



2024-2033

Rural Transportation Improvement Program
for the Appalachian Region of South Carolina



Appalachian Council of Governments

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Glossary of Terms, Abbreviations, and Acronyms

ACOG	The Appalachian Council of Governments.
ADA	Americans with Disabilities Act of 1990. A civil rights law that prohibits discrimination based on disability. Title II of the law requires strict application of the ADA Standards for Accessible Design for public entities and public transportation.
ANATS	Anderson Area Transportation Study. The Metropolitan Planning Organization for the urbanized areas of Anderson County.
ARM	Appalachian Regional Travel Demand Model.
BIL	Bipartisan Infrastructure Law. This act funds the Federal Highway Program from Federal Fiscal Years (FY) 2021-2026.
COG	Council of Government. A regional governing and/or coordinating body, controlled by member local governments, which offer planning, coordination, and technical assistance to its members, administer programs at a regional level, and act as intermediaries between its members and the state or federal government.
CON	Construction and Inspection.
FHWA	The Federal Highway Administration. An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's transportation system.
FLAP	Federal Lands Access Program.
FTA	The Federal Transit Administration. An agency within the U.S. Department of Transportation that provides financial and technical assistance to local public transit systems.
FTA Section 5310	Federal funding for enhanced mobility of seniors and individuals with disabilities.
FY	Federal Fiscal Year. A pre-defined 12-month period from October 1 to September 30.
GPATS	Greenville-Pickens Area Transportation Study. The Metropolitan Planning Organization for the urbanized areas of Greenville, Pickens, and Anderson Counties.
HSIP	Highway Safety Improvement Program.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991.

L RTP	Long Range Transportation Plan. A long-range planning horizon of 20-25 years that provides a vision for how to invest in and improve the regional transportation infrastructure.
MAP-21	Moving Ahead for Progress in the 21 st Century.
MPO	Metropolitan Planning Organization. A federally mandated and funded transportation policymaking organization that is made up of representatives from local government and government transportation authorities.
NEPA	National Environmental Policy Act. A federal law that requires agencies that administer federally funded projects to assess environmental effects to their proposed actions prior to constructing highways, roadways or projects in public land.
NHFP	National Highway Freight Program.
NHPP	National Highway Performance Program.
NHS	National Highway System. Includes the Interstate Highway System and other roads important to the nation's economy, defense and mobility.
PBPP	Performance-Based Planning and Programming.
PE	Preliminary Engineering. Includes surveys, environmental analysis, and design.
PL	Planning. Determination of existing or future needs.
PPP	Public Participation Plan.
Reconstruction	Rebuilding of an existing roadway.
Rehabilitation	Pavement restoration, patching, heat scarifying, etc., of an existing roadway.
ROW	Right of Way. Acquisition of real property to make way for the construction of a highway project. Real property is a term that is used to describe land, easements, air or access rights, or the rights to control the use of land, such as leases.
RPWP	Rural Planning Work Program. The RPWP reflects rural transportation planning work tasks to be funded with federal, state, or local transportation funds. It also outlines the agency responsible for implementing various tasks included in the program.
RR	Railroad.
RTAC	Regional Transportation Advisory Committee of the Appalachian Council of Governments.

RTIP	Rural Transportation Improvement Program. A financially constrained, four year or more, list of upcoming transportation projects that identifies the schedule and the funding by Federal Fiscal Year in a Council of Government area.
RTP	Recreational Trails Program.
RTPO	Regional Transportation Planning Organization, as defined by 23 CFR Part 450.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.
SCDOT	The South Carolina Department of Transportation.
SHSP	Strategic Highway Safety Plan. A Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.
SIB	The South Carolina State Infrastructure Bank. Created through the South Carolina Transportation Infrastructure Bank Act of 1997, the SIB exists to select and assist in financing major qualified projects by providing loans and other financial assistance for constructing and improving highway and transportation facilities necessary for public purposes including economic development.
SPATS	Spartanburg Area Transportation Study. The Metropolitan Planning Organization for the urbanized areas of Spartanburg County.
SPR	South Carolina Department of Transportation's State, Planning, and Research funds
STBGP	Surface Transportation Block Grant Program.
STIP	Statewide Transportation Improvement Program. A Federally required, financially constrained, four-year or more, list of upcoming statewide transportation projects that identifies the schedule and the funding by Federal Fiscal Year.
System Preservation	Various projects to preserve, rehabilitate, or reconstruct an existing roadway.
TAP	Transportation Alternatives Program.
TEA-21	Transportation Equity Act for the 21st Century.
Title VI	Title VI of the Civil Rights Act of 1964. No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
USDOT	The United States Department of Transportation.
VMT	Vehicle Miles Traveled.

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I. INTRODUCTION AND BACKGROUND

A. Purpose of the Rural Transportation Improvement Program (RTIP)

The Rural Transportation Improvement Program (RTIP) is a staged, multi-year program of projects proposed for funding by Federal, State, and local sources within the Appalachian Region of South Carolina. The 2024-2033 RTIP identifies roadway and transit projects programmed for construction within the next ten years. The 2024-2033 RTIP was developed by the Appalachian Council of Governments (ACOG) in cooperation with local governments, the South Carolina Department of Transportation (SCDOT), and local transportation agencies.

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

B. Understanding the Councils of Government Role

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

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

In 2021 the state Guideshares program was renamed to the Regional Mobility Program. This change reflects SCDOT's efforts, in coordination with COGs and MPOs, to reinvigorate South Carolina's transportation planning methodology to focus on a more wholistic approach to transportation. This update includes policies that encourage complete streets efforts that include not only vehicular transportation, but pedestrian and bicycle travel as well.

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

C. Legal Requirements Impacting the RTIP

The BIL describes the requirements of the RTIP in general terms. More specific requirements are contained in 23 CFR Part 450 and 49 CFR Part 613 of the Statewide and Metropolitan Planning Rules. This section summarizes those requirements and describes the methods through which they are met. All roadway and transit projects to be funded under Title 23 USC—The Federal-Aid for Highways Act and Title 49 USC—The Federal Transit Act by the US Department of Transportation must be listed in the RTIP. All projects in this document that are proposed for federal funding were initiated in a manner consistent with the federal guidelines in Section 450, Subpart C, of Title 23 of the Code of Federal Regulations and Section 613, Subpart A, of Title 49 of the Code of Federal Regulations. The 2024-2033 RTIP has been developed in accordance with these requirements.

Federal regulations mandate that the metropolitan transportation planning process must include development of a TIP for the metropolitan planning area by the MPO in cooperation with the state department of transportation, local governments, and public transportation authorities. As was specified in the prior section, ACOG follows the same process as a federally designated MPO and thus considers these mandates fully applicable to the COG transportation planning process.

D. Relationship to the Transportation Planning Process

ACOG has the responsibility of preparing and maintaining three key elements of the regional planning process: the LRTP, the RTIP, and the RPWP. The 2024-2033 RTIP was developed through a coordinated process maintaining consistency with the planning documents listed below, in addition to the planning factors identified by federal regulations, which must be specifically considered by ACOG in developing transportation plans and programs. These planning factors are outlined in **Figure 1**. The relationship between the LRTP, the RTIP, and the RPWP is described below.

Figure 1. Transportation Planning Factors

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
2. *Increase the safety of the transportation system for motorized and non-motorized users;*
3. *Increase the security of the transportation system for motorized and non-motorized users;*
4. *Increase accessibility and mobility of people and freight;*
5. *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
7. *Promote efficient system management and operation;*
8. *Emphasize the preservation of the existing transportation system;*
9. *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and*
10. *Enhance travel and tourism.*

ACOG 2045 LRTP

The ACOG 2045 LRTP is the defining vision or plan for rural transportation systems and services in the Appalachian Region of South Carolina. Serving as a guide for the expenditure of State and federal funds through the year 2045, the Plan addresses regional rural transportation needs that are identified through forecasting current and future travel demand, developing and evaluating system alternatives, and selecting those options which best meet the mobility needs of the region.

The 2045 LRTP is the product of a cooperative effort between local governments, regional MPOs, and SCDOT. The Plan was approved by the Regional Transportation Advisory Committee (RTAC) on October 19, 2022, and was developed in accordance with the planning requirements established in the BIL. The Plan is required to be updated at least every five years and will be updated again in FY 2027 to address changing regional conditions.

Rural Planning Work Program for Regional Transportation Planning

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

E. Approval of the Rural Transportation Improvement Program

The 2024-2033 RTIP was developed in coordination with and reviewed by technical and policy committees. Technical review was provided by the Regional Transportation Advisory Committee (RTAC). The RTAC consists of a representative from each county in the ACOG Region (Anderson, Cherokee, Greenville, Pickens, Oconee, and Spartanburg), ACOG planning staff, and SCDOT planning staff. The RTAC aided in the development of the criteria/processes used to evaluate and select projects included in the 2024-2033 RTIP. The committee also guided the refinement of programmed projects, which in turn provided input for the 2024-2033 RTIP. This committee serves as the technical body that recommends the RTIP for ACOG Board of Directors approval.

The 2024-2033 TIP was approved by the ACOG Board of Directors, the transportation policy body, on xxxxxxxxx. Members of the 44-member ACOG Board of Directors include elected officials and citizen representatives. Two-thirds of the members are local elected officials, including state legislators, county council members, and mayors or city council members. County councils appoint the remaining citizen and minority members, some of whom may also be elected officials.

II. PUBLIC INVOLVEMENT

A. Public Participation Plan

Engaging the public in the planning process is critical to the success of any transportation plan or program, and it is required by numerous State and Federal laws. Such legislation underscores the need for public participation, calling on COGs to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other interested parties with a reasonable opportunity to participate and comment on transportation plans and programs. ACOG has adopted a Public Participation Plan, which can be found on the ACOG website at www.scacog.org.

B. Title VI Compliance

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

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

III. PROGRAM FUNDING AND PRIORITIZATION

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

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

A. Transportation Funding Programs

The ACOG 2024-2033 RTIP 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 Block Grant Program (STBGP)*
- *Highway Safety Improvement Program (HSIP)*
- *Railway-Highway Crossing Program (HSIP-R)*
- *Congestion Mitigation/Air Quality (CMAQ) – Not applicable in the ACOG Region*
- *Transportation Alternatives Program (TAP)*
- *Federal Transit Administration (FTA) programs*
- *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 (FLAP) and Appalachian Regional Commission (ARC).

Regional Mobility Program

Funds for road improvements are allocated by SCDOT through the Regional Mobility Program. The SCDOT Commission sets aside approximately \$213 million dollars of FHWA and SCDOT funds each year and distributes the money among the state’s eleven MPOs and ten COGs based on population and vehicle miles of travel in each region. The Regional Mobility Program sets the annual budget for highway improvements within each MPO or COG (See **Table 1**), and total project costs in any given year normally cannot exceed the *allocated apportionment*.

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

The annual Regional Mobility apportionment for ACOG is \$10,032,996.

Table 1. MPO/COG Annual Regional Mobility Allocation

MPO/COG	Agency	Annual Allocation
MPO	CHATS	\$28,971,698
MPO	COATS	\$27,687,683
MPO	GPATS	\$26,204,779
MPO	GSATS	\$12,708,110
MPO	SPATS	\$10,414,261
MPO	RFATS	\$10,079,784
COG	ACOG	\$10,263,517
COG	PDCOG	\$8,915,021
COG	USCOG	\$8,650,149
COG	LSCOG	\$7,395,664
MPO	LATS	\$7,228,409
COG	CCOG	\$6,918,095
MPO	ANATS	\$6,657,977
MPO	ARTS	\$5,855,426
COG	SLCOG	\$5,370,057
MPO	FLATS	\$5,321,178
COG	WCOG	\$5,000,000
COG	CMCOG	\$5,000,000
COG	LCCOG	\$5,000,000
MPO	SUATS	\$5,000,000
COG	BCDCOG	\$5,000,000
TOTAL ALLOCATION		\$237,996,149
MPO ALLOCATION		\$146,129,306
COG ALLOCATION		\$67,281,981

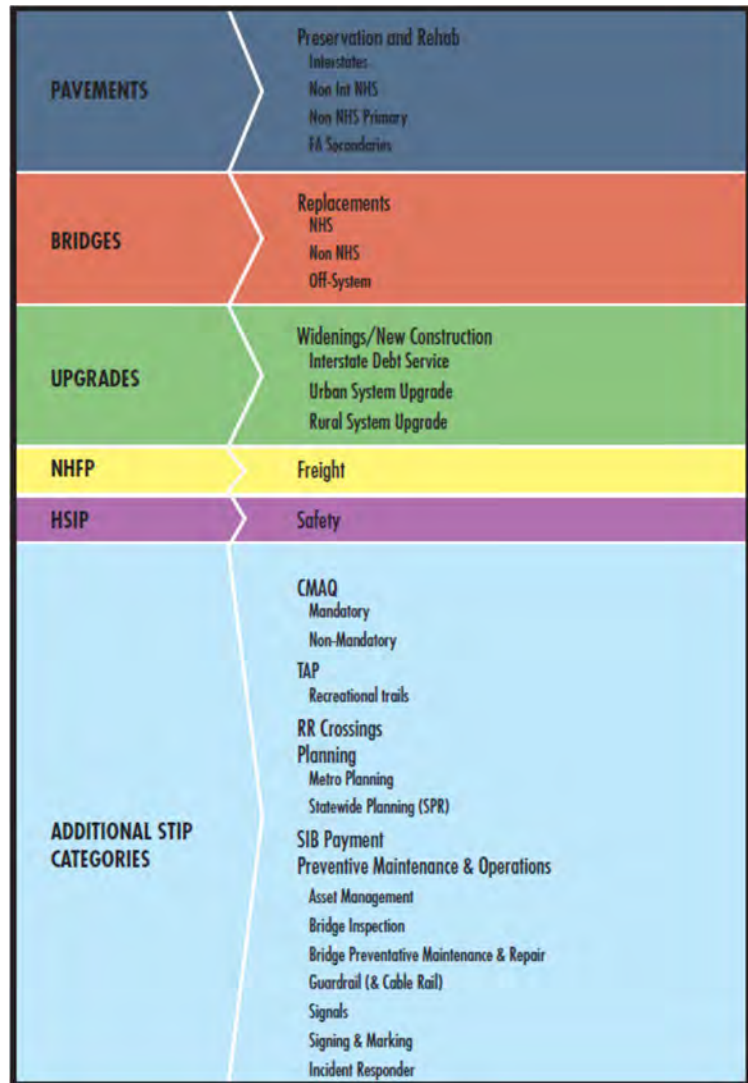
Non-Regional Mobility Program

Projects that are funded on a statewide basis, through other federal programs, or through Congressional Earmarks are listed on the RTIP Financial Statement as “Non-Regional Mobility projects,” which means the projects are funded through other sources. Non-Regional Mobility projects consist of the following (See **Figure 2**):

- **Pavements Program:** *Reconstruction, rehabilitation and preservation of Primary Routes (US and SC) and state secondary routes eligible for federal funding.*
- **Bridge Program:** *Address structurally deficient or functionally obsolete bridges on the federal-aid system, with a portion of the funding required for use on bridges typically not eligible for federal funding (off-system).*

- **Freight Program:** *Improve the efficient movement of freight on the National Highway Freight Network (NHFN).*
- **Safety Program:** *Improve locations with statistically higher than average collision rate and/or severity rate (fatalities, injuries and property damage).*
- **Congestion Mitigation and Air Quality (CMAQ):** *Funding for projects that demonstrate reductions in ozone and particulate matter pollutants. Note: The ACOG region is in attainment and is not subject to non-attainment mitigation measures.*
- **Transportation Alternatives Program (TAP):** *Funding for bike and pedestrian projects selected by SCDOT Commission.*
- **Recreational Trails Program (RTP):** *Develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.*
- **RR Crossings:** *Designed to identify deficient rail-highway grade crossings and upgrade warning devices when warranted.*
- **Planning Program:** *Funding for MPOs, COGs and SCDOT for eligible planning related projects and activities.*
- **State Infrastructure Bank (SIB):** *Provides state funding for significant transportation projects. The State Infrastructure Bank was established 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.*

Figure 2. SCDOT Project Funding Categories



- **Infrastructure Maintenance Trust Fund (MTF):** *In 2017, the South Carolina General Assembly passed legislation to increase the state gas tax by 12 cents by phasing in the increase at two cents per year for six years. The money generated by the gas tax is deposited into a new trust fund called the Infrastructure Maintenance Trust Fund, which combined with other federal and state funding, helps the SCDOT pay for its 10-year infrastructure plan.*

Federal Transit Administration

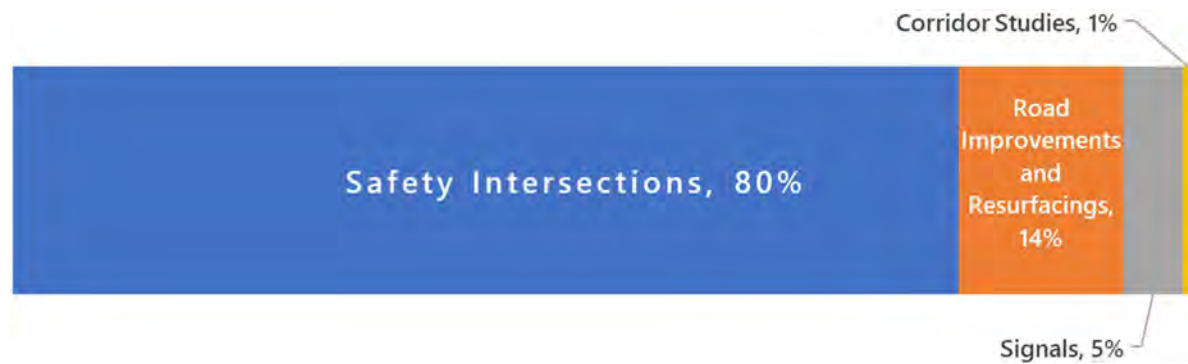
ACOG assists with the review, ranking, and recommending of projects in the rural and small urban areas of the Region for the FTA Section 5310 program. While SCDOT is the direct recipient of these funds, they rely on the state's COGs to prioritize projects. Other FTA funding categories may be shown in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

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

B. Project Prioritization

In 2022, the Regional Transportation Advisory Committee (RTAC) met monthly to decide how to prioritize regional transportation funding. The first meeting focused on broad transportation categories. The RTAC determined that safety was the top priority in the region and should be prioritized. The Appalachian Regional Freight Mobility Plan identified corridor studies, road projects, and bridge replacements that the RTAC also felt critical to the continued economic success of the Upstate. A rural traffic signal program was discussed after several public meetings revealed the need for upgraded signals in rural areas. Lastly, the RTAC decided to evaluate the resurfacing of freight-critical roadways if in poor condition.

Figure 3. RTAC Strategic Funding Allocation



The resulting Funding Allocation strategically targets the three priorities identified through the FAST Act and reinforced through the recent passage of the BIL, which are Roadway Safety, Bridge & Pavement Condition, and System Performance.

Safety Intersections

The first step of the project prioritization process was a consultation between ACOG staff and the SCDOT safety office for assistance. ACOG staff performed a cluster spatial analysis based on the 2015-2019 crash dataset and, with assistance from the SCDOT safety office, identified a first cut of 198 intersections. From there, ACOG staff utilized the most recent SCDOT Engineering Directive (ED-71) to prioritize the intersections further, which resulted in a list of 140 intersections. After consulting with each SCDOT District Engineering office and the statewide programmed project list, ACOG staff presented a final list of 129 intersection projects.

Safety Intersection Prioritization

1. Obtain 5 years of crash data from SCDOT Safety Office
2. Perform a Spatial Cluster Analysis in ArcGIS Pro to identify intersections where clusters of 15 or more crashes occurred within 250 feet of an intersection.
3. Take the list from Step 2 and evaluate based on ED-71. The directive selects intersections where fatal and serious injury crashes are greater than 25% of all crashes and then selects the Top 100 with the highest severity index (as defined in ED-71).
4. Cross-check the list from Step 3 with SCDOT District Engineering offices and the SCDOT Statewide Programmed Project list. Remove any duplicates.
5. Take the list from Step 4 and sort by crash rate to determine priority.

Road Improvements and Resurfacings

The ACOG transportation program has included targeted resurfacings in the past, most recently the US 178 corridor in Anderson and Pickens Counties which programmed nearly 10 miles of resurfacing for a

major north-south corridor that connects Interstate 85 with Liberty and points east and west via U.S. Highway 123.

However, with recent updates to the the Regional Mobility program, resurfacing projects are no longer eligible for RMP funding. This means that ACOG must collaborate with local jurisdictions outside of RMP to identify external funding opportunities for roadways in need of resurfacing efforts. SCDOT is also making efforts and has expanded the funding availability for the statewide resurfacing program which may present opportunities in this area.

Upon first glance at pavement quality data, a large amount of roadways in poor condition immediately stand out. It is important to note that SCDOT, CTCs, and each county has resurfacing programs that prioritize these corridors for improvement and the RTAC recognizes this. It is strategically in the best interest of the region to improve roadways that provide critical connection to and mobility between freight generators and employment and population centers.

Signals

ACOG has never participated in a signalization program through its Regional Mobility funding, though it is common amongst regional MPO partners. Several comments throughout the public participation process focused on issues with signals, mainly in those areas adjacent to fast-growing urban areas. Nonetheless, the RTAC has seen and heard the need for a signalization program and will allocate six percent of annual Regional Mobility funds to the program. SCDOT will prioritize the signal improvements in accordance with signal prioritization directives.

Corridor Studies

The Appalachian Regional Freight Mobility Plan identified eight corridor, planning, or engineering studies in the ACOG rural region. In addition, the Appalachian Regional Model update and a future Long Range Transportation Plan update is included. Prioritization of these studies is based on the Freight Plan prioritization and, in the case of the model update and LRTP update, based on when the items are required to be completed. It is understood and expected that additional projects will be recommended through these special studies. Newly identified projects will be ranked using the same criteria as the 2045 ACOG RL RTP has utilized. Projects that score high will be included into the Transportation Improvement Program (TIP) for programming.

Act 114

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

Act 114 lays out the framework for MPOs and COGs to evaluate and prioritize projects in their region. MPOs and COGs have the ability to add additional criteria with approval from SCDOT. For the 2024-2033 RTIP, ACOG used the basic formula outlined in **Table 2** to evaluate and rank regional projects that were selected in 2022.

Table 2. ACOG Project Ranking Criteria, 2022 Projects

Criteria	Weight
Traffic Volume and Congestion	25%
Traffic Status/Alignment	20%
Safety	20%
Truck Traffic	15%
Economic Development Potential	10%
Environmental Concerns	10%

C. RTIP Amendment Processes and Procedures

Due to the changing nature of projects as they move through the implementation process, the RTIP must be modified on occasion to accommodate new projects and changes to existing projects. These modifications, or amendments, are not routine. ACOG will consider such amendments when the circumstances prompting the change are compelling. Proposed changes will be reviewed by ACOG staff

before any actions are considered. All changes must follow ACOG policies and procedures for amending projects in the RTIP (Public Participation Process, Title VI, LRTP consistency, fiscal constraint, etc.) and must be consistent with the rules of the particular funding program involved.

Please note certain project amendments require collaboration with our State and federal review partners. The collaboration occurs through the STIP revision process. Therefore, amendment of the ACOG RTIP will follow the quarterly schedule established by SCDOT for revisions to the STIP.

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

If ACOG is aware of new funding mechanisms, staff may alert sponsors of the funding mechanism and request that an amendment be initiated. However, generally it is the responsibility of the project sponsor to initiate amendment requests to add new funding, or make necessary modifications to project scope, cost and schedule, as conditions warrant. All regionally significant transportation projects and all transportation projects requiring a federal action must be included in the RTIP. These projects may be added to the RTIP at any time, as long as procedures for doing so are consistent with federal requirements for RTIP development and approval.

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

Amendments

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

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

- **Changes in the Funding/Cost Shares:** *A change to the percentage of the total project cost paid by each funding partner in excess of 25% requires an amendment (with the one exception noted in the Administrative Modification policy). In addition, changes in funding source require an amendment.*

Administrative Modifications (Corrections)

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

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

- **Cost/Funding Increases:** *Any cost/funding increases less than \$500,000 if a project is valued at \$5 million dollars or less; or increases less than 10% of the total project value if a project is valued greater than \$5 million dollars, may be approved administratively.*
- **Funding Year Changes:** *Shifting a phase of work within the first four years of the STIP (on a sliding window in the current/present fiscal year at the time of the amendment) may be approved administratively.*
- **Adjustment of Phases:** *Combining or separating phases within a project that is part of an approved STIP may be approved administratively.*
- **Changes in Funding/Cost Shares:** *A change to the percentage of the total project cost paid by each funding partner up to 25% may be approved administratively.*
- **Carryover Funds:** *At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the next fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require an Amendment.*

Amendment or Administrative Modification Submittal

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

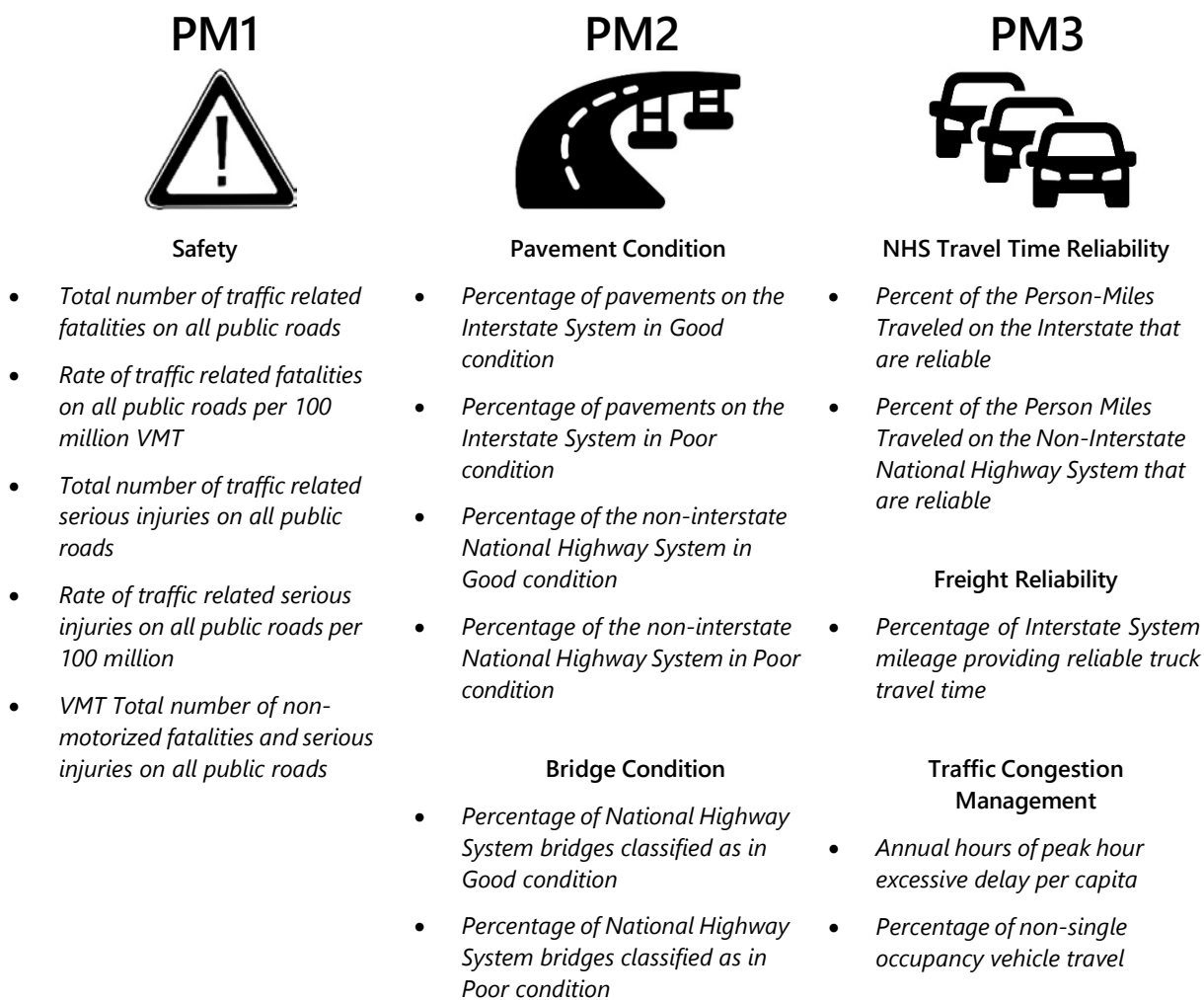
If an Amendment is necessary, ACOG will advertise the RTIP amendment on its website for public comment at the designated ACOG RTAC meeting. If approved, staff will forward the amendment to SCDOT for inclusion into the STIP.

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

IV. REGIONAL PERFORMANCE

Performance Based Planning and Programming is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for multimodal transportation systems and better assess progress towards achieving goals. The BIL requires various transportation agencies, including MPOs, COGs, and State DOTs to implement a performance-based approach in their planning and programming activities. As part of this performance-based approach, transportation agencies are required to set targets that address several performance measures established under 23 CFR Part 490, 49 U.S.C 5326(c), and 49 U.S.C. 5329 (d). Selection of these performance targets must be in accordance with the appropriate target setting framework established under 23 CFR 490, and must be coordinated with relevant State(s) and public transportation providers to the maximum extent practicable. Furthermore, ACOG is required to establish performance targets, and track progress towards target achievement, for the performance measures shown in [Figure 4](#).

Figure 4. Performance Measures



A. Safety (PM1)

ACOG adopted SCDOT’s statewide safety targets for all public roads. The latest five-year average safety statistics for ACOG (See [Table 3](#)) indicate 72 fatalities, 2.272 fatality rate, 182 serious injuries, 5.75 serious injury rate, and 15.4 fatality/serious injury for non-motorized users. Based on analysis by the SCDOT safety office, roadway departures and fixed objects are significant factors involved in fatal and serious injury crashes in the ACOG study area. Countermeasures that can be applied to reduce roadway departures include: paved shoulders, rumble strips, adequate clear zones, cable guardrails, enhanced signalization, pavement friction and horizontal curve improvements. These countermeasures will be encouraged on all newly programmed projects, and specifically on those projects where crash data show a high number of roadway departures and/or fixed object collisions. ACOG currently includes 23 intersection-level projects in its RTIP and each project incorporates at least one of the aforementioned countermeasures. Based on these investments, ACOG hopes to see a decrease in the severe injury and non-motorized fatality and serious injury rates during the 2019-2023 reporting period.

Table 3. Safety Targets Baselines (2019-2023 Rolling Average)

	Traffic Fatalities	Mileage Death Rate*	Severe Injuries	Mileage Severe Injury Rate*	Non-Motorized Fatalities and Severe Injuries
SC Baseline	1058.0	1.880	2859.0	5.073	458.0
SC Targets**	1119.0	1.940	2868.0	4.960	485.0
ACOG Baseline	72.0	2.272	181.6	5.750	15.4

* Per 100 million vehicle miles of travel

** Targets based on 2019-2023 rolling average

B. Infrastructure Condition (PM2)

ACOG adopted SCDOT’s statewide pavement and bridge condition targets for the interstate and NHS. Currently, interstate pavement condition within the ACOG area (See [Table 4](#)) is measured as 79.6% in good condition and 0.4% in poor condition, while the NHS pavement condition is 2.4% in good condition and 73.5% in poor condition. ACOG has traditionally included resurfacing as part of its Regional Mobility program. The current 2024-2033 RTIP cycle includes four dedicated resurfacing projects, two on US 178 in both Anderson and Pickens Counties and two on US 123 in Oconee County that will improve 20 miles of non-interstate NHS roadway in the study area. Based on SCDOT processes for selecting pavement improvement projects, including the types of projects, such as reconstruction, rehabilitation, and preservation, coupled with the ACOG Regional Mobility resurfacing program, ACOG anticipates improvements to the %-good and reductions to the %-poor on both the interstate and NHS pavements.

Table 4. Interstate and Non-Interstate NHS Pavement Condition Targets

Pavement Target	Interstate		Non-Interstate NHS	
	% Good	% Poor	% Good	% Poor
2-Year	NA	NA	14.9%	4.3%
4-Year	71.0%	3.0%	21.1%	4.6%

The current bridge condition on the interstate/NHS within the ACOG area (See [Table 5](#)) is measured as 59.2% bridge deck area in good condition and 6% bridge deck area in poor condition. SCDOT and ACOG have approved a total of twenty bridge rehabilitation and replacement projects in the region: six non-Interstate NHS bridge projects, four Interstate bridge projects and ten non-Interstate non-NHS projects. Based on the current project delivery schedule, two of the non-Interstate NHS, one non-interstate non-NHS, and one interstate bridge projects will be completed within the 2021-2024 performance period. As a result, the bridge projects within the ACOG study area may have a minor impact on the two- and four-year statewide bridge targets.

Table 5. NHS Bridge Condition Targets

NHS Bridge Target	By Deck Area	
	% Good	% Poor
2-Year	42.2%	4.0%
4-Year	42.7%	6.0%

C. System Performance and Freight (PM3)

ACOG adopted SCDOT's statewide reliability targets for person miles traveled on the interstate system and NHS as well as truck travel time reliability on the interstate system (See [Table 6](#)). A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT). According to the Appalachian Regional Model (ARM), VMT growth is projected to increase at 1% per year on the interstate and 0.75% per year on the NHS within the region. Currently, the interstate system within the ACOG region is 100% reliable, while the NHS is approximately 94% reliable. Most of the congested portions of I-85 and I-26 are in MPO areas; hence the reason reliability is 100% in the ACOG study area. ACOG completed a regional freight mobility study in 2020, which helped identify several regional projects anticipated to increase congestion reliability indices. As a result, no impact is expected from ACOG projects on the four-year statewide NHS reliability target. It is expected that any new projects identified as part of the regional freight study will be programmed and will impact PM3 measures in the future.

Table 6. Travel Time Reliability and Truck Time Reliability Targets

TRAVEL TIME RELIABILITY TARGETS			TRUCK TIME RELIABILITY TARGETS	
Reliability Target	Interstate	Non-Interstate NHS	Reliability Target	Truck Travel Time Reliability Index
2-Year	91.0%	N/A	2-Year	1.36
4-Year	90.0%	81.0%	4-Year	1.45

V. FINANCIAL PLAN

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

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

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

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



APPALACHIAN COG RURAL TRANSPORTATION IMPROVEMENT PROGRAM - FY 2024-2033 FINANCIAL STATEMENT
REGIONAL MOBILITY PROJECTS

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2024-2033 RTIP

2/26/2024

PROJECT	PIN NO.	PRIORITY	FEDERAL PROGRAM	PHASE	PRIOR FUNDING	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	RTIP COST (2024-2033)	REMAINING COST (2034+)
SPECIAL STUDIES																	
2022 APPALACHIAN REGIONAL MODEL UPDATE	P041976	2022-11		PL	\$200												
2027 APPALACHIAN REGIONAL MODEL UPDATE				PL			\$200									\$200	
2027 ACOG RURAL LRTP UPDATE				PL			\$250									\$250	
U.S. 29 CORRIDOR STUDY - ANDERSON CO.	P042356			PL	\$450												
S.C. 105 CORRIDOR STUDY - CHEROKEE CO.				PL		\$75										\$75	
U.S. 29 CORRIDOR STUDY - CHEROKEE CO.				PL			\$150									\$150	
U.S. 29 WEIGH-IN-MOTION STUDY - ANDERSON CO.				PL				\$50								\$50	
U.S. 123 CORRIDOR STUDY - OCONEE CO.				PL					\$150							\$150	
I-85 AT WHITFIELD ROAD INTERCHANGE STUDY - OCONEE CO.				PL						\$100						\$100	
A N D E R S O N C O U N T Y																	
INTERSECTION IMPROVEMENTS	P038852	11	STBGP	PL	\$100												
SC 28 (ABBEVILLE HWY) AT				PE	\$300												
SC 185 (DUE WEST HWY)				ROW		\$200										\$200	
				CON			\$1,000									\$1,000	
INTERSECTION IMPROVEMENTS	P030909	5	STBGP	PL													
US 76 (CLEMSON HWY) AT				PE	\$400												
S-60 (WELPINE RD)				ROW	\$450												
				CON		\$5,600										\$5,600	
INTERSECTION IMPROVEMENTS	P030834	2	STBGP	PL													
US 29 AT				PE	\$300												
S-146 (BOWLAN RD)/S-133 (OLD WILLIAMSTON RD)				ROW	\$1,300												
				CON		\$6,500										\$6,500	
RESURFACING	P030831	1	STBGP	PL													
US 178				PE	\$500												
PICKENS COUNTY LINE TO S-58 (ROGERS RD/LEVI SMITH RD)				ROW	\$50												
SAFETY SECTION/MAINTENANCE RESURFACING				CON		\$9,000										\$9,000	



DOLLAR AMOUNTS REPORTED IN 1,000'S

PROJECT	PIN NO.	PRIORITY	FEDERAL PROGRAM	PHASE	PRIOR FUNDING	FY 2024	FY 2024-2033 RTIP										RTIP COST (2024-2033)	REMAINING COST (2034+)
							FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033			
C H E R O K E E C O U N T Y																		
INTERSECTION IMPROVEMENTS	P038851	10	STBGP	PL	\$150													
SC 150 (S LIMESTONE ST) AT A-111 (W O'NEAL ST) AND				PE	\$350													
SC 150 (PACOLET HWY) AT S-111 (E O'NEAL ST)				ROW		\$1,300											\$1,300	
				CON			\$7,800										\$7,800	
INTERSECTION IMPROVEMENTS	P029835	4	STBGP	PL														
S-61 (OLD POST RD) AT				PE	\$1,000													
SC 11				ROW	\$600													
				CON	\$3,100													
INTERSECTION IMPROVEMENTS		4	STBGP	PL														
SC 150 AT				PE	\$800													
GRASSY POND RD				ROW			\$500										\$500	
				CON				\$4,250									\$4,250	
INTERSECTION IMPROVEMENTS		6	STBGP	PL														
US 29 AT				PE		\$700											\$700	
FLOYD BAKER BLVD				ROW				\$250									\$250	
				CON					\$2,400								\$2,400	
INTERSECTION IMPROVEMENTS		8	STBGP	PL														
SC 18 AT				PE			\$500										\$500	
CONCORD RD				ROW					\$100								\$100	
				CON						\$1,400							\$1,400	
INTERSECTION IMPROVEMENTS		9	STBGP	PL														
SC 105 AT				PE				\$500									\$500	
E ONEAL ST				ROW					\$100								\$100	
				CON						\$1,400							\$1,400	
INTERSECTION IMPROVEMENTS		13	STBGP	PL														
SC 18 AT				PE				\$500									\$500	
CORINTH RD				ROW						\$100							\$100	
				CON							\$1,400						\$1,400	
G R E E N V I L L E C O U N T Y																		
INTERSECTION IMPROVEMENTS	P042864	2	STBGP	PL														
SC 414 AT				PE	\$500													
BLACKWELL RD				ROW			\$100										\$100	
				CON				\$1,600									\$1,600	

DOLLAR AMOUNTS REPORTED IN 1,000'S

PROJECT	PIN NO.	PRIORITY	FEDERAL PROGRAM	PHASE	PRIOR FUNDING	FY 2024	FY 2024-2033 RTIP										RTIP COST (2024-2033)	REMAINING COST (2034+)
							FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033			
O C O N E E C O U N T Y																		
INTERSECTION IMPROVEMENTS	P031970	9	STBGP	PL														
S-37 (JP STEVENS RD) AT S-37 (W CHERRY RD) AND				PE	\$500													
S-65 (JP STEVENS RD) @ S-65 (MARTIN CREEK RD)				ROW		\$500											\$500	
				CON				\$2,500									\$2,500	
INTERSECTION IMPROVEMENTS	P031964	6	STBGP	PL														
SC 24 (WEST OAK HWY) AT				PE	\$500													
SC 182 (OAKWAY RD)/S-116 (OAK CREEK RD)				ROW														
				CON	\$1,800													
INTERSECTION IMPROVEMENTS	P031969	8	STBGP	PL														
SC 59 AT				PE	\$1,000													
SC 182/SC 245				ROW	\$1,000													
				CON	\$2,500													
INTERSECTION IMPROVEMENTS		12	STBGP	PL														
SC 59 AT				PE					\$500								\$500	
WELLS HWY				ROW							\$100						\$100	
				CON								\$1,400					\$1,400	
RESURFACING	P042867	1	STBGP	PL														
US76/US 123				PE		\$500											\$500	
N WALNUT ST TO SC 130 (0.77 MI)				ROW			\$50										\$50	
SAFETY SECTION/MAINTENANCE RESURFACING/INTERSECTION				CON				\$1,800									\$1,800	
RESURFACING		2	STBGP	PL														
US 123				PE					\$500								\$500	
GA LINE TO DIXON RD (5 MI)				ROW						\$50							\$50	
SAFETY SECTION/MAINTENANCE RESURFACING/				CON							\$7,000						\$7,000	



DOLLAR AMOUNTS REPORTED IN 1,000'S

PROJECT	PIN NO.	PRIORITY	FEDERAL PROGRAM	PHASE	PRIOR FUNDING	FY 2024	FY 2024-2033 RTIP										RTIP COST (2024-2033)	REMAINING COST (2034+)
							FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033			
PICKENS COUNTY																		
RESURFACING	P038350	2	STBGP	PL														
US 178				PE	\$500													
GPATS BOUNDARY TO ANDERSON COUNTY LINE				ROW	\$98													
SAFETY SECTION/MAINTENANCE RESURFACING				CON		\$4,000										\$4,000		
INTERSECTION IMPROVEMENTS		5	STBGP	PL														
SC 11 AT				PE		\$800										\$800		
S SALUDA RD				ROW				\$500								\$500		
				CON					\$4,850							\$4,850		
INTERSECTION IMPROVEMENTS		7	STBGP	PL														
SC 11 AT				PE			\$500									\$500		
LITTLE EASTATOE RD				ROW				\$100								\$100		
				CON					\$1,400							\$1,400		
SPARTANBURG COUNTY																		
INTERSECTION IMPROVEMENTS		1	STBGP	PL														
SC 49 AT				PE	\$700													
SC 56				ROW			\$150									\$150		
				CON				\$4,000								\$4,000		
INTERSECTION IMPROVEMENTS		3	STBGP	PL														
SC 11 AT				PE	\$750													
PEACHTREE RD				ROW			\$750									\$750		
				CON				\$4,250								\$4,250		
GUIDESHARE ALLOCATION						\$10,033	\$10,264	\$10,264	\$10,264	\$10,264	\$10,264	\$10,264	\$10,264	\$10,264	\$10,264			
CARRYOVER						\$32,720	\$13,578	\$11,892	\$1,955	\$3,569	\$3,832	\$12,496	\$19,959	\$30,223	\$40,486			
PROPOSED ADVANCEMENT (SCDOT)																		
DEBT SERVICE																		
PAYBACK (SCDOT)																		
GUIDESHARE AVAILABLE FOR PROJECTS						\$42,753	\$23,842	\$22,155	\$12,219	\$13,832	\$14,096	\$22,759	\$30,223	\$40,486	\$50,750			
GUIDESHARE ALLOCATED TO PROJECTS						(\$29,175)	(\$11,950)	(\$20,200)	(\$8,650)	(\$10,000)	(\$1,600)	(\$2,800)				(\$84,375)		
BALANCE						\$13,578	\$11,892	\$1,955	\$3,569	\$3,832	\$12,496	\$19,959	\$30,223	\$40,486	\$50,750			

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

SCDOT CHANGES ARE HIGHLIGHTED IN **YELLOW**
 ACOG DRAFT CHANGES ARE HIGHLIGHTED IN **BLUE**



APPALACHIAN COG RURAL TRANSPORTATION IMPROVEMENT PROGRAM - FY 2024-2033 FINANCIAL STATEMENT NON-REGIONAL MOBILITY PROJECTS

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2024-2033 RTIP

1/11/2024

PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)			
REGIONAL DESIGN - BUILD BRIDGE PROJECTS																				
CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2022-1 Cherokee Co. - S-56 Bridge Replacement over Horse Creek Cherokee Co. - S-106 Bridge Replacement over Bridge of Suck Creek Cherokee Co. - S-226 Bridge Replacement over Unnamed Stream Cherokee Co. - S-138 Bridge Replacement over Goucher Creek Cherokee Co. - S-86 Bridge Replacement over Kings Creek	BRIDGES	FA NON-NHS		PE	\$287															
				CON	\$4,264															
		OFF-SYSTEM		PE	\$430															
				CON	\$6,601															
CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2023-1 Anderson Co. - S-294 Bridge Replacement over Wilsons Creek <i>Other Bridges in this contract can be found in SCDOT's STIP</i>	BRIDGES	FA NON-NHS		PE	\$311															
				CON	\$8,740															
		OFF-SYSTEM		PE	\$466															
				CON	\$3,646															
CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2023-3 Pickens Co. - SC 183 Bridge Replacement over Gregory Creek (Cannon Creek) <i>Other Bridges in this contract can be found in SCDOT's STIP</i>	BRIDGES	FA NON-NHS		PE	\$733															
				CON	\$19,835															
		INTERSTATE/NHS		PE	\$733															
				CON	\$28,121															

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2024-2033 RTIP

1/11/2024

PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)		
CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2024-1 Oconee Co. - S-51 Bridge Replacement over Snow Creek Greenville Co. - S-41 Bridge Replacement over the Middle Saluda River Greenville Co. - S-40 Bridge Replacement over the South Saluda River Oconee Co. - S-133 Bridge Replacement over Little Cane Creek Pickens Co. - S-160 Bridge Replacement over Fourmile Creek Pickens Co. - S-32 Bridge Replacement over Crow Creek <i>Other Bridges in this contract can be found in SCDOT's STIP</i>	BRIDGES	FA NON-NHS	NHP	PE	\$905														
				CON		\$40,198											\$40,198		
		OFF-SYSTEM		PE	\$201														
				CON		\$6,983												\$6,983	
FY 2022 BRIDGE REPAIRS LIST Greenville Co. - US 25 @ S-119 & N. Saluda River Anderson Co. - SC 88 @ Three & Twenty Creek Anderson Co. - SC 28 @ Rocky River Greenville Co. - SC 288 @ S. Saluda River Anderson Co. - SC 413 @ Rocky River Pickens Co. - SC 8 @ Oolenoy River Oconee Co. - SC 130 @ Stamp Creek Pickens Co. - SC 135 @ Adam Creek Pickens Co. - SC 133 @ Branch of Crow Creek Pickens Co. - SC 135 @ Tributary of Carpenter Creek (2) Pickens Co. - SC 288 @ Oolenoy River Pickens Co. - SC 135 @ Tributary of Carpenter Creek (1) Anderson Co. - SC 413 @ Jordan Creek Cherokee Co. - SC 18 @ Thicketty Creek	BRIDGES	INTERSTATE/NHS		ROW	\$1														
		STATEWIDE PM		PE	\$62														
		STATEWIDE PM		PE	\$62														
		STATEWIDE PM		PE	\$74														
		STATEWIDE PM		PE	\$100														
		STATEWIDE PM		PE	\$41														
		STATEWIDE PM		PE	\$100														
		STATEWIDE PM		PE	\$50														
		STATEWIDE PM		PE	\$100														
		STATEWIDE PM		PE	\$29														
		STATEWIDE PM		PE	\$62														
		STATEWIDE PM		PE	\$75														
		STATEWIDE PM		PE	\$45														
		STATEWIDE PM		CON	\$1,100														
REGIONAL DESIGN BUILD TOTALS					\$77,174	\$47,181										\$47,181			

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2024-2033 RTIP

1/11/2024

PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)
A N D E R S O N C O U N T Y																	
ANDERSON COUNTY PAVEMENTS	PAVEMENTS	FA SECONDARIES	SFP	CON	\$15,110	\$5,567	\$5,567	\$5,567	\$5,567							\$22,268	
		NON-FA SECONDARIES	MTN	CON	\$3,255	\$1,085	\$1,085	\$1,085	\$1,085							\$4,340	
		NON-FA SECONDARIES	SFP	CON	\$2,307	\$769	\$769	\$769	\$769							\$3,076	
		NON-NHS PRIMARY	SFP	CON	\$21,100	\$9,043	\$9,043	\$9,043	\$9,043							\$36,172	
**I-85 CORRIDOR IMPROVEMENTS FROM GA STATE LINE TO EXIT 19	SYSTEM UPGRADE - INTERSTATE	WIDENING/NEW CONSTRUCTION	NHP	PL	\$1,000												
INTERSECTION IMPROVEMENTS - US 178 (LIBERTY HIGHWAY) AND SC 88 (OLD GREENVILLE HIGHWAY)	SAFETY	SAFETY IMPROVEMENTS	HSP	PE													
				ROW													
				CON	\$1,000												
S-169 OVER WEST TWENTY SIX MILE CREEK BRIDGE REPLACEMENT	BRIDGES	OFF-SYSTEM	STBGP	PE													
				ROW				\$20								\$20	
				CON				\$1,778								\$1,778	
S-23 OVER LAKE HARTWELL BRIDGE REPLACEMENT	BRIDGES	FA NON-NHS	STBGP	PE	\$3,500												
				ROW				\$100								\$100	
				CON				\$19,268								\$19,268	
S-671 OVER CORNER CREEK BRIDGE REPLACEMENT	BRIDGES	OFF-SYSTEM	STBGP	PE													
				ROW				\$32								\$32	
				CON				\$1,685								\$1,685	

DOLLAR AMOUNTS REPORTED IN 1,000'S

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PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)	
US 29 OVER DEVIL FORK CREEK / BRIDGE REPLACEMENT	BRIDGES	INTERSTATE/NHS	NHP	PE														
				ROW														
				CON	\$3,258													
INTERSECTION IMPROVEMENT US 178 (LIBERTY HWY) / S-73 (BAUGH RD) / S-27 (RUHMAH RD)	SAFETY	SAFETY IMPROVEMENTS	HSP	PE	\$200													
				ROW		\$75										\$75		
				CON			\$2,250										\$2,250	
ANDERSON COUNTY / MASS TRANSIT PROJECT RURAL 5311 TRANSIT SERVICE	MASS TRANSIT	RURAL TRANSIT PROGRAM (FTA SECTION 5311)	5311- RURAL	OP	\$295												\$295	
ANDERSON COUNTY DSN / FTA SECTION 5310 FY 2017 FOR VEHICLE ACQUISITION IN AMOUNT OF \$58,823	MASS TRANSIT	ENHANCED MOBILITY FOR SENIORS (RURAL)	5310-R	VA	\$60													
ANDERSON COUNTY TOTALS					\$51,085	\$16,539	\$18,714	\$16,464	\$39,347							\$91,359		



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PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)
C H E R O K E E C O U N T Y																	
CHEROKEE COUNTY PAVEMENTS	PAVEMENTS	FA SECONDARIES	SFP	CON	\$5,230	\$1,927	\$1,927	\$1,927	\$1,927							\$7,708	
		NON-FA SECONDARIES	MTN	CON	\$2,916	\$972	\$972	\$972	\$972							\$3,888	
		NON-FA SECONDARIES	SFP	CON	\$2,067	\$689	\$689	\$689	\$689							\$2,756	
		NON-NHS PRIMARY	SFP	CON	\$9,807	\$4,203	\$4,203	\$4,203	\$4,203							\$16,812	
**CLOSED & LOAD RESTRICTED DESIGN BUILD PACKAGE 2021-1 - DISTRICT 4 S-97 Long Point Rd. over GoForth Creek-Cherokee County S-265 Manning Rd. over Manning Creek-Cherokee County S-119 Bear Creek Rd. over Bear Creek-Cherokee County	BRIDGES	OFF-SYSTEM	STBGP	PE													
CON				\$15,200													
**I-85 SAFETY IMPROVEMENTS MP 60-90 SPARTANBURG AND CHEROKEE COUNTIES	SAFETY	SAFETY IMPROVEMENTS	HSP	PE	\$50	\$3,100										\$3,100	
CON				\$3,000													
S-793 OVER PROVIDENCE CREEK BRIDGE REPLACEMENT	BRIDGES	OFF-SYSTEM	STBGP	PE													
				ROW	\$50												
				CON				\$1,840									\$1,840
OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL	FEDERAL LANDS	FEDERAL LANDS	FL	PE	\$271												
				ROW		\$50										\$50	
				CON			\$1,357									\$1,357	
S-49 RIVER DRIVE OVER CHEROKEE CREEK / BRIDGE REPLACEMENT	BRIDGES	OFF-SYSTEM	STBGP	PE	\$1,500												
				ROW	\$200												
				CON		\$6,800										\$6,800	
US 29 OVER SOUTHER RAILROAD / BRIDGE REPLACEMENT	BRIDGES	INTERSTATE/NHS	NHP	PE													
				ROW				\$1,000							\$1,000		
				CON				\$6,547							\$6,547		
CHEROKEE COUNTY DSNB / MASS TRANSIT PROJECT FTA SECTION 5310 RURAL (FEDERAL & LOCAL FUNDS)	MASS TRANSIT	ENHANCED MOBILITY FOR SENIORS (RURAL)	5310-R	OP	\$28												
				VA	\$60												
Lake Welchel Trail Expansion	Recreational Trail	Recreational Trails Program		All	\$125												
CHEROKEE COUNTY TOTALS					\$40,504	\$17,741	\$9,148	\$7,791	\$17,178							\$51,858	

DOLLAR AMOUNTS REPORTED IN 1,000'S

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PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)
GREENVILLE COUNTY																	
GREENVILLE COUNTY PAVEMENTS	PAVEMENTS	FA SECONDARIES	SFP	CON	\$22,691	\$8,360	\$8,360	\$8,360	\$8,360							\$33,440	
		NON-FA SECONDARIES	MTN	CON	\$3,318	\$1,106	\$1,106	\$1,106	\$1,106							\$4,424	
		NON-FA SECONDARIES	SFP	CON	\$2,349	\$783	\$783	\$783	\$783							\$3,132	
		NON-NHS PRIMARY	SFP	CON	\$19,996	\$8,570	\$8,570	\$8,570	\$8,570							\$34,280	
MCKELVEY RD (S-154) OVER HUFF CREEK / BRIDGE REPLACEMENT	BRIDGES	FA NON-NHS	STBGP	PE													
				ROW	\$125												
				CON		\$4,325										\$4,325	
US 25 NB & SB OVER S-119 & NORTH SALUDA RIVER / BRIDGE REPLACEMENT	BRIDGES	INTERSTATE/NHS	NHP	PE													
				ROW		\$1										\$1	
				CON		\$6,170										\$6,170	
GREENVILLE COUNTY TOTALS					\$48,479	\$29,315	\$18,819	\$18,819	\$18,819							\$85,772	

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PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)	
O C O N E E C O U N T Y																		
OCONEE COUNTY PAVEMENTS	PAVEMENTS	FA SECONDARIES	SFP	CON	\$7,462	\$2,749	\$2,749	\$2,749	\$2,749							\$10,996		
		NON-FA SECONDARIES	MTN	CON	\$2,790	\$930	\$930	\$930	\$930								\$3,720	
		NON-FA SECONDARIES	SFP	CON	\$1,977	\$659	\$659	\$659	\$659								\$2,636	
		NON-NHS PRIMARY	SFP	CON	\$15,619	\$6,694	\$6,694	\$6,694	\$6,694								\$26,776	
**I-85 CORRIDOR IMPROVEMENTS FROM GA STATE LINE TO EXIT 19 / I-85 CORRIDOR IMPROVEMENTS FROM GA STATE LINE TO EXIT 19	SYSTEM UPGRADE - INTERSTATE	WIDENING / NEW CONSTRUCTION	NHP	PL	\$1,000											\$1,000		
S-129 BRIDGE REPLACEMENT OVER OCONEE CREEK	BRIDGES	OFF-SYSTEM	STBGP	PE														
				ROW				\$30								\$30		
				CON				\$3,003								\$3,003		
S-106 BRIDGE REPLACEMENT OVER COLONELS FORK CREEK	BRIDGES	OFF-SYSTEM	STBGP	PE	\$1,200													
				ROW		\$200										\$200		
				CON			\$5,000									\$5,000		
S-200 BRIDGE REPLACEMENT OVER CORNHOUSE CREEK	BRIDGES	OFF-SYSTEM	STBGP	PE														
				ROW				\$100								\$100		
				CON				\$2,816								\$2,816		
S-99 BRIDGE REPLACEMENT OVER MUD CREEK	BRIDGES	OFF-SYSTEM	STBGP	PE														
				ROW				\$300								\$300		
				CON				\$2,003								\$2,003		
S-258 (CHATTOOGA RIDGE RD.) OVER VILLAGE CREEK / BRIDGE REPLACEMENT	BRIDGES	FA NON-NHS	STBGP	PE	\$1,100													
				ROW	\$200													
				CON		\$5,000										\$5,000		
I-85 BRIDGE IMPROVEMENTS ASSOCIATED WITH FAIRPLAY CREEK & LAKE HARTWELL	BRIDGES	INTERSTATE/NHS	STBGP			\$1,500										\$1,500		

DOLLAR AMOUNTS REPORTED IN 1,000'S

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PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)	
CITY OF SENECA TRANSIT / FTA SECTION 5311 - ADMINISTRATIVE	MASS TRANSIT	RURAL TRANSIT PROGRAM (FTA SECTION 5311)	5311-RURAL	OP	\$1,218													
OCONEE COUNTY DSN BOARD / MASS TRANSIT PROJECT SECTION 5310 RURAL PROJECTS (FED. & LOCAL FUNDS) FTA SECTION 5316 (UNOBLIGATED SAFETEA-LU FUNDS) FTA SECTION 5310 - VEHICLE REPLACEMENT	MASS TRANSIT	ENHANCED MOBILITY FOR SENIORS (RURAL)	5310-R	OP	\$28													
				VA	\$110													
SENIOR SOLUTIONS (OCONEE COUNTY) / MASS TRANSIT PROJECT FTA SECTION 5310 RURAL TRANSIT PROJECTS (FED. & LOCAL FUNDS)	MASS TRANSIT	ENHANCED MOBILITY FOR SENIORS (RURAL)	5310-R	OP														
				VA	\$60													
		ENHANCED MOBILITY FOR SENIORS (SMALL URBAN)	5310-SU	OP	\$50													
				VA	\$60													
OCONEE COUNTY TOTALS					\$32,874	\$17,732	\$16,032	\$11,032	\$19,284						\$65,080			

DOLLAR AMOUNTS REPORTED IN 1,000'S

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PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)	
PICKENS COUNTY																		
PICKENS COUNTY PAVEMENTS	PAVEMENTS	FA SECONDARIES	SFP	CON	\$8,059	\$2,969	\$2,969	\$2,969	\$2,969							\$11,876		
		NON-FA SECONDARIES	MTN	CON	\$1,749	\$583	\$583	\$583	\$583								\$2,332	
		NON-FA SECONDARIES	SFP	CON	\$1,239	\$413	\$413	\$413	\$413								\$1,652	
		NON-NHS PRIMARY	SFP	CON	\$16,401	\$7,029	\$7,029	\$7,029	\$7,029								\$28,116	
INTERSECTION IMPROVEMENT US 178 (LIBERTY HWY) / S-73 (BAUGH RD) / S-27 (RUHMAH RD)	SAFETY	SAFETY IMPROVEMENTS	HSP	PE	\$200													
				ROW	\$75													
				CON		\$2,250											\$2,250	
SC 133 BRIDGE REPLACEMENT OVER CROW CREEK ON-SYSTEM CLOSED AND LOAD RESTRICTED BRIDGE REPLACEMENT	BRIDGES	FA NON-NHS	STBGP	PE														
				ROW	\$240													
				CON			\$8,981										\$8,981	
PICKENS COUNTY DSN / MASS TRANSIT PROJECT FTA SECTION 5310 RURAL PROJECTS (FED. & LOCAL FUNDS) FTA SECTION 5316 (UNOBLIGATED SAFETEA-LU FUNDS)	MASS TRANSIT	ENHANCED MOBILITY FOR SENIORS (RURAL)	5310-R	OP	\$28													
				VA	\$110													
Stool Mountain Trail	RECREATIONAL TRAIL	RECREATIONAL TRAILS PROGRAM		ALL		\$125										\$125		
PICKENS COUNTY TOTALS					\$28,101	\$13,369	\$19,975	\$10,994	\$10,994							\$55,332		

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2024-2033 RTIP

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PROJECT	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE	Prior Funding	FY 2024	FY 2025	FY2026	FY2027	FY2028	FY2029	FY2024	FY2031	FY2032	FY2033	RTIP COST (2024-2033)	REMAINING COST (2034+)	
SPARTANBURG COUNTY																		
SPARTANBURG COUNTY PAVEMENTS	PAVEMENTS	FA SECONDARIES	SFP	CON	\$15,064	\$5,550	\$5,550	\$5,550	\$5,550							\$22,200		
		NON-FA SECONDARIES	MTN	CON	\$3,483	\$1,161	\$1,161	\$1,161	\$1,161							\$4,644		
		NON-FA SECONDARIES	SFP	CON	\$2,469	\$823	\$823	\$823	\$823							\$3,292		
		NON-NHS PRIMARY	SFP	CON	\$28,599	\$12,257	\$12,257	\$12,257	\$12,257							\$49,028		
**I-85 SAFETY IMPROVEMENTS MP 60-90 SPARTANBURG AND CHEROKEE COUNTIES	SAFETY	SAFETY IMPROVEMENTS	HSP	PE	\$50													
				CON	\$3,000													
SC 418 (FOUNTAIN INN RD) BRIDGE REPLACEMENT OVER TRIBUTARY TO THE ENOREE RIVER	BRIDGES	FA NON-NHS	NHP	PE	\$1,020													
				ROW														
				CON														
				STBGP														
				ROW		\$300											\$300	
				CON			\$4,348										\$4,348	
S-234 BRIDGE REPLACEMENT OVER TRIBUTARY TO THE ENOREE RIVER	BRIDGES	OFF-SYSTEM	STBGP	PE														
				ROW	\$32													
				CON				\$2,506							\$2,506			
S-93 BRIDGE REPLACEMENT OVER MCELWAIN CREEK	BRIDGES	OFF-SYSTEM	STBGP	PE														
				ROW	\$200													
				CON				\$2,400							\$2,400			
SPARTANBURG REGIONAL HEALTH SERVICES DISTRICT / TRANSIT RECIPIENT OF FTA SECTION 5307 FUNDING FOR FY 2018	MASS TRANSIT	RURAL TRANSIT PROGRAM (FTA SECTION 5311)	5311-RURAL	AD														
				OP	\$981										\$981			
				CA														
		BUS & BUS FACILITIES SMALL URBAN	5339-SU	AD														
				OP														
				CA	\$200													
		SMALL URBANIZED AREA FORMULA PROGRAM (5307)	5307-SU	AD	\$270													
				OP	\$3,098													
				CA	\$214													
SPARTANBURG COUNTY TOTALS					\$58,680	\$20,091	\$24,139	\$19,791	\$24,697						\$89,699			

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

SCDOT CHANGES ARE HIGHLIGHTED IN **YELLOW**
 ACOG DRAFT CHANGES ARE HIGHLIGHTED IN **BLUE**

VI. PROJECT LISTINGS

Appendix A details the individual RTIP Regional Mobility projects, including the RTIP project number, SCDOT project identification number (PIN), lead agency, county, termini (when applicable), total cost, project description, and fiscal year phase and funding breakdowns. When possible, there are maps associated with the projects. TIP projects are broken into the following three categories:

Regional Mobility Program Projects—The rural portion of Regional Mobility funds are the federal-aid funding allocation to COGs. These funds can be used for highway, bicycle and pedestrian facilities, transit, or planning projects.

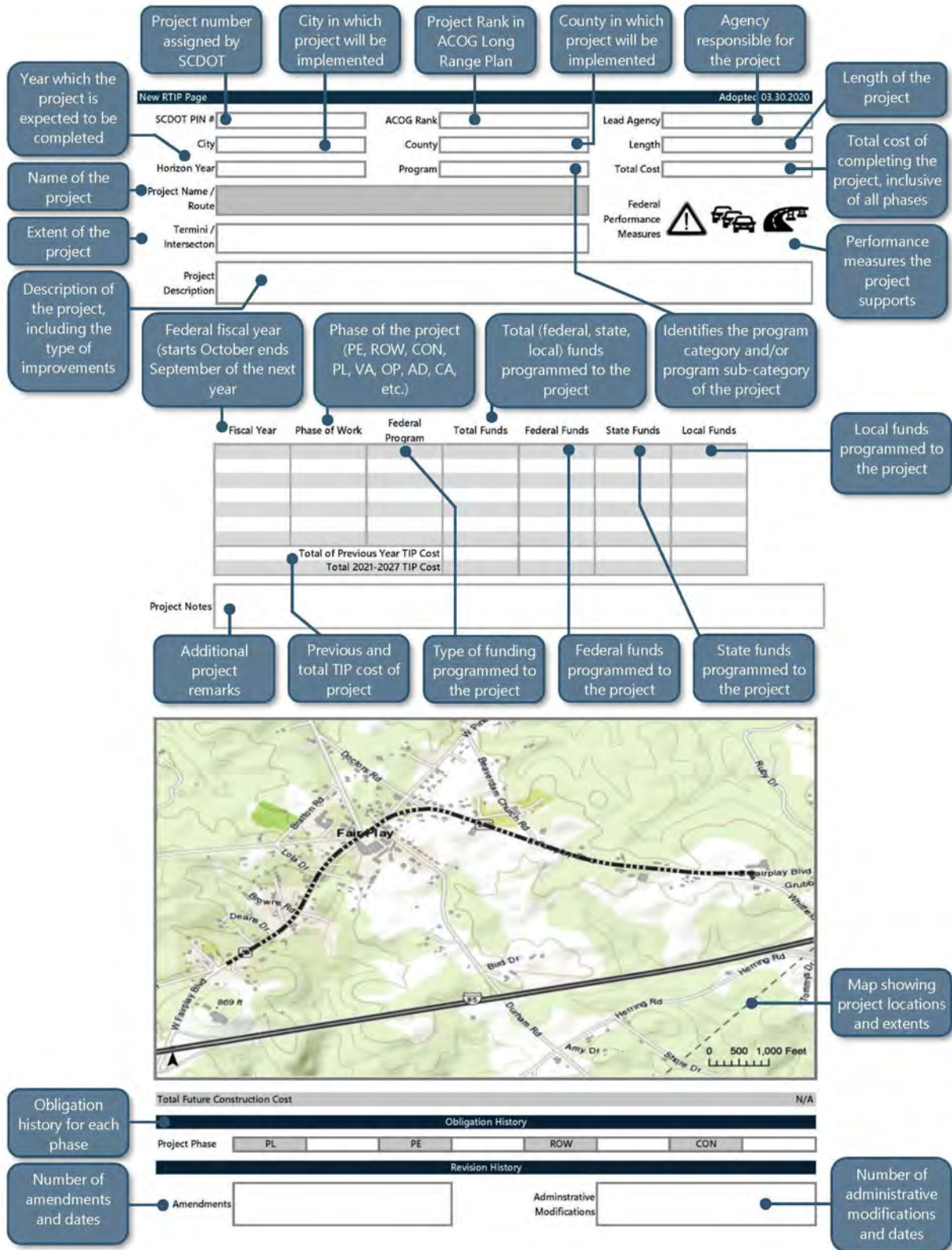
Non-Regional Mobility Projects—This section details projects submitted by SCDOT. The funding sources in this section are primarily STBGP, HSP, and NHP. Where a match is required, SCDOT provides that match.

Transit Projects—This section details FTA funded transit projects in the region. Funding categories include 5307, 5309, 5310, 5337, 5339, and SMTF.

Table 7. Project Phases of Work

Project Phase	Project Phase Description
Planning/Feasibility (PL)	Development of transportation related plan or study <u>or</u> Feasibility Report (FR) phase of project development.
Preliminary Engineering (PE)	Preliminary engineering NEPA and design work, according to accepted engineering practices, after approval of the environmental document.
Right-of-Way (ROW)	Development of ROW plans, advertising for bids or commencement of work by the Agency, real property acquisition, temporary and permanent easements, and utility relocation.
Construction (CON)	Work by the agency or contractor(s) to construct the project, possibly including utility relocation.
Administration (AD)	Project administrative costs (FTA).
Capital (CA)	Eligible capital projects (FTA).
Facility Construction (FC)	Construction of new transit facilities (FTA).
Vehicle Acquisition (VA)	Funds for new transit vehicles (FTA).
Purchase of Service (PS)	Acquisition of public transportation services (FTA).
Operations (OP)	Transit-related operations expenses (FTA).
Other (O)	Other.

Figure 5. Sample RTIP Page





Appendix A

Regional Mobility Projects

In the State of South Carolina, Regional Mobility funds are the federal-aid funding allocation to MPOs and COGs. These funds can be used for highway, bicycle and pedestrian facilities, transit, or planning projects. The allocation is based on study area population.

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