



**SANTEE
LYNCHES**

Regional Council of Governments

**2021-2027
TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)**

Clarendon, Kershaw, Lee, and Sumter Counties

(Not including portions covered by COATS and SUATS MPOs)

10/5/2020

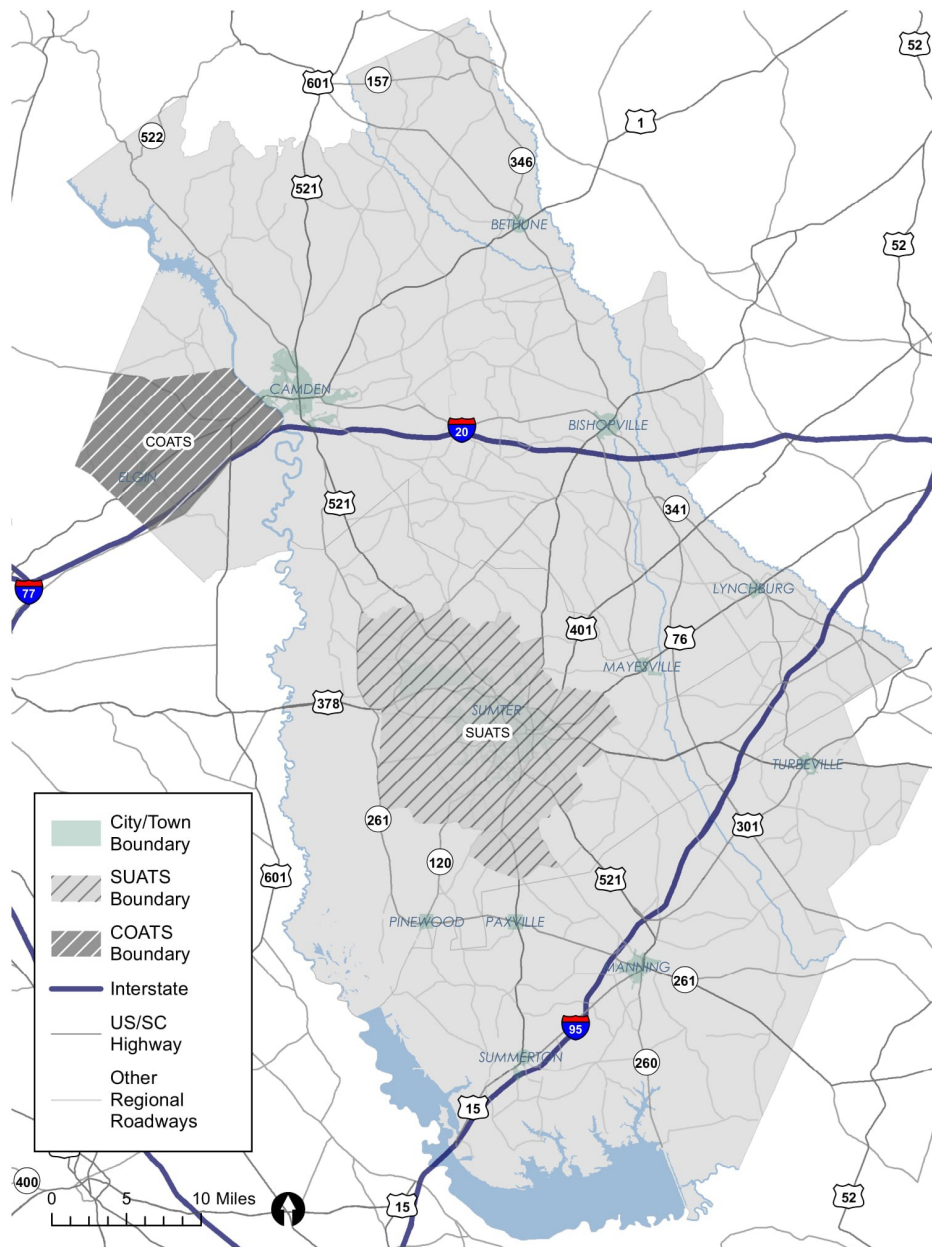
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BACKGROUND

The Santee-Lynches Regional Council of Governments (Santee-Lynches), in partnership with South Carolina Department of Transportation (SCDOT), is responsible for executing the transportation planning process for Clarendon and Lee Counties, plus the areas in both Kershaw and Sumter Counties that are outside of the Columbia Metropolitan Planning Organization (COATS) and Sumter Metropolitan Planning Organization (SUATS). *Figure 1* depicts the planning areas for COATS and SUATS, which are located within the Santee-Lynches area.

Figure 1– Santee-Lynches Transportation Planning Jurisdiction



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FUNDING

Annually, the SCDOT Commission allocates assigned state Federal Highway Administration (FHWA) dollars, along with SCDOT funds, to maintain state transportation infrastructure programs. Additionally, the SCDOT Commission approves allocation of assigned Federal Transit Administration (FTA) funds for transit related services/intermodal alternatives, as well as FTA funds for human services transportation related programs.

- A. SCDOT allocates a portion of federal funds, which are matched by State funds, for transportation infrastructure improvements to each Metropolitan Planning Organizations (MPO) and Council of Governments (COG) under a “Guideshare” Program. Therefore, all COG transportation guideshare infrastructure projects within the Santee-Lynches region are to be fiscally based on the allocated “Guideshare” Program funds, as well as any local funds specifically designated for transportation infrastructure improvements.
- B. Moreover, SCDOT performs other “Non-Guideshare” transportation projects within the Santee-Lynches region.
- C. Furthermore, SCDOT allocation of FTA funds for the region go directly to eligible recipients within the region who apply and awarded funding approved by the SCDOT Commissioners based on the appropriate grant criteria. Once the projects have undergone SCDOT Public Comments and are approved by the SCDOT Commission, those projects are placed on the region’s TIP through the SCDOT TIP Amendment process.

Guideshare projects, Federal Transit Administration projects, and SCDOT (Non-Guideshare) transportation infrastructure projects are identified in Attachment 1.

LONG RANGE TRANSPORTATION PLAN (LRTP)

The guideshare projects identified in the TIP are identified and prioritized within the Santee-Lynches Long Range Transportation Plan (LRTP), which is a long-term projection of planned growth requirements for multimodal transportation, infrastructure, and transit alternatives. This plan is updated every 5 years from the date of adoption, or as needed. A copy of the current Santee-Lynches Long Range Transportation Plan may be viewed at the Santee-Lynches website (<http://www.santeelynchescog.org/transportation>) or at the Santee-Lynches offices located at 2525 Corporate Way, Suite 200 in Sumter, South Carolina.

RURAL PLANNING WORK PROGRAM

The RPWP is the instrument for coordinating transportation and comprehensive planning in the SLCOG region. This work program includes a description of proposed work submitted to State and federal agencies that are the financial sponsors of the Program, and it serves as a management tool for the participating entities. The RPWP describes the transportation and comprehensive planning efforts in the SLCOG region over a two-year period and defines the functional and financial responsibilities of participating agencies. The RPWP was developed in accordance with the Metropolitan Planning Rules of the FAST Act

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PROJECT PRIORITIZATION GUIDANCE

South Carolina Law requires each road widening, functional intersection, and new-location roadway improvement projects to be rated and ranked in accordance with South Carolina Act 114. The nine (9) criteria in SC Act 114 of 2007 are specified below:

- Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project
- Public safety
- Potential for economic development
- Traffic volume and congestion
- Truck traffic
- The pavement quality index
- Environmental impact
- Alternative transportation solutions, and
- Consistency with local land use plans

SCDOT is responsible for ensuring that Santee-Lynches has considered the above criteria for: road widening, functional intersection, and new location roadway improvement projects prior to placement into the STIP.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Through the Transportation Improvement Program (TIP) process, the SCDOT Commission obtains recommendations from Councils of Government and MPOs for transportation improvement projects. Federally funded projects placed on the region's TIP are expected to be undertaken during the TIP's seven-year period.

- The Santee-Lynches TIP covers approved "Guideshare" regional improvement projects that have been derived from the Santee-Lynches Long Range Transportation Plan.
 - Projects may include:
 - Maintenance and resurfacing projects
 - Intersection and signalization improvements
 - Improvements to corridors/specific areas in order to minimize incidents
 - Freight related issues
 - System and widening upgrades
 - Safety Projects
 - Transit alternatives
 - Pedestrian and bicycle infrastructure needs
- Additionally, the TIP covers other federally funded project awards, including local match, designated to a municipality or agency within our jurisdiction.

Amendments: TIP Amendments are considered either major or minor:

- 1) Major amendments require Santee-Lynches Board of Directors approval and public comment. Major amendments are defined as follows:

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- Adding a new project or deleting a programmed project from the TIP.
 - Adding new, un-programmed funds.
 - A major change of project scope.
- 2) Minor amendments do not require Santee-Lynches Board of Directors approval or public comment. Minor amendments are defined as follows:
- No significant changes to the scope of the plan or project.
 - Minor technical corrections and typographical errors.

Administrative Modifications (Corrections): Administrative modifications are minor updates to the TIP that do not require SCDDOT Commission approval or additional public involvement, but are included in STIP revisions and fiscal constraint demonstration to FHWA/FTA.

Administrative modifications are defined as follows:

- Changes or shifting of schedules by phase of work within the first four years of the STIP
- Combining or separating phases within a project that are part of the approved STIP;
- Moderate cost increase within the first four years of the STIP, as defined by SCDDOT's Cost Threshold Table;
- Changes (increase or decrease) in transit project program costs that are no greater than 25% above or below original project cost (specific to FTA projects)

PROJECT PROCESS

Santee-Lynches depends on its committees and the general public to help identify, review, and recommend projects within the designated areas of Clarendon, Kershaw, Lee and Sumter Counties. These projects are placed into the LRTP.

The Santee-Lynches Projects and Planning Committee recommends projects from the fiscally constrained list of projects in the LRTP for the Santee-Lynches Board of Directors' consideration and approval. The Projects and Planning Committee is composed of members from the Santee-Lynches Board of Directors, and the Board of Directors is composed of State, County, and Municipal elected officials and representatives appointed proportionally by member local governments.

When a project is approved for funding and inclusion in the TIP and/or a change to a project within the TIP is approved by the Santee-Lynches Board of Directors, a transmittal form is submitted to SCDDOT's Office of Planning or Office of Public Transit, as appropriate, documenting the following:

- Meeting date of study team consideration;
- Date of Santee-Lynches Board of Directors approval;
- Public comment dates;
- Verification of ACT 114 compliance;
- Verification of consistency with LRTP;
- Verification of conformity determination (if applicable);
- Verification of updated internet accessible TIP, and;

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- Approval for inclusion into the TIP and subsequently into the STIP.

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 FAST Act 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 shown in Figure 3.

PM1 – SAFETY

In March 2020 SLCOG adopted SCDOT’s statewide safety targets for all public roads. The latest five year average safety statistics for SLCOG (See Table X) indicate 71 fatalities, 2.38 fatality rate, 183 serious injuries, 5.77 serious injury rate, and 14 fatality/serious injury for non-motorized users. Based on analysis by the SCDOT safety office, roadway departures and fixed objects are significant factors involved in fatal and serious injury crashes in the SLCOG study area. Countermeasures that can be applied to reduce roadway departures include: paved shoulders, rumble strips, adequate clear zones, cable guardrails, enhanced signalization, pavement friction and horizontal curve improvements. These countermeasures will be encouraged on all newly programmed projects, and specifically on those projects where crash data show a high number of roadway departures and/or fixed object collisions. SLCOG currently includes 13 intersection-level projects in its RTIP and each project incorporates at least one of the aforementioned countermeasures. Based on these investments, SLCOG hopes to see a decrease in the severe injury and non-motorized fatality and serious injury rates during the 2015-2019 reporting period.

PM2- INFRASTRUCTURE CONDITION

SLCOG adopted SCDOT’s statewide pavement and bridge condition targets for the interstate and NHS. Currently, pavement condition within the SLCOG area (See Table X) is measured as 21.2% in good condition, 25.2% in fair condition, and 53.6% in poor condition. SLCOG has traditionally included resurfacing as part of its Guideshare program. The current 2021-2027 TIP cycle ***programmed projects***. Based on SCDOT processes for selecting pavement improvement projects, including the types of projects, such as reconstruction, rehabilitation, and preservation, coupled with the SLCOG Guideshare resurfacing program, SLCOG anticipates improvements to the %-good and reductions to the %-poor on both the interstate and NHS pavements.

The current bridge condition on the interstate/NHS within the SLCOG area (See Table X) is measured as 76.3% bridge deck area in good condition and 10.6% bridge deck area in poor condition. SCDOT and SLCOG have approved a total of ten bridge rehabilitation and replacement projects in the region: two non-Interstate NHS bridge projects, four Interstate bridge projects and two non-Interstate non-NHS projects. Based on the current project delivery schedule, only one of the non-Interstate NHS bridge projects will be completed within the 2018-2021 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.

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PM3 – SYSTEM PERFORMANCE AND FREIGHT

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 (See Table X). A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT).

Performance Measure 2016-2020 Statewide Targets		
Total Number of Fatalities	1011	
Fatality Rate per 100 Million Vehicle Miles Traveled	1.819	
Total Number of Serious Injuries	2,781	
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.979	
Total Number of Non-motorized Fatalities and Serious Injuries	380	

PUBLIC PARTICIPATION

Prior to sending any regional TIP action(s) forward to the State for inclusion in the STIP, Santee-Lynches follows a public participation process outlined in the Santee-Lynches Regional Transportation Public Participation Plan. Santee-Lynches policy is to support and encourage public participation and to ensure opportunities for the public to express its views on transportation issues and to become active in the decision-making process.

For any regional TIP adoption, amendments or updates that have not undergone the SCDOT public participation process, Santee-Lynches will provide a public comment period of not less than 15 days. The Santee-Lynches Public Participation Plan may be viewed at the Santee-Lynches website (<http://www.santeelynychescog.org/transportation>) or at the Santee-Lynches offices located at 2525 Corporate Way, Suite 200, Sumter, SC 29154.

Questions regarding the Santee-Lynches Transportation Improvement Program and associated projects may be directed to:

Santee-Lynches Regional Council of Governments
Government Services
Department 2525 Corporate Way,
Suite 200 Sumter, South Carolina
29154 Tel: 803.775.1377
Fax: 803.773.9903

Attachments

Santee-Lynches Guideshare Financial Summary

Santee-Lynches TIP Projects

- Figure 1 – System Upgrades
- Figure 2 – Section/Corridor Improvements
- Figure 3 – Intersection Improvements
- Figure 4 – Pavement Resurfacing/Reconstruction
- Figure 5 – Bridge and Interstate Projects
- Figure 6 – Transit
- Figure 7 – Miscellaneous (Recreation, Federal Lands, TIGER)

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Santee-Lynches Regional Council of Governments Guideshare Financial Summary

Project / Category Description	County	Previous TIP/Other Funding Sources	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2021 – 2027
Proposed Bishopville Truck Route	Lee	6,603	2,350.488 (PE)	1,900 (R)		14,334 (AC) 7,167 (C)	7,167 (C)	7,167 (C)		26,851.488
Total			2,350.488	1,900	0	8,267	7,167	7,167		26,851.488
Guideshare Allocation										
			3,209	3,209	3,209	3,209	3,209	3,209	3,209	\$22,463
Carryforward										
			7,104.000	7,379.512	8,688.512	11,897.512	6,839.512	2,881.512	0	\$7,104
Proposed Advancement										
			0	0	0	0	0	1,076.488	0	\$1,076.488
Total Program Funds										
			10,313.000	10,588.512	11,897.512	15,106.512	10,048.512	7,167.000	3,209.000	\$30,643.488
Total Debt Service										
			0	0	0	0	0	0	0	0
Payback (SCDOT)										
			(583)	0	0	0	0	0	(1,076.488)	(\$1,659.488)
Total Available Funds for Projects										
			9,730.000	10,588.512	11,897.512	15,106.512	10,048.512	7,167.000	2,132.512	28,984.000
Total Project Costs										
			(2,350.488)	(1,900)	(0)	(8,267)	(7,167)	(7,167)	0	(\$26,851.488)
Balance										
			\$7,379.512	\$8,688.512	\$11,897.512	\$6,839.512	\$2,881.512	\$0	\$2,132.512	\$2,132.512

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Figure 1: System Upgrades

Project	County	STIP Category	Federal Program	Previous STIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2017-2022 Project Cost
Proposed Bishopville Truck Route / SAFETEA-LU Earmark (\$3,600,000) (Matching Agency – Lee CTC)	Lee	Other Allocated Funds	HPP	2,000				500 R 1,100 C				\$1,600,000
	Lee	System Upgrade	STBGP	0	2,500 (PE)	1,400 (R)		14,334 AC 7,167 C	7,167 C	7,167C		\$14,000,000
Sumter I-95 Rest Area (NBL)	Sumter	System Upgrade	STP/NHP	1,000 PE	250 R	8,750 C						\$10,000,000
TOTAL											\$15,600,000	

P – Planning
PE – Planning and Engineering

R – Right-of-Way Acquisition
C – Construction

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Figure 2: Section/Corridor Improvements

Project	County	STIP Category	Federal Program	Previous STIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2017-2022 Project Cost
											TOTAL	\$5,850

P – Planning
PE – Planning and Engineering

R – Right-of-Way Acquisition
C – Construction

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Figure 3: Intersection Improvements

Project	County	STIP Category	Federal Program	Previous STIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2017-2022 Project Cost
Intersection Improvements – US-401 N (N Darlington Hwy)/ SC-341 (Lynchburg Hwy)	Lee	Intersection Improvements	HSP			100 (R)	200 (C)					
Intersection Improvements – US-378 (Myrtle Beach Hwy)/ SC-527 (S Brick Church Rd)	Sumter	Intersection Improvements	HSP			250 (PE)	100 (R)	2,000 (C)				
											TOTAL	

P – Planning
PE – Planning and Engineering

R – Right-of-Way Acquisition
C – Construction

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Figure 4: Bike/Pedestrian Improvements

Project	County	STIP Category	Federal Program	Previous STIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2017-2022 Project Cost
												\$141,378,000

P – Planning
PE – Planning and Engineering

R – Right-of-Way Acquisition
C – Construction

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Figure 5: Pavement Resurfacing/Reconstruction

Project	County	STIP Category	Federal Program	Previous STIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2017-2022 Project Cost
Pavements	Kershaw	Non-FA Secondary	MTN		1,349 C	1,349 C						\$10,509,000
	Kershaw	FA Secondary	STBGP		2,359 C	3,303 C						\$1,398,000
<i>(includes CO-ATS)</i>	Kershaw	Non-NHS Primary	SFP		1,884 C	2,422 C						\$10,083,000
	Kershaw	Non-FA Secondary	SFP		956 C	956 C						\$9,416,000
Pavements	Lee	Non-FA Secondary	MTN		637 C	637 C						\$1,013,000
	Lee	Non-NHS Primary	SFO		\$2,277	\$2,927						\$95,000
	Lee	FA Secondary	SFP		1,798 C	2,517 C						\$826,000
	Lee	Non-FA Secondary	SFP		451 C	451 C						\$125,000
Pavements	Sumter	Non-FA Secondary	MTN		1,237 C	1,237 C						\$1,459,000
	Sumter	Non-NHS Primary	SFP		2,929 C	3,766 C						\$359,000
	Sumter	FA Secondary	SFP		\$2,594 C	\$3,632 C						\$2,073,000
	Sumter	Non-FA Secondary	SFP		876 C	876 C						\$331,000
Pavements	Clarendon	Non-FA Secondary	MTN		912 C	912 C						\$1,170,000
	Clarendon	Non-NHS Primary	SFP		1,987	2,555						\$450,000
	Clarendon	FA Secondary	SFP		2,068 C	2,895 C						\$1,023,000
	Clarendon	Non-FA Secondary	SFP		646 C	646 C						\$278,000
	TOTAL	\$141,378,000										\$2,584,000
												\$141,378,000

P – Planning
PE – Planning and Engineering

R – Right-of-Way Acquisition
C – Construction

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Figure 6: Bridge and Interstate Projects

Project	Rank	County	STIP Category	Federal Program	Previous STIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2021-2027 Project Cost
I-20 over Wateree Swamp Overflow/I-20 WB over Wateree Swamp Overflow; I-20 EB & WB over Wateree Swamp Overflow (1); I-20 EB over Wateree Swamp Overflow (2); I-20 EB & WB over Wateree River (project identified based on risk to interstate system and prioritized independently from NHS Bridge System (Ranking – INT-BRP-01)	2016-1, 2016-10, 2016-16, 2016-17, 2016-8, 2016-9	Kershaw	Bridges	NHP			10,000 C						\$10,000
US-521 over Big Pine Tree Creek Bridge Replacement	2016-3	Kershaw	Bridges	NHP		7,133 C							\$7,133
US-76 WB over Wateree River Bridge Replacement	2016-34	Sumter	Bridges	NHP		200 R	31,000 C						\$31,200
S194 over Newman Branch Bridge Replacement		Clarendon	Bridges	NHP		900 P		50 R	1700 C				\$2,650
S228 over Black River Bridge Replacement		Lee	Bridges	NHP		950 P	50 R		2250 C				\$3,200
Lee S-311/Stony Run Creek Bridge Repair		Lee	Bridges	NHP		200 P		50 R		700 C			
I-95 NB & SB over Lake Marion		Clarendon	Bridges/Interstate	NHP			4,750 PE (AC) 4,750 PE	4,750 PE (ACC)	257,600 C (AC) 64,400 C (OAF)	64,400 C (OAF/ACC)	64,400 C (OAF/ACC)	64,400 C (OAF/ACC)	
I-2- over Wateree Swamp Overflow		Kershaw	Bridges/Interstate	NHP			75,000 C (ACC) 25,000 C	25,000 C (ACC)	25,000 C (ACC)	25,000 C (ACC)			
TOTAL												\$48,333	

P – Planning
PE – Planning and Engineering

R – Right-of-Way Acquisition
C – Construction

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Figure 7: Transit

Project	County	STIP Category	Federal Program	Previous STIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2021-2027 Project Cost
Santee-Lynches COG Mass Transit Project (Rural Planning/Technical Assistance 5310)	Santee-Lynches	State Mass Transit Funds (SMTF)	5310 - Rural		5 P							\$5
											TOTAL	\$5

P – Planning
PE – Planning and Engineering
R – Right-of-Way Acquisition
C – Construction
CA – Capital

OP – Operations
PS – Purchase of Service
VA – Transit Vehicle Acquisition
AD – Administration

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Figure 8: Miscellaneous (Recreation, Federal Lands, and TIGER Grants)

Project	County	STIP Category	Federal Program	Previous STIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2017-2022 Project Cost
											TOTAL	

Note: The financial figures on the preceding charts are presented in thousands and are rounded up and/or down;

P – Planning

PE – Planning and Engineering

R – Right-of-Way Acquisition

C – Construction

Federal Program:

TAP - Transportation Alternatives Program

RTP – Recreational Trails Program

FL – Federal Lands