

South Carolina Department of Transportation

Planning Office Process Directive

Number: 4

Date: February 2018

Subject: Multimodal Transportation Plan (MTP) (also referred to as long-range statewide transportation plan)

Purpose: Basic Process for Updating the MTP

As indicated in Section 450.216 Development and Content of the Long-Range Statewide Transportation Plan, the long-range statewide transportation plan for each state shall provide for the consideration of all modes of transportation and use a performance-based process that considers performance measures and targets when developing policies, programs, and investment priorities.

Most recent effort:

SCDOT in partnership with the SC Department of Commerce, SC State Ports Authority, Federal Highway Administration, Federal Transit Administration, and other key stakeholders produced the current Statewide Multimodal Transportation Plan (SMTP) entitled “Charting a Course to 2040”.

The MTP was updated in 2014 to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, estimated funding, and long-term strategies for managing the transportation system in South Carolina.

The MTP represented an aspirational vision of a multimodal system, which maintained pavements at a good condition, eliminated structurally deficient bridges, improved safety, mitigated highway congestion, eliminated freight bottleneck, and enhanced future transit mobility options. Total needs through 2040 are estimated at \$70.45 billion, while the total revenue is estimated at \$27.63 billion representing a \$42.8 billion dollar shortfall over the life of the plan. The breakdown of needs reflects an emphasis for continued investment in maintenance of the existing system (62%), capacity improvements on the interstate system and key primary routes to support economic competitiveness (31%), and support for transit (7%) and alternative modes of travel to enhance mobility options for all users.

(U:/StatewideMultimodalTransPlan/PlanUpdate2013)

Program Cycle:

Federal regulations prescribe that states should periodically update their long-range statewide transportation plan. Similarly, current South Carolina state law (Section 57-1-370) indicates that the plan may be revised, but does not define a required update cycle. Past efforts have attempted to follow a 5-year update cycle, although, project timelines have varied primarily due to project scope changes and consultant procurement. The adoption dates for the previous four MTPs are: 1995, 2002, 2008, and 2014. The next MTP update would be due in December 2019.

Federal regulation requires that a state develop a statewide transportation plan with a minimum 20-year forecast period for all areas of the state. The planning effort requires consultation with Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs), as well as other state, local agencies, tribal governments, stakeholder groups and the public. The plan should include a description of the performance-based measures and performance targets used in assessing the performance of the

transportation system and be followed by a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets. The plan should also include capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system. The MTP update should coincide with updates to the SCDOT Strategic Plan update cycle and Transportation Asset Management Plan (TAMP) to reflect the latest agency goals, objectives, and 10-year investment strategies.

Basic Plan Elements:

- Baseline information (Modal Inventory, Demographics, Statistics, Trends, Risks)
- Vision, Goals & Objectives (defined by stakeholder engagement)
- Performance measures & targets (by reference to sub-plans)
- System Performance Report (establishes baseline)
- Revenue and Model Forecast (policy & investment analysis; stakeholder engagement)
- Plan Implementation (connection to STIP programming and project prioritization)

The 2040 MTP is comprised of several component plans that include the following:

- Executive Summary includes the vision, goals, objectives, and measures for the overall MTP, as well as analysis of transportation system needs and funding
- Interstate Plan includes the analysis of current congestion and forecast of future congestion
- Freight Plan includes inventory of infrastructure, condition, commodity flows, performance measures, and the identification of the Strategic Freight Network
- Strategic Corridor Network Plan includes the network evaluation and identification methodology, analysis of current congestion and forecast of future congestion
- Rail Plan includes freight and passenger service, performance, trends, and needs
- Statewide Transit Plan includes review of existing service, trends, human service coordination, and needs
- Regional Public Transit and Human Health Service Coordination Plans for each of the state's ten regions and includes review of existing services, trends, human service coordination, and needs
- The Statewide Strategic Safety Plan is included by reference.

Public Involvement:

The Public Participation Plan (PPP) defines the required public/stakeholder involvement activities associated updating the MTP.

Responsible Offices/Units:

Within the Office of Planning, the Statewide Planning Unit will take the lead in updating the MTP. A project scoping team should include the Technical Applications Unit (statewide travel demand model), the Chief Asset and Performance Engineer (TAMP) and the Office of Intermodal and Freight Planning (mass transit and freight), the Director of Road Data Services (HPMA), the Director of Maintenance (BrM/field maintenance), the Director of Traffic Engineering (ITS/Operations/Safety), the Director of Program Controls and Director of Budgets (revenue forecast). FHWA should be included in the scoping phase to ensure compliance with federal planning regulations.

The Planning Office and scoping team in coordination with FHWA should develop a recommended scope of work for consideration by the Division Secretary and SCDOT Secretary. Based on previous project timelines, which have been impacted by procurement and contract modifications, it is advised that formal work efforts should be initiated approximately 18 months prior to targeted completion date. Previous procurement has been administered by the State Procurement Officer with the Maintenance and Material Office; however, SCDOT Procurement Office is the point of contact to initiate the process.

Submitted by:

Director of Planning

Approved by:

Deputy Secretary for Intermodal Planning