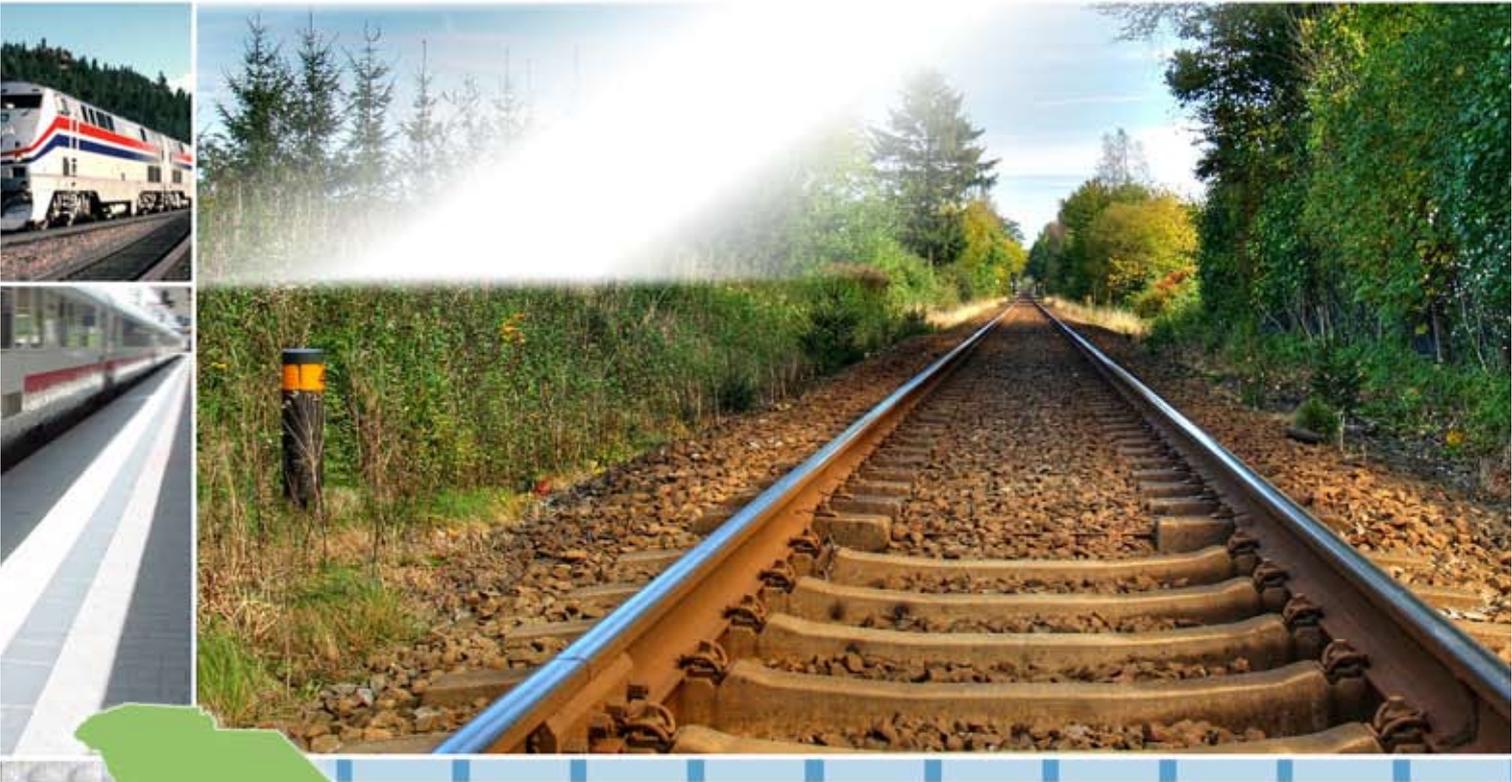


APPENDICES



Appendix A: Letter from the South Carolina Manufacturers Alliance



December 11, 2008

Wilbur Smith Associates
Attn: David Castle
1301 Gervais Street
13th Floor
Columbia, SC 29201

Dear Mr. Castle:

We understand that the state of South Carolina has commissioned your company to undertake a state rail plan, which will outline the inventory of South Carolina's current large industrial sites, and make recommendations related to future development of logistics, infrastructure and economic development that could improve the attractiveness of existing resources for potential investors. We also understand the document is to review the impact of rail on economic development in South Carolina and identify rail opportunities to meet the state's current and future economic development needs, including improving rail access to support large-scale industrial growth.

The South Carolina Manufacturers Alliance (SCMA) represents 200 companies with over 80,000 associates operating and working in South Carolina. We would like to submit the following as input into your study:

Due to their natural monopoly/oligopoly structure, US railroads have little incentive to effectively manage cost structures, improve service or aggressively address capacity problems. Thus, rail-to-rail competition should be encouraged to ensure that shippers have a marketplace that drives fair prices and acceptable service performance, and thus make SC a state with a better ability to incent shippers to locate within the state, and to retain manufacturing within the state. The process for challenging high rail rates has been costly and overall unproductive for shippers. The Surface Transportation Board (STB) is known for being rail friendly. We believe a more shipper-friendly and cost-effective rate challenge and protocol is appropriate. Potential solutions could include legislative changes, perhaps involving an adoption of the Canadian system of rail competitiveness, which appears to be well balanced and effective.

Railroads should be encouraged to address the capacity issue, which has the potential to grow to crisis level leading to a negative impact on the U.S. economy. The current railroad infrastructure investment tax credit initiative addresses this in part and would be acceptable if reasonable accommodation can be reached with particular railroads as to placement of the additional capacity.

Additional rail mergers have large potential to erode market competition by removing East/West gateway competition and would be particularly harmful. Any future mergers, particularly end-to-end mergers, and transcontinental mergers should be reviewed very critically and generally opposed.

We appreciate your consideration of these comments. If you have any questions regarding information in this letter, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Sara N. Hopper". The signature is written in a cursive style with a clear, legible font.

Sara N. Hopper
Vice President of Government Relations

Appendix B: Passenger Rail Investment and Improvement Act of 2008 – State Rail Plans

This appendix contains an extract on State Rail Plan requirements from the Passenger Rail Investment and Improvement Act of 2008¹⁰³

SEC. 303. STATE RAIL PLANS.

(a) IN GENERAL.—Part B of subtitle V is amended by adding at the end the following:

“CHAPTER 227—STATE RAIL PLANS

“Sec.

“22701. Definitions.

“22702. Authority.

“22703. Purposes.

“22704. Transparency; coordination; review.

“22705. Content.

“22706. Review.

“§ 22701. Definitions

“In this subchapter:

“(1) PRIVATE BENEFIT.—

122 STAT. 4948 PUBLIC LAW 110–432—OCT. 16, 2008

“(A) IN GENERAL.—The term ‘private benefit’— “(i) means a benefit accrued to a person or private

entity, other than Amtrak, that directly improves the economic and competitive condition of that person or

entity through improved assets, cost reductions, service improvements, or any other means as defined by the Secretary; and

“(ii) shall be determined on a project-by-project basis, based upon an agreement between the parties.

“(B) CONSULTATION.—The Secretary may seek the advice of the States and rail carriers in further defining this term.

“(2) PUBLIC BENEFIT.—

“(A) IN GENERAL.—The term ‘public benefit’—

“(i) means a benefit accrued to the public, including Amtrak, in the form of enhanced mobility of people

or goods, environmental protection or enhancement, congestion mitigation, enhanced trade and economic

development, improved air quality or land use, more efficient energy use, enhanced public safety or security, reduction of public expenditures due to improved transportation efficiency or

infrastructure preservation, and any other positive community effects as defined by the Secretary; and

¹⁰³ Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (Public Law No. 110-432, Division B, enacted October 16, 2008, Amtrak/High Speed Rail).

“(ii) shall be determined on a project-by-project basis, based upon an agreement between the parties.

“(B) CONSULTATION.—The Secretary may seek the advice of the States and rail carriers in further defining this term.

“(3) STATE.—The term ‘State’ means any of the 50 States and the District of Columbia.

“(4) STATE RAIL TRANSPORTATION AUTHORITY.—The term ‘State rail transportation authority’ means the State agency or official responsible under the direction of the Governor of the State or a State law for preparation, maintenance, coordination, and administration of the State rail plan.

“§ 22702. Authority

“(a) IN GENERAL.—Each State may prepare and maintain a State rail plan in accordance with the provisions of this chapter.

“(b) REQUIREMENTS.—The Secretary shall establish the minimum requirements for the preparation and periodic revision of a State rail plan, including that a State shall—

“(1) establish or designate a State rail transportation authority to prepare, maintain, coordinate, and administer the plan;

“(2) establish or designate a State rail plan approval authority to approve the plan;

“(3) submit the State’s approved plan to the Secretary of Transportation for review; and

“(4) revise and resubmit a State-approved plan no less frequently than once every 5 years for reapproval by the Secretary.

“§ 22703. Purposes

“(a) PURPOSES.—The purposes of a State rail plan are as follows:
PUBLIC LAW 110-432—OCT. 16, 2008 122 STAT. 4949

“(1) To set forth State policy involving freight and passenger rail transportation, including commuter rail operations, in the State.

“(2) To establish the period covered by the State rail plan.

“(3) To present priorities and strategies to enhance rail service in the State that benefits the public.

“(4) To serve as the basis for Federal and State rail investments within the State.

“(b) COORDINATION.—A State rail plan shall be coordinated with other State transportation planning goals and programs, including the plan required under section 135 of title 23, and set forth rail transportation’s role within the State transportation system.

“§ 22704. Transparency; coordination; review

“(a) PREPARATION.—A State shall provide adequate and reasonable notice and opportunity for comment and other input to the public, rail carriers, commuter and transit authorities operating

in, or affected by rail operations within the State, units of local government, and other interested parties in the preparation and review of its State rail plan.

“(b) INTERGOVERNMENTAL COORDINATION.—A State shall review the freight and passenger rail service activities and initiatives by regional planning agencies, regional transportation authorities, and

municipalities within the State, or in the region in which the State is located, while preparing the plan, and shall include any recommendations made by such agencies, authorities, and municipalities as deemed appropriate by the State.

“§ 22705. Content

“(a) IN GENERAL.—Each State rail plan shall, at a minimum, contain the following:

“(1) An inventory of the existing overall rail transportation system and rail services and facilities within the State and an analysis of the role of rail transportation within the State’s surface transportation system.

“(2) A review of all rail lines within the State, including proposed high-speed rail corridors and significant rail line segments not currently in service.

“(3) A statement of the State’s passenger rail service objectives, including minimum service levels, for rail transportation routes in the State.

“(4) A general analysis of rail’s transportation, economic, and environmental impacts in the State, including congestion mitigation, trade and economic development, air quality, landuse, energy-use, and community impacts.

“(5) A long-range rail investment program for current and future freight and passenger infrastructure in the State that meets the requirements of subsection (b).

“(6) A statement of public financing issues for rail projects and service in the State, including a list of current and prospective public capital and operating funding resources, public subsidies, State taxation, and other financial policies relating to rail infrastructure development.

“(7) An identification of rail infrastructure issues within the State that reflects consultation with all relevant stakeholders.

122 STAT. 4950 PUBLIC LAW 110–432—OCT. 16, 2008

“(8) A review of major passenger and freight intermodal rail connections and facilities within the State, including seaports, and prioritized options to maximize service integration and efficiency between rail and other modes of transportation within the State.

“(9) A review of publicly funded projects within the State to improve rail transportation safety and security, including all major projects funded under section 130 of title 23.

“(10) A performance evaluation of passenger rail services operating in the State, including possible improvements in those services, and a description of strategies to achieve those improvements.

“(11) A compilation of studies and reports on high-speed rail corridor development within the State not included in a previous plan under this subchapter, and a plan for funding any recommended development of such corridors in the State.

“(12) A statement that the State is in compliance with the requirements of section 22102.

“(b) LONG-RANGE SERVICE AND INVESTMENT PROGRAM.—

“(1) PROGRAM CONTENT.—A long-range rail investment program included in a State rail plan under subsection (a)(5)

shall, at a minimum, include the following matters:

“(A) A list of any rail capital projects expected to be undertaken or supported in whole or in part by the State.

- “(B) A detailed funding plan for those projects.
- “(2) PROJECT LIST CONTENT.—The list of rail capital projects shall contain—
 - “(A) a description of the anticipated public and private benefits of each such project; and
 - “(B) a statement of the correlation between—
 - “(i) public funding contributions for the projects; and
 - “(ii) the public benefits.
- “(3) CONSIDERATIONS FOR PROJECT LIST.—In preparing the list of freight and intercity passenger rail capital projects, a State rail transportation authority should take into consideration the following matters:
 - “(A) Contributions made by non-Federal and non-State sources through user fees, matching funds, or other private capital involvement.
 - “(B) Rail capacity and congestion effects.
 - “(C) Effects on highway, aviation, and maritime capacity, congestion, or safety.
 - “(D) Regional balance.
 - “(E) Environmental impact.
 - “(F) Economic and employment impacts.
 - “(G) Projected ridership and other service measures for passenger rail projects.

“§ 22706. Review

“The Secretary shall prescribe procedures for States to submit State rail plans for review under this title, including standardized format and data requirements. State rail plans completed before the date of enactment of the Passenger Rail Investment and Improvement Act of 2008 that substantially meet the requirements of this chapter, as determined by the Secretary, shall be deemed by the Secretary to have met the requirements of this chapter.”.

PUBLIC LAW 110–432—OCT. 16, 2008 122 STAT. 4951

(b) CONFORMING AMENDMENT.—The chapter analysis for subtitle V is amended by inserting the following after the item relating to chapter 223:

“227. State rail plans22701”.

Appendix C: CSXT Projects in South Carolina

Appendix C

CSXT Projects in South Carolina

Project Location	State	Subdivision	Mile Post	Project Description
Mullins	SC	Andrews	SH 309.0	Build head-on NE quadrant connection to CALA (Carolina Southern Railroad)
Salak -Yemassee	SC	Augusta & McCormick	AK 460.5 - AMH 442.8	Install islands of TCS (SC Portions)
South Florence	SC	Charleston	A 296.2	Upgrade #16 crossover to #20 to increase speed to 40 MPH & add crossover to create universal crossover
Coward	SC	Charleston	A 310.0 - A 311.8	Extend #1 Main south to A311.8 with universal crossover at A308.8
Bynum	SC	Charleston	A 329.5	Build universal crossover
Lane	SC	Charleston	A 341.5	Add crossover to existing crossover to create a universal crossover
Santee Bluff (Cross Jct)	SC	Charleston	A 345.8	Adjust structure Santee River Bridge
S St Stephen - Bonneau	SC	Charleston	A 352.9 - A 355.8	Extend #2 Main south to A355.8 with universal crossover at A 352.9
Moncks Corner	SC	Charleston	A 364.3	Build universal crossover
North Charleston	SC	Charleston	A 388.0	Add universal crossover to create Amtrak station flexibility
Yemassee	SC	Charleston	A 443.0	Upgrade #15 crossover to #20 and add crossover create 40 MPH universal crossover
Hardeeville	SC	Charleston	A 474.0	Add crossover to existing crossover to create a universal crossover
Hardeeville	SC	Charleston	A 474.5	Restore Hutchinson Island Lead from Hardeeville
Charleston	SC	Charleston	ACN 388.6 - ACN 392.5	Restoration of A-Line from Bennett Yard to Kinder Morgan and build Herbert Street
Charleston	SC	Charleston	A 389.3 - A 390.0	Restoration of Favor Lead at Bennett Yard at South End of Bennett Yard
Lakeside	SC	Charleston	A 388.0	Add universal crossover to create Amtrak station flexibility
Lakeside	SC	CN&L	C 47.4 - C48.1	Upgrade and extend siding for 110 cars 6,800 ft clear with islands of TCS
Newberry	SC	CN&L	C 47.4 - C48.1	Build 4-track yard for local support
Newberry	SC	CN&L	C 43.5	Upgrade V-Line turnout to island of TCS
White Rock (Ballentine)	SC	CN&L	C 41.7 - C 38.8	Install islands of TCS at both ends of siding and at mid universal crossover
Columbia	SC	CN&L	C 18.2 - C 19.8	Build siding 7,000 ft clear
		Columbia	S 359.4 - S 361.0 and S 361.0 - AKA 373.0	Add 3rd track and reconfigure interlockings through ditch for parallel moves while Amtrak stopped in station
Dixiana - Silica	SC	Columbia	S 365.9 - S 367.9	Upgrade and join sidings to create 10,000 ft siding
Manning	SC	Lane	AL 360.8 - AL 362.2	Upgrade and extend siding to 6,800 ft clear
Bradley	SC	McCormick	AK 514.3 - AK 512.7	Upgrade and extend siding to 6,800 ft clear
McCormick	SC	McCormick	AK 504.7 - AK 503.1	Upgrade and extend siding to 6,800 ft clear
Modoc	SC	McCormick	AK 489.7 - AK 488.1	Upgrade and extend siding to 6,800 ft clear
Catawba	SC	Monroe	SC 330.6 - SG 332.8	Signal siding
Fuller	SC	Monroe	SG 399.9 - SG 402.1	Extend siding to 11,000 ft
Maple - South Dillon	SC	South End	A 262.8 - A 264.5	Upgrade siding to 30 MPH
Sellers	SC	South End	A 272.5	Build #20 universal crossover
Waterloo	SC	Spartanburg	AK 543.7 - AK 542.2	Upgrade and extend siding to 6,800 ft clear

Appendix D: Preserved Rights of Way

Status ⁽¹⁾	Line	Date Abandoned	County	Line Miles	Notes
P	Calhoun Falls to McCormick	1970s	Abbeville	24.7	Purchased in 1982 by Savannah Valley Authority - now SV Dept. Department of Commerce
T	North Augusta	1980s	Aiken	6.8	Purchased by City of N. Augusta as part of 7.5 mile paved trail
O/S	Yemassee to Port Royal		Aiken	28.0	SCSPA owned
T	Duport to Ashley River	1970s	Charleston	4.0	West Ashley Bikeway 2.5 mile sold to SCDOT and then to City in 1992
T	Johns Island to Crohgan	1980s	Charleston	8.8	Port of West Ashley Greenway-City of Charleston & Commission of Public Works
P	Stanco to Green Pond (Colco)		Charleston	16.6	City of Walterboro & Colleton County future bike path
T	Edgefield to Escambra Junction		Edgefield	1.5	Ten Governors Rail Trail, City of Edgefield
P	Rockton to Anderson Quarry (Former Rockton & Rion RR)		Fairfield	6.0	SC Railroad Museum
P-O/S	E. Greenville to S. Greenville	2001	Greenville	3.3	Owned by Greenville County Economic Development Corp.
T	Riverside Junction to Uptown Lead	2002	Greenville	1.3	Reedy River Terminal, City of Greenville
T	Travelers Rest to Greenville	2006	Greenville	11.8	Greenville City Economic Dev. Corp. future trail or commuter use
T	Greenwood to S. Greenwood	1980s	Greenwood	0.9	Paved trail (Heritage Trail)
T	Greenwood to Saluda	1990s	Greenwood	2.0	Heritage Trail
O/S	Hardeeville to N. Savannah		Jasper	14.9	Abandoned but still owned
T	Sumter	1994	Lee	1.5	Bike / Pedestrian path owned by County
P/T	Marion to Mullins	1980s	Marion	6.3	Owned by Marion County - rail banked for economic development / 0.6 miles used for trail Marion Bike and Hike Trail
P	Pee Dee to Marion				Owned by County?
O/S	Breeden Spur			2.6	Owned by Marlboro County
T	Alston to Prosperity	1995	Newberry	11.0	Palmetto Conservation Segment of Palmetto Trail
?	Conrad to Brickdale	1997	Newberry	11.0	Ninety- Six Development Assoc.
T	Spartanburg to E. Spartanburg	2006	Spartanburg	1.9	Negotiation of Palmetto Conservation for Palmetto Trail - Hub City Connector
O/S	Inman to SC/NC SL		Spartanburg		Saluda Mountain grade
O/S	Hasskamp (Hazard) to Foxville (NS)		Sumter	9.8	
T	Foxville to Wateree		Sumter / Richland	7.2	Palmetto Trail

Note: (1) P-Preserved, T-Trail, O/S-Out of Service
 Source: Data provided by SCDOT

Appendix E: Light Density Lines

Railroad	Line Segment	Length (miles)	Qualifications
NORFOLK SOUTHERN			
	NEWBERRY-CONRAD	10.9	<3.0 mgtm/m
	SENEA-ANDERSON	24.5	<3.0 mgtm/m
	SENECA-WEST UNION	7.7	<3.0 mgtm/m
	GREENVILLE-PIEDMONT	11.1	<3.0 mgtm/m
	PROSPERITY	6.6	<3.0 mgtm/m
	CAYCE-EDMUND	12.6	<3.0 mgtm/m
	ROCK HILL-TIRZAH	9.0	<3.0 mgtm/m
	ROCK HILL-CATAWA	12.0	<3.0 mgtm/m
	BLACKSBURG-KINGS CREEK	6.4	<3.0 mgtm/m
	BLACKSBURG-NC STATE LINE	4.5	<3.0 mgtm/m
	SPARTANBURG-NC STATE LINE	24.7	<3.0 mgtm/m
	KINGVILLE-WATEREE	5.0	<3.0 mgtm/m
	WARRENVILLE-OAKWOOD	14.1	<3.0 mgtm/m
	AIKEN-NORTH AIKEN	6.4	<3.0 mgtm/m
	Railroad Subtotal	155.5	
CSX TRANSPORTATION			
	SPARTANBURG-PELZER	49.7	<3.0 mgtm/m
	CRESTON-PREGNALL	41.4	<3.0 mgtm/m
	CRESTON-COPE	28.9	<3.0 mgtm/m
	PENNYROYAL JCT-GEORGETOWN	7.1	<3.0 mgtm/m
	ANDREWS-STATE JCT	27.3	<5.0 mgtm/m
	YEMASSEE-HAMPTON	20.0	<5.0 mgtm/m
	ROBBINS-DUNBARTON	13.0	<3.0 mgtm/m
	Railroad Subtotal	187.4	
LANCASTER & CHESTER			
	LANCASTER-CHESTER	29.0	<3.0 mgtm/m
	CATAWA-CHERAW	30.8	<3.0 mgtm/m
	Railroad Subtotal	59.8	
HAMPTON & BRANCHVILLE			
	HAMPTON-CANADYS	40.0	<3.0 mgtm/m
GREENVILLE & WESTERN			
	BELTON-PELZER	14.0	<3.0 mgtm/m

Railroad	Line Segment	Length (miles)	Qualifications
CAROLINA SOUTHERN			
	MULLINS-CONWAY	39.5 (SC)	<3.0 mgtm/m
	CONWAY-MYRTLE BEACH	11.5	
	Railroad Subtotal	51.0	
PICKENS			
	PICKENS-EASLEY	8.5	<3.0 mgtm/m
	S. ANDERSON-HONEA PATH	28.5	<3.0 mgtm/m
	Railroad Subtotal	37.0	
PEE DEE			
	McCOLL TO MARLBORO MILLS	25.0	<3.0 mgtm/m
SOUTH CAROLINA PUBLIC RAILWAYS			
	STATE JCT-CHARITY CHURCH	17.0	<5.0 mgtm/m
	NORTH CHARLESTON	Terminal Co.	<3.0 mgtm/m
	CHARLESTON	Terminal Co.	<3.0 mgtm/m
CAROLINA PIEDMONT			
	LAURENS-E. GREENVILLE	35.0	<5.0 mgtm/m
SOUTH CAROLINA CENTRAL			
	FLORENCE-BISHOPVILLE	40.0	<5.0 mgtm/m
	CHERAW-SOCIETY HILL	12.0	<3.0 mgtm/m
	Railroad Subtotal	52.0	
	TOTAL LIGHT DENSITY LINES	673.7	

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