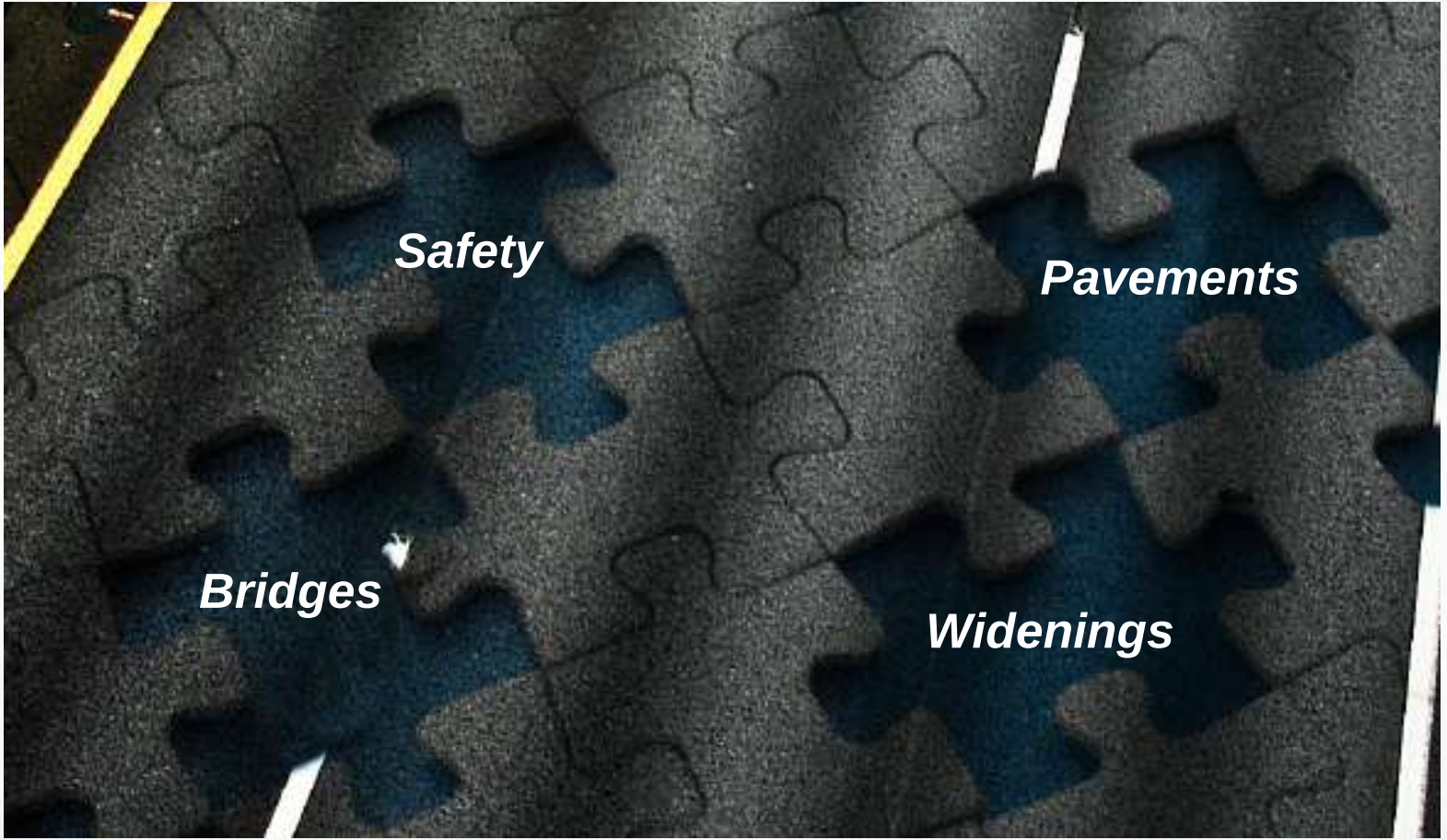
SCDOT & MPO/COG Planning Partnership

- **Rebuilding our Roads**
- **Performance Management**
- **Safety Targets**



The Gaps

Fatality Rate in the Nation

Structurally Deficient Bridges in our inventory

Current Dashboard of our Transportation System

Good first steps: 2013 & 2016 Funding

In 2013 the General Assembly provided:

- $50M annual General Fund transfer through DOT to the SIB,
- Moved ½ of 80% of the Vehicle Sales Tax to DOT (≈$65M) for paving; and
- Provided $50M in one-time funds for Bridges.

In 2016 the General Assembly:

- Moved the remaining ½ of 80% of the Vehicle Sales Tax to DOT (≈$65M),
- Moved several DMV Fees & Fines to DOT (≈$84M); and
- A planned annual General Fund appropriation of ≈$65M for resurfacing.

$115M General Funds Annually + $214M in Restricted Funds Annually

Priorities targeted with 2013 & 2016 Funding

- ✓ ***Jump Started the Interstate Widening Program.***
- ✓ ***Began to increase Resurfacing Program.***
- ✓ ***Launched a significant Bridge Program to eliminate all Load-Restricted bridges and structurally deficient bridges on our Interstates and major primary routes.***

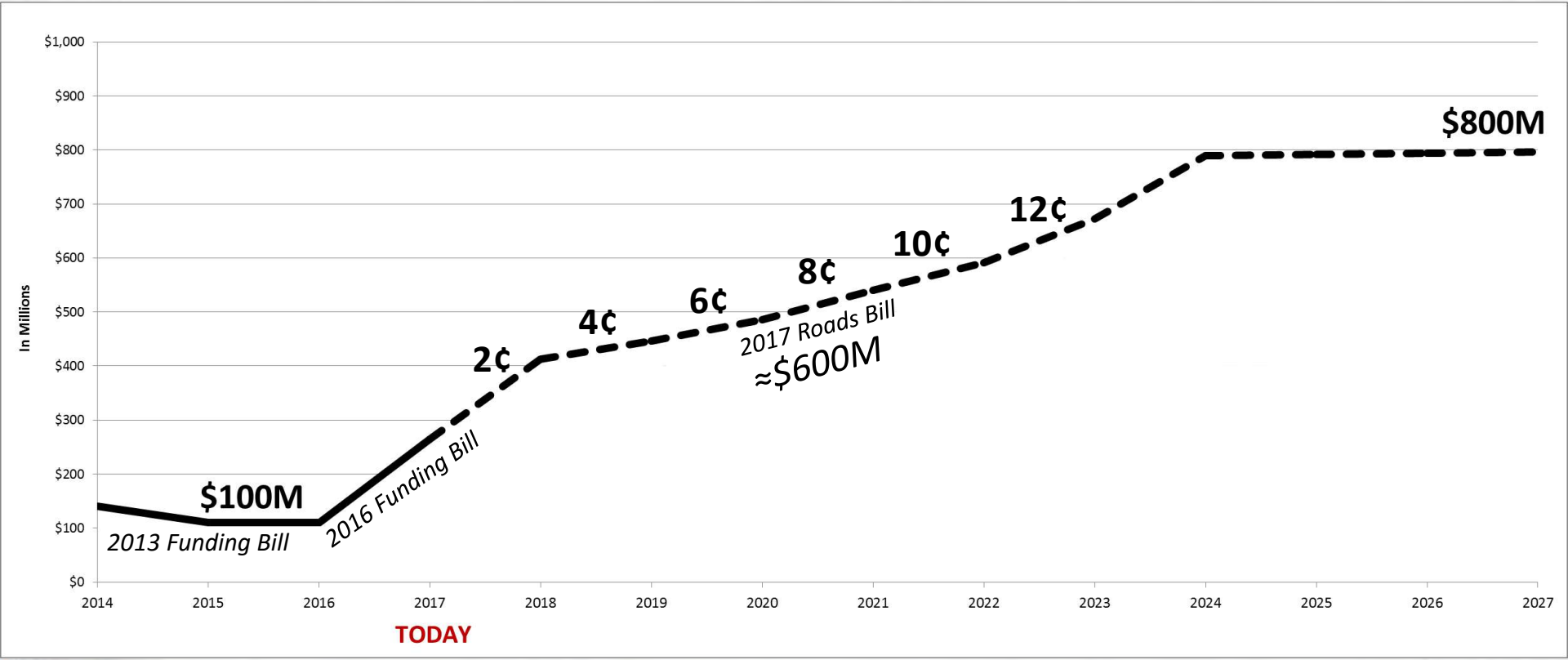
2017 Legislative Session

Funding Menu of Options

Updated March 2017

	$800M Additional Investment		*≈$1 B Additional Investment*	
Priorities	**Additional Annual Investment**	**TAMP Targets**	**Additional Annual Investment**	**TAMP Targets**
Make our Roads Safer	**$50**	**Target our deadliest roads in rural communities. Nearly 30% of our rural fatalities & serious injuries are occurring on just over 5% of our network.**	**$50**	**Target our deadliest roads in rural communities. Nearly 30% of our rural fatalities & serious injuries are occurring on just over 5% of our network.**
Improve Pavement Conditions	**$400**	**Primaries to 58% GOOD Interstates to 95% GOOD FA Secondaries to 55% GOOD NFA Secondaries to 50% GOOD Target $50M to complement Safety Program**	**$500**	**All Pavements have been brought up to a state of good-repair.**
Increase Mobility along Freight Network	**$200**	**Additional investments for interstate widenings and launch a non-interstate freight mobility program.**	**$250**	**Additional investments for interstate widenings and launch a non-interstate freight mobility program.**
Deliver Better Routine Maintenance	**$60**	**Achieve a "C" Grade on our day-to-day maintenance operations.**	**$117**	**Achieve a "B" Grade on our day-to-day maintenance operations.**
Continue to Invest in Bridges	**$46**	**Continue our journey to improve our substandard bridges. Initiate plans to replace our mega bridges along our critical routes.**	**$46**	**Continue our journey to improve our substandard bridges. Initiate plans to replace our mega bridges along our critical routes.**
Enhance Mass Transit Services	**$38**	**Increase drawdown of available federal funds. Increase efficiency in bus operations. Enable access to transportation for workers.**	**$38**	**Increase drawdown of available federal funds. Increase efficiency in bus operations. Enable access to transportation for workers.**
	$794M		**$1 Billion**	

Net Impact of 2013, 2016 and 2017 Funding Bills for DOT



Good first steps: 2013 & 2016 Funding

2017 Roads Bill Changes

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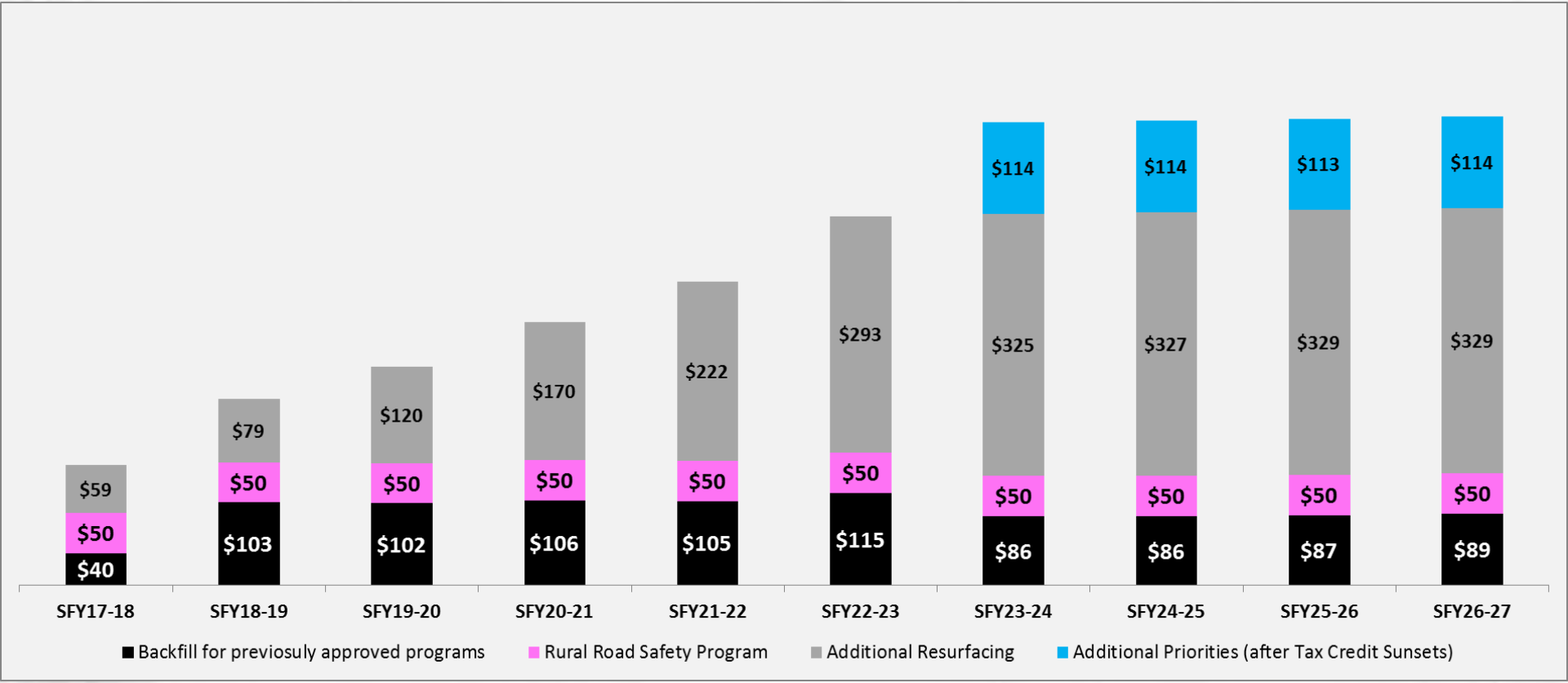
~~$115M General Funds Annually~~ + $214M in Restricted Funds Annually

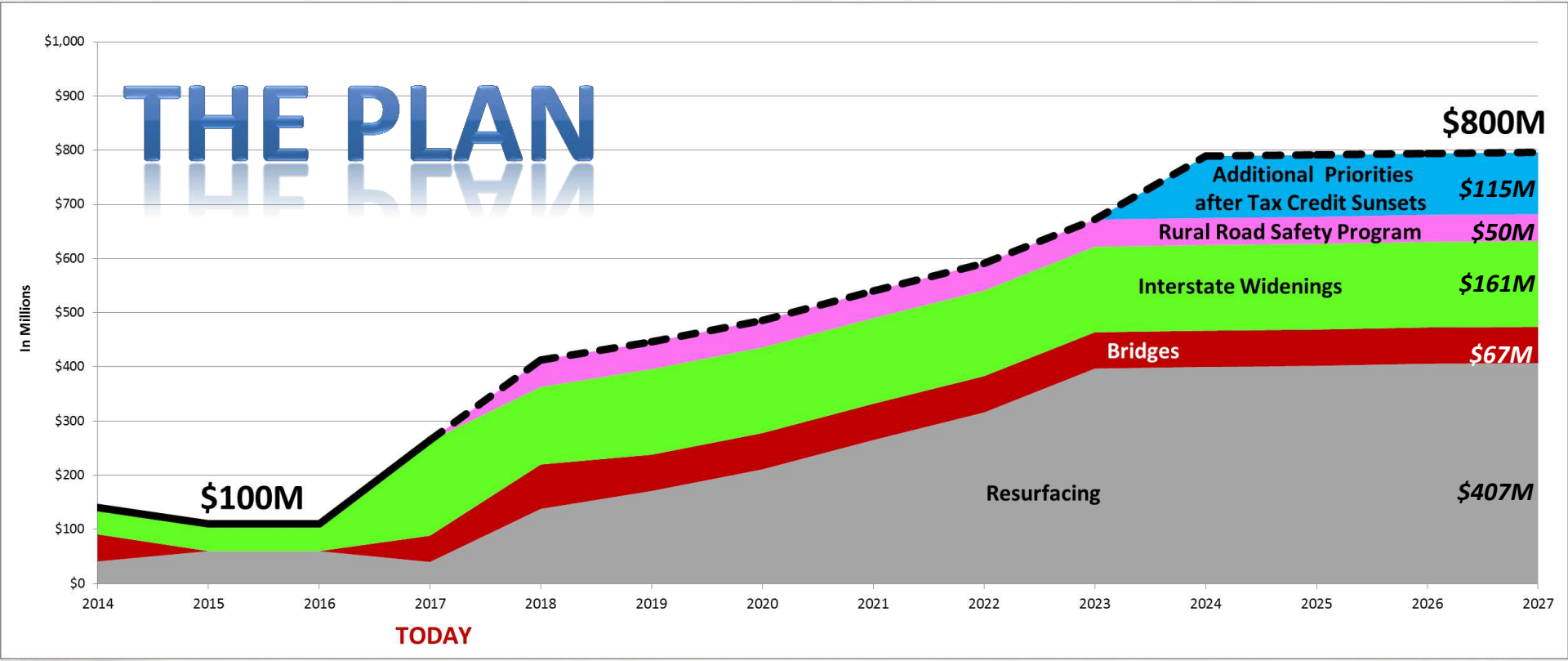
Priorities targeted with Roads Bill Funding

- ✓ *Continue 2013 & 2016 initiated programs.*
- ✓ *Launch Rural Road Safety Program.*
- ✓ *Increase Resurfacing Program to achieve moderate targets.*

Priorities targeted with 2017 Roads Bill Funding



All-In


THE PLAN
$1,000
$900
$800
$700
$600
$500
$400
$300
$200
$100
$0
In Millions
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
$100M
TODAY
$800M
Additional Priorities after Tax Credit Sunsets
$115M
Rural Road Safety Program
$50M
Interstate Widenings
$161M
Bridges
$67M
Resurfacing
$407M

What are we getting for the investment?

Rural Roads

1000 MILES

Safety Features Upgraded

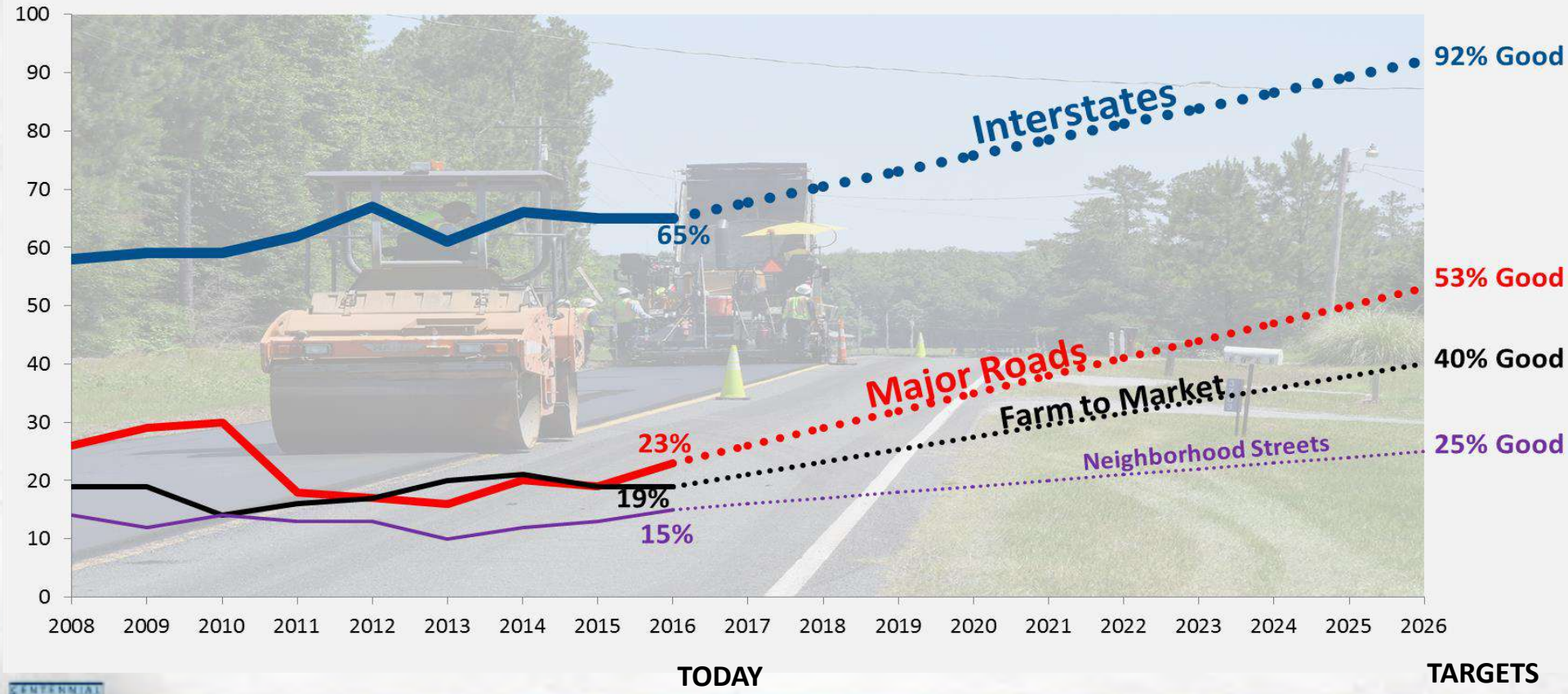
Progress made to reverse the 30 years of neglect

465

New Bridges

140 Miles of our Interstates Improved

Resurfacing Investment: Pavement conditions will improve



10-year Outlook: What to Expect

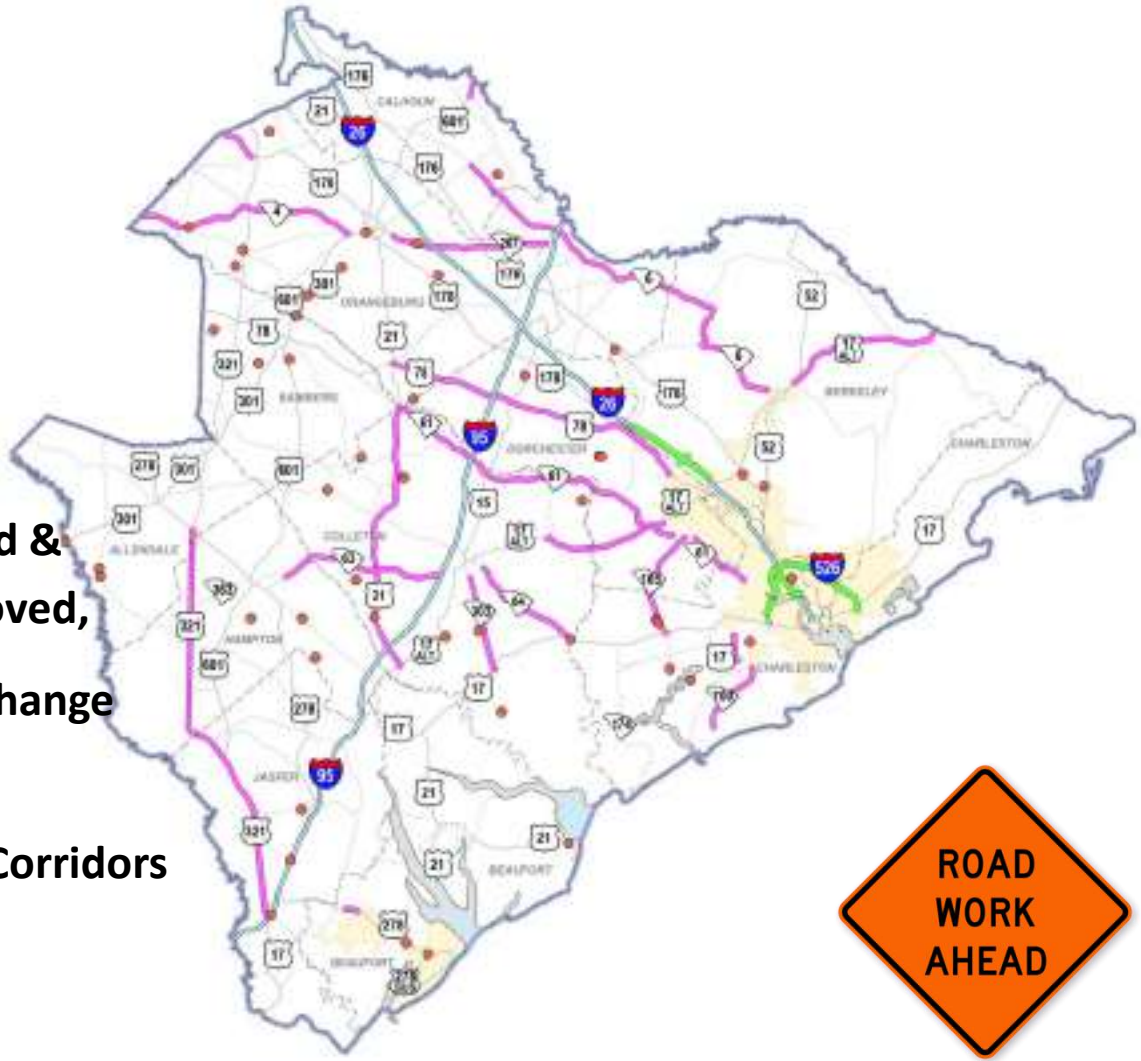
Lowcountry

Doubled Resurfacing

54 Bridges Replaced

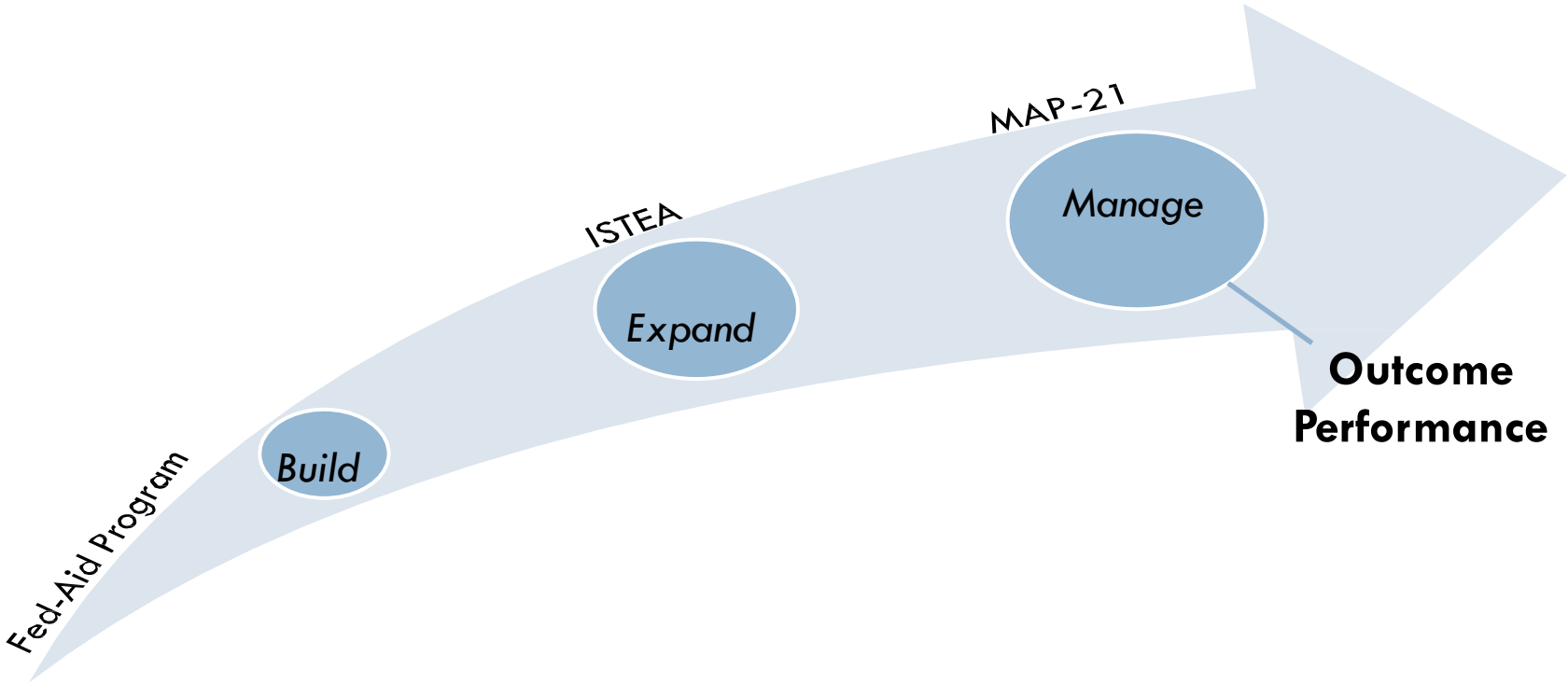
Interstate System around & leading into the Charleston area improved, including the **I-526/I-26** interchange

Safety Features added to **18** Deadly Corridors



How can the MPOs and COGs help fill the gaps?

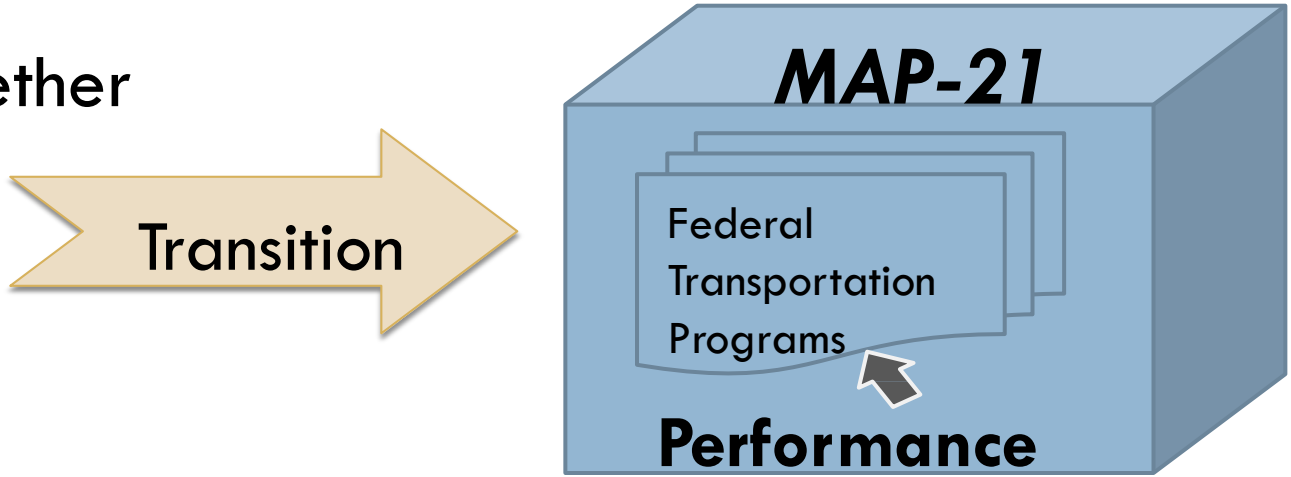
A new planning process for DOTs, MPOs, and COGs


Fed-Aid Program
Build
ISTEA
Expand
MAP-21
Manage
Outcome
Performance

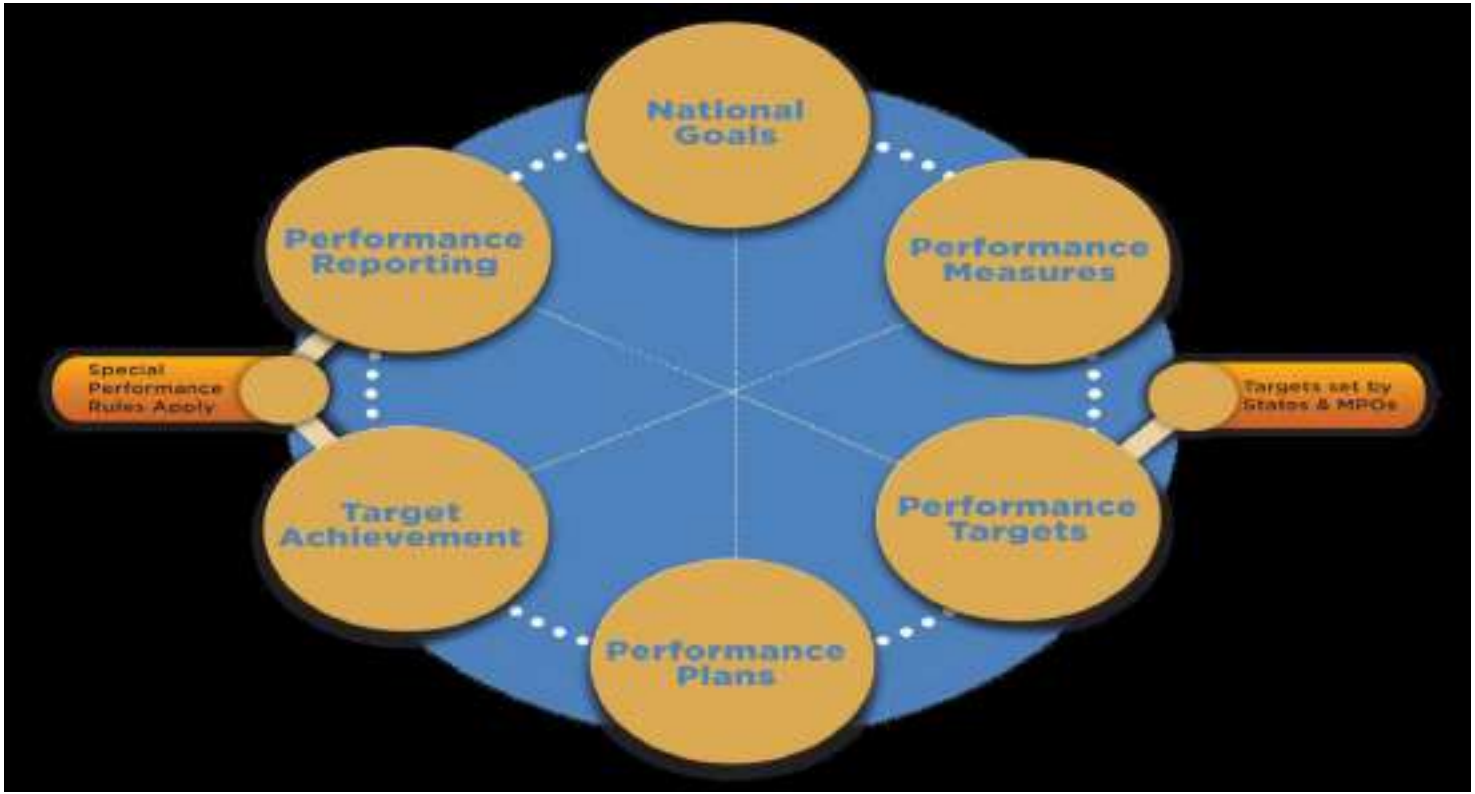
Transition to MAP-21 Legislation

Working together

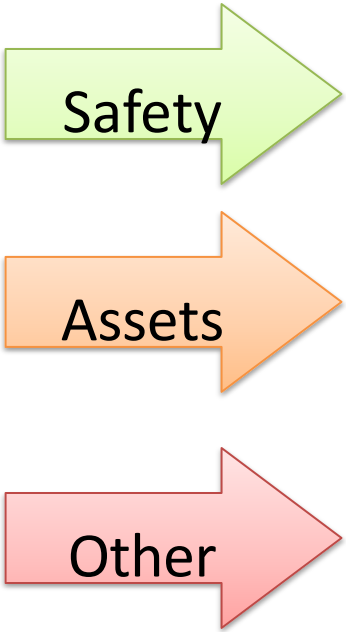
- FHWA
- SCDOT
- MPOs
- COGs



How will it be implemented?



Performance Measure Categories in MAP-21



MEASURE CATEGORY
• Serious Injuries per VMT
• Fatalities per VMT
• Number of Serious Injuries
• Number of Fatalities
• Pavement Condition on the Interstates
• Pavement Condition on the Non-Interstate NHS
• Bridge Condition on NHS
• Traffic Congestion
• On-road mobile source emissions
• Freight Movement
• Performance of Interstate System
• Performance of Non-Interstate NHS

Performance Measure Categories in MAP-21

State asset and mobility targets due May 2018 & MPOs have 180 days to set targets.

Assets

Mobilty

MEASURE CATEGORY
• Serious Injuries per VMT
• Fatalities per VMT
• Number of Serious Injuries
• Number of Fatalities
• Pavement Condition on the Interstates
• Pavement Condition on the Non-Interstate NHS
• Bridge Condition on NHS
• Traffic Congestion
• On-road mobile source emissions
• Freight Movement
• Performance of Interstate System
• Performance of Non-Interstate NHS

Establishment of Performance Targets

Who	• SCDOT and MPOs establish targets
What	• Targets required for every measure
Where	• Entire network or area regardless of ownership
When	• 4 year performance period to align with biennial reports

Target Reporting: Report every 2-years

Implementation Schedule

MAP-21	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
MAP-21	(2014)	(2015)	(2016)	(2017)	(2018)	(2019)

Safety Performance Measures

Dan Hinton (FHWA)
Emily Thomas (SCDOT)

Safety Performance Measures

Number of Fatalities

Fatality Rate per 100 million VMT

Number of Serious Injuries

Rate of Serious Injuries per 100 million VMT

Number of Non-motorized Fatalities &

Number Non-motorized Serious Injuries (combined)

Timeline

July 1, 2017

- State Highway Safety Offices report 3 identical HSIP targets in the HSP to NHTSA

August 31, 2017

- State DOT's report 2015-2019 HSIP targets in the HSIP Annual Report to FHWA

February 27, 2018

- Last day for MPOs to establish 2014-2018 Target

July 11th MPO/COG subgroup met to discuss target setting procedures

RECOMMENDATION: ADOPT STATE TARGET FOR CURRENT YEAR

August 9th SCDOT staff met with MPO & COG representatives to discuss target setting

BASELINE DATA PROVIDED TO ALL MPO/COG IN ATTENDANCE

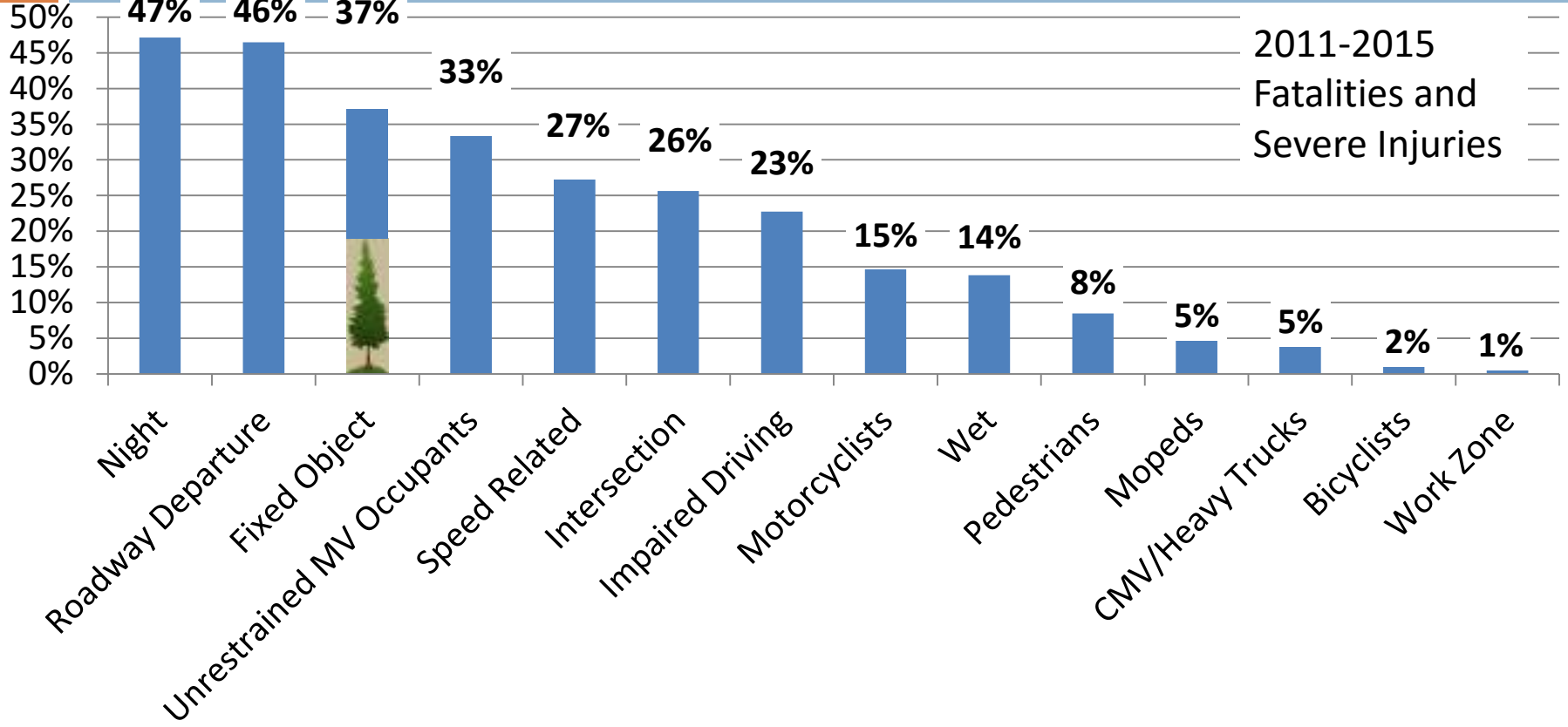
How will MPOs establish targets?

MPOs establish HSIP targets by either:

Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or

Committing to a quantifiable HSIP target for the metropolitan planning area.

Emphasis Areas
(most common factors in SC Traffic Crashes)



MPO Safety Target Baselines (2012-2016 Average)

Study Area	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized Fatalities and Severe Injuries
ARTS	18.2	1.37	54.0	4.11	5.8
ANATS	17.2	2.08	63.4	7.70	6.4
CHATS	70.8	1.44	307.4	6.38	51.4
COATS	90.0	1.35	257.2	3.86	43.2
FLATS	27.6	2.11	76.8	6.02	12.4
GSATS	50.2	1.86	264.4	9.79	40.4
GPATS	92.2	1.77	325.4	6.33	42.2
RFATS	20.0	1.14	95.4	5.41	8.0
SPATS	36.4	1.44	120.6	4.75	14.4
SUATS	10.8	1.70	40.8	6.44	4.8
LATS	25.0	1.60	93.0	6.00	13.6

Statewide Safety Performance Baselines and Targets

Performance Measure	5-year Rolling Averages	
	2012-2016 Baseline Performance	2014-2018 Target
Number of Fatalities	890	970
Fatality Rate	1.75	1.81
Number of Serious Injuries	3194	3067
Serious Injury Rate	6.3	5.71
Number of Non-motorized Fatalities and Serious Injuries	376	371

WHAT DOES ADOPTING THE STATE TARGET MEAN?

Address areas of concern for fatalities and serious injuries within the MPO boundaries

Safety performance measures and targets should be included in:

- Long Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)

The overall goal of reducing traffic fatalities and severe injuries cannot be achieved without ***incorporating safety into every project*** *and linking* ***investment priorities*** *in the TIP to the safety targets.*

Timeline

Begin again in 2018.

*** Targets are set annually, therefore this process will start again in March 2017 for the 2019 targets.**

July 1, ~~2017~~ 2018

- State Highway Safety Offices report 3 identical HSIP targets in the HSP to NHTSA

August 31, ~~2017~~ 2018

- State DOT's report 2015-2019 HSIP targets in the HSIP Annual Report to FHWA

February 27, ~~2018~~ 2019

- Last day for MPOs to establish 2014-2018 Target

For More Information

https://safety.fhwa.dot.gov/hsip/spm/

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Questions ?