



Steve Pelissier
Executive Director, Appalachian Council of Governments



#TATTCHAT

#CONNECTINGOURFUTURE

CHALLENGES IN TRANSPORTATION

Who is driving the car?

How did we get here?

□ Problems

- 30 years of neglect makes rebuilding the system the priority before we can upgrade for future

□ Players

- Federal, State, and Local officials all working on priorities...not always on same page

□ Plans

- Layers of plans and projects are coordinated but too often miss opportunities for cooperation and efficiency improvements

Problems

- *Current Focus is getting system back to “Good”*
 - #1 in fatalities
 - 750 structurally deficient bridges
 - 80% of pavement needs repair
- *Long term issues on backburner while getting the system back to “Good”*
 - Congestion won't be addressed except for interstates
 - Transit funding not there to expand alternate modes
 - Opportunity to build in new technology limited

Players

- Planning & Programming entities are necessary but make coordination challenging
 - **SCDOT** – Oversee paving, bridges, safety, and interstate project selection statewide based on their criteria
 - **MPOs** – Establish local priorities for urban areas for projects that can address congestion and new roads with limited funding
 - **COGs** – Establish priorities in the Non-MPO (rural) portions of the state to address same issues with limited funding
 - **County Transportation Committees** – Use annual funding for myriad projects to address local needs as identified by the Counties
 - **State Infrastructure Bank** - Assists financing of major qualified projects by financial assistance to support construction of highway and transportation facilities

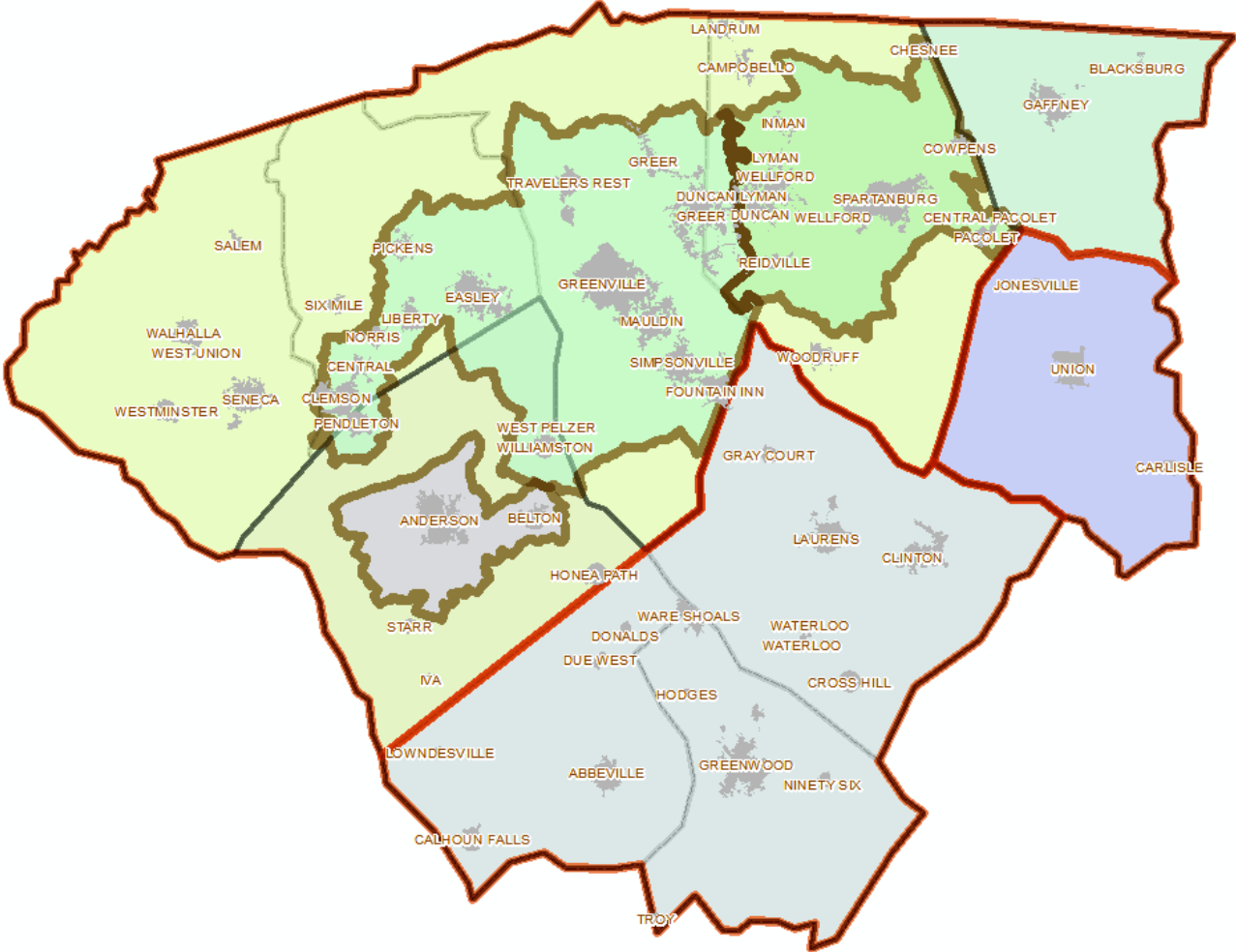
Players

- SCDOT is catalyst for project implementation
 - ▣ Statewide planning office establishes priorities
 - ▣ SCDOT engineering, safety, intermodal offices select projects statewide
 - ▣ SCDOT districts identify and implement projects
- Funding shares established by SCDOT
 - ▣ MPOs/COGs split 11% of total state funding for projects (\$138 million) between 21 entities
 - ▣ CTCs receive 6% of transportation funding (\$75 million) divided between 46 counties

Players

- CTCs – Identify their projects based on allocation
- MPOs – Guideshare allocation is used to fund projects identified in each planning area.
- COGs – Uses guideshare to focus on rural needs in each region that are not addressed by the MPOs. Often includes connectivity between Rural and Urban areas within a region
- SC Transportation Infrastructure Bank – Focuses on funding support for larger transportation projects that allows SCDOT to devote resources to other important transportation projects



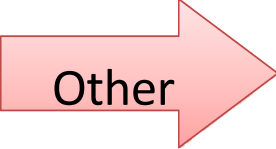
Player Coordination Challenge



Planning

- Growing overlap of planning areas/issues presents increasing challenge to coordination efforts
- Differing priorities/policies greatly impact efforts
 - Focus on new roads versus transit to address congestion
 - Focus on rural connections versus urban upgrades
- Federal Policies also greatly dictate what must be addressed using federal dollars

FHWA Impact on Planning

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

Promise for Future

- Clear guidance from FHWA for first time in decade
- Plan for funding that is clear and will help everyone move forward with confidence
- Opportunities for more coordination on a regional level are being looked at more favorably
- Everyone on same page that something needs to be done to ensure future of our roads in the Upstate and beyond

CHALLENGES IN TRANSPORTATION

Who is driving the car?