



South Carolina Department of Transportation
#ProgressisourPriority



Regional Mobility Program

Presented by:
SCDOT - Office of Planning *ProgressisourPriority*

MPO/COG and Guideshare History



Governor's Designation of Transportation Planning Responsibilities to SCDOT



HENRY McMASTER
GOVERNOR

August 18, 2017

The Honorable Christy A. Hall
Secretary of Transportation
South Carolina Department of Transportation
955 Park Street, Room 316
Columbia, South Carolina 29201

Dear Secretary Hall:

I hereby designate the South Carolina Department of Transportation (SCDOT) as the agency responsible for fulfilling transportation planning related functions consistent with the provisions of the Fixing America's Surface Transportation (FAST) Act. This designation will allow SCDOT to act in fulfilling the administrative functions associated with 23 CFR Part 450.

Yours very truly,

A handwritten signature in blue ink that reads "Henry McMaster".

Henry McMaster

HM/rkt

cc: Emily O. Lawton, FHWA SC Division Administrator

SCDOT is designated as the agency responsible for transportation planning for South Carolina.

Included within that responsibility, SCDOT is responsible for:

- Metropolitan Planning Organizations (MPO) designations.
- Coordination and approval of Transportation Improvement Programs within the MPOs.
- Statewide coordination and approval of Transportation Improvement Programs, including within the rural areas of the state.



South Carolina MPO / COGs

MPO's

Populations greater than 50k

ANATS

FLATS

LATS

SPATS

SUATS

MPO's

Population greater than 200k = TMA

ARTS

CHATS

COATS

GPATS

GSATS

RFATS

COGs

Population less than 50k

Appalachian

Berkeley-Charleston-Dorchester

Catawba

Central Midlands

Lowcountry

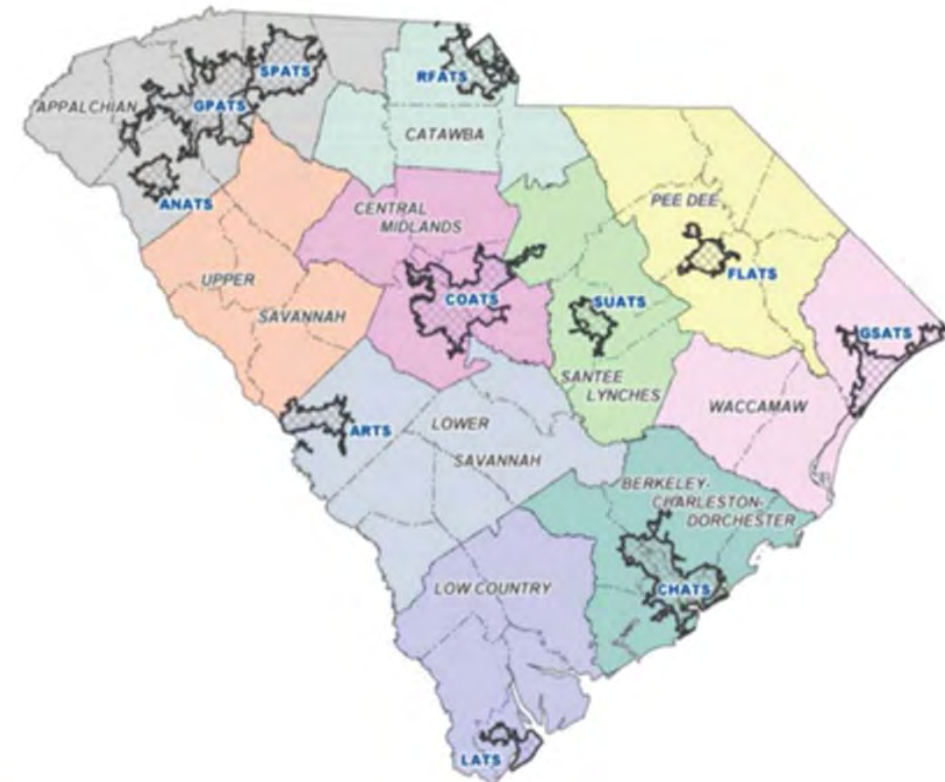
Lower Savannah

Pee Dee

Santee Lynches

Upper Savannah

Waccamaw



Guideshare History



Guideshare Funding Formula

The funding formula has historically been set in this manner:

1. Determine the overall MPO/COG Program funding level.
2. Divide the program into 2 categories, MPO and COG.
3. Distribute the funding within the regional categories.



\$ 138M

total program level



\$93M MPOs

*Which is then subdivided to
the 11 MPOs*



\$45M COGs

*Which is then subdivided to
the 10 COGs*



Guideshare Funding Formula

\$138M total program level

67% of the state's population is in the urban area

33% of the state's population is in the rural area

$\$138M * 0.67 = \$93M$ MPOs

$\$138M * 0.33 = \$45M$ COGs

A=\$93Million	B	A*B
MPO	Relative Share of the Study Area Population	2020 Guideshare
ANATS	3.0%	\$2,815,237
ARTS (TMA)	3.9%	\$3,593,769
CHATS (TMA)	20.5%	\$19,026,279
COATS (TMA)	20.6%	\$19,199,741
FLATS	3.3%	\$3,107,082
GPATS (TMA)	19.4%	\$18,077,921
GSATS (TMA)	8.2%	\$7,599,944
LATS	5.0%	\$4,625,288
RFATS (TMA)	6.5%	\$6,035,144
SPATS	6.9%	\$6,376,359
SUATS	2.7%	\$2,536,368
		\$92,993,132

\$93M is subdivided to the 11 MPOs based on their relative share of the Study Area Population

A=\$45Million	B	A*B
COG	Relative Share of the Rural Population	2020 Guideshare
Appalachian	16.8%	\$7,579,497
BCD	4.8%	\$2,181,422
Catawba	10.9%	\$4,903,284
Central Midlands	6.4%	\$2,883,809
Lowcountry	6.0%	\$2,688,118
Lower Savannah	12.2%	\$5,489,253
Pee Dee	14.7%	\$6,622,076
Santee Lynches	7.1%	\$3,208,717
Upper Savannah	13.9%	\$6,263,156
Waccamaw	7.1%	\$3,187,564
		\$45,006,896

\$45M is subdivided to the 10COGs based on their relative share of the Rural Population



The Ramp Up

- The SCDOT Commission approved, during its October 21, 2021 meeting, SCDOT's recommendation to incrementally "Ramp-Up" funding levels for a total of \$100M.
- Since we are still awaiting MPO/COG boundary changes and are in the new federal fiscal year, SCDOT moved forward with:

Year 1

- Allocate \$20 M using current formula
- Add an additional \$6M to bring each region up to a \$4M minimum investment level
- Target minimal Guideshare level of \$5M.

Subsequent Years

- Formula will be reviewed in consideration of new Census Information

Scenario 3					
Allocate \$20M using Current Formula and an additional \$6M to bring everyone up to a \$4M minimum					
COG	2020 Guideshare	2021 Guideshare Component by formula	Additional allocation to bring up to \$4M Minimum	Potential TOTAL 2021 Guideshare	Total Increase
Appalachian	\$7,579,497	\$8,690,986		\$8,690,986	\$1,111,489
BCD	\$2,181,422	\$2,501,315	\$1,498,685	\$4,000,000	\$1,818,578
Catawba	\$4,903,284	\$5,622,322		\$5,622,322	\$719,038
Central Midlands	\$2,883,809	\$3,306,703	\$693,297	\$4,000,000	\$1,116,191
Lowcountry	\$2,688,118	\$3,082,315	\$917,685	\$4,000,000	\$1,311,882
Lower Savannah	\$5,489,253	\$6,294,220		\$6,294,220	\$804,967
Pee Dee	\$6,622,076	\$7,593,165		\$7,593,165	\$971,089
Santee Lynches	\$3,208,717	\$3,679,257	\$320,743	\$4,000,000	\$791,283
Upper Savannah	\$6,263,156	\$7,181,611		\$7,181,611	\$918,455
Waccamaw	\$3,187,564	\$3,655,002	\$344,998	\$4,000,000	\$812,436
Sub-Total	\$45,006,896	\$51,606,896	\$3,775,409	\$55,382,305	\$10,375,409
MPO	2020 Guideshare	2021 Guideshare Component by formula	Additional allocation to bring up to \$4M Minimum	Potential TOTAL 2021 Guideshare	Total Increase
ANATS	\$2,815,237	\$3,214,849	\$785,151	\$4,000,000	\$1,184,763
ARTS (TMA)	\$3,593,769	\$4,103,890		\$4,103,890	\$510,121
CHATS (TMA)	\$19,026,279	\$21,726,983		\$21,726,983	\$2,700,704
COATS (TMA)	\$19,199,741	\$21,925,067		\$21,925,067	\$2,725,326
FLATS	\$3,107,082	\$3,548,120	\$451,880	\$4,000,000	\$892,918
GPATS (TMA)	\$18,077,921	\$20,644,009		\$20,644,009	\$2,566,088
GSATS (TMA)	\$7,599,944	\$8,678,725		\$8,678,725	\$1,078,781
LATS	\$4,625,288	\$5,281,829		\$5,281,829	\$656,541
RFATS (TMA)	\$6,035,144	\$6,891,808		\$6,891,808	\$856,664
SPATS	\$6,376,359	\$7,281,457		\$7,281,457	\$905,098
SUATS	\$2,536,368	\$2,896,395	\$1,103,605	\$4,000,000	\$1,463,632
Sub-Total	\$92,993,132	\$106,193,132	\$2,340,636	\$108,533,768	\$15,540,636
	\$138,000,028	\$157,800,028	\$6,116,045	\$163,916,073	\$25,916,045



Regional Mobility Program

- Formerly known as the MPO and COG program
- Increased funding to provide minimum distribution to all MPOs/COGs
- Focus on improving multimodal mobility to accomplish performance measures



Regional Mobility Program / Policy Elements



Regional Mobility Program Policy Elements

Access

- Ability to easily connect to goods and services across modes, abilities and socioeconomic groups
- Proximity to services

Time Efficiency

- People and goods can get where they need to go in a reasonable amount of time, relative usage of the system relative to capacity

Reliability

- Consistency of travel time and experience by mode, including measurement of congestion
- Travel Reliability

Safety

- Available travel options are safe for all users

Travel Options

- People can get where they need to go by a variety of travel options or modes

Land Use Planning & Transportation Linkage

- Achieve sustainable development and improve quality of life



Regional Mobility Plan - Six Major Policy Elements and Objectives

Access, Time Efficiency, Reliability, Safety, Travel Options and Land Use



System Analysis and Determination

Identify congested corridors based on system performance analysis.



Evaluate and Prioritize Corridors

Following identification of congested corridors, each will be evaluated and prioritized according to performance measures, cost/benefit, and encouraging efficient patterns of land use and development.



Identify and Assess Regional Mobility Program Strategies

Determine mitigation strategies that apply to each corridor in priority order. A "toolbox" of solutions for each corridor is considered, including measures involving all modes of transportation.



Project Identification for Program Areas

The outputs of strategic mitigation are projects that are categorized in programs that then flow into the LRTP.



LRTP Development - Project Pipeline / Needs Inventory

Projects identified in the program areas are included in the MPO/COG LRTP, an inventory of needed projects within the boundary region.



Project & Problem Prioritization

All projects from the LRTP are routed to the Act 114 / SCDOT Planning Directive prioritization process for inclusion in the Transportation Improvement Program (TIP) for implementation based on funding allowances.



Project Implementation



System Monitoring and Performance Tracking

Track regional congestion trends and effectiveness of implemented projects based on performance measures. Performance Measures will be published in an annual Mobility Profile for each MPO / COG.



Corridor Analysis, Determination, Evaluation and Prioritization

- Analysis of roadway segments determines what policy elements need to be addressed on the corridors.
- MPOs classified as a TMA, will include these corridors in their CMP, for other MPOs and COGs they will be in the LRTP.



Potential Corridor Programs

- Congestion Mitigation Program
- Alternative Mobility Program
- Safety Program
- Others



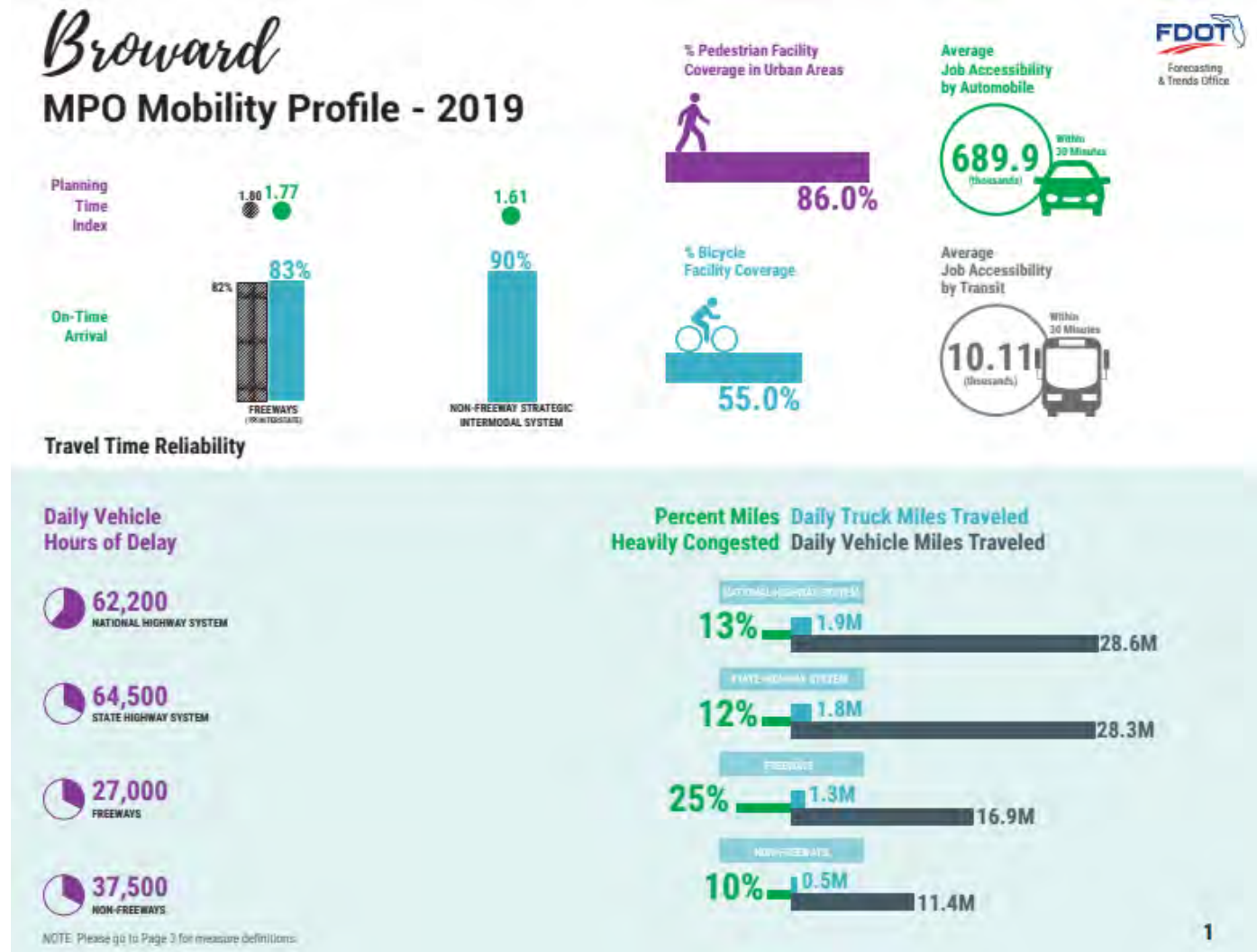
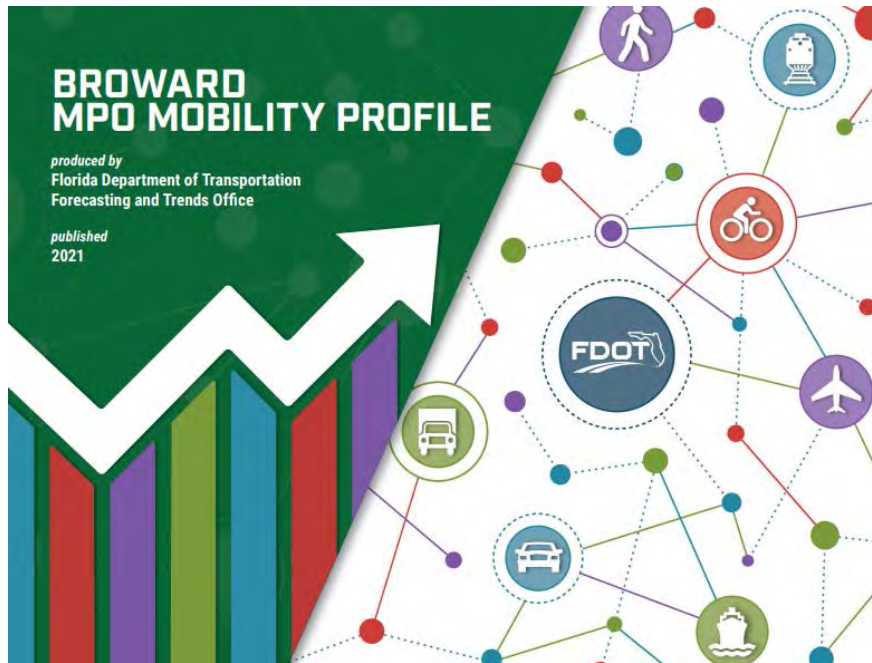
Transportation Modes of Focus

- Vehicular
- Pedestrian
- Bicycling
- Transit



Regional Mobility Program MPO/COG Profiles

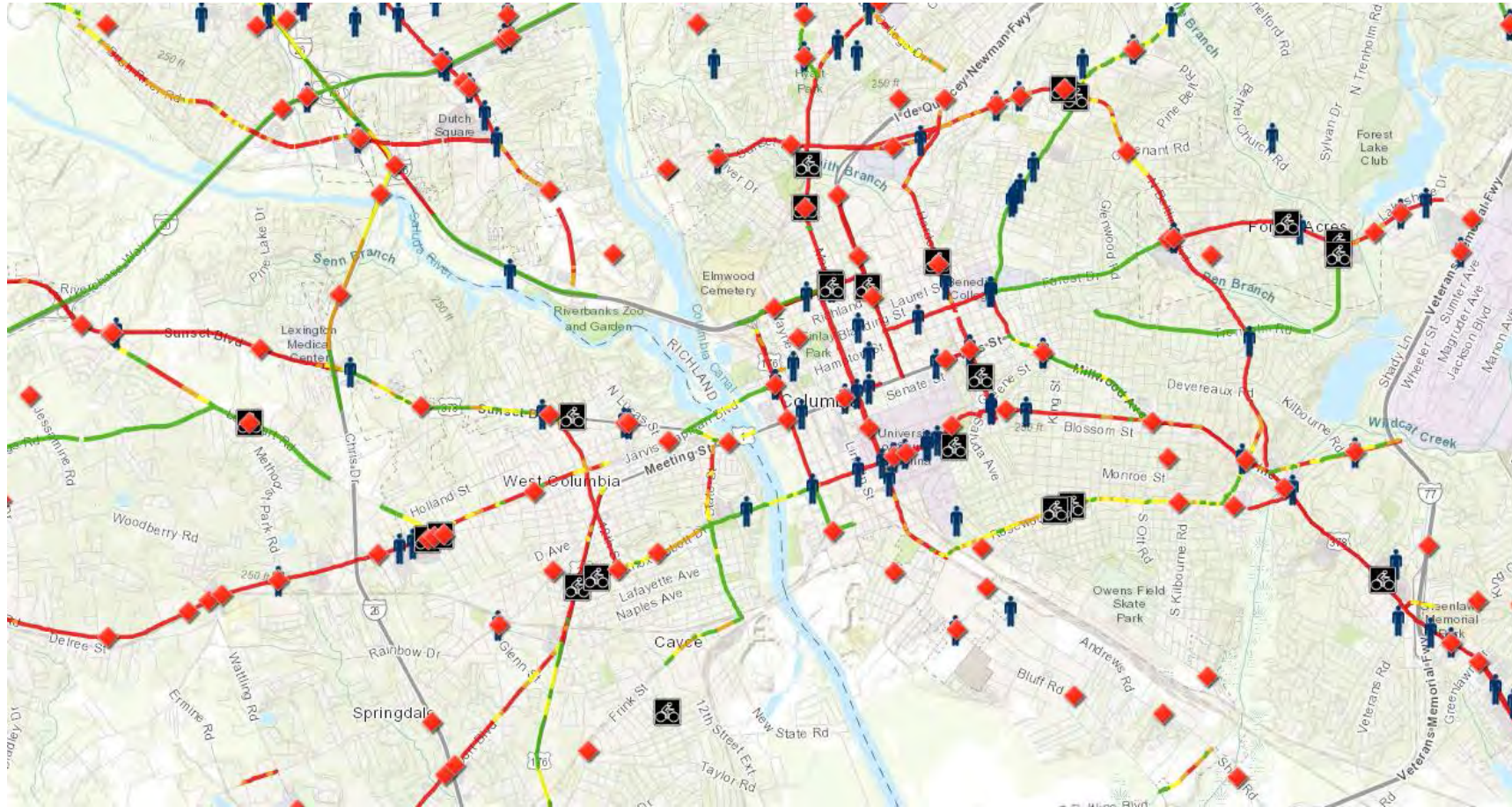
Mobility Profiles will be published on an annual basis with performance measures.
Ex: Florida DOT



https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/fto/mpomeasures/broward-mpo-2019.pdf?sfvrsn=b3dc5a5b_2



Interactive Transportation Planning GIS Tool



<https://sm pesri.scdot.org/portal/home/webmap/viewer.html?webmap=9009a78e2df141f388ed5462cccbe8e3>

