



2024-2033
Rural Transportation
Improvement Program

Lowcountry Council of Governments

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2024-2033 Rural Transportation Improvement Program

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Rural Transportation Improvement Program Process Self – Certification Statement

In accordance with 23 CFR 450.336 the Lowcountry Council of Governments the rural transportation planning organization for Hampton, Colleton and the rural portions of Beaufort and Jasper Counties hereby certify that the at least every four years that the rural transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and [\(d\)](#)) and [40 CFR part 93](#);
- (3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#);
- (8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.



Mayor Nat Shaffer, Chair

Stephanie Rossi, LCOG Planning Director

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List of Acronyms

COG	Council of Government
FAST ACT	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITS	Intelligent Transportation Systems
IIJA/BIL	Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law)
LATS	Lowcountry Area Transportation Study
LCOG	Lowcountry Council of Governments
LRTA	Lowcountry Regional Transit Authority
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MAP-21	Moving Ahead for Progress in the 21st Century
NEPA	National Environmental Policy Act
PPP	Public Participation Plan
RPWP	Rural Planning Work Program
RTIP	Rural Transportation Improvement Program
SCDOT	South Carolina Department of Transportation
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternative Program
R/TIP	(Rural) Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
UZA	Urbanized Area

2024-2033 Rural Transportation Improvement Program

Overview

The Rural Transportation Improvement Program (RTIP) is a staged, multi-year program of projects proposed for funding by federal, State, and local sources within the Lowcountry Region of South Carolina. The FY 2024- FY 2033 RTIP identifies roadway and transit projects programmed for construction within the next ten years. The FY 2024- FY 2033 RTIP was developed by the Lowcountry Council of Governments (LCOG) in cooperation with local governments, the South Carolina Department of Transportation (SCDOT), and local transportation agencies. The RTIP is developed in accordance with the federal 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 legislation. After adoption by LATS, the RTIP will be submitted for full inclusion in the Statewide Transportation Improvement Program (STIP) compiled by the state of South Carolina.

Figure 1: Lowcountry Area Boundary



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Introduction and Background

The Lowcountry Council of Governments (LCOG) is one of ten South Carolina councils of government designed to serve as a connection between the local governments and the State and Federal programs. LCOG works with the local governments to identify and coordinate regional development, strengthen services, and cooperate for the mutual benefit to best serve our citizens. LCOG serves as a resource to four counties and twenty-five cities and towns within Beaufort, Colleton, Hampton, and Jasper Counties (Figure 1). The Lowcountry COG includes Hampton, Colleton, Beaufort and Jasper Counties. The estimated 2021 population of the Lowcountry region served by LCOG is 279,761 (Table 1).

In terms of rural transportation services, the COG serves the rural areas including the entirety so Hampton and Colleton Counties along with the rural portions of Jasper and Beaufort counties. The urban areas of Jasper and Beaufort Counties are served by the Lowcountry Area Transportation Study Metropolitan Planning Organization (LATS MPO).

Councils of Government in South Carolina have seen their role in regional transportation planning evolve from consulting on rural projects selected by SCDOT to a role similar to a Metropolitan Planning Organization (MPO) where COGs follow the federal transportation planning process. The COGs are required to develop their own RTIP, Long Range Transportation Plan (LRTP), and Rural Planning Work Program (RPWP). SCDOT created a Rural System Upgrade Program referred to as Regional Mobility Program (RMP), which includes the federal-aid construction program for the areas outside of the Metropolitan Planning Organization Boundary (MPO). 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 current federal legislation.

Table 1: Lowcountry Population

Total Population and Population Density 2021		
	Total Population	Population Density (Per square mile)
Colleton County	38,520	36.5
Town of Cottageville	1155	338.1
Town of Edisto Beach	759	356.9
Town of Lodge	168	53.4
Town of Smoaks	127	77.9
City of Walterboro	5,514	849.6
Town of Williams	169	122.5
Hampton County	19,227	34.3
Town of Brunson	518	509.4
Town of Estill	2,426	751.1
Town of Furman	545	174.8
Town of Gifford	176	182
Town of Hampton	2,907	644.2
Town of Luray	91	88.1
Town of Scotia	169	53.4
Town of Varnville	1,954	509.9
Town of Yemassee	666	169.4
Northern Beaufort County	26,967	104.9
Northern Jasper County	18,135	28.3
Town of Ridgeland	3,664	77.8
Lowcountry Rural Area	102,849	41.1
Lowcountry	279,761	98.2

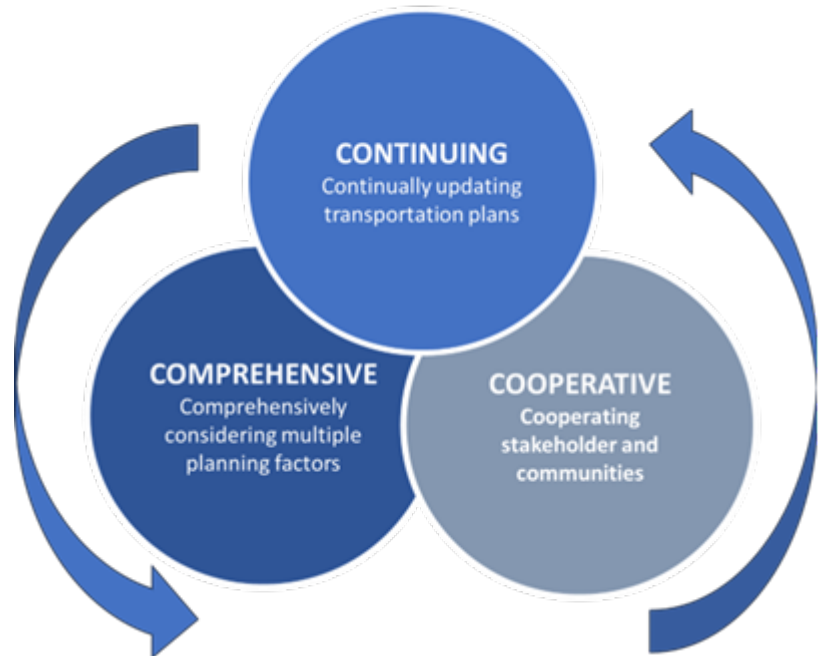
Source: U.S. Census Bureau, ACS 5-Year Estimates 2021, Total Population Table

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Similar to the purpose of the Metropolitan Planning Organization (MPO) the COG carries out a continuing, cooperative, and comprehensive (The 3Cs) multimodal transportation planning process that has a regional perspective (Figure 2). SCDOT has required the COG

to 1) develop a Long Range Transportation Plan, which is, at a minimum, a 20- year transportation vision for the planning area; 2) develop a financially constrained Transportation Improvement Program, which is the agreed upon list for which federal funds are programed and all regionally significant project that may require federal action regardless of funding source; 3) develop a Unified Planning Work Program, which identifies in a single document the annual transportation planning activities that are to be undertaken in support of goals, objectives and actions established in the Long Range Transportation Plan and 4) develop and carry out a public involvement plan (Figure 3).

Figure 2: MPO 3 Cs Planning Process



The 2024-2033 Rural Transportation Improvement Program (TIP) sets forth the projects and programs for the rural Lowcountry region that have obligated federal funding. This document provides more detail on the structure, supporting legislation, the TIP amendment process, and funding sources.

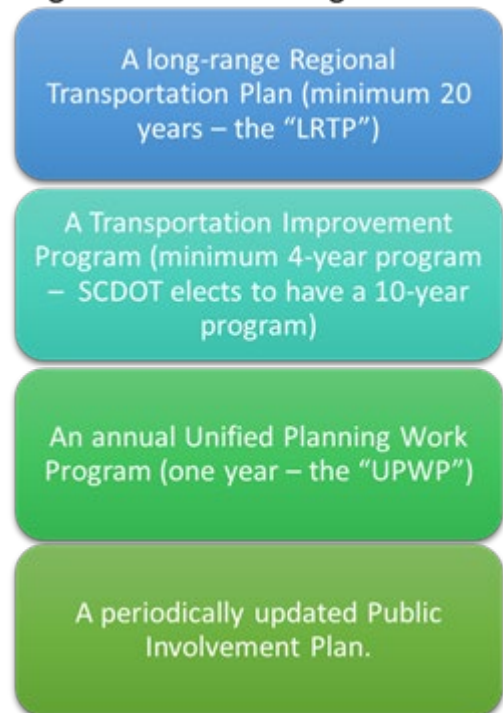
Structure

To facilitate and encourage interaction among stakeholder groups and the local community, the LCOG uses a Board of Directors and Transportation Committee. The functions of these groups are detailed below:

Board of Directors:

- The LCOG region includes Jasper, Beaufort, Colleton and Hampton Counties and the twenty-five cities and towns with the counties. The LCOG Board of Directors includes a thirty-member board appointed by the participating local governments. Transportation activities are guided by the

Figure 3: MPO Planning Products



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Transportation Committee which is comprised of two representatives from each of the 4 counties represented by LCOG.

- Membership of the Board of Directors and Transportation Committee consists of representatives from the rural areas outside of the LATS boundary from Beaufort, Jasper, Hampton and Colleton County.
- The Board final local approval and authority on all major transportation decision, policies, and programs of LCOG.

Transportation Committee:

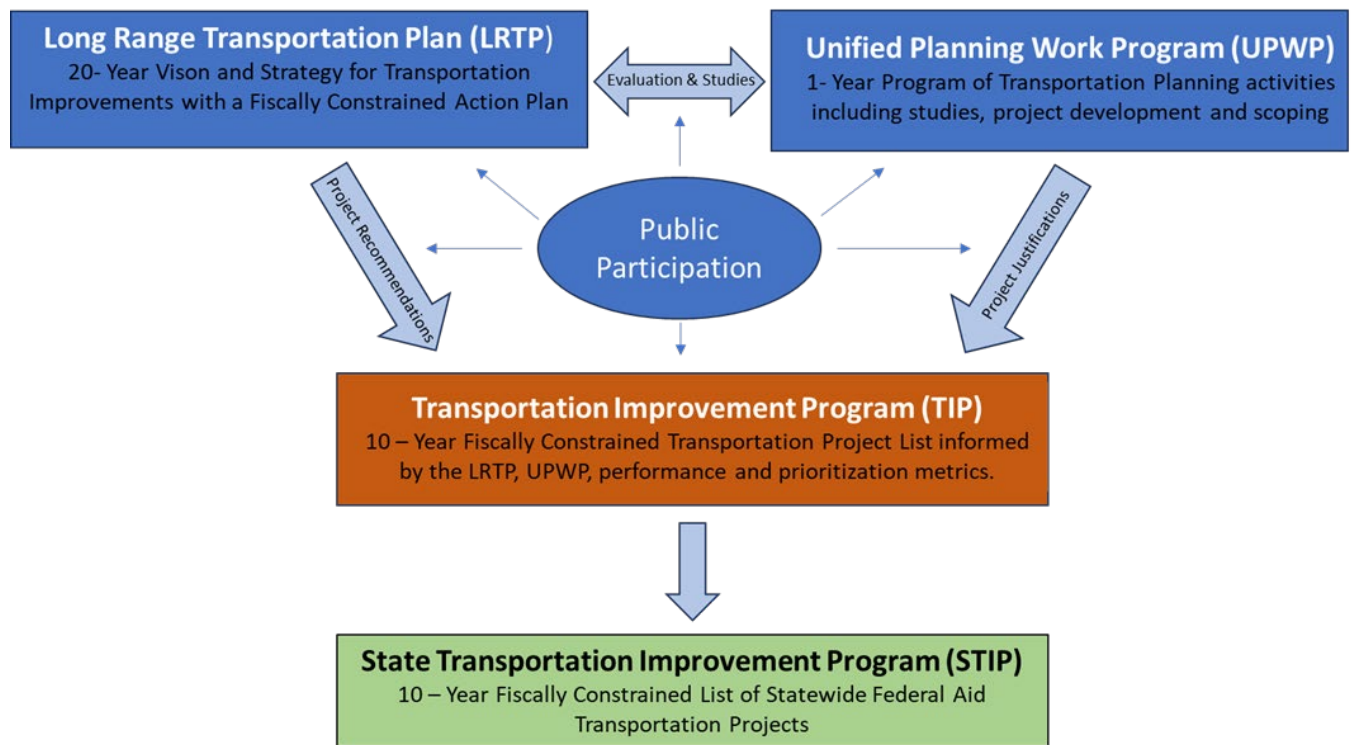
- Provides recommendations to the Board of Directors on transportation plans and programs
- Prioritizes projects in accordance with the criteria established by SCDOT and Federal Legislation requirements
- Develops funding scenarios for consideration by the Board of Directors and individual governmental entities

Federal Mandates and Legislation

The most recent federal surface transportation funding bill, the Infrastructure Investment and Jobs Act (IIJA) referred to as the Bipartisan Infrastructure Law (BIL), was signed in 2022. The BIL continues to support previous federal Transportation Improvement Program guidelines (FAST Act, MAP 21 etc.) The BIL allocates roughly \$1 trillion to upgrade transportation infrastructure, helps to close the digital divide, improves the electric grid and makes communities healthier and more resilient. The BIL includes \$475 billion to re-authorize the core federal surface transportation program.

LCOG implements the Federal regulations through plans and programs. The Lowcountry Long Range Transportation Plan (LRTP) and Unified Planning Work Program (UPWP) inform the development of the TIP. Each of these documents fulfills a separate purpose in the federal 3-C Transportation Planning Process. Surface transportation legislation ensure that access to federal aid is contingent upon Continuous and Comprehensive transportation planning undertaken Cooperatively by municipalities and their regional, state, and federal partners. Figure 4 describes the LRTP and UPWP's relationship to the TIP.

Figure 4: MPO Planning Process



Performance Based Planning and Programming

Federal legislation established a performance-based planning and programming process that provides a means to more efficient investment of Federal transportation funds by focusing on the seven national transportation goals. This process increases the accountability and transparency of the Federal highway programs and improves transportation investment decision-making. The process connects performance measures and targets to the National goals (Figure 5) which were established to address safety, current infrastructure, traffic congestion, efficiency, environment, transportation delays and project delivery delays.

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Figure 5: National Goals



Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.



Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.



Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System (NHS).



System Reliability - To improve the efficiency of the surface transportation system.



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.



Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.



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 Federal Highway Administration (FHWA) requires that all states and MPOs monitor their transportation system using specific performance measures and setting performance targets according to federal guidance (Table 1). These performance measures help to maintain existing roads and identify roads (and bridges) that need repair or replacement.

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Table 2: Performance Based Planning and Programming Performance Measures

Final Rule	Performance Measure Category	Measures
PM 1	Safety	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities • Rate per 100 million vehicle miles traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of Non-motorized fatalities and serious injuries
PM 2	Pavement Condition Bridge Condition	<ul style="list-style-type: none"> • Percent of pavements of the Interstate System in Good condition • Percent of pavements of the Interstate System in Poor condition • Percent of pavements of the non-Interstate NHS in Good condition • Percent of pavements of the non-Interstate NHS in Poor condition • Percent of NHS bridges classified as in Good condition • Percent of NHS bridges classified as in Poor condition
PM 3	Travel Time Reliability Freight Reliability Traffic Congestion Total Emissions Reduction	<ul style="list-style-type: none"> • Interstate: % of person-miles traveled on the Interstate that are reliable • Non-Interstate: Percent of person-miles traveled on the non-Interstate NHS that are reliable • Freight Reliability: Truck Travel Time Reliability (TTTR) Index • Annual Hours of Peak House Excessive Delay Per Capita: Urbanized Area 1 • Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1 • Total Emissions Reductions: Nox • Total Emission Reductions: VOC
TAM	Transit Asset Management	<ul style="list-style-type: none"> • % of revenue vehicle by asset class that have met or exceeded their Useful Life Benchmark • % of vehicles that have met or exceeded their Useful Life Benchmark
PTASP	Public Transportation Agency Safety Plan	<ul style="list-style-type: none"> • Number of fatalities • Rate per 100 thousand VRM • Number of serious injuries • Rate of serious injuries per 100 thousand VRM • Safety Events • Safety Events per 100 thousand VRM • System Reliability (VRM/Failures)

LCOG Performance Targets

According to the federal legislation MPOs have the option to either adopt their own targets or they may opt to support the state's targets through planning and programming activities. LCOG has opted to support the South Carolina state targets. The performance targets set by South Carolina Department of Transportation will help to accomplish SCDOT's Strategic Plan Goals which were set out to maintain and improve the state's transportation infrastructure. Improving safety programs and outcomes, maintaining, and preserving existing transportation infrastructure, and improving program delivery are the three statewide goals set by the state to guide the agency's (SCDOT) investment strategy.

The currently adopted targets are listed below (Tables 2-5). The targets are updated and amended into the long range transportation plan as required.

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Table 3: PM 1 Safety Targets

Performance Measures	2020-2024 Targets
Number of fatalities	1079
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	1.87
Number of Serious Injuries	2549
Rate of Serious Injuries per 100 million VMT	4.41
Number of Non-motorized Fatalities and Serious Injuries	454.8

Table 4: PM 2 & 3

Pavement and Bridge Condition 2022-2025			
Performance Measure	Baseline	2-Year Target*	4-Year Target
Percent of pavements of the Interstate System in Good condition	75.8%	77.0%	78.0%
Percent of pavements of the Interstate System in Poor condition	0.2%	2.5%	2.5%
Percent of pavements of the non-Interstate NHS in Good condition	38.3%	36.0%	38.0%
Percent of pavements of the non-Interstate NHS in Poor condition	1.6%	10.0%	10.0%
Percent of NHS bridges classified as in Good condition	38.5%	35.0%	34.0%
Percent of NHS bridges classified as in Poor condition	4.3%	6.0%	6.0%
Highway Performance 2022-2025			
Interstate: % of person-miles traveled on the Interstate that are reliable	95.9%	89%	89%
Non-Interstate: Percent of person-miles traveled on the non-Interstate NHS that are reliable	89.8%	85.00%	85%
Freight Movement 2022-2025			
Freight Reliability: Truck Travel Time Reliability (TTTR) Index	1.31	1.45	1.45

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Table 5: Transit Performance Measure Targets

Transit Asset Management Targets						
Revenue Vehicles		2020	2021	2022	2023	2024
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	Over the Road Bus	15%	15%	15%	15%	15%
	Bus	15%	15%	15%	15%	15%
	Cutaway Bus	30%	30%	30%	30%	30%
	Mini-van	20%	20%	20%	20%	20%
	Trolleybus	20%	20%	20%	20%	20%
	Van	20%	20%	20%	20%	20%
Equipment						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Auto	30%	30%	30%	30%	30%

Transit Safety Targets							
Mode of Transit Service	Fatalities	Fatalities (per 100 thousand VRM)	Injuries	Injuries (per 100 thousand VRM)	Safety Events	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route	0	0	6	1	12	2	6
Commuter Bus	0	0	1.5	0.25	6	1	2
Demand Response	0	0	6	1	12	2	6

Planning Factors

Previous Federal legislation has set forth ten planning factors that agencies must consider when developing their plans. The planning factors listed in Table 6 have remained mostly unchanged since the FAST Act. The BIL/IIJA carries the requirement forward with a minor modification to the Quality of Life planning factor adding a consideration for housing.

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Table 6: Planning Factors

Economic Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Safety: Increase the safety of the transportation system for motorized and non-motorized users.

Security: Increase the security of the transportation system for motorized and non-motorized users.

Accessibility: Increase the accessibility and mobility of people and for freight.

Quality of Life: 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, housing, and economic development patterns.

Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

System Efficiency: Promote efficient system management and operation.

Preservation: Emphasize the preservation of the existing transportation system.

Resilience: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

Tourism: Enhance travel and tourism.

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Planning Emphasis Areas (PEAs)

In addition to federal legislation, the Federal Highway Administration and the Federal Transit Administration jointly issued planning Emphasis Areas (PEAs) in 2021 (Figure 3). PEAs are policy, procedural and technical topics that should be considered by all federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. These emphasis areas have been taken into consideration during the process of developing the long-range transportation plan and programming the TIP.

The 2021 Planning Emphasis Areas include:

Tackling the Climate Crisis – Transition to a clean energy, resilient future

Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

Complete Streets

Develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.

Public Involvement

Carry out early, effective, and continuous public involvement to ensure diverse viewpoints into the decision-making process.

Equity and Justice40 in transportation planning

Ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

Strategic Highway Network (STRAHNET)/US Department of Defense Coordination

Encourage cooperation and coordination with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

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Data in Transportation Planning

Incorporate data sharing and consideration into the transportation planning process because data assets have value across multiple programs. allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

Federal Land Management Agency (FMLA) Coordination

Ensure coordination with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

Planning and Environmental Linkages

Ensure using an integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation process resulting in transportation programs and projects that serve the community's needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Title VI and Environmental Justice

Environmental justice has been a federal requirement since recipients of federal funds were required to certify nondiscrimination through Title VI of the Civil Rights Act of 1964. A 1994 Presidential Executive Order required all federal agencies to make environmental justice part of their missions. The law was enacted to avoid the use of federal funds for projects, programs, or other activities that generate disproportionate or discriminatory adverse impacts on minority or low-income populations. The U.S. Department of Transportation (USDOT) promotes environmental justice as an integral part of the long range transportation planning process as well as individual project planning and design.

According to the USDOT, environmental justice requires the understanding and incorporation of the unique needs of distinct socioeconomic groups in order to create transportation projects that fit harmoniously within the framework of their communities without sacrificing safety or mobility. The environmental justice assessment incorporated in the LRTP is based on three fundamental principles derived from guidance issued by the USDOT:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure all potentially affected communities' full and fair participation in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by

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minority and low-income populations.

Investments made in the TIP must be consistent with federal Title VI requirements. Additionally, the process by which new projects are identified and prioritized for inclusion in the TIP must consider the equitable selection of projects in accordance with federal Title VI requirements. Title VI and Civil Right requirements are detailed in the [Lowcountry Council of Governments Civil Right Policies and Procedures](#).

Development of the TIP

The LCOG Rural Transportation Improvement Program (RTIP) for Federal Fiscal Years (FFY) 2024-2033 is a prioritized, financially constrained, multi-year program that supports the implementation of transportation projects in the region. The federally mandated document is updated no less than every four years and lists transportation projects anticipated to receive federal aid within a ten-year horizon. The RTIP also includes non-federal aid projects that receive financial support from the state and locally funded regionally significant projects. Because the document is fiscally constrained, it must demonstrate reasonable funding potential based on the MPO's obligation authority and local sources. As such, the total cost of projects included in the RTIP must realistically reflect the amount of federal and state funding anticipated to be available during the RTIP's horizon.

Projects and programs incorporated into the FY 2024-FY 2033 RTIP are new and continuing projects and programs that originated in the 2045 LATS Long Range Transportation Plan, as well as SCDOT-identified projects for the Lowcountry region. The FY 2024- FY 2033 RTIP has been developed by LATS with the cooperation of SCDOT and LRTA. The RTIP has been advertised for thirty calendar days and made available for public comment. While the RTIP is usually approved every three years, the document may be amended and corrected as needed. Procedures for amending and modifying the RTIP are detailed in the next section.

Financial Constraint

The RTIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the FY 2024- FY 2033 RTIP, LATS has taken into consideration the transportation funding revenues anticipated during the years of the RTIP and has found the FY 2024 to FY 2033 RTIP to be financially constrained. Should an action occur in the future that significantly affects the funding of programmed projects in the RTIP, LATS along with its partners and the project sponsors would review the impact to the RTIP. Appropriate action, such as potential amendments to the RTIP, to address the funding of affected projects would be taken at that time.

Long Range Transportation Plan

Federal funding cannot be allocated to transportation projects within the MPO region unless they are included in the financially constrained portion of the long range transportation plan. The LCOG 2045 Long Range Transportation Plan (LRTP) defines the community's strategy for creating a regional transportation system that accommodates the current mobility needs of residents and looks to the future to anticipate where new needs may arise. To reflect changing

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conditions and planning principles, the plan is required to be updated every five years. It articulates goals and objectives for future projects and programs over a 20-year horizon based on existing needs and anticipated fiscal constraints. In response to federal mandates and the desires of residents, the LRTP addresses all modes of transit, including automobile, bicycle, pedestrian, transit, air, and rail movements.

Project Prioritization

To best understand how to allocate the region's limited financial resources, it is important to establish priorities for widening, new location, and intersection improvement projects. To balance priorities, project evaluations need to go beyond traffic impacts to consider cultural, environmental, economic, multimodal, and land use considerations. Recognizing the need to create a balanced prioritization to establish project rankings, the South Carolina legislature passed Act 114 in 2007, which added Sections 57-1-370 and 57-1-460 to the South Carolina Code of Laws. These sections provide details of the ranking process to be used by SCDOT as well as the state's MPOs and Councils of Governments (COGs).

Capital roadway projects recommended in the LRTP are evaluated using a priority ranking that is consistent with Act 114 guidance and SCDOT best practices. The criteria are also required to reflect the needs and priorities of the MPO area. LCOG develops roadway project prioritization criteria in collaboration with SCDOT and FHWA. Projects are separated and evaluated by project type: roadway widening (Table 7), new roadways (Table 8) and intersections/interchanges improvements (Table 9). The evaluation measures used to assess each project in the 2045 LRTP are shown here along with their potential point ranges. Data for this prioritization process was gathered from the region's travel demand model and SCDOT data sources. The prioritization process established in the LRTP will be used as the basis for identifying future roadway capital projects for inclusion in the RTIP.

Bicycle and pedestrian projects that are collocated with another roadway improvement were included in the roadway prioritization process. Independent bicycle and pedestrian as well as studies were not required to be prioritized as part of the LRTP. These projects will continue to be prioritized through the identification efforts of the LCOG members. Transit projects will continue to be prioritized through the planning efforts of the LRTA.

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Table 7: Corridor and Widening Project Prioritization Criteria

Evaluation Criteria	Definition	Percentage of Score
Traffic Volume and Congestion	The traffic volume and congestion score are based on current and future traffic volumes and associated level-of-service (LOS).	35%
Located on a Priority Network	The priority network score is based on a project's location in relationship to defined priority network.	25%
Public Safety	The public safety score is based on crash rates.	10%
Economic Development	The economic development score is based off of an assessment of livability, regional economic development, benefit-cost & cost effectiveness, and system performance.	7%
Truck Traffic	The truck traffic score is based on current and project truck percentages.	10%
Financial Viability	The financial viability score is based on estimated project cost in comparison to the ten-year State Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.	5%
Pavement Quality Index (PQI)	The PQI score is based on pavement condition assessment.	3%
Environmental Impacts	The environmental impact score is based on an assessment of potential impacts to natural, social, and cultural resources.	5%

Table 8: New Location Project Prioritization Criteria

Evaluation Criteria	Definition	Percentage of Score
Traffic Volume and Congestion	The traffic volume and congestion score is based on a comparison of network hours of delay between build and no-build scenarios.	40%
Economic Development	The economic development score is based off of an assessment of livability, regional economic development, benefit-cost & cost effectiveness, and system performance.	20%
Environmental Impacts	The environmental impact score is based on an assessment of potential impacts to natural, social, and cultural resources.	15%
Connectivity to a Priority Network	The priority network score is based on the proposed road's relationship to a priority network.	15%
Financial Viability	The financial viability score is based on estimated project cost in comparison to the ten-year State Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.	10%

2024-2033 Rural Transportation Improvement Program

Table 9: Intersection/Interchange Improvements Project Prioritization Criteria

Evaluation Criteria	Definition	Percentage of Score
Traffic Volume and Congestion	The traffic volume and congestion score is based on current and future traffic volumes and the associated level-of-service.	35%
Public Safety	The public safety score is based on crash rates.	25%
Truck Traffic	The truck traffic score is based on current and projected truck percentages.	10%
Located on a Priority Network	The priority network score is based on the project's relationship to a priority network.	15%
Financial Viability	The financial viability score is based on estimated project cost in comparison to the ten-year State Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.	5%
Economic Development	The economic development score is based off of an assessment of livability, regional economic development, benefit-cost & cost effectiveness, and system performance.	5%
Environmental Impacts	The environmental impact score is based on an assessment of potential impacts to natural, social, and cultural resources.	5%

Public Involvement

Public involvement associated with LCOG serves to actively solicit ideas from residents and stakeholders of the study area. Public involvement also seeks to provide meaningful ways for these residents and stakeholders to communicate with decision makers regarding the allocation of transportation funds. To better detail the role of public involvement in the preparation of key planning documents, LCOG has adopted a [Public Participation Plan](#) (PPP). Through the implementation of the PPP, residents and stakeholders have access to information as well as established ways to provide feedback. The PPP requires that there be at a minimum a thirty-day public comment period before approval for the RTIP. The public involvement documentation can be found in Appendix C.

State Transportation Improvement Program

Just as each COG and MPO is required to develop a R/TIP, each state is required to compile a Statewide Transportation Improvement Plan (STIP) as a requirement of federal regulations. The STIP includes all federally funded transportation projects from throughout the state. Projects must be in the STIP before funding authorities, such as FTA, FHWA, or the South Carolina Department of Transportation (SCDOT) can obligate or commit monies.

RTIP Amendment Process

Major updates of the RTIP are typically conducted on a four-year schedule. However, during the life of the RTIP it may be necessary to update certain projects or elements. This section details the process for identifying and conducting a policy amendment or an administrative modification to the RTIP (Table 10).

Amendments

TIP amendments are typically significant changes to the TIP that require a public comment and action of the LCOG Board of Directors. Amendments may include:

- Add a new project to the TIP, regardless of whether the project has been in a previous TIP or not.
- Delete a programmed project from the TIP.
- Delete or significantly change a regionally significant project feature of an existing project (for example, change the project termini).
- Delete a regionally significant project or defer it from the first four years of the TIP.
- Change a project's funding.
- Could potentially be inconsistent with recommendations in the LRTP; or
- Change a project description/scope or introduce any other change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination.
- Changing the nature and or function of corridors and intersections.
- Adding or deleting road segments including interchange ramps; or
- Adding or deleting public transit routes, segments, or transfer points.

Administrative Modifications and Corrections

Administrative modifications include all changes other than policy amendments. Minor updates that do not require Board approval or public involvement. Administrative modifications and Correction may include:

- Moving project staging between years without affecting the scope of the project, affecting its expected completion, or affecting the current year staging.
- Changing the federal/state/local funding source; a change to the percentage of the total project cost paid by each funding partner up to 25% may be approved administratively.
- Changing the designated responsible agency with the original sponsor's approval.
- Changing project funding in the first four TIP years per table on the following page.
- Changing the program allocation to the projects per table on the following page.
- Shifting carryover funds between years for projects.
- Combining or separating phases within a project that is part of an approved STIP may be approved administratively.

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Table 10: TIP Amendments and Corrections

TIP Budget	Administrative Modifications & Corrections	Requiring Amendments
< \$100,000	Increase <u>less than</u> 100%	Increase 100% or greater
> \$100,000 - \$500,000	Increase <u>less than</u> \$500,000	Increase <u>greater than</u> \$500,000
> \$500,000 - \$5,000,000	Increase <u>less than</u> \$500,000	Increase greater than \$500,000
> \$5,000,000	Increase <u>less than</u> 10%	Increase <u>greater than</u> 10%

Amendments will typically be processed at the following Board of Directors meeting from the time of submission. Amendments will be recommended by the LCOG Transportation Committee for LCOG Board of Directors consideration and action. Formal public hearings will not typically be held. Public notification of the actions will be posted on the LCOG rural transportation planning page of the LCOG website and input will be accepted during the public comment period of any of the committee meetings considering the amendments.

Administrative modifications submitted to LCOG staff by the first working day of each month will typically be processed by the fifteenth working day of that month, provided they are complete. Processing may be delayed if additional information is required. Administrative modifications and corrections do not require committee review or approval.

LCOG staff will process RTIP revisions by:

- Entering the requested amendments and modifications into the RTIP project database;
- Notifying SCDOT of amendments and modifications for inclusion in the STIP; and
- Sending a summary of amendments and modifications to the RTIP notification list as needed.
- If a sponsor submits a RTIP revision and LCOG staff denies it, the sponsor may appeal the LCOG staff decision to the Policy Committee.

Funding

LCOG projects are funded through federal, state, and local sources. Several sources of funds are involved in projects that appear in the RTIP. A Table identifying the current federal funding sources is below (Appendix A).

Regional Mobility Program (Guideshare Funds)

LCOG receives a direct allotment of funds for road improvements from SCDOT through the Regional Mobility Program (RMP), otherwise known as the System Upgrade Program. The South Carolina Transportation Commission sets aside approximately \$238 million dollars of FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs and ten Councils of Governments based on population and vehicle miles of travel in each region. The program also emphasizes expanding

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the existing network by widening existing roads, building new location rads and targeting bicycle and pedestrian needs. Currently LCOG receives \$5,000,000 allocation annually. 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.

Transportation Alternative Program Projects

In 2012, Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) Highway Authorization Bill. The former Transportation Enhancement Program, created by earlier legislation, was rebranded as the Transportation Alternative Program, or TAP, to maintain a level of funding for projects that had frequently been left out of highway improvement plans in past years. For metropolitan areas with a population less than 200,000, projects are selected by the SCDOT Commission. Transportation Alternatives funds typically require a 20% match.

For the Transportation Alternatives Program, a pedestrian is not only defined as a person traveling by foot but also “any mobility impaired person using a wheelchair.” The definition of a bicycle transportation facility is “a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles.” Bicycle and pedestrian projects must be principally for transportation, rather than recreation or beautification purposes with a clear relationship to transportation and must also demonstrate a logical sense of connectivity.

Another program that funds non motorized projects is the Recreational Trails Program administered by South Carolina Park and Recreation and Tourism. The funds can be used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use.

South Carolina Transportation Infrastructure Bank (STIB)

The South Carolina Transportation Infrastructure Bank was created in 1997 (Bank Act), with the corporate purpose of the Bank to assist in financing major qualified projects by providing loans and other financial assistance to government units and private entities for constructing and improving highway and transportation facilities necessary for public purposes including economic development. To date, the Bank has assisted with funding up to \$5.9 billion on 100 projects, in 29 counties and 5 municipalities. Currently the Exit 3 interchange project and the US 278 improvements/Hilton Head Island Bridge replacement project have received funds from the STIB.

Transit Funding

The majority of the transit funding in the region comes from Federal Transit Administration (FTA) formula funds. Section 5307 Capital urbanized area mass transit formula program funds capital projects and requires a 20% local match. Section 5307 Operations urbanized area mass transit formula program funds operating assistance and requires a 50% match. Palmetto Breeze is the primary recipient of these funds in the Lowcountry. FTA Section 5310 funds have also been distributed within the region through a discretionary program where eligible applicants may apply annually. The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. Additional FTA funds are detailed in Appendix A.

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Pavement Program

Funding for resurfacing and other maintenance activities, interstate and interchange reconstruction, ramp modifications, and mainline widening, as well as Intelligent Transportation System (ITS) technology that provides the traveling public advanced notification of travel conditions and options for alternative routing. Interstate Program funds typically require a 10% or 20% match depending on the project type. Funding for resurfacing of Primary Routes (US and SC) and state secondary routes are eligible for federal funding. Funding is divided between three categories of improvements including reconstruction, rehabilitation and preservation. Pavement and Reconstruction funds typically require a 20% match Pavement/Reconstruction – Funding for resurfacing of Primary Routes (US and SC) and state secondary routes eligible for federal funding. Funding is divided between three categories of improvements including reconstruction, rehabilitation and preservation. Pavement and Reconstruction funds typically require a 20% match. This is a Commission-approved funding category.

Bridge Program

The SCDOT Bridge Program funds projects that 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). Bridge Program funds typically require a 20% match.

Safety Program

The SCDOT Safety Program fund projects in locations that have a statistically higher than average collision rate and/or severity rate that considers fatalities, injuries, and property damage. The Safety Program is comprised of the following categories:

- Intersection Improvements – Realignments, turn lanes, signalization
- Corridor Improvements – Spot improvements along segments of roadway
- Low Cost Intersection Improvements - Fluorescent signing, reflective sign post panels, additional signage, oversize stop signs, and remarking/re- striping
- Railroad Improvements – Safety enhancements to rail crossings
- Interstate Safety Improvements – Resurfacing (open-graded friction course), extending an acceleration/deceleration lanes, clearing, and signing and marking improvements

Interstate Program

This program consists of the Interstate Upgrade Program, which is a state managed program for the Interstate System. The program typically require a 20% match.

Local Funds

Local funds area often used in part to fund portions of larger projects. Some examples of local funds include Local Options Sales Tax (LOST), Beaufort County Penny Referendum (2018) 1% sales tax, Jasper County Penny Transportation Sales Tax and development impact fees.

SCDOT Project Fiscal Constraint

SCDOT uses Advanced Construction or “AC” as a highway financing tool that allows projects to be built earlier than they would under normal federal funding constraints. The SCDOT has developed two methods for utilization of AC in the STIP: Financial AC and Project AC. Financial AC is used as a highway financing tool enabling programming levels to exceed the federal apportionment budget. The

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additional programming capacity is important to balance the variability in project delivery that can routinely occur during all phases of project development, with a sufficient number and value of projects to efficiently meet the federal obligation limitation requirements on an annual basis. Financial AC represents the commitment of state funds to satisfy the programming levels exceeding available federal funding in a given year. An authorization as AC allows for a project to be undertaken with state or local funds, while maintaining eligibility to convert the project to federal aid in the future. In addition, Financial AC is used to demonstrate fiscal constraint, which reflects the ability to adequately fund and deliver the Federal-Aid Program in South Carolina.

Financial AC represents a large group of projects with many variables and for this reason they are shown as an aggregate estimate of both the AC incurred and converted for each fiscal year. Project AC is used for larger projects and is typically associated with the construction phase. Project AC is shown in the STIP for individual projects with phases of work equal to or greater than \$50 million. Project AC allows for an efficient use of federal obligation limitation on larger projects by metering the use of federal funds as the project incurs expenditures.

2024-2033 Rural Transportation Improvement Program

2024-2033 RTIP Funding Table

Table 11 following this narrative identifies the projects included in the FY 2024- FY 2033 LCOG Rural Transportation Improvement Program. Funding for each project is shown by fiscal year as well as federal funding program. All the projects contained within this table fall within the LCOG Rural boundary. Cost estimates for the projects shown in this table were developed in collaboration with LATS members and SCDOT, and are shown in year of expenditure, thousands of dollars. Some of the projects are broken into phases, reflecting when construction, right-of-way, or preliminary engineering are expected to occur as well as the funding levels for each phase. Additional details on each project and program can be found in Appendix B.

LCOG RURAL TRANSPORTATION IMPROVEMENT PROGRAM - FY 2024-2033 FINANCIAL STATEMENT																						
REGIONAL MOBILITY PROJECTS																						
DOLLAR AMOUNTS REPORTED IN 1,000'S									FY 2024-2033 TIP WINDOW											1/29/2024		
SCDOT PIN NO.	PROJECT NAME AND DESCRIPTION	CITY / COUNTY	LRTP PRIORITY	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	FUND SOURCE (IF LOCAL)	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 FUNDING	TOTAL OTHER FUNDING (2024-2033)	REMAINING COST (2034+)
	Northern Beaufort County Transit Study	Beaufort	NA	Regional Mobility	COG	STBGP		PL		\$200										\$200		
				Local	Local	LOC	Local	PL		\$50												
	Lowcountry Regional Freight Plan	Hampton Jasper Beaufort Colleton	NA	Regional Mobility	COG	STBGP		PL			\$200									\$200		
				Local	Local	LOC	Local	PL			\$50											
	SC 64 at S-159 Robertson Blvd Intersection Improvemenet	Colleton County	4	Regional Mobility	COG	STBGP		PE		\$150										\$150		
Regional Mobility									\$50										\$50			
Regional Mobility									\$1,500											\$1,500		
	SC 64 at Ace Basin Parkway	Colleton County	5	Regional Mobility	COG	STBGP		PE		\$150										\$150		
Regional Mobility									\$50										\$50			
Regional Mobility									\$1,500											\$1,500		
	US 278 at 601 intersection improvements	Hampton	1	Regional Mobility	COG	STBGP		PE			\$150									\$150		
Regional Mobility									\$50									\$50				
Regional Mobility																			\$1,500			
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,									\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000			
MPO/COG REGIONAL MOBILITY ALLOCATION											\$2,865	\$7,415	\$9,365	\$12,865	\$17,865	\$22,865	\$27,865	\$32,865	\$37,865			
CARRYOVER																						
PROPOSED ADVANCEMENT (SCDOT)																						
DEBT SERVICE																						
PAYBACK (SCDOT)									(\$5,000)	(\$1,635)												
REGIONAL MOBILITY FUNDS AVAILABLE FOR PROJECTS										\$3,365	\$7,865	\$12,415	\$14,365	\$17,865	\$22,865	\$27,865	\$32,865	\$37,865	\$42,865			
REGIONAL MOBILITY FUNDS ALLOCATED TO PROJECTS											(\$500)	(\$450)	(\$3,050)	(\$1,500)								
AMENDMENTS ARE HIGHLIGHTED IN YELLOW																						
CORRECTIONS ARE HIGHLIGHTED IN ORANGE																						
BALANCE										\$2,865	\$7,415	\$9,365	\$12,865	\$17,865	\$22,865	\$27,865	\$32,865	\$37,865	\$42,865			
NON-REGIONAL MOBILITY PROJECTS																						
TRANSIT																						
	Hampton County COA Purchase of Service	Hampton	NA	Mass Transit	5310-RURAL	5310-R	PS		\$50													
	Colleton County DSNB Vehicle Replacement	Colleton	NA	Mass Transit	5310-RURAL	5310-R	VA		\$70													
	Colleton County COA Rural Vehcle Replacement	Colleton	NA	Mass Transit	5310-RURAL	5310-R	VA		\$50													
Sub Total									\$170													
INTERSTATE																						
P041784	I-95 Widening from MM 8 to MM 21	Jasper	NA	System Upgrade Interstate	Widening/New Construction	NHP		PE	\$13,900	\$22,100										\$22,100		
				System Upgrade Interstate	Widening/New Construction	NHP		CON				\$10,000										
				System Upgrade Interstate	Widening/New Construction	NHP		CON ACC				\$47,600	\$57,600	\$57,600	\$57,600	\$57,600			\$278,000			
				System Upgrade Interstate	Widening/New Construction	AC		CON			\$278,000											
P041785	I-95 Widening from MM 22 to MM 33.9	Jasper	NA	System Upgrade Interstate	Widening/New Construction	NHP		PE	\$38,000													\$373,000
Sub Total									\$51,900	\$22,100		\$288,000	\$47,600	\$57,600	\$57,600	\$57,600	\$57,600			\$300,100		

DOLLAR AMOUNTS REPORTED IN 1,000'S									FY 2024-2033 TIP WINDOW											1/29/2024		
SCDOT PIN NO.	PROJECT NAME AND DESCRIPTION	CITY / COUNTY	LRTP PRIORITY	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	FUND SOURCE (IF LOCAL)	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 FUNDING	TOTAL OTHER FUNDING (2024-2033)	REMAINING COST (2034+)
BRIDGES																						
P037118	Rock Spring Road (S-51) Bridge Replacement over Unnamed Creek Asset 3326	Hampton	NA	Bridges	Interstate/NHS	SFP		CON					\$2,378							5,387		
P038617	Pocotaligo Road (S-17) Bridge Replacement over Broadwater Creek Aset ID 3897	Hampton	NA	Bridges	FA Non-NHS	STBGP		CON					\$2,500							2,500		
P037125	Henderson Road (S-140) Bridge Replacement over Tributary to Camp Branch Asset ID 3327	Hampton	NA	Bridges	Off-System	STBGP		ROW		\$10										10		
				Bridges	Off-System	STBGP		CON					\$1,754							1,754		
P037134	Forks Rd. (S-158) Bridge Replacement over Deep Creek. Asset ID 2027	Colleton	NA	Bridges	Off-System	STBGP		ROW		\$50										50		
				Bridges	Off-System	STBGP		CON					\$4,254							4,254		
P029082	S-15-74 over Buckhead Creek in Colleton County Asset ID 2163	Colleton	NA	Bridges	Off-System	SFP		CON					\$1,875							1,875		
P037131	Stocks Creek Rd (S-161) Bridge Replacement over Trib to Chehaw River in Colleton County	Colleton	NA	Bridges	Off-System	STBGP		PE					\$800							800		
				Bridges	Off-System	STBGP		ROW					\$25							25		
				Bridges	Off-System	STBGP		CON					\$1,475							1,475		
P030452	US 17 over Edisto River (2)/ Bridge Replacements Asset IS 1941	Colleton	NA	Bridges	Interstate/NHS	NHP		ROW	\$225													
				Bridges	Interstate/NHS	NHP		CON					\$24,502							24,502		
P029083	S-15-74 over Buckhead Creek in Colleton County (V2) Asset ID 2164	Colleton	NA	Bridges	Off-System	SFP		CON					\$1,875							1,875		
Sub Total									\$225	\$60			\$39,060							\$39,120		
PAVEMENTS																						
	Non-FA Secondaries	Beaufort	NA	Pavements	Non-FA Secondaries	MTN		CON	\$613	\$613	\$613	\$613	\$613	\$613	\$613	\$613	\$613	\$613	\$613	6,743		
	Primary			Pavements	Non-NHS Primary	SFP		CON	\$2,618	\$2,618	\$2,618	\$2,618	\$2,618	\$2,618	\$2,618	\$2,618	\$2,618	\$2,618	\$2,618	28,798		
	FA Secondaries			Pavements	FA Secondaries	SFP		CON	\$1,767	\$1,767	\$1,767	\$1,767	\$1,767	\$1,767	\$1,767	\$1,767	\$1,767	\$1,767	\$1,767	19,437		
	Non-FA Secondaries			Pavements	Non-FA Secondaries	SFP		CON	\$434	\$434	\$434	\$434	\$434	\$434	\$434	\$434	\$434	\$434	\$434	4,774		
	Non-FA Secondaries	Jasper	NA	Pavements	Non-FA Secondaries	MTN		CON	\$540	\$540	\$540	\$540	\$540	\$540	\$540	\$540	\$540	\$540	\$540	5,940		
	FA Secondaries			Pavements	FA Secondaries	SFP		CON	\$988	\$988	\$988	\$988	\$988	\$988	\$988	\$988	\$988	\$988	\$988	10,868		
	Primary			Pavements	Non-NHS Primary	SFP		CON	\$4,431	\$4,431	\$4,431	\$4,431	\$4,431	\$4,431	\$4,431	\$4,431	\$4,431	\$4,431	\$4,431	48,741		
	Non-FA Secondaries			Pavements	Non-FA Secondaries	SFP		CON	\$382	\$382	\$382	\$382	\$382	\$382	\$382	\$382	\$382	\$382	\$382	4,202		
	Non-FA Secondaries	Hampton	NA	Pavements	Non-FA Secondaries	MTN		CON	\$751	\$751	\$751	\$751	\$751	\$751	\$751	\$751	\$751	\$751	\$751	8,261		
	Primary			Pavements	Non-NHS Primary	SFP		CON	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	17,336		
	FA Secondaries			Pavements	FA Secondaries	SFP		CON	\$3,651	\$3,651	\$3,651	\$3,651	\$3,651	\$3,651	\$3,651	\$3,651	\$3,651	\$3,651	\$3,651	40,161		
	Non-FA Secondaries			Pavements	Non-FA Secondaries	SFP		CON	\$532	\$532	\$532	\$532	\$532	\$532	\$532	\$532	\$532	\$532	\$532	5,852		
	Non-FA Secondaries	Colleton	NA	Pavements	Non-FA Secondaries	MTN		CON	\$1,340	\$1,340	\$1,340	\$1,340	\$1,340	\$1,340	\$1,340	\$1,340	\$1,340	\$1,340	\$1,340	14,740		
	FA Secondaries			Pavements	FA Secondaries	SFP		CON	\$8,053	\$8,053	\$8,053	\$8,053	\$8,053	\$8,053	\$8,053	\$8,053	\$8,053	\$8,053	\$8,053	88,583		
	Primary			Pavements	Non-NHS Primary	SFP		CON	\$2,493	\$2,493	\$2,493	\$2,493	\$2,493	\$2,493	\$2,493	\$2,493	\$2,493	\$2,493	\$2,493	27,423		
	Non-FA Secondaries			Pavements	Non-FA Secondaries	SFP		CON	\$949	\$949	\$949	\$949	\$949	\$949	\$949	\$949	\$949	\$949	\$949	10,439		
Sub Total									\$31,118	\$31,118	\$31,118	\$31,118	\$31,118	\$31,118	\$31,118	\$31,118	\$31,118	\$31,118	\$31,118	\$342,298		
SAFETY																						
TRANSPORTATION ALTERNATIVES																						
Sub Total																						
Total									\$83,243	\$52,778	\$30,668	\$316,068	\$116,278	\$88,718	\$88,718	\$88,718	\$88,718	\$31,118	\$31,118	\$681,518		

Appendix A: Federal Funding Sources

Program	ID	Formula-Based, Discretionary, or Combination	Eligible Uses
Bridge Formula Program		Formula	Replacement, rehabilitation, preservation, or construction of bridges on public roads. 15% of funds are reserved for non-Federal-aid highway bridge projects.
Bridge Investment Program		Discretionary	Replacement, rehabilitation, or preservation of bridges in the National Bridge Inventory (NBI). Culvert improvements that improve flood control and/or aquatic habitat connectivity.
Carbon Reduction Program	CRP	Formula	Capital projects or strategic products focused on reduction of transportation emissions.
Charging and Fueling Infrastructure		Discretionary	Deployment of alternative fueling and associated infrastructure in designated alternative fuel corridors as well as communities. Operating assistance for five years after installation.
Congestion Mitigation and Air Quality Improvement Program	CMAQ	Formula	Wide range of emission-reducing, air-quality maintenance, or air-quality improvement projects. Project must be located in air quality nonattainment area or maintenance areas for ozone, carbon monoxide, and small particulate matter.
Ferry Boat Program	FBP	Formula	Ferry boat and ferry terminal facility projects.

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Program	ID	Formula-Based, Discretionary, or Combination	Eligible Uses
Highway Safety Improvement Program	HSIP	Formula	Implementation of infrastructure-related highway safety improvements, focusing on reduction in fatalities and serious injuries.
National Electric Vehicle Program		Combination	Deployment of interconnected network of electric vehicle charging infrastructure.
National Highway Freight Program	NHFP	Formula	Projects that improve the efficient movement of freight on the National Highway Freight Network
National Highway Performance Program	NHPP	Formula	Supports the condition and performance of the National Highway System, including the replacement or rehabilitation of the system's capital assets.
Promoting Resilient Operations for a Transformative, Efficient, and Cost-saving Transportation	PROTECT	Combination	Transportation projects, including highway, transit, and port facilities, oriented toward resilience improvements and evacuation preparation/planning.
Reduction of Truck Emissions at Port Facilities Program		Discretionary	Evaluation, innovation, and deployment of projects that reduce port-related emissions.

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Program	ID	Formula-Based, Discretionary, or Combination	Eligible Uses
Rural Surface Transportation Grants		Discretionary	Highway, bridge, tunnel, freight, safety, or bridge project that supports economic growth and quality of life in rural areas and/or integrated transportation demand management, mobility management, or on-demand systems that support economic growth and quality of life.
Safe Streets and Roads for All		Discretionary	Planning, design, and construction of projects identified in a comprehensive safety action plan; or, the development of a safety action plan.
Strategic Innovation for Revenue Collection (formerly Surface Transportation System Funding Alternatives)	SIRC (formerly STSFA)	Discretionary	User-fee based revenue mechanisms at the State, local, and regional level that may provide insight into future alternatives that may help maintain the solvency of the federal Highway Trust Fund.
Surface Transportation Block Grant	STBG	Formula	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.
Transportation Alternatives	TA	Discretionary	Typically a variety of smaller-scale transportation projects, such as bicycle, pedestrian and trail facilities. Encompasses eligible activities from the former Safe Routes to School (SRTS) program.
Buses and Bus Facilities Program	§ 5339	Combination	Purchase or rehabilitation of buses and related equipment that support fixed-route bus service, disbursed based on formula. Additional funds available through competitive grant programs, one of which only low and zero-emission vehicles are eligible.

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Program	ID	Formula-Based, Discretionary, or Combination	Eligible Uses
Formula Grants for Rural Areas	§ 5311	Formula	Broad range of activities, including planning, capital, reverse commute, and acquisition. Typically used by Nantucket for operating assistance.
State of Good Repair and Rail Vehicle Replacement Program	§ 5337	Combination (formula- based available to only urbanized areas).	Projects that maintain, rehabilitate, and replace capital assets including rail rolling stock, as well as projects that implement transit asset management plans.
Public Transportation Innovation	§ 5312	Discretionary	Broad range of activities that demonstrate innovation in public transportation, including capital projects and products that assist in operations and asset management.

Project Name: Northern Beaufort County Transit Study

SCDOT Pin #:

Lead Agency: LATS

County: Beaufort

Length: N/A

Program: Regional Mobility

Total Cost: \$250,000

N/A

National Goal(s) Met:

- ☒ Congestion Reduction
- ☒ Environmental Sustainability
- ☐ Freight Movement and Economic Vitality
- ☐ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

This study will analyze the potential for new service within the area of Beaufort County north of the Broad River. This area recently just became “urban” but has minimal public transit service. This study will look to determine recommendations for new service in the urban and rural portions of Northern Beaufort County.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2024	STBGP	200,000 (PL)		
FY 2024	LOC			50,000 (PL)

Total: \$250,000

Project Name: Lowcountry Regional Freight Plan

SCDOT Pin #:

Lead Agency:

LATS

County:

Hampton, Jasper,
Beaufort, Colleton

Length:

N/A

Program:

Regional Mobility

Total Cost:

\$250,000

N/A

National Goal(s) Met:

☐

Congestion Reduction

☐

Environmental Sustainability

☒

Freight Movement and Economic
Vitality

☐

Infrastructure Condition

☐

Reduced Project Delivery Days

☐

Safety

☒

System Reliability

Project Description:

Plan to analyze the current methods for freight movement throughout the region as well as the infrastructure to support the movement of freight. Recommendations and a timeline will be made to determine areas of need that could benefit from infrastructure upgrades to support and enhance freight movement.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2025	STBGP	200,000 (PL)		
FY 2025	LOC			50,000 (PL)

Total: \$250,000

Project Name: SC 64 at S-159 Robertson Boulevard Intersection Improvement

SCDOT Pin #:

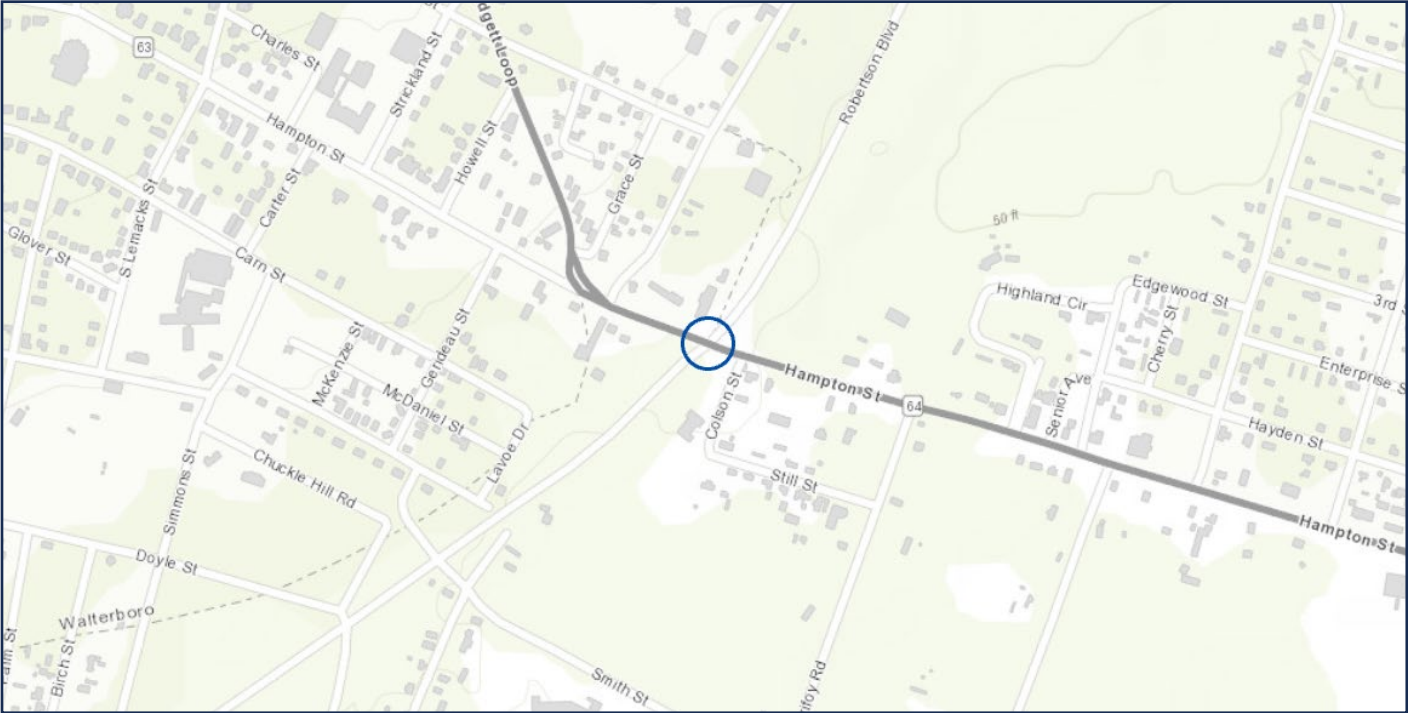
Lead Agency:

County:

Length:

Program:

Total Cost:



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☐ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☒ Safety
- ☒ System Reliability

Project Description:

Intersection improvements to enhance safety and congestion relief. Signal approach signs and enhanced crosswalks will address safety concerns.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2024	STBGP	150,000 (PE)		
FY 2025	STBGP	50,000 (ROW)		
FY 2026	STBGP	1,500,000 (CON)		

Total: \$1,700,000

Project Name: SC 64 at Ace Basin Parkway

SCDOT Pin #:

Lead Agency:

LATS

County:

Colleton

Length:

N/A

Program:

Regional Mobility

Total Cost:

\$1,700,000



National Goal(s) Met:

☐

Congestion Reduction

☐

Environmental Sustainability

☐

Freight Movement and Economic Vitality

☒

Infrastructure Condition

☐

Reduced Project Delivery Days

☒

Safety

☒

System Reliability

Project Description:

Intersection improvements. Upgrades to the signal head will be made and a mounted right turn signal may be considered.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2024	STBGP	150,000 (PE)		
FY 2025	STBGP	50,000 (ROW)		
FY 2026	STBGP	1,500,000 (CON)		

Total: \$1,700,000

Project Name: US 278 at 601 Intersection Improvements

SCDOT Pin #:

Lead Agency:

County:

Length:

Program:

Total Cost:

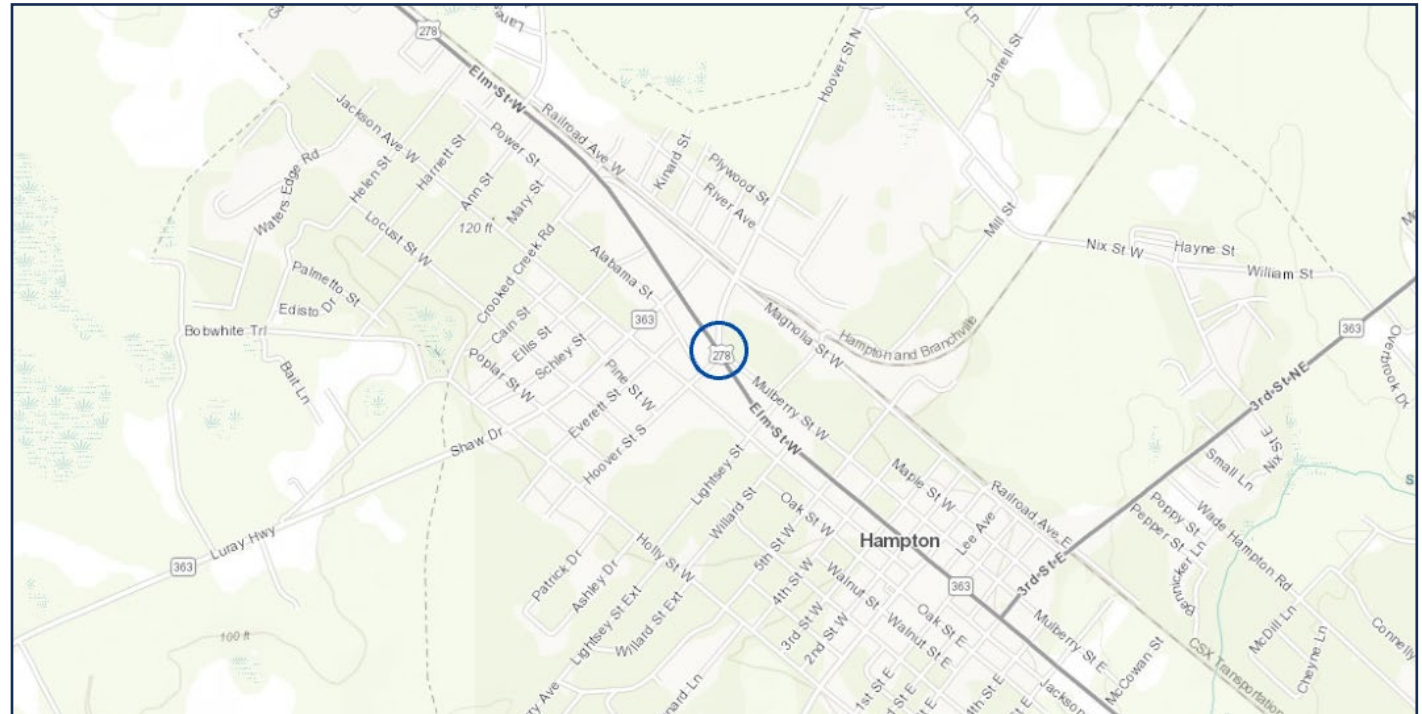
LATS

Hampton

N/A

Regional Mobility

\$1,700,000



National Goal(s) Met:

☐

Congestion Reduction

☐

Environmental Sustainability

☐

Freight Movement and Economic Vitality

☒

Infrastructure Condition

☐

Reduced Project Delivery Days

☒

Safety

☒

System Reliability

Project Description:

Intersection improvements. Backplates will be added to signals. Enhanced crosswalks will be added for visibility. The possibility for a left turn lane will be reviewed.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2025	STBGP	150,000 (PE)		
FY 2026	STBGP	50,000 (ROW)		
FY 2027	STBGP	1,500,000 (CON)		

Total: \$1,700,000

Project Name: I-95 Widening from MM 8 to MM 21

SCDOT Pin #: P041784

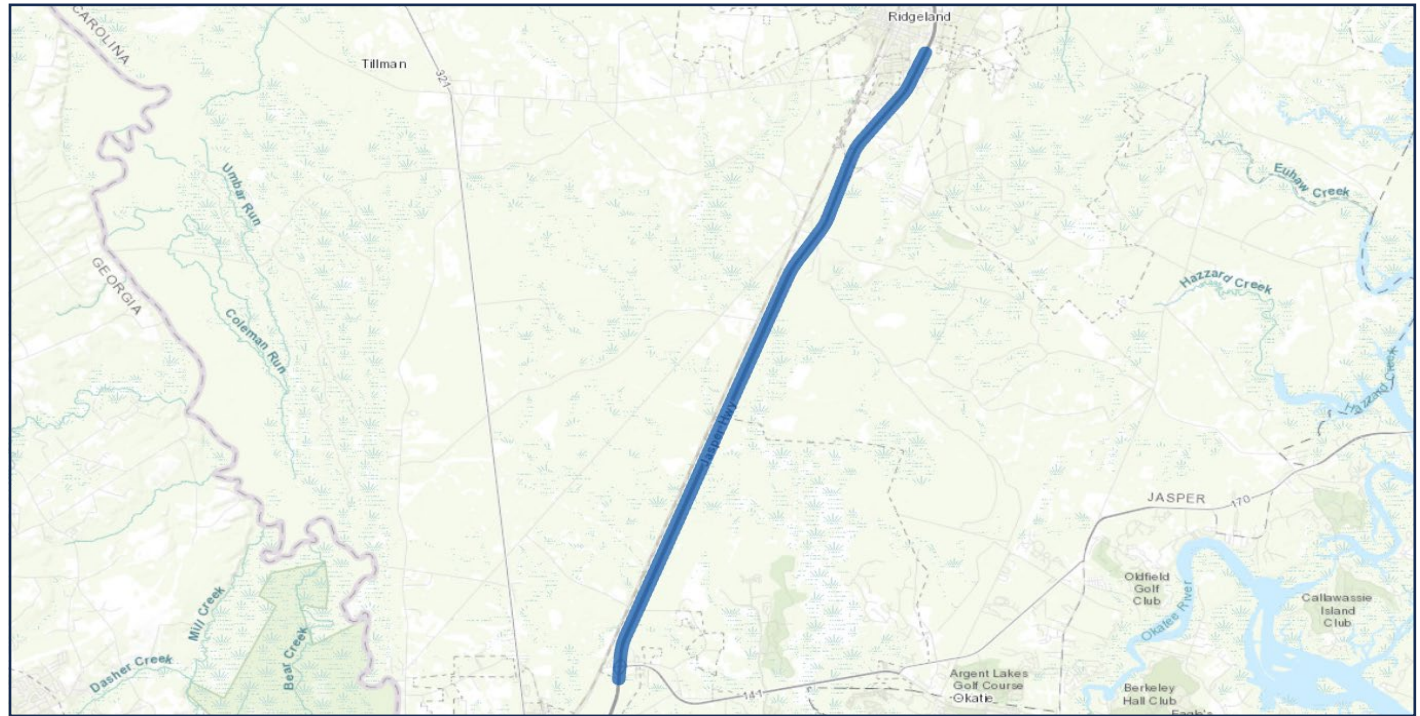
Lead Agency: SCDOT

County: Jasper

Length: 13 Miles

Program: System Upgrade
Interstate

Total Cost: 301,900,000



National Goal(s) Met:

- ☒ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☒ Reduced Project Delivery Days
- ☒ Safety
- ☒ System Reliability

Project Description:

Widening of I-95 in both directions from two lanes to three lanes. From mile-marker 8 to 21.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2023	NHP	13,900,000 (PE)		
FY 2024	NHP	22,100,000 (PE)		
FY 2026	NHP	10,000,000 (CON)		
FY 2027	NHP	47,600,000 (CON ACC)		
FY 2028	NHP	57,600,000 (CON ACC)		
FY 2029	NHP	57,600,000 (CON ACC)		
FY 2030	NHP	57,600,000 (CON ACC)		
FY 2031	NHP	57,600,000 (CON ACC)		
FY 2026	AC	278,000,000 (CON)		

Total: \$301,900,000

Project Name: I-95 Widening from MM 22 to MM 33.9

SCDOT Pin #: P041785

Lead Agency: SCDOT

County: Jasper

Length: N/A

Program: System Upgrade
Interstate

Total Cost: \$38,000,000



National Goal(s) Met:

- ☒ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☒ Reduced Project Delivery Days
- ☒ Safety
- ☒ System Reliability

Project Description:

Widening of I-95 in both directions from two lanes to three lanes. From mile-marker 22 to 33.9.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2023	STBGP	38,000,000 (PE)		

Total: \$38,000,000

Project Name: Rock Spring Road Bridge Replacement

SCDOT Pin #: P037118

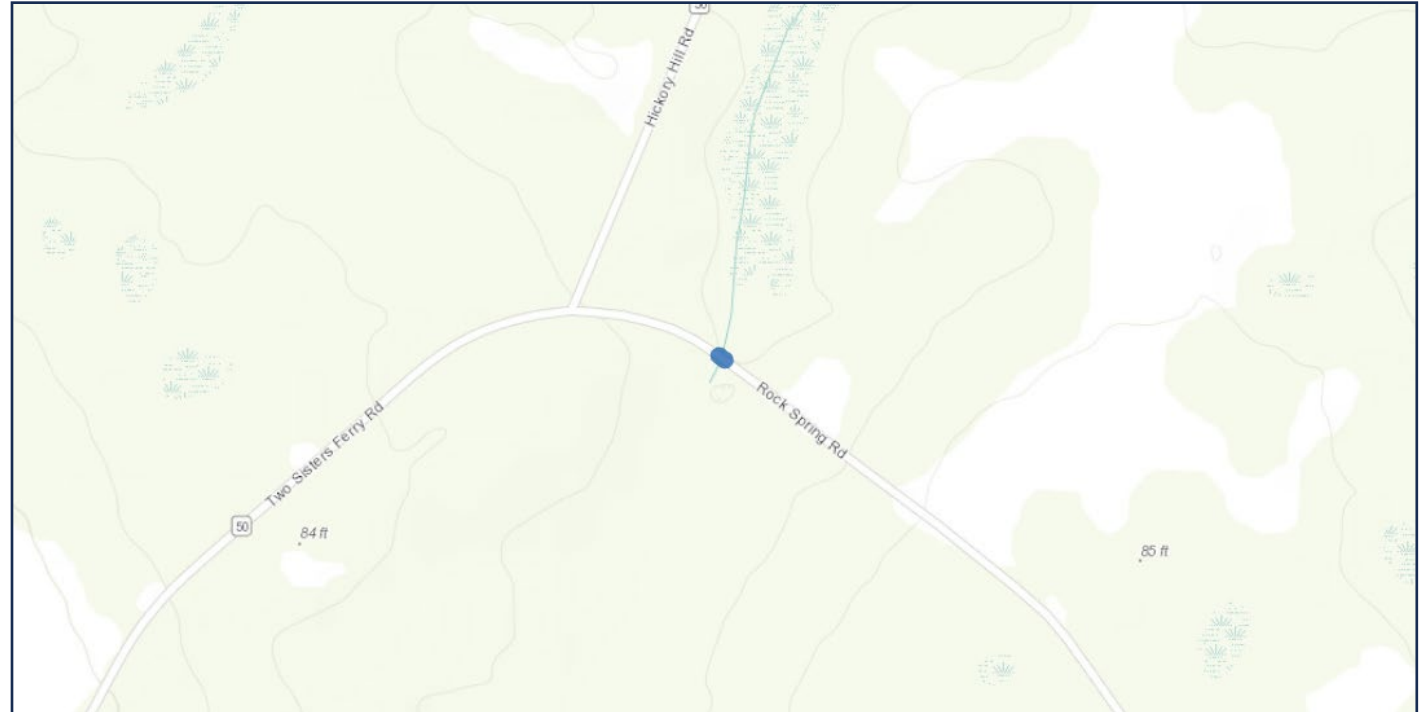
Lead Agency: LATS

County: Hampton

Length: 50 ft

Program: Bridges

Total Cost: \$2,378,000



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

Bridge replacement to address deteriorating infrastructure.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2027	SFP	2,378,000 (CON)		

Total: \$2,378,000

Project Name: Pocotaligo Road Bridge Replacement

SCDOT Pin #: P038617

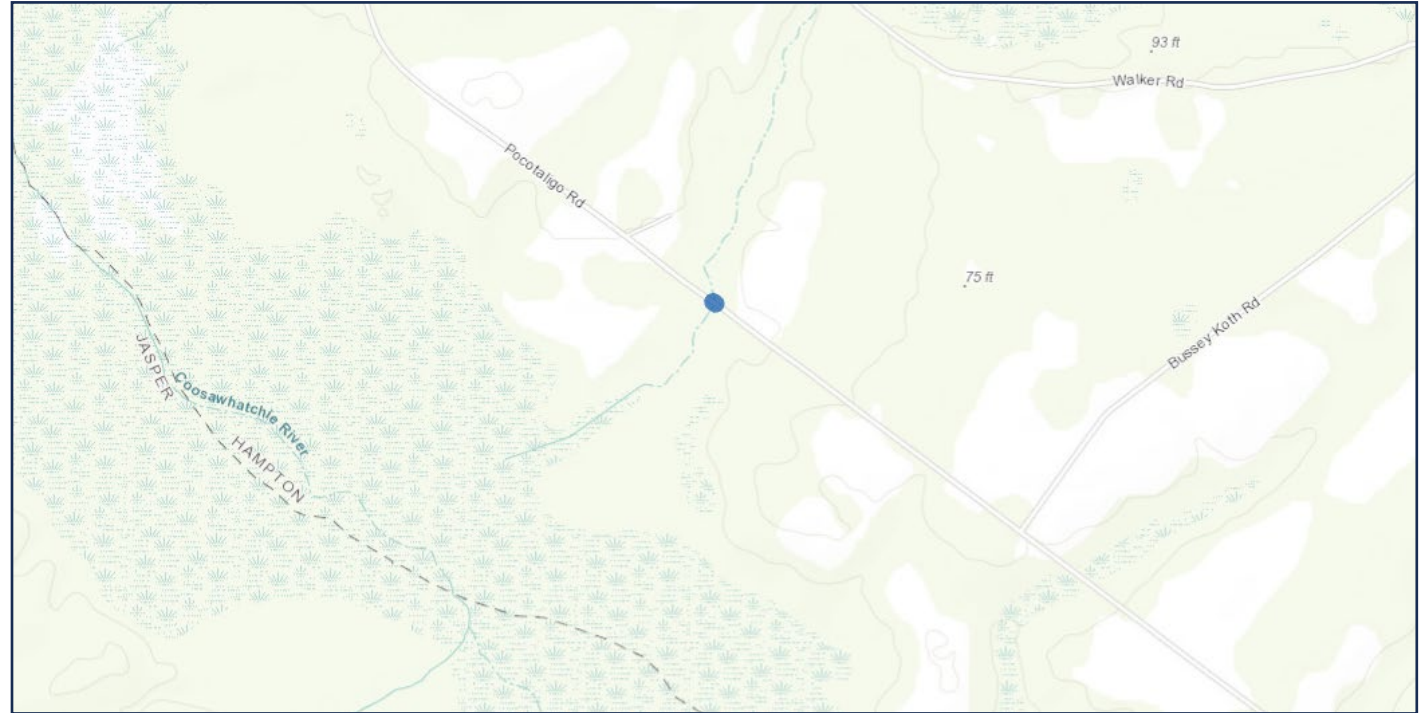
Lead Agency: LATS

County: Hampton

Length: 50 ft

Program: Bridges

Total Cost: \$2,500,000



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

Bridge replacement to address deteriorating infrastructure.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2027	STBGP	2,500,000 (CON)		

Total: \$2,500,000

Project Name: Henderson Road Bridge Replacement

SCDOT Pin #: P037125

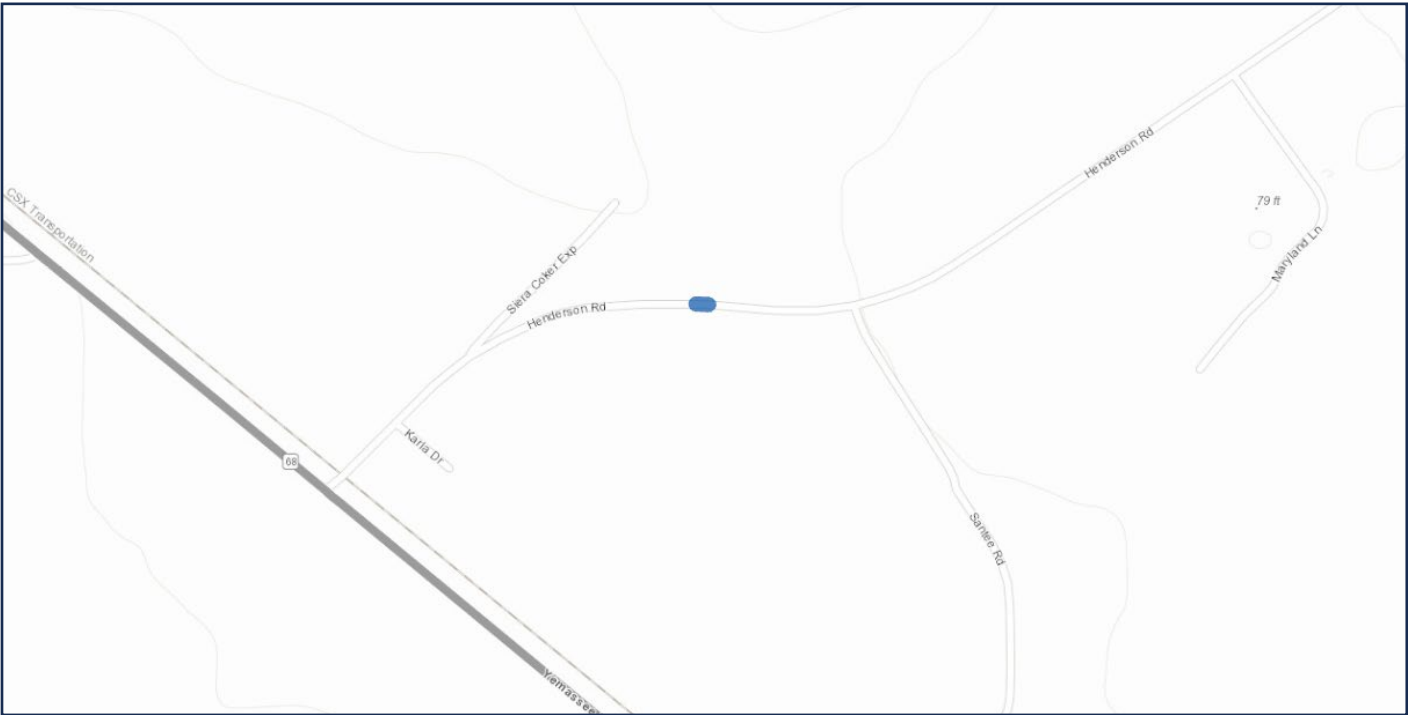
Lead Agency: LATS

County: Hampton

Length: 40 ft

Program: Bridges

Total Cost: \$1,764,000



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

Bridge replacement to address deteriorating infrastructure.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2024	STBGP	10,000 (ROW)		
FY 2027	STBGP	1,754,000 (CON)		

Total: \$1,764,000

Project Name: Forks Road Bridge Replacement

SCDOT Pin #: P037134

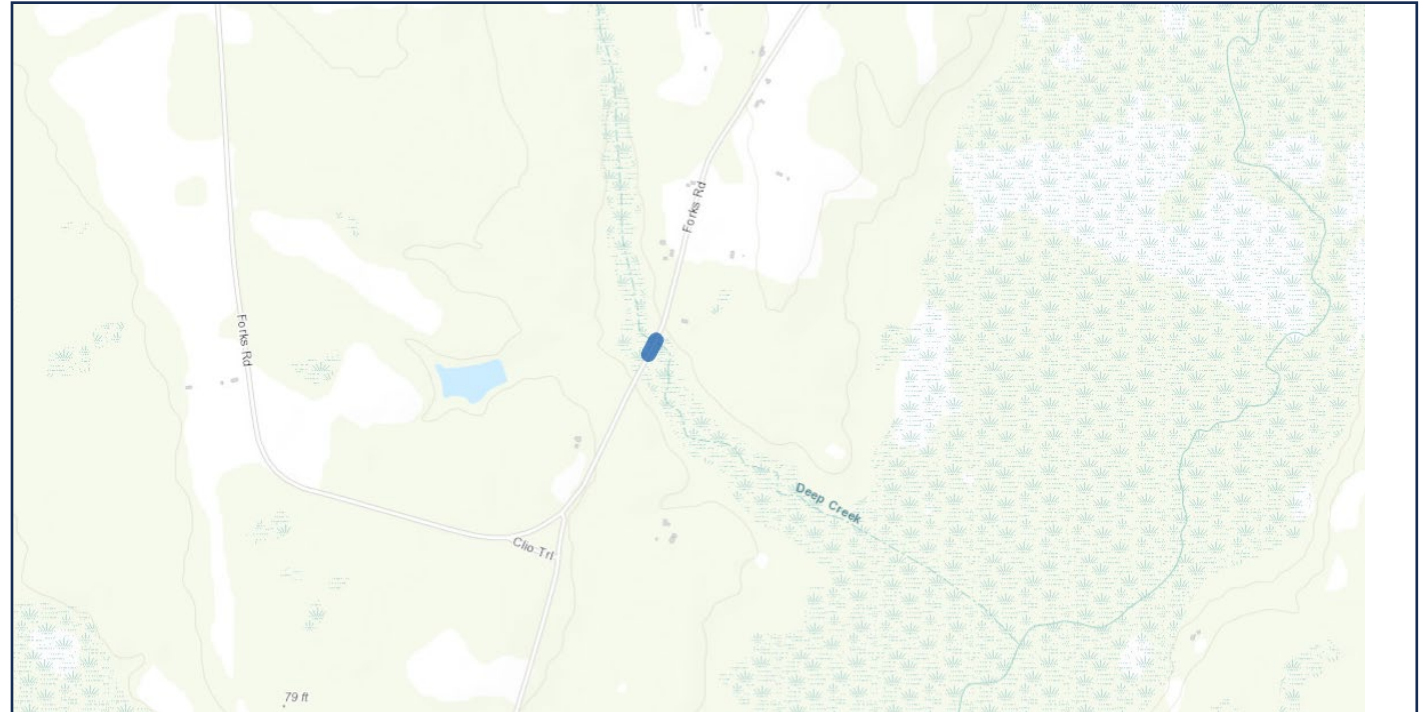
Lead Agency: LATS

County: Colleton

Length:

Program: Bridges

Total Cost: \$4,304,000



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

Bridge replacement to address deteriorating infrastructure.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2024	STBGP	50,000 (ROW)		
FY 2027	STBGP	4,254,000 (CON)		

Total: \$4,304,000

Project Name: S-15-74 over Buckhead Creek

SCDOT Pin #: P029082

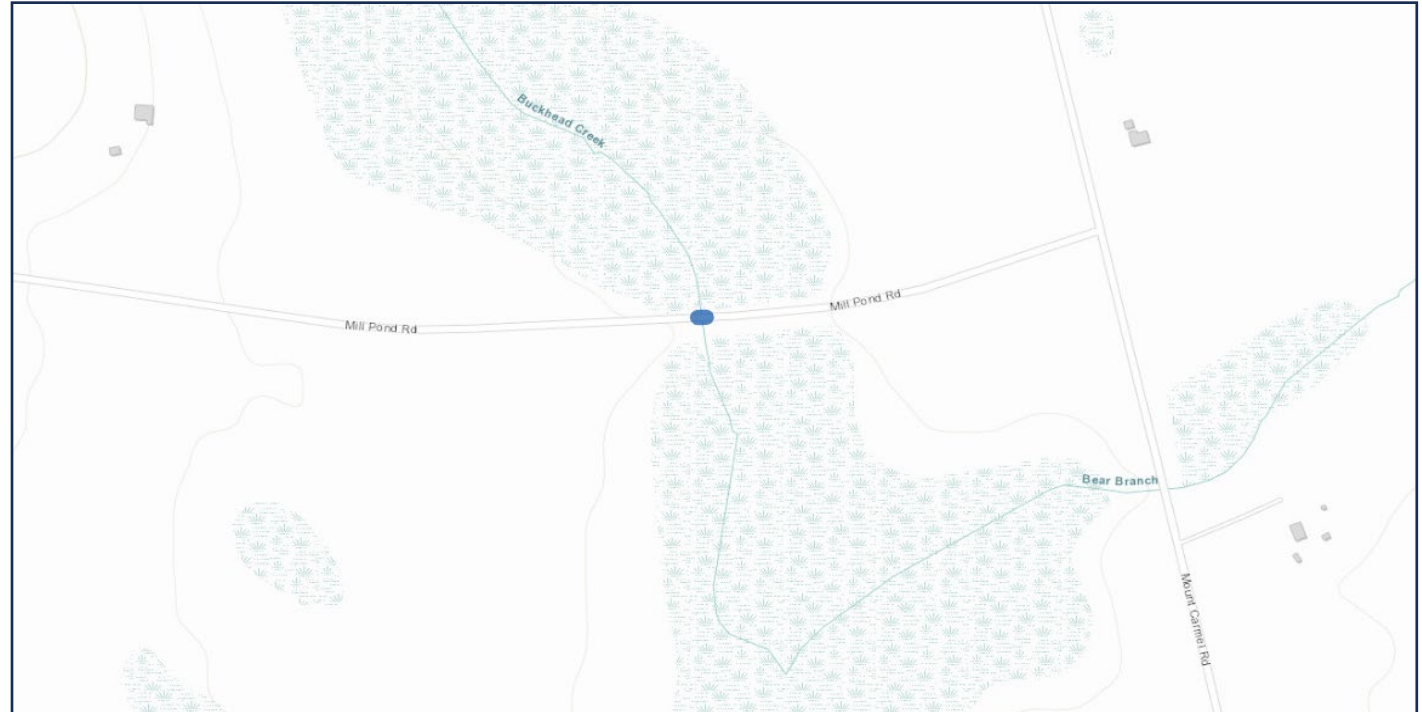
Lead Agency: LATS

County: Colleton

Length: 60 ft

Program: Bridges

Total Cost: \$1,875,000



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

Bridge replacement to address deteriorating infrastructure. This “bridge” comes in two sets. (P029083 is the second bridge)

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2027	SFP	1,875,000 (CON)		

Total: \$1,875,000

Project Name: Stocks Creek Road Bridge Replacement

SCDOT Pin #: P037131

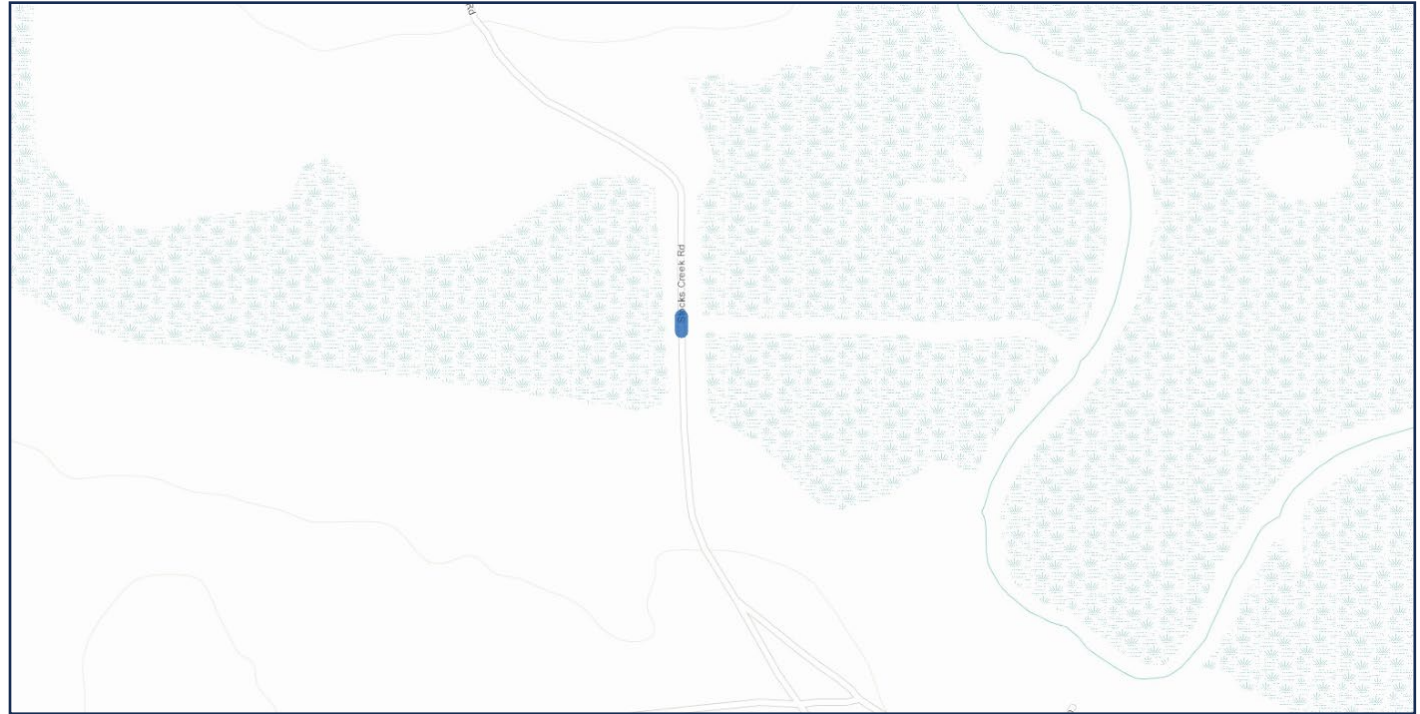
Lead Agency: LATS

County: Colleton

Length: 43 ft

Program: Bridges

Total Cost: \$2,300,000



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

Bridge replacement to address deteriorating infrastructure.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2027	STBGP	800,000 (PE)		
FY 2027	STBGP	25,000 (ROW)		
FY 2027	STBGP	1,475,000 (CON)		

Total: \$2,300,000

Project Name: US 17 Bridge Replacements

SCDOT Pin #: P030452

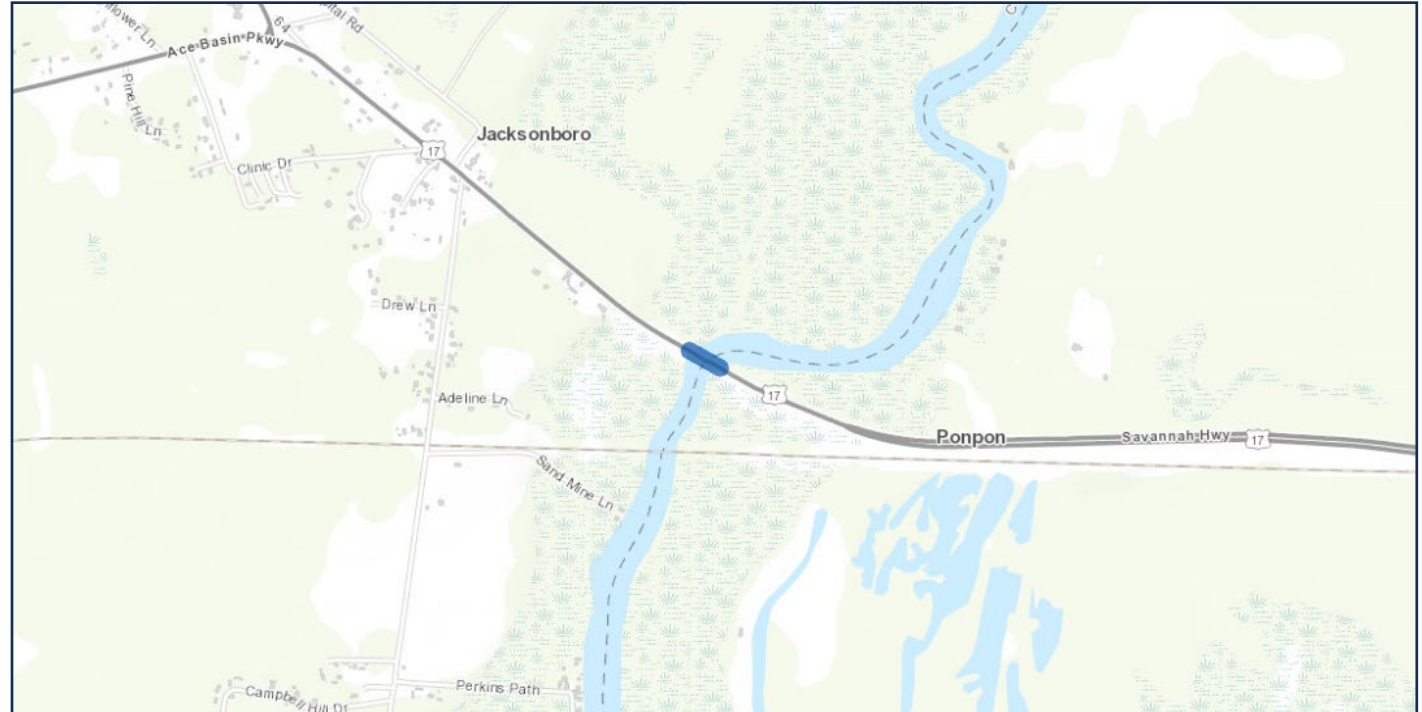
Lead Agency: LATS

County: Colleton

Length: 445 ft

Program: Bridges

Total Cost: \$24,727,000



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

Bridge replacement to address deteriorating infrastructure.

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2023	NHP	225,000 (ROW)		
FY 2027	NHP	24,502,000 (CON)		

Total: \$24,727,000

Project Name: S-15-74 Over Buckhead Creek

SCDOT Pin #: P029083

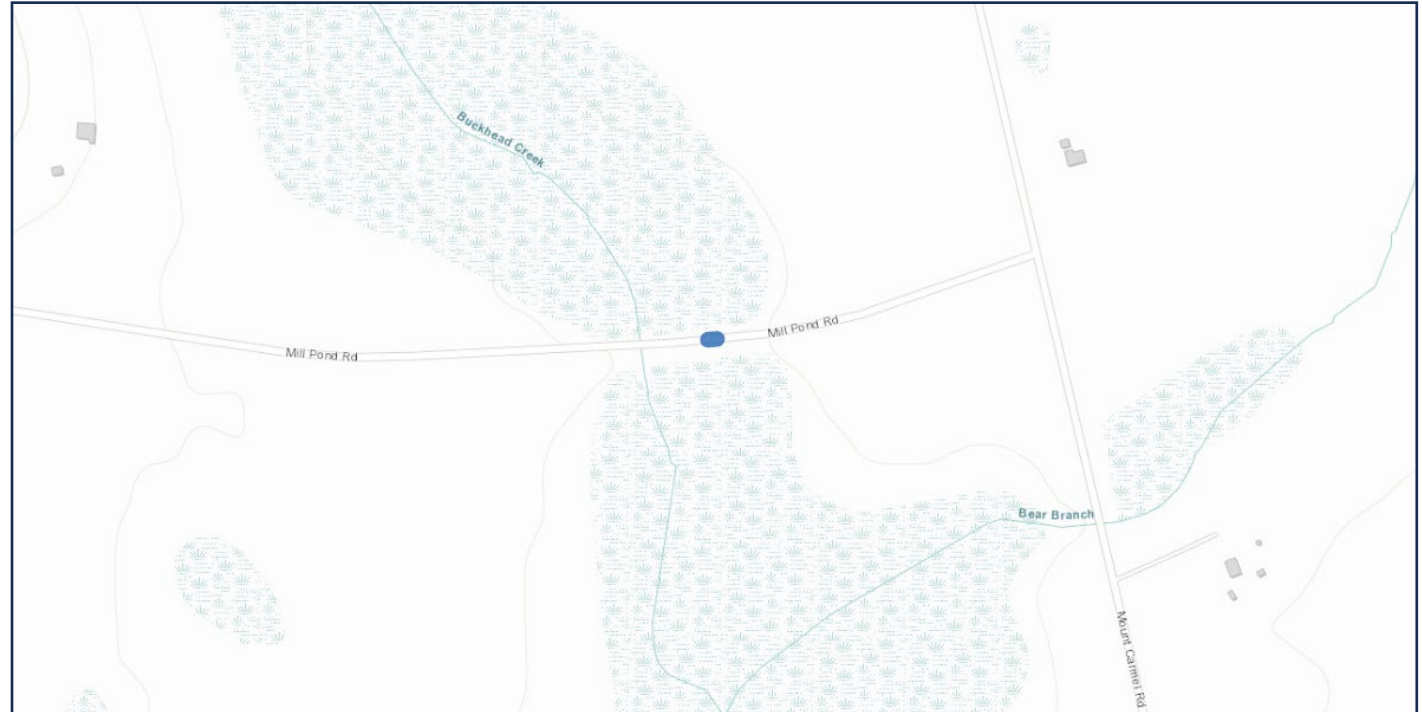
Lead Agency: LATS

County: Colleton

Length: 60 ft

Program: Bridges

Total Cost: \$1,875,000



National Goal(s) Met:

- ☐ Congestion Reduction
- ☐ Environmental Sustainability
- ☒ Freight Movement and Economic Vitality
- ☒ Infrastructure Condition
- ☐ Reduced Project Delivery Days
- ☐ Safety
- ☒ System Reliability

Project Description:

Bridge replacement to address deteriorating infrastructure. (Second bridge)

Fiscal Year	Federal Program	Federal Funds	State Funds	Local Funds
FY 2027	SFP	1,875,000 (CON)		

Total: \$1,875,000

2024-2033 Rural Transportation Improvement Program

Appendix C: Reading the TIP Spreadsheet

The TIP has several columns to identify and briefly detail project information. The following is a brief description of each column in the spreadsheet:

SCDOT PIN No: This is a unique project identifier used by SCDOT.

Project Name and Description: Project details such as termini, location, and type of work.

City/County: Location of project

LRTP Priority: Project priority ranking according to the Long Range Transportation Plan (See Table C1).

Program Category/Program/Federal Program: program and funding sources (see Table C2).

Funding Source: If local identify local source, sales tax etc.

Phase of Work: Phase the funds will cover (see Table C3).

Program Year: Federal Fiscal Year project is programmed between FY 2024-2033

Total Funding: Total funded in TIP

Total Other Funding: Funding yet to be programmed.

Remaining Cost: Costs outside TIP window.

Table C1: LRTP Priority Rank

Tier 1	Score rank 1-10
Tier 2	Score rank 11-20
Tier 3	Score rank 21-30
Tier 4	Score rank 31-40

Table C2: Funding Source

NHP	National Highway Performance Program
STBGP	Surface Transportation Block Grant Program
TA	Transportation Alternatives Program
LOC	Local Funds
AC/ACC	Advanced Construction/Advanced Construction Conversion
SIB	State Infrastructure Bank
HSP	Highway Safety Program

Table C3: Phase of Work

PL	Planning
PE	Engineering, Design and Environmental Analysis
ROW	Right of Way
CON	Construction
AD	Administration
CA	Capital
FC	Transit Facility Construction
VA	Transit Facility Acquisition
PS	Transit Purchase of Service
OPS	Operations
UTE	Utilities

2024-2033 Rural Transportation Improvement Program

Appendix D: Public Participation Process

Public Announcement

Lowcountry Council of Governments FY 2024- FY 2033 Rural Transportation Improvement Program: Notice for Public Comment & Public Hearing

The Lowcountry Council of Governments (LCOG) serves as the transportation planning agency for Hampton and Colleton counties as well as the rural portions of Beaufort and Jasper Counties. LCOG is requesting the public to review and provide comments on the **Draft FY 2024 – FY 2033 Rural Transportation Improvement Program (TIP)**. The TIP is a short-term programming document that lists transportation improvement projects to receive full or partial federal funding in fiscal years 2024 – 2033. The document will be available for review on or before December 10th at the Lowcountry Councils of Governments office and on the LCOG website at www.lowcountrycog.org.

Any changes to the report will be posted on the website. The comment period starts on December 17th, 2023. Written comments on the proposed TIP amendments will be accepted until close of business on January 23rd, 2024. Please send your comments to Michael Gagliardi at 634 Campground Road, Yemassee, SC 29945 or mgagliardi@lowcountrycog.org. Public comments can also be made in person at the LCOG Policy Committee meeting on January 25th, 2024 at the Lowcountry Council of Governments (634 Campground Road, Yemassee).

Disclaimer statement: Lowcountry Council of Governments does not discriminate on the basis of age, sex, race, color, religion, national origin, disability or familial status in the admission, access, treatment or employment in its federally funded programs or activities. Public comments can be made in person at the LATS Policy Committee meeting on February 2nd at the Technical College of the Lowcountry New River Campus Conference Room (100 Community College Drive).

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Publication Dates