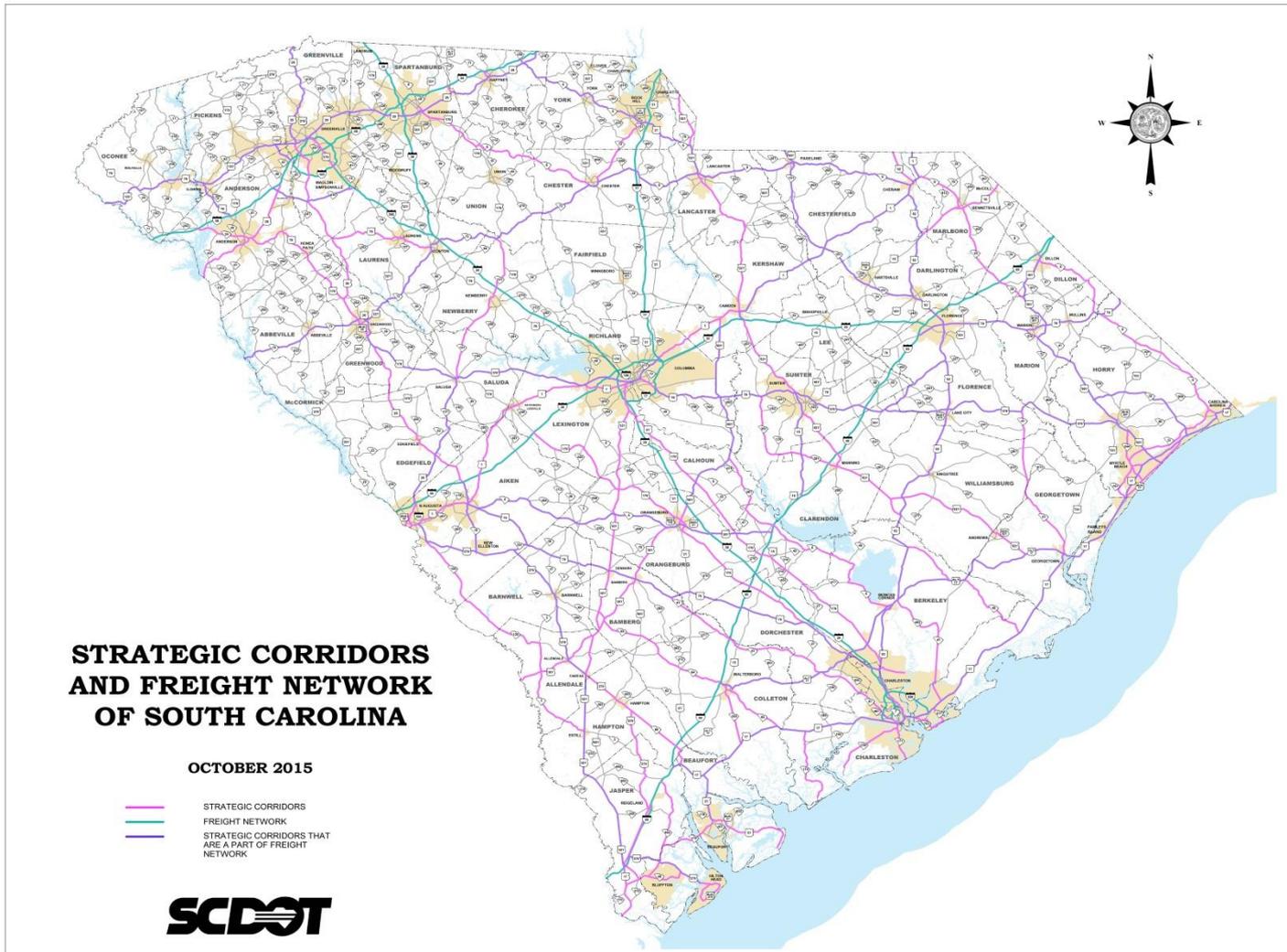




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SC Highway Freight Network





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SCDOT Project Ranking Requirements

As part of Section 57-1-370 of Act 114 of 2007, the SCDOT Commission must develop and rank projects taking into consideration at least the following criteria:

1. Financial Viability
2. Public Safety
3. Economic Development
4. Traffic Volume and Congestion
5. Truck Traffic
6. Pavement Quality Index
7. Environmental Impact
8. Alternative Transportation Solutions
9. Consistency with Local Land Use Plans



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SCDOT Project Ranking Requirements

SCDOT Commission approved updated project scoring methodology in 2015 for project prioritization, more explicitly includes freight considerations in program areas such as:

- **Bridge Replacements**
 - Truck ADT, Strategic Freight Network
- **Interstate Resurfacing**
 - Truck ADT
- **Non-Interstate Resurfacing**
 - Truck ADT, Strategic Freight Network
- **Interstate Mainline Capacity**
 - Truck ADT, Port Significance
- **Interstate Interchanges**
 - Truck Delay, Truck Detour Distance, Freight Significance



Where are we going from here?

The work continues...





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A New Way to Look at Freight

Fundamental policy shift to sharpen South Carolina's focus on the role of freight and how it supports the state's economy:

- Increase focus on the complete multimodal system
- Approach freight as a mode
- Identify a flexible funding source for freight projects



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