SCDOT

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

2021 to 2027

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Introduction

The South Carolina Statewide Transportation Improvement Program (STIP) is the seven-year transportation improvement program effective from 2021-2027 for all projects and program areas receiving federal, state, and local funding, including pavements, bridges, upgrades, freight, safety, congestion mitigation and air quality (CMAQ), transportation alternatives program (TAP), railroad crossings, planning, State Infrastructure Bank (SIB) payments, preventative maintenance and operations, and public transportation. See Table 1 for a breakdown of project/program types for each funding category.

The STIP covers all federal, state, and locally funded improvements for which funding has been approved and that are expected to be undertaken during the upcoming seven-year period. The document is generally scheduled for updating every three years and is revised on a continual basis to reflect the latest program and project information. The South Carolina Department of Transportation Commission, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approve the STIP. The document is generally scheduled for updating at a frequency to ensure compliance with 23 CFR 450.200.

To provide a document that is user-friendly and streamlined, the STIP is formatted to include summaries of statewide programming, as well as project information by county. In addition, regional project tables are included to account for multi-jurisdictional projects.

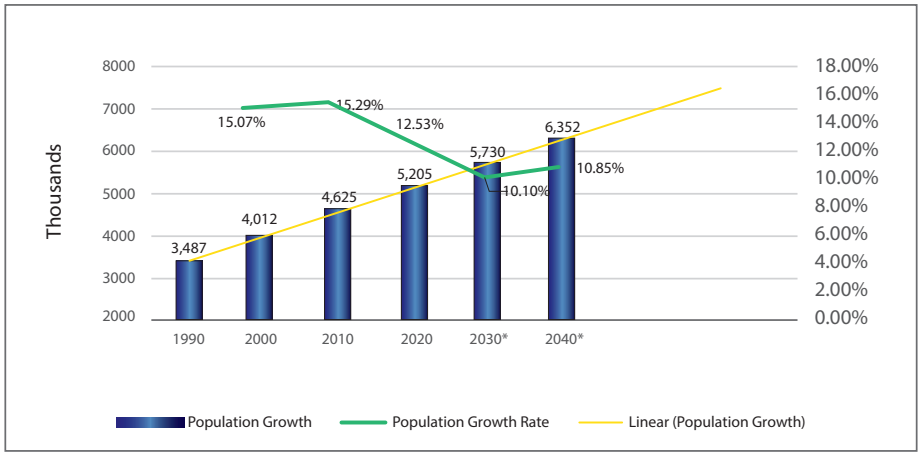
Table 1: Project Funding Categories

PAVEMENTS	Preservation, Rehabilitation, Maintenance and Replacement of: • Interstates • Non-NHS Primary • Non-Federal Aid Secondary • Non Interstate National Highway System (NHS) • Federal Aid Secondary
BRIDGES	Preservation, Rehabilitation, Replacement, Maintenance and New Location of: • NHS • Non NHS • Off-System
UPGRADES	Widenings/New Construction • Interstate Upgrade • Debt Service • Urban System Upgrade • Rural System Upgrade
FREIGHT	Interstate Freight Program
SAFETY	Rural Road Safety Program • RR Crossings • Road Widenings
TRANSIT	All Transit
ADDITIONAL CATEGORIES	CMAQ • Mandatory • Non-Mandatory TA Bicycle and Pedestrian Projects Planning • Metro Planning • Statewide Planning (SPR) SIB Payment Other Preventive Maintenance & Operations • Bridge Inspection • Guardrail (& Cable Rail) • Signals • Signing & Marking • Incident Responder

Demographic and Travel Demand Trends in South Carolina

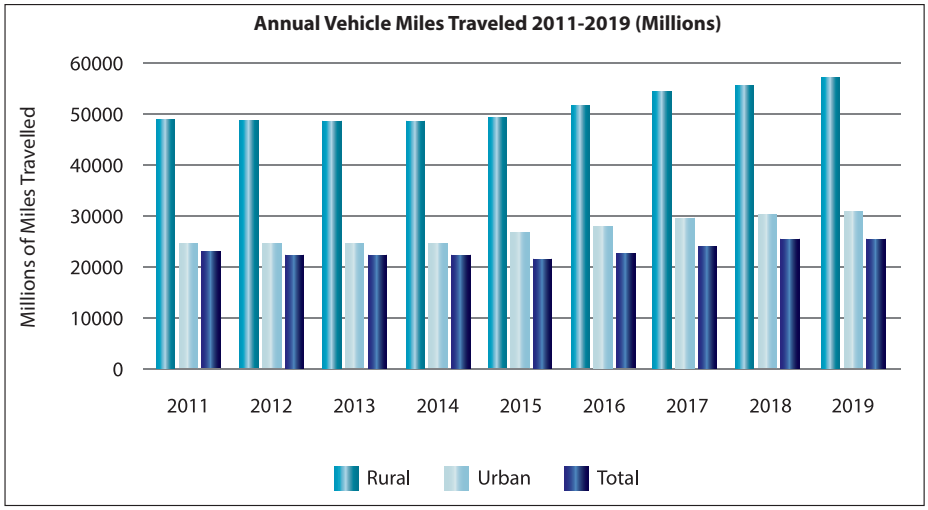
With positive growth trends in population and employment, as well as significant road maintenance requirements there are many challenges to providing a safe and efficient transportation system in South Carolina. South Carolina as a whole grew by just under 10 percent between 2010 and 2018. By 2040, the State's population is expected to exceed 6 million people, which is a 30% increase from 2010.

Figure 1: Population Grown Patterns since 1990



Annual Vehicle Miles of Travel (AVMT) is another indicator of travel demand that considers traffic volume in relation to the miles of the system. Since 2010, AVMT on the interstates in South Carolina has increased by 1.88 percent per year on average. Figure 1-1 illustrates the growth in yearly AVMT. Increases in the numbers resident drivers and driving activity, as well as a growing economy are all factors that indicate continued demand on the transportation system in South Carolina.

Figure 2: Annual Vehicle Miles Traveled



[1] *US Census Data*

[2] *SCDOT Road Data Services*

State Intermodal Network

SCDOT owns and maintains 41,299 centerline miles encompassing over 90,000 lane-miles of roadway. This inventory of roadway mileage makes SCDOT's highway system the fourth largest state-owned system in the United States while being ranked the twenty-fourth largest state with regard to population. For the purpose of efficient asset management, SCDOT categorizes the State's highway system into four different classes: Interstate, Primary (U.S. high- ways and SC designated routes, NHS and Non-NHS), Federal-Aid and Non-Federal-Aid Secondary highways. Additionally, there is an Off-System category (non-federal aid) which SCDOT maintains. Non-federal aid, over half of the state maintained system, is not eligible for federal funds.

Tables 2 and 3 and corresponding Figure 3 and 4 display the full inventory of State owned Bridges and Roadways by classification.

Considering the size of our system and the travel demand increases discussed in the previous section, the amount of time lost due to congestion is expected to increase. Based on the annual hours of delay and the average hourly rates of individuals and commercial operators, it was estimated that in the economic impact or cost of delay on the interstate system was roughly $100 million and the magnitude of this economic impact is occurring every year. South Carolina relies extensively on the highway system to move freight. High crash rates alter the reliability of the roadways creating delay for all users.

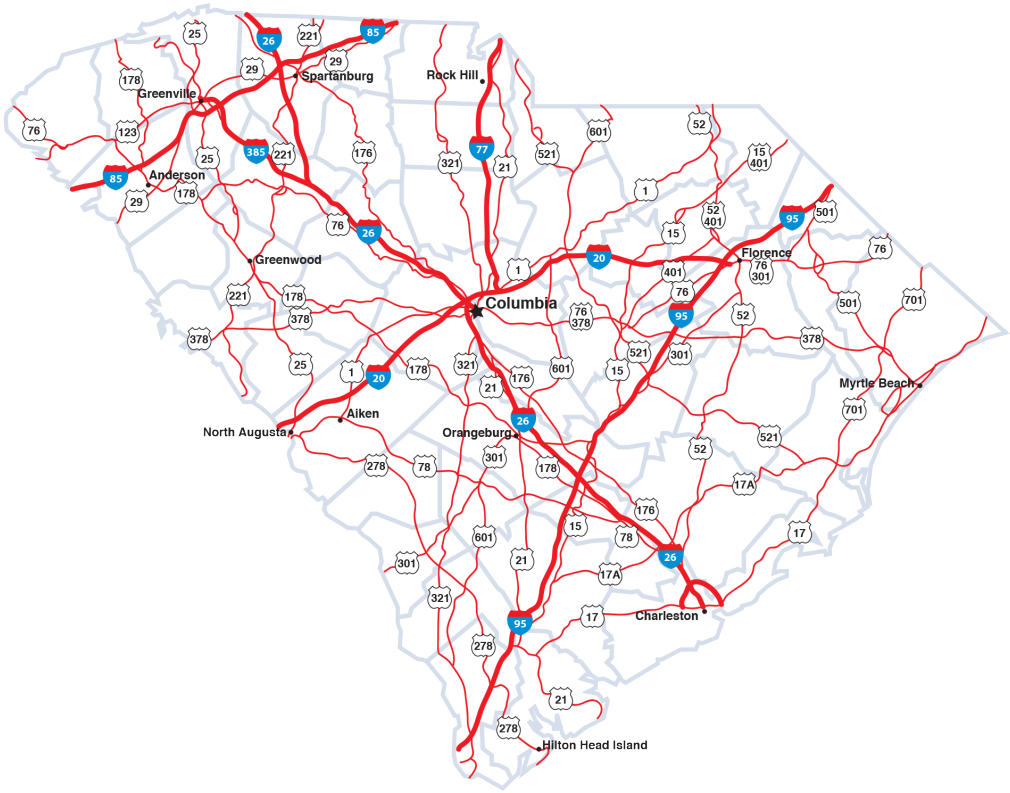
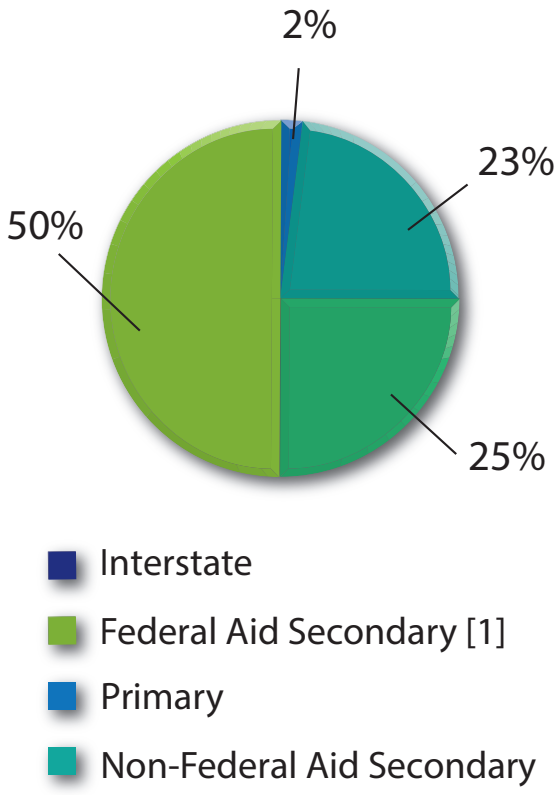


Table 2: South Carolina Highway Inventory

Route Type	State-maintained Centerline-miles	State-maintained Lane-miles
Interstate	851	3,859
Primary	9,469	24,171
Federal Aid Secondary	10,395	21,396
Non-Federal Aid Secondary	20,584	41,278
Total	**41,299**	**90,705**

Figures 3: Percent of Roads by Centerline Miles by Route Type

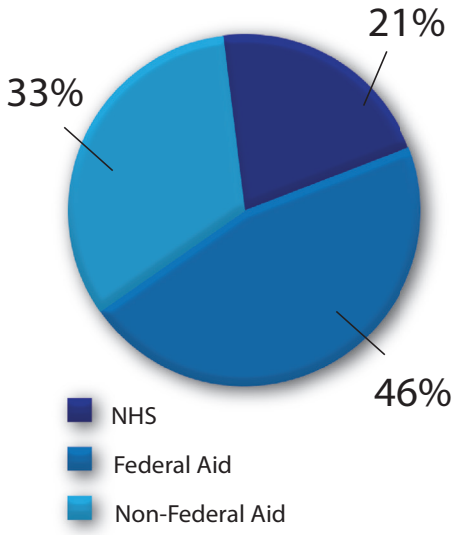


[3] *SCDOT Road Data Services*

Table 3: South Carolina Bridge Inventory

Route Type	Count	Bridge Deck Area (square feet)
NHS	1,764	39,934,667
Federal Aid	3,861	25,372,481
Off System	2,793	7,794,474
Total	**8,418**	**73,101,622**

Figures 4: Percent of South Carolina Maintained Bridges by Route Type



Public Transit is an important component of South Carolina's transportation network. Twenty-seven (27) general public transit operations provided transportation services in rural and urbanized communities in the State during SFY 2020. Over twelve (12) million individual transit passenger trips were provided by all general public transit operations during the most recently reported State Fiscal Year. Transit trips address a number of needs for citizens, workers, shoppers, medical patients and tourists in South Carolina. Several transit operations include commuter transit services that transport workers to designated work centers.

SCDOT aims to increase transit and non-motorized travel opportunities to reduce the VMT moving forward but the major focus is on highway infrastructure assets, with emphasis on the NHS pavements and NHS bridges since most of the traffic travels these roadways. Therefore, ensuring the smooth operation and better preservation of

[4] *SCDOT Road Data Services*

the NHS requires effective coordination and efficient collaboration with Metropolitan Planning Organizations (MPOs) and the Council of Governments (COGs).

Document Overview

The STIP includes information about federally-funded projects, including projects of regional significance regardless of funding source, for the 2021-2027 time frame. The program covers the seven-year period beginning October 1, 2020, which is the beginning of the 2021 federal fiscal year, and ends September 30, 2027 which is the end of the 2027 federal fiscal year. Amendments to this document may occur that alter the scope, budget, schedule, and number of approved projects in the STIP. The effective period of the STIP will also coincide with the horizon of the 10-Year Funding Plan and the Transportation Asset Management Plan.

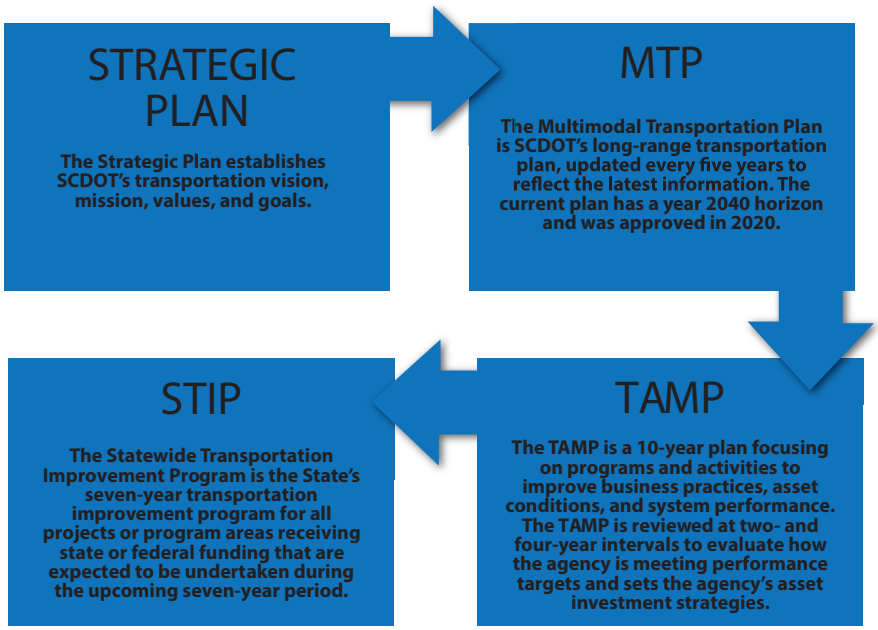
To see the latest version of the STIP, go to:

http://www.scdot.org/inside/stip.asphttps://www.scdot.org/inside/planning-stip.aspx.

Relationship to other Plans

SCDOT develops and implements different transportation planning documents, including the Strategic Plan, Statewide Multimodal Transportation Plan (MTP), and Transportation Assess Management Plan, and Statewide Transportation Improvement Program (STIP). The STIP is a key document that implements these other long- and short term plans. Investment strategies outlined in the TAMP feed projects and programs included in the STIP. Figure 5 above reflects the relationships between the agency's other plans and the STIP.

Figure 5: Relationship of SCDOT Planning Documents



It is clear that the funding objectives and projects identified in the STIP must reflect the MTP and TAMP in order to address mobility and accessibility for people, goods, and services.

The Strategic Plan

The SCDOT strategic plan serves as a roadmap to making efficient resource allocation decisions. The 2018-2020 plan is guided by the Department's vision, mission, values, and goals. The Department's strategic goals facilitate the transformation of the stated mission into achieved vision. The strategic goals serve as the basis for the investment strategies considered in the performance and asset management decision- analysis process. "SCDOT shall have as its functions and purposes the systematic planning, construction, maintenance, and operation of the state highway system and the development of a statewide intermodal and freight system … the goal of the Department is to provide adequate, safe, and efficient transportation services for the movement of people and goods." (SC Code Section 57-1-30) The Agency's Strategic Plan can be found here:

https://www.scdot.org/performance/pdf/Strategic_Plan_2018-2020.pdf#search=strategic%20plan

The Multimodal Plan (MTP)

The 2012 "Moving Ahead for Progress in the 21st Century" (MAP-21), and the 2015 Fixing America's Surface Transportation Act (FAST Act), approved by congress, requires state transportation plans to focus on a performance-based, outcome-driven planning process. The 2040 Multimodal Transportation Plan update addresses the enhanced federal performance based planning and programing requirements by providing a 20 year vision for improving future condition, performance, and accessibility of transportation infrastructure and services that enhance the mobility and economic competitiveness of South Carolina.

Transportation Asset Management Plan (TAMP)

The TAMP is a 10-year investment plan, certified in August 2019, with a horizon year of 2027, and uses transportation asset and performance management as a best management practice. The TAMP serves as a tactical blueprint that supports the Department's effort to meet infrastructure condition goals as well as to achieve national performance targets stipulated by the transportation bills. SCDOT has fully embraced these concepts for all of its programs. The Secretary of Transportation and the SCDOT Commission, have reaffirmed the importance of the TAMP for accountability and transparency regarding the use of tax payer funds especially in light of the 2017 legislation that dramatically increased state funding for infrastructure in South Carolina. Tying a planned investment level to a predicted outcome is a major shift in the way SCDOT manages its programs and is essential to earning the public's trust through the effective deployment of resources to achieving results. SCDOT's TAMP is all-inclusive by incorporating state and federal funding together for a more robust plan for the State. The planned and actual expenditures by work type and by road type are directly tied to the planned and actual expenditures within the STIP.

The Transportation Asset Management Plan is located at:

https://www.scdot.org/performance/pdf/reports/TAMP.pdf#search=TAMP.

STIP Purpose

The STIP identifies all transportation programs and projects that are funded with federal funding, as well as other significant projects funded by the state or local governments, including the State Transportation Infrastructure Bank and local option sales tax programs. The STIP is a project scheduling and funding program document; it is not a plan. The federally funded projects listed in the STIP evolve from SCDOT planning processes, TAMP, MTP, and MPO and COG long-range plans. All projects listed in the STIP have been evaluated for consistency with state and federal law. The STIP must be consistent with projects listed in the MPO and COG TIPs.

The STIP only includes projects for which there is committed funding available, and therefore, is financially constrained. Projects listed in the STIP may include highway and bridge construction or repairs, transit service improvements and capital purchases, safety projects, and operational improvements, such as Intelligent Traffic Systems (ITS), incident management, or traffic signal system projects. The funding for these projects is primarily federal funding, with the required state matching funds and in many cases the federal funding is only eligible for specific categories of improvements. For example, National Highway Performance Program (NHPP) funds are designated for the National Highway System (NHS) or Federal Safety Funds can only be used for eligible safety activities. The various Federal programs and State categories of projects are the building blocks of the STIP.

The SCDOT is governed by the SCDOT Commission, which is comprised of nine members and serves as a general policy- making body for the various functions

and purposes as prescribed by law. The Governor is given the authority to make all 9 appointments to the SCDOT Commission. The appointments must then be screened by legislative delegations based on Congressional Districts and then go before the Joint Transportation Review Committee. In addition, the legislation gives the commission the authority to hire the SCDOT Secretary. By approving the STIP, the SCDOT Commission allocates appropriated federal funding to various state categories and specific projects. When preparing the STIP, SCDOT consults and coordinates with MPOs and COGs, transportation interest groups, other affected local jurisdictions, and all of the consultation parties listed in the public participation plan. Projects are approved and scheduled in consideration of their purpose and need, Act 114 priority ranking, available funding, and status.

Projects are initially placed in the STIP with cost and scheduling information based on planning level analysis. As the project is developed, the project scope, termini, cost estimate, and schedule may be modified as the project matures, or the project may be removed completely if it is no longer deemed feasible. Depending on the project sponsor and location, these changes may be subject to approval of the MPO, COG, SCDOT Commission, FHWA, and FTA. Projects may also be modified as a result of input received during the public review process. Funding forecasts related to transit services that appear in the STIP and the MPO TIP is developed cooperatively by the MPO, the local transit operator and the SCDOT Office of Public Transit.

The document and process of developing the STIP is intended to meet the requirements established by the Moving Ahead for Progress in the 21st Century (MAP-21) and furthered by the Fixing America's Surface Transportation Act (FAST Act). MAP-21 was enacted July 6, 2012, and the FAST Act was enacted December 4, 2015. Both provide federal funds for transportation projects. The STIP was developed in accordance with the current rules and regulations outlined in 23 CFR Part 450, Subpart B –Statewide Transportation Planning and Programming. In addition, the project selection and prioritization process used to develop the STIP was completed in accordance with South Carolina General Assembly Act 114 enacted on June 2007.

The STIP is the project planning budget document that unifies and reflects the SCDOT's strategic plan with state legislative requirements of Act 114 and the performance and asset management based decision-making federally mandated by MAP-21 and the FAST Act. In October 2020 Congress approved an extension of the FAST ACT funding and provisions from FY2020 for FY2021 including contract authority formula apportionments to states.

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 effect 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;
(9) consistency with local land use plans.

The SCDOT Commission ensures that priorities from each plan consider the nine criteria prior to solicitation for public comment. Information on the Act 114 priority project ranking process Engineering Directives 60-65 and 68-72 can be found here:

http://info2.scdot.org/ED2/Pages/engineering_directives_work.aspx

Performance Management

Following the provisions in the United States 2012 and 2015 surface transportation bills - Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transport (FAST) Act, respectively - the SCDOT has developed this risk-based Transportation Asset Management Plan (TAMP) to guide highway transportation investment decision making.

In 2015, the FAST Act was signed into law. The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—for fiscal years (FY) 2016 through 2020. It was the first long-term surface transportation authorization bill enacted in a decade that provides long-term funding certainty for surface transportation.

The MAP-21, enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system. Map-21 created 7 goal areas and 17 performance measures associated with improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21. A detailed description of the goal areas, are described in Table 4.

MAP-21 created the first performance-based framework for state DOTs and MPOs. States are required to set performance targets and report their progress toward national performance goals. SCDOT is working to meet these federal requirements by incorporating performance management into the agency's business practices. The is demonstrated through the following coordination efforts consistent with § 450.200:

- Coordination with the State's 21 MPOs and COGs to adopt the targets set by the State or adoption of their own performance targets, into their respective Long Range Transportation Plans (LRTP) within 180 days of the setting of targets by the State;
- Coordination with the MPOs and COGs to incorporate planning processes and Performance Management into the LRTP , including project selection procedures for inclusion in the TIP.
- Coordination with the MPOs and COGs to incorporate Performance Management into the TIP Narrative and ensure that the TIP Narrative is amended from time to time as new projects are added to the TIP and later placed in the STIP.

The SCDOT anticipates to the maximum extent practicable, that the planned investments towards PM-1 Safety projects (all identified safety projects on all statewide public roads), PM-2 Infrastructure Condition of Pavement and Bridge projects on the NHS, and PM-3 System Performance projects on the NHS and CMAQ (as applicable), upon implementation, will have positive impacts towards the 2021-2027 STIP achieving statewide performance targets. See Table 7 for investment plans to achieve the targets.

In relation to Performance Measure 1 (PM-1), the SCDOT is making measureable and positive progress by implementing the strategic priorities in the TAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results, safety projects, and operational improvements, such as Intelligent Traffic Systems (ITS), incident management, or traffic signal system projects. The TAMP includes 10 year targets that align with the federal safety performance measures: number and rate of traffic deaths, number and rate of serious injuries, and the number of non-motorized deaths and serious injuries combined. The Traffic Safety Office's annual investment plan aligns with the safety performance measures to reduce deaths and serious injuries. Furthermore, the Traffic Safety Office uses a data informed approach to identify locations with the greatest potential to reduce traffic deaths and serious injuries in an effort to meet the targets established. MPOs are also required by federal legislation to establish safety performance targets. An MPO can either adopt the state's targets or set targets for their own study area, or a combination of the two options.

The SCDOT Traffic Engineering Safety Office initiates approximately 33 projects annually, ranging from Intersection Improvements to Corridor projects, projects under the Rural Road Safety Program, and rumble strip installation at the District Office level. The Safety Office also conducts approximately 10 Road Safety Audits annually at locations identified as having a having a higher rate of pedestrian or bicycle involved collisions.

The Safety Office provides support to the MPOs and COGs for safety project identification and development. Additionally, MPOs or COGs might consult the Safety Office when developing their transportation plans. The Safety Office provides data used to rank projects and assists with incorporating overlapping Safety Office Projects."

In relation to Performance Measure 2 (PM-2), the SCDOT will make measureable and positive progress by implementing the strategic priorities in the TAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results. Widening projects for Interstates I-85/385, I-26/526, I-26/I-26/I-20, and rural sections of I-95 and I-26 are moving forward. In addition to widening projects,

there are preservation and rehabilitation projects that will be under construction to make progress towards target achievement for pavements and bridges for all NHS, FA Secondary and Non-FA Secondary. Each year a plan is developed to address pavement on all of these types of roadways. The SCDOT Maintenance Office awards contracts for paving based off of this plan. SCDOT Bridge Maintenance keeps a running list of bridges that need addressing. Their bridges are split between the SCDOT District Engineering offices and Preconstruction to address as needed. Bridge replacement projects on I-20 over Wateree Swamp, Wateree River, and South Edisto, I-95 over Bagshaw Swamp and US 1 over I-20 are some of the significant projects expected to be completed.

In relation to Performance Measure 3 (PM-3), SCDOT understands that reliable transportation with minimum congestion is the backbone of a robust and thriving economy. Interstate capacity widening projects on I-85, I-26, and I-20 are currently under construction and have been major pinch points in the movements of goods and people in our state. More pinch points exist that affect the freight network

Table 4: List of Federal Transportation National Goal Areas, Purpose, and Performance Measure

Goal Area	Purpose	Performance Measure
PM-1 Performance Measures		
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	• Number of Fatalities • Fatality Rate (per 100 Million VMT) • Number of Serious Injuries • Serious Injury Rate (per 100 Million VMT) • Number of Non-Motorized Fatalities and Serious Injuries
PM-2 Performance Measures		
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair for all National Highway System (NHS) Pavements and Bridges To maintain the transit asset system in a state of good repair for all SCDOT titled transit vehicles	• Interstate Pavements in Good Condition • Interstate Pavements in Poor Condition • Non-Interstate NHS in Good Condition • Non-Interstate NHS in Poor Condition • NHS Bridges in Good Condition • NHS Bridges in Poor Condition • Number of SCDOT titled public transit vehicles operating past their useful life
PM-3 Performance Measures		
Congestion Reduction	To achieve a significant reduction in congestion on the NHS To maintain a consistent level of statewide public transit ridership	• Annual Hours of Peak-Hour Excessive Delay (PHED) Per Capita • Non-Single Occupancy Vehicle (Non-SOV) Travel • Total Statewide number of annual passenger trips reported by public transit providers
System Reliability	To improve the efficiency of the surface transportation system on the NHS	• Interstate Highway Reliable Person-Miles Traveled • Non-Interstate NHS Reliable Person-Miles Traveled
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	• Interstate Highway Truck Travel Time Reliability (TTTR) Index
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	• Emission Reductions for NOx through CMAQ Projects (RFATS MPO Only)
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	• No Required Performance Measures

and will be addressed in the coming years. Significant projects addressing freight reliability and mobility are sections of I-95 and I-26 in the LowCountry, the I-95 and I-26 interchange, and freight bottlenecks such as the US378 and I-20 interchange and the I-526 and I-26 interchange as well as portions of heavy congestion on I-526.

The PM-1, PM-2, and PM-3 performance measure have a 4 year performance cycle with some items requiring mid-point or 2 year performance cycles. New performance measures are reported every 4 years with the opportunity to revise the performance measures every 2 years. The first mid-point report was completed and reviewed by FHWA in 2020.

At this time the TAMP addresses pavement, bridges, and safety on the NHS network. Pavement funding allocations are broken down into the four categories as described in Table 2: Interstate, Primary, FA Secondary and Non-FA Secondary. Bridge funding allocations have three categories as described in Table 3: NHS, FA Secondary, and Off System. Each category is further broken down into Preservation, Rehabilitation, and Reconstruction.

The Traffic Safety Office's annual investment plan aligns with the safety performance measures to reduce deaths and serious injuries. The Traffic Safety Office uses a data informed approach to identify locations with the greatest potential to reduce traffic deaths and serious injuries in an effort to meet the targets established.

Transportation Partners

Metropolitan Planning Organizations

Federal transportation laws require the establishment of a Metropolitan Planning Organization (MPO) in every urbanized area of the United States as determined during the decennial census with a population over 50,000. Urban areas with populations over 200,000 are called Transportation Management Areas (TMA). In South Carolina, there are 11 (eleven) MPO's, of which 6 (six) are considered TMA's. The MPO's were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing (3-C) planning process. The role of the MPO includes: establishing a local forum for transportation decision making; evaluating transportation alternatives; developing and updating a Transportation Improvement Program (TIP); and getting the public involved as early as possible. TMA's have a stronger voice in setting priorities for implementing projects listed in the transportation improvement program and are responsible for additional planning products. The planning processes in MPOs and TMAs also must be certified by the Secretary of DOT as being in compliance with federal requirements. Table 7 has a list of TMAs. Table 8 has a list of all MPOs with corresponding areas.

MPOs are also required by federal legislation to establish safety (PM-1) and system performance (PM-2) targets. An MPO can either adopt the state's targets or set targets for their own study area, or a combination of the two options.

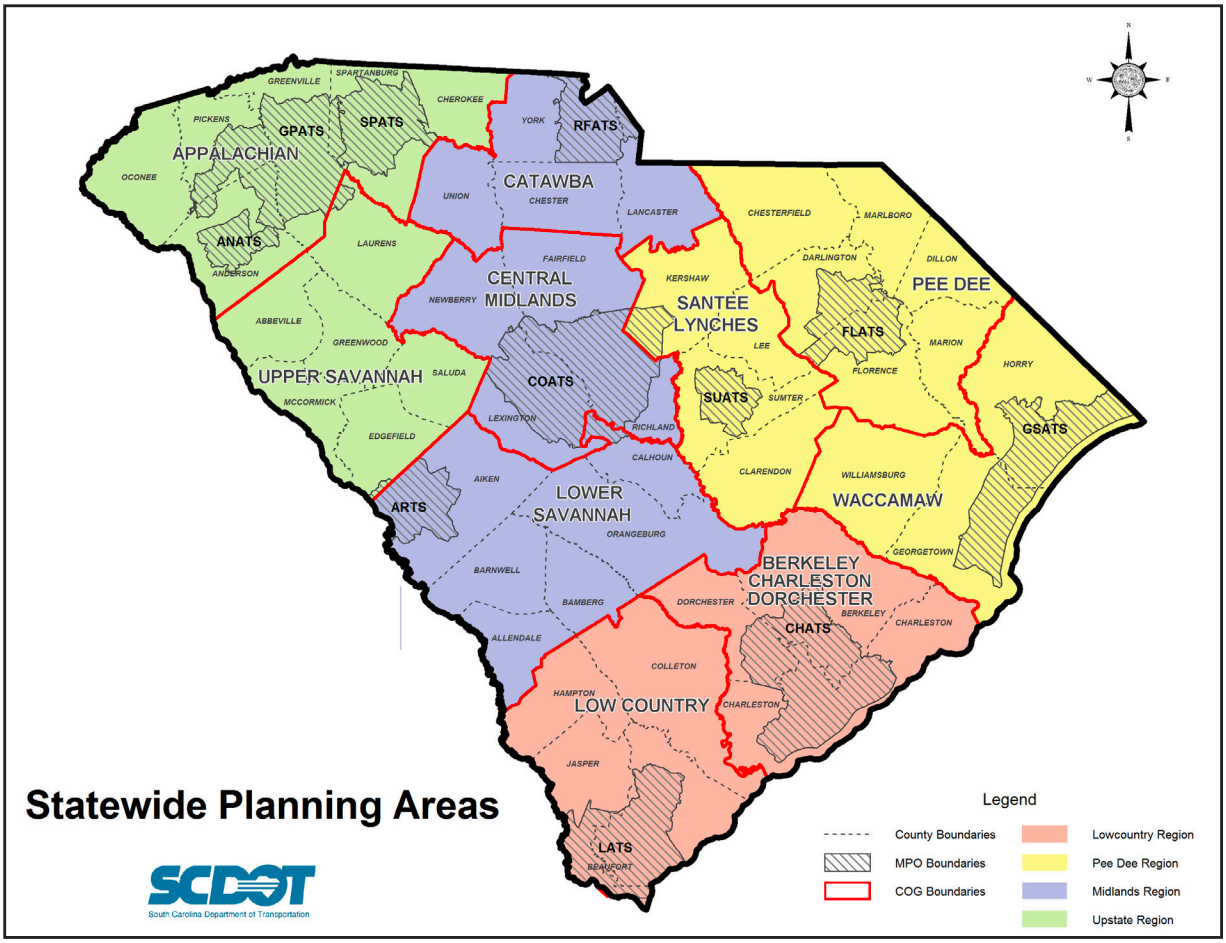
Table 7: List of TMAs in South Carolina

Transportation Management Area
Augusta Regional Transportation Study (ARTS)
Charleston Area Transportation Study (CHATS)
Greenville-Pickens Area Transportation Study (GPATS)
Columbia Area Transportation Study (COATS)
Grand Strand Area Transportation Study (GSATS)
Rock Hill-Fort Mill Area Transportation Study (RFATS)

Table 8: List of South Carolina Metropolitan Planning Organizations (MPO)

Metropolitan Planning Organization	Area Represented
Anderson Area Transportation Study (ANATS)	Representing portions of Anderson County and located within the Appalachian COG.
Augusta Regional Transportation Study (ARTS-TMA)	Representing portions of Aiken County (multi-state including Augusta, GA) and located within the Lower and Upper Savannah COGs.
Charleston Area Transportation Study (CHATS-TMA)	Representing portions of Berkeley, Charleston, and Dorchester Counties and located within the Berkeley, Charleston, and Dorchester COG.
Columbia Area Transportation Study (COATS-TMA)	Representing portions of Calhoun, Lexington, Richland, and Kershaw Counties and located within the boundaries of the Central Midlands, Santee-Lynches and Lower Savannah COGs.
Florence Area Transportation Study (FLATS)	Representing portions of Darlington and Florence Counties and located within the Pee-Dee COG.
Greenville-Pickens Area Transportation Study (GPATS-TMA)	Representing portions of Anderson, Greenville, Pickens, and Spartanburg Counties and located within the Appalachian and Upper Savannah COGs.
Grand Strand Area Transportation Study (GSATS-TMA)	Representing portions of Georgetown and Horry Counties (multi-state including Brunswick County, NC) and located within the Waccamaw Regional Planning and Development Council.
Low-Country Area Transportation Study (LATS)	Representing portions of Beaufort and Jasper Counties and located within the Lowcountry COG.
Rock Hill-Fort Mill Area Transportation Study (RFATS-TMA)	Representing portions of Lancaster and York Counties and located within the Catawba Regional COG.
Spartanburg Area Transportation Study (SPATS)	Representing portions of Spartanburg County and located within the Appalachian COG.
Sumter Area Transportation Study (SUATS)	Representing portions of Sumter County and located within the Santee-Lynches COG.

Figure 6: Metropolitan Planning Organizations (MPO) and Councils of Government (COG) in South Carolina



Council of Governments

There are 10 (ten) Councils of Governments (COGs) in South Carolina that assist SCDOT in transportation planning for areas outside of designated MPOs. COGs serve county and municipal governments from a regional perspective and of a wide variety of planning, economic development and social service coordination. Each COG produces a regional long- range transportation plan and a rural Transportation Improvement Program (TIP).

Coordination between SCDOT and MPO/COGs

The SCDOT coordinates with each MPO and COG to facilitate an ongoing transportation planning process that defined both urban and regional transportation priorities. Projects that originate from the MPO and COG Transportation Improvement Programs (TIPs) are reflected in the county and region tables. Table's 8 and 9 reference the list of MPO's and COG's . TIP projects from categories, such as Transportation Alternatives Program (TAP) are reflected in the STIP as consolidated/lump sum entries for individual listing of these projects you would need to reference the respective area's TIP.

Municipal, county, and other local units of government should discuss development of projects for consideration on state roads with the regional planning staff associated with their MPO or COG partner agency.

A summary of the STIP Public Participation Process can be found here:

https://www.scdot.org/inside/pdf/planning/public_participation_plan.pdf?v=4

Each MPO must have an adopted public involvement plan that specific to the method and process to receive public comment on TIPs, Unified Planning Work Program, and Long Range Transportation Plans. COGS conduct public involvement on behalf of the SCDOT for the STIP. The public comment period for the STIP is 21 days from the opening of the comment period.

Table 9: List of South Carolina Council of Governments (COG)

Council of Government	Area Represented
Appalachian Council of Governments (ACOG)	Representing Anderson, Cherokee, Greenville, Pickens, Oconee, and Spartanburg Counties.
BCD Council of Governments (BCDCOG)	Representing Berkeley, Charleston, and Dorchester Counties.
Catawba Regional Council of Governments	Representing Chester, Lancaster, Union, and York Counties.
Central Midlands Council of Governments (CMCOG)	Representing Fairfield, Lexington, Newberry, and Richland Counties.
Lowcountry Council of Governments (LATS)	Representing Beaufort, Colleton, Hampton, Jasper Counties.
Lower Savannah Council of Governments (LSCOG)	Representing Aiken, Allendale, Bamberg, Barnwell, Calhoun, and Orangeburg Counties.
Pee Dee Council of Governments	Representing Chesterfield, Darlington, Dillon, Florence, Marion, and Marlboro Counties.
Santee-Lynches Council of Governments (SLCOG)	Representing Clarendon, Kershaw, Lee, and Sumter Counties.
Upper Savannah Council of Governments (USCOG)	Representing Abbeville, Edgefield, Greenwood, Laurens, McCormick, and Saluda Counties.
Waccamaw Regional Planning and Development Council	Representing Georgetown, Horry, and Williamsburg Counties.
Sumter Area Transportation Study (SUATS)	Representing portions of Sumter County and located within the Santee-Lynches COG.

STIP Development Process

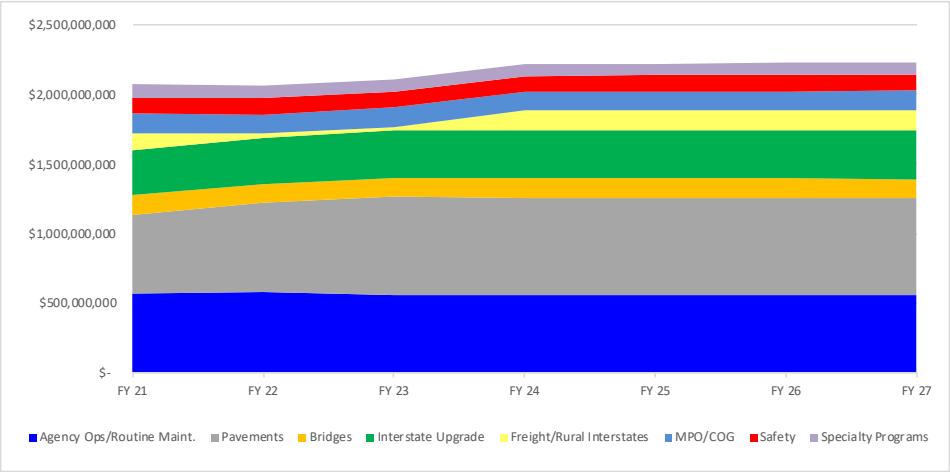
The STIP is a financially constrained program. A financially constrained program indicates the total cost of the projects cannot exceed available funds. Establishing a budget is the first step in achieving a financially constrained STIP. The budget is based on the annual appropriations approved by Congress. Federal appropriation amounts are provided for the following categories – National Highway Performance Program (NHPP), Surface Transportation Program Block Grant (STPBG), Safety (HSIP), Railway-Highway Crossing Program, Congestion Mitigation/Air Quality (CMAQ), Transportation Alternatives Program (TAP), Federal Transit Administration (FTA) programs, and Planning (SPR/PL). Additional federal funding may also be received through discretionary programs, or other programs not included in the core federal-aid appropriation, such as the Federal Lands Access Program and Appalachian Regional Commission (ARC).

After receiving the federal appropriations and based on eligibility, the federal programs are translated into state defined categories to emphasize system priorities, such as Bridge Replacement, Pavement and Reconstruction, and System Upgrade. The federal mass transit appropriations are administered as defined by FTA. The Regional Production Groups (RPGs), Division of Intermodal and Freight Program, Finance Office, and Planning Office at SCDOT work together to evaluate existing programs and project status. During this time, SCDOT is also coordinating with MPOs and COGs to evaluate their programs. Existing projects, schedules and budgets are updated to determine the level of funding necessary to complete the projects. SCDOT complies with federal year of expenditure requirements for project estimates by including contingency costs that account for inflationary changes, as well as completing routine review and updates of anticipated costs. Contracts that are less than $20 million have a contingency rate of 3%. Contracts greater than $20 million have a contingency rate of 5%. Based on available funding, new projects are also programmed in the STIP. Candidate projects originate from planning processes and long-range plans and are prioritized consistent with Act 114 criteria. MPO and COG projects originate this way. Statewide projects originate off of Act 114 priority lists generated by the department on a routine basis. These projects are "consistent" with the statewide plan and are evaluated against performance targets prior to programming. Projects are also selected based upon their ability to satisfy performance and asset management targets consistent with Map-21 and the FAST Act.

ACT 40 – Infrastructure Maintenance Trust Fund (IMTF)

Act40 became effective July 1, 2017, and established the Infrastructure Maintenance Trust Fund (IMTF) The IMTF is a fee and gas tax that is exclusively directed towards repairing, maintaining, and improving South Carolina's existing roads and bridges. The 10 Year Spending plan illustrated in Figure 7 is a graduated Gas Tax that increases by $0.02 a gallon each year (2018-2023) where it reaches its maximum of $0.12 a gallon in 2023. This plan coincides directly with the investment strategies provided for in the TAMP.

Figure 7: South Carolina 10-Year Transportation Program Investment Plan



	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Category	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27
Agency Ops/Routine Maint.	$567,597,386	$580,047,386	$559,491,886	$558,930,831	$558,364,165	$557,791,833	$557,213,778
Pavements	$562,000,000	$642,000,000	$702,000,000	$702,000,000	$702,000,000	$702,000,000	$702,000,000
Bridges	$145,004,330	$135,004,330	$135,004,330	$135,004,330	$135,004,330	$135,004,330	$135,004,330
Interstate Upgrade	$324,255,335	$332,555,315	$341,728,861	$342,428,861	$344,978,861	$348,028,861	$349,878,861
Freight/Rural Interstates	$125,494,119	$31,106,119	$31,106,119	$144,306,118	$144,306,118	$144,306,118	$144,306,118
MPO/COG	$138,000,001	$138,000,001	$138,000,001	$138,000,001	$138,000,001	$138,000,001	$138,000,001
Safety	$115,597,172	$115,597,172	$115,597,172	$115,597,172	$115,597,172	$115,597,172	$115,597,172
Specialty Programs	$94,538,571	$86,739,803	$85,278,766	$86,875,013	$86,646,893	$86,913,891	$86,659,391

Budgeting

Performance-based investment decision making is a strategic approach SCDOT uses to link department goals, objectives, and risks in allocating resources effectively. Performance-based resource allocation is effective with the use of well-defined performance measures and the establishment of practical and achievable performance targets. Performance targets are vital elements in the SCDOT's performance and risk-based asset management program. SCDOT uses 10-year projected performance condition targets as benchmarks in evaluating progress made from baseline performance after the implementation of an investment strategy. These targets are used to assess the effectiveness of selected investment strategies. The use of targets in performance management allows for accountability to decision makers and the general public by communicating the effectiveness of investment actions.

SCDOT's goal in allocating asset management resources is to develop investment strategies that optimize system performance with the existing and future budget allocations. Achieving this goal requires SCDOT to investigate different investment scenarios and recommend target-achieving strategies or options that minimize the Department's risks at the lowest practical cost. The Department develops potential investment scenarios for a ten-year projected performance condition (aspirational), and reports on shortfalls between current and aspirational performance goals.

[5] ***SCDOT Transportation Asset Management Plan (TAMP)***

SCDOT considers tradeoff analysis as an important component in selecting investment strategies. The tradeoff analysis component enables SCDOT to evaluate the effectiveness of each strategy on the performance of the system and the cost involved in foregoing other investment strategies. This is done by presenting various alternative funding scenarios for consideration. These strategies are further shaped by performance targets, which consider national and agency goals, funding constraints, and risk profile.

MAP-21 and the FAST Act has given State Departments of Transportation (DOTs) the flexibility to establish their own targets in collaboration with local transportation planning agencies. Based on this flexibility, SCDOT has established two types of performance targets to guide asset management programs: aspirational scenarios and fiscally constrained targets based on SCDOT's current resources. These targets are established to assess system performance over a selected timeframe defined by the asset management plan. Consequently, the targets remain dynamic and may evolve in-between reporting or reviewing time horizons. The Department establishes these performance targets considering both long- and short-term goals administered under the transportation asset management plan.

The SCDOT's performance targets are currently based on department-specific traditional performance measures that may not align with national metrics. For instance, pavements performance targets are based on Pavement Quality Index (PQI), and bridges are based on the NBI scale. SCDOT will continue to utilize these measures and targets to track system performance.

Factors like functionality, traffic and connectivity lead to evaluation criteria, such as Vehicle Miles Traveled (VMT), lane miles, significance to the freight network, and priority in the MTP. These factors coupled with performance targets for percent good and percent poor of the system drive investment decisions. Budget constraints for each system are derived from performance targets for percent good and percent poor within the 10-year projected performance condition. These budget constraints help define the budget targets for the program categories of the fiscally-constrained STIP.

State Budget Development

SCDOT receives funding from both the Federal Government and the State in financing eligible transportation programs. Each fund category has restrictions, and the governing authority of the Department over these funds varies accordingly. There is a total of six fund buckets with various revenue sources that serve as the financial backbone of the Department. The Table 9 below shows the categories of funding buckets with the respective revenue sources, governing body, and associated restrictions.

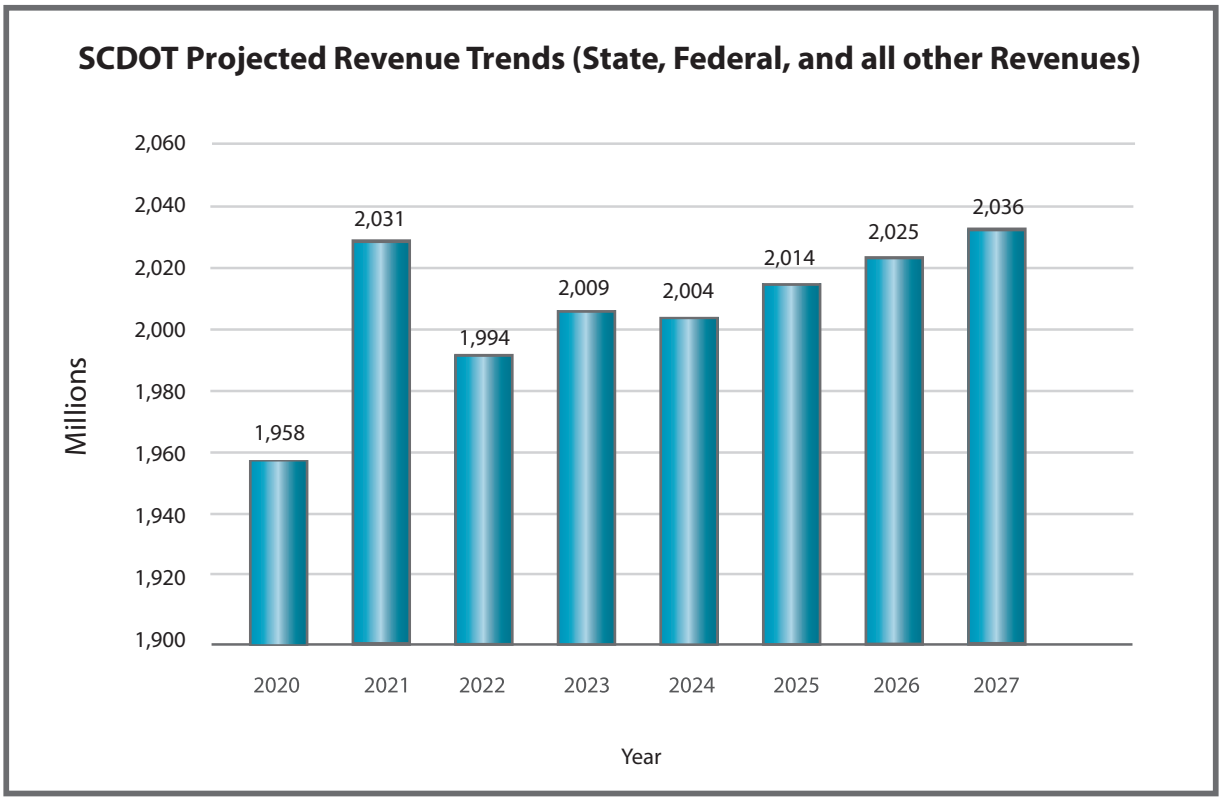
Funds and Corresponding Revenue Sources

Table 9 below provides the list of revenue sources providing funding towards the STIP.

Table 9: Funding Sources

Fund	Revenue	Governing Body
Federal Highway Fund	Motor fuel tax (gasoline, gasohol, diesel, and other) and other highway-related taxes	**SCDOT Commission and Secretary of Transportation**
State Highway Fund	Gasoline user fee, diesel user fee, tolls, interest, and	**SCDOT Commission and Secretary of Transportation**
Infrastructure Maintenance Trust Fund	$0.02 graduated gas tax through 2023 (Max $0.12), Fees from DMV	**SCDOT Commission and Secretary of Transportation**
South Carolina Transportation Infrastructure Bank*	Truck registration, auto registration fees, electric power tax, gasoline user fee, diesel user fee, ACT 98 and interest	**SCTIB Board**
Non-federal Aid Highway Fund	Drivers' License fees and penalties, electric power tax, gasoline user fee, diesel user fee, ACT 98 and inspection fee on petroleum products	**SCDOT Commission and Secretary of Transportation**
State Portion of C-fund	Gasoline user fee and transfers from the STIP	**County Transportation Commission (CTC,SCDOT (Custodial authority)**
General Fund	Port Access roads, ACT 98-State Infrastructure Bank	**SC Legislature**

Similar to all state departments, agencies, and organizations, SCDOT is required by law to prepare and submit an appropriations budget to the South Carolina Department of Administration (SCDOA), by October of each year, for it to be included in the governor's executive budget. The purpose of the yearly budget is to estimate the Department's expected expenditures and revenues for the subsequent SFY. The SCDOT Commission is responsible for approving the appropriation budget before its submission to the SCDOA. The SFY 2020-2027 budget breakdown below shows $2.0 billion as estimated total department revenues (from all sources: federal, general, and other funds).



Consequent to the legislature's approval of the executive budget, it becomes the appropriation act for the given SFY. Accordingly, SCDOT cannot expend more than the specified amounts in the statute. Hence, the Department's appropriation and operating budgets must balance. The operating budget includes two forecast years of operating budgetary requirements that inform the development of the appropriation budget. The operating budget is the blueprint for the Department's resource allocation process for the forthcoming SFY, and it is developed using estimated federal and state revenue for the next SFY. The STIP includes information about federally-funded projects, including projects of regional significance regardless of funding source, for the 2021-2027 time frame.

Funding Programs

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.

Bridge Program – Funding for 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.

Upgrades Program - This program consists of the Interstate Upgrade Program, which is a state managed program for the Interstate System, and Rural and Urban System Upgrade Program (Guideshare), which is funding made available by the SCDOT Commission to address MPO and COG priorities, such as intersections, road widening, and new road construction. System Upgrade funding typically require a 20% match.

Freight Program - The National Highway Freight Program (NHFP) provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Funds must be identified in a freight investment plan included in the Statewide Freight Plan, and SCDOT may use not more than 10% of the total NHFP apportionment each year for freight intermodal or freight rail projects.

Safety Program – Funding for 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

Congestion Mitigation and Air Quality (CMAQ) – Funding for projects that demonstrate reductions in ozone and particulate matter pollutants. Funding is used for projects within EPA designated non-attainment or maintenance areas, as well as incident response services. State Highway Emergency Program (SHEP) is the incident response services provided in Beaufort, Charleston, Columbia, Florence, Grand Strand/ Myrtle Beach, Rock Hill, and Greenville/Spartanburg urban areas. Incident responders make minor repairs to disabled vehicles, assist with traffic control and incident management, and provide first aid until emergency medical service arrives. CMAQ funds typically require a 20% match.

Transportation Alternatives Program (TAP) – Funding for bike and pedestrian projects selected by Transportation Management Areas (TMAs) in the urbanized areas over 200,000 in population and by the SCDOT Commission for non-TMA areas. Transportation Alternatives funds typically require a 20% match. The Recreational Trails Program (RTP) funding is also included. It is 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. The RTP is administered by the South Carolina Parks Recreation and Tourism.

RR Crossings - Designed to identify deficient rail-highway grade crossings and upgrade warning devices when warranted. In order to maximize benefits the Department places all the public crossings in the state on a priority list for upgrades. Various factors are considered in this process such as train speed, train and traffic volumes, existing warning at the crossing, number of tracks, crossing alignment, sight distance, and school bus activity and accident history.

Planning Program - Metro Planning/State Planning & Research (SPR)- Funding for Metropolitan Planning Organizations (MPOs) and SCDOT for eligible planning related projects and activities.

State Infrastructure Bank (SIB) Payment – 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.

Federal Transit Administration (FTA) Mass Transit funding program references are identified in the STIP for each project:

Section 5305(d): Metropolitan Planning Program Flexed to combine with FHWA/PL program - planning

Section 5305(e): State Planning and Research Program (20% match planning)

Section 5307: Urbanized Area Formula Program (20% match capital, 50% match operating)

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program (20% match – capital, 50% match operating)

Section 5311: Formula Grants for Rural Areas Program (20% match administrative & capital, 50% match operating)

Section 5311(b)(3): Rural Transit Assistance Program
(no match required, statewide training & technical assistance only)

Section 5311(c)(2): Appalachian Development Public Transportation Assistance Program (20% match administrative & capital, 50% match operating for FTA-identified Appalachian Regions)

Section 5339: Bus and Bus Facilities Formula Program (20% match – capital only)

STIP Terms

3C Planning Process (Continuing, Comprehensive, and Cooperative)
A transportation planning process, which makes the area eligible to receive federal highway and transit funding, includes two major required products – a regional transportation plan, with at least a 20-year planning horizon, and a transportation improvement program, a shorter-term schedule of active projects.

Federal Highway Administration (FHWA)
The agency of the USDOT that administers the federal program of financial assistance to state departments of transportation. The Eastern Federal Lands Division (EFLHD) develops transportation projects within Federal Lands. The website, https://flh.fhwa.dot.gov/ programs/flap/sc/, references projects that have been identified by the EFLHD.

Federal Transit Administration (FTA)
The agency of the USDOT that administers financial assistance to public transit.

Intelligent Transportation Systems (ITS)
Technology to better manage traffic and transit resources, increase the capacity capabilities of existing highways and enhance safety.

Moving Ahead for Progress in the 21st Century (MAP-21)
Provides federal funds for surface transportation programs nationally at over $105 billion for fiscal years (FY) 2013 and 2014. MAP-21 was enacted in 2005.

Fixing America's Surface Transportation Act (FAST Act)
Provides federal funds for surface transportation programs nationally at over $305 Billion for fiscal years (FY) 2016 through 2020. The FAST Act was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. Congress has granted an extension of the FAST ACT funding and provisions from FY2020 to all of FY2021, including contract authority formula apportionments to states.

National Highway System (NHS)
Created by federal transportation legislation in 1991 (ISTEA) the "National Highway System" consisting of the interstate highway system and other primary highways. The NHS funding category has been established to support improvement projects on the network.

State Implementation Program (SIP)
A plan produced by the state environmental agency and mandated by the Clean Air Act to monitor, control, maintain, and enforce compliance with the national air quality standards. The SIP provide air quality thresholds that must be considered during the long-range transportation planning process for non-attainment areas.

Transportation Improvement Program (TIP)
A document prepared by a metropolitan planning organization that lists federally funded projects and other projects of regional significance within their planning area over a minimum of four years.

Transportation Management Areas (TMA)
Urbanized areas with a population over 200,000 (as determined by the latest decennial census)

STIP Interpretation

Readers will note that project information is shown by county location. To assist readers with interpreting the project information tables, a key is provided below. The key defines several terms used frequently throughout the STIP. It should also be noted that the amounts shown in this document represent funding in thousands.

Rank

Project rankings are based on the respective category/program. The following abbreviations are used to distinguish project priorities by Phase of Work, COG/MPO, Program Category and Federal Program:

STIP Acronyms

Phase of Work Definitions:

P: Engineering design and environmental analysis
R: Right-of-Way acquisition
C: Construction
AD: Administration
CA: Capital
FC: Transit Facility Construction
VA: Transit Vehicle Acquisition
PS: Transit Purchase of Service
OP: Operations

COGs

Appalachian
Berkeley Charleston Dorchester
Catawba
Central Midlands
Lowcountry
Lower Savannah
Pee Dee
Santee Lynches
Upper Savannah
Waccamaw

MPOs

ANATS: Anderson County Planning & Development
ARTS: Aiken County Planning & Development
CHATS: Charleston Council of Governments
COATS: Central Midlands Council of Government
FLATS: Florence County Planning Department
GPATS: Greenville County Planning Commission
GSATS: Waccamaw Planning & Development Council
LATS: Lowcountry Planning Department
RFATS: Rock Hill Planning Department
SPATS: Spartanburg County Planning Department
SUATS: Sumter County Planning Department

Program Category:

Bridge
CMAQ
Federal Lands
Freight
Interstate
Pavement & Reconstruction
Planning
RR Crossing
Safety
System Upgrade
SIB
TA

Federal Program:

NHPP - National Highway Performance Program
STBGP - Surface Transportation Block Gant Program
CMAQ - Congestion Mitigation and Air Quality Program
SPR - State Planning and Research Program
PL - Metropolitan Planning Program
Program Safety - Safety
TA - Transportation Alternatives Program

STIP Amendments and Corrections

The STIP is a living document and requires modifications as project information changes. Modifications are defined as Amendments and Corrections:

Amendments

STIP amendments are major updates that require public participation, SCDOT Commission approval, re-demonstration of fiscal constraint or conformity determination (for non-exempt projects in non-attainment or maintenance areas). List of defined amendments:

- Addition or deletion of a federal project
- Inclusion of a new phase of work receiving federal funds
- Major change in project cost, shifting a phase of work, design concept, or scope

Corrections

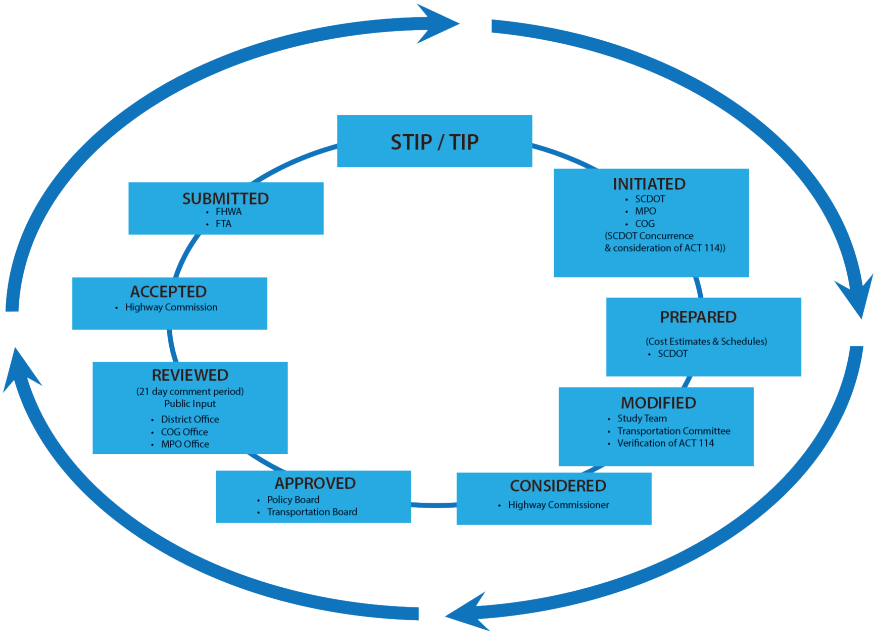
STIP corrections are minor updates that do not require public participation or SCDOT Commission approval, does not require re-demonstration of fiscal constraint, or conformity determination (in non-attainment or maintenance areas). List here as above from directive:

- Minor changes to project phase or cost;
- Minor changes to funding sources of previously included projects
- Shifting of schedules by phase of work within the STIP Window

The coordination process provides details categorizing project modification and changes to the STIP. The administrative and coordination process is described here:

https://www.scdot.org/inside/pdf/Planning/STIP_ProcessDirective.pdf

STIP Approvals & Amendments



STIP Fiscal Constraint

SCDOT uses 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 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. Financial AC is shown in conjunction with the STIP Highway Summary Table. As an example in the table below, in the fiscal years that the total planned value of projects exceeds the total apportioned budget, Financial AC is used as the delta. A subsequent AC Conversion reflects the conversion of state funds to federal funds over a three year schedule. The converted AC and the total planned value are considered the total financial commitment for the fiscal year. The use of Financial AC translates to a zero balance and overall fiscal constraint of the STIP.

Total Apportioned	$764,843	$761,200	$764,743	$764,743	$764,743	$764,743
Total Planned	$869,326	$919,043	$1,028,623	$828,906	$782,797	$785,503
Advanced Construction Conversion				$8,069	$32,147	$48,880
Advanced Construction			$24,208	$72,232	$50,201	$69,640
Balance	$250,417	$180,776	$0	$0	$0	$0

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.

As an example in the table below, a STIP entry for Project AC references the source of budget for the phase of work as AC, in addition to a nominal federal obligation in the first year to correspond with anticipated expenditures as the project begins. The conversion of Project AC to federal funds is done equally over three years to again correspond with a schedule of anticipated expenditures. Project AC is noted on and individual project basis within the STIP. The converted Project AC amounts are included in the sum of the planned value to capture the cost of the project, see example in table below. A summary of all Project AC and Project AC Conversions is also shown in conjunction with the STIP Highway Summary Table.

Example of Project AC

Phases	Program Category	Program	Fund	ACC	2021	2022	2023	2024	2025
❑ Preliminary Engineering	Bridges	Interstate/NHS	*NHP	❑	0	0	0		
❑ Construction	Bridges	Interstate/NHS	AC	❑	128,952,160	0	0	0	
❑ Construction	Bridges	Interstate/NHS	*NHP	☑	0	42,984,053	42,984,053	42,984,053	0
❑ Construction	Bridges	Interstate/NHS	*NHP	❑	10,000,000	0	0	0	

Project Interpretation

Readers will note that project information is interpreting the project information tables, a key is provided below. The key defines several terms used frequently throughout the STIP. It should also be noted that the amounts shown in this document represent funding in thousands.

County Projects Summary Report – Georgetown County
STIP 2021-2027

Project:
Andrews Bypass / (Phase III) – US 521 North of Andrews to SC 41

Rank	COG/MPO	Program Category	Program	Federal Program	FY 2021 Planned	FY 2022 Planned	FY 2023 Planned	FY 2024 Planned	FY 2025 Planned	FY 2026 Planned	FY 2027 Planned	STIP Cost (2021-2027)
2013-1	Waccamaw	System Upgrade – Rural	Waccamaw	AC		$24,000 CON						**$24,000**
		System Upgrade – Rural	Waccamaw	STBGP		$12,000 CON	$12,000 CON (ACC)	$12,000 CON (ACC)				**$36,000**

Project:
Black River Road

Rank	COG/MPO	Program Category	Program	Federal Program	FY 2021 Planned	FY 2022 Planned	FY 2023 Planned	FY 2024 Planned	FY 2025 Planned	FY 2026 Planned	FY 2027 Planned	STIP Cost (2021-2027)
2013-27	GSATS	System Upgrade – Urban	GSATS	STBGP	$450 RW				$4,100 CON			**$4,550**

Project:
Georgetown County Pavements*

Rank	COG/MPO	Program Category	Program	Federal Program	FY 2021 Planned	FY 2022 Planned	FY 2023 Planned	FY 2024 Planned	FY 2025 Planned	FY 2026 Planned	FY 2027 Planned	STIP Cost (2021-2027)
	Waccamaw / GSATS	Pavements	FA Secondaries	SFP	$1,553 CON	$2,174 CON	$2,174 CON	$2,174 CON	$2,174 CON	$2,174 CON	$2,174 CON	**$14,597**
		Pavements	Non-FA Secondaries	MTN	$779 CON	$779 CON	$779 CON	$779 CON	$779 CON	$779 CON	$779 CON	**$5,453**
		Pavements	Non-FA Secondaries	SFP	$552 CON	$552 CON	$552 CON	$552 CON	$552 CON	$552 CON	$552 CON	**$3,864**
		Pavements	Non-NHS Primary	SFP	$1,797 CON	$2,310 CON	$3,080 CON	$3,080 CON	$3,080 CON	$3,080 CON	$3,080 CON	**$19,507**

Project:
Riverwood Drive & Old Kings Highway

Rank	COG/MPO	Program Category	Program	Federal Program	FY 2021 Planned	FY 2022 Planned	FY 2023 Planned	FY 2024 Planned	FY 2025 Planned	FY 2026 Planned	FY 2027 Planned	STIP Cost (2021-2027)
	GSATS	System Upgrade – Urban	GSATS	STBGP	$325 RW		$4,000 CON					**$4,325**

Project:
S-45 (Tomahawk Street) Bridge Replacement over Tributary to Boser Swamp in Georgetown County

Rank	COG/MPO	Program Category	Program	Federal Program	FY 2021 Planned	FY 2022 Planned	FY 2023 Planned	FY 2024 Planned	FY 2025 Planned	FY 2026 Planned	FY 2027 Planned	STIP Cost (2021-2027)
2014-1	Waccamaw	Bridges	Off-System	STBGP	$965 CON							**$965**

*Denotes Lump Sum Project. See Lump Sum Summary for project breakdown

Project: *Identifies the improvement with a project name and description*
Rank: *Project priority based on Program Category*
COG/MPO: *Identifies what study boundary the improvement is located. MPO's are located in the urban portions of the state while COG regions encompass the regions outside MPO boundaries*
Program Category: *Identifies the state program to develop/complete the project*
Program: *Identifies the sub-category program describing the nature or the region of the work to be completed*
Federal Program: *Identifies the federal program to develop/complete the project*
FY 2021 – FY 2027 Planned: *Identifies the fiscal year phase of work planned. Cost are shown in 1,000's (including local and federal)*
STIP Cost: *Identifies the total (federal portion plus match) amount of funds in the 7-year STIP*

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