Regional Transportation Forum
Agenda

• New Gas Tax Funds
• Regional Safety Projects
• Feasibility Reports
• Multimodal Plan
• Utility Bill
• CTC’s
• Transportation Alternative Program
• Coordination Gaps
New Gas Tax Funds
$1 Billion Worth Projects

SCDOT has issued over $1 Billion in road and bridge contracts against the Trust Fund cash balance. Generated $700 Million to date.

- $659M for 2384 miles of Paving
- $106M for 734 miles of Rural Road Safety projects
- $11M for 13 additional bridge projects
- $246M to assist in the widening of 32 miles of our Interstates
SCDOT pays contractors as they complete the work...not upfront.

$1 Million will pave approx. 2.5 – 3 miles of a 2 lane highway.

1 penny of the gas tax generates approximately $33 Million in revenues.
Rural Freight Mobility Interstate Program

- I-95 – GA state line to exit 33 (US 17)
- I-26 – exit 125 (Old Sandy Run) to I-95
- I-26 – I-95 to exit 187 (SC 27)
- I-77 – exit 65 (SC 9) to exit 77 (US 21)
- I-85 – GA state line to exit 19 (US 76)
Regional Safety Projects
Emphasis Area Fatal and Serious Injury Collisions
2013-2017 Data

- Work Zone: 1%
- CMV/Heavy Trucks: 5%
- Moped Operators: 5%
- Exceeded Speed Limit: 9%
- Non-motorized: 11%
- Wet: 13%
- Motorcyclists: 15%
- Older Drivers (65+): 18%
- Impaired Driving: 23%
- Too Fast For Conditions: 27%
- Intersection: 27%
- Unrestrained MV Occupants: 32%
- Young Drivers (15-24): 35%
- Roadway Departure: 44%
- Night Related: 47%
### SCDOT Safety Investment Plan

<table>
<thead>
<tr>
<th>Emphasis Area: Roadway Departure</th>
<th>$70M Emphasis Area Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Rural Road Safety Program</em></td>
<td>$50M</td>
</tr>
<tr>
<td><em>Interstate Safety Program</em></td>
<td>$11M</td>
</tr>
<tr>
<td><em>Rumble Strips Installation Program</em></td>
<td>$9M</td>
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</table>

<table>
<thead>
<tr>
<th>Emphasis Area: Intersections &amp; Other High-Risk Locations</th>
<th>$22M Emphasis Area Allocation</th>
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</thead>
<tbody>
<tr>
<td><em>Intersection Safety Projects</em></td>
<td>$13M</td>
</tr>
<tr>
<td><em>Railroad Safety Projects</em></td>
<td>$4M</td>
</tr>
<tr>
<td><em>Workzone Enforcement</em></td>
<td>Included in Project Costs</td>
</tr>
<tr>
<td><em>Target Zero Enforcement Teams</em></td>
<td>Previously Allocated</td>
</tr>
<tr>
<td><em>Road Safety Assessments &amp; Implementation</em></td>
<td>$5M</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Emphasis Area: Vulnerable Road Users</th>
<th>$5M Emphasis Area Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Pedestrian &amp; Bicycle Safety Projects</em></td>
<td>$5M</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Safety Data Analytics</th>
<th>$2M Emphasis Area Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$99M</td>
</tr>
</tbody>
</table>

**Total Annual Funding**

$99M
SC Engineering Emphasis Areas as a Percentage of Total Traffic Fatalities

- Night Related
- Fixed Object
- Roadway Departure
- Intersection Related
- Older Related
- Wet Related
- Pedestrians
- Bicycle
Program Progress

F&SI Emphasis Areas

Roadway Departure Programs

- Interstate Safety Program
- Rural Road Safety Program
- Rumble Strip Program

Crashes distribution by F&SI (Fundamental and Serious Incidents) from 2013 to 2017, categorized by Rural and Urban regions.
Engineering Countermeasures

Roundabouts

- Crossing (0)
- Diverging (4)
- Converging (4)

- Crossing (16)
- Diverging (8)
- Converging (8)
Engineering Countermeasures
Restricted Crossing U-Turn (R-CUT)

- Cross street through traffic turns right
- Cross street left turn traffic moves through

Arterial traffic no different than conventional intersection

Cross street traffic must turn right

Cross street left turn and through traffic makes a U-turn in the wide median
# Rural Road Safety Projects

<table>
<thead>
<tr>
<th>County</th>
<th>Project Location</th>
<th>Improvement Type</th>
<th>Current Phase</th>
<th>Current Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chester</td>
<td>SC 97 - MP 28.2 to MP 37.7</td>
<td>Rural Road Safety Project</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
</tr>
<tr>
<td>Chester</td>
<td>SC 72 - MP 17.873 to MP 26.66</td>
<td>Rural Road Safety Project</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
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<tr>
<td>Chester</td>
<td>US 21 - MP 4.09 to MP 4.23</td>
<td>Rural Road Safety Project</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
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<tr>
<td>Lancaster</td>
<td>SC 9 - MP 10.833 to MP 21.8 and MP 0.0 to MP 3.8 (Chesterfield)</td>
<td>Rural Road Safety Project</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
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<tr>
<td>Lancaster</td>
<td>SC 903 - MP 13.2 to MP 21.8 and MP 0.0 to MP 3.3 (Kershaw)</td>
<td>Rural Road Safety Project</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
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<tr>
<td>Lancaster</td>
<td>SC 97 - MP 0 to MP 10</td>
<td>Rural Road Safety Project</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
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<tr>
<td>Lancaster</td>
<td>SC 97 - MP 10 to MP 10.17</td>
<td>Rural Road Safety Project</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
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<tr>
<td>York</td>
<td>SC 72 - MP 0 to MP 3.04</td>
<td>Rural Road Safety Project</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
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</table>
# Highway Safety Improvement Projects

<table>
<thead>
<tr>
<th>County</th>
<th>Project Location</th>
<th>Improvement Type</th>
<th>Current Phase</th>
<th>Current Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster</td>
<td>US 521 (Charlotte Hwy) @ S-755 (North Corner Rd)</td>
<td>Intersection Safety - Restricted Crossing U-Turn Intersection (RCUT)</td>
<td>Construction</td>
<td>Let date 2/19</td>
</tr>
<tr>
<td>Lancaster</td>
<td>SC 522 (Rocky River Rd) @ S-123 (Taxahaw Rd)</td>
<td>Intersection Safety - Roundabout</td>
<td>R/W Acquisition</td>
<td>Let date 8/20</td>
</tr>
<tr>
<td>Lancaster</td>
<td>S-56 (University Drive) @ S-67 (Hubbard Drive)</td>
<td>Intersection Safety - Possible mini-roundabout</td>
<td>Preliminary Engineering</td>
<td>Schedule not set</td>
</tr>
<tr>
<td>Union</td>
<td>S-30 (Pineland Rd) - MP 0 - MP 3.97</td>
<td>Section Safety - Paved shoulders, Signing/Marking Improvements</td>
<td>Construction</td>
<td>Let date 11/18</td>
</tr>
<tr>
<td>Chester/York</td>
<td>I-77 (MP 60 - 91)</td>
<td>Interstate Safety - Clear zone, signing/markings improvements, sighting distance improvements</td>
<td>Preliminary Engineering</td>
<td></td>
</tr>
</tbody>
</table>
Questions?

For questions regarding SCDOT’s Traffic Safety Program, please contact:

Duncan Smith

SmithD@scdot.org
Feasibility Reports

South Carolina Department of Transportation
Office of Planning

Feasibility Report Manager

Betsy McCall, P.E

Contact Information

• mccallbd@scdot.org
• 803-737-9870
Presentation Overview

• Feasibility Report Process Overview
• FR Process Guide
• COG/MPO Roles and Responsibilities
• Planning Phase Estimates
FR Process Overview

• Main Goals of Report:
  – Purpose and Need
  – Project Goals
  – Scope
  – Cost
  – Schedule
FR Process Overview

• FR Accomplishments
  – Identifies the Project Team
  – Serves as an Agreement between the Department and Project Sponsor
  – Defines the Project
Feasibility Report Accomplishments

Identifies the Project Development Team (PDT)

- Program Manager
- Design Lead
- District
- Environmental
- Right-of-Way
- Traffic Engineering Design and Safety
- Utility Coordinator
- Feasibility Report Manager

- Maintenance
- Construction
- Transit, Multimodal, and Freight Planners
- Regional Planner
- Stakeholders – City, County, etc.
- Project Sponsor
- Pavement Design
- FHWA
Feasibility Report Accomplishments

- Serves as an Agreement between the Department and Project Sponsor
  - Acts as a Living Document
  - Documents Project Goals and Scope
  - Documents Decisions and Discussions
  - Documents Project Timeline
Feasibility Report Accomplishments

- **Defines the Project**
  - Purpose and Need
  - Project Goals and Metrics
  - Project Scope
  - Potential Envr., Cultural, and Social Impacts
  - Alternatives
  - Risk Analysis
  - Estimated Cost & Schedule
  - Benefit Cost Analysis
FR Process Overview

• PDT Scoping Meeting
• Final PDT Meeting
• Subcommittee Meeting
• Report Compilation and Adoption
MPO/COG Coordination

The project sponsor for projects funded by Guideshare monies are the Planning Organization (MPO) or the Council of Governments (COG) location.

In the state of South Carolina there are 11 MPOs and 10 COGs.

Project Sponsor

The project sponsor is the entity that requests the PI fund the Office of Planning for bridge replacement/rehabilitation reconstruction projects and the Council of Governments Organizations (MPO) for Guideshare funded projects. The COG Maintenance to select bridge project candidates. The sponsor following information:

- Project Ranking
- Problem and Cause
- Roadway Number/Name and County
- Preliminary Purpose and Need
- Corridor Information
- Existing LOS and Future Year LOS
- Traffic Volume
- Free Flow Speed and Travel Time
- AM & PM Peak Period Delay
- Project Goals
- Project History/Background/Commitments
- LRS and VM Project Limits
- Enhancements

Draft FR Process Guide
COG/MPO Roles and Responsibilities

• PDT Scoping Meeting
• Final PDT Meeting
• Subcommittee Meeting
• Report Compilation and Adoption
PDT Scoping Meeting - COG/MPO R&R

- Problem
- Project Ranking
- Roadway Number/Name and County
- Preliminary Purpose and Need
- Corridor Information
- Volume
- Existing LOS and Future Year LOS
- Free Flow Speed and Travel Time
- AM & PM Peak Period Delay
- Project Goals
- Project History/Background/Commitments
- LRS and MM Project Limits
- Enhancements
- Bike and Pedestrian Accommodations
- Financial Plan
Report Adoption - COG/MPO R&R

- PDT COG/MPO Representative
  - Keep the Technical Advisory Committee and the Policy Committee Abreast of All Discussions and Concurrences within the PDT
  - Funnel Committee Information to the PDT
  - Present FR to Policy Committee
• Policy Committee
  – Give Comments to the PDT COG/MPO Representative
  – Ask for Clarifications of the FR
  – Sign the FR
Planning Phase Estimates

- Ask your Regional Planner
- Cost Estimates derived from Schedule Estimates
Continuous improvement is better than delayed perfection.

Mark Twain
THANK YOU!
Multimodal Transportation Plan (MTP) & Survey

South Carolina Department of Transportation
The MTP identifies South Carolinas statewide transportation needs, and sets investment priorities for a period of at least twenty years, and establishes goals and objectives for addressing transportation needs throughout the state.

The MTP Plan is a comprehensive evaluation of South Carolina’s transportation system. The MTP evaluates various modes of transportation including: roadways, bridges, aviation, freight rail, passenger rail, water ports, inland port, mass transit, intercity bus, and bicycle and pedestrian accommodations. Stakeholders provide technical input, guidance, and feedback for specific elements of the plan.
Major Components Plans of the MTP

- Interstate Plan
- Freight Plan
- Strategic Corridor Plan
- Rail Plan
- Statewide Transit Plan
- Statewide Strategic Safety Plan
Key Dates

• MTP Survey 7/19/19 – 8/19/19
• Regional Transportation Forums – 7/19/19 - 8/14/19
• Commission Approved MTP – Beginning of 2020
MTP Survey

• Takes 5-7 Minutes
• Interactive Survey
• Categories Include:
  • Introduction
  • Priority Ranking
  • Tradeoffs
  • Budget Allocation
  • Wrap up

MTP Video

https://jwp.io/s/JxACiALR
Survey Link

https://www.scdot.org/
Questions ?
Utility Bill

South Carolina Department of Transportation
Overview of Act 36 of 2019 (Utilities Bill)

Leland D. Colvin, P.E.
Deputy Secretary for Engineering
SCDOT
Overview of the Bill

- Purpose
- Definitions
- Eligibility
- Conditions
- Metrics
- Term
Purpose

• To assist in expediting state, county and municipal infrastructure improvement projects by aiding public water and sewer utilities in relocating impacted facilities.

• Law Title: A36, S401
• Governor's Action: May 13, 2019, Signed
Definitions

• ‘Betterment’ - upgrades to a facility being relocated solely for the benefit of the public water system and that is not attributable to the improvement project

• 'Costs' means the amount attributable to the relocation (less the amount of any betterment made to the system) including, but are not limited to: right of way acquisition to accommodate the relocated utility, (if in the best interests of the transportation improvement project), design, engineering, permitting, removal, installation, inspection, materials, and labor costs.
Definitions

• 'Public highway system‘- the state highway system as made up of roads, streets, and highways under the jurisdiction of a county or municipality; to include bridges, tunnels, overpasses, underpasses, interchanges, and other similar facilities located throughout the State.

• 'Public water/sewer system‘ – providing water/sewer services to the public and that is publicly owned or owned by a private, not-for-profit entity as defined in Chapter 31, Title 33.
Definitions

• 'Small public water/sewer utility' means a public water/sewer utility that has ten thousand (10,000) or fewer connections AND that serves a population of thirty thousand (30,000) or less.

• 'Large public water/sewer utility' means a public water/sewer utility that does not meet the definition of a small public water/sewer utility.

• Water taps and sewer connections shall be counted separately and shall not be combined.
Eligibility

• (1) An entity undertaking a transportation improvement project must bear the costs, according to the schedule related to relocating water and sewer lines:
  • (a) that are maintained and operated by a public water system or a public sewer system and are located within the rights of way for a transportation improvement project; and
  • (b) that must be relocated to undertake the project.
Eligibility

• (2) To be eligible for payment of the relocation costs, the relocation must be placed under the control of the general contractor for the transportation improvement project (CONDITIONS).
Eligibility

• (3a) To be eligible for payment of the relocation, the public water or public sewer utility must meet the bidding and construction schedule established by the entity undertaking the transportation improvement project, such as design conferences and submittal of all relocation drawings and bid documents. All documents necessary for inclusion in the transportation improvement project must be provided by the utility at least one hundred eighty (180) days prior to the receipt of bids for the project.
Eligibility

• (3b) However, if the transportation improvement project is under an accelerated schedule, then the entity undertaking the project shall notify the utility of the date by which the documents must be provided.

• (3c) Failure to meet the bidding and construction schedule requirements shall result in the utility having to bear all relocation costs, except if the delay is due to an event beyond the control of the utility.
Conditions- Costs Share

- For a small public water utility or a small public sewer utility, the transportation improvement project shall bear all of the relocation costs, including design costs.

- For a large public water utility or a large public sewer utility, the transportation improvement project shall bear all of the relocation costs, including design costs, up to four percent (4%) of the original construction bid amount of the transportation improvement project.
Conditions- Costs Share

• Should more than one large public water utility or large public sewer utility be required to relocate by a single transportation improvement project, the total cost share of up to four percent (4%) shall be divided pro rata among the large public water or public sewer utilities required to relocate under the project.
Conditions- Costs Share

- For a transportation improvement project that impacts both a large public utility and a small public utility, the entity undertaking the transportation improvement must pay all of the small public utility's relocation costs, without limitation. The entity must also pay up to four and one-half percent (4.5%), minus the costs of the small public utility's relocation costs, of the original construction bid amount of the transportation improvement project toward the large public utility's relocation costs.
Conditions- Schedule

• A large public water or sewer utilities may choose **NOT** to have the relocation placed under the control of the general contractor. **(Small cannot opt out!)** A decision by a large public water utility or large public sewer utility to not have the relocations placed under the control of the general contractor must be in writing to the entity undertaking the transportation improvement project one hundred eighty (180) days prior to the receipt of bids for the project. Failure to meet the project contract requirements and construction schedule shall result in the utility having to bear all relocation costs.
Conditions- Prior Rights

• Nothing in the law shall prohibit or limit payment by a transportation improvement project for the relocation of public water or public sewer lines necessary for the transportation improvement project if a public utility has a **prior right** to situate the water or sewer lines in their present location.
Metrics

• The department shall include metrics on utility relocation under this section in its annual accountability report.

Sunset Provision

• The requirements by this act, expire on July 1, 2026, unless otherwise extended by the General Assembly.
QUESTIONS?
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Introduction to the CTC’s

- Partnership between SCDOT & 46 counties
- Codified in State Law
- Current FY: $96,480,700

Projected distribution

3 part formula
- Land Area
- Population
- Rural Road Mileage

- 25% Required to be spent on State system
- Donor Bonus: allocated by formula
Revisions to the C-Fund Law (Act 40)

• Pre-Act 40 “C” Gas Tax: 2.66 ¢/gallon
• Increasing to 3.99 ¢/gallon
  – Over 4 years
  – Increasing 0.3325 ¢/gallon each July 1st
  – From 7/1/2018 to 7/1/2021
• To remain at 3.99 ¢/gallon
• Entire new money required to be spent on state system.
• Donor bonus increased from $9.5M to $17M in SFY 17/19. Up to an additional $3.5M divided among eligible counties.
### Projected Funding for CTCs by Region

**Catawba COG (FY 2019-2020)**

<table>
<thead>
<tr>
<th>County</th>
<th>Percent</th>
<th>Amount</th>
<th>DONOR BONUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chester</td>
<td>1.38%</td>
<td>$1,333,800.00</td>
<td>$</td>
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<tr>
<td>Lancaster</td>
<td>1.82%</td>
<td>$1,755,100.00</td>
<td>$140,876.39</td>
</tr>
<tr>
<td>Union</td>
<td>1.14%</td>
<td>$1,101,500.00</td>
<td>$</td>
</tr>
<tr>
<td>York</td>
<td>3.32%</td>
<td>$3,198,800.00</td>
<td>$3,113,035.57</td>
</tr>
<tr>
<td><strong>Total of All Counties</strong></td>
<td>100.00%</td>
<td>$96,480,700.00</td>
<td>$17,640,424.71</td>
</tr>
</tbody>
</table>

* The Donor Bonus amount listed is an approximation and not yet finalized.
Types of CTC Projects

• Furtherance of a County Transportation Plan
• State Projects or Local Projects
• Serving a transportation need, open to the public, owned by a government entity, part of a road network
• Resurfacing
• Matching other transportation projects
• Capital Improvements
The Transportation Alternatives (TA) program facilitates and provides opportunities for local governments to partner with the South Carolina Department of Transportation (SCDOT) to pursue a broad range of non-traditional transportation related activities.

The original Transportation Alternatives Program (TAP) replaced what was known as the Transportation Enhancement Program. Funds were allocated through the Federal Transportation Funding Act, Moving Ahead for Progress in the 21st Century (MAP-21).

The most recent Transportation Funding Act, Fixing America’s Surface Transportation (FAST) Act continues funding TA program through 2020.
Mission

- SCDOT’s Transportation Alternatives program’s mission is to expand travel choices and improve the transportation experience.

- SCDOT connects communities by providing funding to rebuild our bike/pedestrian transportation system in order to provide for the safe and efficient movement of people.
SCDOT awards TA funds to local governments through two avenues:

- Transportation Management Areas (TMAs)
  - Areas with populations of 200,000+

- Small Urban Areas and Non-Urban Areas (Rural Program)
  - Small Urban Areas – Areas with populations greater than 5,000 and less than 200,000.
  - Non-Urban Areas – Areas with populations less than 5,000
Transportation Management Areas (TMAs) received $3.1 million in FY19.
  - Each TMA determines how their allotment of funds is distributed including their maximum grant award.

There are 6 TMA areas in the state:
- Augusta Regional Transportation Study (ARTS)
- Charleston Area Transportation Study (CHATS)
- Columbia Area Transportation Study (COATS)
- Greenville Pickens Area Transportation Study (GPATS)
- Grand Strand Area Transportation Study (GSATS)
- Rock Hill-Fort Mill Area Transportation Study (RFATS)
Small Urban and Non-Urban Area Funding

- Small Urban and Non-Urban Areas (Rural Program) received $4.5 million in FY19.
  - Small Urban Areas: $1.8 million
  - Non-Urban Areas: $2.7 million

- Projects are currently limited to a maximum of $400,000 per grant award.
  - The grant award will provide for up to 80% of eligible project costs not to exceed the maximum funding award.
  - A local match of at least 20% is required.
Federal TA Requirements

- The TA grant will fund up to 80% of eligible project costs not to exceed the maximum funding award.
- A local match of at least 20% is required.
- TA grants have a performance period of 4 years.

*Federal Funding Award Year + 3 years = 4 years*
Eligible Activities

• Funds are to be used exclusively for:
  • Pedestrian Facilities
    • Sidewalks / Trails / Multi-use Paths, etc.
  • Bicycle Facilities
    • Multi-use Paths
    • Paved Shoulders / Bike Lanes
  • Streetscape Projects
    • Pedestrian Lighting, Crosswalks (including decorative crosswalks), Pedestrian Signals, etc.
    • Minor Landscaping – when included in an eligible construction project.
  • Activities formally eligible under the SRTS Program such as sidewalks, bike racks and cross walks.
Application Submission

• TA Applications are currently accepted throughout the year.

• To ensure project proposals are eligible, Local Public Agencies are encouraged to coordinate with SCDOT during the early stages of the development of the TA application.

• Things to Consider when submitting an application.
  • Well defined project scope
  • Detailed cost estimate
  • Availability of matching funds
Completed Projects

City of Lake City

Town of Elloree
Completed Projects

City of Orangeburg

City of North Augusta
Need More Information???

Visit our website at:
http://www.scdot.org

Click on Programs and Projects
Specialty Programs
Transportation Alternatives Program
Formerly Transportation Enhancement Program

or

Contact Federal Grants Office
(803) 737-1952
Questions?
Coordination Gaps, Where can we improve?
Coordination Gap Areas

- Resurfacing – SCDOT, MPO/ COG, CTC’s, Counties
- Bike / Ped Plans – SCDOT Planning Division, MPO/ COG, CTC’s, Counties
- Intersection Projects – SCDOT Traffic Division (Safety & Operational), MPO/ COG, CTC’s, Counties
- Grant Applications - SCDOT, MPO/ COG, CTC’s, Counties
- Match Programs – Is there interest?
Project Viewer
