



2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Policy Committee #3

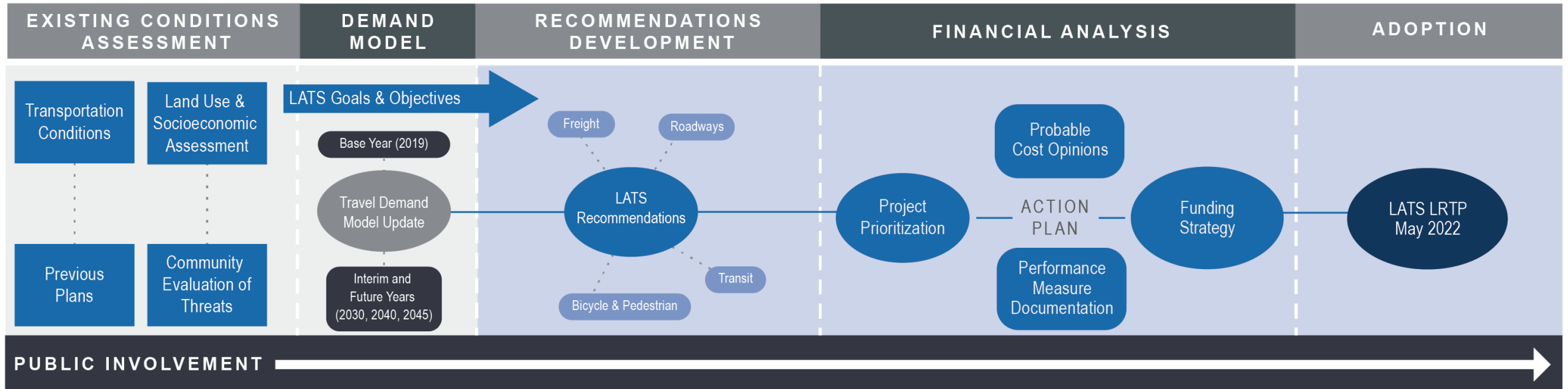
May 13, 2022

Agenda

1. Planning Process
2. Existing Conditions
3. Recommendations
4. Financial Revenues
5. The Plan
6. Supporting Materials
7. Comments Received



Project Timeline



Existing Conditions



Goal Alignment



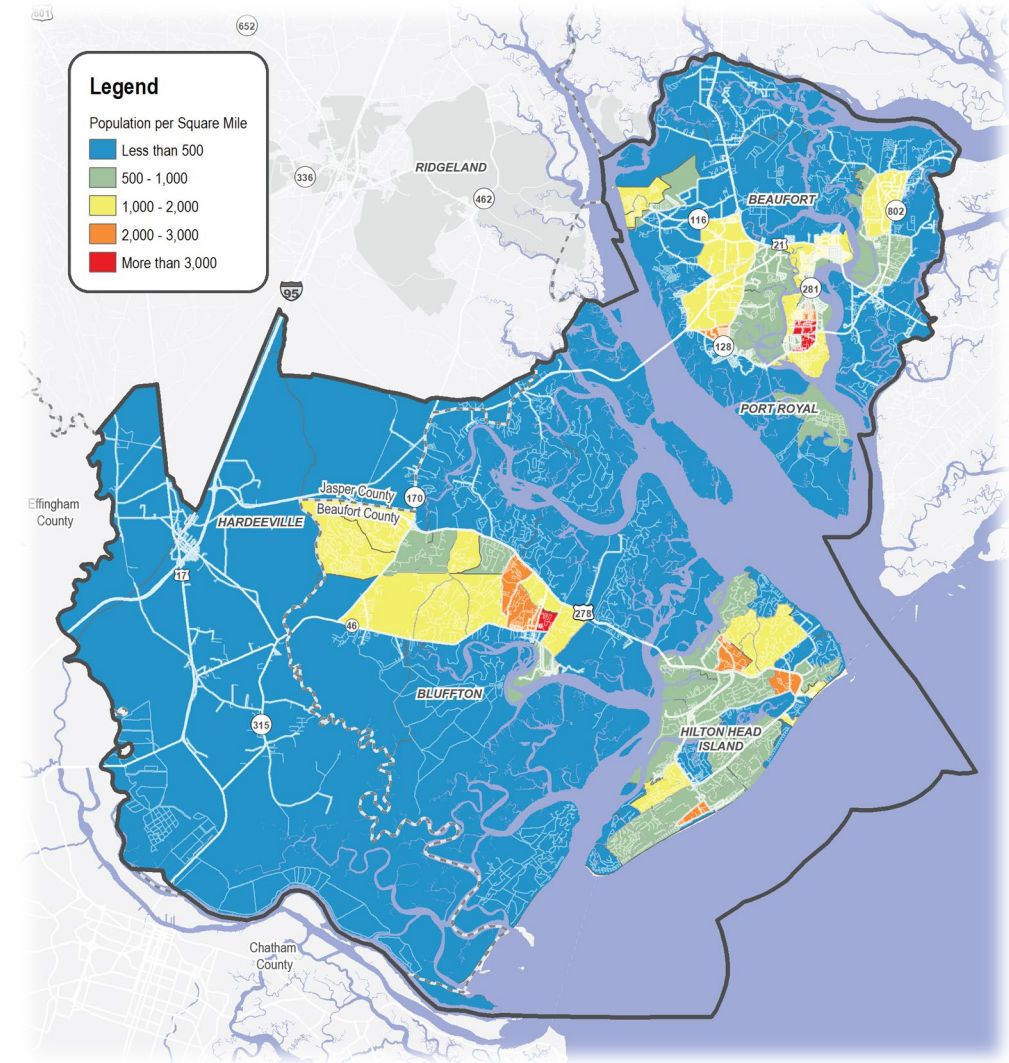
Socioeconomic Demographics



Travel Demand Model



Safety and Security



Public Survey



827

Total Responses



12,218

Data Points



1,298

Written Comments

What is MetroQuest?

An online survey designed to educate the public about LATs and LCOG Rural Area LRTPs and collect feedback using five interactive screens

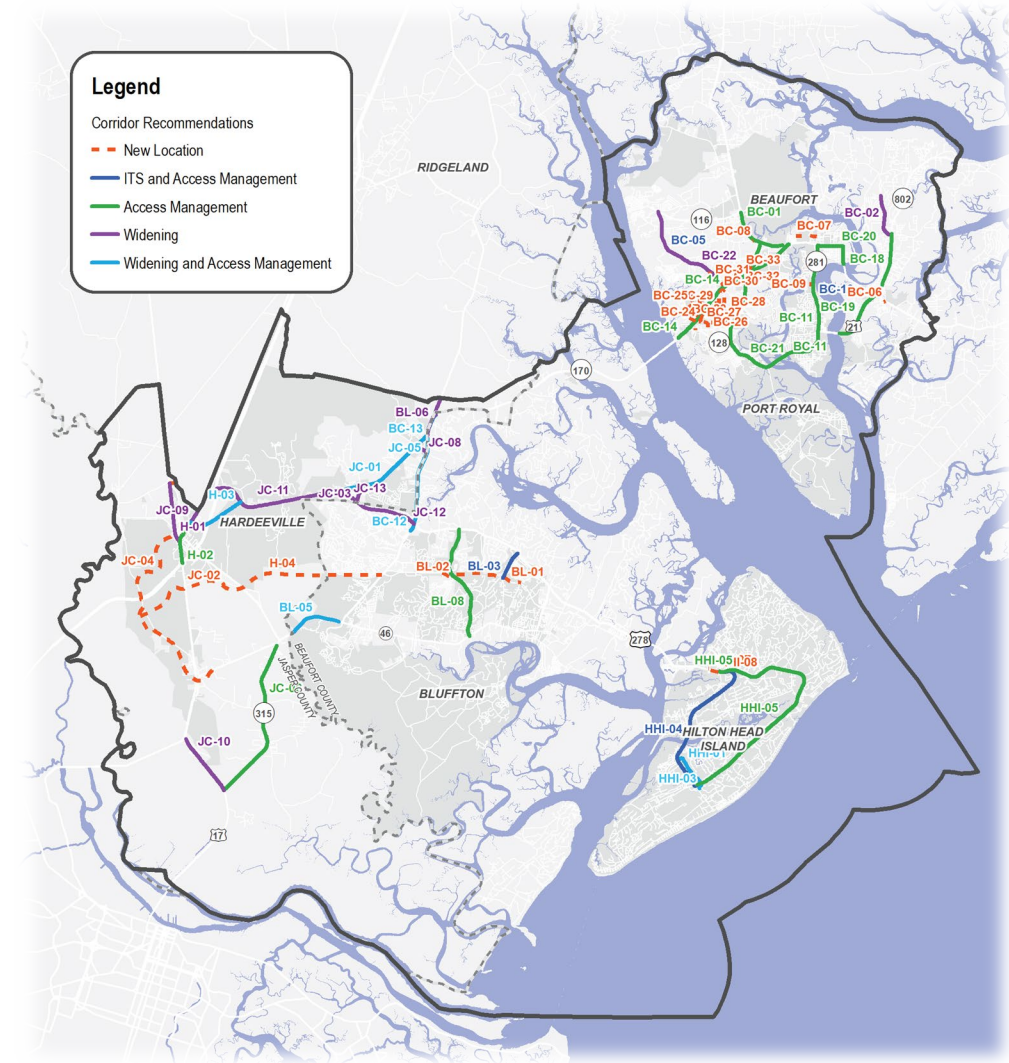
How long was the survey active?

September 15, 2021 to October 20, 2021

What were participants asked?

- 1) To learn about the LATs and LCOG LRTPs
- 2) To rank the draft 2045 LRTP goals
- 3) To identify investment priorities by making tradeoffs on improvements
- 4) To map multimodal solutions

Multimodal Recommendations



Planning Directive - 15

South Carolina Department of Transportation released PD-15 in accordance with Act 114 to detail the scoring and ranking processes for MPOs and COGs.

The directive outlines the criteria that must be considered in the prioritization of corridor, new location, and intersection projects.

PD-15 took effect July 15, 2020.

Financial Revenues

Financial Scenarios

1 “Official” Scenario

2 Sales Tax Scenario

Official Scenario

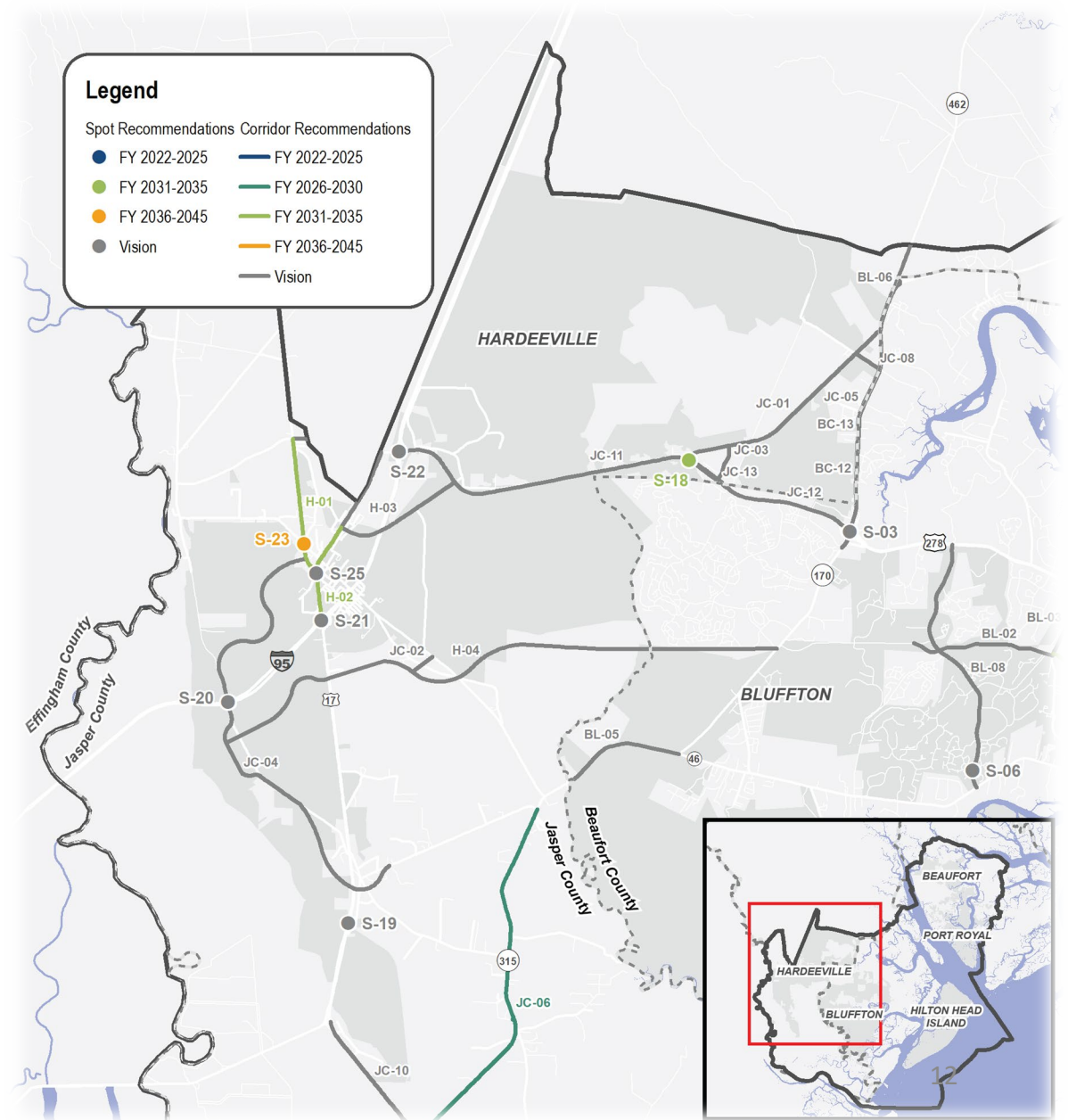
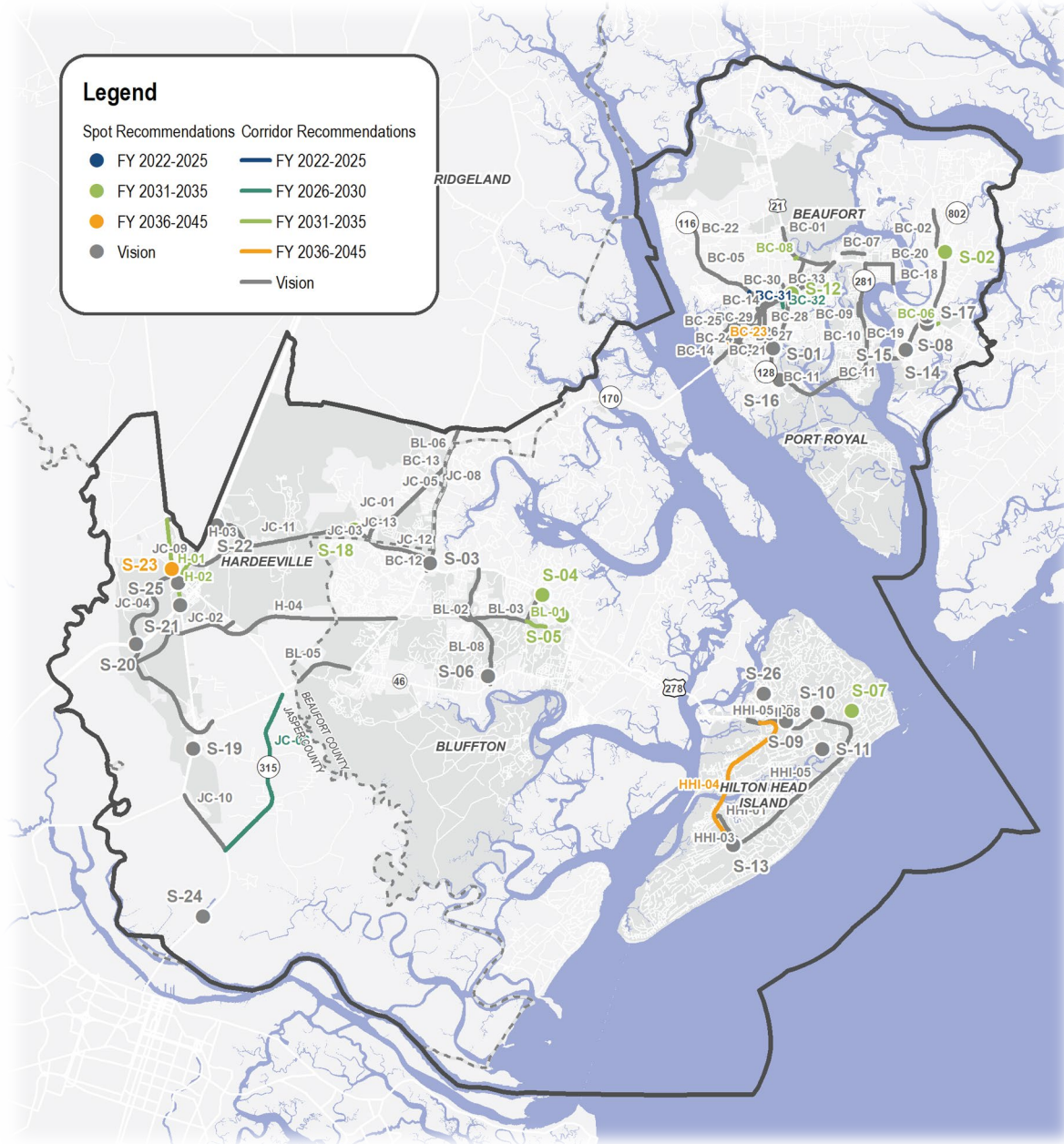
- Focused on state and federal funding
- Current annual guideshare funding level: **\$5,281,829**
- Projected available guideshare revenue: **\$144 million**

Capital Roadway Revenues and Costs – Current Funding Methods

Period	Total Revenue	Total Cost	Balance
2022 – 2025	\$68,227,316	\$66,540,000	\$1,687,316
2026 – 2030	\$45,409,145	\$44,665,000	\$2,431,461
2031 – 2035	\$30,409,145	\$31,924,000	\$916,606
2036 – 2045	\$66,818,290	\$67,458,000	\$276,896
Total	\$210,863,896	\$210,587,000	\$276,896
Unfunded Vision		\$3.6B	

**Balances are carried over and added to subsequent funding periods.*

Current Funding Projects



Current Funding Studies

Horizon Year	Study	Cost
2022-2025	Freight Plan	\$300,000
	Transit Study for Northern Beaufort County	\$200,000
	SC 170: Access Management Study	\$400,000
	SC 46/SC 315: Access Management Study	\$250,000
	Bluffton Parkway: Access Management Study	\$400,000
2026-2030	US 278: Access Management Study	\$500,000
	Lady's Island 3 rd Bridge Feasibility Study	\$100,000
	Hilton Head Island 2 nd Bridge Feasibility Study	\$100,000

Sales Tax Scenario

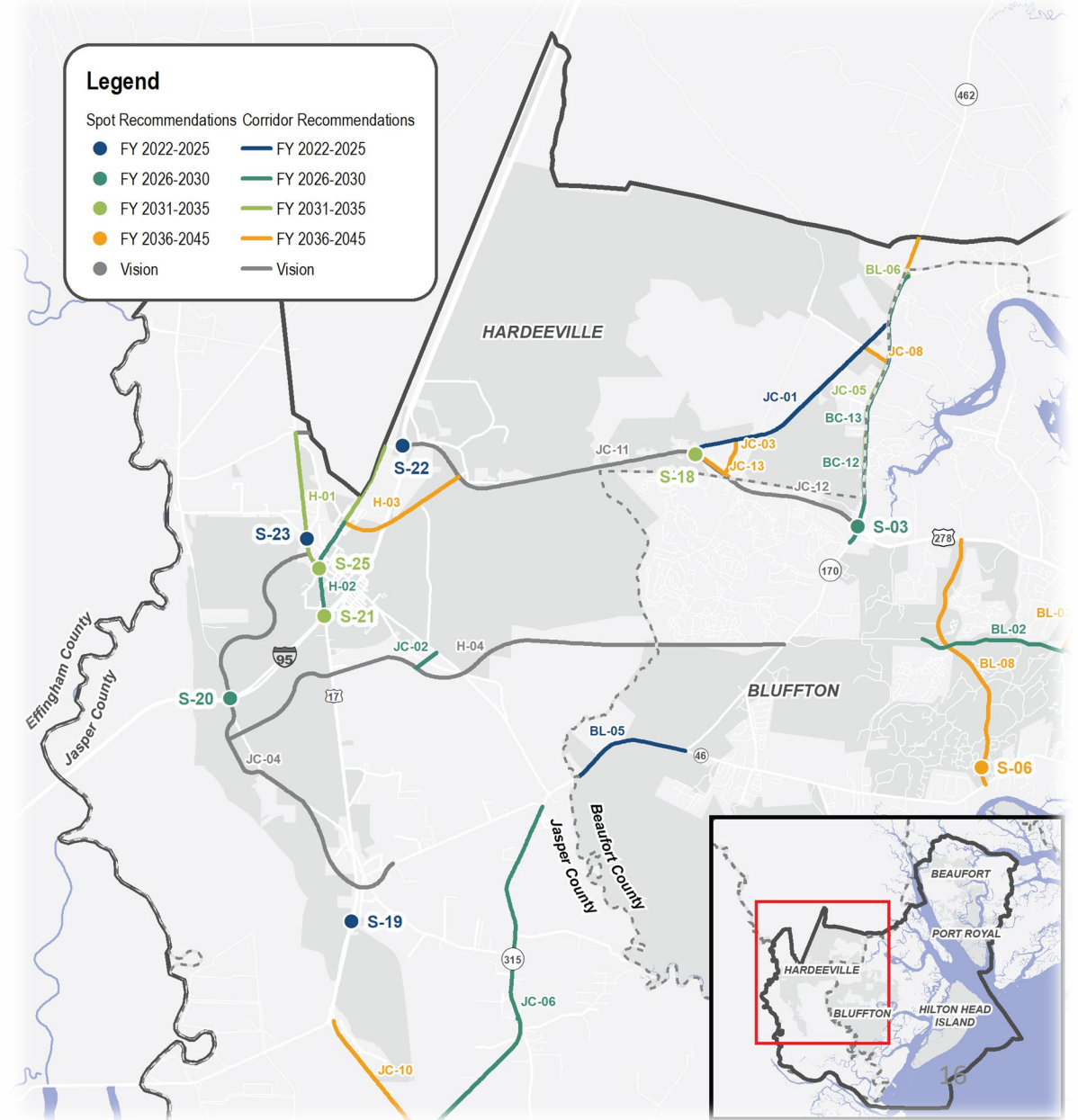
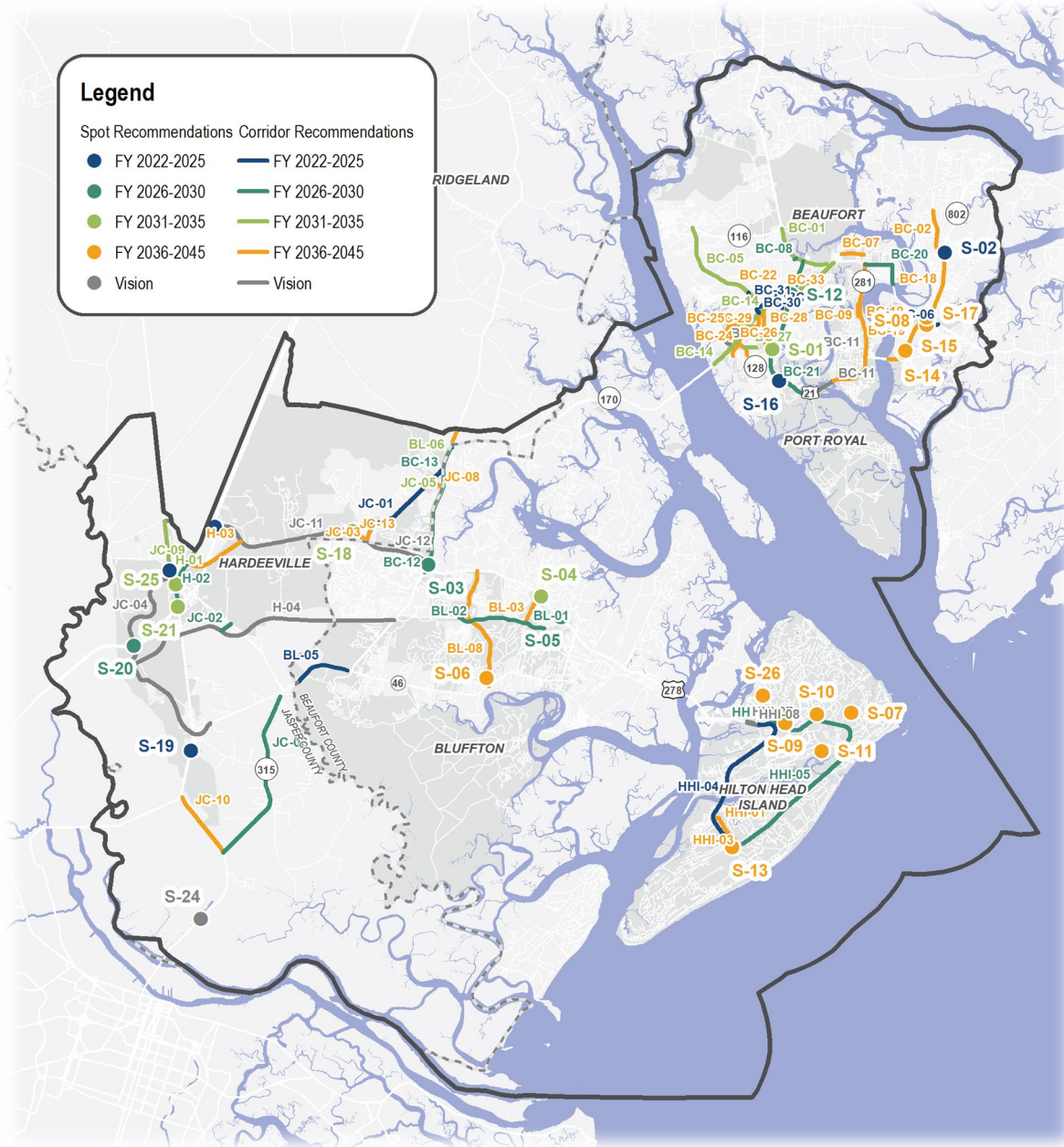
- **Explores the passage of a 1-cent sales tax for Beaufort County and Jasper County**
 - In Beaufort, the referendum is assumed to be voted on in late 2022
 - In Jasper, the referendum is assumed to be voted on after 2027
- **The annual revenue growth rate assumes 1.035% growth for both counties.**

Capital Roadway Revenues and Costs – Sales Tax Renewal

Period	Total Revenue	Total Cost	Balance
2022 – 2025	\$257,945,233	\$245,821,000	\$12,124,233
2026 – 2030	\$402,345,170	\$405,134,000	\$9,335,403
2031 – 2035	\$454,337,174	\$452,166,000	\$11,506,577
2036 – 2045	\$1,168,304,157	\$949,318,000	\$21,885,734
Total	\$2,282,931,734	\$2,261,046,000	\$230,492,734
Unfunded Vision		\$86M	

**Balances are carried over and added to subsequent funding periods.*

Sales Tax Renewal Projects



Sales Tax Renewal Studies

Horizon Year	Study	Cost
2022-2025	Freight Plan	\$300,000
	Transit Study for Northern Beaufort County	\$200,000
	SC 170: Access Management Study	\$400,000
	SC 46/SC 315: Access Management Study	\$250,000
	Bluffton Parkway: Access Management Study	\$400,000
	US 278: Access Management Study	\$500,000
2026-2030	Lady's Island 3 rd Bridge Feasibility Study	\$100,000
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Active Transportation Revenue

Period	Total Revenue
2022 – 2025	\$533,333
2026 – 2030	\$691,150
2031 – 2035	\$796,731
2036 – 2045	\$1,994,368
Total	\$4,015,582

Public Transportation Revenue

Period	Capital Revenue	Operating Revenue
2022 – 2025	\$1,800,000	\$1,612,000
2026 – 2030	\$2,332,632	\$2,089,002
2031 – 2035	\$2,688,966	\$2,408,118
2036 – 2045	\$6,730,993	\$6,027,978
Total	\$13,552,591	\$12,137,098

**The funding split is divided as 80% federal, 10% state, and 10% local.*

***For operations, funding is divided as 50% federal, 25% state, and 25% local.*

The Plan

- 1 | Purpose and Process
- 2 | Plan Goals
- 3 | Social Environmental Resources
- 4 | Roadway
- 5 | Safety and Security
- 6 | Bicycle and Pedestrian
- 7 | Public Transportation
- 8 | Freight and Aviation
- 9 | Financial Plan and Implementation

THE

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LONG RANGE TRANSPORTATION PLAN

APRIL 2022

Supporting Material

- Vision List for Current Funding Methods Scenario
- Vision List for Sales Tax Renewal Scenario
- System Performance Report
- Public Outreach

Introduction

In 2010, the MAP-21 legislation transformed the transportation federal aid program by establishing new requirements for performance management and performance-based planning and programming, designed to ensure the most efficient investment of federal transportation funds. The FAST Act (2015) continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes. Pursuant to this legislation, state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. These requirements outline a systematic and objective-driven approach to transportation decision-making that supports national goals for the federal-aid highway and public transportation programs.¹

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning (The Planning Rule).² This regulation requires states and MPOs to adhere to the planning and transportation performance management provisions of MAP-21 and the FAST Act. The recent passage of the Bipartisan Infrastructure Law (BIL, known also as the Infrastructure Investment and Jobs Act, IIJA) on November 15, 2021 continues the commitment to performance-based planning set forth by MAP-21 and the FAST Act.

MPOs in South Carolina may establish their own performance measures and targets or adopt the statewide measures and targets set by South Carolina Department of Transportation (SCDOT).³ In accordance with The Planning Rule, the selection of performance measures and targets must be coordinated and agreed upon between an MPO and SCDOT. As part of the metropolitan transportation planning process, the MPO must publish a System Performance Report.⁴

The System Performance Report presents the baseline or current condition and performance of the transportation system with respect to these performance measures and targets, and future condition as data is available.

Role of the System Performance Report

The System Performance Report is an important component of the Transportation Performance Management (TPM) approach set forth by FHWA and FTA. Maintaining a systematic and representative performance management approach allows the LATS MPO to evaluate how well its transportation system addresses current needs and prepare itself to meet future opportunities and challenges. Since funding for transportation projects is limited, it is important that the right projects and programs are being implemented in order to address the current and projected needs of the region.

The Transportation Performance Management approach focuses investment on the achievement of the following national performance areas:

- Safety Performance
- Pavement and Bridge Performance
- System and Freight Performance
- Transit Asset Management Performance
- Public Transportation Agency Safety Plans

¹ 23 USC §150 (b)

² 23 CFR §450.314

³ 23 CFR §450.306

⁴ 23 CFR §450.324

Comments Received

Technical Comment Themes

Narrative

Mapping

Projects and Financial Plan

Public Comments

"The Plan is well researched, documented and presented with demographic and geographic data and mapping."

"I strongly support prioritizing Access Management and Safety and Security measures over roadway widening..."

"This plan makes a strong case for renewal of the 1 cent sales tax."

"Bike-ways should be a transportation mode for all residents not just experienced bike riders."

"Bike lanes create congestion, don't get used because its to risky, reduce available parking and create difficulty in accessing businesses..."

"Will the electrification of vehicles impact transportation?"

"Please consider putting more emphasis on bike trails than bike lanes."



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