

FORWARD 2050

SANTEE-LYNCHES REGIONAL RURAL LONG RANGE TRANSPORTATION PLAN



A 25-YEAR TRANSPORTATION PLAN FOR THE SANTEE-LYNCHES REGION OF SOUTH CAROLINA

Adopted by the Santee-Lynches Regional Council of Governments

Board of Directors

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INTRODUCTION

The Santee-Lynches Regional Council of Governments (SLCOG) is responsible for transportation planning activities within the rural portion of the four-county region that includes Clarendon, Kershaw, Lee, and Sumter counties. Transportation planning for the urbanized portion of the region is addressed by the Sumter Area Transportation Study (SUATS). This arrangement is managed and funded by the South Carolina Department of Transportation (SCDOT) and the United States Department of Transportation (USDOT) through its components including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

SLCOG's twenty-eight-member Board of Directors sets policy for the Council of Governments. The board members are local elected officials, including county council members, city council members, mayors, and state legislators. The SLCOG Board appoints a Regional Transportation Committee that meets regularly to coordinate transportation projects and update various plans, including this Long Range Transportation Plan (LRTP). SLCOG staff also participate in the SUATS technical committee to promote cooperation, consistency, and communication between the transportation planning agencies in the area.

This is the fourth comprehensive LRTP for the rural area of the Santee-Lynches region.

The Infrastructure Investment and Jobs Act (IIJA)

In November of 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in the nation's history. It provides the basis for FHWA programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System. As under the FAST Act, the BIL authorizes a single, combined amount for each fiscal year for all apportioned highway programs combined. That amount is first apportioned among the States, and then each State's apportionment is divided among the individual apportioned programs.

New programs under the BIL focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity.

The BIL will continue the FAST Act's emphasis on a performance-based approach to transportation decision-making to support the seven national goals of the federal-aid highway program. These seven national performance goals include:

| Goal area | National goal |
|---|--|
| 1. Safety | To achieve a significant reduction in traffic fatalities and serious injuries on all public roads |
| 2. Infrastructure condition | To maintain the highway infrastructure asset system in a state of good repair |
| 3. Congestion reduction | To achieve a significant reduction in congestion on the National Highway System |
| 4. System reliability | To improve the efficiency of the surface transportation system |
| 5. Freight movement and economic vitality | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development |
| 6. Environmental sustainability | To enhance the performance of the transportation system while protecting and enhancing the natural environment |
| 7. Reduced project delivery delays | To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices |

The previous transportation authorization, the FAST Act, describes federal planning factors issued by Congress to emphasize a national perspective. Under the BIL, these existing planning factors remain unchanged. The ten federal planning factors are as follows:

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and freight;

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Rural Planning Process

In South Carolina each Council of Government, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with federal planning requirements. SLCOG's 2050 LRTP engaged the following stakeholders throughout the planning process:

- **SLCOG Rural Transportation Advisory Committee (RTAC):** Consists of nine members representing the cities, towns, and counties of the region. The Committee met several times during the planning process to guide funding priorities and to establish goals and objectives.
- **SLCOG Board of Directors:** This policy body of twenty-eight members has the responsibility of adopting and overseeing implementation of the 2050 LRTP.
- **SCDOT:** SLCOG staff worked closely with SCDOT to ensure that the planning process successfully met regulatory requirements. SCDOT also assisted with reviewing project recommendations to ensure that proposed projects did not overlap with any existing and future SCDOT projects.

SLCOG Rural Transportation Goals

As established by the RTAC, the long-range transportation goals for the SLCOG region are listed below:

1. Identify the current condition of the transportation system;
2. Provide research and data analysis to state and local governments;
3. Assist local governments with transportation and land use planning;
4. Coordinate transit efforts with regional transit authorities and human service providers;
5. Identify and prioritize transportation needs for input to the Statewide Multi-Modal Transportation Plan and STIP;
6. Implement a transportation planning process that fully complies with the federal planning requirements established by the BIL; and
7. Develop a Rural Planning Work Program (RPWP).

Amendment Process

At times, circumstances dictate that updates be made to the LRTP following its original adoption. Amendments can be made if the changes are consistent with federal requirements for plan development and approval. Amendments are categorized as major or minor.

Major amendments constitute significant changes to the cost, scope and schedule of a project listing. In addition, the addition of chapters to the LRTP as mandated by SCDOT and/or FHWA will constitute a major amendment. Major amendments must be approved by the SLCOG Board of Directors, SCDOT, FHWA, and FTA (if applicable).

Minor amendments are minor changes in funding sources, description, lead agency, project limits, LRTP text, etc. and may be processed administratively by the SLCOG Executive Director or his/her designee.

Federal Delineations

The U.S. Office of Management and Budget (OMB) establishes and maintains the delineations of Metropolitan Statistical Areas (MSA), Metropolitan Divisions (MD), Micropolitan Statistical Areas (McrSA), Combined Statistical Areas (CSA), and New England City and Town Areas solely for statistical purposes. This classification is intended to provide nationally consistent delineations for collecting, tabulating, and publishing Federal statistics for a set of geographic areas. The MSA Standards do not equate to an urban-rural classification; many counties included in MSAs, and many other counties, contain both urban and rural territory and populations.

In the SLCOG region, there are two separate MSA designations: the Columbia, SC MSA, which includes Richland, Lexington, Kershaw, Saluda, Fairfield, and Calhoun Counties, and the Sumter, SC MSA, which includes Sumter County. Both MSAs are part of the larger Columbia-Sumter-Orangeburg CSA, which includes Orangeburg and Newberry Counties.

The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses.

The primary purpose of both geographies (MSA and UZA) is to provide statistical information for use by government agencies. A secondary purpose is to serve as the basis for distribution of program funds that use a formula.

For all urbanized areas with a population of more than 50,000, as defined by the U.S. Census Bureau, a Metropolitan Planning Organization (MPO) must be established. In the SLCOG region, one such MPOs exists, the Sumter Area Transportation Study (SUATS). SLCOG administers the transportation program for the rural portions of the SLCOG region outside of the urban areas.

State and Local Delineations

The State of South Carolina is subdivided into 46 counties. South Carolina also has ten Councils of Governments (COGs) across the state, with each of these COGs serving multiple counties. In the Santee-Lynches region, SLCOG facilitates partnerships among federal and state organizations to allow local governments to collaborate in addressing common priorities. These include issues pertaining to infrastructure, community and economic development, and other regional governmental concerns.

REGIONAL OVERVIEW

At just over 2,400 square miles, Santee-Lynches is slightly larger than the state of Delaware. The region's four counties (Clarendon, Kershaw, Lee, and Sumter) have long been known for agricultural productivity, with some lands under cultivation since the early 1700s. The region's prime agricultural land was a major factor in initial development and through the late 20th century, the area remained primarily agricultural. While agriculture remains an important segment of the economy, manufacturing and retail have become dominant employment sectors. Much of the anticipated growth in the region is tied to the establishment of manufacturing facilities in each county and to the advancing urbanization of the Columbia metropolitan area.

The principal urbanized centers in the region are the Cities of Sumter, Camden, Bishopville, and Manning. The City of Sumter, the region's largest city, serves as a focal point for economic and social activities. Camden serves as a secondary regional center, while Bishopville and Manning serve as trade centers within their respective primarily agriculture-dominated counties.

Infrastructure

Like much of South Carolina, there has been steady growth and urbanization in the region as manufacturing, retail, and service industries have become the dominant employment sectors. Growth is expected to continue, particularly in the Sumter metropolitan area and western Kershaw County. To do this requires a system of infrastructure that provides the critical services necessary for the well-being of residents, the success of businesses, and the safety of communities.

Water and wastewater providers have been working to update and expand their systems throughout the region. The Cities of Camden and Manning have made multimillion dollar investments in new wastewater treatment facilities. In 2014, Camden began operating an award-winning treatment plant that uses several innovative treatment processes that meet stricter environmental standards. Manning is in the process of upgrading and expanding its treatment facility to meet future service needs for the City and Clarendon County. Through the provision of the regional Water Quality Management Plan, Santee - Lynches helps manage wastewater treatment ensuring that water quality remains optimal in the region. Additionally, water providers throughout the region are upgrading and expanding water infrastructure to ensure that systems are operating efficiently and serving area residents.

As the region continues to grow, jurisdictions must work together to develop a well - balanced system of infrastructure, economic, and community development that serves

residents, supports communities, and attracts new businesses to ensure both economic vitality and environmental resiliency. This includes the region's transportation system.

Workforce

The region's economy is currently in a state of evolution. What was once a primarily agrarian economy is now expanding to include manufacturing, logistics, and distribution. Traditional textile mills have yielded to advanced technologies that develop plastics, ceramics, and advanced textiles which leads to evolving manufacturing facilities that demand a high-wage, highly skilled workforce.

As the economy in the region grows, so does the demand for individuals with strong skill sets in communications, engineering, and advanced manufacturing processes. The manufacturing industry has changed and is not the industry of generations past. Many systems are highly mechanized, necessitating a workforce with advanced degrees in engineering, coding technologies, and computer sciences. Other systems may not require individuals with an advanced degree but do need uniquely skilled workers with specific training, certificates, and apprenticeship.

Colleges and school districts have been working with the Santee-Lynches Workforce Development Board (SLWDB) and the private sector to develop targeted training and certificate programs to meet the specific needs of industries in the region. Strong partnerships have formed over past years and led to the creation of career Pathways such as registered apprenticeships, the Work Experience (WE) program and WORKFirst. These pathways are one way in which partners are working with all ages to further develop a strong future workforce through curriculum in advanced technologies, Science, Technology, Engineering and Math (STEM), and soft skills. It is critical to continued economic prosperity and resiliency that the region continues to develop a diverse set of industry sectors that provide living wage jobs. Development of a diverse, prepared, robust workforce for all sectors of our regional economy will further solidify the ability to attract and support business of any size and sector.

Natural Landscape

The region's diverse landscapes include a rich natural landscape of wetlands, forests, farmland, rivers, a complex cultural landscape that includes Native American settlements and historic colonial sites, and a built landscape of small cities and towns. Natural assets include Lakes Wateree and Marion, portions of four major rivers (Wateree, Black, Santee, and Lynches), and numerous state parks, state forests, heritage preserves, and wildlife refuges.

The four counties have a combined 380,070 acres of agricultural land cover, nearly

24% of the region. There are nearly 219,000 acres of protected lands in the region, including state parks, wildlife management areas, wildlife preserves, and private lands under conservation easement.

Education

The Santee Lynches Region is home to six school districts with a 2016 enrollment of nearly 35,000 students. Sixty-three schools are spread across these districts, staffed by more than 5,300 faculty and staff helping students develop the world-class skills to become career and college ready. There are three major higher education institutions in the region. Central Carolina Technical College (CCTC), a public, two-year institution that is part of the SC Technical College System, offers over 50 programs of study. CCTC is dedicated to fostering a positive teaching and learning environment for students in Clarendon, Kershaw, Lee and Sumter counties. CCTC offers associate degrees, diplomas and certificates, uses both traditional and online courses, and has cooperative agreements for an easy transfer to other four-year institutions. The University of South Carolina – Sumter awards Associate in Arts and Associate in Science degrees and provides for the completion of selected Bachelor's degrees through cooperative agreements and delivery structures with other USC System institutions. Morris College is a historically black, coeducational, liberal arts college, operated by the Baptist Educational and Missionary Convention of South Carolina.

Military Presence

The military presence in the Santee-Lynches region is one of the largest in South Carolina and has an annual economic impact more than \$2.5 billion while also supporting over 17,000 jobs. This military presence includes Shaw Air Force Base, the U.S. Army's Central Command, contractors, military retirees, portions of the South Carolina National Guard, and the U.S. Army Reserve. While not physically in the Santee-Lynches region, the U.S. Army's Fort Jackson also has a significant impact, particularly in Kershaw County, which is located immediately to the northeast of the installation.

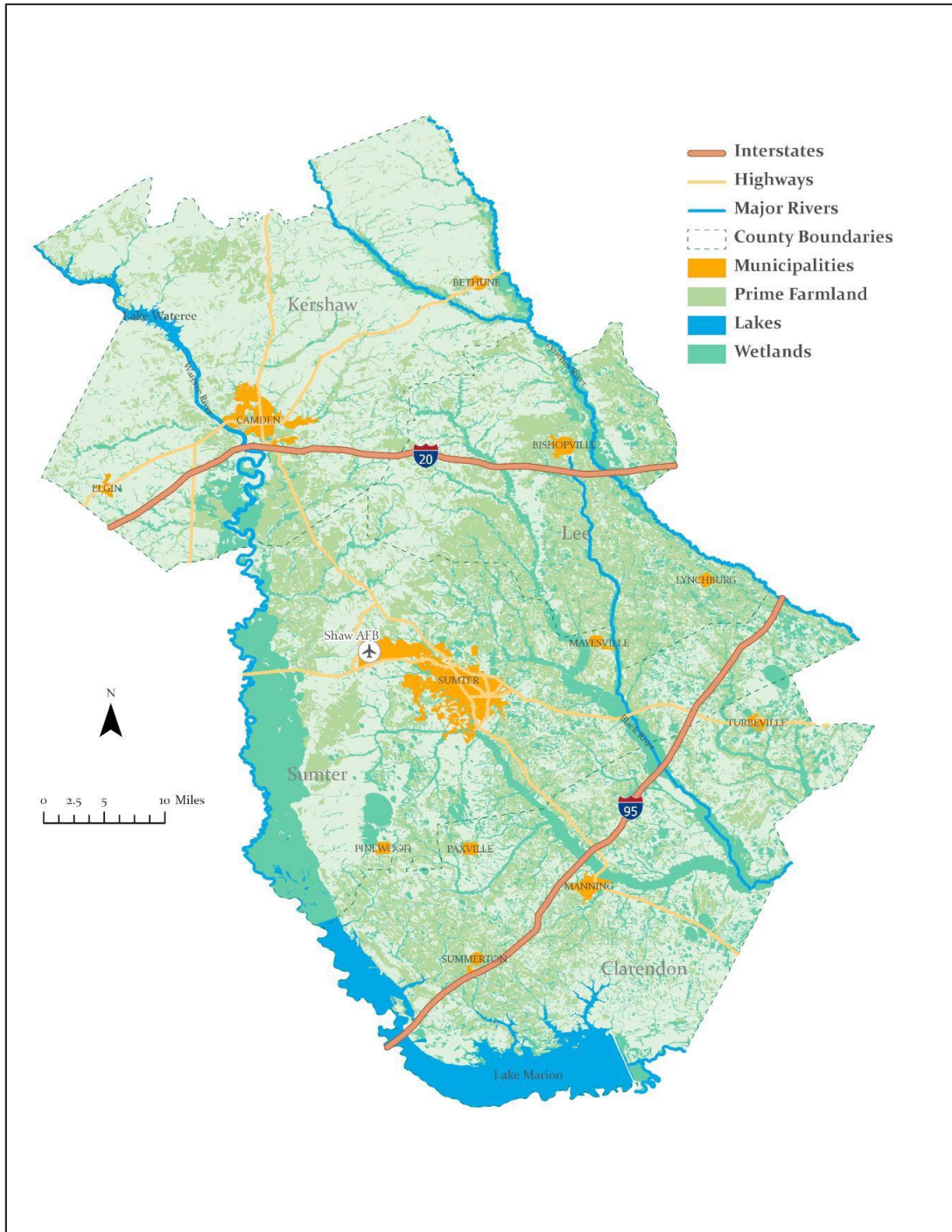
Shaw Air Force Base was built in 1941 in Sumter and is one of the oldest regional Unified Combatant Commands in the U.S. Air Force. Approximately 7,000 active duty and reserve personnel are assigned to the base, with the majority of personnel living off-base. More than 1,000 civilians also work on base. Shaw's host unit is the 20th Fighter Wing, the largest F-16 combat wing in the Air Force. Shaw Air Force Base is also home to the Headquarters of Ninth Air Force, U.S. Air Forces Central (AFCENT). Additionally, the headquarters for U.S. Army Central (ARCENT) transferred to Shaw in 2011. Furthermore, Shaw hosts elements of the 372nd Training Squadron; 337th Recruiting Squadron; Air Force Audit Agency; Air Force Office of Special Investigations; and Air Combat Command's F-16 Aerial Demonstration Team.

Shaw AFB's location and natural assets make it an attractive site for new missions. For example, an MQ-9 Reaper unmanned aerial vehicle group, estimated at 400 personnel, recently announced they would be locating at Shaw. Additional mission elements such as the Air Force's Battlefield Airman program are also considering Shaw AFB as a new site. Such new missions would have a significant economic impact on the region with the addition of hundreds of personnel and students. This potential economic impact will rival, and perhaps even exceed, the significant job creation events in the region's recent history.

Planning Area

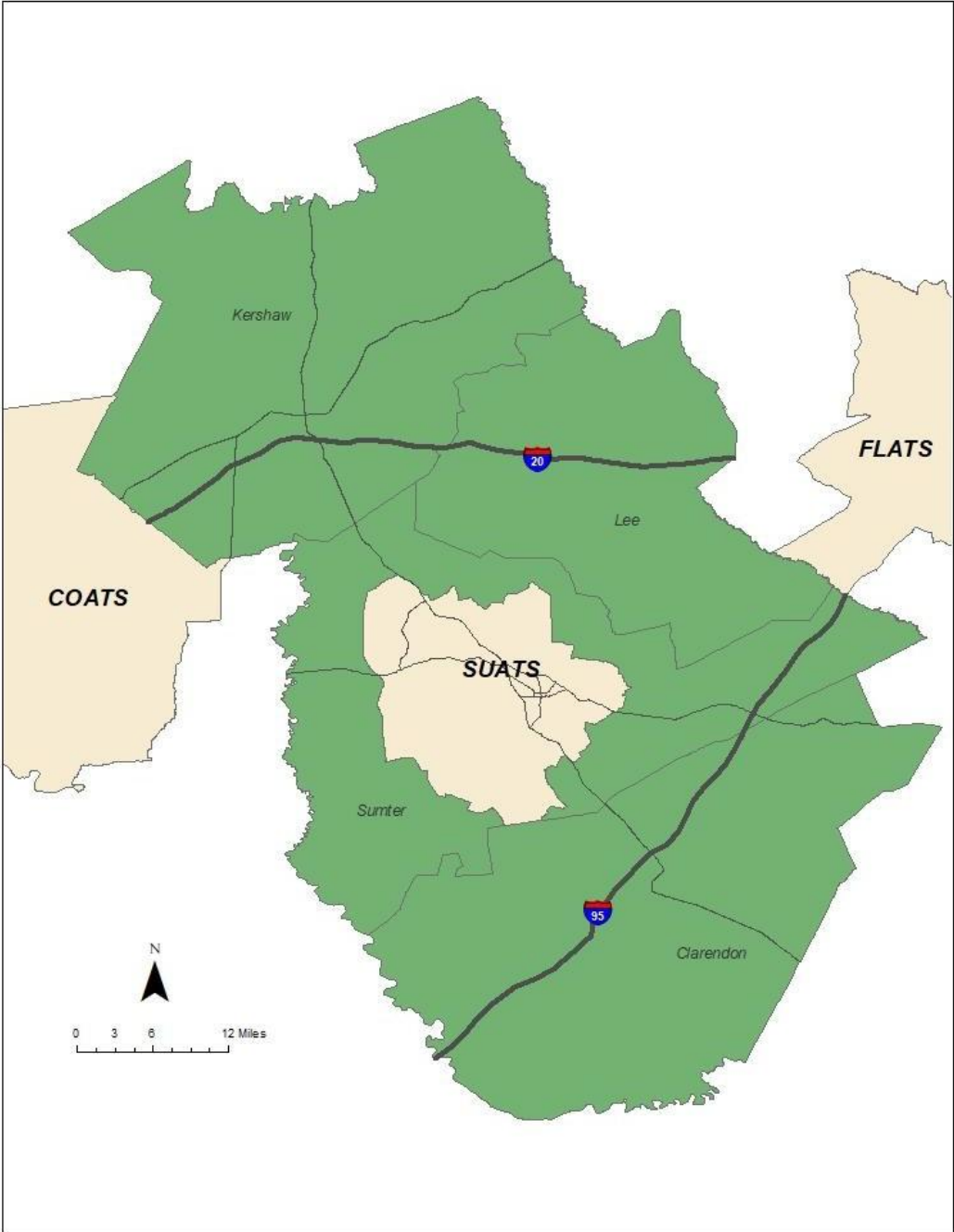
The SLCOG region, as seen in Figure 1 below, encompasses approximately 2,400 square miles.

Figure 1. Santee-Lynches Region



With the 2020 census, the size of the SUATS MPO area increased slightly. Likewise, the rural planning area also increased, as a portion of Kershaw County shifted from the COATS MPO to the Santee-Lynches area. These changes took effect in 2023. Figure 2 shows the region's current urban and rural planning areas, along with the neighboring COATS and FLATS metropolitan planning organization areas.

Figure 2. Rural Planning Area with SUATS, COATS, and FLATS MPOs

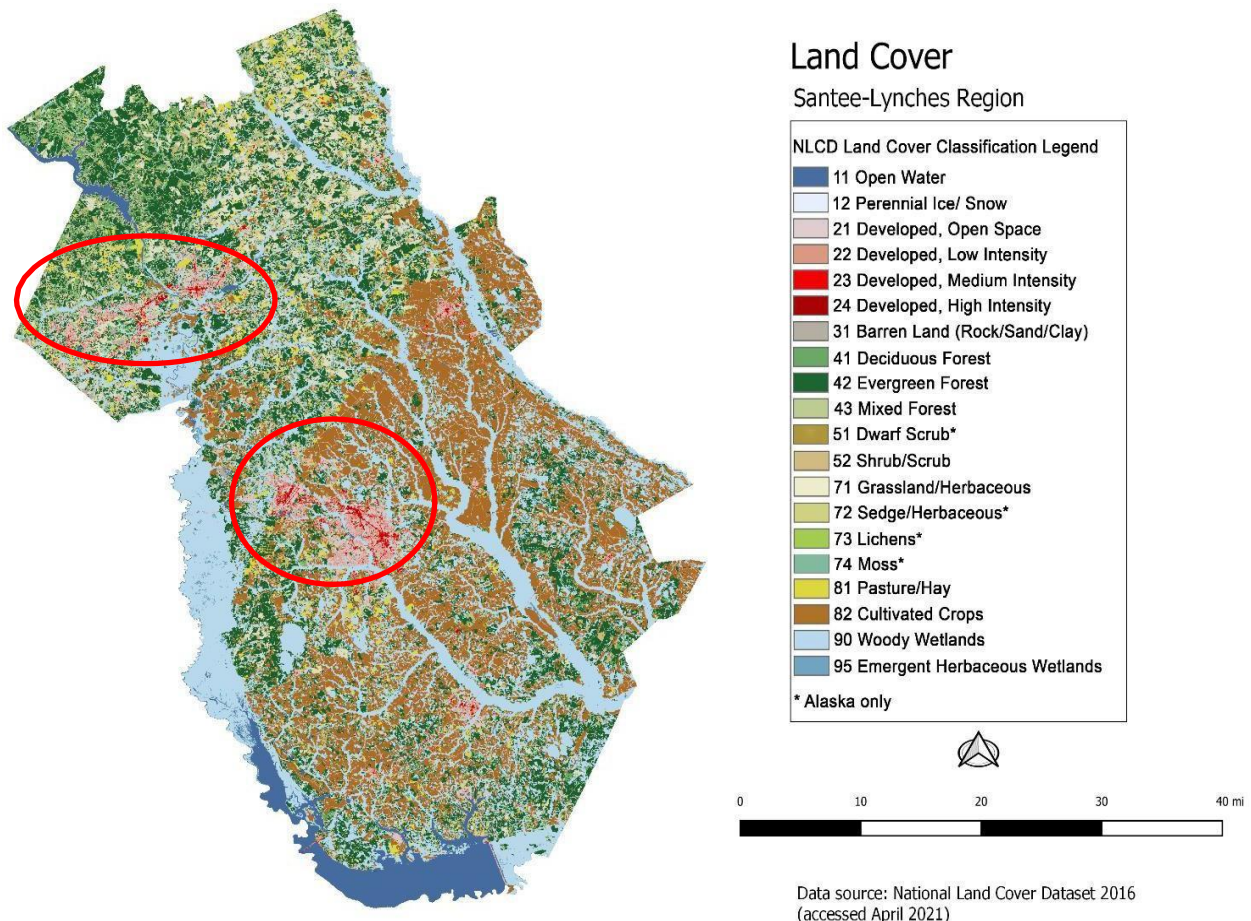


Land Use and Land Cover

As seen in Figure 3 below, agriculture, forests, surface water and wetlands, and other natural areas dominate the land cover of the region. The red to pink areas (circled) indicate the main areas of urban development in the region. These are the Camden/Lugoff/Elgin area in the northwest part of the region and the Sumter area in the center of the region. Typical urban land uses are found in these developed areas, including residential, commercial, institutional, and industrial activities. All of these uses generate and attract vehicle trips on the region's transportation system.

While the urbanized Sumter area is included in the SUATS MPO, the Camden, Lugoff, and Elgin communities together constitute the most rapidly urbanizing portion of the SLCOG rural planning area. The growth experienced in this area is due in part to the effect of the eastward expansion of the Columbia metropolitan area in adjacent Richland County.

Figure 3. Land Cover



Population

It is important to understand how the population of the SLCOG region is changing to better plan for future transportation needs. The four-county region has a 2020 estimated population of 218,634. The primary population centers are in the cities of Sumter (43,342), Camden (7,772), and Manning (3,888). Their combined populations make up approximately 25% of all people living in the region. These cities are also the most urbanized areas in the region.

Table 1. Population by County, 1990 - 2020

| | 1990 | 2000 | 2010 | 2020 | % Change (1990 - 2020) | % Change (2010 - 2020) |
|--------------|---------|---------|---------|---------|------------------------------|------------------------------|
| Clarendon | 28,450 | 32,502 | 34,971 | 31,144 | 9.46% | -10.94% |
| Kershaw | 43,599 | 52,647 | 61,697 | 65,403 | 50.00% | 6.00% |
| Lee | 18,437 | 20,119 | 19,220 | 16,531 | -10.33% | -13.99% |
| Sumter | 101,276 | 104,646 | 107,456 | 105,556 | 4.22% | -1.76% |
| SLCOG Region | 191,762 | 209,914 | 223,344 | 218,634 | 14.01% | -2.10% |

Source: Source: U.S. Census Bureau, 2020 Census Redistricting Data (P.L. 94-171). U.S. Census Bureau 1990, 2000, 2010

The population of the Santee-Lynches rural planning area, i.e. the area not including the SUATS MPO, was approximately **129,304** in 2019 (SCDOT Transportation Analysis Zone data).

Population Projections

Overall, the population is expected to decline somewhat in Clarendon and Lee counties from 2030 to 2050. Kershaw County will continue to be the primary center of population growth in the region through 2050. In Sumter County, population growth is expected to remain relatively flat between 2030 and 2050. The table below contains these projections.

Table 2. Population Projections by County to 2050

| | 2020 | 2030 | 2040 | 2050 |
|--------------|---------|---------|---------|---------|
| Clarendon | 31,144 | 29,030 | 28,052 | 27,107 |
| Kershaw | 65,403 | 67,870 | 73,964 | 80,605 |
| Lee | 16,531 | 14,100 | 12,542 | 11,157 |
| Sumter | 105,556 | 104,290 | 104,197 | 104,104 |
| SLCOG Region | 218,634 | 215,290 | 218,755 | 222,973 |

Source: Projections for 2030 from South Carolina Revenue and Fiscal Affairs Office Health and Demographics Section. Projections for 2040 and 2050 from Santee-Lynches Regional Council of Governments.

The population of the Santee-Lynches rural planning area (the area not including the SUATS MPO) is projected to be approximately **140,804** in 2050 (SCDOT Transportation Analysis Zone data). This figure represents an 8.89% increase from the population of the planning area in 2019.

Housing and Employment

Household size across the nation has been on the decline. This trend is evident in South Carolina and the SLCOG region, as well. The number of households can be more indicative of the amount of traffic on the road network than the actual population. All households generate traffic of some kind, though not all persons in a household may drive.

The number of households in the SLCOG region increased between 2010 and 2020 by approximately 6,019. Despite a slight decrease in its total population, Sumter County added the most households, with 3,541 households added between 2010 and 2020. However, Kershaw County has seen the largest percentage increase in households, adding 2,599 households during this period.

Table 3. Households by County, 2000-2020

| | 2000 | 2010 | 2020 | % Change (10 - 20) |
|--------------|--------|--------|--------|-----------------------|
| Clarendon | 11,800 | 12,636 | 12,610 | -0.21% |
| Kershaw | 20,206 | 23,358 | 25,957 | 11.13% |
| Lee | 6,893 | 6,631 | 6,536 | -1.43% |
| Sumter | 37,719 | 38,363 | 41,904 | 9.23% |
| SLCOG Region | 76,618 | 80,988 | 87,007 | 7.43% |

Source: U.S. Bureau of the Census 2010

Between 2020 and 2050, the SLCOG region is expected to increase its population by nearly 2%, adding 4,339 residents to the region. The population increase would create about 1,736 new households, averaging approximately 58 new households per year between 2020 and 2050.

In contrast to population growth in the region, employment is expected to decline throughout the SLCOG region over the next decade. Overall, employment is expected to decline 3.54% percent by 2033 across the entire region. Both manufacturing and retail employment are expected to decline by approximately 7% (JobsEQ, Employment Forecast Comparison).

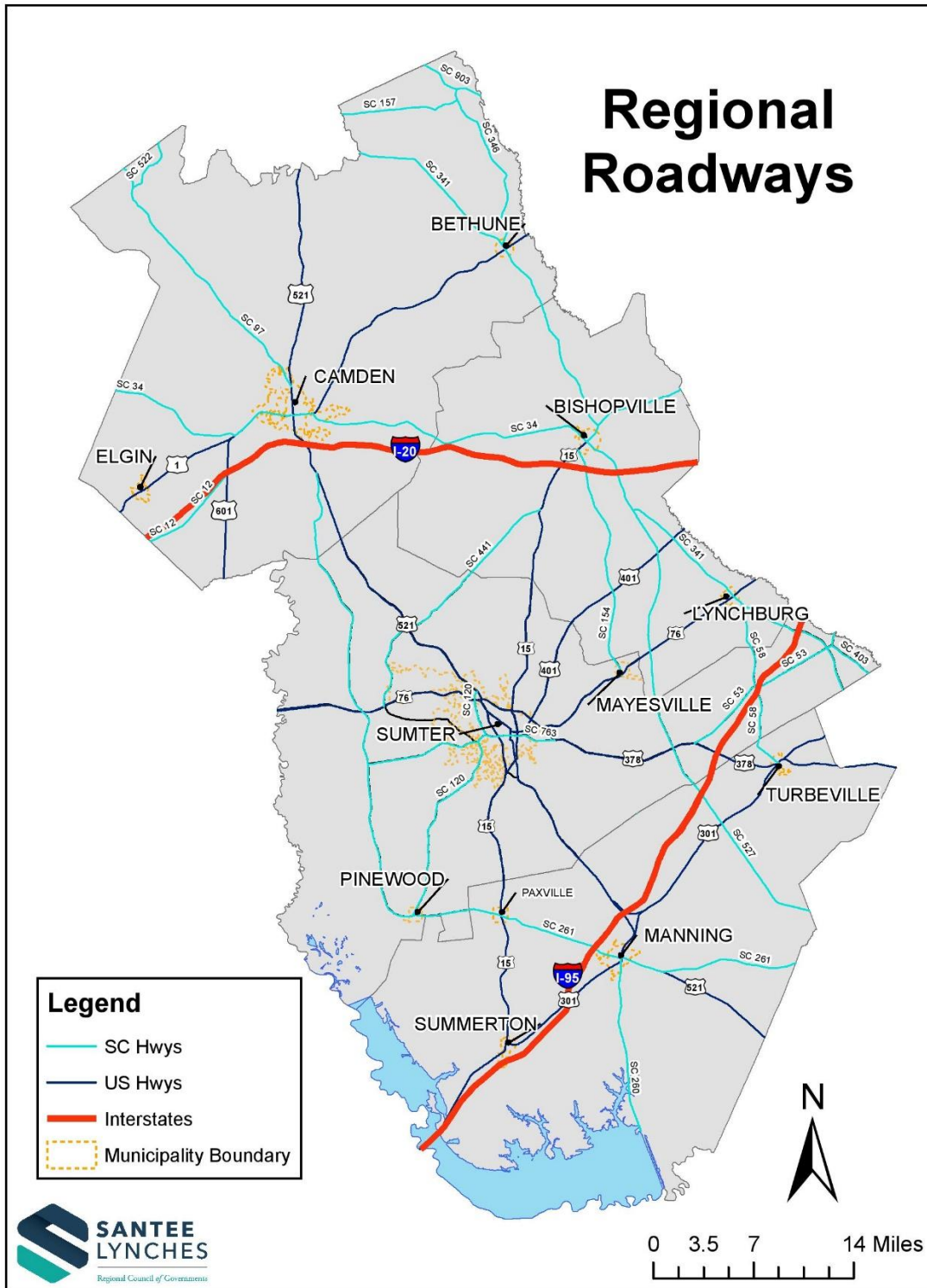
REGIONAL TRANSPORTATION SYSTEM

The most obvious component of a regional transportation system is the network of major and minor roads that accommodate the transport of people and goods in and through a region. A robust transportation system will offer many options for consideration such as personal vehicles, buses and rail, heavy trucks and railways, and airplane transport. The SLCOG Rural Long Range Transportation Plan will primarily focus on roadway transport and will summarize the availability of public transportation and bicycle and pedestrian facilities in the region.

Roadway Network

The SLCOG rural planning region is served by two major interstates and an extensive system of Interstate spurs and U.S. and State highways, many of which are four-lane facilities. Roads in the region are owned and/or maintained by one of the following: South Carolina Department of Transportation (SCDOT); one of the six counties in the SLCOG region, incorporated jurisdictions, private developers and individuals. In addition, numerous roads are the responsibility of the federal government and the U.S. Forest Service. In the past, roads constructed by a developer eventually were adopted into the state highway maintenance system under the Beltline Act. Recently the State Department of Transportation Commission capped the number of roads it would maintain and placed responsibility for all new roads to be accepted within the local systems (county or cities/towns) rather than the state system.

Figure 4. Regional Roadway System



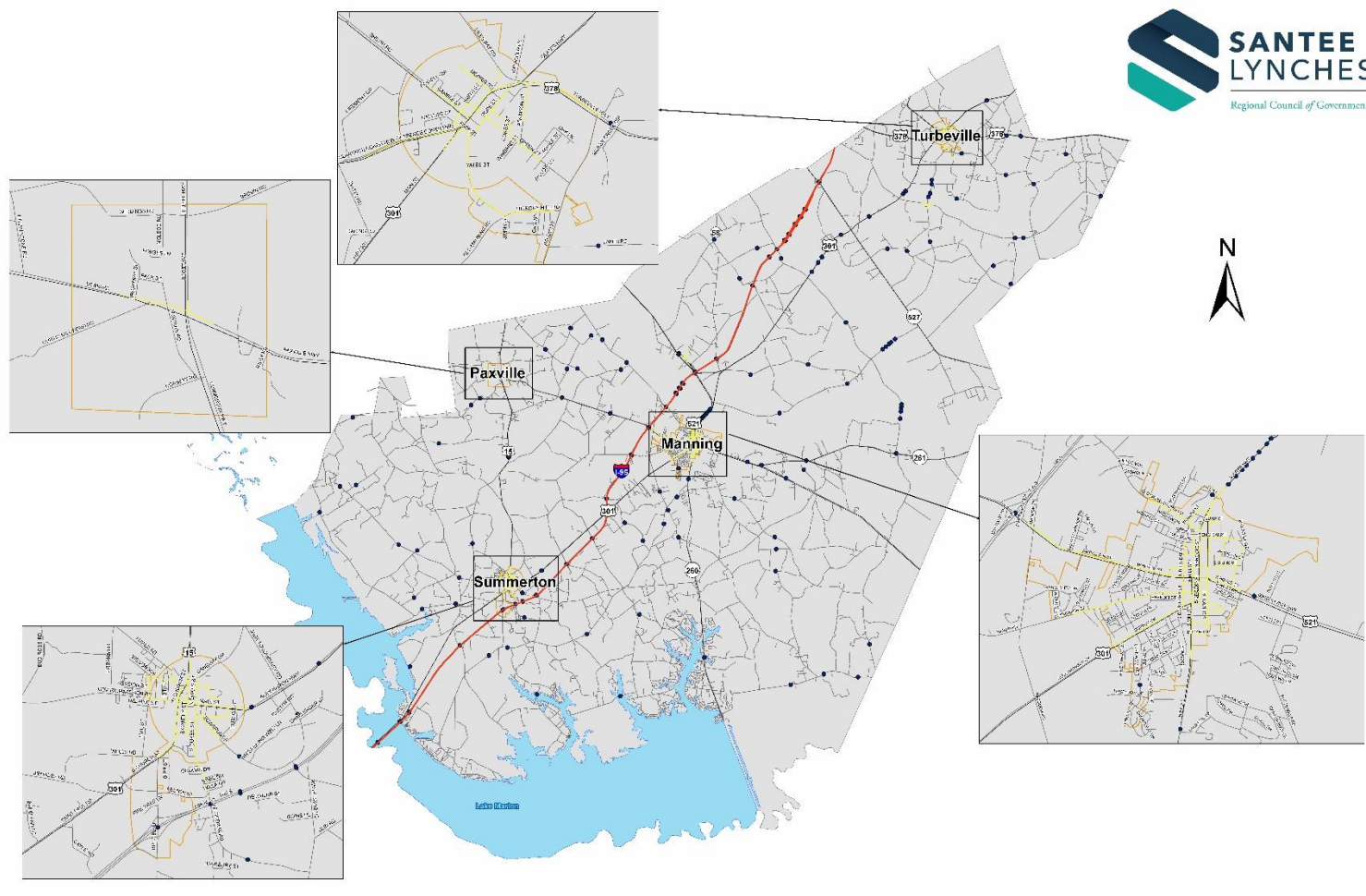
The Federal Highway Administration (FHWA) classifies roads and highways into groups according to the type of service they are intended to provide based on daily traffic volumes as well as purpose, characteristics, and location. The classification system includes Interstates, Principal Arterials, Minor Arterials, and Collectors and Local Roads.

- **Interstates** are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Since its inception in the 1950's, the Interstate System has provided a network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States. Roadways in this functional classification category are officially designated as Interstates by U.S. Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstates and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials.
- **Principal arterials** are major highways of regional and statewide significance intended to serve large amounts of traffic traveling relatively long distances at higher speeds. Direct property access requires careful management to preserve traffic mobility and avoid creating unsafe and congested traffic operations.
- **Minor arterials** interconnect with and augment the principal arterial system. Minor arterials distribute traffic to smaller geographic areas providing service between and within communities. Development connections to the arterial need to be managed so as to not adversely affect their traffic movement function.
- **Collectors** provide both access to land uses and traffic circulation within residential, commercial, and industrial areas. The collector system distributes traffic from the arterials through the area to the motorist's ultimate destination. Conversely, collectors also collect traffic from local streets in residential neighborhoods and channel it into the arterial system.
- **Local roads** and streets primarily serve as access roads to farms, residences, businesses and other abutting properties. They distribute traffic to highways in the higher functional classification network.

Transportation Network and Annual Average Daily Traffic

The maps below present the transportation network and annual average daily traffic in each county in the region.

Figure 5. Clarendon County Transportation Network



Legend

- Bridge
- Interstate
- Highway
- Roadway
- Sidewalk
- Municipal boundary
- Lake Marion

Transportation Network

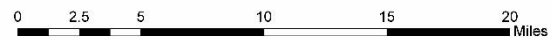


Figure 6. Clarendon County AADT

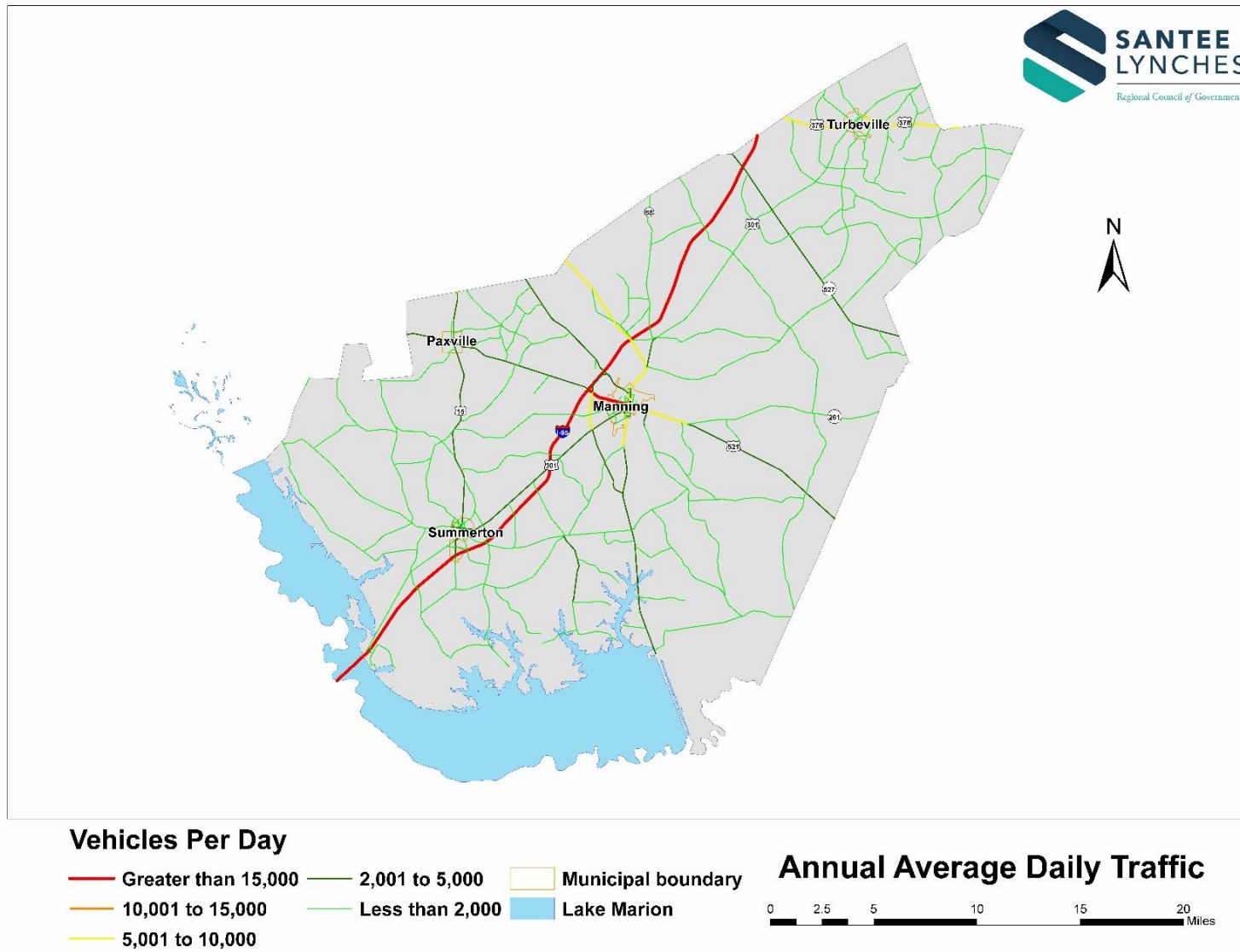
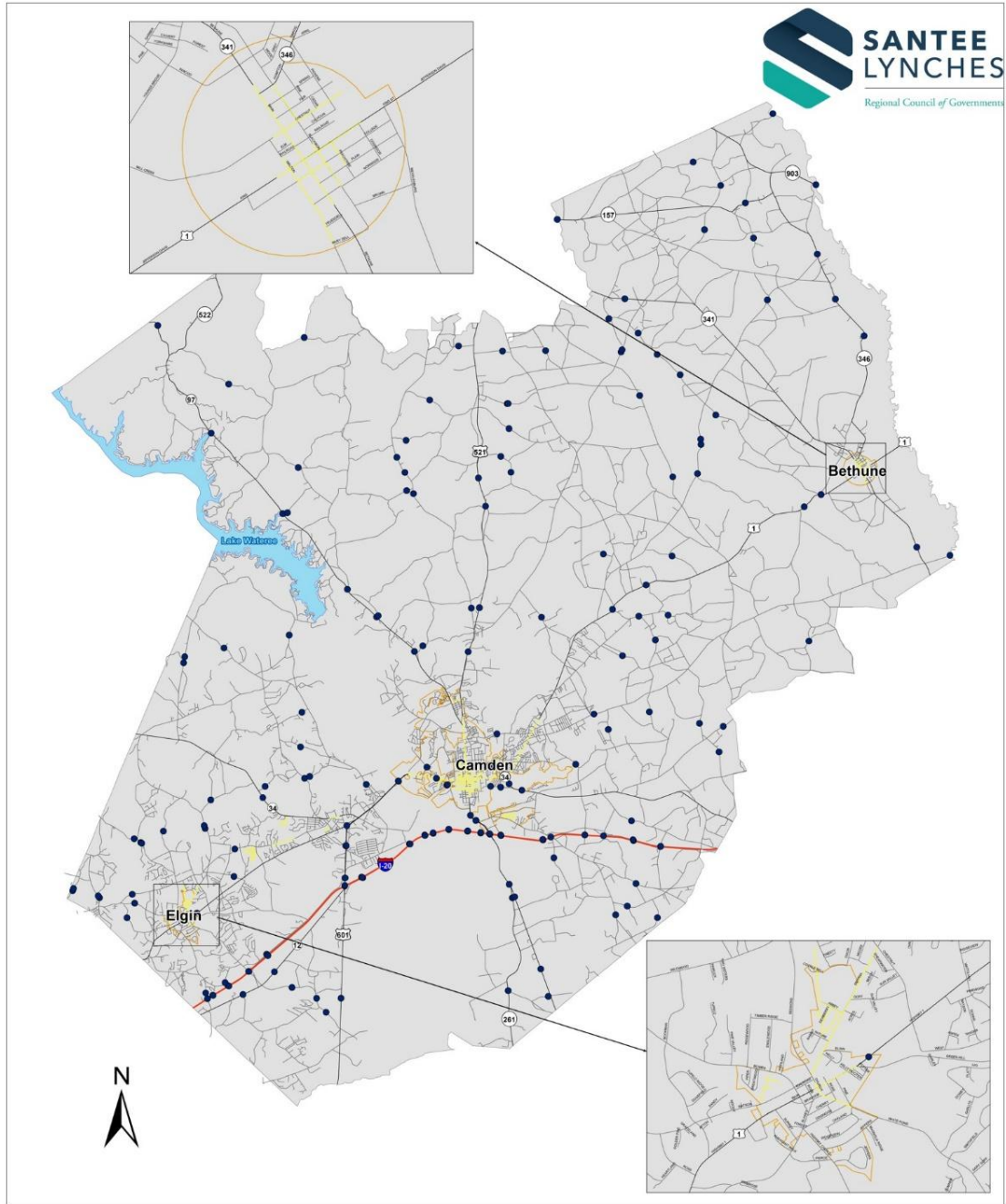


Figure 7. Kershaw County Transportation Network



Legend

- Bridge
- Interstate
- Sidewalk
- Highway
- Roadway
- ▭ Municipal Boundary
- ▭ Lake Wateree

Road Network



Figure 8. Kershaw County AADT

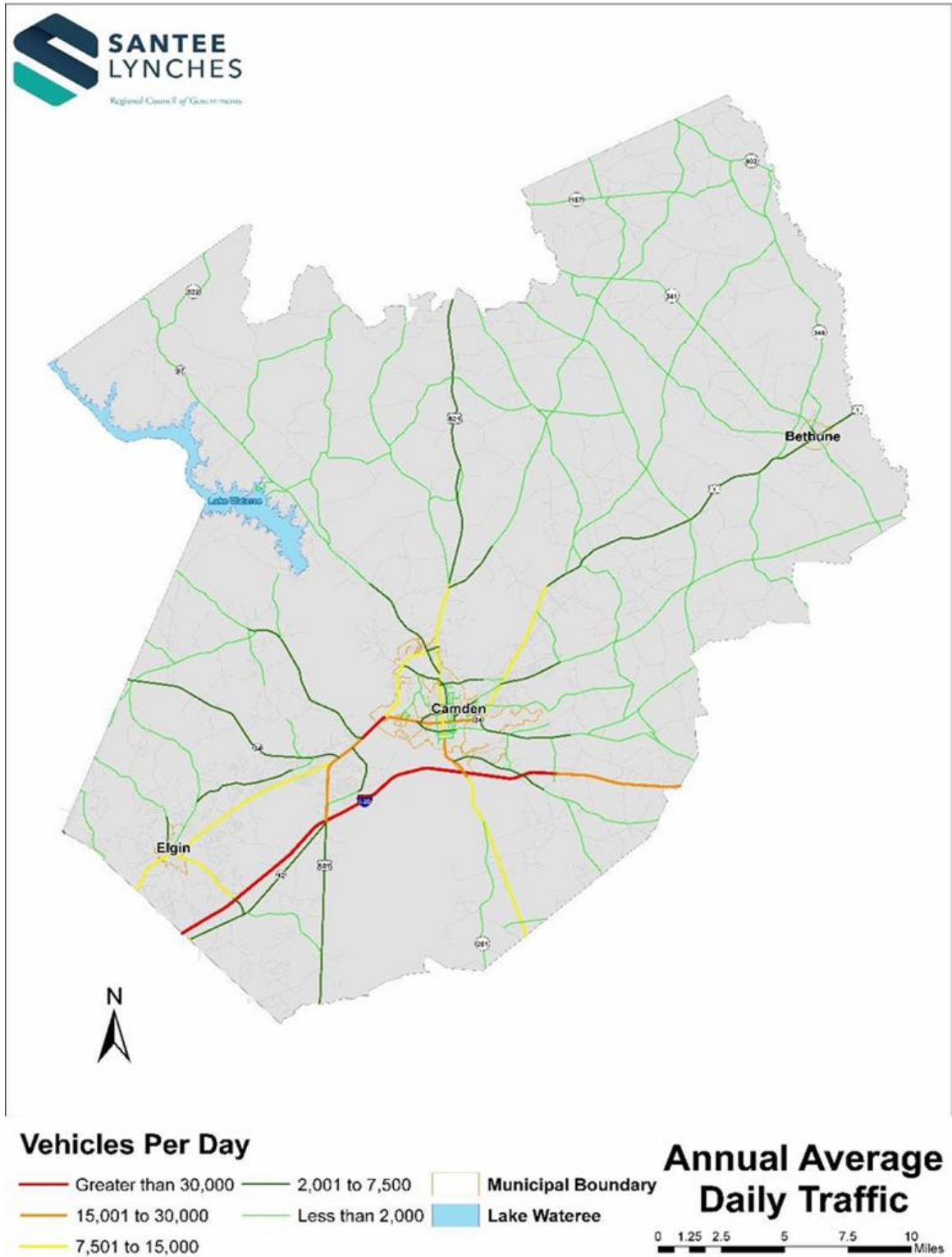


Figure 9. Lee County Transportation Network

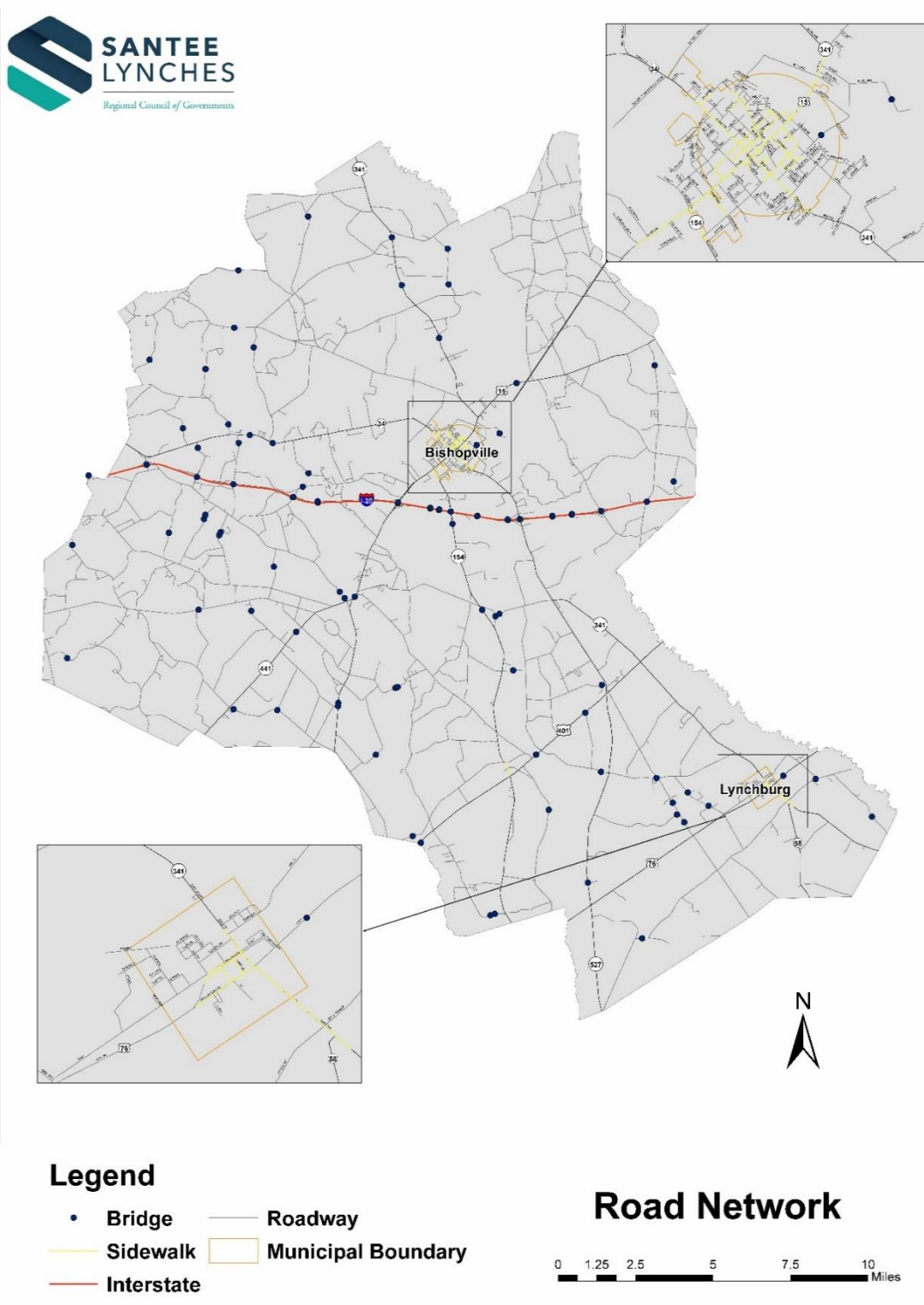


Figure 10. Lee County AADT

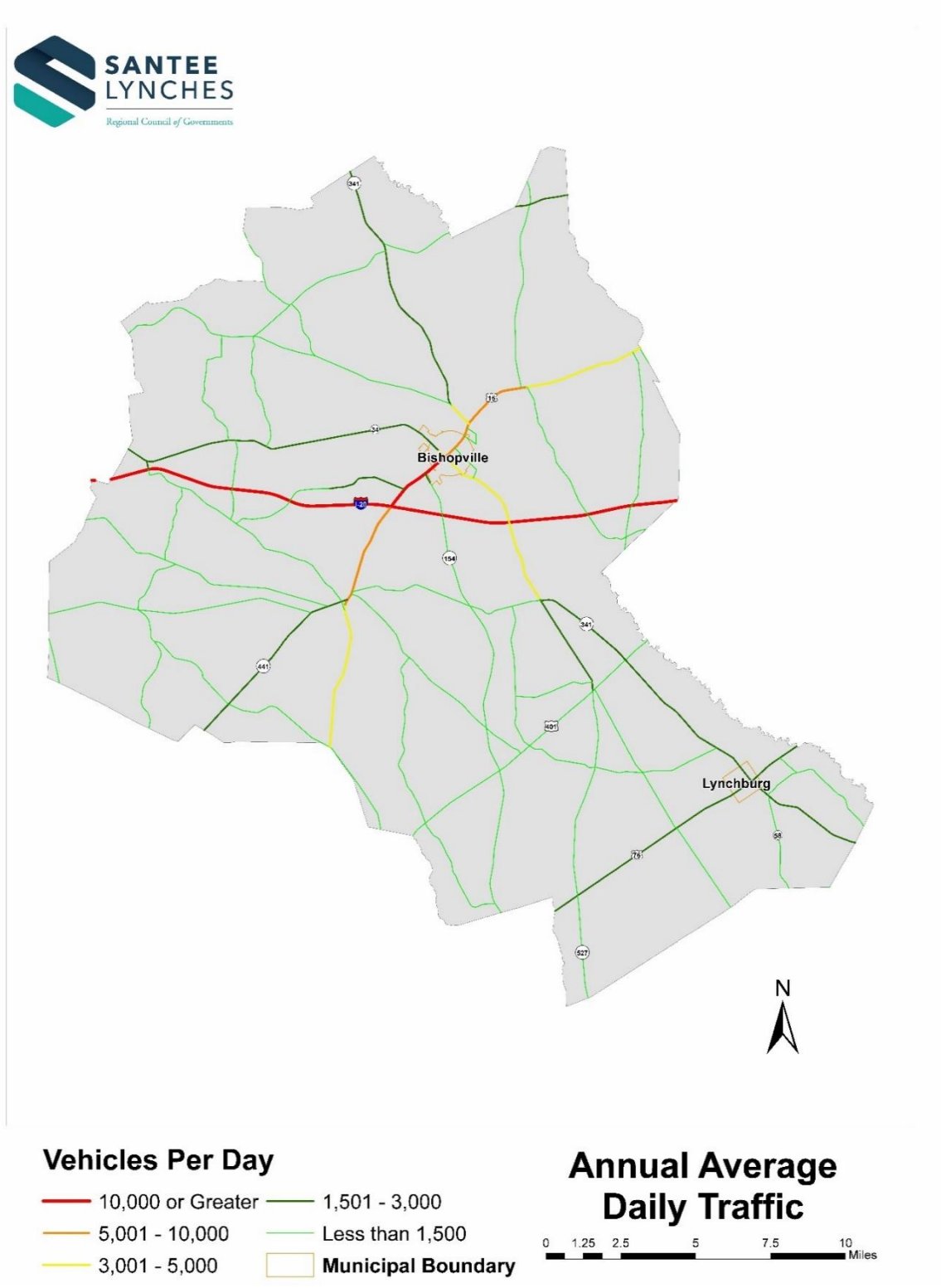
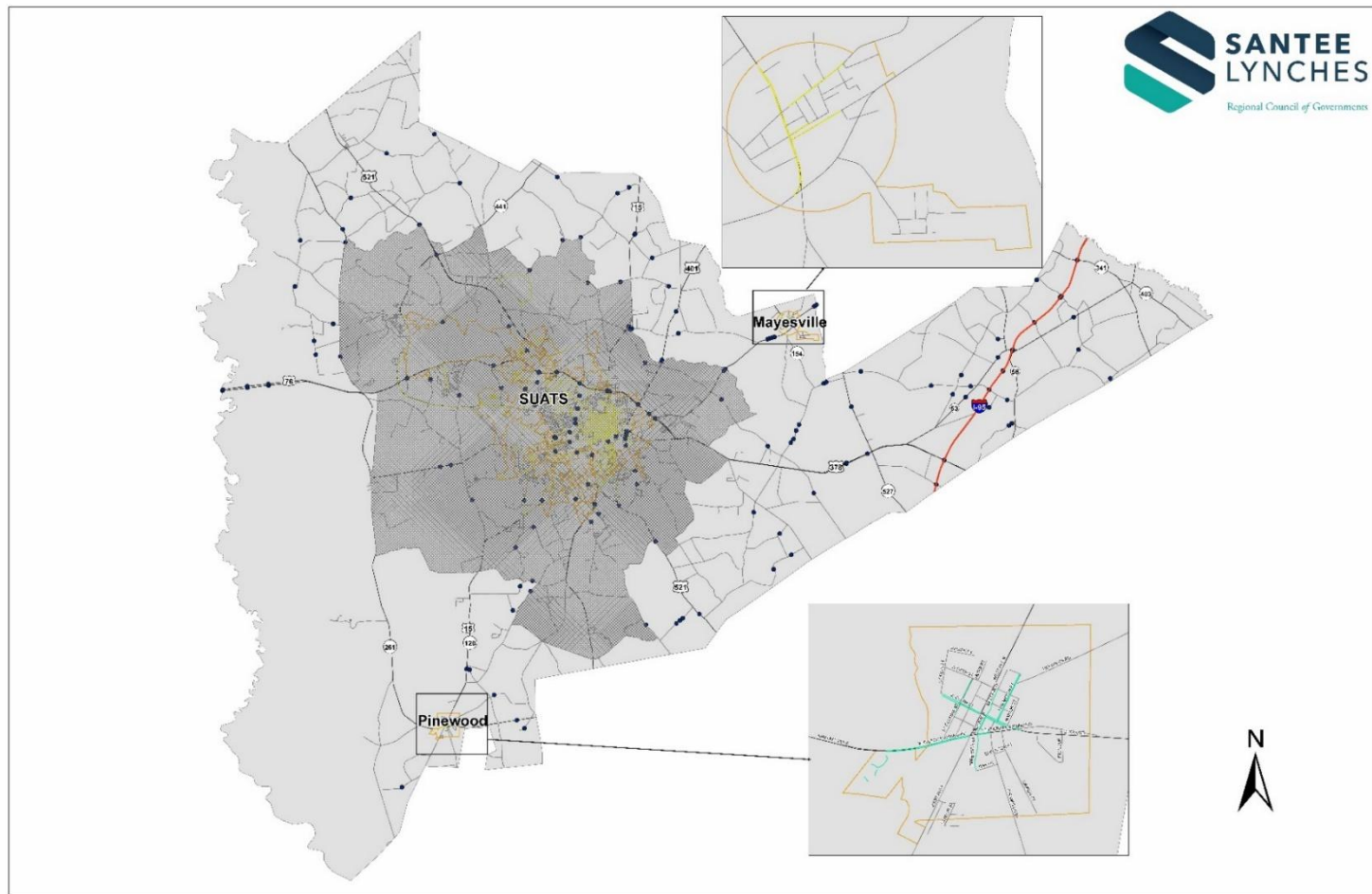


Figure 11. Sumter County Transportation Network



Legend

- Bridge
- Interstate
- Highway
- Roadway
- Sidewalk
- Municipal boundary
- SUATS Boundary

TRANSPORTATION NETWORK

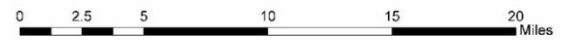


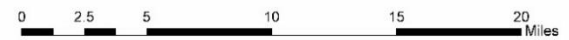
Figure 12. Sumter County AADT



Legend

- | | | |
|--------------------|---------------------|-----------------|
| SUATS Boundary | AADT | 3,001-11,000 |
| Municipal Boundary | Greater than 19,000 | 1,001-3,000 |
| | 11,001-19,000 | Less than 1,000 |

Annual Average Daily Traffic



Traffic Accidents

There were 14,621 total crashes in the region between 2018 and 2022:

- Clarendon County 3014 crashes
- Kershaw County 7196 crashes
- Lee County 2409 crashes
- Sumter County 2002 crashes

Of these crashes, a total of 211 involved fatalities. Figures 13 through 17 below show clusters of crash sites in specific areas of the region.

Figure 13. Collisions in the Camden Vicinity 2018-2022

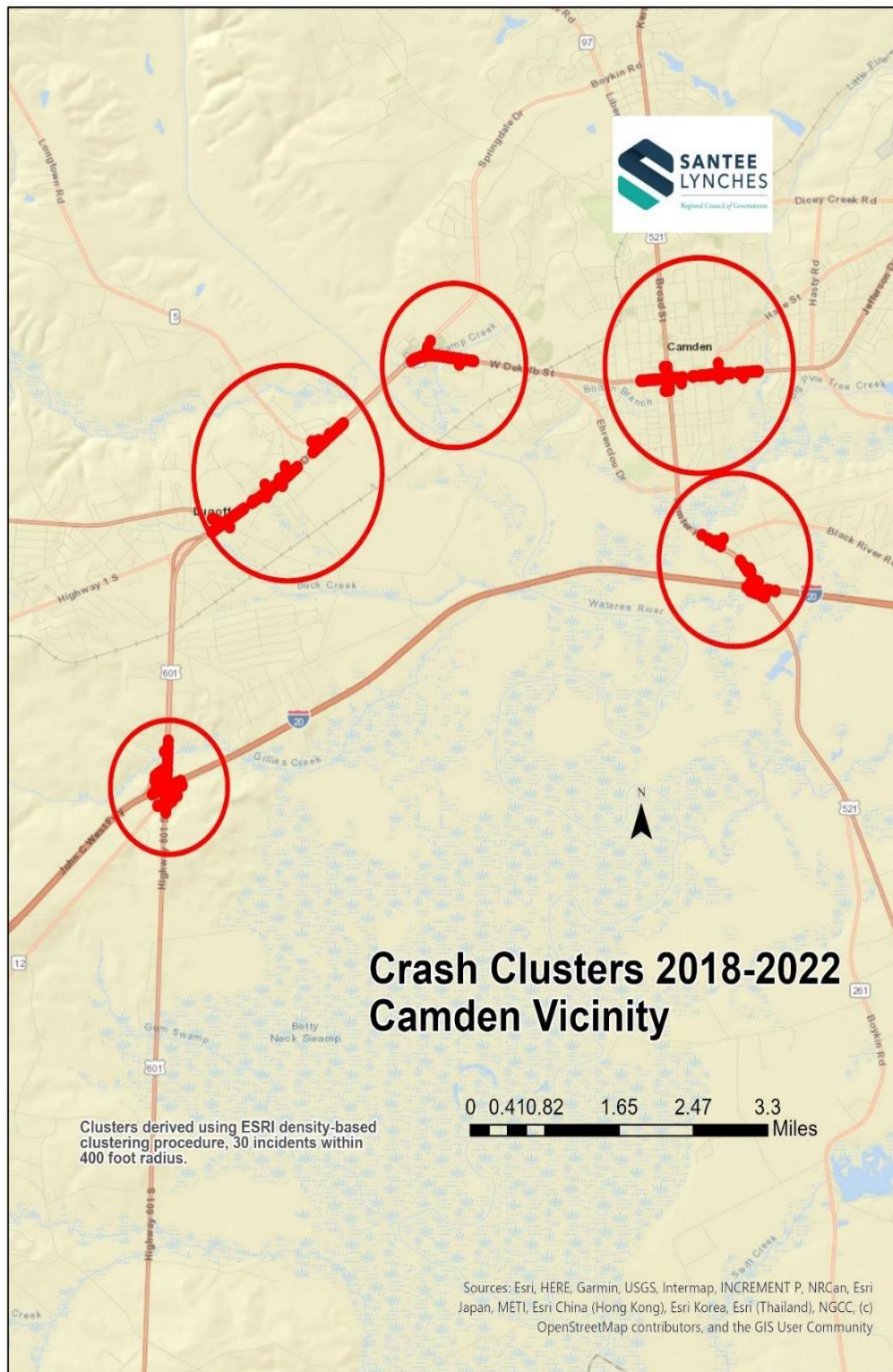


Figure 14. Collisions in the Bishopville Vicinity 2018-2022

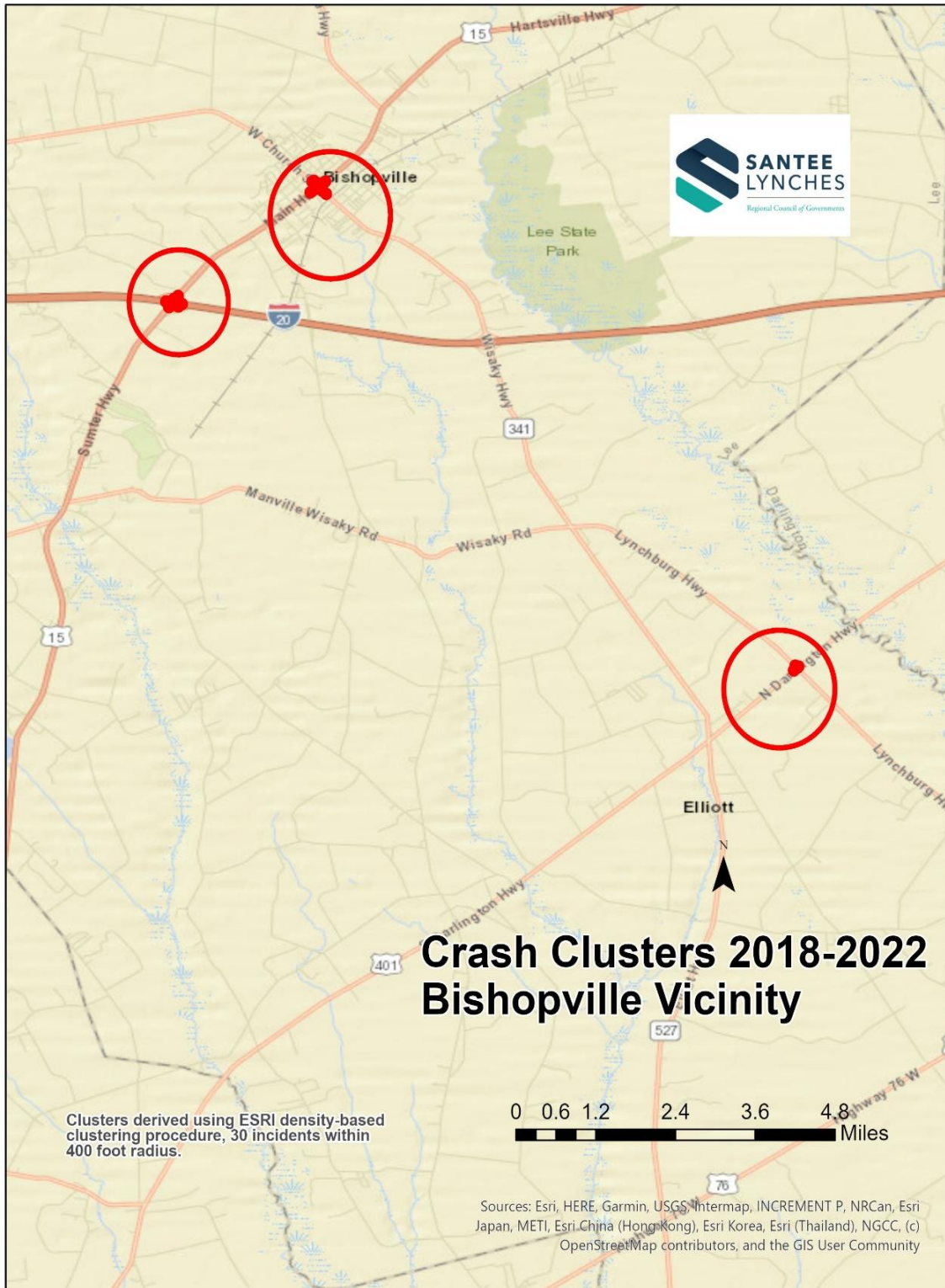


Figure 15. Collisions in the Shaw AFB Vicinity 2018-2022

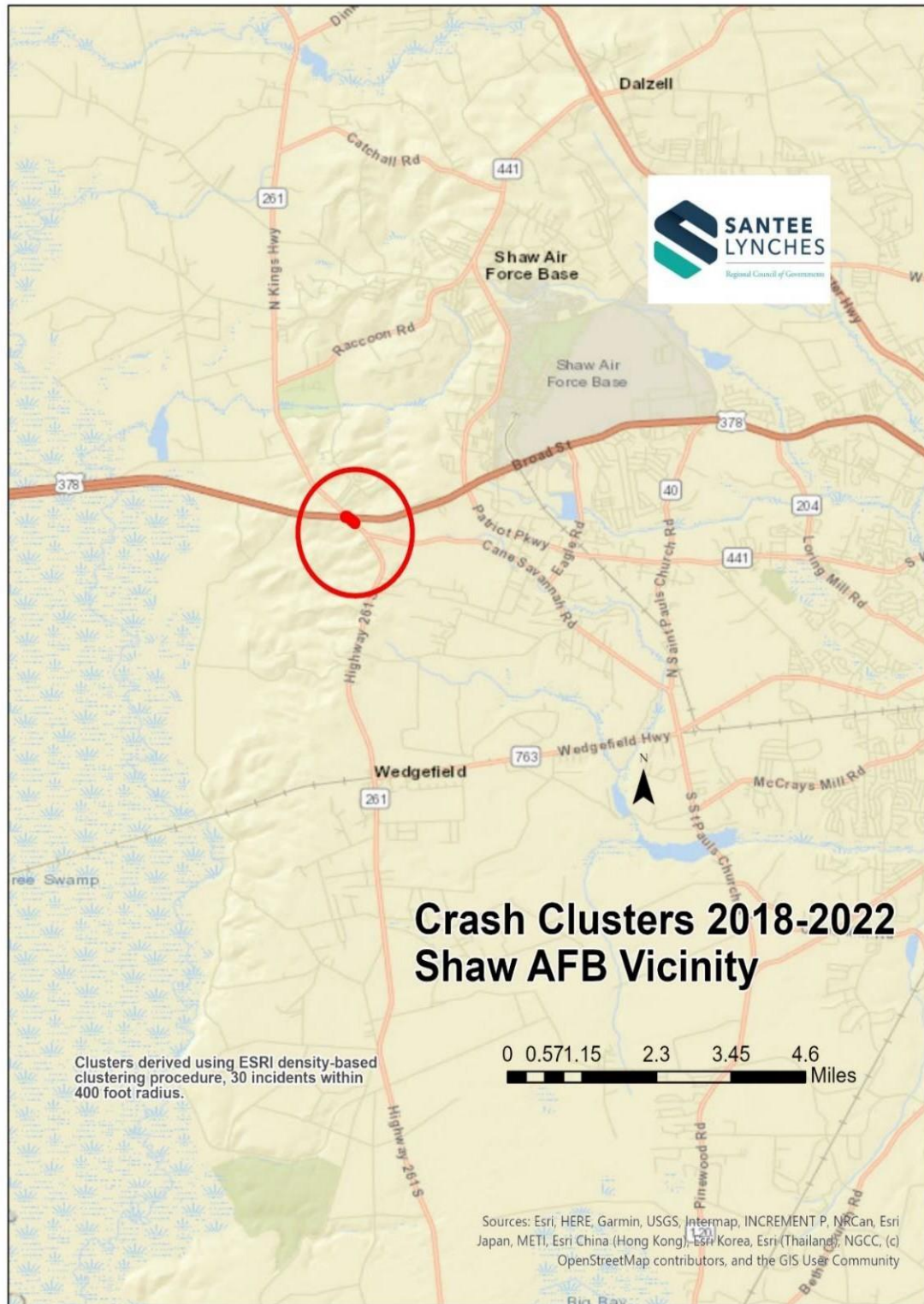
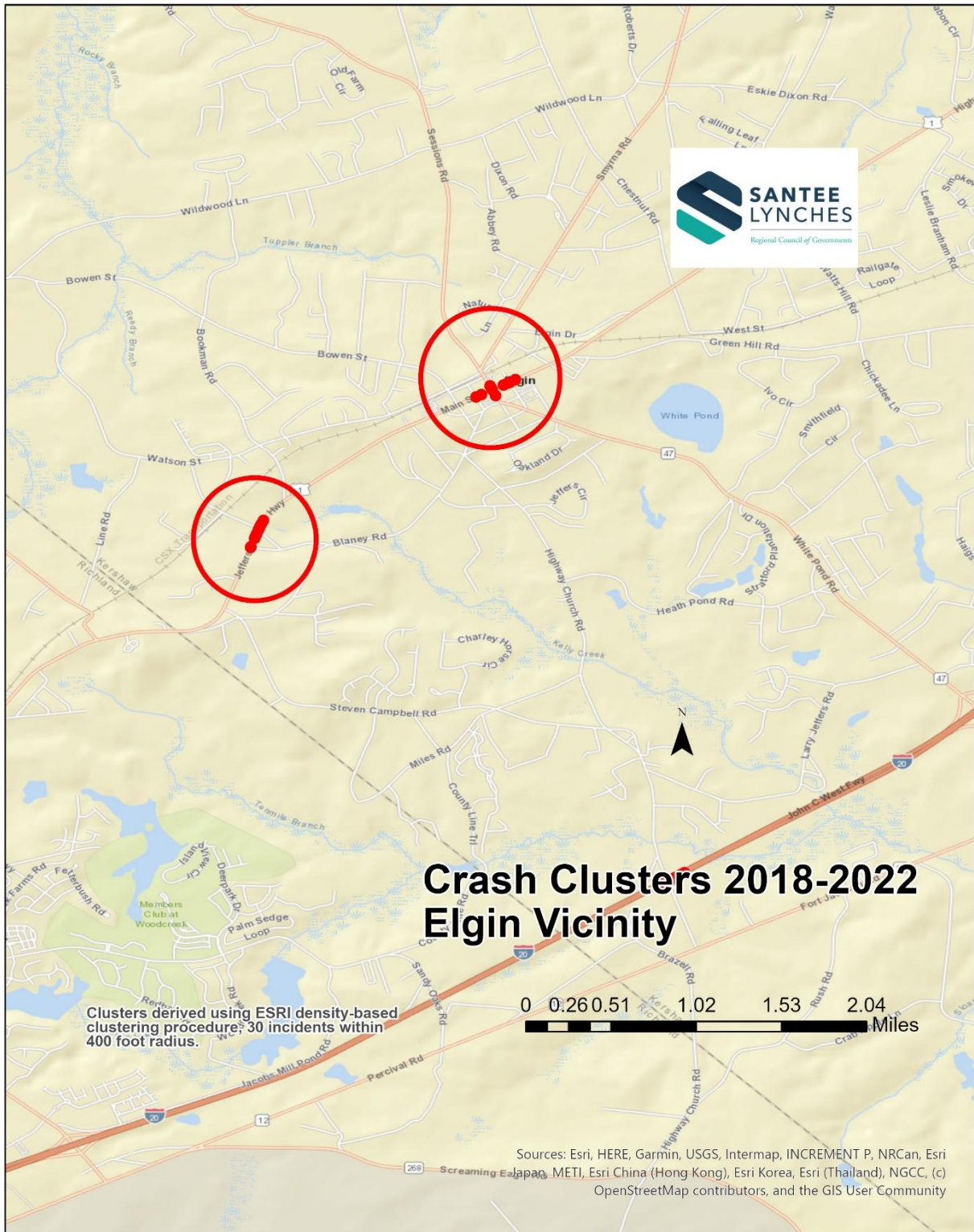


Figure 16. Collisions in the Manning Vicinity 2018-2022



Figure 17. Collisions in the Elgin Vicinity 2018-2022



Public Transportation

Rural public transportation presents a unique challenge. Long trips and low population densities often result in insufficient ridership for supporting transit routes. However, the lack of transportation options combined with the prevalence of elderly and low-income individuals in many rural communities suggests the need for such a service.

Fixed Route Transit

Currently, the only fixed-route transit provider in the rural SLCOG study area is the Santee-Wateree Rural Transit Authority (SWRTA). SWRTA is the Sumter local public transportation provider which also provides transportation services within the region to Clarendon, Kershaw, Lee counties and Lower Richland area of Richland County.

SWRTA recently moved their offices into the James E. Clyburn Intermodal Transportation Center, a state-of-the-art transportation facility named for Congressman James E. Clyburn, Majority Whip 105 Congress. The facility is also used for training and other meeting purposes.

The Clyburn Center also houses the Southeastern Stages (Greyhound) bus lines, which provides inter-county and out of state transportation services to points North, South, East and West.

The SWRTA has been connecting community residents to jobs, healthcare facilities, school, training and social activities for over thirty years. SWRTA's Motto is "*People Moving People.*" Their goal is to transport people safely in accessible and clean vehicles, driven by friendly and courteous drivers. The SWRTA provides Free Shuttle services to special events – the Iris Festival, Shaw Fest and Jammin' Fourth of July, to name a few.

The public transportation services provided by SWRTA include fixed route services to various shopping centers, medical facilities (including Tuomey Medical Center and the Shaw Clinic), and educational facilities, such as the Adult Education Center, Central Carolina Technical College, Morris College and the University of South Carolina-Sumter Campus.

SWRTA's "featured" transportation services include, Dial-A-Ride (Paratransit), Complimentary ADA Paratransit Services to our Fixed Routes, as well as Commuter Services to Columbia, and Myrtle Beach.

A special link featured on SWRTA website allows anyone to register for Carpools, Vanpools and access public transit schedule information and more! To learn how the Santee Wateree RTA community transportation provider can work for you, your family, and/or your neighbor visit SWRTA website at www.swrta.com

Human Service Transit and Coordination

Each county in the SLCOG region has Disabilities and Special Needs Boards that provide Title IX transportation services for eligible clients in their own counties respectively. Some use agency-operated vehicles while others contract for these services.

Agencies that provide transit options for seniors and individuals with disabilities obtain funding through the Federal Transit Administration (FTA) via Section 5310 – Enhanced Mobility of Senior and Individuals with Disabilities. Transit providers in the SLCOG region apply for funding annually to cover vehicle replacement. SLCOG assists the SCDOT Office of Public Transit during the grant application process by reviewing applications and ranking them in accordance with the Appalachian Regional Transit and Coordination Plan.

Demand for Human Transit services continues to climb in the region. According to U.S. Census data summarized in the Appalachian Regional Transit and Coordination Plan, population groups (over 65, disabled, and impoverished populations) that depend on enhanced transit services will increase by 20 percent in the SLCOG rural region from 2020 to 2040. Based on an adjusted transit demand forecast, the total transit demand in 2010 was estimated at 7.9 million one-way trips. The existing transit agencies in the region provide approximately 3.4 million trips annually, which meets 44 percent of the overall transit needs for the region. The unmet needs, given the prospect of continued population and employment growth, will include more connectivity, opportunities for improved efficiencies, greater emphasis on commuter transportation and a substantial need for increases in the overall funding for transit.

Bicycle and Pedestrian Facilities

Many small towns in the region have pedestrian friendly zones often located in the historic core of each community. These zones typically connect downtown areas to adjacent, historic neighborhoods. In many cases the infrastructure may exist, but maintenance of these facilities has largely been ignored or deferred in favor of higher priority projects in recent times. A key issue to consider for pedestrian mobility and bicycle use is safety, which typically comes in the form of crosswalks and bicycle lanes, respectively.

Currently, the SLCOG does not fund any bicycle/ pedestrian facilities in rural areas. These are funded on the state or county level. However, it is anticipated that bicycle and pedestrian facilities will be considered when transportation improvements are made. SCDOT implemented a Complete Streets Policy in 2021 that requires the agency to work with the state's regional transportation planning partners and regional transit providers to identify and include walking, bicycling and transit needs as part of their regional visioning plans. The City of Manning, for one, has indicated an interest in improving some of the sidewalks in its downtown core area. The proposed Rails-to-

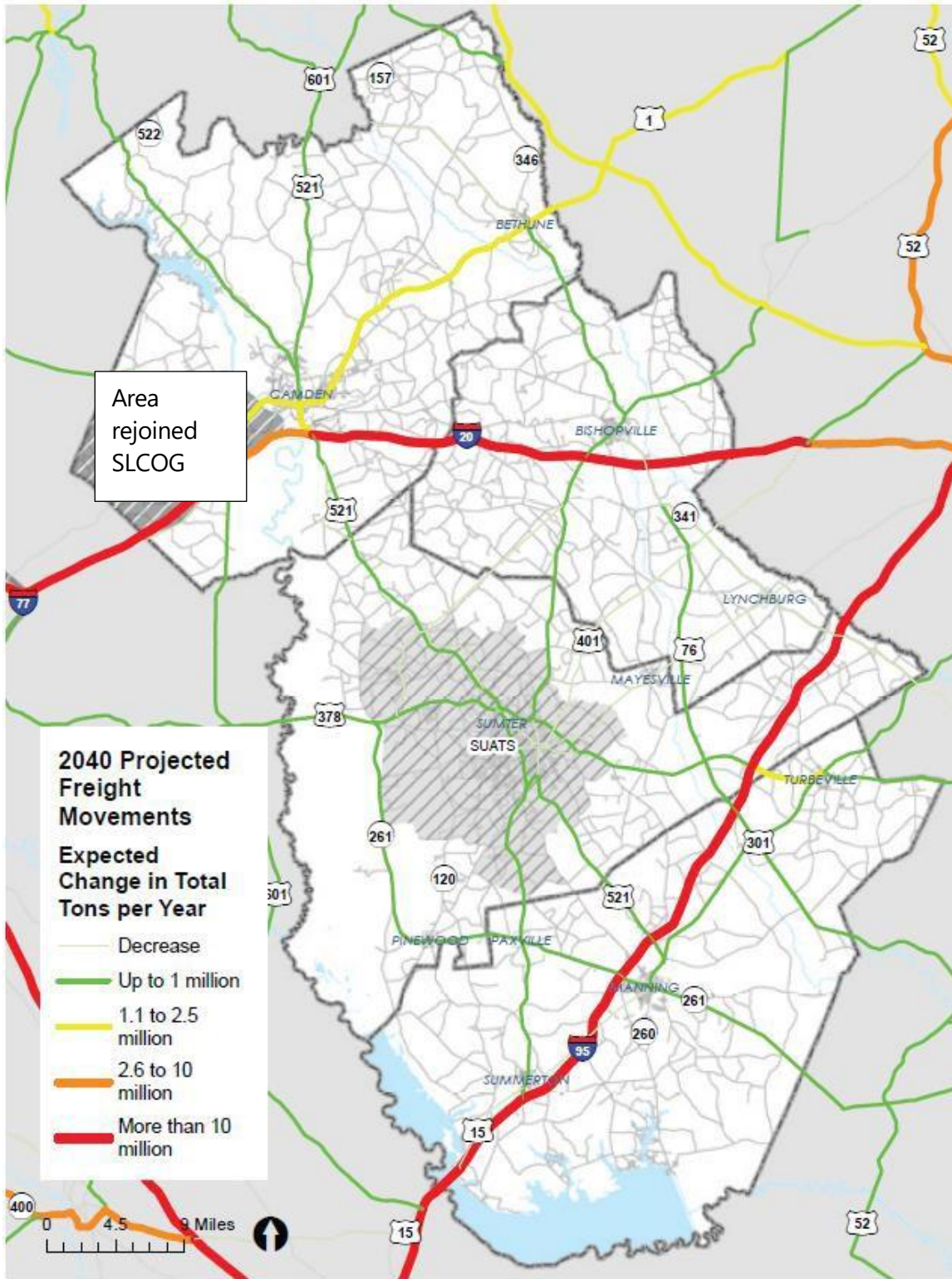
Trails project between the City of Sumter and the City of Florence would be a first of its kind bicycle and pedestrian project in the region. The Project Identification and Prioritization section below includes these proposed projects.

REGIONAL FREIGHT MOBILITY

Trucking

As national and regional populations continue to grow, and demand for goods increases over the next 20 years, so will the demand on roads in the Santee-Lynches region to be able to carry these freight movements. Every major freight route identified in the region, except for three, will see an increase in freight movements between now and 2045. The only three routes that are anticipated to see a decrease in freight movements are: SC-341, SC-441, and US-401. All other identified routes will see an increase of anywhere between 77% and 267% of tonnage carried over the next 25 years compared to current levels. Routes to take of note of for potential improvements to accommodate this growth are: I-95, which will see an 87% increase from 35 million to 67 million tons carried annually; I-20, a 66% increase from 15 million to 25 million tons annually, US-521 between Camden and I-20 which will increase by 79% from 2.2 to 4 million, and US-378 on the west side of Sumter which will increase by 47% from 1.9 to 2.8 million.

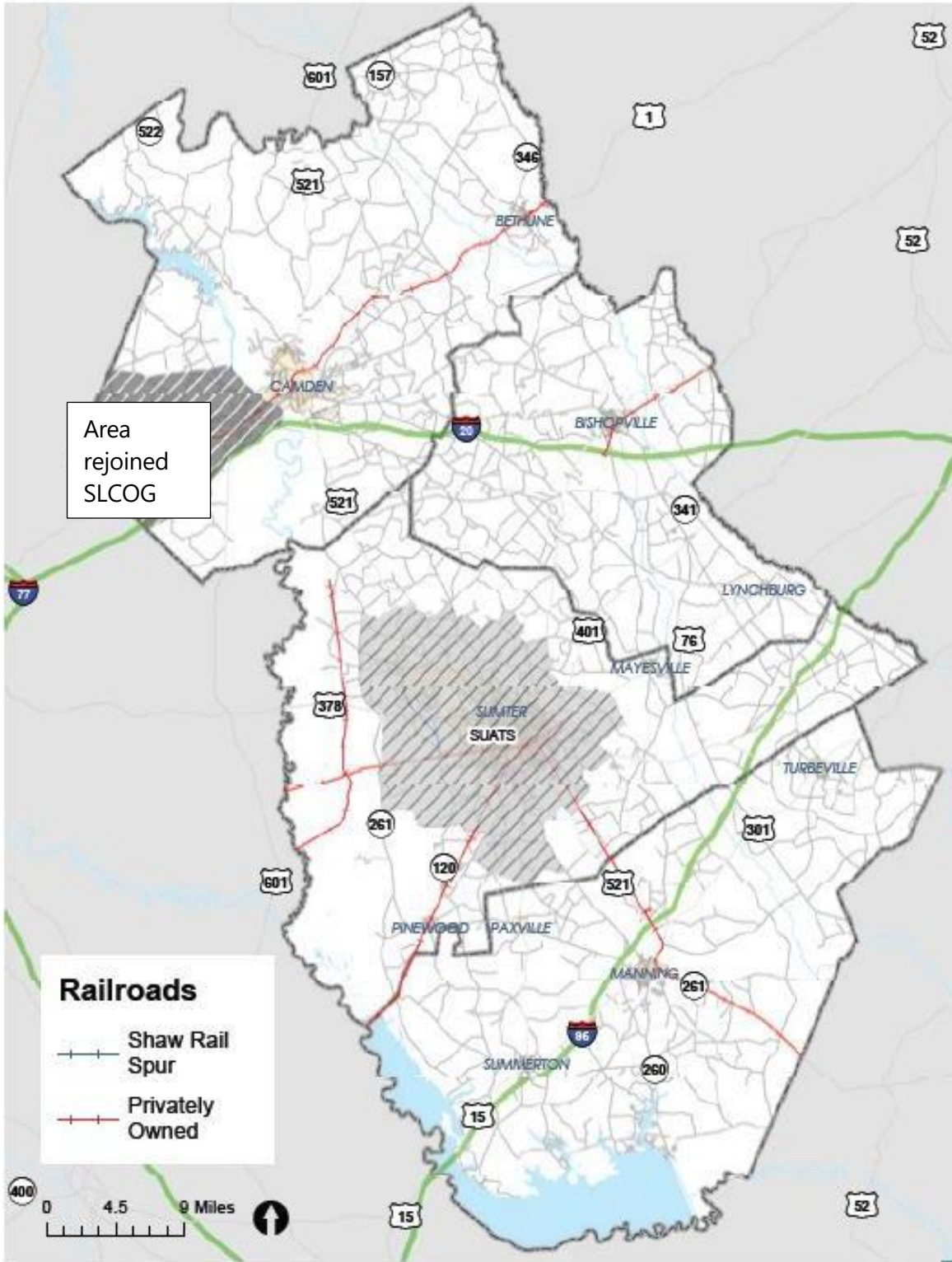
Figure 18. Freight Movement



Rail

The region's rail lines are maintained by CSX Transportation Lines and the SC Central Railroad. As of 2016, the rail system includes several hundred miles of track throughout the Santee-Lynches Region. A CSX line operating from Hamlet, NC to Columbia extends through Elgin, Camden, and Bethune and allows for onward connections to Raleigh, Winston-Salem, and Charlotte. In the southern portion of the region, a CSX line extends from Charleston to Columbia through Manning and Sumter. There is currently a proposal for an extension of this line to the I-95 industrial mega site between Sumter and Clarendon Counties pending occupation of the site which could vastly impact freight movements through the region. Another CSX line extends from Cope in Orangeburg County to the City of Sumter. In Bishopville, the S.C. Central Railroad maintains a short line that extends to Darlington and a short line to Shaw Air Force Base. Additionally, Norfolk Southern operates a rail line from Charleston to Orangeburg that intersects the Cope-Sumter CSX line.

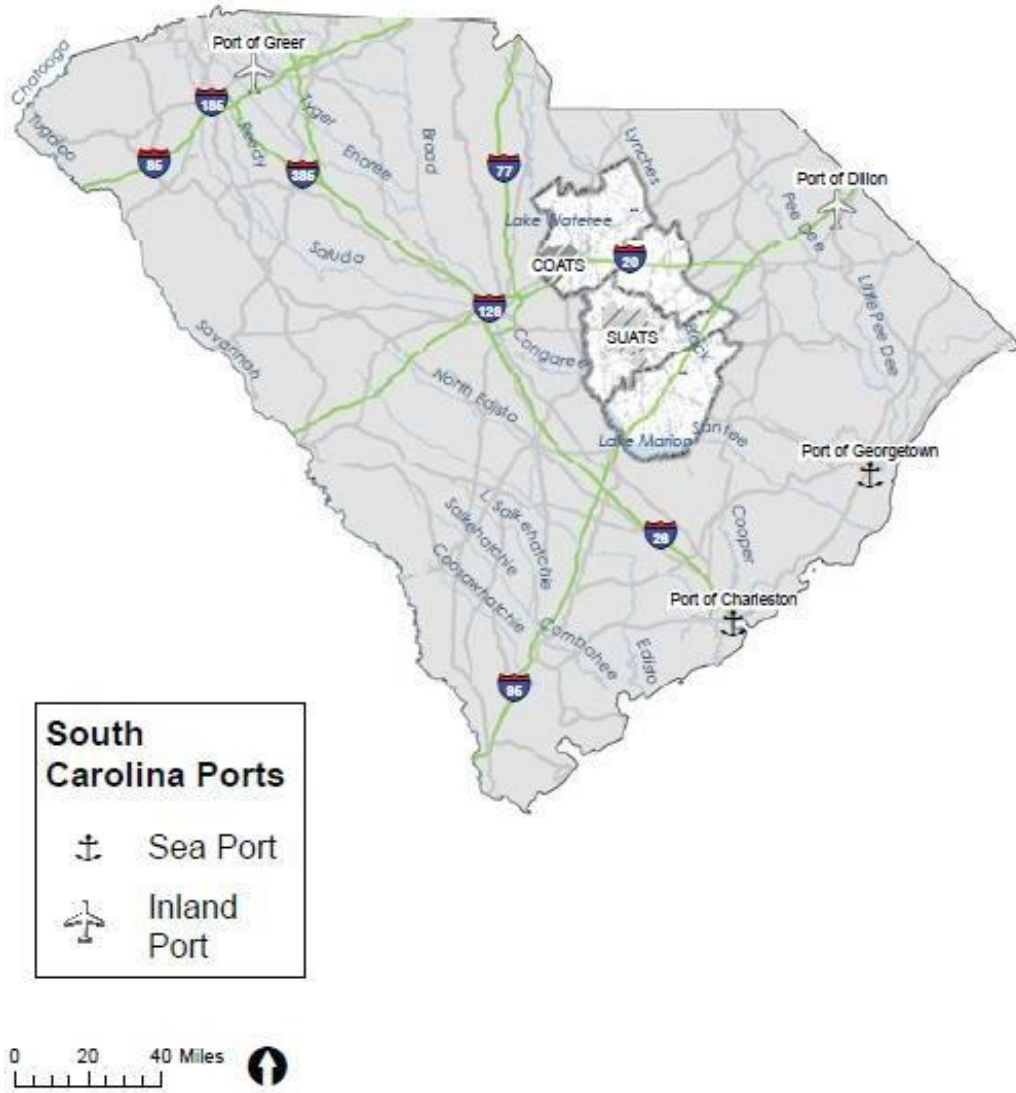
Figure 19. Railroads



Ports

The region's central location within the state and location along I-95 and I-20 provides access to two major U.S. seaports – the Port of Charleston (ranked 9th in Thousands of Twenty-foot Equivalent Units [TEUs]) and the Port of Savannah (ranked 4th in Thousands of TEUs). With the Panama Canal expansion completed in 2014, larger cargo vessels are entering these ports. The Port of Charleston currently has the deepest channels in the region, capable of handling vessels drawing up to 48 feet, and is in the midst of a project to deepen the channel to 50 feet, which will accommodate the largest cargo vessels now moving freight. Subsequently, freight movement is expected to increase accordingly both by rail and truck. Ground transportation from either of these ports utilizing the I-20 to I-95 corridor provides easy North-South access within the region, state, and nationally, plus locations West by connectivity with I-26 and I-20. Further, regional access to I-77 via US- 76/378 and I-20 and SC-34 in Kershaw County provides connection to the interior of the US.

Figure 20. Ports

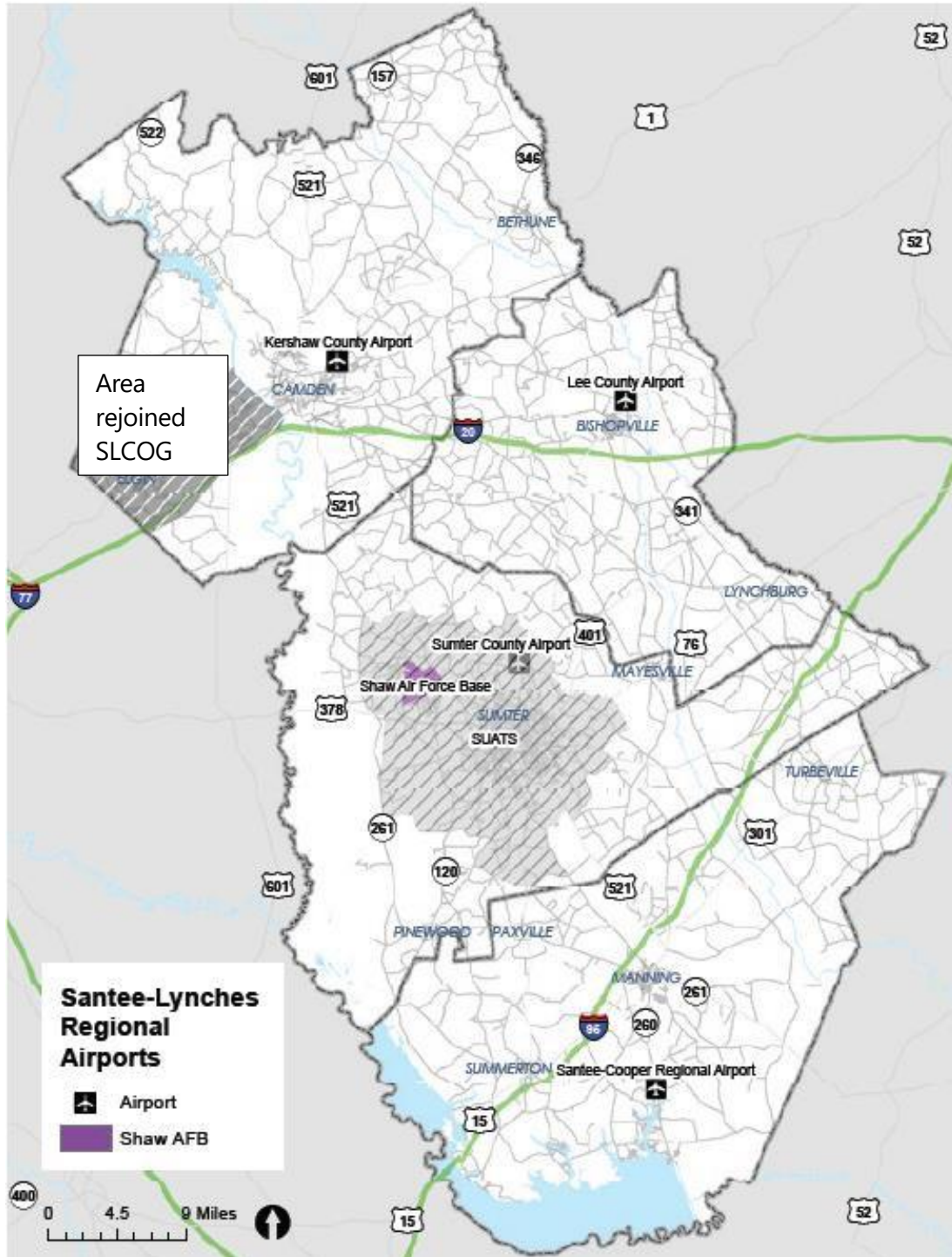


Aviation

There are four public airports located in the Santee-Lynches Region, one in each county. The Sumter Municipal Airport (SUM) in Sumter County and Woodward Field Airport (CDN) in Kershaw County are classified as Transport Airports and are able to handle corporate jets, small passenger and cargo jet aircraft used in regional service, and small airplanes. Lee County Airport in Lee County and Santee Cooper Regional Airport in Clarendon County are classified as Basic Utility Airports and are able to handle small general aviation single and twin-engine aircraft.

Within 30 to 50 minutes of the region are the Florence Regional Airport (FLO) and Columbia Metropolitan Airport (CAE). These two airports provide service to a large percentage of the population and employment centers within the U.S. through a combination of direct flights as well as flights to regional hubs, predominately located in Atlanta, Georgia and Charlotte, North Carolina. Columbia Metropolitan Airport handles robust air cargo service for FedEx and UPS, with UPS operating a regional air cargo hub that serves the southeastern portion of the United States.

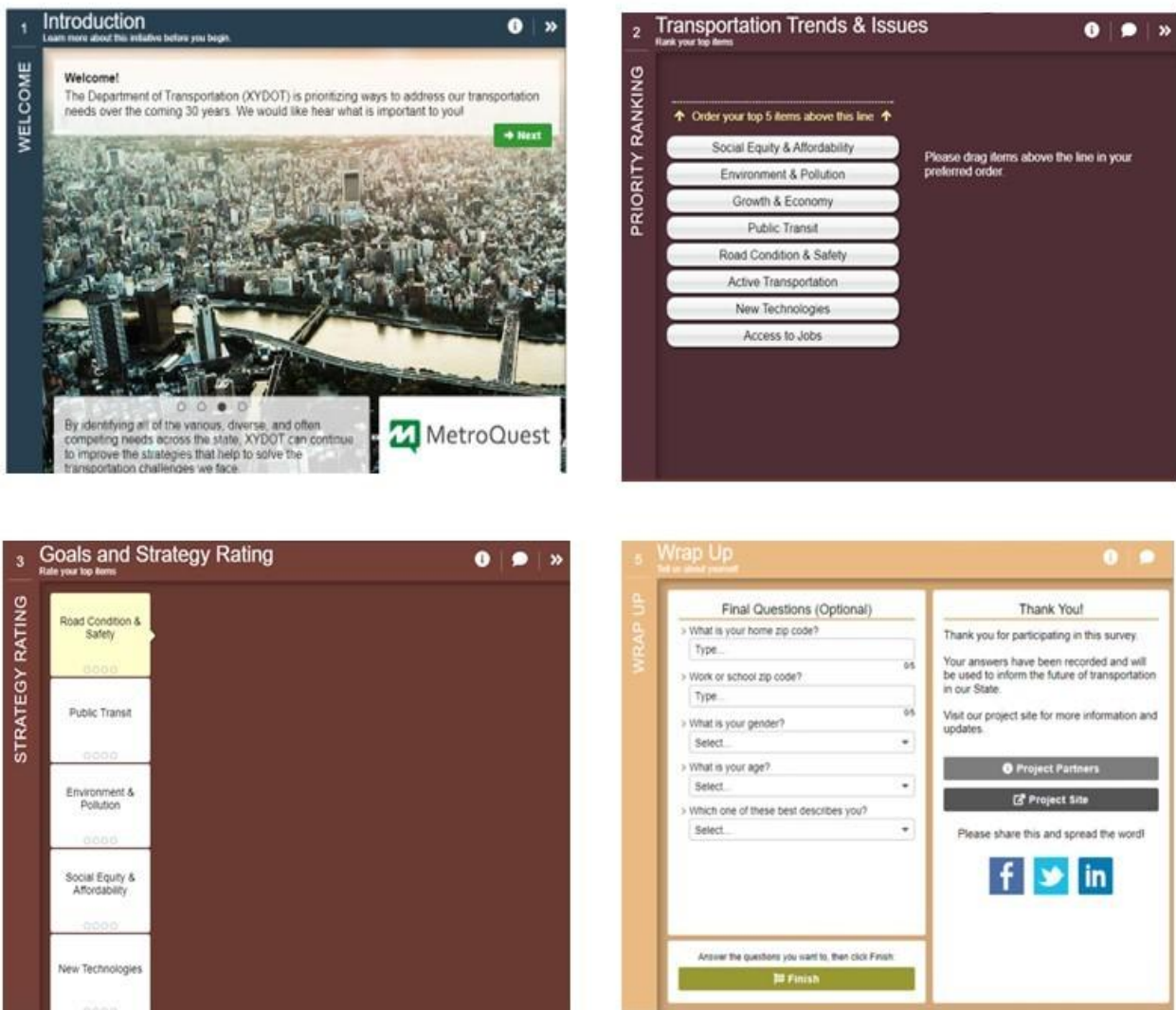
Figure 21. Airports



PUBLIC INVOLVEMENT

The MetroQuest survey opened to the public on September 1, 2023, and closed December 31, 2023. The survey was available on SLCOG’s website and social media platforms and on the websites and social media platforms of several of our local government partners in the region. In total, fifteen (15) survey responses were received.

Figure 22. Survey Instrument



Survey responses indicated a recognition of roadway safety as a top priority for transportation planning in the region. Economic growth was also recognized as an important consideration. The growth of the region’s economy, accessing jobs, and roadway safety were further recognized as goals for future transportation planning. Several specific areas of concern and suggested projects were identified by survey participants using the interactive map feature in the survey. These included hazardous and congested areas, locations where transit services are needed, locations where road conditions need improvement, areas for pedestrian facilities, areas for rerouting traffic, and others. The figures below depict the public survey instrument and the survey responses in a summarized form.

Figure 23. Survey Responses

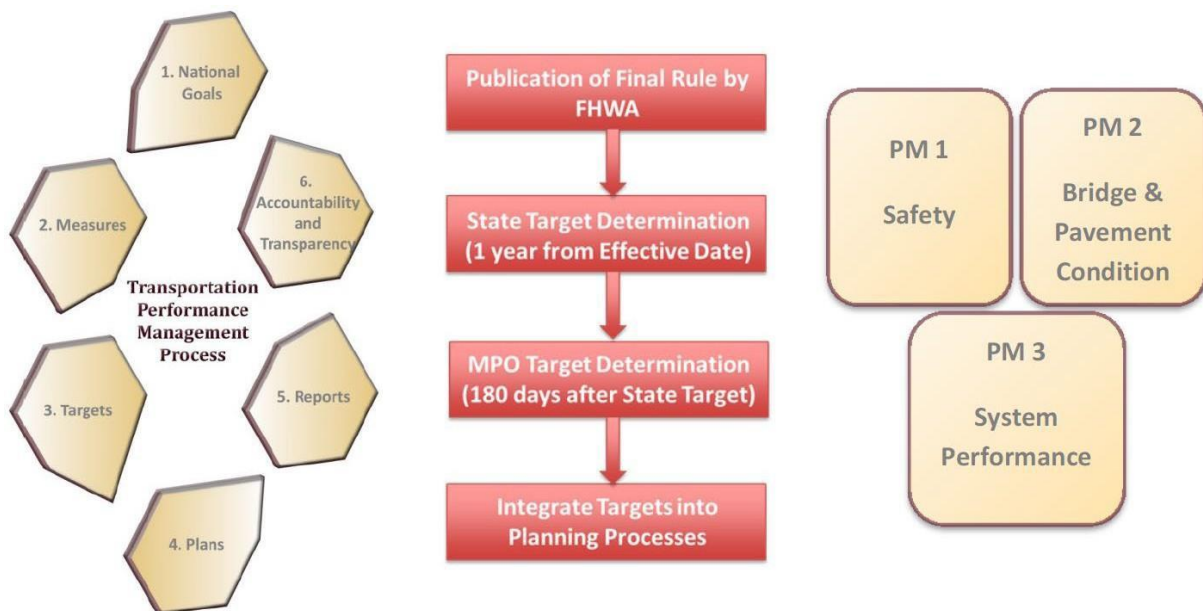


TRANSPORTATION PERFORMANCE MANAGEMENT

Overview

Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for the multimodal transportation systems in the SLCOG study area. This process provides key information to decision makers allowing them to understand the consequences of investment decisions across transportation assets and modes. It is also credited with improving project and program delivery and providing greater transparency and accountability to the public.

Figure 24. Transportation Performance Management Process



Performance-Based Planning and Programming (PBPP) refers to the transportation agencies' application of performance management as standard state of the practice in the planning and programming processes. SLCOG's Long Range Transportation Plan and Transportation Improvement Program are now required to incorporate a performance-driven, outcome-based approach to planning.

The goal of PBPP is to ensure that transportation investment decisions – both long-term planning and short-term programming – depend on the ability to meet established goals. In addition to meeting the federal PBPP requirements, PBPP will help the SLCOG better communicate the Appalachian Region-specific performance story.

National Goal Areas

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs, MPOs and COGs to monitor the transportation system using specific performance measures. These measures are associated with national goal areas prescribed in MAP-21 and the FAST Act. The following list describes these national goal areas for highway performance as well as performance measures.

Table 4. National Goal Areas and Performance Measures

| National Goal | | Performance Area | Performance Measure |
|---------------|--|---|---|
| PM1 | Safety <i>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</i> | Injuries and Fatalities | Number of Fatalities |
| | | | Fatality Rate per 100 million VMT |
| | | | Number of Serious Injuries |
| | | | Serious Injury Rate per 100 million VMT |
| PM2 | Infrastructure Condition <i>To maintain the highway infrastructure asset system in a state of good repair.</i> | Pavement Condition | Percentage of Pavements on the Interstate System in Good Condition |
| | | | Percentage of Pavements on the Interstate System in Poor Condition |
| | | Bridge Condition | Percentage of Pavements on the Non-Interstate NHS in Good Condition |
| | | | Percentage of Pavements on the Non-Interstate NHS in Poor Condition |
| PM3 | System Reliability <i>To improve the efficiency of the surface transportation system.</i> | Performance of the NHS | Percentage of Person Miles Traveled on the Interstate System that are Reliable |
| | | | Percentage of Person Miles Traveled on the Non-Interstate NHS that are Reliable |
| | Freight Movement and Economic Vitality <i>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</i> | Freight Movement on the Interstate System | Truck Travel Time Reliability Index |

Federal Requirements

Targets

1. All MPO's are required to establish performance targets no later than 180 days after SCDOT or a public transportation operator sets performance targets.
2. For each performance measure, the Policy Committee or Board of Directors will decide to commit to support a statewide target, or to establish a quantifiable target specific to the planning area.
3. SCDOT, MPO's, and public transit operators must coordinate targets for performance measures to ensure consistency to the maximum extent practicable.

4. Per SCDOT PL Agreements, all COG's shall comply with the same requirements of the MPO's beginning fiscal year 2019.

Reporting

1. The LRTP must describe the performance measures and targets, evaluating the performance of the transportation system, and report on progress made.
2. The TIP must link investment priorities to the targets in the LRTP's and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets.
3. The MPO must also report baseline roadway transportation system condition and performance data and progress toward the achievement of targets to SCDOT.

Assessments

1. FHWA and FTA will not directly evaluate the MPO/COG progress towards meeting targets for required performance measures. The MPO's and COG's performance will be assessed as part of regular cyclical transportation planning process reviews, including Transportation Management Area certification reviews, small MPO self-certification reviews, and the Federal Planning Finding associated with approval of the STIP.
2. FHWA will determine if SCDOT has met or made significant progress towards attaining the selected targets for the highway system.

Regional Performance

Performance Based Planning and Programming is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for multimodal transportation systems and better assess progress towards achieving goals. The BIL requires various transportation agencies, including MPOs, COGs, and state DOTs to implement a performance-based approach in their planning and programming activities. As part of this performance-based approach, transportation agencies are required to set targets that address several performance measures established under 23 CFR Part 490, 49 U.S.C 5326(c), and 49 U.S.C. 5329 (d). Selection of these performance targets must be in accordance with the appropriate target-setting framework established under 23 CFR 490 and must be coordinated with relevant State(s) and public transportation providers to the maximum extent practicable. Furthermore, SLCOG is required to establish performance targets, and track progress towards target achievement, for the performance measures below.

Safety (PM1)

SLCOG adopted SCDOT's statewide safety targets for all public roads. The 2018-2022 average safety statistics for SLCOG indicate 37.4 fatalities, a 1.920 fatality rate, 86.8 serious injuries, 4.455

serious injury rate, and 8.0 fatality/serious injury for non-motorized users. The table below contains these statistics for the region, as well as statewide PM1 targets.

Table 5. Safety Targets Baselines (2018-2022 Average)

| | Traffic Fatalities | Fatality Rate* | Serious Injuries | Serious Injury Rate* | Non-Motorized Fatalities and Severe Injuries |
|-----------------------|---------------------------|-----------------------|-------------------------|-----------------------------|---|
| SC Baseline | 1079.6 | 1.900 | 2802.0 | 4.930 | 457.0 |
| SC Targets** | 1079.0 | 1.870 | 2549.0 | 4.410 | 454.8 |
| SLCOG Baseline | 37.4 | 1.920 | 86.8 | 4.455 | 8.0 |

* Per 100 million vehicle miles of travel

** Targets for 2020-2024

Source: "South Carolina Safety Performance Target Baselines (2018-2022 Average), SCDOT Traffic Safety Office 08.10.23

Infrastructure Condition (PM2)

SLCOG adopted SCDOT’s statewide pavement and bridge condition targets for the interstate and NHS. Currently, pavement condition within the SLCOG area is rated as 93.49% in good condition, 6.51% in fair condition, and 0.00% in poor condition (STAMP System Performance Report 2022, SCDOT). The table below contains statewide PM2 Pavement Condition targets. The current 2024-2033 TIP includes four pavement projects, one in each county in the region. Based on SCDOT processes for selecting pavement improvement projects, including the types of projects, such as reconstruction, rehabilitation, and preservation, coupled with the SLCOG Regional Mobility resurfacing program, SLCOG anticipates improvements to the %-good and reductions to the %-poor on both the interstate and NHS pavements.

Table 6. Interstate and Non-Interstate NHS Pavement Condition Targets (2022-2025)

| Pavement Target | Interstate | | Non-Interstate NHS | |
|-----------------|------------|--------|--------------------|--------|
| | % Good | % Poor | % Good | % Poor |
| 2-Year | 77% | 2.5% | 36% | 10% |
| 4-Year | 78% | 2.5% | 38% | 10% |

The current bridge condition on the interstate/NHS within the SLCOG area is rated at 34.83% bridge deck area in good condition, 47.90% in fair condition, and 17.27% bridge deck area in poor condition (STAMP System Performance Report 2022, SCDOT). The table below contains statewide PM2 Bridge Condition targets. SCDOT and SLCOG have approved a total of five bridge rehabilitation and replacement projects in the region. Based on the current project delivery schedule, only one of the non-Interstate NHS bridge projects will be completed within the 2019-2023 performance period. As a result, the bridge projects within the SLCOG study area will have a negligible impact on the two- and four-year statewide bridge targets.

Table 7. NHS Bridge Condition Targets (2022-2025)

| NHS Bridge Target | By Deck Area | |
|-------------------|--------------|--------|
| | % Good | % Poor |
| 2-Year | 35% | 6% |
| 4-Year | 34% | 6% |

System Performance and Freight (PM3)

SLCOG adopted SCDOT’s statewide reliability targets for person miles traveled on the interstate system and NHS as well as truck travel time reliability on the interstate system. In the SLCOG area, Person Miles on the Interstate System rated at Reliable is 100% and Person Miles on the Non-Interstate NHS System rated at Reliable is 98.6%. Truck Travel Time Reliability in the region is rated at 1.08 (STAMP System Performance Report 2022, SCDOT). The table below contains statewide PM3 targets. A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT).

Table 8. Travel Time Reliability Targets (2022-2025)

| Reliability Target | Interstate | Non-Interstate NHS |
|--------------------|------------|--------------------|
| 2-Year | 89.1% | 85% |
| 4-Year | 89.1% | 85% |

Table 9. Truck Time Reliability Targets (2022-2025)

| Reliability Target | Truck Travel Time Reliability Index |
|--------------------|-------------------------------------|
| 2-Year | 1.45 |
| 4-Year | 1.45 |

PROJECT IDENTIFICATION AND PRIORITIZATION

The process of identifying potential transportation projects and scoring and ranking these proposed projects results in a prioritized list of projects. This section describes the process used by SLCOG to identify proposed projects, the ranking criteria used for prioritizing proposed projects, and the details of the scoring and ranking of each project.

Identifying Proposed Projects

Several sources provided input on transportation needs that resulted in a preliminary list of proposed projects for the 2050 SLCOG RL RTP. In addition to input received from the SLCOG Regional Transportation Advisory Committee, SLCOG staff obtained input from local authorities as well as the public, as described below.

RTAC Meetings

As a subcommittee of the COG board, the RTAC committee meets regularly. It is composed of several officials from cities, towns, and counties in the Santee-Lynches region. The committee identifies transportation-related issues and projects to COG staff on a regular basis.

Jurisdictional Meetings

Meetings concerning potential transportation projects were held with local officials, including city administrators and council members. These meetings intended to identify transportation needs and potential actions required to address those needs.

Planning Projects

SLCOG staff participate in comprehensive planning, zoning and other local ordinance updates, strategic planning sessions, special area plans, consultations, and other related efforts throughout the region. Often, these activities include public involvement. This approach allows for continuous dialogue on transportation-related issues in the region.

Public Meetings

Four public input meetings, one in each county, specifically focused on community transportation needs, were held during the fall of 2023. The meeting schedule is shown in the table below. These meetings allowed members of the public to identify transportation concerns to COG staff. These meetings also featured the MetroQuest online transportation survey, which was made available to meeting attendees for their use in further elaborating transportation-related issues.

Table 10. Public Meeting Schedule

| Public Meeting | Location | Date |
|-----------------------|--|-------------|
| Kershaw County | County Council Chambers 515 Walnut St., Camden | 9/19/2023 |
| Lee County | City/County Complex 140 S. Main St., Bishopville | 9/21/2023 |
| Clarendon County | County Council Chambers 411 Sunset Dr., Manning | 9/26/2023 |
| Sumter County | County Council Chambers 13 E. Canal St., Sumter | 9/28/2023 |

Data Analysis

SLCOG staff used geographic information systems (GIS) software to perform a regional analysis of traffic accidents that occurred from 2018 through 2022. The collision date was provided by SCDOT. SLCOG staff performed a density-based spatial cluster analysis, which identified several collision clusters throughout the region. These clusters are located primarily in the central core of municipalities and at interstate interchanges, as shown in Maps 13 through 18 in Section 3 Regional Mobility, above. In addition, results from the public survey noted in section 5 above were also analyzed. The survey data indicated that safety was a top concern in the region and that economic growth, access to jobs, and safety were important goals for future transportation planning.

Feasibility Studies

Two feasibility studies are currently underway in the region, one focusing on the US521 corridor in Sumter and Kershaw counties, and another focusing on SC261 in Sumter County. Potential projects emerging from these feasibility studies are considered in the current RL RTP prioritization process.

COG Prioritization Process

The process for prioritizing projects involves, first, incorporating transportation concerns and proposed projects from the sources mentioned above. Then, newly identified projects are scored and ranked using the criteria described below. Projects that score high will be considered for inclusion in the Transportation Improvement Program (TIP) for programming.

Ranking Criteria

The criteria shown in the table below were used for ranking projects. Ranking is based on a point system that reflects the relative importance of each criterion. Points were awarded to each potential project to the extent that it meets each criterion.

Table 11. Project Ranking Criteria

| Criteria | Points |
|--------------------------------------|---------------|
| Economic development | 30 |
| Truck travel reliability | 25 |
| Safety | 25 |
| Traffic volume and congestion | 10 |
| Transportation solution alternatives | 5 |
| Environmental impact | 5 |

Projects and Scoring

Table 12 contains identified projects ranked using the ranking criteria presented in section 7.2.1. Table 13 presents the scoring of each identified project using the ranking criteria presented in section 7.2.1 above. The rank for each project is based on the total number of points generated. Lastly, Table 14 includes a description of the location for each project.

Table 12. Project List with Rankings

| Rank | Total Points | Project | County |
|------|--------------|---|-------------------------|
| 1 | 55 | Intersection improvements: US-521 and Old Boykin Mill Rd., TB Wright Rd., Ellerbe Mill Rd. | Sumter |
| | 55 | US-521 widening, I-20 to SC-261 | Sumter |
| | 55 | US-521 widening, 1 mile south of Rembert toward Sumter | Sumter |
| 2 | 35 | City of Manning safety and street improvements | Clarendon |
| 3 | 25 | US-1 Jackson School area improvements | Kershaw |
| | 25 | Shaw AFB vicinity safety improvements | Sumter |
| | 25 | Downtown Bishopville safety improvements | Lee |
| | 25 | Downtown Camden safety improvements | Kershaw |
| | 25 | Downtown Elgin safety improvements | Kershaw |
| | 25 | Downtown Turbeville safety improvements | Clarendon |
| | 25 | I-20 and I-95 interchange area safety improvements (I-20&US601, I-20&US521, I-20&US15, I-95&US521, I-95&SC261) | Kershaw, Lee, Clarendon |
| 4 | 10 | White Pond Road | Kershaw |
| 5 | 5 | Transit route - Sumter to Turbeville to Manning to Summerton | Sumter, Clarendon |
| | 5 | Sumter to Florence Rails to Trails project | Sumter, Lee |

| | | | |
|--|---|---|-----------|
| | 5 | City of Manning sidewalks | Clarendon |
| | | Ehrenclou Drive sidewalk Camden | Kershaw |
| | 5 | SC-261 Corridor Improvements Phases 1 and 2 (Phase 1 approx. \$5M, Phase 2 approx. \$7M) | Clarendon |

Table 13. Project Scoring

| Criteria (points) Project | Economic develop ment (30) | Truck travel reliability (25) | Safety (25) | Traffic volume and congestion (10) | Transportation solution alternatives (5) | Environmental impact (5) | Total points |
|--|---------------------------------------|--|------------------------|---|---|-------------------------------------|---------------------|
| Phase 2 Bishopville Bypass | X | X | | | | | 55 |
| US-521 widening | | X | | X | | | 35 |
| US-1 Jackson School area improvements | | | X | | | | 25 |
| Sumter to Florence Rails to Trails | | | | | X | | 5 |
| White Pond Road | | | | X | | | 10 |
| City of Manning safety and street improvements | | | X | X | | | 35 |
| Downtown Bishopville safety improvements | | | X | | | | 25 |
| Downtown Camden safety improvements | | | X | | | | 25 |
| Downtown Elgin safety improvements | | | X | | | | 25 |
| Downtown Turbeville safety improvements | | | X | | | | 25 |
| Shaw AFB vicinity safety improvements | | | X | | | | 25 |
| Transit route - Sumter to Turbeville, Manning, Summerton | | | | | X | | 5 |
| I-20 and I-95 interchange area safety improvements | | | X | | | | 25 |
| City of Manning sidewalks | | | | | X | | 5 |

Table 14. Project Descriptions

| Project | Description |
|--|---|
| Bishopville Bypass Phase II | US-15 to 341 |
| US-521 widening | Spencer Rd. to I-20 |
| Manning safety and street improvements | W. Boyce and Brooks St., Manning Academy, High School to Sonic (see fig. 16) |
| US-1 Jackson School area improvements | Denton St. to IGA |
| Downtown Bishopville safety improvements | W. Church and Main St. (see fig. 14) |
| Downtown Camden safety improvements | Broad St. and W. DeKalb St., US-601 from SC-34 to Branchwood Dr., US-601 and US-521 Bypass (see fig. 13) |
| Downtown Elgin safety improvements | US-1 and Church St., US-1 from S28-552 to Ross Rd. (see fig. 17) |
| Downtown Turbeville safety improvements | Sight lines/on-street parking and turning movements conflicts |
| Shaw AFB vicinity safety improvements | US-378 and SC-261 (see fig. 15) |
| Interchange area safety improvements | I-20 and US-601, I-20 and US-521, I-20 and US-15, I-95 and US-521, I-95 and SC-261 |
| White Pond Rd. | US-1 to Heath Pond Road, White Pond Rd at Whiting Way |
| Transit route | Sumter to Turbeville, Manning, Summerton |
| Rails to Trails | CSX line beside Florence Hwy from Sumter to Florence |
| City of Manning sidewalks | Manning Garden Apartments Alfred Henry St., Manning Lane Apartments South St., Village St. Clair Apartments Hospital Rd., Kensington Pointe Apartments Edgewood Dr. |