

2024-2033
Rural Transportation Improvement Program

Santee-Lynches Region, South Carolina

Including the counties of
Clarendon, Kershaw, Lee, and Sumter

2024-2033 Rural Transportation Improvement Program
Santee-Lynches Region

Adopted: February 5, 2024

Santee-Lynches Regional Council of Governments

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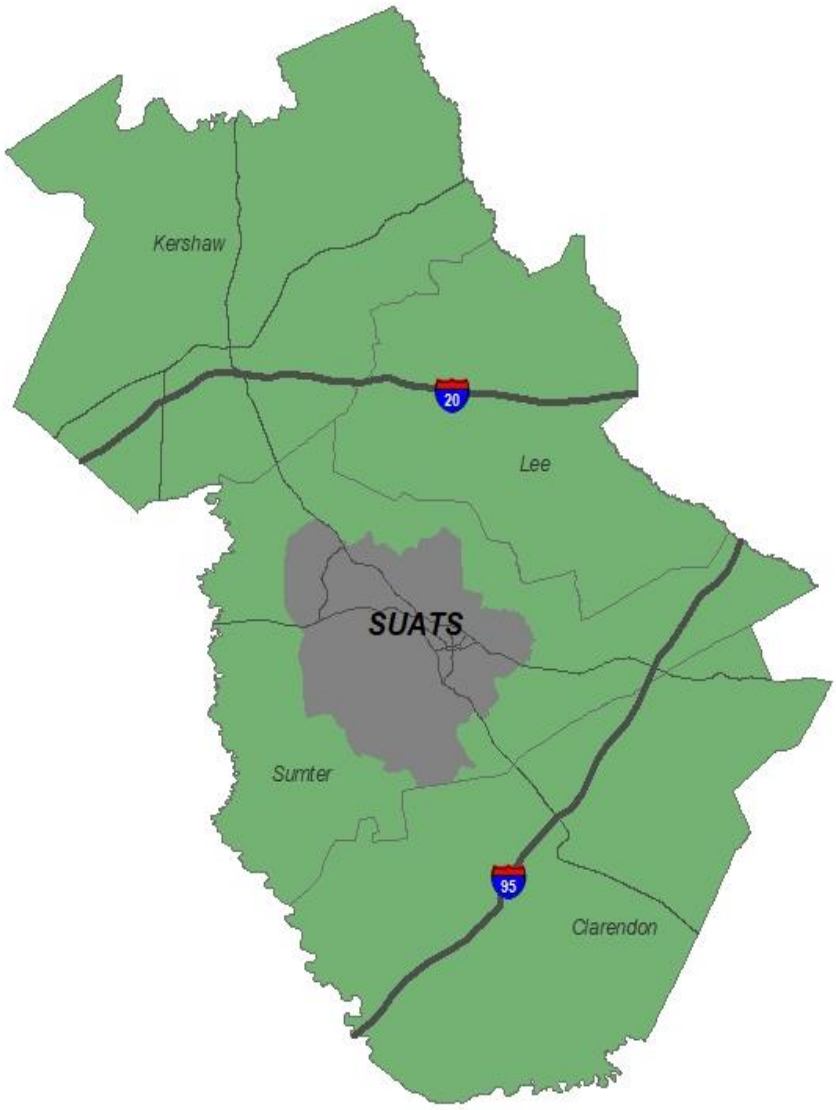
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It is the policy of the SLCOG not to exclude, deny, or discriminate on the basis of race, color, national origin, ethnicity, immigration status, sex, gender, gender identity and expression, sexual orientation, age, religion, veteran status, familial or marital status, disability, medical or genetic condition, or any other characteristic protected under applicable federal or state law in its hiring or employment practices, or in its admission to, access to, or operations of its programs, services, or activities.

SANTEE-LYNCHES RURAL PLANNING AREA

Following the 2020 Census, the boundaries of both the Santee-Lynches and SUATS transportation planning areas were modified. These changes are reflected in the map below.



INTRODUCTION AND BACKGROUND

Purpose of the Rural Transportation Improvement Program (TIP)

The Rural Transportation Improvement Program (TIP) is a staged, multi-year program of projects proposed for funding by federal, state, and local sources within the Santee-Lynches Regional Region of South Carolina. The 2024-2033 TIP identifies roadway and transit projects programmed for construction within the next seven years. The 2024-2033 TIP was developed by the Santee-Lynches Regional Council of Governments (SLCOG) in cooperation with local governments, the South Carolina Department of Transportation (SCDOT), and local transportation agencies.

The TIP is developed in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFR Part 613) reaffirmed by the most recent transportation bill, the Bipartisan Infrastructure Law (BIL). The 2024-2033 TIP was prepared under guidelines set forth in the Code of Federal Regulations (referenced above).

Understanding the Councils of Governments Role

Councils of Governments in South Carolina have seen their role in regional transportation planning evolve from consulting on rural projects selected by SCDOT to a role like a Metropolitan Planning Organization (MPO) where COGs follow the federal transportation planning process. COGs are required to develop their own TIP, Long Range Transportation Plan (LRTP), and Rural Planning Work Program (RPWP).

The fundamental change in the COG role began in 1997 with a partnership between SCDOT and the ten regional COGs, which have representation from all 46 counties in the state. SCDOT created a Rural System Upgrade Program referred to as Guideshare (now known as "Regional Mobility"), which includes the federal-aid construction program for the areas outside of the MPOs. Rural Regional Mobility funds are allocated by COG regions based on rural population. Initially, SCDOT prepared a list of potential transportation needs based on travel, congestion, and safety data for each region in the state. The COGs consulted with member jurisdictions and added additional needs based on feedback. In 2003, the planning process was again modified to place the burden of project identification on the COGs in the form of a LRTP. The SCDOT Commission adopted the Statewide Multimodal Transportation Plan in 2003 to solidify the new process for establishing statewide priorities.

Today each COG has transportation functions similar to that of MPOs. Each COG, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with the federal planning requirements established by the BIL.

Legal Requirements Impacting the TIP

The Bipartisan Infrastructure Law (BIL), which funds the Federal Highway Program in Federal Fiscal Years (FY) 2021-2026, includes general requirements for the TIP. Specific requirements are outlined in 23 CFR Part 450 and 49 CFR Part 613. Further, projects funded under Title 23 USC, the Federal-Aid for Highways Act by the US Department of Transportation must be listed in the TIP. All projects in this document that are proposed for federal funding were initiated in a manner consistent with the federal guidelines in Section 450, Subpart B, of Title 23 of the Code of Federal Regulations and Section 613, Subpart B, of Title 49 of the Code of Federal Regulations. The 2024-2033 TIP has been developed in accordance with these requirements.

Relationship to the Transportation Planning Process

SLCOG has the responsibility of preparing and maintaining three key elements of the regional planning process: the LRTP, the TIP, and the RPWP. The 2024-2033 TIP was developed through a coordinated process maintaining consistency with the planning documents listed below, in addition to the planning factors identified by federal regulations, which must be specifically considered by SLCOG in developing transportation plans and programs. These planning factors are outlined in **the figure below.**

Transportation Planning Factors

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
2. *Increase the safety of the transportation system for motorized and non-motorized users;*
3. *Increase the security of the transportation system for motorized and non-motorized users;*
4. *Increase 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, 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.*

The relationship between the LRTP, the TIP, and the RPWP is described below.

SLCOG 2050 LRTP

The SLCOG 2050 LRTP is the defining vision or plan for rural transportation systems and services in the Santee-Lynches Regional Region of South Carolina. Serving as a guide for the expenditure of state and federal funds through the year 2050, the plan addresses regional rural transportation needs that are identified through forecasting current and future travel demand, developing, and evaluating system alternatives, and selecting those options which best meet the mobility needs of the region.

The 2050 LRTP is the product of a cooperative effort between local governments, regional MPOs, and SCDOT. The current LRTP was adopted by the COG Board in June of 2019 and was developed in accordance with the planning requirements established in the BIL. The plan is required to be updated at least every five years and will be updated again in FY 2024 to address changing regional conditions.

Rural Planning Work Program for Regional Transportation Planning

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 BIL.

Approval of the Rural Transportation Improvement Program

The 2024-2033 TIP was developed in coordination with and reviewed by technical and policy committees. Technical review was provided by the Regional Transportation Advisory Committee (RTAC), also referred to as the Projects and Planning Committee. The Committee consists of a representative from each county in the SLCOG region – Clarendon, Kershaw, Lee, and Sumter – along with SLCOG planning staff and SCDOT planning staff. The RTAC aided in the development of the criteria/processes used to evaluate and select projects included in the 2024-2033 TIP. The committee also guided the refinement of programmed projects, which in turn provided input for the 2024-2033 TIP. This committee serves as the technical body that recommends the TIP for SLCOG Board of Directors approval.

The 2024-2033 TIP was approved by the SLCOG Board of Directors, the transportation policy body, on February 5, 2024. Members of the 28-member SLCOG Board of Directors include elected officials and citizen representatives from the region.

PUBLIC INVOLVEMENT

Public Participation Plan

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.santeelynchescog.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,

Title VI Compliance

Investments made in the TIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statues enacted pertaining to environmental justice, are critical to regional planning and programming decisions. The fundamental principles of environmental justice include:

1. *Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;*
2. *Ensuring full and fair participation by all potentially affected communities in the transportation decision making process; and*
3. *Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.*
4. *The decision process by which new projects are selected for inclusion in the TIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.*

PROGRAM FUNDING AND PRIORITIZATION

The TIP has been updated and/or reprioritized regularly since the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The metropolitan transportation planning/programming process provides for continual refinement of the TIP to make adjustments to projects as they near implementation. With the enactment of ISTEA came new responsibilities for Metropolitan Planning Organizations (MPOs). Subsequent transportation bills, including the BIL, reconfirmed these responsibilities.

State departments of transportation share project selection authority with MPOs and COGs for certain transportation funding programs. SLCOG is assigned project-level programming responsibilities for funding programs that focus on achieving regional mobility in the SLCOG region. SCDOT continues to select projects that focus on maintaining and improving the State and National Highway System both in urban and rural areas.

Transportation Funding Programs

The SLCOG 2024-2033 TIP is a financially constrained program. A financially constrained program is one in which the total cost of the projects cannot exceed available funds. Establishing a budget is the first step in achieving a financially constrained STIP. The budget is based on the annual appropriations approved by Congress. Federal appropriation amounts are provided for the following categories:

- *National Highway Performance Program (NHPP)*
- *Surface Transportation Block Grant Program (STBGP)*
- *Highway Safety Improvement Program (HSIP)*
- *Railway-Highway Crossing Program (HSIP-R)*
- *Congestion Mitigation/Air Quality (CMAQ)* – Not applicable in the SLCOG Region
- *Transportation Alternatives Program (TAP)*
- *Federal Transit Administration (FTA) programs*
- *Planning (SPR/PL)*

Regional Mobility Program

Funds for road improvements are allocated by SCDOT through the Regional Mobility Program. The SCDOT Commission sets aside approximately $138 million dollars of FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs and ten COGs based on population and vehicle miles of travel in each region. The Regional Mobility Program sets the annual budget for highway improvements within each MPO or COG, and total project costs in any given year normally cannot exceed the Regional Mobility apportionment.

Road improvements may include constructing new roads, adding traffic lanes to existing roads, constructing paved shoulders, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. Major maintenance improvements may also be included, such as road resurfacing. However, minor maintenance activities such as patching potholes are not funded through SLCOG but are handled directly by SCDOT maintenance units.

The 2024 Regional Mobility apportionment for SLCOG is $5.740 million.

Non-Regional Mobility Program

Projects that are funded on a statewide basis, through other federal programs, or through Congressional Earmarks are listed on the TIP Financial Statement as "Non-Regional Mobility projects," which means the projects are funded through other sources. Non-Regional Mobility projects consist of the following:

- ***Pavements Program:*** *Reconstruction, rehabilitation, and preservation of Primary Routes (US and SC) and state secondary routes eligible for federal funding.*
- ***Bridge Program****: Address structurally deficient or functionally obsolete bridges on the federal-aid system, with a portion of the funding required for use on bridges typically not eligible for federal funding (off-system).*
- ***Freight Program:*** *Improve the efficient movement of freight on the National Highway Freight Network (NHFN).*
- ***Safety Program:*** *Improve locations with statistically higher than average collision rate and/or severity rate (fatalities, injuries and property damage).*
- ***Congestion Mitigation and Air Quality (CMAQ****): Funding for projects that demonstrate reductions in ozone and particulate matter pollutants.* Note: The SLCOG region is in attainment and is not subject to non-attainment mitigation measures.
- ***Transportation Alternatives Program (TAP):*** *Funding for bike and pedestrian projects selected by SCDOT Commission.*
- ***Recreational Trails Program (RTP):*** *Develop and maintain recreational trails and trail- related facilities for both non- motorized and motorized recreational trail uses.*
- ***Rail Road Crossings:*** *Designed to identify deficient rail-highway grade crossings and upgrade warning devices when warranted.*

- ***Planning Program:*** *Funding for MPOs, COGs and SCDOT for eligible planning related projects and activities.*
- ***State Infrastructure Bank (SIB):*** *Provides state funding for significant transportation projects. The State Infrastructure Bank was establish by the South Carolina General Assembly in 1997 to select and assist in financing major qualified projects by providing loans and other financial assistance.*
- ***Preventative Maintenance & Operations:*** *Consists of asset management contracts, bridge inspections, bridge preventative maintenance and repair, guardrail and cable rail, signals, signing and marking, and the incident responder program.*
- ***Infrastructure Maintenance Trust Fund (MTF):*** *In 2017, the South Carolina General Assembly passed legislation to increase the state gas tax by 12 cents by phasing in the increase at two cents per year for six years. The money generated by the gas tax is deposited into a new trust fund called the Infrastructure Maintenance Trust Fund, which combined with other federal and state funding, helps the SCDOT pay for its 10-year infrastructure plan.*

Federal Transit Administration

SLCOG assists with the review, ranking, and recommendation of projects in the rural and small urban areas of the Region for the FTA Section 5310 program. While SCDOT is the direct recipient of these funds, they rely on the state's COGs to prioritize projects. Other FTA funding categories may be shown in the TIP, but SLCOG has an administrative function in the 5310 program only. Below is a summary of FTA funding programs:

- ***Section 5307 - Urbanized Area Formula Program:*** *Provides for the distribution of capital assistance and operating assistance (under specific guidelines) to transit operators in Urbanized Areas.*
- ***Section 5309 - Fixed Guideway Capital Investment Grant Program:*** *Provides Congressional discretionary funds for new transit start-ups, rail modernization, bus fleet, and other major transit projects (including Small Starts and New Starts Program).*
- ***Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program:*** *Provides transportation services for seniors and individuals with disabilities that increases mobility options through capital and limited operating assistance funds.*
- ***Section 5311 – Non-urbanized Area Formula Program:*** *Provides for the distribution of capital assistance and operating assistance to state agencies, local public bodies, nonprofit organizations, and operators of public transportation services outside Urbanized Areas.*
- ***Section 5337 – State of Good Repair Program:*** *Provides funding for the maintenance, rehabilitation, and replacement of capital assets used for rail transit and high intensity motor bus systems to ensure that public transit operates safely, efficiently, reliably, and sustainably.*
- ***Section 5339 – Bus and Bus Facilities Program:*** *Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.*

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:

1. Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project
2. Public safety
3. Potential for economic development
4. Traffic volume and congestion
5. Truck traffic
6. The pavement quality index
7. Environmental impact
8. Alternative transportation solutions, and

9. 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.

Act 114

In June 2007, state legislation was passed in South Carolina to restructure and reform SCDOT. Among the numerous provisions, Section 57-1-370 addresses the STIP development in an effort to establish a consistent process for identifying highway improvement projects. Subsection (B) (8) of this section states, *"the commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria: (1) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project; (2) public safety; (3) potential for economic development; (4) traffic volume and congestion; (5) truck traffic; (6) the pavement quality index; (7) environmental impact; (8) alternative transportation solutions; and (9) consistency with local land use plans."*

These criteria contained in Act 114 provide the framework for MPOs and COGs to use when evaluating and prioritizing projects in their region. MPOs and COGs have the ability to add additional criteria with approval from SCDOT.

TIP Amendment Processes and Procedures

Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on occasion to accommodate new projects and changes to existing projects. These modifications, or amendments, are not routine. SLCOG will consider such amendments when the circumstances prompting the change are compelling. Proposed changes will be reviewed by SLCOG staff before any actions are considered. All changes must follow SLCOG policies and procedures for amending projects in the TIP (Public Participation Process, Title VI, LRTP consistency, fiscal constraint, etc.) and must be consistent with the rules of the particular funding program involved.

Certain project amendments require collaboration with state and federal review partners. The collaboration occurs through the STIP revision process. Therefore, amendment of the SLCOG TIP will follow the quarterly schedule established by SCDOT for revisions to the STIP.

SLCOG may receive an amendment request to fund a new project during the TIP cycle. Once new projects proposed for funding are identified, and the funding committed, staff initiates the process to amend the projects and project funding in the TIP. When SLCOG is not involved in the programming decision associated with a project, staff relies on project sponsors to initiate a TIP amendment.

If SLCOG is aware of new funding mechanisms, staff may alert sponsors of the funding mechanism and request that an amendment be initiated. However, generally it is the responsibility of the project sponsor to initiate amendment requests to add new funding, or make necessary modifications to project scope, cost, and schedule, as conditions warrant. All regionally significant transportation projects and all transportation projects requiring federal action must be included in the TIP. These projects may be added

to the TIP at any time, as long as procedures for doing so are consistent with federal requirements for TIP development and approval.

In order to be consistent with the SCDOT's STIP Administration and Coordination Process, SLCOG will use the following definitions when considering TIP amendments:

Amendments

Major updates that require SLCOG RTAC approval, public comment, demonstration of fiscal constraint and approval of our State and federal partners. Amendments are defined as follows:

- ***Adding or Deleting Projects from the TIP:*** *All new federally funded projects or federally funded projects removed prior to completion must to the approved under this Modification Policy.*
- ***Cost/Funding Increases:*** *An amendment is required for any cost/funding increases in excess of $500,000 if a project is valued at $5 million dollars or less; or increases in excess of 10% of the total project value if a project is valued greater than $5 million dollars.*
- ***Substantive Scope Changes:*** *An amendment is required when major or substantive changes occur that may have citizen interest or policy implications. For example, modifications to the number of lanes, typical cross section, termini, and the like. Should the SLCOG area be designated as non-attainment, all changes that require a re-demonstration of air quality conformity shall require an amendment.*
- ***Funding Year Changes:*** *An amendment is required to shift a phase of work beyond the first four years of the STIP (on a sliding window in the current/present fiscal year at the time of the amendment).*
- ***Changes in the Funding/Cost Shares:*** *A change to the percentage of the total project cost paid by each funding partner in excess of 25% requires an amendment (with the one exception noted in the Administrative Modification policy). In addition, changes in funding source require an amendment.*

Administrative Modifications (Corrections)

Minor updates do not require SLCOG RTAC approval or additional public involvement but are included in TIP revisions and fiscal constraint determination to our state and federal partners. Administrative Modifications are approved by SLCOG's Executive Director (or designee) and the SCDOT Office of Statewide Planning. Administrative modifications are defined as follows:

Changes that do not impact on the overall purpose of the project: Clerical errors or changes to LRTP reference may be approved administratively.

- ***Cost/Funding Increases:*** *Any cost/funding increases less than $500,000 if a project is valued at $5 million dollars or less; or increases less than 10% of the total project value if a project is valued greater than $5 million dollars, may be approved administratively.*

- ***Funding Year Changes:*** *Shifting a phase of work within the first four years of the STIP (on a sliding window in the current/present fiscal year at the time of the amendment) may be approved administratively.*
- ***Adjustment of Phases:*** *Combining or separating phases within a project that is part of an*

approved STIP may be approved administratively.

- ***Changes in Funding/Cost Shares:*** *A change to the percentage of the total project cost paid by each funding partner up to 25% may be approved administratively.*
- ***Carryover Funds:*** *At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the next fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require an Amendment.*

Amendment or Administrative Modification Submittal

When staff receives a request for a TIP amendment or modification, either from a local jurisdiction, transit provider or SCDOT, SLCOG staff will determine based upon the aforementioned Modification Policy whether the request is an Amendment or an Administrative Modification.

If an Amendment is necessary, SLCOG will advertise the TIP amendment on its website for public comment at the designated SLCOG RTAC meeting. If approved, staff will forward the amendment to SCDOT for inclusion into the STIP.

If an Administrative Modification is necessary, the implementing jurisdiction or agency and the SLCOG staff must concur that the change is warranted and beneficial. SLCOG's Executive Director (or designee) will approve the modification and forward all necessary documentation to SCDOT, who in turn forward it to our federal partners.

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 shown in the figure below.

Performance Measures

PM1



Safety

- *Total number of traffic related fatalities on all public roads*
- *Rate of traffic related fatalities on all public roads per 100 million VMT*
- *Total number of traffic related serious injuries on all public roads*
- *Rate of traffic related serious injuries on all public roads per 100 million*
- *VMT Total number of non-motorized fatalities and serious injuries on all public roads*

PM2



Pavement Condition

- *Percentage of pavements on the Interstate System in Good condition*
- *Percentage of pavements on the Interstate System in Poor condition*
- *Percentage of the non-interstate National Highway System in Good condition*
- *Percentage of the non-interstate National Highway System in Poor condition*

Bridge Condition

- *Percentage of National Highway System bridges classified as in Good condition*
- *Percentage of National Highway System bridges classified as in Poor condition*

PM3



NHS Travel Time Reliability

- *Percent of the Person-Miles Traveled on the Interstate that are reliable*
- *Percent of the Person Miles Traveled on the Non-Interstate National Highway System that are reliable*

Freight Reliability

- *Percentage of Interstate System mileage providing reliable truck travel time*

Traffic Congestion Management

- *Annual hours of peak hour excessive delay per capita*
- *Percentage of non-single occupancy vehicle travel*

Safety (PM1)

SLCOG has adopted SCDOT's statewide safety targets for all public roads. The 2021-2025 average safety statistics for the region indicate 39.2 fatalities, a 1.60 fatality rate, 72.8 serious injuries, a 2.96 serious injury rate, and 9.8 fatalities/serious injuries for non-motorized users. The table below contains these statistics for the region, as well as statewide PM1 targets. 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 two intersection-level projects in the TIP; 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 2019-2023 reporting period.

Safety Targets and Baselines

	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Severe Injuries
2021-25 SC Baseline	1064.4	1.76	2618.6	4.34	479.0
2023-27 SC Targets	1055.0	1.69	2519.0	4.04	486.0
2021-25 SLCOG Baseline	39.2	1.60	72.6	2.96	9.8

* Per 100 million vehicle miles of travel

Source: "South Carolina Safety Target Presentation, 2023-2027 SC Safety Targets, SCDOT, 10.01.26

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.

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.

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).

Travel Time Reliability and Truck Time Reliability Targets

Travel Time Reliability Targets (2022-2025)

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

Truck Time Reliability Targets (2022-2025)

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

FINANCIAL PLAN

According to the Metropolitan Planning regulations reaffirmed under the Bipartisan Infrastructure Law (BIL) (23 CFR Part 450.326(j)), the Transportation Improvement Program (TIP) *"...shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs."*

The financial plan of the 2024-2033 TIP was developed by SLCOG in cooperation with SCDOT, local transportation agencies, and local government entities. Each funding program is financially balanced against available funds for FY 2021 through FY 2027. Through financial constraint, the TIP becomes a program of committed projects designed to achieve regional mobility and improved air quality, while addressing the economic and environmental goals of the region. In essence, the TIP serves as the region's spending plan for federal and State transportation improvement funding.

The first step in demonstrating the financial constraint of the TIP is to determine the amount of funds expected to be allocated to the region each year, which for SLCOG consists of Rural and Urban System Upgrade (Regional Mobility) Funds allocated from SCDOT. Unspent carryover funds from prior years are then added to the available balance for each year, if applicable. Next, the transportation priorities are determined, and projects are programmed, while maintaining a seven-year financial constraint. The prioritization of projects is carried out in an open and cooperative forum between funding recipients, SCDOT, transportation agencies, and SLCOG.

The TIP conforms to all FHWA and Office of Management and Budget (OMB) Year of Expenditure (YOE) and Total Project Costs (TPC) requirements for budgetary constraint. Therefore, resources have been identified and are available to fund the projects included in these fiscal years.

The following pages contain the FY2024-2033 Financial Statement for Regional Mobility and Non-Regional Mobility projects.

SANTEE LYNCHES COG TRANSPORTATION IMPROVEMENT PROGRAM - FY 2024-2033 FINANCIAL STATEMENT

REGIONAL MOBILITY PROJECTS

DOLLAR AMOUNTS REPORTED IN 1,000'S

9/4/2026

PROJECT NAME/DESCRIPTION	CITY / COUNTY	SCDOT PIN NO.	LRTP PRIORITY	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE OF WORK	PRIOR FUNDING	FY 2023	FY 2024-2033 TIP WINDOW: FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL REGIONAL MOBILITY FUNDING (2024-2033)	TOTAL OTHER FUNDING (2024-2033)	REMAINING COST (2034+)	COMMENTS
CORRIDOR IMPROVEMENTS																							
Bishopville Truck Route / (SAFETEA-LU Earmark ($3,600,000)) Matching Agency - Lee CTC	Lee	P0033261	2013-1	Regional Mobility	COG	STBGP	PE	$2,350				$1,400								$1,400			
				Regional Mobility	COG	STBGP	ROW						$1,900							$1,900			
				Regional Mobility	COG	STBGP	CON							$12,267						$12,267			
				Regional Mobility	COG	STBGP	CON (ACC)								$9,336	$9,336				$18,672			
				Regional Mobility (AC)	COG	AC	CON							$18,673							$18,673		
Black River Road (S-12) Improvements, Phase I / Improvements to Black River Road (S-12) from US 521 to Steeplechase Industrial Blvd. (L-626)	Kershaw	P038251	2018-2	Regional Mobility	COG	STBGP	PE		$110														
				Regional Mobility	COG	STBGP	ROW				$1,640									$1,640			
				Regional Mobility	COG	STBGP	CON						$19,050							$19,050			
CORRIDOR STUDIES																							
US-521 Corridor Study / To determine feasibility of widening 2-lane section of US-521 to improve safety and travel time reliability along US-521.	Sumter Kershaw	P042884		Regional Mobility	COG	STBGP	PL		$400														
SC 261 Corridor Study / To identify and recommend potential improvements to improve safety and travel time reliability along SC-261.	Clarendon			Regional Mobility	COG	STBGP	PL			$200										$200			

SLCOG REGIONAL MOBILITY ALLOCATION	$5,000	$5,370	$5,740	$5,740	$5,740	$5,740	$5,740	$5,740	$5,740	$5,740	$5,740
CARRYOVER	$11,823	$15,951	$21,121	$25,221	$29,561	$28,560	$16,293	$6,957	$633	$6,373	$12,113
PROPOSED ADVANCEMENT (SCDOT)					$14,209						
DEBT SERVICE											
PAYBACK (SCDOT)						($5,740)	($5,740)	($2,728)			
REGIONAL MOBILITY FUNDS AVAILABLE FOR PROJECTS	$16,823	$21,321	$26,861	$30,961	$49,510	$28,560	$16,293	$9,969	$6,373	$12,113	$17,853
REGIONAL MOBILITY FUNDS ALLOCATED TO PROJECTS	($510)	($200)	($1,640)	($1,400)	($20,950)	($12,267)	($9,336)	($9,336)			
REGIONAL MOBILITY BALANCE	**$16,313**	**$21,121**	**$25,221**	**$29,561**	**$28,560**	**$16,293**	**$6,957**	**$633**	**$6,373**	**$12,113**	**$17,853**

KEY: PL: PLANNING/FEASIBILITY, PE: ENGINEERING DESIGN AND ENVIRONMENTAL ANALYSIS, ROW: RIGHT-OF-WAY AQUISITION, CON: CONSTRUCTION, AD: ADMINISTRATION, CA: CAPITAL, FC: TRANSIT FACILITY CONSTRUCTION, VA: TRANSIT VEHICLE ACQUISITION, PS: TRANSIT PURCHASE OF SERVICE, OP: OPERATIONS, O: OTHER

SCDOT CHANGES ARE HIGHLIGHTED IN **BLUE**

SLCOG CHANGES ARE HIGHLIGHTED IN **RED**

SANTEE LYNCHES COG TRANSPORTATION IMPROVEMENT PROGRAM - FY 2024-2033 FINANCIAL STATEMENT
NON-REGIONAL MOBILITY PROJECTS

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2024-2033 TIP WINDOW

10/26/2026

PROJECT NAME AND DESCRIPTION	CITY / COUNTY	SCDOT PIN NO.	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE OF WORK	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL COST (2024-2033)
BRIDGES																		
S-194 over Newman Branch / S-194 Bridge Replacement over Newman Branch - Bridge Asset ID 2016	Clarendon	P038699	Bridges	Off-System	STBGP	ROW												
						CON												
Bridge Replacment - S-28-349 (Wildwood Ln.) over Sandy Branch 25 Mile Creek (closed)	Kershaw	P041916	Bridges	Off System	STBGP	ROW	$50											
						CON		$3,450										$3,450
Bridge Replacement - S-288 over Black River	Lee	P038700	Bridges	Off-System	STBGP	ROW												
						CON												
Bridge Replacement - I-95 NB & SB over Lake Marion / Bridge Replacement I-95 NB & SB over Lake Marion	Clarendon	P041130	System Upgrade Interstate	Widening/New Construction	NHP	PE ACC	$4,750											
			Other Allocated Funds	Appropriation	AC	CON		$257,600										$257,600
					OAF	CON		$64,400										$64,400
						CON ACC			$64,400	$64,400	$64,400							$193,200
*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 - Bridge Asset ID 5779 (This project has been identified based on risk to the Interstate System and prioritized independently from the NHS Bridge System Ranking - INT-BRP-01)	Kershaw	Multiple	Bridges	Interstate/NHS	NHP	CON ACC	$25,000	$18,090										$18,090
			PROTECT	PROTECT	PRO	CON ACC	$7,349											
US 521 over Old RR Bed / Bridge Replacement	Kershaw	P030341	Bridges	Interstate/NHS	NHP	ROW	$50											
						CON	$800											
US-1 at SCL Railroad (No.1)	Kershaw	P030340	Bridges	Interstate/NHS	NHP	ROW												
						CON					$12,894							$12,894
S-311 Bridge Removal at Stoney Run Creek / S-311 Bridge Removal at Stoney Run Creek and road realignment at the intersection of US 401 - Bridge Asset ID 2578	Lee	P038723	Bridges	Off-System	STBGP	ROW	$50											
Closed and/or Load Restricted Bridges DB Package (24)		TBD	Bridges	FA Non-NHS	STBGP	ROW					$604							$604
			Bridges	Off-System	STBGP	ROW					$68							$68
			Bridges	FA Non-NHS	STBGP	CON					$88							$88
			Bridges	Off-System	STBGP	CON					$9,915							$9,915

SANTEE LYNCHES COG TRANSPORTATION IMPROVEMENT PROGRAM - FY 2024-2033 FINANCIAL STATEMENT
NON-REGIONAL MOBILITY PROJECTS

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2024-2033 TIP WINDOW

10/26/2026

PROJECT NAME AND DESCRIPTION	CITY / COUNTY	SCDOT PIN NO.	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE OF WORK	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL COST (2024-2033)
PAVEMENTS																		
Clarendon County Pavements	Clarendon	Multiple	Pavements	FA Secondaries	SFP	CON	$2,895	$2,895	$2,895	$2,895	$2,885	$2,885	$2,885	$2,885	$2,885	$2,885	$2,885	$28,880
			Pavements	Non-FA Secondaries	MTN	CON	$912	$912	$912	$912								$2,736
			Pavements	Non-FA Secondaries	SFP	CON	$646	$646	$646	$646	$1,563	$1,563	$1,563	$1,563	$1,563	$1,563	$1,563	$12,879
			Pavements	Non-NHS Primary	SFP	CON	$3,406	$3,406	$3,406	$3,406	$4,304	$4,304	$4,304	$4,304	$4,304	$4,304	$4,304	$40,346
Kershaw County Pavements	Kershaw	Multiple	Pavements	FA Secondaries	SFP	CON	$3,303	$3,303	$3,303	$3,303	$3,292	$3,292	$3,292	$3,292	$3,292	$3,292	$3,292	$32,953
			Pavements	Non-FA Secondaries	MTN	CON	$1,349	$1,349	$1,349	$1,349								$4,047
			Pavements	Non-FA Secondaries	SFP	CON	$956	$956	$956	$956	$2,312	$2,312	$2,312	$2,312	$2,312	$2,312	$2,312	$19,052
			Pavements	Non-NHS Primary	SFP	CON	$3,229	$3,229	$3,229	$3,229	$5,462	$5,462	$5,462	$5,462	$5,462	$5,462	$5,462	$47,921
Lee County Pavements	Lee	Multiple	Pavements	FA Secondaries	SFP	CON	$2,517	$2,517	$2,517	$2,517	$2,493	$2,493	$2,493	$2,493	$2,493	$2,493	$2,493	$25,002
			Pavements	Non-FA Secondaries	MTN	CON	$637	$637	$637	$637								$1,911
			Pavements	Non-FA Secondaries	SFP	CON	$451	$451	$451	$451	$1,098	$1,098	$1,098	$1,098	$1,098	$1,098	$1,098	$9,039
			Pavements	Non-NHS Primary	SFP	CON	$3,903	$3,903	$3,903	$3,903	$3,469	$3,469	$3,469	$3,469	$3,469	$3,469	$3,469	$35,992
Sumter County Pavements	Sumter	Multiple	Pavements	FA Secondaries	SFP	CON	$3,632	$3,632	$3,632	$3,632	$3,637	$3,637	$3,637	$3,637	$3,637	$3,637	$3,637	$36,355
			Pavements	Non-FA Secondaries	MTN	CON	$1,237	$1,237	$1,237	$1,237								$3,711
			Pavements	Non-FA Secondaries	SFP	CON	$876	$876	$876	$876	$2,113	$2,113	$2,113	$2,113	$2,113	$2,113	$2,113	$17,419
			Pavements	Non-NHS Primary	SFP	CON	$5,021	$5,021	$5,021	$5,021	$8,743	$8,743	$8,743	$8,743	$8,743	$8,743	$8,743	$76,264
SAFETY																		
Intersection Improvement - US 1/SC 34/S-33	Kershaw		Safety	Safety Improvements	HSP	PE			$200									$200
						ROW					$50							$50
						CON						$1,500						$1,500
Intersection Improvement US 401 (N Darlington Hwy) / SC 341 / Safety Improvements at US 401 (N Darlington Hwy) / SC 341 (Lynchburg Hwy)	Lee	P039377	Safety	Safety Improvements	HSP	CON	$2,000											
Intersection Improvement US 378 (Myrtle Beach Hwy) / SC 527 (S Brick Church Rd) / Intersection Improvement US 378 (Myrtle Beach Hwy) / SC 527 (S Brick Church Rd)	Sumter	P041054	Safety	Safety Improvements	HSP	ROW		$100										$100
						CON			$2,250									$2,250

SANTEE LYNCHES COG TRANSPORTATION IMPROVEMENT PROGRAM - FY 2024-2033 FINANCIAL STATEMENT
NON-REGIONAL MOBILITY PROJECTS

DOLLAR AMOUNTS REPORTED IN 1,000'S — FY 2024-2033 TIP WINDOW — 10/26/2026

PROJECT NAME AND DESCRIPTION	CITY / COUNTY	SCDOT PIN NO.	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE OF WORK	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL COST (2024-2033)
TRANSIT																		
Clarendon County DSNB / Mass Transit FTA Section 5310 Rural Projects. FY 2015 POS existing $63,963 plus $11,000 for Total $74,963 with STIP Revision 23. FTA Section 5310 Rural for FY 2017: vehicle replacement. FTA Section 5310 Rural for FY 2026-27: Purpose built, Expansion $117.647.	Clarendon		Mass Transit	5310-RURAL	5310-R	CA	$100			$117								$117
Santee Wateree RTA / Mass Transit Project FTA Section 5311 Rural for operating & capital expenses for FY 2017	Kershaw Sumter		Mass Transit	5311-RURAL	5311-RURAL	OP	$810											
Lee County DSNB / Mass Transit Projects FTA Section 5310 FTA Section 5316 (Unobligated SAFETEA-LU Funds) FTA Section 5310 Rural - Vehicle Replacement for FY 2017. FTA Section 5310 Rural for FY 2026-27: Purpose built, Expansion $117,647; Mobility Mgmt. $62,500.	Lee		Mass Transit	5310-RURAL	5310-R	CA OP	$100			$117 $62								$117 $62
Sumter County DSN Board / Mass Transit project FTA Section 5310 Rural Projects (Fed. And Local Funds). FTA Section 5310-SU FY 2017: Funds for vehicle replacement FTA Section 5310 Rural for FY 2017: vehicle replacement. FTA Section 5310 Sm. Urban for FY 2026-27: Cutaway, Replacement $147,059; Cutaway, Expansion $147,059.	Sumter		Mass Transit	5310-SM URB	5310-SU	CA	$102			$294								$294
FFY 2021 Section 5310 American Rescue Plan Rural and Small urban area projects Kershaw COA	Kershaw		Mass Transit	5310-RURAL	5310-RURAL	OP		$21										$21
FFY 2021 Section 5310 American Rescue Plan Rural and Small urban area projects Kershaw DSN. FTA Section 5310 Rural for FY 2026-27: Cutaway, Replacement $147,059.	Kershaw		Mass Transit	5310-RURAL	5310-RURAL	OP		$21		$147								$168
Sumter Senior Services Small urban area projects FTA Section 5310 Sm. Urban for FY 2026-27: POS $62,500.	Sumter		Mass Transit	5310-SM URB	5310-SU	PS				$62								$62
						TOTAL		**$378,652**	**$101,820**	**$100,169**	**$129,390**	**$42,871**	**$41,371**	**$41,371**	**$41,371**	**$41,371**	**$41,371**	**$959,757**

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