



2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

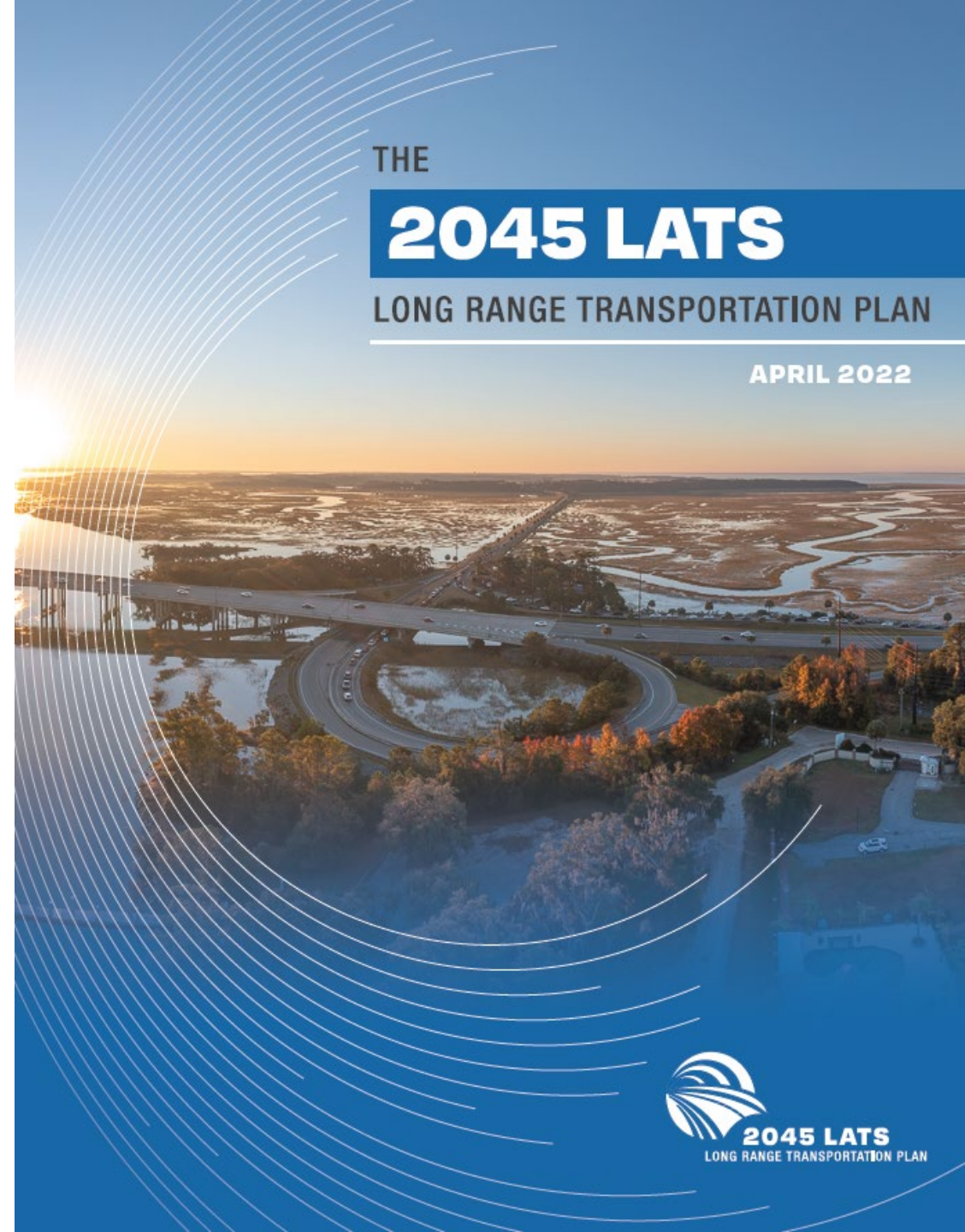
LONG RANGE TRANSPORTATION PLAN

Policy Committee #3

May 13, 2022

Agenda

1. Common Themes
2. Narrative Edits
3. Mapping Edits
4. Project and Financial Plan Edits
5. Supporting Materials



Comment Themes

Narrative

Mapping

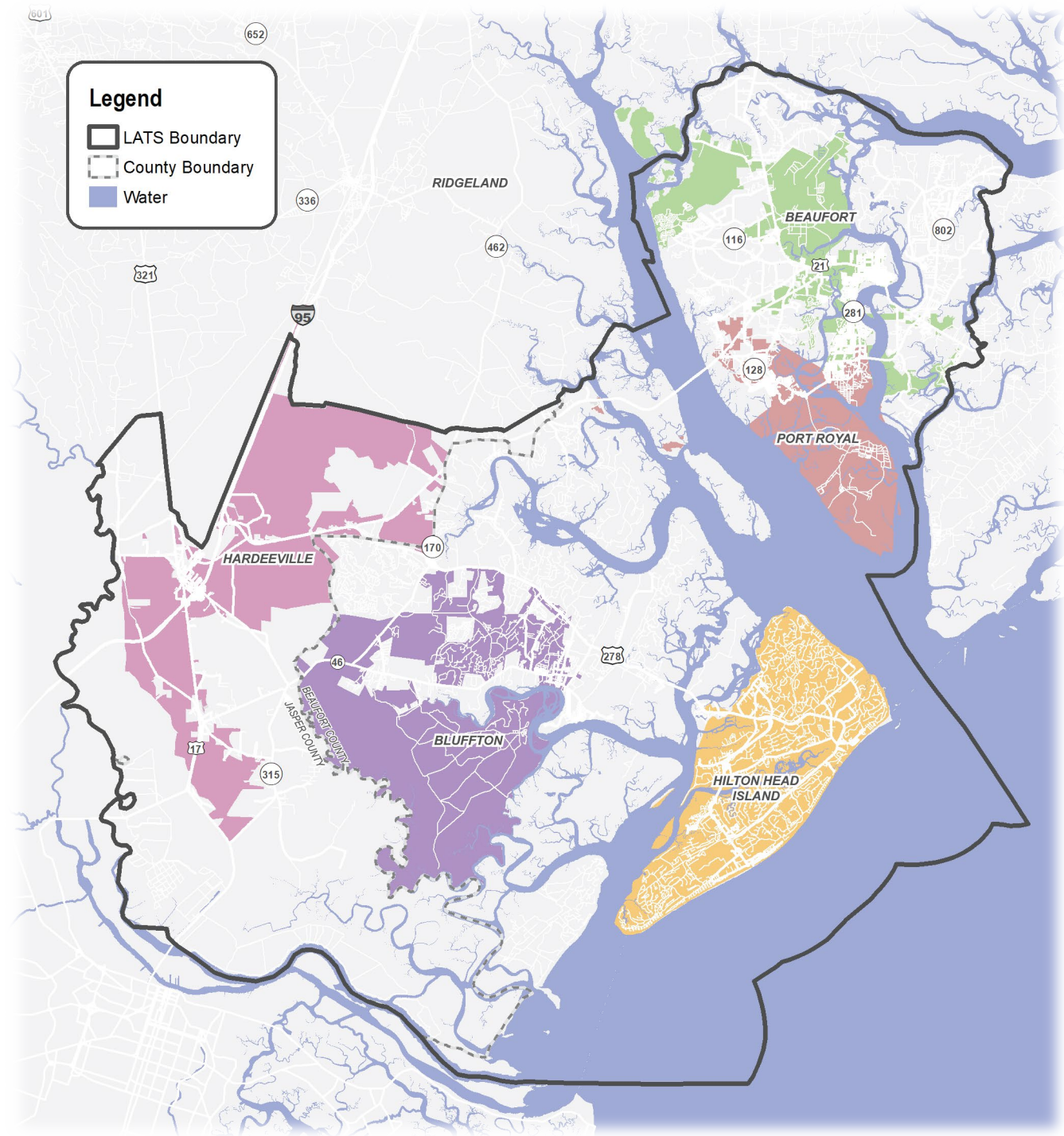
Projects and Financial Plan

Narrative Edits

- Resolving grammatical issues
- Clarifying project extents
- Outlining project recommendations types (intersection, widening, etc.)
- Noting that access management, improving secondary road networks, promoting alternative transportation modes are preferred alternative to roadway widening
- Identifying bicycle routes that make up the East Coast Greenway Spine

Mapping Edits

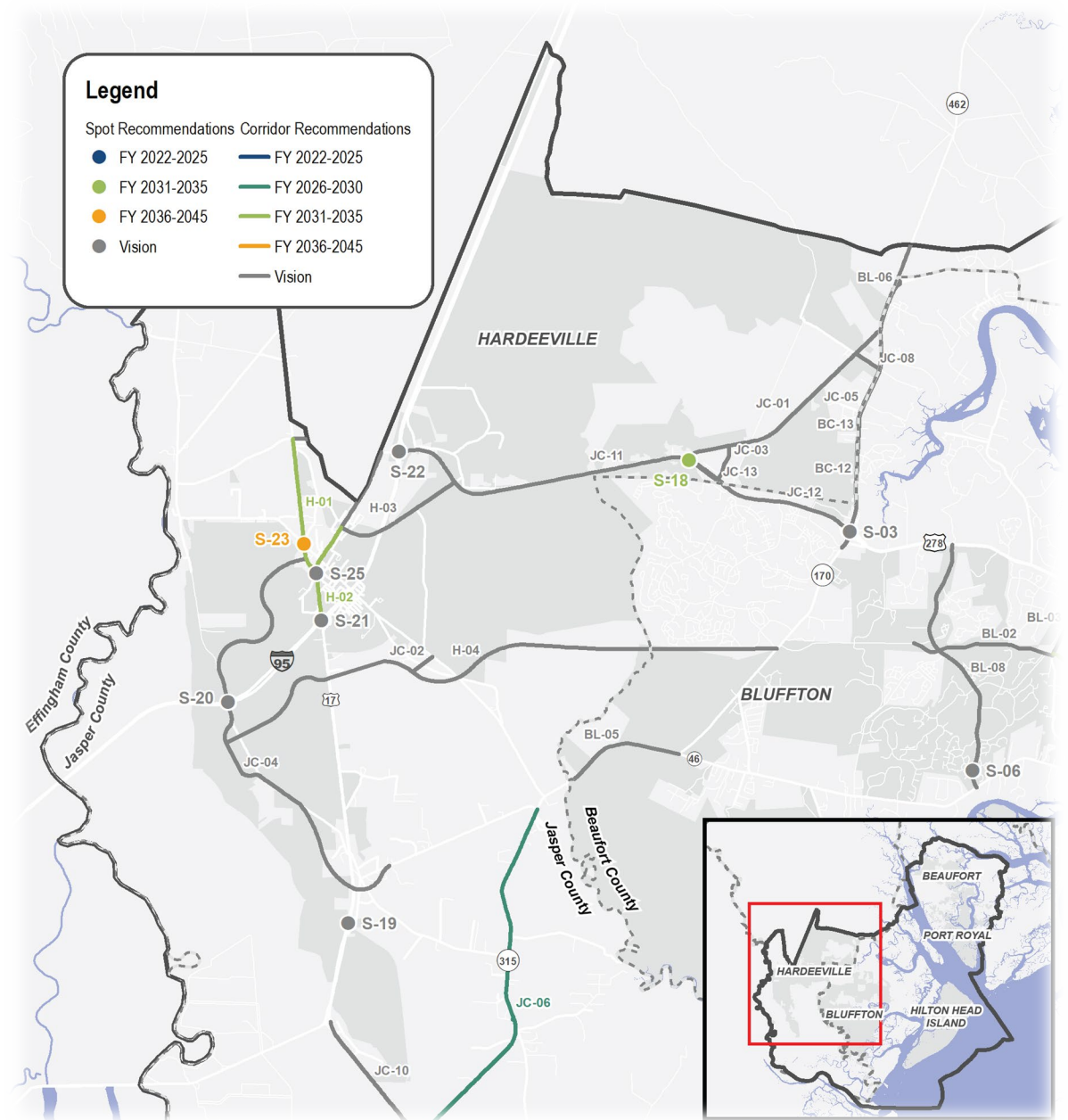
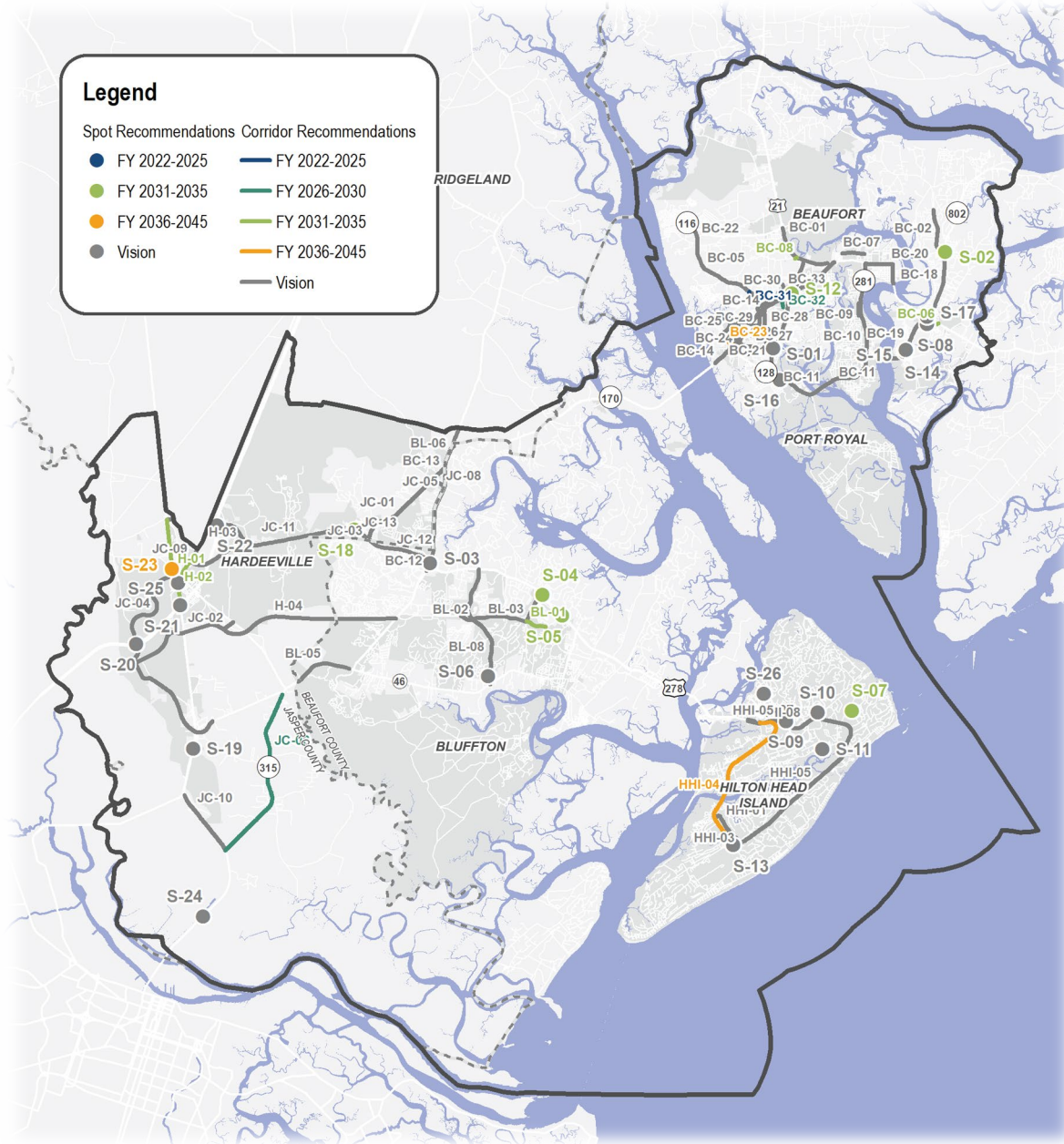
- Adding the Beaufort/Jasper County line
- Revising county and municipal labels
- Creating project recommendation insets
- Adding an E+C map



Project and Financial Plan Edits

- Adding a Vision Project list to the Appendix
- Removing HHI-2, HHI-6, and HHI-9
- Removing BC-3, BC-4, BC-15, BC-16, BC-17, BL-4, and BL-7
- Noting that the SC 46/315 Access Management Study will be used to determine the improvements on JC-6 (SC 46)
- Flipping the Bluffton Parkway Study and US 278 Study time bands
- Including County Transportation Committee (CTC) as a funding source
- Creating a new subheading for Discretionary Grants available through the Bipartisan Infrastructure Law

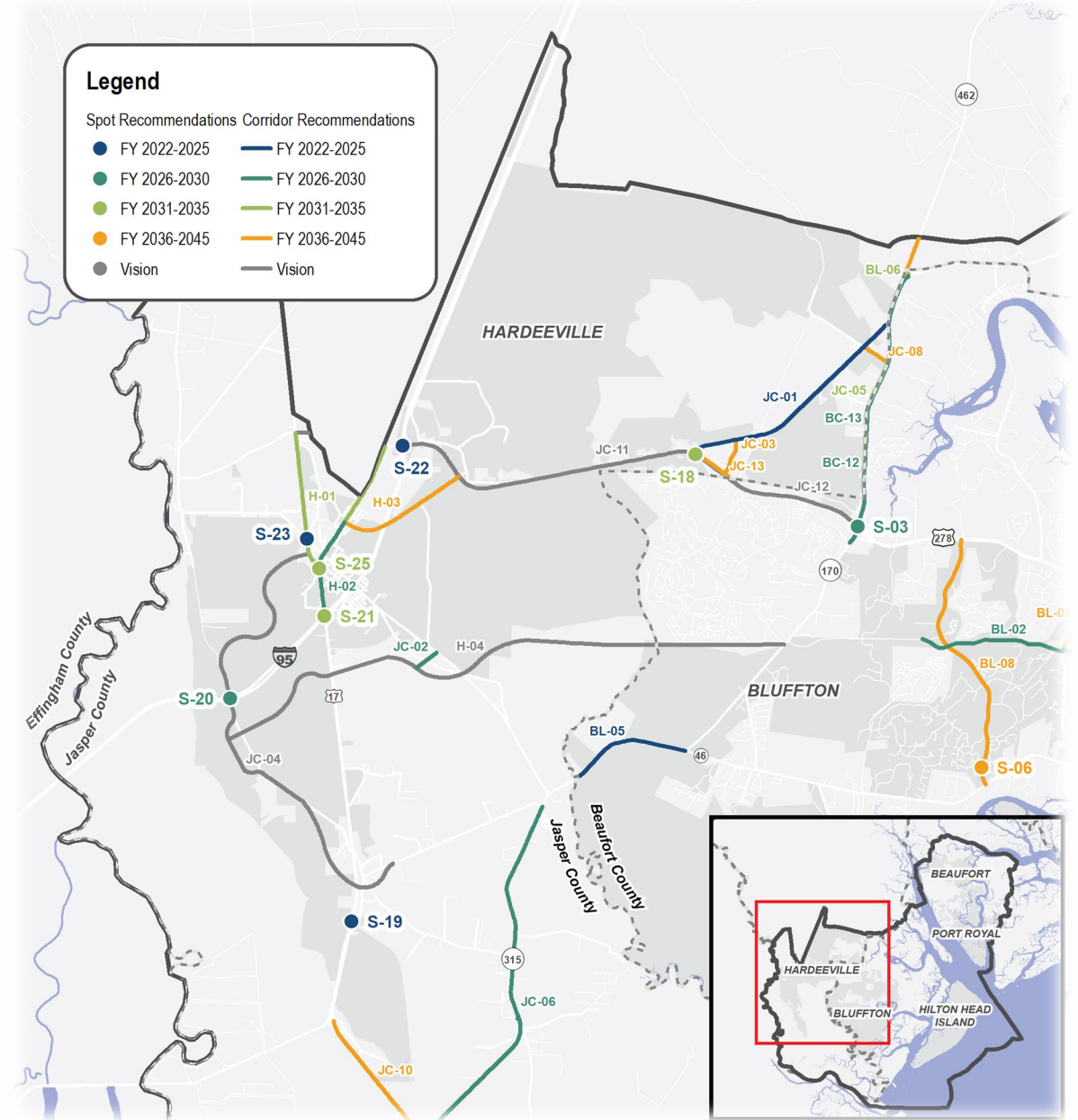
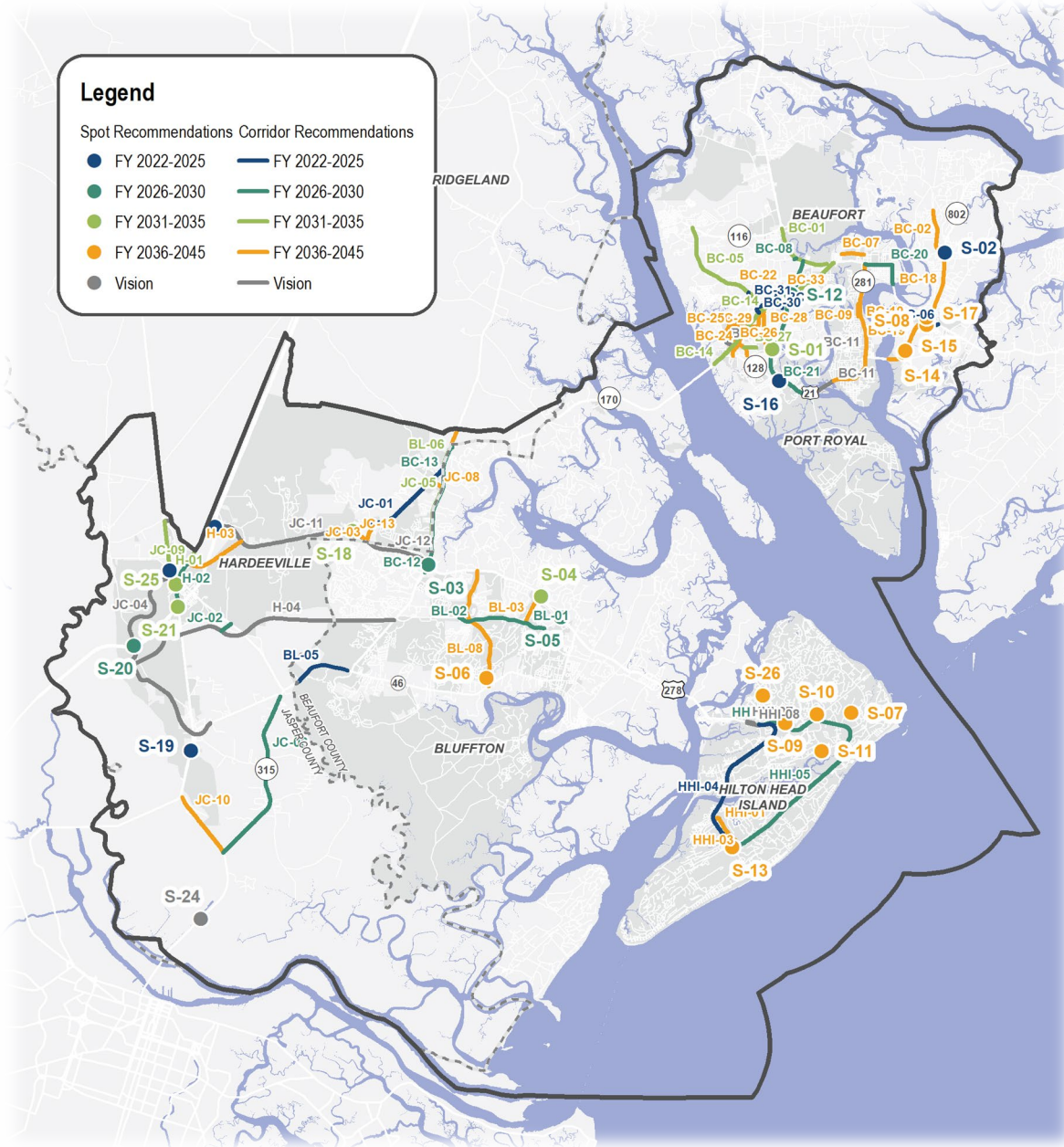
Current Funding Projects



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 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
	Hilton Head Island 2 nd Bridge Feasibility Study	\$100,000

Supporting Material

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

Appendix A | System Performance Report

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



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