

BCD RURAL TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021 – FFY 2027 (Draft)



This report was prepared by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), in cooperation with the Berkeley-Charleston-Dorchester Rural Transportation Management Association (BCD RTMA) and the South Carolina Department of Transportation (SCDOT). It was made possible through financial assistance from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Notwithstanding the financial assistance provided, the contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Last Updated: September 14, 2020

Terminology

ADA (Americans with Disabilities Act of 1990)

Federal law that requires public facilities – including transportation services – be accessible to persons with disabilities. Requirements include physical accessibility of transit stops, pedestrian facilities, and complimentary origin-to-destination (“paratransit”) service.

CHATS (Charleston Area Transportation Study)

The Metropolitan Planning Organization for Berkeley, Charleston, and Dorchester counties’ urbanized areas.

CMP (Congestion Management Process)

Systematic process adopted by CHATS for identifying the causes of traffic congestion, developing alternative actions, and monitoring the effectiveness of implemented actions.

FAST Act (Fixing America’s Surface Transportation)

The Federal Surface Transportation Authorization Bill that authorized \$305 billion for FFY 2016 through FFY 2020 for surface transportation infrastructure and investment. This is the most recent transportation authorization bill as of August 2020.

FHWA (Federal Highway Administration)

Federal agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the national highway system and various federally-owned lands.

FTA (Federal Transit Administration)

Federal agency within the U.S. Department of Transportation that provides financial and technical assistance to local public transit systems, oversees transit-related safety measures, and conducts transit technology research.

FFY (Federal Fiscal Year)

The annual accounting period for the Federal Government that begins on October 1 and ends on September 30. The fiscal year is designated by the calendar year in which it ends; for example, FFY 2021 begins on October 1, 2020 and ends on September 30, 2021. The calendar for the FFY may differ from a local jurisdiction’s fiscal year calendar.

Guideshare Program (State Block Grant Program)

Federal-aid funding allocated to regional planning agencies in the State of South Carolina for road improvements and distributed based on population in each region.

MAP-21 (Moving Ahead for Progress in the 21st Century)

The former performance-based Federal Surface Transportation Authorization Bill that authorized \$105 billion for FFY 2013 through FFY 2014.

NEPA (National Environmental Policy Act of 1969)

Legislation that requires Federal agencies to consider within the decision-making process the environmental impacts of proposed actions and reasonable alternatives to negative environmental impacts.

ROW (Right of Way)

A type of easement granted or reserved over land for the purpose of maintaining or expanding the transportation system, including utilities and drainage.

RPO (Rural Planning Organization)

Serves a similar function for the region's non-urbanized areas that a Metropolitan Planning Organization serves for the region's urbanized areas, including ensuring regional cooperation in the transportation planning process.

RPWP (Rural Planning Work Program)

Developed by an RPO to identify *all* transportation programs and planning activities anticipated within the next two years, including the completion schedule, the responsible agency or jurisdiction, and products to be produced.

RTIP (Rural Transportation Improvement Program)

A short-term priority list of *federally-funded and regionally significant* transportation projects developed by regional planning agencies based on long-term needs identified in an adopted long-range transportation plan and consistent with adopted comprehensive plans.

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)

The former Federal Surface Transportation Authorization Bill that authorized \$244 billion for FFY 2005 through FFY 2009.

SCDOT (South Carolina Department of Transportation)

The statewide agency that plans, constructs, maintains, and operates the State's highway system and administers its mass transit services.

TCL (TriCounty Link)

The region's public transit provider primarily serving the rural areas of Berkeley, Charleston, and Dorchester counties with commuter bus services and deviated fixed route buses with flag-stop services.

Title VI (Title VI of the Civil Rights Act of 1964)

Federal legislation that prohibits discrimination based on race, color, or national origin in any program or activity receiving federal financial assistance.



1

Summary

1.1 Purpose

The **Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)** is the designated Rural Planning Organization (RPO) that, in partnership with South Carolina Department of Transportation (SCDOT), is responsible for carrying out the transportation planning process for Berkeley, Charleston, and Dorchester counties' rural areas shown in **Figure 1**. The rural planning area, encompassing roughly 1,700 square miles, includes those portions of all three counties that were not considered urbanized in the latest U.S. Census or are anticipated to become urbanized in the next 20 years. BCDCOG's rural transportation program coordinates with the region's urban transportation program led by its metropolitan planning organization, **Charleston Area Transportation Study (CHATS)**, to ensure continuity of the transportation network across the region.

BCDCOG plays a pivotal role in ensuring that federal transportation funds are spent wisely and the region continues to remain accessible as its population increases. BCDCOG's responsibilities include getting the public involved as early as possible in the planning process, establishing a forum for making regional transportation decisions, evaluating project alternatives, and maintaining an updated list of upcoming transportation projects. This list, called a **Rural Transportation Improvement Program (RTIP)**, is developed by BCDCOG with the help of the South Carolina Department of Transportation (SCDOT) and the region's public transit providers.

The RTIP is a short-term, prioritized capital investment program for the implementation of federally funded transportation improvement projects in a region. As such, it serves as a planning tool to ensure the most effective use of limited federal funding for transportation improvements. **Projects must be programmed in the RTIP to be eligible for federal funding.** Although the RTIP is required by federal law to cover a period of at least four years, this RTIP covers an extended seven-year period between federal fiscal year (FFY) 2021 and FFY 2027 to help realign the region's list of planned transportation projects with the statewide transportation improvement program. Programming of projects in future out years (FFY 2025 through FFY 2027) are included in this RTIP for *informational purposes*. The public, BCDCOG, SCDOT, and federal agencies all work together to develop the RTIP to ensure that its projects represents a **consensus of regional priorities** prior to committing funds.

Figure 1: BCD Rural Planning Area



BCDCOG was created in 1968 as a voluntary association of, by, and for local governments to coordinate regional development and make joint decisions. BCDCOG's boundaries encompass both the urbanized areas within the CHATS study area and the remaining rural areas in the tri-county region. The BCDCOG Board of Directors includes representatives from each of its 30 member governments. In 1997, SCDOT partnered with BCDCOG to conduct rural transportation planning activities in Berkeley, Charleston, and Dorchester counties, which includes developing the area's long-range transportation plan, providing feedback and input regarding transportation and transit priorities.

1.2 Types of Projects

The RTIP must include all federally-funded projects, and any “regionally significant” projects requiring action from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) or are proposed to be funded with federal funds other than those administered by the FHWA or the FTA, as well as regionally significant projects to be funded with non-federal funds. The RTIP project list therefore includes capital and non-capital surface transportation projects (or phases of a project), such as:

- Bicycle, pedestrian, and trail projects
- Transit improvements
- Safety projects included in the State’s [Strategic Highway Safety Plan](#)
- Non-federally-funded projects identified within the BCDCOG 2040 Rural Long-Range Transportation Plan
- Locally funded projects of regional significance

Broadly defined, “**regionally-significant**” projects exist on a facility that serves regional transportation needs and would typically be included in the region’s travel demand model. Examples include projects on roadways that provide access to and from areas outside the region, to major activity or employment centers in the region, and to major planned developments in the region. The sidebar to the right provides examples of what it means for a project to be “regionally-significant”.

Projects that are not considered to be of an appropriate scale to be included as a separate line item in the RTIP or not considered as “regionally-significant” can be grouped with other projects or by function, project type, or geographic area at the discretion of BCDCOG and SCDOT.

Although BCDCOG determines if a project is “regionally significant” on a case-by-case basis, below are general guidelines for what is and is not considered a regionally significant project:

Regionally Significant

- Roadway capacity expansions and reductions on greater than 0.5 miles on interstate and, at minimum, on principle arterial highways
- Intersection changes that drop level of service below local standards
- Interchange reconstruction
- Reclassifications of roadways

Not Regionally Significant

- New acceleration/deceleration lanes
- Intersection changes that do not drop level of service below local standards
- Small interchange improvements such as new turn lanes or additional storage capacity
- Widening interchange ramps
- Small safety-related projects that do not impact capacity

1.3 FFY 2021 – 2027 RTIP Projects

The following provides a summary of estimated expenditures programmed within the FFY 2021-2027 RTIP by project type, proposed performance area projects are anticipated to address and location based on jurisdiction. Due to the large interstate widening and interchange improvement projects programmed within the BCD rural planning area a large proportion of expenditures are related to interstate improvements that are geared to address primarily system capacity and reliability issues.

Figure 2: Estimated Expenditures by Performance Area (FFY 2021 – FFY 2027)

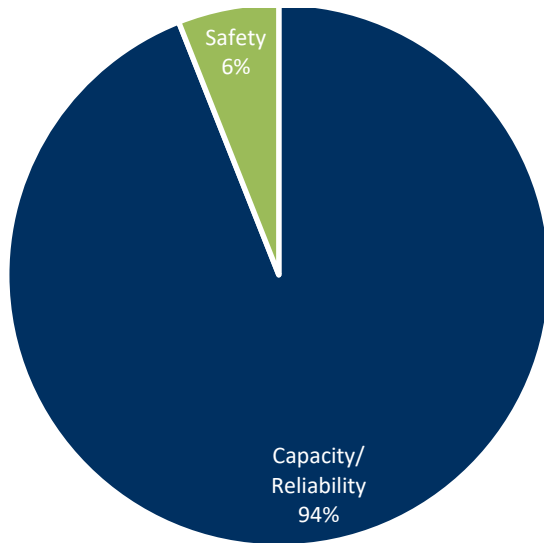


Figure 3: Estimated Expenditures by Type (FFY 2021 – FFY 2027)

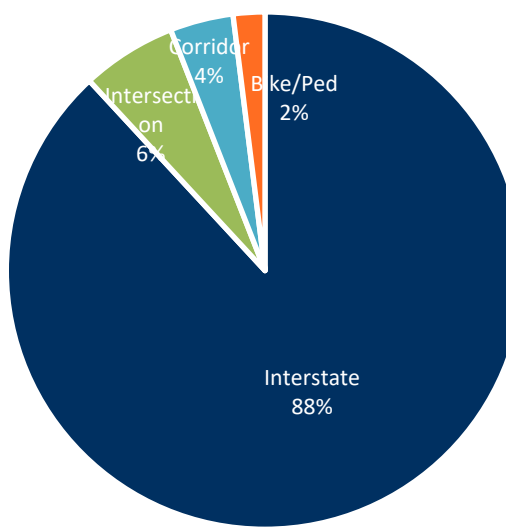


Table 1: RTIP Investments by Jurisdiction

County	Funding (FFY 2021 – FFY 2027)*
Berkeley County	\$156,904,000
Charleston County	\$8,936,000
Dorchester County	\$7,987,000

**Funding for projects crossing multiple county boundaries is included in totals for all counties in which they fall*

Figure 4: RTIP Projects (FFY 2021 – FFY 2027)

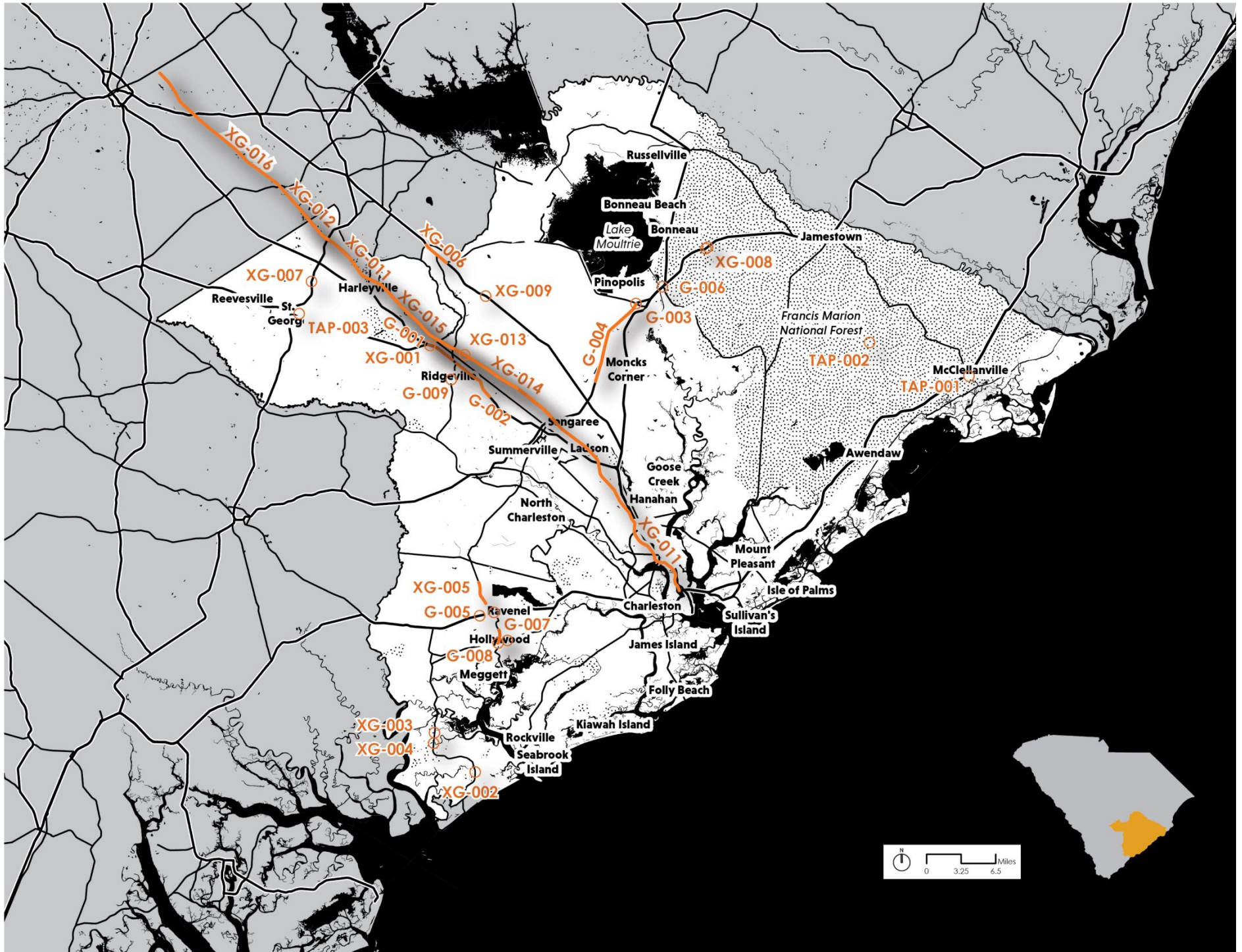


Table 2: RTIP Projects (FFY 2021 - FFY 2027)

Key: G (Guideshare) **XG** (Exempt from Guideshare) **FTA** (Federal Transit Admin.) **TAP** (Transportation Alternative Program)

ID	RLRTP (Rankings)	Project	Begin	End	Total Cost (FFY 2021-FFY 2027)	Performance Areas
G-001	2030 (-)	US-78 (Phase IIA)	US-178 (E. Main Street)	SC-27 S. (Ridgeville Road)	\$0	Capacity/Reliability
G-002	2030 (-)	US-78 (Phase IIB)	SC-27 S. (Ridgeville Road)	S-18-22 (Orangeburg Road)	\$6,329,000	Capacity/Reliability
G-003	- (-)	US-17 ALT @ SC-6	-	-	\$0	Safety
G-004	2030 (-)	US-17 ALT (Phase III)	S-8-9 (Cypress Gardens Road)	near SC-6 (Main Street)	\$0	Capacity/Reliability
G-005	2040 (1,2,3)	US-17 @ SC-165 and US-17 @ New Road	-	-	\$3,717,000	Safety
G-006	2040 (5)	US-52 @ SC-402	-	-	\$542,000	Capacity/Reliability
G-007	2040 (7,12)	SC-165	Hollywood Town Limit	Town Council Road	\$3,050,000	Safety
G-008	2040 (8,9,14)	SC-162 @ SC-165 and SC-162 @ Gibson Road	-	-	\$2,169,000	Safety
G-009	2040 (10)	SC-27 @ S. Railroad Avenue	-	-	\$1,658,000	Capacity/Reliability
Guideshare Projects					\$17,465,000	
XG-001	- (-)	US-78 @ Four Hole Swamp (Replacement)	-	-	\$0	Asset Condition
XG-002	- (-)	SC-174 @ Store Creek (Replacement)	-	-	\$0	Asset Condition
XG-003	- (-)	SC-174 @ Sand Creek (Replacement)	-	-	\$0	Asset Condition
XG-004	- (-)	SC-174 @ Russell Creek (Replacement)	-	-	\$0	Asset Condition
XG-005	- (-)	SC-165 @ Caw Caw Swamp #1, #2, #3 (Replacement)	-	-	\$0	Asset Condition
XG-006	- (-)	US-176 @ Dean Swamp (Replacement)	-	-	\$0	Asset Condition
XG-007	- (-)	US-15 @ Indian Field Swamp	-	-	\$0	Asset Condition
XG-008	- (-)	US-17 Alt. & S-48 (Bethera Road) & S-97 (Cane Gully Road) & S-40 (Harristown Road)	-	-	\$0	Safety
XG-009	- (-)	US-176 (State Rd) @ S-135 (Mudville Rd)	-	-	\$2,100,000	Safety
XG-011	- (-)	I-26 Clear Zone Improvements MM 180 - 221	MM 180	MM 221	\$0	Safety
XG-012	- (-)	I-26 Cable Guard Project (Phase II)	Near MM 168	near MM 199	\$0	Safety
XG-013	- (-)	I-26 @ near MM 189 (New Interchange)	-	-	\$0	Safety
XG-014	- (-)	I-26 (Widening)	SC-27 (Exit 187)	near Jedburg Road (Exit 194)	\$154,292,000	Safety
XG-015	- (-)	I-26 Corridor Improvement	I-95 (Exit 169)	Ridgeville Road (Exit 187)	\$0	Capacity/Reliability
XG-016	- (-)	I-26	near MM 149	near MM 172	\$0	Asset Condition
Exempt from Guideshare Projects					\$156,392,000	
FTA001	- (-)	Berkeley Citizens (Purchase of Service)	-	-	\$0	-
FTA-002	- (-)	Enhanced Mobility (BCDCOG – BCD RTMA)	-	-	\$0	-
FTA-003	- (-)	TriCounty Link (BCD RTMA, Administration, Operating, & Capital)	-	-	\$0	-
Federal Transit Administration Projects					\$0	
TAP-001	- (-)	McClellanville Pedestrian Bridge	S-1190 (Old Cemetery Road)	S-1189 (S. Pinckney Street)	\$0	-
TAP-002	- (-)	Wambaw Cycle Trail Project	-	-	\$0	-
TAP-003	- (-)	Courthouse Park Recreation Trail	-	-	\$0	-
Transportation Alternative Program Projects					\$0	

1.4 Anticipated Benefits

Federal regulations require state departments of transportation and MPOs to monitor the transportation system using specific performance measures. Although the FAST Act does not specifically include RPOs or COGs under the performance planning requirements, the state planning process for the rural regions of South Carolina which is based in partnership with the COGs, require performance targets set by COGs be consistent with the federally prescribed requirements for MPOs. These measures, associated with national goal areas as set in MAP-21 and the FAST Act, cover highway performance for Safety (PM-1), Infrastructure Condition (PM-2), and System Reliability (PM-3). The BCDCOG can choose to adopt additional measures beyond what is federally prescribed, but must address these measures at minimum.

PM-1 Safety

For the 2020 performance period the BCDCOG adopted SCDOT’s statewide safety targets for the required performance measures. The latest five-year average safety statistics (2014-2018) for the BCDCOG indicate 37 traffic fatalities, 2.25 fatalities/1,000 vehicle miles traveled (fatality rate), 87 serious injuries, 5.33 serious injuries/1,000 vehicle miles traveled (serious injury rate), and 9.6 fatalities and serious injuries for non-motorized users. Based on a 2017 traffic safety audit of the BCDCOG rural planning area, the most problematic vehicle crash type identified within the rural planning area was as a result of road departures. The SCDOT as part of its Rural Road Safety Program programmed roughly 21 miles of pavement marking/rumble strip installation along BCD rural corridors with characteristics commonly associated with road departures with an anticipated completion in 2020. For the FFY 2021-2027 RTIP period the COG has programmed four (4) new intersection projects and SCDOT has programmed one new intersection improvement project that are geared in part to address problematic intersections with high crash rates. It is expected that the recently completed projects will contribute to reducing the total number and rates of fatalities and serious injuries in the COG planning area with negligible benefits to statewide metrics, however, long-term safety performance for the COG could be influenced by significant increases in VMT as the COG experiences growth in population and employment. The COG will also continue to work with local county paving programs to identify corridors that may benefit from improved shoulders and pavement markings/rumble strip treatments in efforts to support the State’s safety target.

Table 3: SC Statewide and BCD Rural Area Safety Measures Baselines (2014-2018) and 2020 Safety Performance Targets

Measure	State Baseline (2014-2018 Average)	State Target (2016-2020 Approved)	BCDCOG Baseline (2014-2018 Average)
Traffic Fatalities	969	1,011	37
Fatality Rate*	1.80	1.82	2.25
Severe Injuries	2,962	2,781	87
Severe Injuries Rate*	5.55	4.98	5.33
NMU Fatalities & Severe Injuries	392	380	9.6

Note - * Rate per 100 million vehicle miles traveled

PM-2 Infrastructure Condition

The COG adopted SCDOT’s statewide pavement and bridge condition targets for the interstate and non-interstate NHS pavement systems and the NHS bridge system for the 2018-2021 performance period. Currently, interstate pavement conditions within the COG is measured as 46% in good condition and 2% in poor condition, while the NHS pavement condition is 2.7% in good condition and 13.3% in poor condition. Based on SCDOT processes for selecting pavement improvement projects, including the types of projects, such as reconstruction, rehabilitation, and preservation, as well as the funding for projects, the COG anticipates improvements to the percent of pavements in good conditions and reductions to the percent of pavements in poor conditions on both the interstate and NHS pavements. Roughly 24 miles of pavement improvements within the COG rural area were programmed between 2019-2020 and is anticipated will be completed within the 2018-2021 performance period. The current NHS bridge deck area in good condition in the COG area is roughly 12% and 4% in poor condition. SCDOT and the COG have approved one 1 bridge deck rehabilitation project in the STIP/RTIP located within the COG planning area since 2018. Based on the current project delivery schedule, this bridge replacement project will be completed within the 2018-2021 performance period. As a result, the bridge projects within the COG will have a negligible impact on the 2- and 4-year statewide bridge targets.

Table 4: SCDOT Infrastructure Condition (Pavements and Bridges) 2017 Baselines and 2- & 4-Yr Targets (2018-2021)

	MEASURE	State 2017 Baseline	State 2-Yr Target	State 4-Yr Target	BCDCOG 2017 Baseline
PAVEMENT	% of Interstate Pavements in Good Condition	61.4%	N/A	71.0%	45.6%
	% of Interstate Pavements in Poor Condition	1.7%	N/A	3.0%	2.3%
	% of non-Interstate Pavements in Good Condition	10.3%	14.9%	21.1%	2.7%
	% of non-Interstate Pavements in Poor Condition	2.6%	4.3%	4.6%	13.3%
BRIDGES	% of NHS Bridges in Good Condition	41.6%	42.2%	42.7%	11.9%
	% of NHS Bridges in Poor Condition	4.2%	4.0%	6.0%	4.0%

PM-3 System Reliability

The BCDCOG 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 for the performance period 2018-2021. A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT). Currently, the percent of person-miles traveled on the interstate system within the COG planning area is approximately 95% reliable, while the percent of person-miles traveled on the NHS is approximately 90% reliable. At present, SCDOT has one interstate interchange upgrade project and roughly 11 miles of interstate widening projects programmed within the RTIP. However, these projects are not anticipated to be completed within the designated performance period. In terms of the NHS, the COG’s Transportation Improvement Program (RTIP) includes two capacity projects (US-78) scheduled for construction in 2020 and 2021 that are anticipated to mitigate areas of unreliability on the NHS, however, these projects are not expected to be complete within the 4-year target timeframe. As a result, no impact is expected from the COG’s projects on the 4-year statewide NHS reliability target. It is anticipated that both of the COG projects will be completed within the next performance period (2022-2025) and are anticipated to have a positive impact on the rural area NHS reliability.

Table 5: SCDOT System Reliability Baseline (2017) and 2- & 4-Yr Targets (2018-2021)

MEASURE	State 2017 Baseline	State 2-Yr Target	State 4-Yr Target	BCDCOG 2017 Baseline
% of Person-Miles Traveled on the Interstate that are Reliable	94.8%	91.0%	90.0%	100%
% of Person-Miles Traveled on the non-Interstate NHS that are Reliable	89.8%	N/A	81.0%	91.7%
Truck Travel Time Reliability Index	1.34	1.36	1.45	1.14

2 Requirements

2.1 Federal Requirements

Development of the RTIP is a requirement of the statewide transportation planning process and as such must comply with federal planning requirements. Federal regulations for TIPs are outlined in 23 CFR (Code of Federal Regulations) [Part 450 – Planning Assistance & Standards](#). This code establishes a performance-based approach to transportation decision making, which includes the creation of **performance measures and targets** to track progress toward attainment of the regional and statewide goals and objectives. As a product of the statewide transportation planning process, the RTIP provides for consideration and implementation of projects, strategies and programs that addresses the following planning factors, as appropriate:

- **Economic Vitality** to enable global competitiveness, productivity, and efficiency
- **Safety & Security** for motorized and non-motorized users
- **Mobility, Efficiency, & Accessibility** for people and freight
- **Connectivity** of the transportation system and across/between modes
- **Energy Conservation** of transportation-related fuel consumption
- **Stormwater** reductions or mitigation from surface transportation impacts
- **Preservation** of the existing transportation system
- **Consistency** of transportation improvements, land use plans, and economic goals
- **Travel & Tourism** via the Charleston Visitors Bureau and regional chambers of commerce

BCDCOG is required to **coordinate** development of the RTIP with the statewide transportation planning process, the regional long-range transportation plan, and other planning efforts such as the public transit-human services transportation plan or regional intelligent transportation plan as applicable. BCDCOG must also follow the procedures set out in the region's **public participation plan** and allow all interested parties with a reasonable opportunity to comment on the draft document. FHWA requires that the RTIP cover a period of at least four years (projects beyond four years are considered as informational) and be updated at least every four years. A corresponding financial plan that demonstrates how the approved RTIP can be implemented, sources of funding, and recommendations for additional financing strategies for projects and programs are also required. All updated or revised RTIPs must be submitted to FHWA and FTA. Compliance with these regulations is certified through a **self-certification statement** submitted by BCDCOG and SCDOT, as well as a review by FHWA and FTA for consistency with the region's rural long-range transportation plan.

Rural Transportation Improvement Program | FFY 2021 – FFY 2027 | BCDCOG Rural Planning Organization

Timeline of Federal Surface Transportation Authorization Bills

- **1998**
TEA-21
Transportation Equity Act for the 21st Century
- **2005**
SAFETEA-LU
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- **2012**
MAP-21
Moving Ahead for the 21st Century
- **2015**
FAST Act
Fixing America's Surface Transportation Act

While most of the current RTIP requirements are documented in the latest FAST Act, projects included in a rural long-range transportation plan adopted prior to May 27, 2018 may use requirements described under **SAFETEA-LU**.

2.2 State Requirements

After the regional TIP is approved by BCDCOG, it is submitted to SCDOT for inclusion in the **Statewide Transportation Improvement Program (STIP)**. Like the TIP, the STIP is a project scheduling and funding document. It identifies, at the statewide level, all transportation programs and projects that are federally funded, as well as other significant projects funded by the state or local governments. Federally funded projects identified in the STIP originate from the Statewide Multimodal Transportation Plan (MTP) and the regional long-range transportation plans of the MPOs and COGs from across South Carolina. All projects listed in the STIP must be evaluated for consistency with state and federal law.

Funding for these projects primarily comes from the Federal Government and the associated state matching funds. In many cases, the **funding eligibility** for a given project can be limited by specific federal and state funding categories. For example, State Infrastructure Bank funding is limited to major highway projects that are at least \$25 million in cost and enhance mobility, safety, economic development, or the quality of life of the general public. State-level funding programs are listed in **Section 6.1**.

SCDOT also requires that BCDCOG maintain an adopted **public participation plan** that specifies the method and process for soliciting public input on the regional RTIP and rural long-range transportation plan.



[Statewide Transportation Improvement Program](#)

The South Carolina STIP covers all federally-funded transportation improvements for which funding has been approved and that is expected to be undertaken during the upcoming seven-year period. The document is generally updated every three years but is revised on a continual basis to reflect the latest program and project information. This regional RTIP aligns with the current cycle of FFY 2021 – FFY 2027. SCDOT, FHWA, and FTA approve the STIP.

3

Process

3.1 Overview

The development of the RTIP follows a process where updated information on newly funded transportation projects and new high-priority transportation projects in the region’s *2040 Rural Long-Range Transportation Plan (RLRTP)* are added to a list of ongoing, funded projects. BCDCOG and SCDOT work together to evaluate and then **prioritize** the resulting project list using multiple transportation and regional planning criteria during the RLRTP development process.

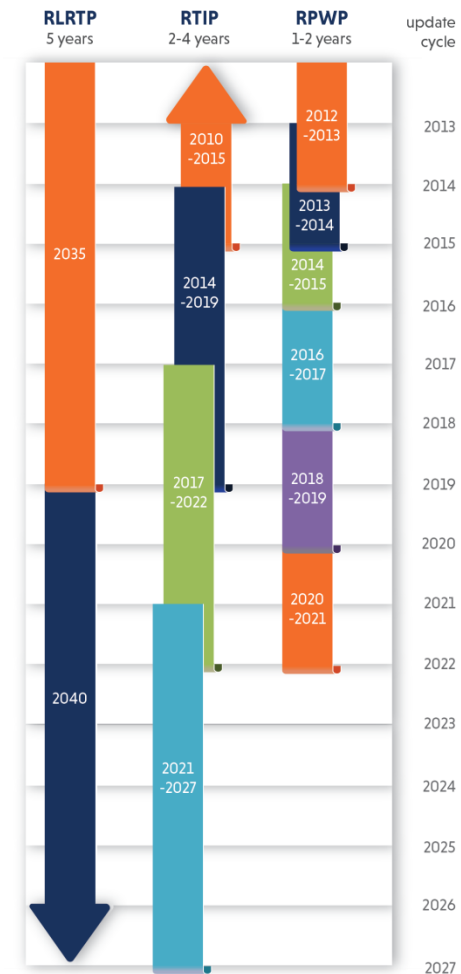
Based on that prioritization, as well as factors such as project readiness and sources of available funding, a **draft RTIP** showing a proposed list of projects and their source of funding by federal fiscal year is prepared and distributed to the BCDCOG Board of Directors.

BCDCOG’s Board of Directors appoints a **Rural Study Team** made of technical experts and staff from the member governments to review the draft RTIP. The Rural Study Team includes staff from each of the counties and municipalities within the rural planning area, as well as representatives from SCDOT, FHWA, TriCounty Link, school districts, and utility companies.

The draft RTIP is then refined in response to comments from the Rural Study Team, and released by BCDCOG for **public comments**. Input from the public is consolidated and incorporated into an updated RTIP document, which is reviewed by the BCDCOG Board of Directors and transmitted to **SCDOT** for final review and approval. Once approved at the state level, BCDCOG and SCDOT self-certify that the RTIP has met federal requirements and send the document to **FHWA** and **FTA** for final approval.

This process is repeated at least **every four years** to ensure that the region’s transportation-related priorities reflect the changing needs of its residents and incorporate updates to the region’s related planning documents (see **Figure 5** and **Section 3.2**).

Figure 5: Document Update Cycles

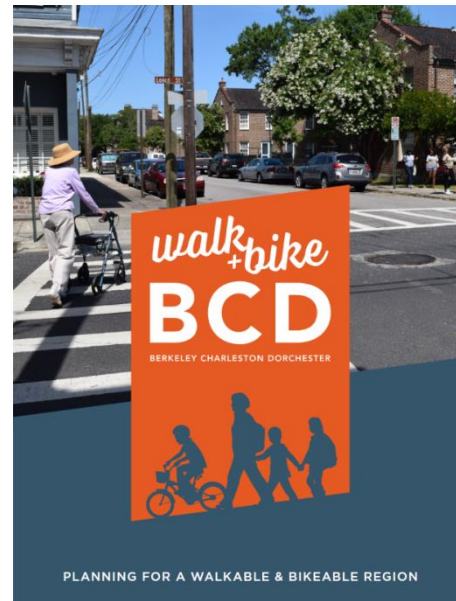


3.2 Related Documents



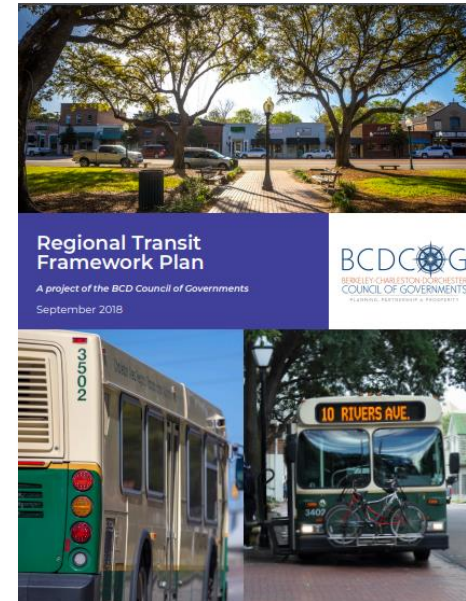
[2040 Rural Long-Range Transportation Plan](#)
(2020)

The RLRTP sets priorities for spending federal funds on rural transportation projects in the region. It is the region's overarching guide for meeting the current and future mobility needs for the rural planning area over the next 20 years.



[Walk Bike BCD](#)
(2018)

This active transportation plan shows the region's vision for a network of pedestrian and bicycle facilities that connect residents and visitors to major destinations. It serves as a guide for regional active transportation priorities to improve walkability and bikeability in local communities.



[Regional Transit Framework Plan](#)
(2018)

The Regional Transit Framework Plan serves as the foundation for future high-capacity transit investments in the region through 2040, such as express bus, bus rapid transit (BRT), BRT Lite, and light rail. The plan evaluates existing transit needs and projected changes to the region's population, employment, land use, policies, and funding sources.



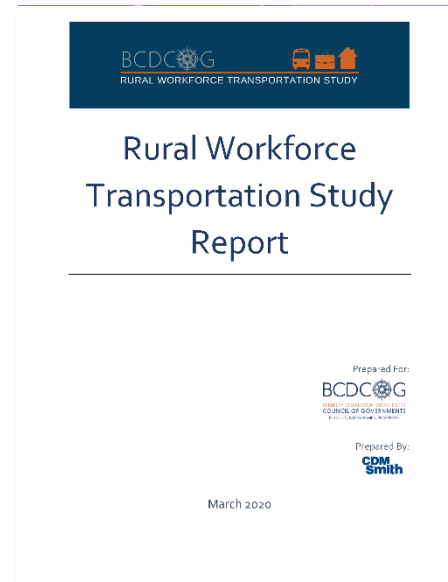
Rural Planning Work Program
 (FY 2020 – FY 2021)

This biannually-updated program outlines all major transportation planning and planning-related activities within the rural planning area for the current federal fiscal years (July 1, 2020 to June 30, 2021). Elements included within the program may span multiple fiscal years and, therefore, be carried forward into subsequent Work Programs until completed.



Public Participation Plan
 (2019)

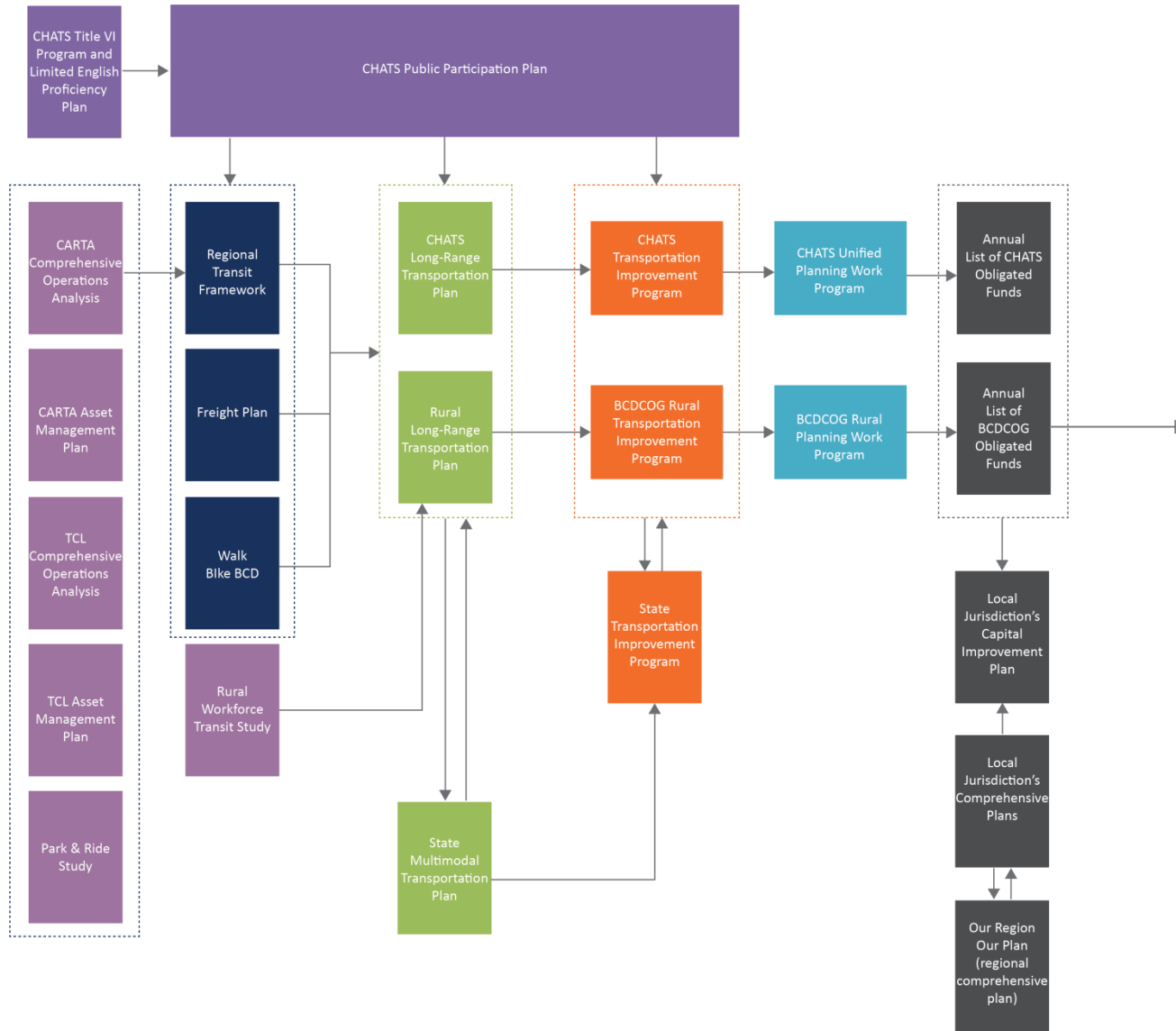
This plan describes the opportunities made available to members of the public and other interested parties to participate in planning activities and decision-making processes pertaining to the local expenditure of federal transportation funding. The plan sets forth guidelines that will be followed by BCDCOG and CHATS for public notification, the conduct of public meetings, and the adoption of federally-required transportation plans.



Rural Workforce Transportation Study
 (2020)

This study provides an in depth look at the region’s rural workforce and its skill sets, identifies existing industry training and employment gaps that can be filled by the rural workforce, and provides a regional strategy focused on improving access to job skills training and employment for the region’s rural workforce.

Figure 6: Transportation Planning Process Flowchart



Once a project is included in the RTIP and the funds for the project are programmed, a considerable amount of work still remains to bring it to completion. The **designated lead agency** – often SCDOT, a transit operator, county, or city – is responsible for ensuring that its project moves forward. RTIP projects typically proceed in **four phases**: planning, preliminary engineering, right-of-way acquisition, and construction.

Each phase is included in the RTIP, showing its funding source and the anticipated schedule by which the funds will be allocated. Ideally, a project will advance according to its programmed schedule. However, projects can be **delayed** because of not previously anticipated concerns, such as environmental issues and additional community input. Tracking each project’s progress is important in order to identify and resolve delays as soon as possible and to reallocate resources as necessary.

3.3 Amendment Process

The RTIP is a living document and circumstances may dictate necessary revisions as project information changes. Federal (23 CFR 450.104 and 23 CFR 450.328) and [state policies](#) group these changes into **two categories**:

▪ Minor Amendments

- Making small adjustments to project costs ($\leq 10\%$ of total project cost)
- Changing the funding source
- Adjusting the project limits (splitting or combining projects)
- Shifting funds between projects (as long as it doesn't destabilize a project)
- Modifying the funding year (as long as it doesn't cross an Air Quality horizon year) or adjusting the start or completion date within a five-year timeframe
- Adding a previous phase
- Changing the project description (as long as it doesn't affect the Air Quality Conformity finding, change the scope of the project, necessitate NEPA document revisions, or alter the NEPA determination)

▪ Major Amendments

- Making a large change to project costs ($> 10\%$ of total project cost)
- Shifting the funding year (if it does cross an Air Quality horizon year)
- Removing a project or adding a new project
- Adding un-programmed funds (regardless of the funding source)
- Making a large change to the project scope (such as a change that is inconsistent with the NEPA documentation, will alter the NEPA determination, or affect the approved Air Quality Conformity findings)

Amendments to the RTIP are allowed at any time as long as the **same federal and state regulations** used to develop the original RTIP document are followed. Minor amendments need to be approved by the BCDCOG Executive Director and the SCDOT Office of Statewide Planning. Procedures for public participation are not required for minor amendments. Major amendments require approval from the BCDCOG Board of Directors, SCDOT, FHWA, and FTA, which may take up to 60 days to process. Both types of amendments must be fiscally constrained (see **Section 6.1**) and must be consistent with the region's rural long-range transportation plan and Title VI requirements.

Rural Transportation Improvement Program | FFY 2021 – FFY 2027 | BCDCOG Rural Planning Organization

When BCDCOG receives a request for a RTIP amendment from a local jurisdiction, transit provider, or SCDOT, its staff will first determine if the amendment represents a minor or major amendment. If the amendment represents a **minor change** and can be accomplished within fiscal constraints of the RTIP, BCDCOG will add it to the regional TIP and provide SCDOT with the appropriate documentation to modify the statewide TIP. SCDOT will then provide FHWA and FTA an updated statewide TIP for their reference.

If the amendment represents a **major change**, BCDCOG will advertise the proposed RTIP amendment on the BCDCOG website to solicit public input. Feedback from the public is then shared with the BCDCOG Board of Directors. And if the amendment is approved by the BCD Board outright or with modifications, it will be added to the regional TIP, forwarded to SCDOT for inclusion within the statewide RTIP, and shared with FHWA and FTA for their review.

4 Engagement



Image: Nikki Gibson (@nikkigibson102719), <https://unsplash.com/photos/gdJoiJkkwxc>

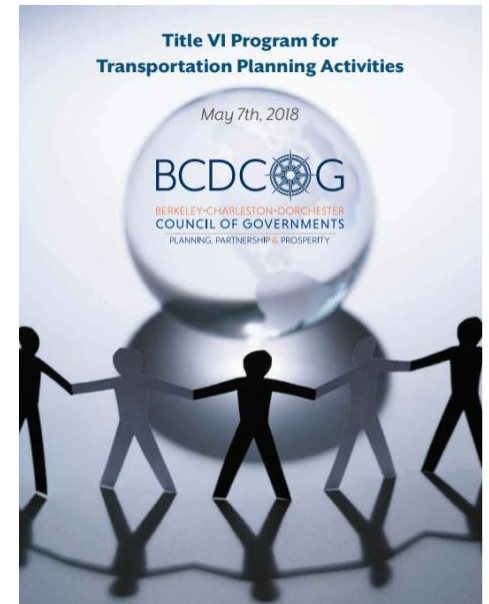
4.1 Participation Requirements

Public participation in the planning process is critical to the success of any transportation plan or program, and it is a tenet of federal and state TIP requirements. BCDCOG must provide members of the public, interested parties, private providers of transportation, transportation agencies, and other affected public agencies with a reasonable opportunity to participate and comment on its transportation plans and programs.

Investments listed in the RTIP must be developed consistent with requirements from **Title VI of the Civil Rights Act** which prohibit discrimination or exclusion from participation based on the participant's race, color, income, or national origin in programs and activities receiving federal financial assistance.

Targeted outreach and the involvement of residents from low-income and minority communities covered under Title VI is critical to regional planning and programing decisions. The fundamental principles of Title VI include:

- Avoiding, minimizing, or mitigating disproportionately high and adverse health or environmental effects on minority populations and low-income communities
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process
- Preventing the denial, reduction, or significant delay in the receipt of benefits by minority populations and low-income communities



[Title VI Program for Transportation Planning Activities](#)
(2018)

4.2 Participation Opportunities

Public participation occurs during all stages of a project’s development. Opportunities to provide public comment on the projects listed within the RTIP include the region’s various modal planning processes and studies (i.e., [Walk + Bike BCD](#), [Regional Transit Framework](#), [Park-&-Ride Study](#), etc.), the long-range transportation planning process, the RTIP development process, as well as ongoing maintenance of the RTIP.

The CHATS **Public Participation Plan** (PPP) guides public participation activities during these planning processes and covers the operations of the public meetings and notifications, as well as the BCDCOG Rural Study Team and its special task forces and committees. For the RTIP, the *Public Participation Plan* requires one Board of Directors meeting to approve the draft RTIP and allow for public comment. The draft RTIP must be advertised on BCDCOG’s website and social media channels for 21 days prior to the BCDCOG Board meeting. Representatives from the following groups are highly encouraged to participate in the meeting:

- Public and private transportation providers
- Freight shippers and other providers of freight transportation services
- Public transit users
- Pedestrian and bicycle facility users
- People with disabilities
- Senior citizens
- Low-income populations
- People with limited English-speaking skills

Residents are also encouraged to serve on various task forces and special-purpose regional planning committees to review transportation improvement concepts at the regional, county, city, or corridor level.

Table 6: RTIP Participation Timeline

RTIP Activity	Notes
Develop Draft RTIP	Incorporate feedback from previous plans
Advertise Draft RTIP	Via email, website, and social media 21 days before BCDCOG Board of Directors meeting
Report Public Feedback	Summary memo of all significant oral or written comments received on draft RTIP provided to the BCDCOG Board of Directors
COG Board Meeting	Open to public
Final RTIP	Incorporate feedback at the direction of the BCDCOG Board of Directors
SCDOT Commission Meeting	Follow State’s Public Participation Plan during STIP approval process
RTIP On-going Maintenance	Amendments of the RTIP allows for on-going public participation

5 Priorities

5.1 Prioritization Criteria

Performance-based investment decision making is a strategic approach SCDOT uses to link goals, objectives, and risks when allocating resources. RTIP projects were evaluated and ultimately prioritized using the **12 project criteria** established in the BCDCOG’s *2040 Rural Long –Range Transportation Plan* and in accordance with SCDOT policy (see [State Act 114](#) for more information). This approach was designed to provide greater transparency in the prioritization process using quantitative criteria prescribed by state legislation.

Each criterion was assigned a “**weight**” based on its relative importance, designated by BCDCOG’s Rural Study Team with input from COG technical staff. The project criteria and associated “weighting” (out of 100%) are shown below:

<p>20%</p> <p>Existing Infrastructure</p> <p>Analysis of existing roadway pavement quality</p>	<p>15%</p> <p>Congestion Relief</p> <p>Analysis of traffic volume by the capacity of the roadway</p>	<p>15%</p> <p>Safety</p> <p>Number of vehicle-, bicycle-, and pedestrian-involved crashes in close proximity</p>	<p>10%</p> <p>Environmental Impact Mitigation</p> <p>Composite of natural resource and vulnerable population analyses</p>	<p>10%</p> <p>Transit</p> <p>Proximity to existing or recommended transit services</p>	<p>5%</p> <p>Walking & Bicycling</p> <p>Number of intersecting existing or recommended pedestrian and bicycle facilities</p>
<p>5%</p> <p>Economic Development</p> <p>Surrounding employment density</p>	<p>5%</p> <p>Land Use</p> <p>Inclusion within existing land use or development plan + land suitability analysis</p>	<p>5%</p> <p>Financial Viability</p> <p>Project cost ratio (individual project cost divided by total project costs)</p>	<p>5%</p> <p>Evacuation Route</p> <p>Composite of resiliency + resource efficiency analyses</p>	<p>5%</p> <p>Freight Mobility</p> <p>Composite of peak travel time and daily truck volume analyses</p>	

Results of the rankings for new projects using the 12 criteria and weights listed are shown in **Table 7**.

5.2 Project Rankings

Table 7: New RTIP Project Rankings (FFY 2021 - FFY 2027)

ID	Location	Project	Existing Infrastructure	Traffic Congestion	Safety	Environmental Mitigation Impact	Transit	Walking & Bicycling	Economic Development	Land Use	Financial Viability	Evacuation Routes	Freight Mobility	Overall Ranking	Weighted Score
Max Weight			20 pts	15 pts	15 pts	10 pts	10 pts	5 pts	5 pts	5 pts	5 pts	5 pts	5 pts	100 pts	
G-005	Ravenel**	US-17 @ SC-165 (Safety)	20.0	15.0	10.0	0.5	5.0	2.5	5.0	0.0	4.0	5.0	5.0	72.0	9.29
		US-17 @ SC-165 (Bike/Ped)	20.0	15.0	10.0	1.5	5.0	2.5	0.0	5.0	5.0	0.0	0.0	64.0	8.72
		US-17 @ New Road (Safety)	20.0	15.0	10.0	1.5	0.0	2.5	5.0	0.0	4.0	5.0	5.0	68.0	8.69
G-006	Berkeley Co.*	US-52 @ SC-402 (Safety; Capacity)	20.0	5.0	10.0	2.0	10.0	1.5	5.0	0.0	5.0	5.0	66.5	8.12	
G-007	Hollywood	SC-165 (Bike/Ped)	20.0	5.0	10.0	3.5	10.0	3.0	2.5	5.0	4.0	0.0	0.0	63.0	7.63
G-008	Hollywood**	SC-162 @ Gibson Road (Capacity)	20.0	5.0	10.0	0.5	5.0	1.5	5.0	0.0	5.0	0.0	5.0	57.0	7.51
		SC-162 @ SC-165 (Safety)	20.0	5.0	5.0	0.5	5.0	2.0	5.0	5.0	4.0	5.0	5.0	61.5	7.27
G-009	Ridgeville	SC-27 @ S. Railroad Avenue (Safety)	20.0	15.0	5.0	4.0	0.0	2.5	2.5	2.5	4.0	0.0	0.0	55.5	7.19

*Unincorporated

**RTIP project merges multiple projects included in the 2040 RL RTP's 'Table 4.2: Evaluation Summary of Visionary Projects'

6 Funding



Image: Bre Smith (@simplybresmith), https://unsplash.com/photos/A_-piDJKVsY

6.1 Funding Sources

SCDOT receives funding from both the Federal Government and the State of South Carolina to finance eligible transportation programs. After receiving the federal appropriations and based on eligibility, the federal programs are translated into state-defined categories to emphasize system priorities. Each state funding program has its own set of restrictions, eligibility criteria, and governing authorities. Both regional RTIP and state TIP must be “**fiscally constrained**”, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. Funding estimates are shown in “**year of expenditure dollars**” to take into account contingency costs and inflationary changes.

Considering the trend in the annual rural Guides share funding for prior RTIP years from FFY 2015 to FFY 2020, federal revenues were assumed to be flat (0% growth rate) over the plan period through 2027. Based on the inflation trend indicated in the FHWA’s National Highway Construction Cost Index for the period March 2010 to March 2018, an annual inflation rate of 2.1% was applied through to the mid-point of BCDCOG’s *2040 Rural Long-Range Transportation Plan* which was FFY 2031. Because projects are not given a specific year of construction or completion, a mid-point inflation factor of 1.257 was applied uniformly to forecast cost estimates in FFY 2020 dollars to produce the estimated year-of-expenditure project costs for programming within the fiscal constraint of the RTIP.

Table 8: STIP Funding Categories

Category	Sub-Category
Pavements	Interstates
	Non-Interstate NHS
	Non-NHS Primary
Bridges	Federal-aid Secondary NHS
	Non-NHS
	Off-System
Upgrades	Interstate Debt Service
	Urban System Upgrade
	Rural System Update
NHFP	-
Safety	-
TAP	Recreational Trails
Railroad Crossings	-
Planning	Metro Planning
	Statewide Planning
State Infrastructure Bank	-
Preventative Maintenance & Operations	Asset Management
	Bridge Inspection
	Bridge Preventative Maintenance & Repair
	Guardrail
	Signals
	Signage & Marking
	Incident Responder

* Statewide Transportation Improvement Program (FFY 2017 – FFY 2022), SCDOT, Page 2

Table 8 summarizes the relevant funding programs included in the STIP, and each of the programs is described below:

- **Surface Transportation Block Grant Program (Guideshare)** – Provides flexible funding that may be used states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, or tunnel project on any public road, pedestrian and bicycle infrastructure, or transit capital project.
- **Bridge Program** – Funding for projects that address structurally-deficient or functionally-obsolete bridges on the federal-aid system, with a portion of the funding required for use on bridges typically not eligible for federal funding (“off-system”).
- **Pavements Program** – Funding is divided between three categories of improvements (reconstruction, rehabilitation, and preservation). Primary Routes (US and State) and state secondary routes are eligible for resurfacing funding.
- **Highway Safety Improvement Program (HSIP)** – Funding for projects in locations that have a statistically higher than average collision rate or severity rate that considers fatalities, injuries, and property damage. Includes the following sub-categories:
 - **Intersection Improvements** – Realignments, turn lanes, signalization
 - **Corridor Improvements** – Spot improvements along roadway segments
 - **Low-cost Intersection Improvements** – Signage, reflective sign post panels, oversize stop signs, and remarking/restriping
 - **Railroad Improvements** – Safety enhancements to rail crossings
 - **Interstate Safety Improvements** – Resurfacing, extending acceleration/deceleration lanes, clearing, and signing/marketing improvements
- **Transportation Alternatives Program (TAP)** – Funding for pedestrian and bicycle projects selected by Transportation Management Areas (TMAs) and by the SCDOT Commission for non-TMA areas. TAP also includes Recreational Trail Program funding which is used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

- **Upgrades Program** – Consists of the Interstate Upgrade Program (a state-managed program for the Interstate System), the Urban System Upgrade Program (known as **Guideshare**), and the Rural System Upgrade Program. Guideshare is funding made available by the SCDOT Commission to address regional priorities such as intersections, road widening, and new road construction.
- **National Highway Freight Program (NHFP)** – Provides funding to improve the efficient movement of freight. Funds must be identified in a freight investment plan included in the Statewide Freight Plan, and SCDOT may not use more than 10% of the total NHFP apportionment each year for freight intermodal or freight rail projects.
- **Railway-Highway Crossings Program** – Designed to identify deficient rail-highway grade crossings and upgrade warning devices when warranted. In order to maximize benefits, the Department places all the public crossings in the state on a priority list for upgrades.
- **Metropolitan Transportation Planning (49 U.S.C. 5303)** – Funding for MPOs and SCDOT for eligible planning-related activities.
- **State Infrastructure Bank Payment** – Provides state funding for large transportation projects (\$25+ million) 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/markings, and incident responder program.

In addition to funding listed in the STIP, FTA maintains several programs for transit funding:

- **Urbanized Area Formula Grants** (49 U.S.C. 5307) – Federal funding available to urbanized areas and to governors for transit capital and operating assistance
- **Fixed Guideway Capital Investment Grants** (49 U.S.C. 5309) – Federal funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries, and corridor-based bus rapid transit investments that emulate the features of rail
- **Formula Grants for the Enhanced Mobility of Seniors & Individuals with Disabilities** (49 U.S.C. 5310) – Federal funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet those needs.
- **Grants for Buses & Bus Facilities Program** (49 U.S.C. 5339 – Subpart A) – Federal funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Emergency Relief Program** (49 U.S.C. 5324) – Federal funding for public transit operators in the aftermath of an emergency or major disaster. The program helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. The program can fund capital projects to protect, repair, or replace facilities or equipment that are in danger of suffering serious damage or have suffered serious damage as a result of an emergency. The program can also fund the operating costs of evacuation, rescue operations, temporary public transportation service, or reestablishing, expanding, or relocating service before, during, or after an emergency.
- **Helping Obtain Prosperity for Everyone (HOPE) Program** – Federal funding to support planning, engineering, and technical studies or financial planning to improve transit services in areas experiencing long-term economic distress. It also supports coordinated human service e transportation planning to improve transit service or provide new services such as rides to opioid abuse recovery treatment.

6.2 FFY 2021 – 2027 RTIP Projects by Funding Source

Table 9: RTIP Projects by Funding Source (FFY 2021 – FFY 2027)

ID	Project	Funding Source	Total Cost (FFY 2021- FFY 2027)
G-002	US-78 (Phase IIB)	Rural Guideshare	\$6,329,000
G-005	US-17 @ SC-165 and US-17 @ New Road	Rural Guideshare	\$3,717,000
G-006	US-52 @ SC-402	Rural Guideshare	\$542,000
G-007	SC-165	Rural Guideshare	\$3,050,000
G-008	SC-162 @ SC-165 and SC-162 @ Gibson Road	Rural Guideshare	\$2,169,000
G-009	SC-27 @ S. Railroad Avenue	Rural Guideshare	\$1,658,000
XG-009	US-176 (State Road) @ S-135 (Mudville Road)	Highway Safety Improvement Program	\$2,100,000
XG-014	I-26 (Widening)	National Highway Performance Program	\$154,292,000

7 Projects

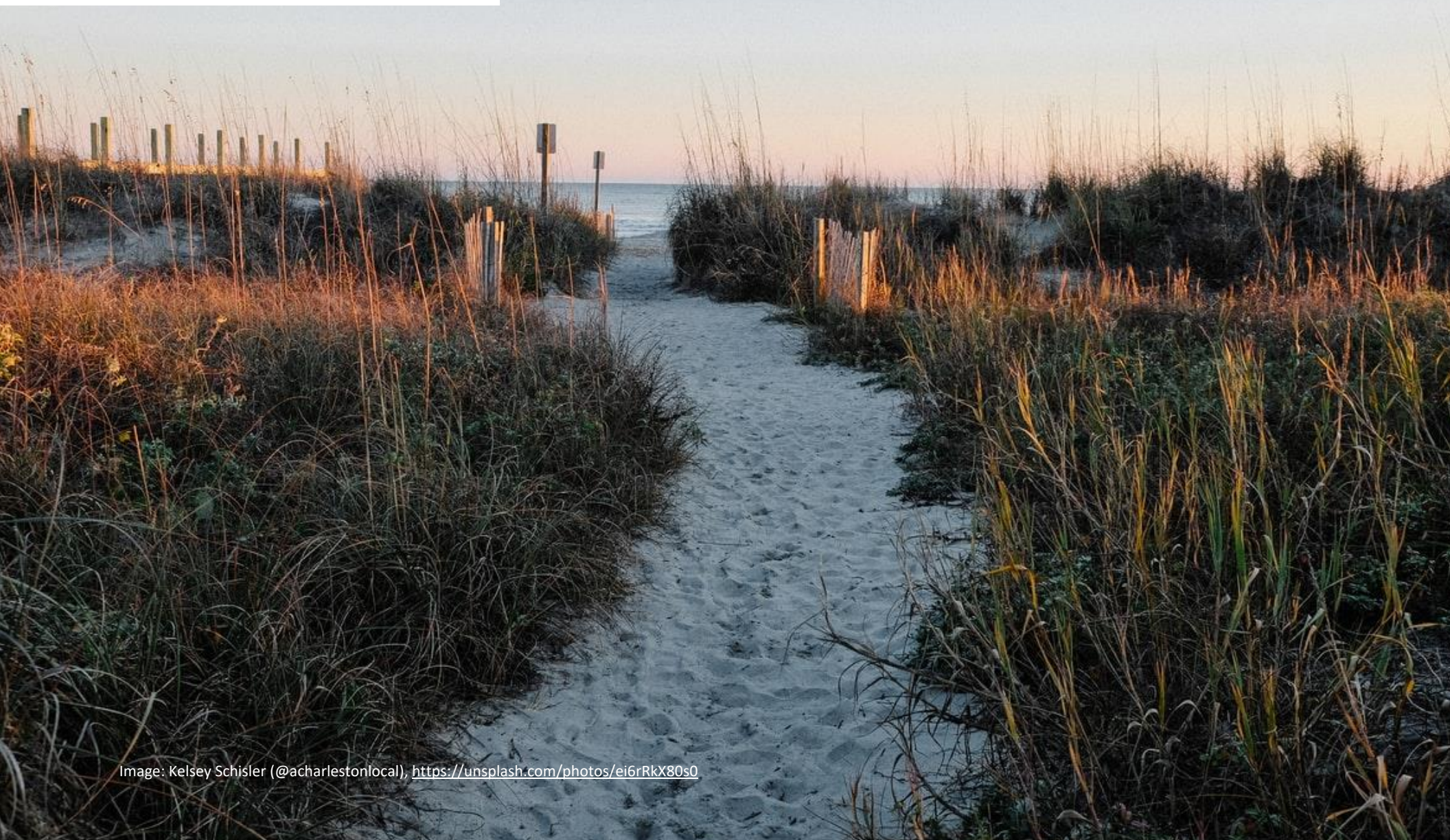


Image: Kelsey Schisler (@acharlestonlocal), <https://unsplash.com/photos/ei6rRkX80s0>

- 1 – RTIP project ID
- 2 – SCDOT project PIN
- 3 – RTIP Project name
- 4 – Map of project location
- 5 – Project sponsor/implementing agency
- 6 – Cross-reference to project location in the RL RTP
- 7 – Type of project
- 8 – Primary county in which the project is located
- 9 – Beginning terminus of project
- 10 – Ending terminus of project
- 11 – Total length of project in miles
- 12 – Detailed project description
- 13 – Funding source for specified phase
- 14 – Project phase (planning, preliminary engineering, right-of-way acquisition, and construction)
- 15 – Obligated funding prior to FFY 2021
- 16 – Obligated funding between FFY 2021 and FFY 2027 showing the original funding amount and the any modification to the funding amount

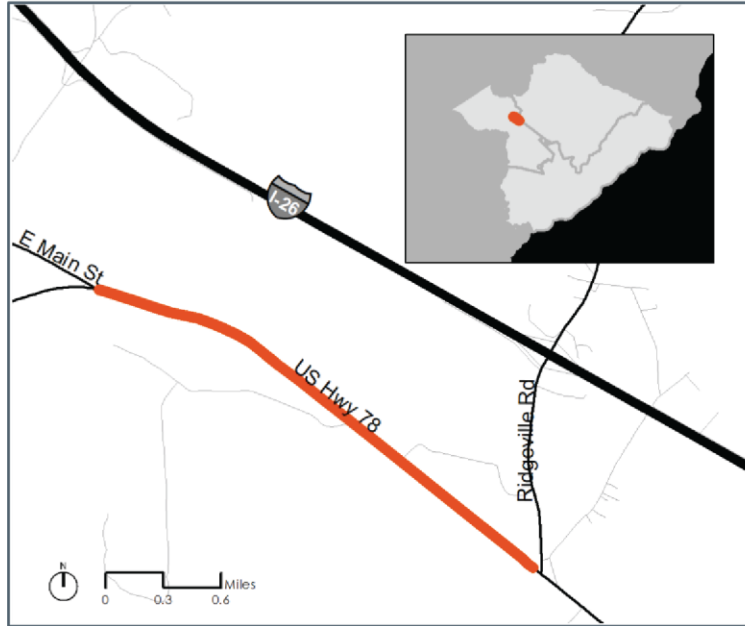
The screenshot shows a project information form for 'Clements Ferry Road - Phase II'. The form includes fields for RTIP ID (G1-001), SCDOT PIN (P029503), and Project Name. It features a map of the project location (4), a project description (12), and a table of obligated funding (13-16). The BCDCOG logo is in the top right corner.

OBLIGATED FUNDS (IN DOLLARS)		FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Local (Ch. Co. Sales Tax)	Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/SC Transp. Int. Bank	Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local (Ch. Co. Sales Tax)	Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/SC DOT Road Match Prog.	Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal (CMAA Checkback)	Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

G-001
RTIP ID

P029525
SCDOT PIN

US-78 (Phase IIA)
PROJECT NAME



Dorchester County
SPONSOR

2030*
RLRTP

Corridor Improvement
TYPE

Dorchester
COUNTY

US-178
BEGIN

SC-27 S.
END

3.1
MILES

Road Improvement Project - Resurfacing and shoulder improvements from west of US-178 to just west of SC-27 (Ridgeville Rd); includes intersection realignment at US-178 and new traffic signal installation. Project is intended to increase traffic capacity and improve roadway safety.

*Project identified in BCD RLRTP 2030, but not evaluated and prioritized.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Dor. Co. Sales Tax	Prelim. Eng.	\$220	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220
Rural Guidesshare	Right of Way	\$336	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336
Rural Guidesshare	Right of Way	\$461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$461
Rural Guidesshare	Construction	\$8,510	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,510
TIGER	Construction	\$7,950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,950
Total		\$17,477	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,477

G-001
RTIP IDP029525
SCDOT PINUS-78 (Phase IIA)
PROJECT NAME

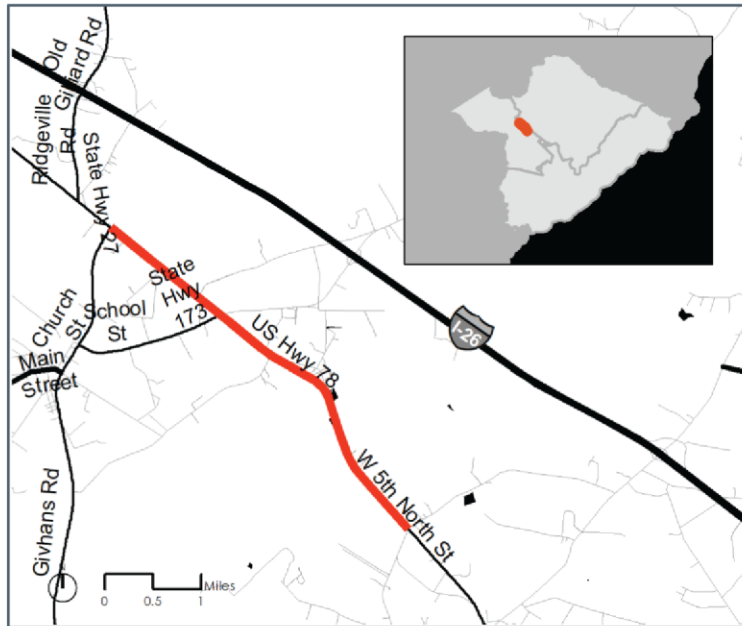
PROJECT HISTORY

Action	Type	Date	Comment
New project (project reset)	Minor Amendment #14 (14-19 RTIP)	12/16/2015	Reset project (remove all funding) and rename ("US-78 Phase IIA")
Cost adjustment	Minor Amendment #14 (14-19 RTIP)	12/16/2015	Add \$1,050,000 (Nat. Hwy. Perform. Prog.) in FFY 2016 for right-of-way acquisition
Cost adjustment	Minor Amendment #14 (14-19 RTIP)	12/16/2015	Add \$11,608,000 (Nat. Hwy. Perform. Prog.) in FFY 2017 for construction
Cost adjustment	Minor Amendment #14 (14-19 RTIP)	12/16/2015	Add \$220,000 (Dorchester Co. Sales Tax) in FFY 2016 for preliminary engineering
Change extents	Minor Amendment #15 (14-19 RTIP)	2/8/2016	Change project termini from "US-178 to west of Old Orangeburg Rd" to "US-178 to SC-27 S."
Cost correction	Major Amendment #19 (14-19 RTIP)	8/8/2016	Shift \$1,050,000 (Nat. Hwy. Perform. Prog.) for right-of-way acquisition from FFY 2016 to FFY 2017
Cost correction	Major Amendment #19 (14-19 RTIP)	8/8/2016	Shift \$11,608,000 (Nat. Hwy. Perform. Prog.) in construction from FFY 2017 to FFY 2018
Cost correction	Minor Amendment #5 (17-22 RTIP)	12/13/2017	Shift \$11,608,000 (Nat. Hwy. Perform. Prog.) in construction from FFY 2018 to FFY 2019
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Remove \$272,000 (Nat. Hwy. Perform. Prog.) for right-of-way acquisition from FFY 2017, leaving \$778,000 (Rural Guideshare) in FFY 2017 for right-of-way acquisition
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Remove \$3,876,000 (Nat. Hwy. Perform. Prog.) for construction from FFY 2019, leaving \$7,732,000 (Rural Guideshare) in FFY 2019 for construction
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Add \$7,950,000 (TIGER) in FFY 2019 for construction
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Add \$2,710,000 (Dorchester Co. Sales Tax, local match) in FFY 2019 for construction
Cost correction	Minor Amendment #13 (17-22 RTIP)	8/17/2020	Shift \$442,000 (Rural Guideshare) for right-of-way acquisition from FFY 2017 to FFY 2019 and add \$19,000 (Rural Guideshare)
Cost adjustment	Minor Amendment #13 (17-22 RTIP)	8/17/2020	Remove \$2,710,000 (Dorchester Co. Sales Tax, local match) for construction in FFY 2019
Cost adjustment	Minor Amendment #13 (17-22 RTIP)	8/17/2020	Add \$778,000 (Rural Guideshare) in FFY 2019 for construction

G-002
RTIP ID

P038529
SCDOT PIN

US 78 (Phase IIB)
PROJECT NAME



Dorchester County
SPONSOR

2030*
RLRTP

Corridor Improvement
TYPE

Dorchester
COUNTY

SC-27 S. (Ridgeville Road)
BEGIN

S-18-22 (Orangeburg Rd.)
END

4.8
MILES

Road Improvement Project - Widening from 2 to 5 lanes with shoulder improvements from SC-27 (Ridgeville Rd) to west of S-18-22 (Orangeburg Rd). Project is intended to increase traffic capacity and improve roadway safety.

Project identified in BCD RLRTP 2030, but not evaluated and prioritized.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rural Guideshare	Right of Way	\$2,948	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,948
Dor. Co. Sales Tax	Right of Way	\$861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$861
TIGER	Construction	\$5,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,300
Dor. Co. Sales Tax	Construction	\$4,871	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,871
State	Ad. Construction	\$6,329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rural Guideshare	AC Conversion	\$0	\$0	\$6,329	\$0	\$0	\$0	\$0	\$0	\$6,329
Total		\$13,980	\$0	\$6,329	\$0	\$0	\$0	\$0	\$0	\$20,309

G1 - 002
RTIP ID

P038529
SCDOT PIN

US 78 (Phase IIB)
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
Cost correction	Minor Amendment #1 (14-19 RTIP)	10/23/2013	Shift \$775,000 (Rural Guideshare) for construction from FFY 2015 to FFY 2014
Cost correction	Minor Amendment #3 (14-19 RTIP)	3/20/2014	Shift \$1,000,000 (Statewide Safety Program) for construction from FFY (insert year) to FFY 2014
Cost correction	Minor Amendment #4 (14-19 RTIP)	4/23/2014	Shift \$1,124,000 (Rural Guideshare) for construction from FFY 2014 to FFY 2015
Cost adjustment	Major Amendment #10 (14-19 RTIP)	8/24/2015	Remove \$879,000 (Rural Guideshare) for construction in FFY 2016, leaving \$3,664,000 for construction
Cost adjustment	Major Amendment #10 (14-19 RTIP)	8/24/2015	Remove \$4,543,000 (Rural Guideshare) for construction in FFY 2017
Cost adjustment	Major Amendment #10 (14-19 RTIP)	8/24/2015	Remove \$4,022,000 (Rural Guideshare) for construction in FFY 2018
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Create new phase, add \$2,948,000 (Rural Guideshare) in FFY 2019 for right-of-way acquisition
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Add \$861,000 (Dorchester Co. Sales Tax) in FFY 2019 for right-of-way acquisition
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Add \$1,200,000 (Rural Guideshare) in FFY 2020 for construction
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Add \$5,300,000 (TIGER) in FFY 2020 for construction
Cost adjustment	Major Amendment #8 (17-22 RTIP)	4/15/2019	Add \$8,200,000 (Dorchester Co. Sales Tax) in FFY 2020 for construction
Cost correction	Minor Amendment #9 (17-22 RTIP)	10/7/2019	Shift \$2,948,000 (Rural Guideshare) for right-of-way acquisition from FFY 2019 to FFY 2020
Cost correction	Minor Amendment #9 (17-22 RTIP)	10/7/2019	Shift \$861,000 (Dorchester Co. Sales Tax) for right-of-way acquisition from FFY 2019 to FFY 2020
Cost adjustment	Major Amendment #14 (17-22 RTIP)	8/24/2020	Add \$5,129,000 (Rural Guideshare) in FFY 2020 for advanced construction via FFY 2022 advanced construction conversion
Cost adjustment	Major Amendment #14 (17-22 RTIP)	8/24/2020	Reduce \$3,329,000 (Dorchester Co. Sales Tax) for construction in FFY 2020, leaving \$4,871,000

G-003
RTIP ID

N/A
SCDOT PIN

US-17 ALT @ SC-6
PROJECT NAME



SCDOT
SPONSOR

TBD
RLRTP

Intersection Improvement
TYPE

Berkeley
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

Intersection Improvement

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rural Guidesare	Right of Way	\$216	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$216
Rural Guidesare	Construction	\$975	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$975
Total		\$1,191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,191

PROJECT HISTORY			
Action	Type	Date	Comment
Cost adjustment	Minor Amendment #1 (14-19 RTIP)	10/23/2013	Reduce \$175,000 (Rural Guideshare) for right-of-way acquisition in FFY 2014, leaving \$50,000
Cost correction	Minor Amendment #1 (14-19 RTIP)	10/23/2013	Shift \$600,000 (Rural Guideshare) for construction from FFY 2014 to FFY 2015 and add \$175,000 (Rural Guideshare)
Cost adjustment	Minor Amendment #13 (17-22 RTIP)	8/17/2020	Add \$216,000 (Rural Guideshare) in FFY 2017 for right-of-way acquisition

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

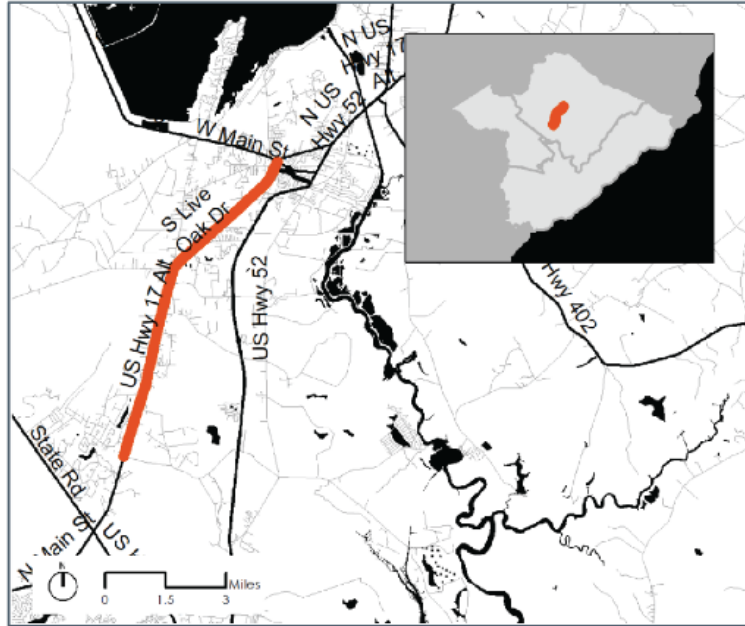
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

G-004
RTIP ID

N/A
SCDOT PIN

US-17 ALT (Phase III)
PROJECT NAME



SCDOT
SPONSOR

2030*
RLRTP

Roadway Improvement
TYPE

Berkeley
COUNTY

S-9 (Cypress Gardens Road)
BEGIN

near SC-6
END

4.1
MILES

Roadway Improvement Project - Widen to 5 lanes from S-8-9 (Cypress Gardens Road) to near SC-6 in Moncks Corner.

*Project identified in BCD RLRTP 2030, but not evaluated and prioritized.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rural Guideshare	Right of Way	\$601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$601
Rural Guideshare	Construction	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800
Total		\$3,401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,401

PROJECT HISTORY			
Action	Type	Date	Comment
Cost adjustment	Major Amendment #8 (14-19 RTIP)	10/20/2014	Add \$2,750,000 (Rural Guideshare) to FFY 2015 for construction
Cost adjustment	Minor Amendment #13 (17-22 RTIP)	8/17/2020	Add \$601,000 (Rural Guideshare) to FFY 2018 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

G-005
RTIP ID

N/A
SCDOT PIN

US-17 @ SC-165 and US-17 @ New Road
PROJECT NAME



TBD
SPONSOR

2040 (1,2,3)
RLRTP (Rankings)

Intersection Improvement
TYPE

Charleston
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rural Guidesare	Feasibility Report	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$50
Rural Guidesare	Prelim. Eng.	\$0	\$0	\$0	\$389	\$0	\$0	\$0	\$0	\$389
Rural Guidesare	Right of Way	\$0	\$0	\$0	\$0	\$250	\$0	\$0	\$0	\$250
Rural Guidesare	Construction	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
Rural Guidesare	Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028	\$0	\$1,028
Total		\$0	\$0	\$50	\$389	\$250	\$2,000	\$1,028	\$0	\$3,717

G-005
RTIP ID

N/A
SCDOT PIN

US-17 @ SC-165 and US-17 @ New Road
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	(21-27 RTIP)	TBD	Add new project

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

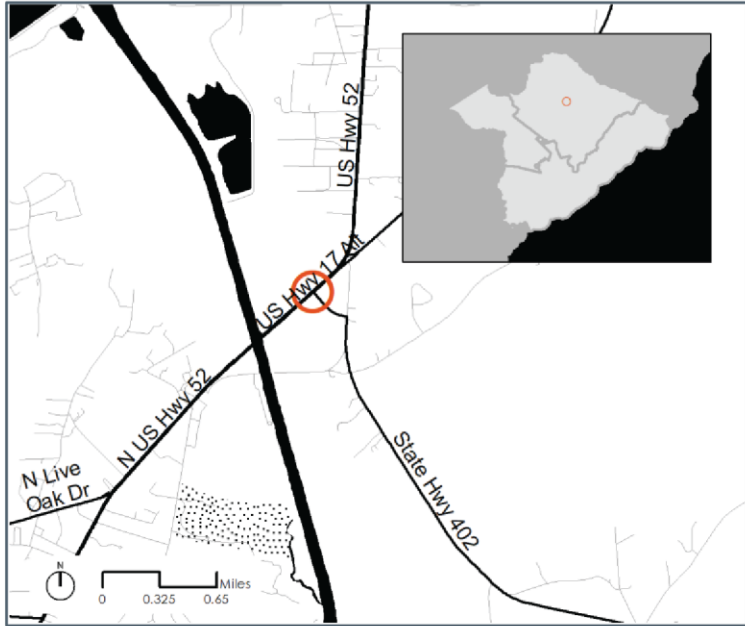
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

G-006
RTIP ID

N/A
SCDOT PIN

US-52 @ SC-402
PROJECT NAME



TBD
SPONSOR

2040 (5)
RLRTP (Rankings)

Intersection Improvement
TYPE

Berkeley
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

Intersection improvement project, scoped through the 2040 RLRTP process to include traffic control /signal updates and turning lanes if warranted.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rural Guidesare	Feasibility Report	\$0	\$0	\$30	\$0	\$0	\$0	\$0	\$0	\$30
Rural Guidesare	Prelim. Eng.	\$0	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Rural Guidesare	Construction	\$0	\$0	\$0	\$0	\$462	\$0	\$0	\$0	\$462
Total		\$0	\$0	\$30	\$50	\$462	\$0	\$0	\$0	\$542

G-006
RTIP ID

N/A
SCDOT PIN

US-52 @ SC-402
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	(21-27 RTIP)	TBD	Add new project

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

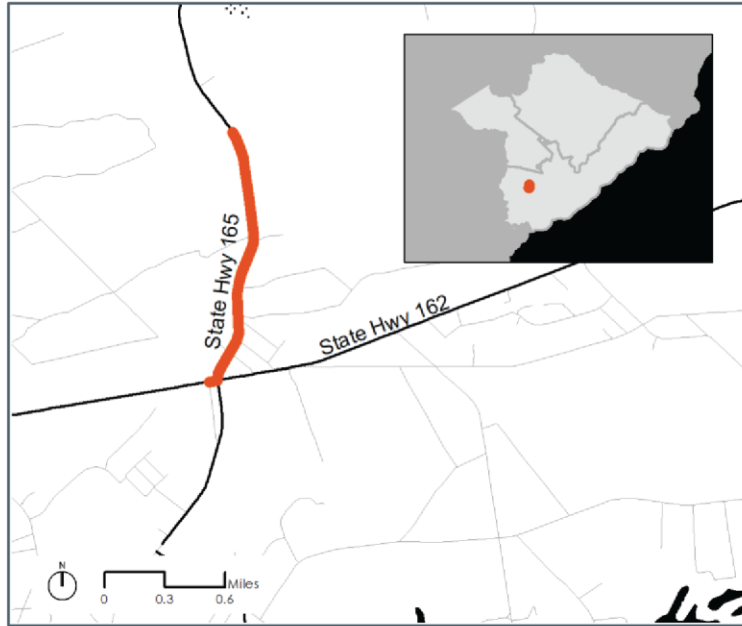
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

G-007
RTIP ID

N/A
SCDOT PIN

SC-165
PROJECT NAME



TBD
SPONSOR

2040 (7,12)
LRTP (Rankings)

Pedestrian/ Bicycle
TYPE

Charleston
COUNTY

Hollywood Town Limit
BEGIN

Town Council Road
END

1.7
MILES

DESCRIPTION

Pedestrian and bicycle improvement project, scoped through the 2040 LRTP process to include on-road bicycle facilities north of SC-162 and a multi-use trail south of SC-162 to Town Council Road.

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rural Guidesshare	Prelim. Eng.	\$0	\$0	\$0	\$250	\$0	\$0	\$0	\$0	\$250
Rural Guidesshare	Right of Way	\$0	\$0	\$0	\$0	\$850	\$0	\$0	\$0	\$850
Rural Guidesshare	Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
Rural Guidesshare	Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$950	\$950
Total		\$0	\$0	\$0	\$250	\$850	\$0	\$1,000	\$950	\$3,050

G-007
RTIP ID

N/A
SCDOT PIN

SC-165
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	(21-27 RTIP)	TBD	Add new project

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

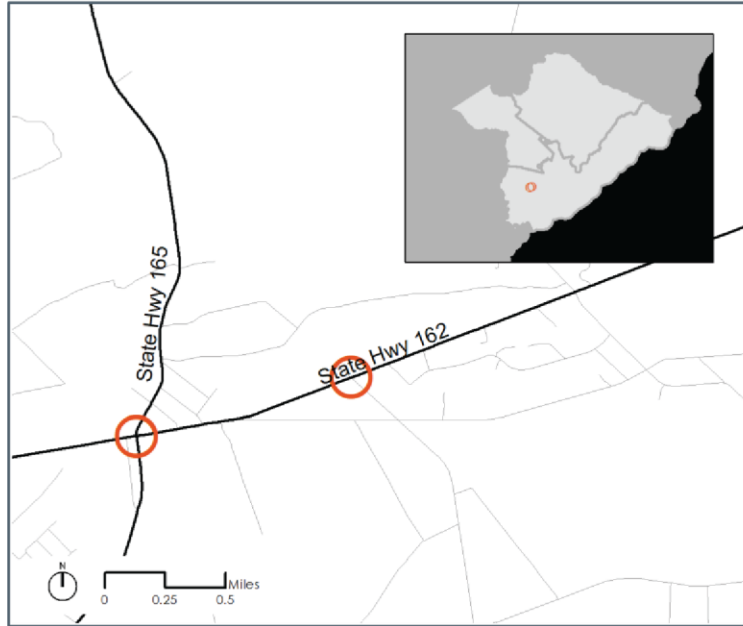
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

G-008
RTIP ID

N/A
SCDOT PIN

SC-162 @ SC-165 and SC-162 @ Gibson Road
PROJECT NAME



TBD
SPONSOR

2040 (8,9,14)
L RTP

Intersection Improvement
TYPE

Charleston
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rural Guideshare	Feasibility Report	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$50
Rural Guideshare	Prelim. Eng.	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$200
Rural Guideshare	Right of Way	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$200
Rural Guideshare	Construction	\$0	\$0	\$0	\$0	\$0	\$1,719	\$0	\$0	\$1,719
Total		\$0	\$0	\$50	\$200	\$200	\$1,719	\$0	\$0	\$2,169

G-008
RTIP ID

N/A
SCDOT PIN

SC-162 @ SC-165 and SC-162 @ Gibson Road
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	(21-27 RTIP)	TBD	Add new project

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

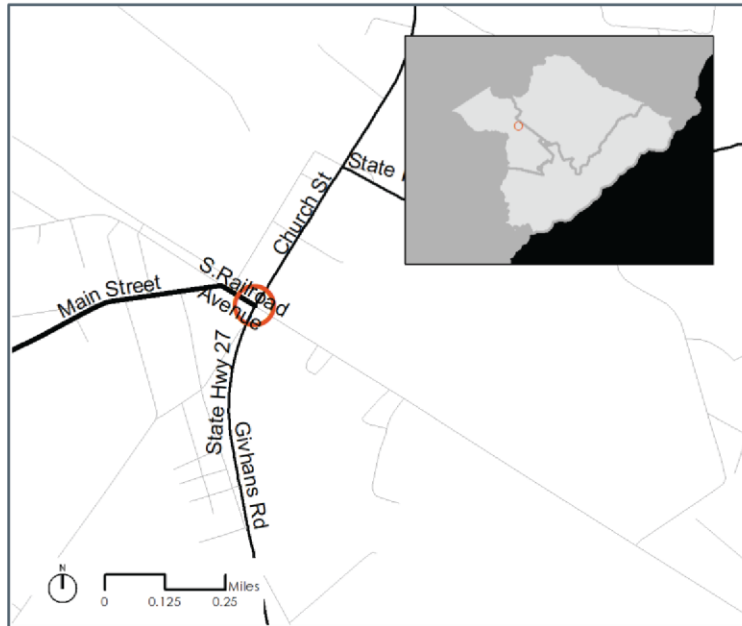
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

G-009
RTIP ID

N/A
SCDOT PIN

SC-27 @ S. Railroad Avenue
PROJECT NAME



TBD
SPONSOR

2040 (10)
RLRTP (RANKING)

Intersection Improvement
TYPE

Dorchester
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rural Guidesshare	Feasibility Report	\$0	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Rural Guidesshare	Prelim. Eng.	\$0	\$0	\$0	\$0	\$170	\$0	\$0	\$0	\$170
Rural Guidesshare	Right of Way	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$200
Rural Guidesshare	Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,238	\$1,238
Total		\$0	\$0	\$0	\$50	\$170	\$0	\$200	\$1,238	\$1,658

G-009
RTIP ID

N/A
SCDOT PIN

SC-27 @ S. Railroad Avenue
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	(21-27 RTIP)	TBD	Add new project

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

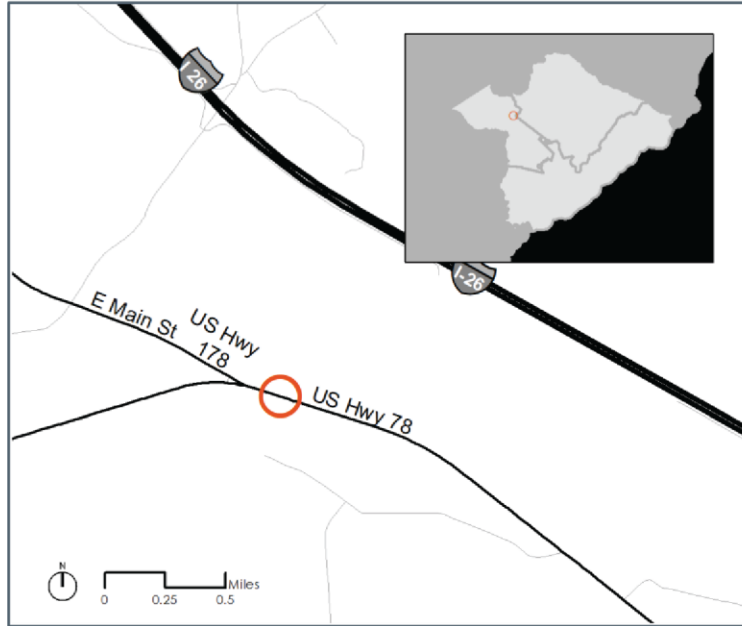
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-001
RTIP ID

N/A
SCDOT PIN

US-78 @ Four Hole Swamp (Replacement)
PROJECT NAME



SCDOT
SPONSOR

TBD
LRTP

Bridge Replacement
TYPE

Dorchester
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

SCDOT bridge replacement and rehabilitation projects

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FHWA Bridge Program	PE/ROW	\$730	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$730
FHWA Bridge Program	Construction	\$10,445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	#####
Total		\$11,175	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,175

XG-001
RTIP ID

N/A
SCDOT PIN

US-78 @ Four Hole Swamp (Replacement)
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project (allocation from lump sum)	Major Amendment (10-15 RTP)	10/24/2011	Add \$430,000 (FHWA Bridge Program) to FFY 2010 for planning
New project	Major Amendment (10-15 RTP)	10/24/2011	Add \$300,000 (FHWA Bridge Program) to FFY 2012 for right-of-way
New project	Major Amendment (10-15 RTP)	10/24/2011	Add \$3,820,000 (FHWA Bridge Program) to FFY 2013 for construction
Cost adjustment	Minor Amendment (10-15 RTIP)	5/6/2013	Shift \$300,000 (FHWA Bridge Program) from FFY 2012 to FFY 2013 for right-of-way
Cost adjustment	Minor Amendment (10-15 RTIP)	5/6/2013	Shift \$3,820,000 (FHWA Bridge Program) from FFY 2013 to FFY 2015 for construction
Cost adjustment	Minor Amendment #8 (14-19 RTIP)	10/20/2014	Shift \$430,000 (FHWA Bridge Program) from FFY 2010 to FFY 2013 for preliminary engineering
Cost adjustment	Minor Amendment #11 (14-19 RTIP)	8/25/2015	Add \$6,625,000 (FHWA Bridge Program) to FFY 2015 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

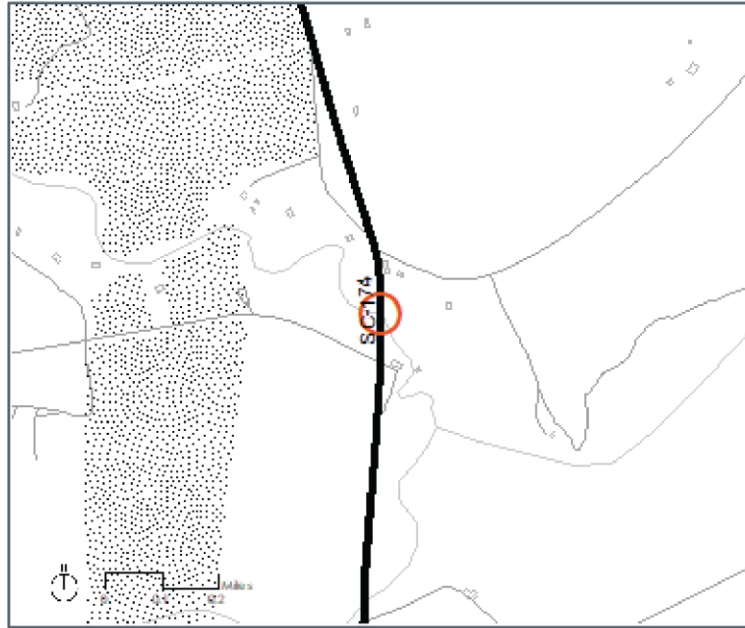
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-002
RTIP ID - PRIORITY

0033667X
SCDOT PIN

SC-174 @ Store Creek (Replacement)
PROJECT NAME



SCDOT
SPONSOR

TBD
L RTP

Bridge Replacement
TYPE

Charleston
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

SCDOT bridge replacement and rehabilitation projects: SC-174 bridge replacement over Store Creek, 400 feet north of State Road S-10-767 on Edisto Island.

Combined project letting: SC-174 @ Store Creek, SC-174 @ Sand Creek, and SC-174 @ Russell Creek.

Contact: Fred Green (GreenFK@scdot.org), 843-746-7900.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FHWA Bridge Program	Construction	\$4,771	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,771
Total		\$4,771	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,771

XG-002
RTIP ID

0033667X
SCDOT PIN

SC-174 @ Store Creek (Replacement)
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Minor Amendment #7 (14-19 RTIP)	7/14/2014	Add \$3,935,000 (FHWA Bridge Program) to FFY 2015 for construction
Cost adjustment	Minor Amendment #11 (14-19 RTIP)	8/25/2015	Add \$836,000 (FHWA Bridge Program) to FFY 2015 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-003
RTIP ID

0038057RD01
SCDOT PIN

SC-174 @ Sand Creek (Replacement)
PROJECT NAME



SCDOT
SPONSOR

TBD
RLRTP

Bridge Replacement
TYPE

Charleston
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

SCDOT bridge replacement and rehabilitation projects: SC-174 bridge replacement over Sand Creek, 0.4 miles south of Jehossee Road on Edisto Island.

Combined project letting: SC-174 @ Store Creek, SC-174 @ Sand Creek, and SC-174 @ Russell Creek.

Contact: Feed Green (GreenFK@scdot.org), 843-746-7900.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FHWA Bridge Program	Construction	\$7,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,160
Total		\$7,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,160

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Minor Amendment #7 (14-19 RTIP)	7/14/2014	Add \$5,843,000 (FHWA Bridge Program) to FFY 2015 for construction
Cost adjustment	Minor Amendment #11 (14-19 RTIP)	8/25/2015	Add \$1,317,000 (FHWA Bridge Program) to FFY 2015 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-004
RTIP ID

0038120RD01
SCDOT PIN

SC-174 @ Russell Creek (Replacement)
PROJECT NAME



SCDOT
SPONSOR

TBD
RLRTP

Bridge Replacement
TYPE

Charleston
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

SCDOT bridge replacement and rehabilitation projects: SC-174 bridge replacement over Russell Creek, 0.9 miles north of Pine Landing Road on Edisto Island.

Combined project letting: SC-174 @ Store Creek, SC-174 @ Sand Creek, and SC-174 @ Russell Creek.

Contact: Fred Green (GreenFK@scdot.org), 843-746-7900.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FHWA Bridge Program	Prelim. Eng.	\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
Total		\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Minor Amendment #7 (14-19 RTIP)	7/14/2014	Add \$5,910,000 (FHWA Bridge Program) to FFY 2015 for construction
Cost adjustment	Minor Amendment #11 (14-19 RTIP)	8/25/2015	Add \$5,090,000 (FHWA Bridge Program) to FFY 2015 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

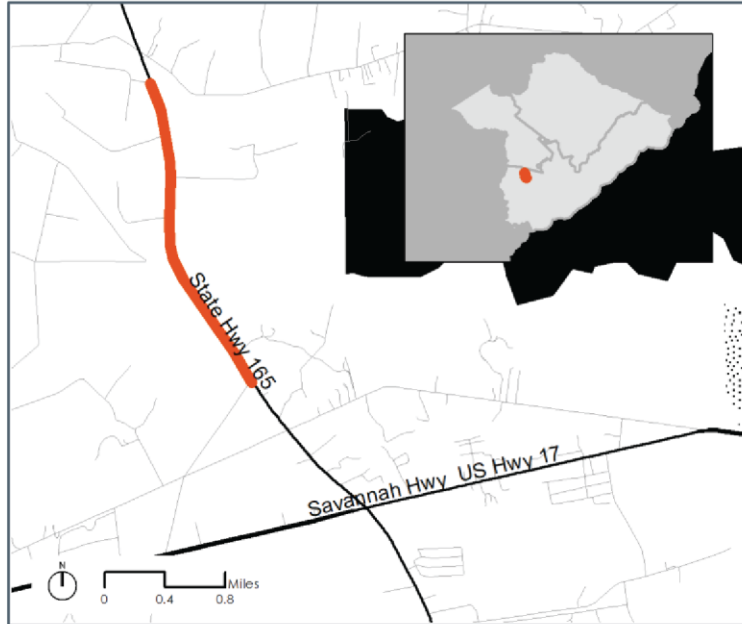
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-005
RTIP ID

0024011X
SCDOT PIN

SC-165 @ Caw Caw Swamp #1, #2, #3
PROJECT NAME



SCDOT
SPONSOR

TBD
RLRTP

Bridge Replacement
TYPE

Charleston
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

SCDOT bridge replacement and rehabilitation projects: Replace three bridges on SC-165 over Caw Caw Swamp, between 0.2 miles and 0.8 miles north of Shilelagh Oaks Parkway in Ravenel.

Contact: Kevin Turner (TurnerMK@scdot.org), 843-746-6726.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FHWA Bridge Program (#1)	PE/ROW	\$559	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$559
FHWA Bridge Program (#2)	PE/ROW	\$524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$524
FHWA Bridge Program (#3)	PE/ROW	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$520
FHWA Bridge Program (#1)	Construction	\$5,088	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,088
FHWA Bridge Program (#2)	Construction	\$4,736	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,736
FHWA Bridge Program (#3)	Construction	\$4,701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,701
Total		\$16,128	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,128

PROJECT HISTORY			
Action	Type	Date	Comment
Cost correction	Minor Amendment #17 (14-19 RTIP)	3/22/2016	Bridge #1: Shift \$50,000 (FHWA Bridge Program) for right-of-way acquisition from FFY 2017 to FFY 2016
Cost correction	Minor Amendment #17 (14-19 RTIP)	3/22/2016	Bridge #1: Shift \$5,088,000 (FHWA Bridge Program) for construction from FFY 2018 to FFY 2016
Cost correction	Minor Amendment #17 (14-19 RTIP)	3/22/2016	Bridge #2: Shift \$50,000 (FHWA Bridge Program) for right-of-way acquisition from FFY 2017 to FFY 2016
Cost correction	Minor Amendment #17 (14-19 RTIP)	3/22/2016	Bridge #2: Shift \$4,736,000 (FHWA Bridge Program) for construction from FFY 2018 to FFY 2016
Cost correction	Minor Amendment #17 (14-19 RTIP)	3/22/2016	Bridge #3: Shift \$50,000 (FHWA Bridge Program) for right-of-way acquisition from FFY 2017 to FFY 2016
Cost correction	Minor Amendment #17 (14-19 RTIP)	3/22/2016	Bridge #3: Shift \$4,701,000 (FHWA Bridge Program) for construction from FFY 2018 to FFY 2016
Cost correction	Minor Amendment #20 (14-19 RTIP)	9/26/2016	Bridge #1: Shift \$5,088,000 (FHWA Bridge Program) for construction from FFY 2016 to FFY 2018
Cost correction	Minor Amendment #20 (14-19 RTIP)	9/26/2016	Bridge #2: Shift \$4,736,000 (FHWA Bridge Program) for construction from FFY 2016 to FFY 2018
Cost correction	Minor Amendment #20 (14-19 RTIP)	9/26/2016	Bridge #3: Shift \$4,701,000 (FHWA Bridge Program) for construction from FFY 2016 to FFY 2018

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X	TBD	TBD
2020	2022	2024
	X	X
	2-yr Target	4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X	TBD	TBD
2020	2022	2024
	X	X
	2-yr Target	4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X	TBD	TBD
2020	2022	2024
	X	X
	2-yr Target	4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X	TBD	TBD
2020	2022	2024
	X	X
	2-yr Target	4-yr Target

Reliability
Buffer Time Index

X	TBD	TBD
2020	2022	2024
	X	X
	2-yr Target	4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X	TBD	TBD
2020	2022	2024
	X	X
	2-yr Target	4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X	TBD	TBD
2020	2022	2024
	X	X
	2-yr Target	4-yr Target

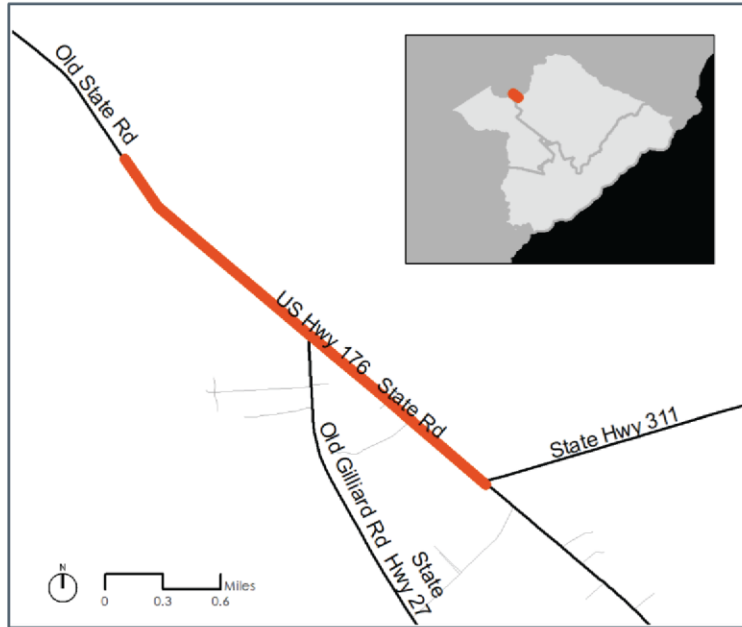
Community
Number of low-income or minority populations within ¼ mile of transit services

X	TBD	TBD
2020	2022	2024
	X	X
	2-yr Target	4-yr Target

XG-006
RTIP ID

P027127
SCDOT PIN

US-176 @ Dean Swamp (Replacement)
PROJECT NAME



SCDOT
SPONSOR

TBD
RLRTP

Bridge Replacement
TYPE

Berkeley, Orangeburg
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

SCDOT bridge replacement and rehabilitation projects: Replace two bridges on US-176 over Dean Swamp, approximately 1.2 miles north of Old Gilliard Road in Holly Hill.

Contact: Joy Riley (RileyJ@scdot.org), 803-737-1346.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FHWA Bridge Program	Prelim. Eng.	\$1,508	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,508
FHWA Bridge Program	Right of Way	\$56	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56
FHWA Bridge Program	Construction	\$5,802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,802
FHWA Bridge Program	Construction	\$8,728	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,728
Total		\$16,094	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,094

PROJECT HISTORY			
Action	Type	Date	Comment
Cost correction	Minor Amendment #16 (14-19 RTIP)	2/26/2016	Shift \$56,000 (FHWA Bridge Program) for right-of-way acquisition in FFY 2016 to FFY 2017
Cost adjustment	Major Amendment #3 (17-22 RTIP)	8/14/2017	Add \$8,728,000 (FHWA Bridge Program) in FFY 2019 for construction (cost combined with project in Lower Savannah COG)

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

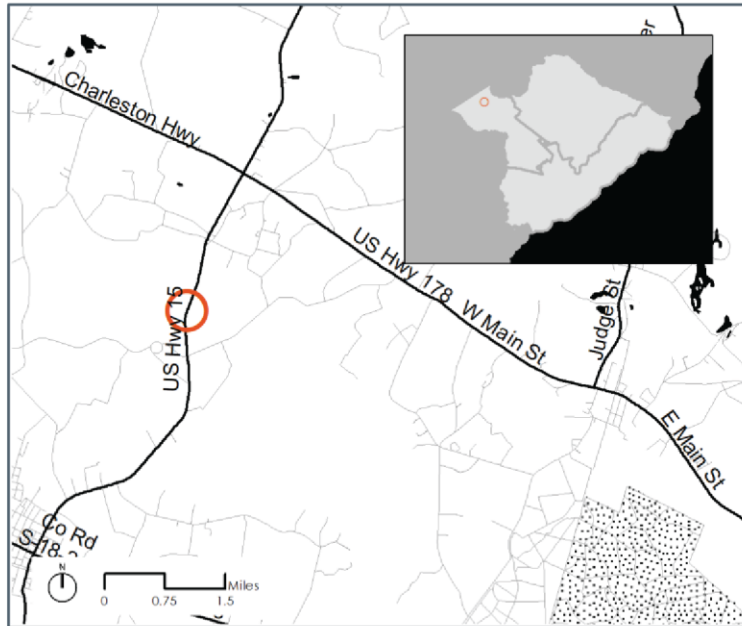
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-007
RTIP ID

P037127
SCDOT PIN

US-15 @ Indian Field Swamp (Replacement)
PROJECT NAME



SCDOT
SPONSOR

TBD
RLRTP

Bridge Replacement
TYPE

Dorchester
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

SCDOT bridge replacement and rehabilitation projects.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FHWA Bridge Program	Prelim. Eng.	\$905	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$905
FHWA Bridge Program	Construction	\$6,901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,901
Total		\$7,806	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,806

G-007
RTIP ID

N/A
SCDOT PIN

SC-165
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	(21-27 RTIP)	TBD	Add new project

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

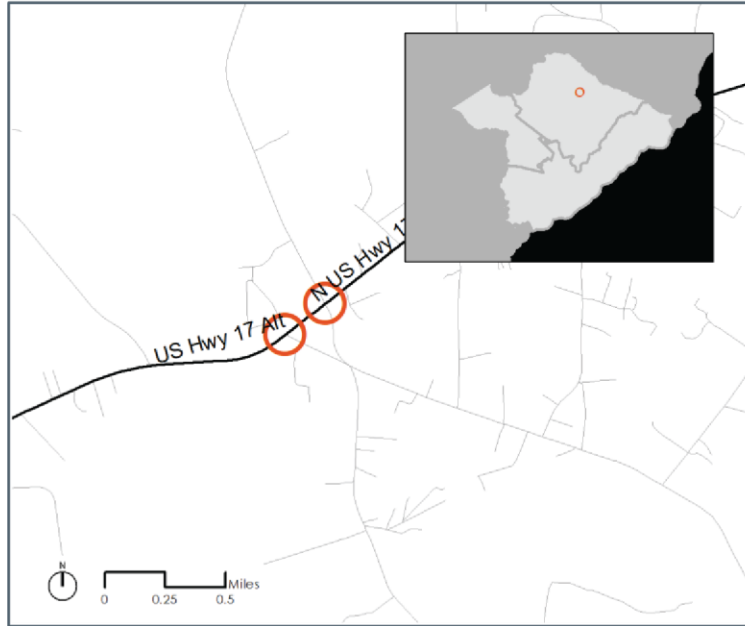
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-008
RTIP ID

0042913RD01
SCDOT PIN

US 17A & S-48 (Bethera Rd) & S-97 (Cane Gully Rd) & S-40 (Harristown Rd)
PROJECT NAME



SCDOT
SPONSOR

TBD
RLRTP

Intersection Improvement
TYPE

Berkeley
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

Operational and safety intersection improvements on US-17 ALT at S-48 (Bethera Road) and on US-17 ALT at S-97 (Cane Gully Road)/ S-40 (Harristown Road).

Contact: Turner Guess (GuessTB@scdot.org), 843-873-5763

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Statewide Safety Program	Right of Way	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Statewide Safety Program	Construction	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total		\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100

XG-008
RTIP ID

0042913RD01
SCDOT PIN

US 17A & S-48 (Bethera Rd) & S-97 (Cane Gully Rd) & S-40 (Harristown Rd)
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Major Amendment #8 (14-19 RTIP)	10/20/2014	Add \$75,000 (Statewide Safety Program) to FFY 2015 for construction
New project	Major Amendment #8 (14-19 RTIP)	10/20/2014	Add \$985,000 (Statewide Safety Program) to FFY 2016 for construction
Cost adjustment	Major Amendment #19 (14-19 RTIP)	8/8/2016	Remove \$75,000 (Statewide Safety Program) for construction from FFY 2015
Cost adjustment	Major Amendment #19 (14-19 RTIP)	8/8/2016	Remove \$985,000 (Statewide Safety Program) for construction from FFY 2016
Cost adjustment	Major Amendment #19 (14-19 RTIP)	8/8/2016	Add \$1,000,000 (Statewide Safety Program) to FFY 2017 for construction
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Add \$100,000 (Statewide Safety Program) to FFY 2017 for right-of-way acquisition

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

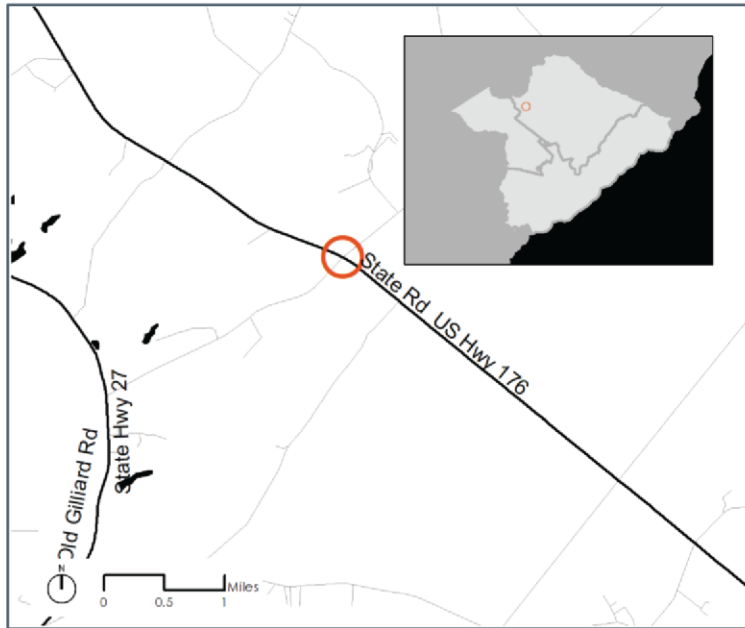
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-009
RTIP ID

P039388
SCDOT PIN

US-176 (State Rd) @ S-135 (Mudville Rd)
PROJECT NAME



SCDOT
SPONSOR

TBD
RLRTP

Intersection Improvement
TYPE

Berkeley
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

DESCRIPTION

Intersection safety improvement at US-176 (State Road) and S-135 (Mudville Road) in Ridgeville.

Contact: Kaylon Meetze (MeetzeKR@scdot.org), 803-737-2638.

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Statewide Safety Program	Prelim. Eng.	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Statewide Safety Program	Right of Way	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$100
Statewide Safety Program	Construction	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Total		\$250	\$0	\$100	\$2,000	\$0	\$0	\$0	\$0	\$2,350

XG-009
RTIP ID

P039388
SCDOT PIN

US-176 (State Rd) @ S-135 (Mudville Rd)
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Major Amendment #11 (17-22 RTIP)	5/18/2020	Add \$250,000 (Statewide Safety Program) to FFY 2020 for preliminary engineering
New project	Major Amendment #11 (17-22 RTIP)	5/18/2020	Add \$100,000 (Statewide Safety Program) to FFY 2022 for right-of-way acquisition
New project	Major Amendment #11 (17-22 RTIP)	5/18/2020	Add \$2,000,000 (Statewide Safety Program) to FFY 2023 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

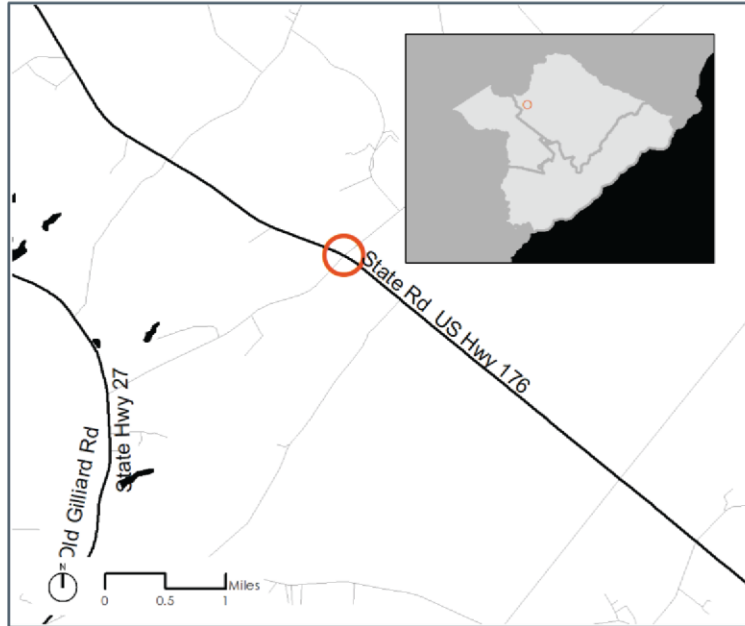
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-011
RTIP ID

P038028
SCDOT PIN

I-26 Safety Improvements MM 180 - 221
PROJECT NAME



SCDOT
SPONSOR

N/A
RLRTP

Safety Improvement
TYPE

Berkeley, Charleston
COUNTY

MM 180
BEGIN

MM 221
END

41.0
MILES

Contact: Eric Hall (HallSE@scdot.org), 803-737-2083.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Hwy. Safety Imp. Program	Prelim. Eng.	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Hwy. Safety Imp. Program	Construction	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
Total		\$5,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Major Amendment #9 (17-22 RTIP)	10/7/2019	Add \$400,000 (Highway Safety Improvement Program) to FFY 2019 for preliminary engineering
New project	Major Amendment #9 (17-22 RTIP)	10/7/2019	Add \$5,000,000 (Highway Safety Improvement Program) to FFY 2020 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

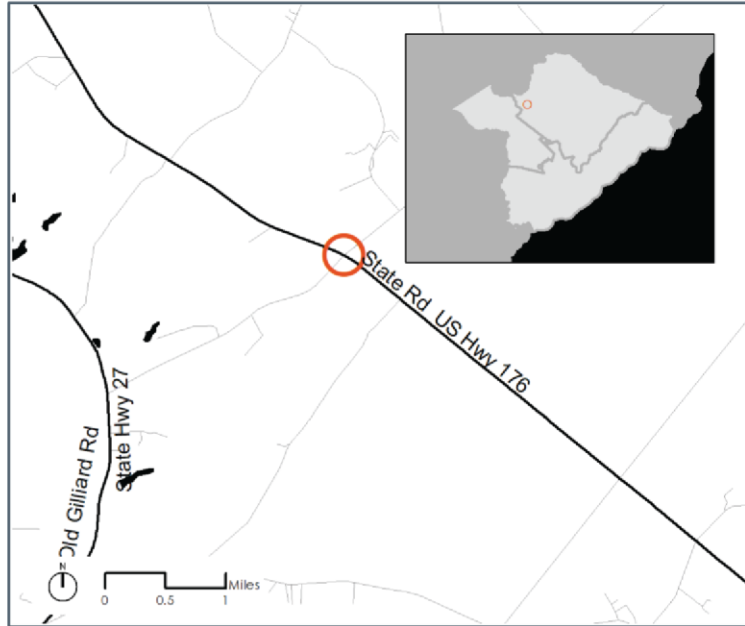
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-012
RTIP ID

P029757
SCDOT PIN

I-26 Cable Guard Project (Phase II)
PROJECT NAME



SCDOT
SPONSOR

N/A
RLRTP

TBD
TYPE

Berkeley, Dorchester
COUNTY

Near MM 168
BEGIN

Near MM 199
END

31.0
MILES

Safety improvements along portions of I-26 in Berkeley and Dorchester counties between MM 169 and 193 to include clear zone improvements to areas not cleared in Phase I (SCDOT PIN: 39306)

Funding from Statewide Safety Program - Urban and Rural Safety Funds. Prior I-26 Clear Zone Improvements from MM 150 to near MM 180 (Safety Project) included in this project.

Contact: Turner Guess (GuessTB@scdot.org), 843-873-5763

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Statewide Safety Program	Construction	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total		\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Minor Amendment #2 (14-19 RTIP)	11/5/2013	Add \$5,000,000 (Statewide Safety Program) to FFY 2014 for construction
Cost correction	Major Amendment #8 (17-22 RTIP)	4/15/2019	Shift \$5,000,000 (Statewide Safety Program) for construction from FFY 2017 to FFY 2019

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

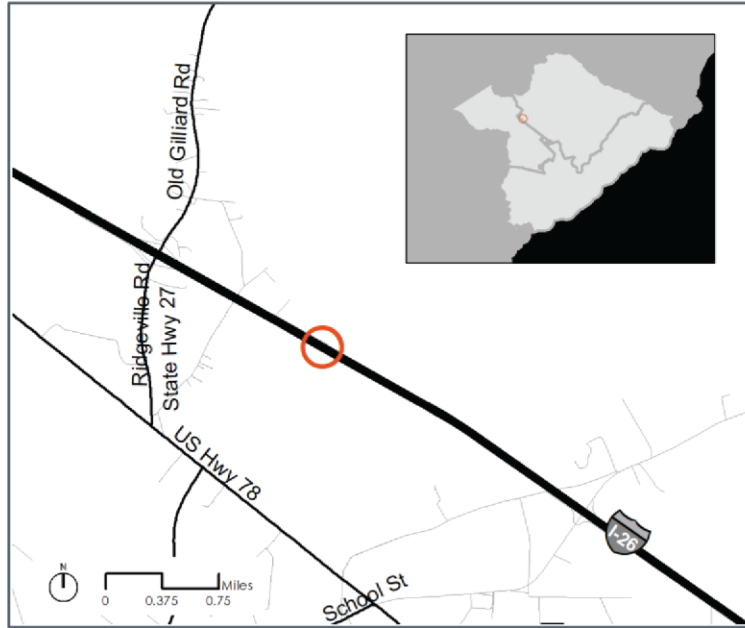
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-013
RTIP ID

N/A
SCDOT PIN

I-26 @ near MM 189
PROJECT NAME



SCDOT
SPONSOR

N/A
RLRTP

New Interchange
TYPE

Berkeley
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

Funding is part of the SC Department of Commerce incentive package for Volvo in Berkeley County.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
SC Depart. of Commerce	Construction	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000
Total		\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000

XG-013
RTIP ID

N/A
SCDOT PIN

I-26 @ near MM 189 (New Interchange)
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Minor Amendment #13 (14-19 RTIP)	12/7/2015	Add \$35,000,000 (SC Department of Commerce) to FFY 2016 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-014
RTIP ID

P029263
SCDOT PIN

I-26 (Widening)
PROJECT NAME



SCDOT
SPONSOR

N/A
RLRTP

Interstate Program
TYPE

Berkeley
COUNTY

SC-27 (Exit 187)
BEGIN

near Jedburg Rd(Exit 194)
END

7.1
MILES

DESCRIPTION
Widening of I-26 from approximately MM 187 (SC-27 overpass) to MM 193 including interchange improvement at SC-27 and two twin bridge replacements over Cypress Swamp.

Contact: Craig Winn (WinnCL@scdot.org), 803-737-6376.

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
State Infrastructure Bank	Prelim. Eng.	\$645	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$645
Nat. Hwy. Perform. Prog.	Prelim. Eng.	\$6,355	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,355
Nat. Hwy. Perform. Prog.	Right of Way	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
Nat. Hwy. Perform. Prog.	Construction	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Nat. Hwy. Perform. Prog.	Ad. Construction	\$0	\$140,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Nat. Hwy. Perform. Prog.	AC Conversion	\$0	\$0	\$46,764	\$46,764	\$46,764	\$0	\$0	\$0	\$140,292
Total		\$7,000	\$14,000	\$46,764	\$46,764	\$46,764	\$0	\$0	\$0	\$161,292

PROJECT HISTORY			
Action	Type	Date	Comment
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Remove \$6,355,000 (Nat. Hwy. Perform. Prog.) for preliminary engineering from FFY 2016
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Add \$4,355,000 (Nat. Hwy. Perform. Prog.) to FFY 2017 for preliminary engineering
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Add \$4,000,000 (Nat. Hwy. Perform. Prog.) to FFY 2020 for right-of-way acquisition
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Add \$10,000,000 (Nat. Hwy. Perform. Prog.) to FFY 2021 for construction
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Add \$140,292,000 (Nat. Hwy. Perform. Prog.3) to FFY 2021 for advanced construction
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Add \$46,764,000 (Nat. Hwy. Perform. Prog.) to FFY 2022 for advanced construction conversion
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Add \$46,764,000 (Nat. Hwy. Perform. Prog.) to FFY 2023 for advanced construction conversion
Cost adjustment	Major Amendment #1 (17-22 RTIP)	5/8/2017	Add \$46,764,000 (Nat. Hwy. Perform. Prog.) to FFY 2024 for advanced construction conversion
Cost adjustment	Major Amendment #2 (17-22 RTIP)	6/12/2017	Add \$2,000,000 (Nat. Hwy. Perform. Prog.) to FFY 2017 for preliminary engineering

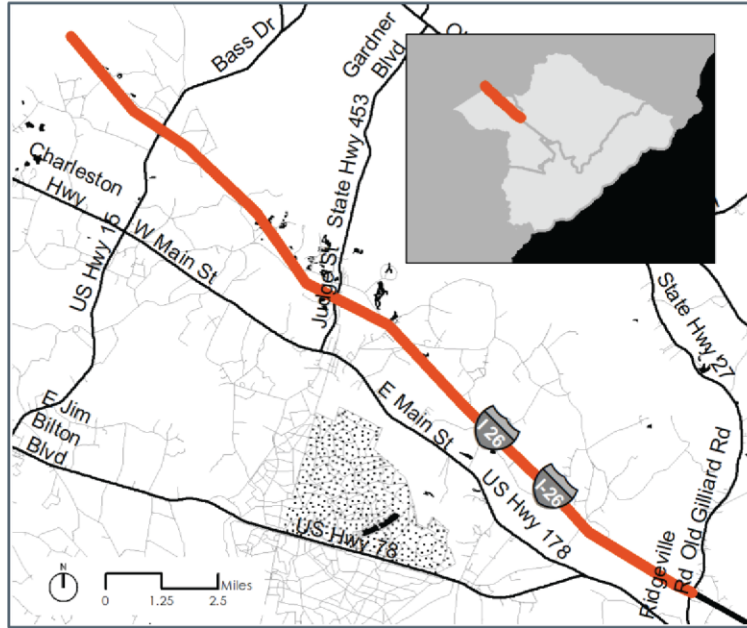
PERFORMANCE MEASURES

<p>Safety Number of fatalities and serious injuries per VMT</p> <table border="1"> <tr> <td>X 2020</td> <td>TBD 2022</td> <td>TBD 2024</td> </tr> <tr> <td></td> <td>X 2-yr Target</td> <td>X 4-yr Target</td> </tr> </table>	X 2020	TBD 2022	TBD 2024		X 2-yr Target	X 4-yr Target	<p>Safety Number of non-motorized fatalities and serious injuries</p> <table border="1"> <tr> <td>X 2020</td> <td>TBD 2022</td> <td>TBD 2024</td> </tr> <tr> <td></td> <td>X 2-yr Target</td> <td>X 4-yr Target</td> </tr> </table>	X 2020	TBD 2022	TBD 2024		X 2-yr Target	X 4-yr Target	<p>Safety Average miles between road-calls (fixed route transit service)</p> <table border="1"> <tr> <td>X 2020</td> <td>TBD 2022</td> <td>TBD 2024</td> </tr> <tr> <td></td> <td>X 2-yr Target</td> <td>X 4-yr Target</td> </tr> </table>	X 2020	TBD 2022	TBD 2024		X 2-yr Target	X 4-yr Target	<p>Mobility Proportion of primary corridor miles operating at or below LOS "D"</p> <table border="1"> <tr> <td>X 2020</td> <td>TBD 2022</td> <td>TBD 2024</td> </tr> <tr> <td></td> <td>X 2-yr Target</td> <td>X 4-yr Target</td> </tr> </table>	X 2020	TBD 2022	TBD 2024		X 2-yr Target	X 4-yr Target
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	X 2-yr Target	X 4-yr Target																									
X 2020	TBD 2022	TBD 2024																									
	X 2-yr Target	X 4-yr Target																									

XG-015
RTIP ID

P038677
SCDOT PIN

I-26 Corridor Improvement
PROJECT NAME



SCDOT
SPONSOR

N/A
RLRTP

Corridor Improvement
TYPE

Berkeley, Dorchester
COUNTY

I-95 (Exit 169)
BEGIN

Ridgeville Road (Exit 187)
END

18.8
MILES

Widening of I-26 from I-95 (Exit 169) to Ridgeville Road (Exit 187).

Contact: Michael Fulmer (FulmerMJ@dot.state.sc.us), 803-737-1834.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Nat. Hwy. Perform. Prog.	Planning	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total		\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Major Amendment #7 (17-22 RTIP)	2/11/2019	Add \$1,000,000 (Nat. Hwy. Perform. Prog.) to FFY 2019 for planning

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

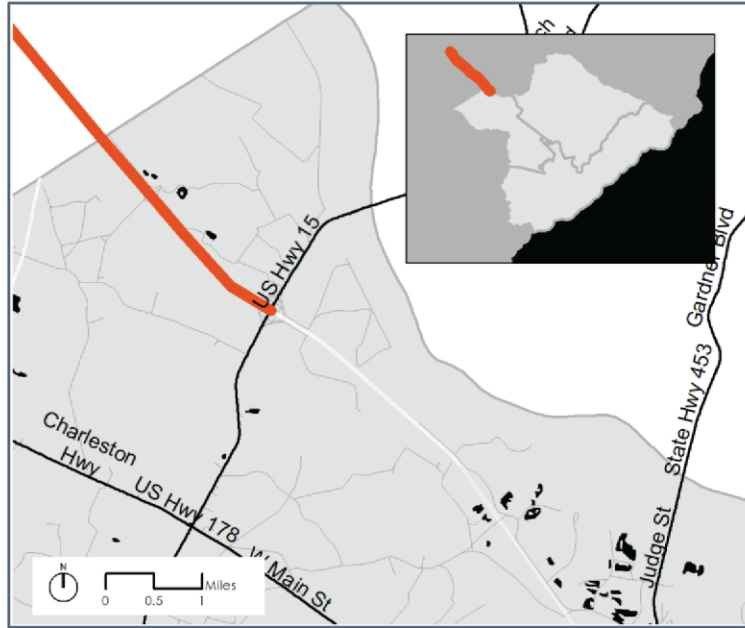
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

XG-016
RTIP ID

P029938
SCDOT PIN

I-26
PROJECT NAME



SCDOT
SPONSOR

N/A
RLRTP

Preservation
TYPE

Dorchester, Orangeburg
COUNTY

Near MM 149
BEGIN

Near MM 172
END

23.0
MILES

Pavement preservation project of I-26 eastbound and westbound from MM 149 to MM 179. Correct cross slopes and provide clear zone improvements.

Contact: Joy Riley (RileyJ@scdot.org), 803-737-1346.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Nat. Hwy. Perform. Prog.	Planning	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Nat. Hwy. Perform. Prog.	Construction	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
Total		\$77,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$77,000

XG-016
RTIP ID

P029938
SCDOT PIN

I-26
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Major Amendment #19 (14-19 RTIP)	8/8/2016	Add \$2,000,000 (Nat. Hwy. Perform. Prog.) to FFY 2016 for planning
Cost adjustment	Major Amendment #7 (17-22 RTIP)	2/11/2019	Add \$75,000,000 (Nat. Hwy. Perform. Prog.) to FFY 2020 for construction

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

FTA-001
RTIP ID

N/A
SCDOT PIN

Berkeley Citizens (Purchase of Service)
PROJECT NAME

NOT MAPPED

BCD RTMA
SPONSOR

N/A
RLRTP

Transit
TYPE

Berkeley
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

FTA Section 5310 (Rural) Enhanced Mobility of Seniors and Individuals with Disabilities

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FTA Section 5310	Purchase of Serv.	\$168	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168
FTA Section 5310	Capital Ex.	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60
FTA Section 5310	Vehicle Aquis.	\$90	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90
FTA Section 5310	Purchase of Serv.	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Total		\$368	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$368

PROJECT HISTORY			
Action	Type	Date	Comment
Cost adjustment	Major Amendment #2 (17-22 RTIP)	6/12/2017	Add \$50,000 (FTA Section 5310) to FFY 2017 for purchase of service

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

FTA-002
RTIP ID

N/A
SCDOT PIN

Enhanced Mobility (BCDCOG - BCD RTMA)
PROJECT NAME

NOT MAPPED

BCDCOG/ BCD RTMA
SPONSOR

N/A
L RTP

Transit
TYPE

N/A
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FTA Section 5310	Capital Ex.	\$27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27
FTA Section 5310	Operating Ex.	\$126	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$126
FTA Section 5310	Capital Ex.	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Total		\$193	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193

PROJECT HISTORY			
Action	Type	Date	Comment
Cost correction	Minor Amendment #18 (14-19 RTIP)	3/30/2016	Add \$27,000 (FTA Section 5310) to FFY 2014 for capital expenses
Cost correction	Minor Amendment #18 (14-19 RTIP)	3/30/2016	Add \$63,000 (FTA Section 5310) to FFY 2014 for operating expenses
Cost correction	Minor Amendment #18 (14-19 RTIP)	3/30/2016	Add \$63,000 (FTA Section 5310) to FFY 2015 for operating expenses
Cost adjustment	Major Amendment #2 (17-22 RTIP)	6/12/2017	Add \$40,000 (FTA Section 5310) to FFY 2017 for capital expenses

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

FTA-003
RTIP ID

N/A
SCDOT PIN

Tri-County Link (BCD RTMA, Administration, Operating, & Capital)
PROJECT NAME

NOT MAPPED

BCD RTMA
SPONSOR

N/A
RLRTP

Transit
TYPE

N/A
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

FTA 5311 Formula Grant for Rural Areas

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)										
Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
FTA Section 5311	TBD	\$4,458	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,458
FTA Section 5311	Operating Ex.	\$1,066	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,066
State Mass Transit Funds	Operating Ex.	\$219	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$219
									\$0	\$0
Total		\$5,743	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,743

PROJECT HISTORY			
Action	Type	Date	Comment
Cost adjustment	Major Amendment #14 (17-22 RTIP)	8/24/2020	Add \$1,065,803 (FTA Section 5311) to FFY 2020 for operating expenses
Cost adjustment	Major Amendment #14 (17-22 RTIP)	8/24/2020	Add \$218,897 (State Mass Transit Funds) to FFY 2020 for operating expenses

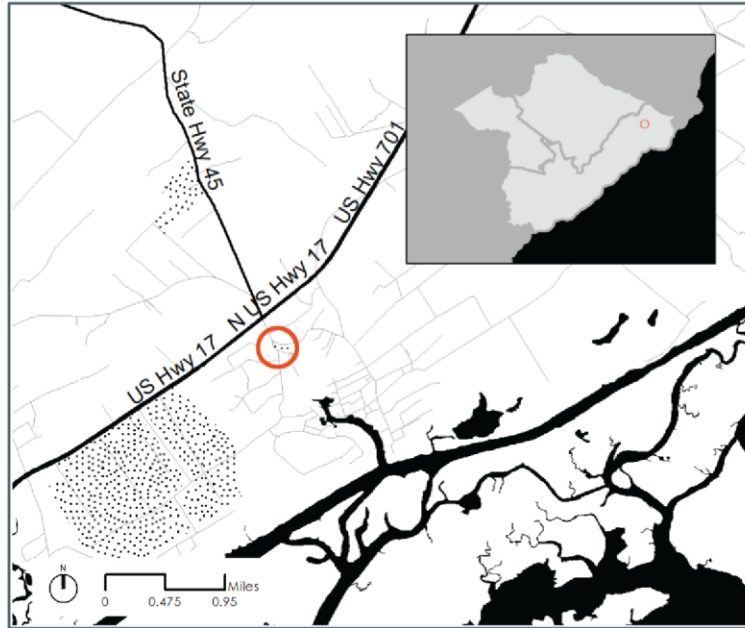
PERFORMANCE MEASURES

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TAP-001
RTIP ID

P027567
SCDOT PIN

McClellanville Pedestrian Bridge
PROJECT NAME



SCDOT
SPONSOR

N/A
RLRTP

Pedestrian/ Bicycle
TYPE

Charleston
COUNTY

S-1190 (Old Cemetery Road)
BEGIN

S-1189 (S. Pinckney Street)
END

TBD
MILES

New construction of a 210-foot glulam pedestrian/bike bridge over Jeremy Creek on S-2414 (Kit Hall Road) from S-1190 (Old Cemetery Road) to S-1189 (S. Pinckney Street).

LPA-11-13.

Contact: Joy Riley (RileyJ@scdot.org), 803-737-1346.

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
STBG	Construction	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Local Match	Construction	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Rec. Trails Program	Construction	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Local/County Match	Construction	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
Total		\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900

PROJECT HISTORY			
Action	Type	Date	Comment
New Project	Major Amendment #21 (14-19 RTIP)	2/13/2017	Add \$400,000 (STBG) to FFY 2017 for construction
New project	Major Amendment #21 (14-19 RTIP)	2/13/2017	Add \$100,000 (Local/County, matching funds) to FFY 2017 for construction
Cost adjustment	Major Amendment #6 (17-22 RTIP)	12/3/2018	Add \$100,000 (Recreational Trails Program) to FFY 2019 for construction (Pinkney/Kit Hall Trail Segment)
Cost adjustment	Major Amendment #6 (17-22 RTIP)	12/3/2018	Add \$300,000 (Local/County, matching funds) to FFY 2019 for construction (Pinkney/Kit Hall Trail Segment)

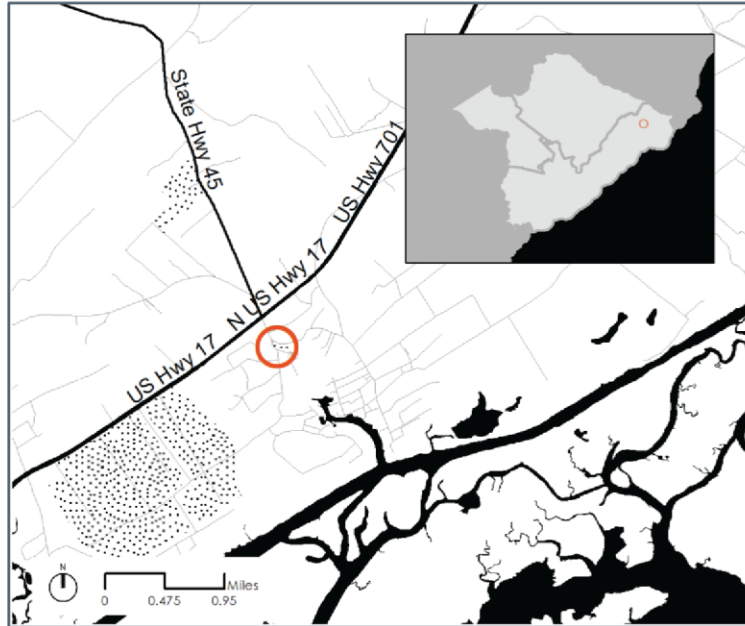
PERFORMANCE MEASURES

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	X 2-yr Target	X 4-yr Target																									
X 2020	TBD 2022	TBD 2024																									
	X 2-yr Target	X 4-yr Target																									

TAP-002
RTIP ID

N/A
SCDOT PIN

Wambaw Cycle Trail Project
PROJECT NAME



SCDPRT
SPONSOR

N/A
RLRTP

Pedestrian/ Bicycle
TYPE

Berkeley
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rec. Trails Program	Construction	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Local Match	Construction	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70
Rec. Trails Program	Construction	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28
Local Match	Construction	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Total		\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$138

PROJECT HISTORY			
Action	Type	Date	Comment
Cost correction	Minor Amendment #18 (14-19 RTIP)	3/30/2016	Add \$27,000 (FTA Section 5310) to FFY 2014 for capital expenses
Cost correction	Minor Amendment #18 (14-19 RTIP)	3/30/2016	Add \$63,000 (FTA Section 5310) to FFY 2014 for operating expenses
Cost correction	Minor Amendment #18 (14-19 RTIP)	3/30/2016	Add \$63,000 (FTA Section 5310) to FFY 2015 for operating expenses
Cost adjustment	Major Amendment #2 (17-22 RTIP)	6/12/2017	Add \$40,000 (FTA Section 5310) to FFY 2017 for capital expenses

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

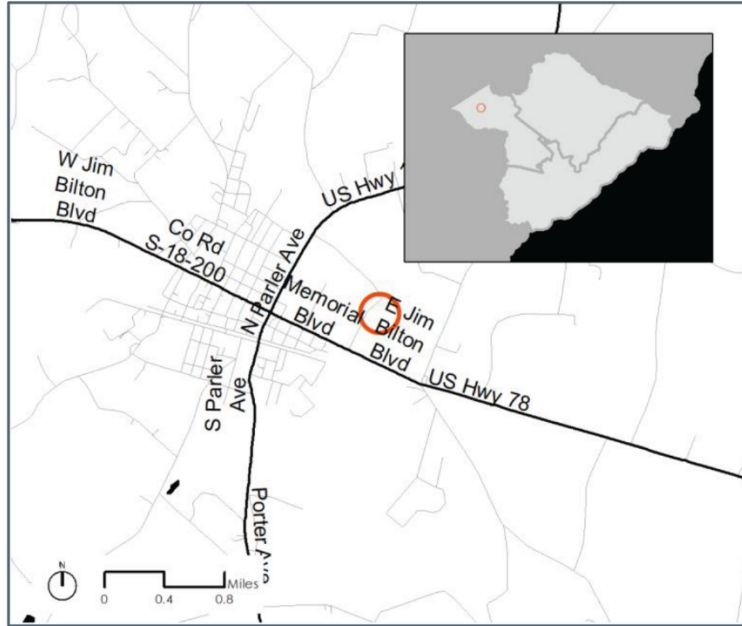
Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

TAP-003
RTIP ID

N/A
SCDOT PIN

Courthouse Park Recreation Trail
PROJECT NAME



TBD
SPONSOR

N/A
RLRTP

Pedestrian/ Bicycle
TYPE

Dorchester
COUNTY

N/A
BEGIN

N/A
END

N/A
MILES

DESCRIPTION

ESTIMATED OBLIGATED FUNDS (IN THOUSANDS)

Source	Phase	Prior	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Rec. Trails Program	Construction	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Local Match	Construction	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
Total		\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$125

TAP-003
RTIP ID

N/A
SCDOT PIN

Courthouse Park Recreation Trail
PROJECT NAME

PROJECT HISTORY			
Action	Type	Date	Comment
New project	Major Amendment #4 (17-22 RTIP)	11/6/2017	Add \$100,000 (Recreational Trails Program) to FFY 2017 for construction (Courthouse Park Recreation Trail)
New project	Major Amendment #4 (17-22 RTIP)	11/6/2017	Add \$25,000 (local, matching funds) to FFY 2017 for construction (Courthouse Park Recreation Trail)

PERFORMANCE MEASURES

Safety
Number of fatalities and serious injuries per VMT

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Number of non-motorized fatalities and serious injuries

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Safety
Average miles between road-calls (fixed route transit service)

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

Mobility
Proportion of primary corridor miles operating at or below LOS "D"

X 2020	TBD 2022	TBD 2024
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Reliability
Buffer Time Index

X 2020	TBD 2022	TBD 2024
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Preservation
Percent of pavement on non-Interstate NHS in good condition

X 2020	TBD 2022	TBD 2024
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Environment
Maintain the percent change in VMT at or below population growth rate

X 2020	TBD 2022	TBD 2024
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Community
Number of low-income or minority populations within ¼ mile of transit services

X 2020	TBD 2022	TBD 2024
	X 2-yr Target	X 4-yr Target

8 Appendices

- **Appendix A: Seats on the Board of Directors**
- **Appendix B: FFY 2021-2027 RTIP Draft Financial Sheet**
- **Appendix C: RTIP Comment History**
- **Appendix D: Summary of Amendments**

Appendix A: Seats on BCDCOG Board of Directors



Berkeley-Charleston-Dorchester Council of Governments

Berkeley County Government (4 seats)

Berkeley County Legislative Delegation (2 seats)

Charleston County Government (7 seats)

Charleston County Legislative Delegation (5 seats)

Dorchester County Government (4 seats)

Dorchester County Legislative Delegation (2 seats)

City of Charleston (3 seats)

City of North Charleston (2 seats)

City of Hanahan (1 seat)

Town of Mount Pleasant (1 seat)

Town of Summerville (1 seat)

City of Goose Creek (1 seat)

City of Isle of Palms (1 seat)

Town of Moncks Corner (1 seat)

Town of St. George (1 seat)

Town of St. Stephen (1 seat)

Town of Meggett (1 seat)

Town of Lincolnville (1 seat)

Town of Awendaw (1 seat)

Town of McClellanville (1 seat)

Town of Bonneau (1 seat)

Town of Jamestown (1 seat)

Town of Kiawah Island (1 seat)

Town of Seabrook Island (1 seat)

Town of Reevesville (1 seat)

Town of Harleyville (1 seat)

Town of Ridgeville (1 seat)

James Island Public Service District (1 seat)

Town of James Island (1 seat)

North Charleston Sewer District (1 seat)

State Highway Commission (1 seat)

St. Andrews Public Service District (1 seat)

BCDCOG Executive Director

Other Representation:

- Joint Base Charleston

Appendix B: FFY 2021-2027 RTIP Draft Financial Sheet

BCDCOG RURAL TRANSPORTATION FINANCIAL STATEMENT (Cost in Thousands)

PIN #	Guideshare Projects	FY 2020	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	Total Project Cost	FUNDING
1 Cost-Share	US 78 Phase IIA (US 178 to SC-27S) (US 178 to Ridgeville Rd)		\$797 \$8,510 \$7,950 \$220										\$17,477	BCDCOG Rural Guideshare BCDCOG Rural Guideshare TIGER Funding Dorchester Co. Sales Tax
	US 78 Phase IIB (SC-27S to S-18-22) (Ridgeville Rd to Orangeburg Road)	\$2,948 R \$6,329 AC \$5,300 C \$861 R \$4,871 C	\$2,948 \$5,300 \$861 \$4,871		\$6,329 ACC						\$6,329		\$20,309	BCDCOG Rural Guideshare BCDCOG Rural Guideshare TIGER Funding Dorchester Co. Sales Tax Dorchester Co. Sales Tax
2 Cost-Share	INTERSECTION IMPROVEMENT - US 17A @ SC 6		\$1,191										\$1,191	BCDCOG Rural Guideshare
	US 17 A (Phase III) (Widen to 5 Lanes from S-9 to Near SC 6 in Moncks Corner)		\$3,401										\$3,401	BCDCOG Rural Guideshare
RLRTP #1, #2, #3	US 17 @ SC 165 & US 17 @ New Rd - Intersection Improvement (Traffic Control/Bike & Ped.)				\$50 PL	\$389 PE	\$250 R	\$2,000 C	\$1,028 C		\$3,717		\$3,717	BCDCOG Rural Guideshare
RLRTP #5	US 52 @ SC 402 - Intersection Improvement				\$30 PL	\$50 PE	\$462 C				\$542		\$542	BCDCOG Rural Guideshare
RLRTP #7, #12	SC 165 - Hollywood Town Limit to Town Council Rd (Bike/Pedestrian)				\$250 PE	\$850 R		\$1,000 C	\$950 C		\$3,050		\$3,050	BCDCOG Rural Guideshare
RLRTP #8, #9, #14	SC 162 @ SC 165 & SC 162 @ Gibson Rd - Inter. Improvement (Traffic Control/Bike & Ped.)				\$50 PL	\$200 PE	\$200 R	\$1,719 C			\$2,169		\$2,169	BCDCOG Rural Guideshare
RLRTP #10	SC 27 @ S. Railroad Ave - Intersection Improvement				\$50 FR	\$170 PE			\$200 R	\$1,238 C	\$1,658		\$1,658	BCDCOG Rural Guideshare
GUIDESHARE PROJECT SUBTOTALS		\$2,948	\$16,847	\$0	\$6,459	\$939	\$1,932	\$3,719	\$2,228	\$2,188	\$17,465		\$53,514	
GUIDESHARE ALLOCATION		\$2,181		\$2,181	\$2,181	\$2,181	\$2,181	\$2,181	\$2,181	\$2,181				
CARRYOVER AVAILABLE		\$2,962		\$2,195	\$4,377	\$99	\$1,341	\$1,591	\$53	\$6				
BOND PROCEEDS		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0				
GUIDESHARE BALANCE		\$2,195 *		\$4,377 *	\$99	\$1,341	\$1,591	\$53	\$6	\$0				

* Guideshare Balance from FY 2020 -2021 applied to AC Conversion (ACC) programmed in FY2022

PROJECTS EXEMPT FROM GUIDESHARE														
Bridge Replacement & Rehab Projects														
	US 78 @ Four Hole Swamp (Replacement)		\$11,175										\$11,175	Bridge Program
	SC 174 @ Store Creek (Replacement)		\$4,771										\$4,771	Bridge Program
	SC 174 @ Sand Creek (Replacement)		\$7,160										\$7,160	Bridge Program
	SC 174 @ Russell Creek (Replacement)		\$11,000										\$11,000	Bridge Program
	SC 165 Caw Caw Swamp No. 1 (Replacement)		\$5,647										\$5,647	Bridge Program
	SC 165 Caw Caw Swamp No. 2 (Replacement)		\$5,260										\$5,260	Bridge Program
	SC 165 Caw Caw Swamp No. 3 (Replacement)		\$5,221										\$5,221	Bridge Program
P027127	US 176 @ Dean Swamp		\$16,094										\$16,094	Bridge Program
P037127	US 15 over Indian Field Swamp	\$6,901 C	\$7,806										\$7,806	Bridge Program
Statewide Safety Program														
	US 17A & S-48 (Bethera Rd) & S-97 (Cane Gully Rd) & S-40 (Harristown Rd)		\$1,100										\$1,100	Statewide Safety Program
P039388	US 176 (State Rd)/S-135 (Mudville Rd) - Intersection Safety Improvement	\$250 PE	\$250		\$100 R	\$2,000 C					\$2,100		\$2,350	Statewide Safety Program
Section/Corridor Improvements - Statewide Safety Program (2015 Commission Approved)														
	I-26 Clear Zone Improvements from near MM 180 to near MM 221	\$5,000 C	\$5,400										\$5,400	HSIP
P029757	I-26 Cable Guardrail Improvements from near MM 168 to MM 199 (Phase II)		\$10,000										\$10,000	HSIP
Interstate Safety Improvements														
	I-26 New Interchange (Near MM 189)		\$35,000										\$35,000	SC Dept of Commerce
	I-26 Widening from near SC 27 (Exit 187) to near Jedburg Rd (Exit 194)		\$645 \$6,355		\$4,000 R \$10,000 C						\$4,000 \$10,000		\$10,355 \$10,000	\$645 SIB Interstate Program (NHPP) Interstate Program (NHPP)
	I-26 Widening Exit 169 (I 95) to Exit 187 (Ridgeville Road)		\$1,000		\$140,292 AC	\$46,764 ACC	\$46,764 ACC	\$46,764 ACC			\$140,292		\$140,292	Interstate Program (NHPP)
	Interstate Preservation & Construction - I-26 (MM 149-MM172)	\$75,000 C	\$77,000										\$77,000	Interstate Program (NHPP)
PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL*		\$87,151	\$211,884	\$14,000	\$46,864	\$48,764	\$46,764				\$156,392		\$368,276	

*Does not include STIP-Referenced Projects

BCDCOG RURAL TRANSPORTATION FINANCIAL STATEMENT (Cost in Thousands)

PIN #	Guideshare Projects	FY 2020	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	Total Project Cost	FUNDING
FEDERAL TRANSIT ADMINISTRATION														
	BERKELEY CITIZENS													
	Purchase of Service		\$218										\$218	FTA Section 5310
	Capital		\$60										\$60	FTA Section 5310
	Vehicle Acquisition		\$90										\$90	FTA Section 5310
	ENHANCED MOBILITY													
	BCDCOG - Mobility Management		\$67										\$67	FTA Section 5310
	BCD RTMA - Operations		\$126										\$126	FTA Section 5310
	TRI-COUNTY LINK (BCD RTMA)													
	Administration, Operating, & Capital	\$1,066 OP	\$5,524										\$5,524	FTA Section 5311 - Federal
		\$219 OP	\$219										\$219	FTA Section 5311 - SMTF
	FTA FUNDED PROJECTS SUBTOTAL		\$6,304										\$6,304	
TRANSPORTATION ALTERNATIVE PROJECTS														
P28051900719	McClellanville Bicycle Pedestrian Connection - Pinckney St/Old Cemetery/Kitt Hall Rd		\$400										\$900	STBG
			\$100											2019 RTP
			\$400											Match - Local/County
P28051900919	Wambaw Cycle Trail Enhancement Project		\$40										\$138	2019 RTP
P28052001820	Enhancement Project	\$70 C	\$70											2020 RTP
		\$17.5 C	\$28											Match - Local/County
P28051700517	Courthouse Park Recreation Trail		\$100										\$125	2017 RTP
			\$25											Match - Local/County
	TA PROJECTS SUBTOTAL	\$88	\$1,163										\$1,163	
RURAL TIP GRAND TOTAL		\$107,547	\$236,197	\$14,000	\$53,323	\$49,703	\$48,696	\$3,719	\$2,228	\$2,188	\$173,857		\$429,256	

KEY: PE - Preliminary Engineering R - Right of Way C - Construction VA - Vehicle Acquisition OP - Operating Expenses CA - Capital Expenses PS - Purchase of Service PL - Planning RTP - Recreation Trails Program SIB - State Infrastructure Bank

¹ AC (Advanced Construction) reflects the use of state funds to initiate a project. Represents the commitment of state funds to satisfy the programming levels exceeding available federal funding in a given year.

² AC Conversion (Advanced Construction Conversion) reflects the conversion of state funds to federal funds in the future.

Appendix C: RTIP Comment History

Appendix D: Summary of Amendments