



CATAWBA REGIONAL COUNCIL OF GOVERNMENTS

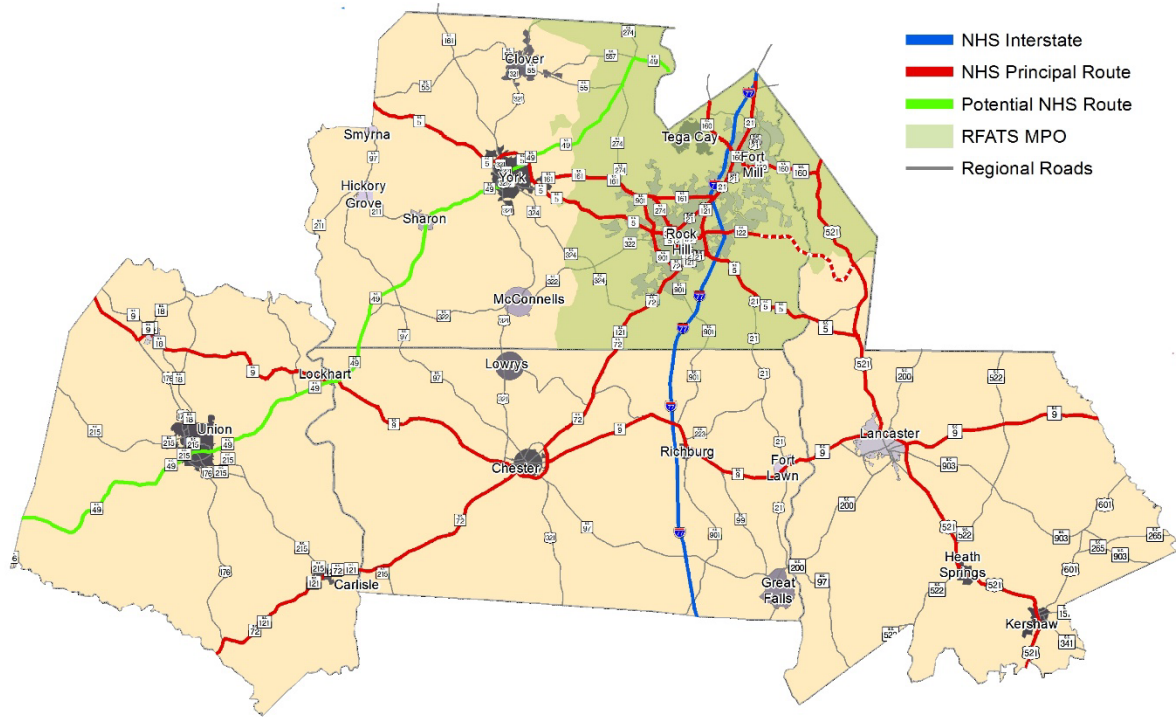
Rural Transportation Improvement Program (TIP) FY 2024-2033 TIP



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Map of Catawba Regional Council of Governments Area



Chester, Lancaster, Union, and York Counties



Purpose

The Catawba Regional Council of Governments (CRCOG), in partnership with the South Carolina Department of Transportation (SCDOT) is responsible for executing the rural transportation planning process for all of Chester and Union Counties and Lancaster and York County areas located outside of the Rock Hill-Fort Mill Area Transportation Study (RFATS) Metropolitan Planning Organization (MPO) area. In 2023, the USDOT and SCDOT reviewed the RFATS MPO boundaries for potential modification based on growth reported between the 2010 and 2020 decennial Census, anticipated future growth, and public input. This review resulted in a minor expansion of the RFATS MPO boundary beyond its current border.

The Transportation Improvement Program (TIP) is a requirement of the transportation planning process as most recently legislated by federal transportation policy known as the Bipartisan Infrastructure Act (BIL) and FAST Act/MAP-21. Transportation improvements are not eligible for federal funding unless included within a TIP. The TIP ensures that the region has identified eligible projects for any new funding that may become available. TIPs must be financially constrained based on the allocated annual Regional Mobility Program (Guideshare) funding described in the following sections.

Local TIPs are also a key part of the Statewide Transportation Improvement Program (STIP) the SCDOT maintains. The Catawba Region TIP includes projects rated and ranked by the Regional Transportation Advisory Committee (TAC) per South Carolina ACT 114 SCDOT Transportation Commission Policy 3, and Planning Directive 15. All projects are locally generated and prioritized by each county for consideration by the Regional TAC. The CRCOG Board reviews TAC recommendations and forwards the approved projects to the SCDOT Commission for inclusion in the STIP.

Funding

Annually, the SCDOT Commissioners allocate the assigned state Federal Highway Administration (FHWA) dollars along with SCDOT funds to maintain the state transportation infrastructure programs within the State. Additionally, the SCDOT Commissioners approve the allocation of assigned Federal Transit Administration (FTA) funds annually for transit-related services/intermodal alternatives.

SCDOT allocates some federal funds for transportation infrastructure improvements to Metropolitan Planning Organizations and Councils of Governments (COGs) under the Regional Mobility Program, formerly the "Guideshare" Program. All transportation infrastructure projects within the Catawba Region are based on the allocated Guideshare funds and any local funds designated for transportation infrastructure improvements. The funding for projects will continue to be referred to as Guideshare funding.

SCDOT allocation of the FTA funds for the Catawba Region goes directly to eligible regional recipients who apply and are awarded funding approved by the SCDOT Commissioners based on the appropriate grant criteria..

Regional Mobility Program

SCDOT allocates Regional Mobility Program Funds for road improvements through the Regional Mobility Program. The SCDOT Commission sets aside approximately \$213 million dollars of FHWA and SCDOT funds each year. It distributes the money among the state's eleven MPOs and ten COGs based on population and vehicle miles of travel in each region. The Regional Mobility Program sets the annual budget for highway improvements within each MPO or COG, and total project costs in any given year typically cannot exceed the allocated apportionment. Road improvements may include intersections, constructing new roads, adding traffic lanes to existing roads, constructing paved shoulders, installing or timing traffic signals, constructing sidewalks or bike lanes, or making other safety improvements. Construction projects involving resurfacing a roadway and patching potholes, and bridges are funded directly by SCDOT. The annual Regional Mobility apportionment for CRCOG is \$7,495,000

Long Range Transportation Plan (LRTP)

The Bipartisan Infrastructure Law (BIL) of 2022 and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) mandates that the state has a Long-Range Transportation Plan (LRTP) for the rural regions in the state (which includes all areas outside of Metropolitan Planning Organizations or MPOs). All COGs in South Carolina partner with SCDOT to produce regional long-range transportation plans compliant with BIL and MAP-21/FAST Act and serve as state and regional rural transportation planning tools. The CRCOG LRTP provides a financially constrained 25-year vision of future transportation improvements. CRCOG considers the following Fast Act/MAP-21 planning factors in its long-range plan: maintenance and resurfacing projects, bridge repair and replacements, intersection and signalization that may minimize congestion and or improve safety, potential areas that may require improvements to reduce incidents, freight-related issues, system and widening upgrades needed to maintain economic vitality in the region, transit alternatives, and issues that deal with pedestrian and bicycle travel. Potential projects are ranked by CRCOG staff and recommended by the Technical Advisory Committee (TAC) to the CRCOG Board based on funding availability. The CRCOG 2040 LRTP was adopted in December 2015 and covered the 2017-2022 horizon.

The new TIP will mirror the STIP, the State 10-year Spending Plan, and the Strategic Transportation Asset Management Plan and have a ten-year horizon covering 2024-2033. The entire planning/programming/implementation process involves input by federal, state, and local governments and the public in the early planning stages and determines which projects should be placed into TIP programming.

Transportation Improvement Program (TIP)

Each Council of Government (COG) in South Carolina must develop a Transportation Improvement Program (TIP), a list of upcoming transportation projects covering the period of the TIP and STIP. In South Carolina, the covers 2024 thru 2033. The TIP includes Regional Mobility Program (Guideshare) projects, including system improvement projects, intersections, and bike and pedestrian projects. The TIP also includes Non-Guideshare funded projects managed by the SCDOT, including bridges,

interstate highways, and safety rural road safety program projects. Preservation of the statewide pavements falls under the state repaving program.

The TIP covers other Non-Guideshare federally funded project awards designated to a municipality or agency within CRCOG's rural transportation planning jurisdiction. These programs can include Transportation Alternative Program (TAP) funded projects and Federal Transit Authority (FTA) funded projects.

Transportation Performance Management (TPM)

Transportation Performance Management (TPM) is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. TPM is systematically applied and is a regular ongoing process. It provides key information to help decision-makers understand the consequences of their investment decisions across assets and/or modes of transportation. It is intended to improve communication between decision-makers, stakeholders, and the general public, thus ensuring targets and measures are developed based on data and objective information. The process also provides state and local governments with improved and more efficient delivery times, accountability, and transparency.

Performance-based planning and programming (PBPP) refers to the application of performance management tools within the planning and programming processes of the CRCOG planning area to achieve desired performance outcomes for the multimodal transportation system. MAP-21/FAST Act/BIL requires that the CRCOG, within their LRTP and TIP, incorporate a performance-driven, outcome-based, approach to planning. This requires measuring regional performance in seven national goal areas. The Seven Goal Areas, Goal Descriptions, and assigned Performance Measures per 23 USC Section 150(b) are provided in Table 1.

Note: Congestion, Mitigation Air Quality (CMAQ) performance measures only apply within the RFATS MPO Area of the CRCOG region.

National Goal and Description	Performance Measure	Target
Performance Measure 1 Safety (PM-1)		
Safety To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. This is evaluated annually.	<ul style="list-style-type: none"> • Number of Fatalities • Fatality Rate per 100 Million Vehicle Miles Traveled • Number Serious Injuries • Serious Injury Rate per 100 Million Vehicle Miles Traveled • Number of Non-motorized fatalities and Serious Injuries 	5-year Rolling Averages that change annually (See Appendix F)
Performance Measure 2 Infrastructure Condition (PM-2)		
Infrastructure Condition To maintain the National Highway System (NHS) highway infrastructure asset system in a state of good repair	<ul style="list-style-type: none"> • % of Interstate Pavements in Good Condition • % of Interstate Pavements in Poor Condition • % of Non-Interstate NHS Pavements in Good Condition • % of Non-Interstate NHS Pavements in Poor Condition • % of NHS Bridge Deck Area in Good Condition • % of NHS Bridge Deck Area in Poor Condition 	<ul style="list-style-type: none"> • Four Year Target • Four Year Target • Two- and Four-Year Targets • Two- and Four-Year Targets • Two- and Four-Year Targets • Two- and Four-Year Targets
Performance Measure 3 System Performance (PM-3)		
Congestion Reduction (CMAQ) To achieve a significant reduction in congestion on the National Highway System	<ul style="list-style-type: none"> • % of Non-Single Occupant Vehicles • Annual Hours of Peak-Hour Excessive Delay per Capita (PHED) 	<ul style="list-style-type: none"> • RFATS Area Only
System Reliability To improve the efficiency of the surface transportation system	<ul style="list-style-type: none"> • % of Interstate Highways that are Reliable • % of Non-Interstate Highways that are Reliable 	<ul style="list-style-type: none"> • Two- and Four-Year Targets • Two- and Four-Year Targets
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	<ul style="list-style-type: none"> • Truck Travel Time Reliability Index 	<ul style="list-style-type: none"> • Two- and Four-Year Targets
Environmental Sustainability (CMAQ)* To enhance the performance of the transportation system while protecting and enhancing the natural environment	<ul style="list-style-type: none"> • Emission Measure - Total Emissions Reduction – NOx Benefit (kg/day) • Emission Measure - Total Emissions Reduction – VOC Benefit (kg/day) 	<ul style="list-style-type: none"> • RFATS Area Only
No Assigned Performance Measure		
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	

Table 1 National Goal Areas, Goal Descriptions, and Performance Measures

National Goals for the Federal-aid Highway Program [23 USC Section 150(b)]

Safety (PM-1)

Safety performance measures apply to all public roads statewide. The CRCOG adopted SCDOT’s statewide safety targets for all its public roads. Table 2 describes the five safety performance measures and targets, including the number of fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries per 100 million miles traveled. Safety targets are measured on a five-year rolling average.

Based on analysis by the SCDOT safety office, roadway departures and fixed objects are the leading factors involved in fatal and serious injury crashes in the CRCOG study area and statewide. Countermeasures that can be applied to reduce roadway departures include paved shoulders, rumble strips, adequate clear zones, cable guardrails, enhanced signalization, pavement friction, and horizontal curve improvements. These countermeasures will be encouraged on all newly programmed projects, specifically on projects where crash data show high levels of roadway departures and/or fixed object collisions. CRCOG currently includes five intersection-level Guideshare projects and seven Guideshare exempt projects that include intersection and corridor projects from the Rural Road Safety Program in its TIP. Each project incorporates at least one of the suggested safety countermeasures. Based on these investments, CRCOG hopes to see a decrease in the serious injury and non-motorized fatality and serious injury rates during future reporting periods.

Table 2 PM-1 2023/2024 Safety Performance Measures, Targets, and Baselines

Performance Measure	Traffic Fatalities	Traffic Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
SC Baseline (2018-2022)	1079.6	1.900	2802	4.930	457.0
SC Performance Targets (2020-2024)	1079.0	1.870	2549.0	4.410	454.8.0
CRCOG Baseline (2018-2022)	45.8	2.442	113.8	6.067	10.2

*Rate is calculated as incident per 100 million miles traveled.

Infrastructure Condition (PM-2)

The CRCOG has adopted the Statewide NHS Pavements and Bridge Targets. Table 3 includes NHS Pavements and Bridge Performance 2-year and 4-year Targets and Baseline measures for the CRCOG and State. The 4-year performance period runs from the calendar year 2022-2025. In 2022, the state performed its 4-year evaluation of its 2018-2021 targets and determined that five of the six performance measures met their targets. The only measure not to meet its target was the "Percentage of NHS Bridges Classified as in Good Condition."

Transportation Commission Policy 3, approved at their September 2023 meeting, requires all MPOs and COGs to no longer use Guideshare funding for resurfacing or bridge projects. Projects already approved within the TIP will proceed. Therefore, the CRCOG TIP will not impact the state's ability to achieve its targets through Guideshare-funded projects through repaving and bridge projects.

Table 3 PM-2 2022 NHS Pavements and Bridge Performance Measures, Targets, and Baseline

Asset Performance Measure	SC Baseline 2021	CRCOG (2023)	SC 2-Year Performance Targets	SC 4-Year Performance Targets
% of Interstate Pavements in Good Condition	75.8%	60.30%	77.0%	78.0%
% of Interstate Pavements in Poor Condition	0.2%	0.45%	2.5%	2.5%
% of Non-Interstate NHS Pavements in Good Condition	38.8%	50.58%	36.0%	38.0%
% of Non-Interstate NHS Pavements in Poor Condition	1.6%	34.15%	10.0%	10.0%
% of NHS Bridge Deck Area in Good Condition	38.5%	39.7%	35.0%	34.0%
% of NHS Bridges Deck Area in Poor Condition	4.3%	4.71%	6.0%	6.0%

System Performance (PM-3)

The CRCOG adopted SCDOT's statewide PM-3 system reliability targets (Table 4) for person miles traveled on the interstate system and NHS and truck travel time reliability on the interstate system. A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT). According to the Charlotte Regional Model (CRM), VMT growth is projected to increase within the region's TIP horizon. The only congested portion of I-77 and Non-Interstate NHS (US-21) is within the RFATS MPO area. Reliability within the CRCOG study area is at approximately 100%.

The Centralina Council of Government (Charlotte, NC Area), in coordination with CRCOG, completed a regional freight mobility study in 2017, which identified several programs, policies, and regional projects anticipated to increase regional congestion reliability indices and freight reliability.

One future project is programmed in the TIP that is part of the SCDOT Rural Interstate Freight Improvement program beyond the 4-year performance period and is expected to contribute positively towards the region's Freight and Interstate reliability performance. Otherwise, no impact is expected from CRCOG projects on the current 4-year statewide NHS reliability target. The remainder of the TIP Guideshare-funded projects will have a nominal effect on the statewide targets.

Table 4 PM-3 2022 System Reliability Performance Measures and Targets

Reliability Performance Measure	SC Baseline 2024	CRCOG Baseline 2021	SC 2-Year Performance Target	SC 4-Year Performance Target
Truck Travel Time Reliability	1.31	1.07	1.45	1.45
% of Interstate Highways that are Reliable	95.0%	100%	89.1%	89.1%
% of Non-Interstate Highways that are Reliable	95.0%	97.8%	85.0%	85.0%

*Measurements were not provided at the COG area level.

Federal Transit Administration

Currently, the CRCOG assists with the review, ranking, and recommendation of projects in the rural and small urban areas of the Region for the FTA Section 5310 programs. While SCDOT is the direct recipient of these funds and the 5310 operators are sub-recipients, they rely on the state’s COGs to prioritize projects. Other FTA funding categories may be shown in the CRCOG, which has an administrative function in the 5310 program. The CRCOG may provide support within the TIP for new facilities, facility upgrades, and land purchase.

Below is a summary of FTA funding

Programs:

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

TIP/STIP Amendment Process

TIP/STIP Revision Process:

Occasionally, revisions will need to be made to the STIP as elements of a project can change for a variety of reasons. The type of change determines what type of revision is necessary - an amendment, administrative amendment or administrative modification. For changes to the cost of projects (excluding lump sum items), a sliding scale, outlined in the table below, is used to determine which category of revision is required. All measurements for these cost changes are made from the last approved STIP or STIP amendment/administrative modification to account for incremental changes.

Amendments:

An Amendment is a revision to the STIP that requires Commission approval and involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.216 and 450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. Amendments may be made to the STIP as a Commission Revision and require a 21-day Public Comment along with federal approval by FHWA or FTA. An amendment is required when changes to the STIP include:

- Addition of a new federal funded project. Public comment will be for all phases of work required to complete the project or
- Removal/deletion of a project. SCOOT has determined that the project will not be pursued and phases not started will be removed from the STIP/TIP; or
- A major cost increase as defined by the Cost Threshold Table; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, changing termini, typical section, etc.; or
- New transit-related equipment, facilities, and structures

Administrative Amendments:

An Administrative Amendment is an intermediary update to the STIP that will be approved by the SCOOT Secretary of Transportation and/or SCOOT Deputy Secretaries. Administrative Amendments may be made to the STIP at any time during the life of the STIP and may require federal approval by FHWA or FTA. Public comment has been completed unless an exception has been noted. An Administrative Amendment is required when changes to the STIP include:

- Addition of emergency projects for roadways or bridges to the STIP as approved by the SCOOT Secretary of Transportation. Public comment for these projects may be shortened to five days.
- Establishment of timelines and project costs for entry in the STIP for Ranked Project lists previously approved by the Commission.
- Project schedule shifts that move any phase of work into or out of the current STIP window
- Administrative cost increases as defined in the Cost Threshold Table
- Addition of a Lump Sum STIP Item
- Change in funding source
- Any changes to a non-exempt project within a Nonattainment area that requires a re-demonstration of conformity

- Change in funding source (example: change from Section 5307 to Section 5339) (Specific to FTA projects).

Administrative Modification (Corrections)

Administrative Modifications are minor updates that do not require the approval of the Commission or Secretary of Transportation and do not require additional public involvement, re-demonstration of fiscal constraint, or a conformity determination.

SCDOT can approve Administrative Modifications individually via the E-STIP; however, projects within an MPO require local approval in the TIP before SCOOT approval can be granted. A transmittal from the MPO ensuring that the local TIP has been updated is required.

Administrative Modifications are defined as follows:

- Changes or shifting of schedules by phase of work within the current STIP window.
- Combining or separating phases within a project that are part of an approved STIP.
- Moderate cost increase as defined by Cost Threshold Table.
- The removal of a project phase that is federally funded that has not been obligated
- Addition or removal of a project or phase that is 100% state or non-federal funded.
- Adding a funding source as long as the change does not result in a cost increase greater than the amendment threshold.

Right-Sizing:

Right-Sizing is a modification that does not require Commission or Secretary of Transportation approval, additional public comment, demonstration of fiscal constraint, or changes to planned project obligations as defined by the Cost Threshold Table. These modifications will be captured and updated annually in the program carryover balance reflected in the Fiscal Management Information System (FMIS). MPO and COG Regional Mobility Program balances will be provided annually and incorporated into the TIP and STIP.

Cost Thresholds:

The following Cost Threshold Table defines thresholds for variations between STIP budget amounts and initial work phase authorization and/or periodic cost increases these requests determine when an Administrative Modification, Administrative Amendment, or Amendment is required. No STIP Action will be required for modifications to previous authorizations. These modifications will be captured and updated annually in the program carryover balance reflected in the Fiscal Management Information System (FMIS).

To utilize the table below, the user should identify the approved STIP value, by Work Phase, at the column on the far left. Then determine the increase between the approved STIP value and the authorization and/or a periodic cost increase request. The user should find the range for the value of the increase to determine the required action.

Approved STIP Value (by Work Phase)	Right Sizing (No STIP Action)	Administrative Modification (Correction)	Administrative Amendment to be submitted for Secretary and Deputy Approvals	Amendment to be Submitted for Commission Approval
Upto\$10M	\$1 to\$3M	\$3Mto\$5M	Above\$5M	N/A

Approved STIP Value (by Work Phase)	Right Sizing (No Action)	STIP (No Correction)	Administrative Modification (Correction)	Administrative Amendment to be submitted for Secretary and Deputy Approvals	Amendment to be Submitted for Commission Approval
>\$10Mto\$50M	\$1Mto\$10M	\$10Mto\$15M	\$15Mto\$25M	Above\$15M	N/A
>\$50Mto\$75M	\$1Mto\$15M	\$15Mto\$25M	\$25Mto\$50M	Above\$25M	N/A
>\$75Mto\$250M	\$1Mto\$25M	\$25Mto\$50M	\$50Mto\$75M	\$75Mto\$150M	Above\$100M
>\$250M and above	\$1Mto\$50M	\$50Mto\$75M	\$75Mto\$150M	\$150Mto\$250M	Above\$150M
FTA Project Specific	N/A	Any Increase!!! Decrease of 25% or less	N/A	N/A	Any Increase !!! Decrease of 25% or greater

Lump Sum STIP Items:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications in the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under Title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the STIP. Individual projects associated with lump sum categories are not reflected in the STIP.

SCDOT has the following lump-sum STIP items: Preventative Maintenance & Operations, Rural Road Safety, Roadway Departure Mitigation, Transportation Alternatives, Statewide Research & Planning, Metro Planning, Carbon Reduction, and Electric Vehicles. SCOOT will continue to explore the future addition of lump sum STIP items that meet the CFR guidance and support our business needs.

Feasibility Reports

Feasibility Reports (FR) are conducted in close coordination between SCDOT, MPOs, and COGs for projects identified in the STIP and constrained projects included in long-range plans. These reports typically involve transportation improvement projects, such as widening and new location alignment(s).

Elements of the Feasibility Report include defining the purpose and need, the project goals, scope, cost, and schedule. Social, cultural, natural resources, and environmental concerns are identified using GIS database information for environmental screening.

Intersection projects should be discussed with the study team but are generally low-risk and may not benefit from the FR process. The TAC can opt-in to the FR process for intersections, but typically, it's not necessary and is determined on a case-by-case basis. Corridor improvement/capacity projects (widening) require an FR, but a request can be made to opt out if it is determined that the project is low risk. Low-risk projects typically do not need to pursue the FR process.

SCDOT Website for the STIP: <https://www.scdot.org/inside/planning-stip.aspx>

Project Prioritization Guidance

Act 114

The South Carolina Legislation, ACT 114 defines how highway improvement projects are prioritized. ACT 114 criteria are specified below:

1. Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project 5%
2. Pavement Quality Index
3. Public safety
4. Potential for economic development
5. Traffic volume and congestion
6. Truck traffic
7. Environmental impact
8. Alternative transportation solutions
9. Consistency with local land use plans

CRCOG Uses a weighted scoring system to rank projects within the LRTP, generally based on SCDOT Planning Directive PL-15.

Planning Directive-15

This directive provides the details of scoring and ranking processes for Metropolitan Planning Organizations (MPO) and Council of Governments (COG) for project improvement type classifications: corridor improvement/road widening, new-location roadway, and functional intersection. MPOs and COGs may choose to adopt the state defined ranking templates provided in Appendix D or define a similar methodology compliant with Act 114 to prioritize projects. The SCDOT Commission ratifies specific MPO and COG ranking procedures.

The South Carolina Department of Transportation Commission is responsible to ensure the CRCOG TIP has considered the above criteria prior to placement into the STIP.

SCDOT Commission Policy 3 - Regional Mobility Match and Use

The South Carolina Department of Transportation (SCDOT) Commission established a policy for Metropolitan Planning Organization (MPO) and Council of Government (COG) Regional Mobility Use Match Responsibility, and Maintenance Responsibility. A copy of the policy is located in Appendix C:

TIP Project Process

CRCOG staff depends upon organized committees that help identify, review, and recommend projects within the designated areas. There is a two tier committee process within CRCOG before any regional project is recommended by the CRCOG Board for inclusion into the TIP for ultimate inclusion in the State TIP. The committees are:

- Regional Transportation Advisory Committee – composed of representatives from local government, transportation providers, and special interest groups within the region.
- CRCOG Board – composed of State, County, and Municipal officials and government-appointed representatives.

Public Participation

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

In regards to any regional TIP adoption, amendments or updates, that have not undergone the SCDOT public participation process, the CRCOG will provide a public comment period of not less than 21 days.

Title VI

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them.

- Suffer disproportionately adverse health or environmental effects from pollution or other environmental hazards associated with implementation of transportation projects within the TIP.
- Suffer disproportionate risks or exposure to environmental hazards, or suffer disproportionately from the effects of past under-enforcement of state or federal health or environmental laws from projects approved within the TIP.
- Have been denied an equal opportunity for meaningful (Public) involvement, as provided by law, in governmental decision-making relating to the distribution of environmental benefits or burdens, such as permit processing and environmental compliance activities associated with projects in the TIP.

Technical Advisory Committee (TAC) Membership

Table 5 TAC Membership

Voting Members	Advisory Non-Voting Members
County Managers from: York, Chester, Union, and Lancaster Counties	One staff member from each county (selected by county manager)
City Managers or Chief Administrative Officers (Excluding MPO Area) to include: Chester, Great Falls, Lancaster, Union, Jonesville, Clover, and York	County Economic Development Directors RFATS MPO Planner York County Transportation Planner Highway Commissioners SCDOT District Engineer/Staff SCDOT Planners Public Works/Roads
CRCOG Staff (1)	Interested Parties

CRCOG Transportation Improvement Program Financial Statement

The following tables comprise the Financial Statement of the CRCOG 10-year TIP. Each project in this statement is consistent with the CRCOG Long-Range Transportation Plan, and has been vetted by CRCOG Staff and SCDOT for financial viability. The Financial Statement can be found as an attachment identified as Appendix A. Appendix B provides a more description of each of the projects within the TIP in detail.

Appendix A Financial Statement

TIP Regional Mobility Program (Guideshare) Projects

The tables that comprise the Financial Statement of the CRCOG 10-year TIP is consistent with the CRCOG Long-Range Transportation Plan, and has been vetted by CRCOG Staff and the SCDOT for financial viability. The Financial Statement can be found at www.catawbacog.org. Appendix B provides a more description of each of the projects within the TIP in detail.

See separate financial sheet.

Appendix B CRCOG Existing Guideshare Project Overview

SC 9 and US 21 Intersection project

Total Cost: \$3,750,000

Description: Realignment of the intersection.

NHS: Yes

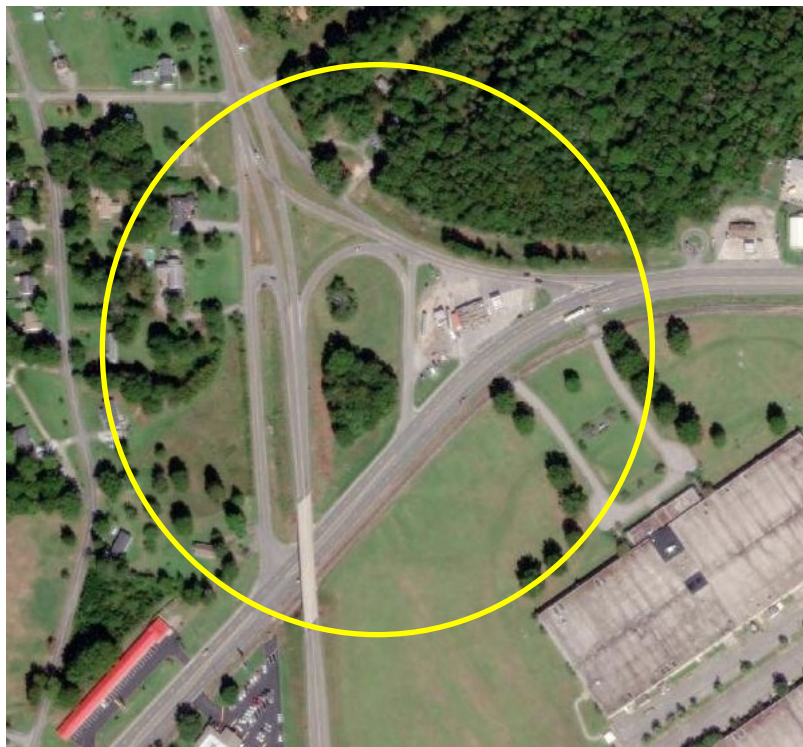
County: Chester

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE	\$600										
ROW			\$150								
Construction				\$3,000							
Total	\$600		\$150	\$3,000							



SC 901 (Edgeland Road) from SC-9 (Lancaster Highway) to approximately Victorian Hills Drive

Total Cost: \$1,091,000

Description: System Upgrade

NHS: No

County Chester County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE	\$275										
ROW	\$100										
Construction			\$716								
Total	\$375		\$716								



SC 97 (Francis Avenue/Great Falls Hwy)/SC-99 (Chester Avenue).

Total Cost: \$3,200,000

Description: Intersection

NHS: No

County: Chester County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE			\$250								
ROW				\$150							
Construction					\$2,800						
Total			\$250	\$150	\$2,800						



US-76 (Duncan Bypass)/SC 215 (Buffalo-West Springs Highway)/SC 18 Con (Harwood Heights)

Total Cost: \$1,260,000

Description: Intersection Improvement

NHS: No

County Union County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	\$150										
ROW	\$44										
Construction		\$1,000									
Total	\$194	\$1,000									



US 176 Sidewalk SC-215 to Bermuda Dr (S-44-485)

Total Cost: \$990,000

Description: Bike/Ped

NHS: No

County Union County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE	\$85										
ROW											
Construction		\$905									
Total	\$85	\$905									



SC 215 (Beltline Rd)/SC (49 Monarch Highway)

Total Cost: \$1,975,000

Description: Intersection

NHS: No

County Union County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE			\$200								
ROW				\$75							
Construction					\$1,700						
Total			\$200	\$75	\$1,700						



SC-161 at US-321 (Filbert Highway)

Total Cost: \$2,451,000

Description: Intersection realignment to round-a-bout

Purpose: This intersection can be re-designed to improve sight distance for all approaches and reduce the number of conflict points.

NHS: No

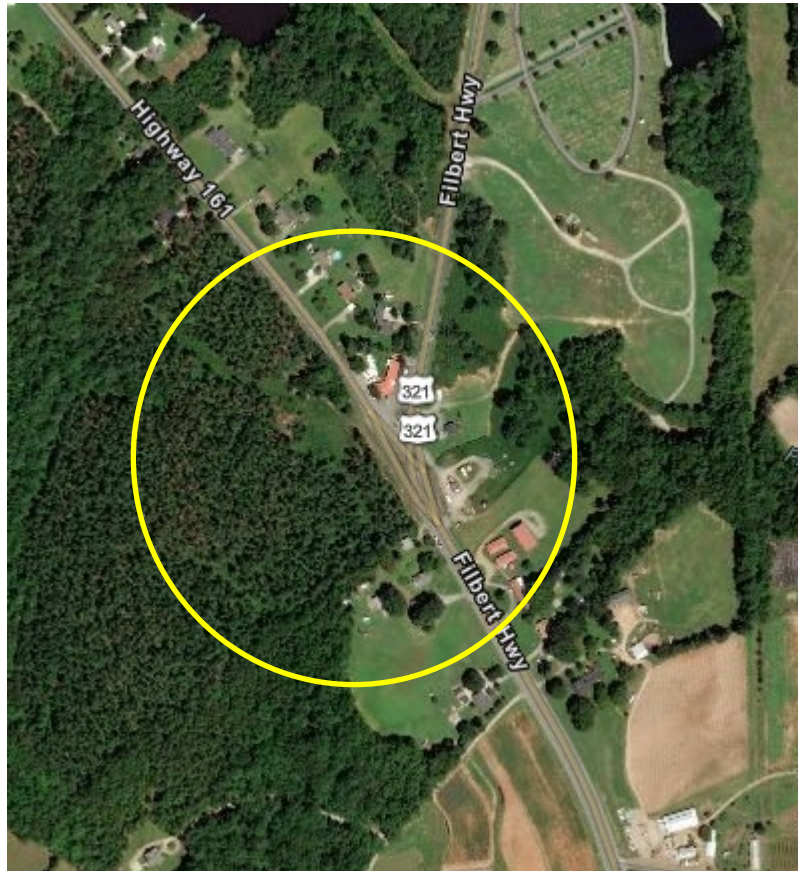
County York County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	\$613										
ROW	\$245										
Construction	\$1,593										
Total	\$2,451										



US 521/Rebound Road (S-29-75)

Total Cost: \$2,550,000

Description: Intersection Realignment

Purpose: This intersection can be re-designed to improve sight distance for all approaches and reduce the number of conflict points.

NHS: No

County York County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE			\$200								
ROW				\$100							
Construction					\$2,250						
Total			\$200	\$100	\$2,250						



S-28 Shiloh Unity Road from US-521 (Charlotte Highway) to SC 200 (Monroe Highway)

Total Cost: \$2,460,000

Description: System Improvement

NHS: No

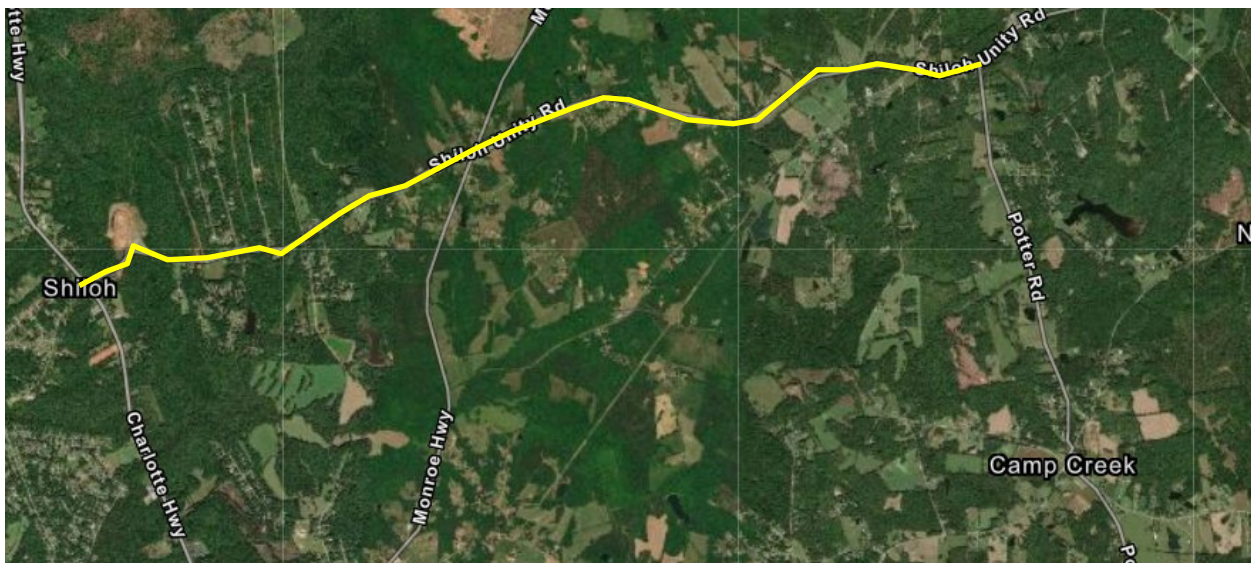
County Lancaster County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE											
ROW											
Construction											
Total	\$2,460										



SC- 5 at Steel Hill Rd (S-29-358)

Total Cost: \$1,540,000

Description: System Improvement

NHS: Yes

County Lancaster County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE	\$150										
ROW		\$40									
Construction			\$1,350								
Total	\$150	\$40	\$1,350								



Reclaim Van Wyck Rd from SC-75 to Tranquility

Total Cost: \$5,162,000

Description: Preservation

NHS: No

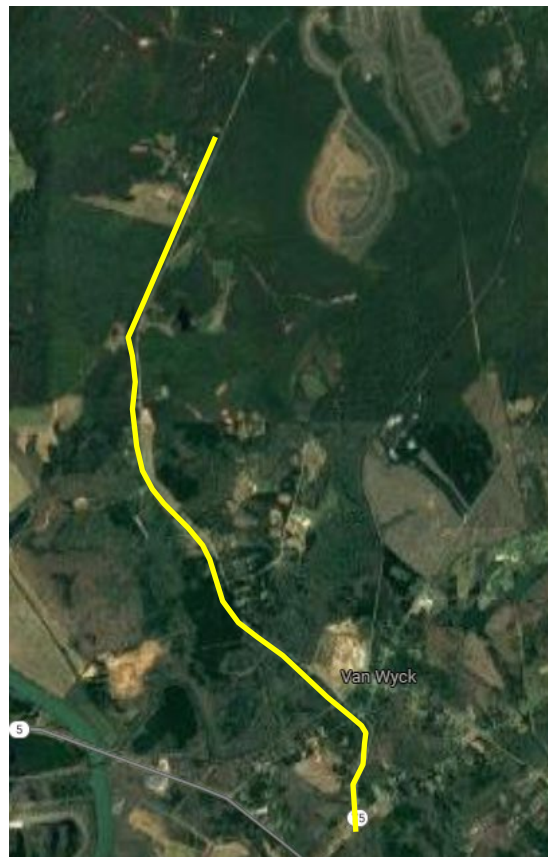
County Lancaster County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
PE	\$300										
ROW											
Construction		\$4,862									
Total	\$300	\$4,862									



Highway 5/Riverside Rd (S-29-29) - W Rebound Rd

Total Cost: \$2,600,000

Description: Intersection

NHS: Yes

County Lancaster County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE/PL		\$500									
ROW			\$100								
Construction				\$2,000							
Total		\$500	\$100	\$2,000							



Reclaim Shiloh Unity Rd (S-29-28) from Unity Church Rd (S-29-46) to SC-522

Total Cost: \$2,050,000

Description: Preservation

NHS: No

County Lancaster County

Program: Guideshare

Funding Source: Surface Transportation Program

Cost in Thousands

Activity	Previous	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE		\$250									
ROW											
Construction		\$1,800									
Total		\$2,050									



City of Union Sidewalk Master Plan

Total Cost: \$70,000

Description: Sidewalk Plan

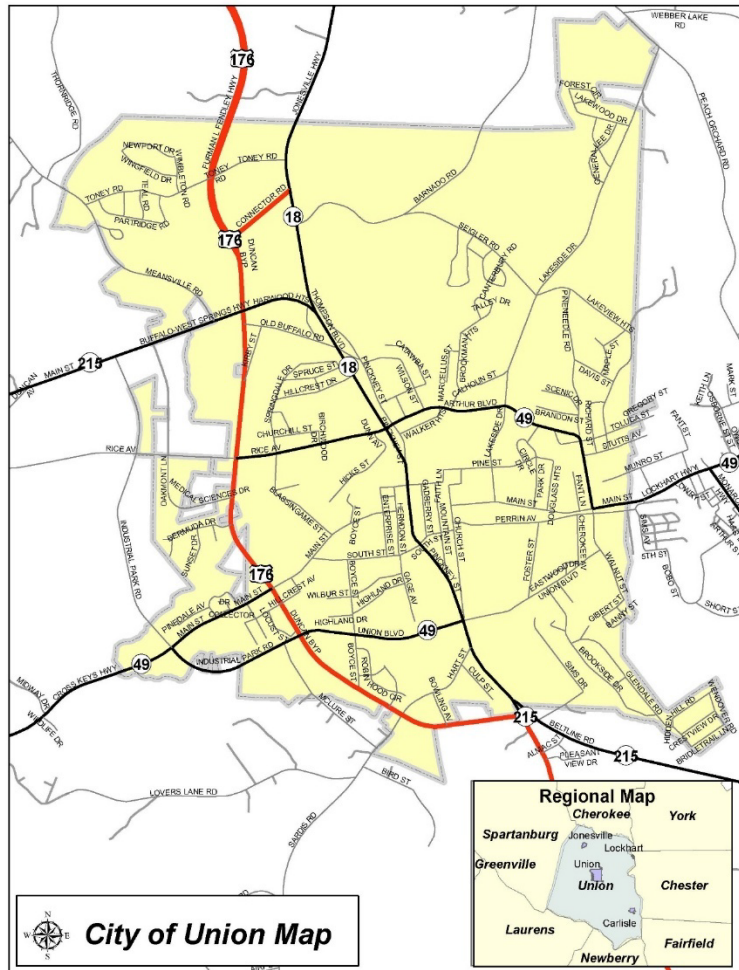
NHS: No

County Union County

Program: Guideshare

Funding Source: Surface Transportation Program

Activity	Previous	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
PE			\$70									
ROW												
Construction												
Total			\$70									



Appendix C - SCDOT Commission Policy 3 Regional Mobility Match and Use

ATTACHMENT A: SCDOT REGIONAL MOBILITY USE, MATCH RESPONSIBILITY, AND MAINTENANCE RESPONSIBILITY GUIDELINES				
Eligible Activities	Match Responsibility		Maintenance Responsibility	
	Local	State	Local	
Capacity projects, mainline widening, or intersection improvements to include bicycle and pedestrian accommodations.	X		X	
Access reconfiguration, management, and turn lanes.	X		X	
Park and ride facilities (to be reviewed case-by-case basis).	X		X	X
Safety projects (i.e. enhanced signing, marking, shoulder widening, intersections).	X		X	
Road diet projects. Project is eligible and results in operational and safety improvements (i.e. additional turn lanes, access control and consolidation).	X		X	
Bus pull-outs	X		X	
Traffic signals and systems.	X		X	
Landscaping in conjunction with large capacity and operational improvement projects.		X		X
Landscaping in a standalone project.		X		X
Streetscape/hardscape in conjunction with a capacity or operational improvement project (i.e. stamped asphalt, formliners).	X			X
Mast arms (locals to provide match for the difference between mast arms and standard signal installation).		X		X
Traffic calming (as defined by SCDOT Traffic Calming Guidelines). Traffic calming identified in a Road Safety Audit would be state funded.		X		X
Underground utilities as part of a widening or qualifying road diet project (included in the scope of the project). Utility owner still responsible for their share as determined by prior rights).		X		X

**ATTACHMENT A: SCDOT REGIONAL MOBILITY USE, MATCH RESPONSIBILITY,
AND MAINTENANCE RESPONSIBILITY GUIDELINES**

Eligible Activities	Match Responsibility		Maintenance Responsibility	
	Local	State	Local	State
Standalone sidewalk, bicycle, and multi-use paths in accordance with SCDOT Complete Streets Policy. <i>Recreational projects require local match.</i>	X		X	
Complete Street Retrofit (addition of bike lanes, sidewalks, mass transit accommodations, enhanced pedestrian crossing, curb extensions, and median islands, etc.) as a standalone project not in conjunction with a capacity project.	X		X	
Decorative lighting. Lighting identified in a Road Safety Audit would be state funded.		X		X
Transit (local match requirement based on associated FTA program such as 5307, 5311, 5310, etc.)		X		X
Corridor or project-specific feasibility studies	X		N/A	N/A
Traditional UPWP/RPWP activities (i.e. long range plans, congestion management plans, regional freight plans, enhancement master plans, regional bike and pedestrian plans).		X	N/A	N/A
Upgrades to federally-eligible roads not on the state system.		X		X

Appendix D - Planning Directive 15

South Carolina Department of Transportation

Planning Directive

Directive Number: PD-15 **Effective:** July 15, 2020

Subject: COG and MPO Project Ranking Process

References: S.C. Code of Laws, Sections 57-1-370 and 57-1-460
SCDOT Regulations 63-10

Purpose: Establish Policy for Ranking MPO and COG Road Widening, Functional Intersection, and New-Location Roadway Improvement Projects in Accordance with Act 114 Criteria

This Directive Applies to: Planning

In 2007, the South Carolina General Assembly enacted Act 114. One of the landmark items in Act 114 was the requirement that the South Carolina Department of Transportation (SCDOT) establish a project prioritization process. In 2016, the General Assembly enacted Act 275. Act 275 eliminated some of Act 114's requirements but it retained the requirement for project prioritization. This requirement is codified in Section 57-1-370 of the South Carolina Code of Laws, 1976, as amended. Additional detail on the process is found in S.C. Code of Regulations 63-10, as amended.

This directive provides the details of scoring and ranking processes for Metropolitan Planning Organizations (MPO) and Council of Governments (COG) for the following project improvement type classifications: corridor improvement/road widening, new-location roadway, and functional intersection. MPOs and COGs may choose to adopt the state defined ranking templates below or define a similar methodology compliant with Act 114 to prioritize projects. Specific MPO and COG ranking procedures are ratified by the SCDOT Commission.

For all project type classifications, MPOs and COGs must consider the following criteria:

- (a) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project;
- (b) public safety;
- (c) potential for economic development;
- (d) traffic volume and congestion;
- (e) truck traffic;
- (f) the pavement quality index;

- (g) environmental impact;
- (h) alternative transportation solutions; and
- (i) consistency with local land use plans.

Corridor Improvements / Widening Projects

Corridor improvement or widening projects will consider criteria in the following manner:

- **Traffic volume and congestion (35 percent)** – The traffic volume and congestion score is based on current and future traffic volumes and the associated level-of-service condition.
- **Located on a priority network (national highway system (NHS), freight, and strategic corridors) (25 percent)** – The priority network score is based on a project's location in relationship to defined priority networks.
- **Public safety (10 percent)** – The public safety score is based on crash rates.
- **Economic development (7 percent)** – The economic development score is based off of on an assessment of livability, regional economic development, benefit-cost & cost effectiveness, and system performance. These assessments should be considered but are not limited to.
- **Truck traffic (10 percent)** – The truck traffic score is based on current and projected truck percentages.
- **Financial viability (5 percent)** – The financial viability score is based on estimated project cost in comparison to the ten-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.
- **Pavement quality index (PQI) (3 percent)** – The PQI score is based on pavement condition assessments.
- **Environmental impacts (5 percent)** – The environmental impacts score is based on an assessment of potential impacts to natural, social, and cultural resources.
- **Alternative transportation solutions (not scored)** – The criteria is deemed relevant, however, consideration of alternative transportation solutions is confirmed during the NEPA process.
- **Consistency with local land use plans (not scored)** – The criteria is relevant, however, verification of consistency with local land use plans are confirmed during project evaluation. If the project is inconsistent with the local land use plans, justification is required.

New-location Roadway Improvements

When considering a **new-location roadway** as a solution to capacity needs, the criteria will be considered in the following manner:

- **Traffic volume and congestion (40 percent)** – The traffic volume and congestion score is based on a comparison of network hours of delay between build and no-build scenarios.
- **Economic development (20 percent)** – The economic development score is based off of on an assessment of livability, regional economic development, benefit-cost & cost effectiveness, and system performance. These assessments should be considered but are not limited to.
- **Environmental impacts (15 percent)** – The environmental impacts score is based on an assessment of potential impacts to natural, social, and cultural resources.
- **Connectivity to a priority network (15 percent)** – The priority network score is based on the proposed road’s relationship to a priority network.
- **Financial viability (10 percent)** – The financial viability score is based on estimated project cost in comparison to the ten-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.
- **Alternative transportation solutions (not scored)** – The criteria is deemed relevant, however, consideration of alternative transportation solutions is confirmed during the NEPA process.
- **Consistency with local land use plans (not scored)** – The criteria is relevant, however, verification of consistency with local land use plans are confirmed during project evaluation. If the project is inconsistent with the local land use plans, justification is required.

The new-location roadway criteria are to be applied to projects that have new location design considerations in the project purpose and need, or a new location alignment defined through the NEPA process.

Intersection improvement projects

The MPO and COG functional intersection improvement projects will consider criteria in the following manner:

- **Traffic volume and congestion (35 percent)** – The traffic volume and congestion score is based on current and future traffic volumes and the associated level-of-service condition.
- **Public safety (25 percent)** – The public safety score is based on crash rates.
- **Truck traffic (10 percent)** – The truck traffic score is based on current and projected truck percentages.

- **Located on a priority network (15 percent)** – The priority network score is based on the project’s relationship to a priority network.
- **Financial viability (5 percent)** – The financial viability score is based on estimated project cost in comparison to the ten-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.
- **Economic development (5 percent)** – The economic development score is based off of on an assessment of livability, regional economic development, benefit-cost & cost effectiveness, and system performance. These assessments should be considered but are not limited to.
- **Environmental impacts (5 percent)** – The environmental impacts score is based on an assessment of potential impacts to natural, social, and cultural resources.
- **Alternative transportation solutions (not scored)** – The criteria is deemed relevant, however, consideration of alternative transportation solutions is confirmed during the NEPA process.
- **Consistency with local land use plans (not scored)** – The criteria is relevant, however, verification of consistency with local land use plans are confirmed during project evaluation. If the project is inconsistent with the local land use plans, justification is required.

Using the above weighted criteria, projects will be scored and ranked within each project type classification and adopted into their respective MPO or COG Long Range Transportation Plan (LRTP). As of the date of this amended directive, all subsequent program projects presented to the SCDOT Commission for approval will abide by these requirements. All LRTP’s that are up to date and are within their current 5 year cycle are not required to utilize the criteria listed above and may continue with the criteria approved in the second revision on August 20, 2015. All other LRTP’s must be in accordance with the new criteria listed above.

All LRTP’s should take into account regional/local plans and transportation investments of regional significance that are not funded with federal or guideshare funds. Projects that do not fall within an existing LRTP category are not required to be ranked or scored within the LRTP but must be approved by the MPO or COG Board in support for insertion into the LRTP. These projects will be listed into a “Committed by Others” category, or a category similar in nature. Projects receiving federal funds are required to be ranked and scored within the respective MPO or COG LRTP.

Submitted and
Recommended by: Michael Peterson
Director of Planning

Approved: Brent Rewis
Deputy Secretary for Intermodal Planning

Approved: Leland D. Colvin
Deputy Secretary for Engineering

Lead: Director of Planning

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Third Revision on July 14, 2020

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