

**Upper Savannah Council of Governments  
2017-2021 Transportation Improvement Program**

**PURPOSE**

Upper Savannah Council of Governments (USCOG) is responsible for carrying out the rural transportation planning process for a six-county region, in partnership with the South Carolina Department of Transportation (SCDOT). The USCOG transportation planning area includes the counties of Abbeville, Edgefield, Greenwood, Laurens, McCormick and Saluda. Through this planning process, the USCOG establishes regional goals and objectives, identifies the current condition of the transportation system, provides research and data analysis, identifies and prioritizes transportation needs for input to the Statewide Multi-modal Transportation Plan, State Transportation Improvement Plan (STIP), and the Upper Savannah Transportation Improvement Program (TIP).

Other responsibilities include the development of a Long Range Transportation Plan, which is, at a minimum, a 25-year transportation vision for the rural area, and a Rural Planning Work Program (RPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives, and actions established in the Long Range Transportation Plan. The USCOG Board of Directors provides the forum for cooperative decision making in developing regional transportation plans and programs to meet changing needs. The board is composed of elected and appointed officials and staff representing local governments or agencies having an interest or responsibility in comprehensive transportation planning.

**BACKGROUND**

SCDOT first began enhancing the statewide planning process and local consultation procedures in response to the directives of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). A revised process was ultimately implemented following the directives of the Transportation Equity Act for the 21st Century (TEA-21) and the adoption of the STIP in 1999. In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted. Representing the largest surface transportation bill in the nation's history, SAFETEA-LU provided for a \$244.1 billion investment. Like TEA-21 before it, SAFETEA-LU provided a foundation for improving transportation safety, reducing traffic congestion, improving efficiency in freight movement and protecting the environment. After SAFETEA-LU came MAP 21 and currently the program is funded under the FAST (Fixing America's Surface Transportation) Act for three years starting in 2016.

Fundamental change in the process began with a partnership between SCDOT and the ten regional COGs, which have representation from all 46 counties in the state. SCDOT created a Rural System Upgrade Program referred to as Guideshares, which includes the federal-aid construction program for the areas outside of the current Metropolitan Planning Organization (MPO) boundaries within the Upper Savannah region.

Rural Guideshares are allocated by COG regions based on rural population. SCDOT initially prepared a list of potential transportation needs based on travel, congestion, and safety data for each region in the state. In 2003, the SCDOT Commission adopted the Statewide Multi-modal Transportation Plan. The planning process utilized the COGs to develop regional transportation plans that collectively provided the basis for establishing statewide priorities.

Today each COG has transportation functions similar to that of MPOs. A portion of SCDOT's State, Planning, and Research (SPR) funding is allocated to the COGs to facilitate an ongoing rural transportation planning process. Each COG is required to submit a Rural Planning Work Program (RPWP) outlining the planning emphasis areas and planning projects for the year. To help ensure ongoing communications between SCDOT and the ten COGs, Partnering Sessions are held as needed to discuss relevant transportation issues. In addition, SCDOT hosts an annual COG/MPO Workshop, which offers a technical agenda for staff responsible for the day-to-day planning functions. COG transportation planners also meet several times a year to discuss ongoing programs and collaborative efforts.

## **STATE PLANNING STRUCTURE**

In accordance with U.S.C. Title 23, Section 135, Statewide Planning, federal law specifies that each State shall carry out a transportation planning process that provides for consideration of projects and strategies that will:

- a. support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety and security of the transportation system for motorized and nonmotorized users;
- c. increase the accessibility and mobility options available to people and for freight;
- d. protect and enhance the environment, promote energy conservation, and improve quality of life;
- e. enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- f. promote efficient system management and operation; and,
- g. emphasize the preservation of the existing transportation system.

Each COG, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with the federal planning requirements established by federal legislation. Through this process, each COG establishes regional goals and objectives, identifies the current condition of the transportation system, provides research and data analysis, identifies and prioritizes transportation needs for input to the Statewide Multi-modal Transportation Plan and Upper Savannah Transportation Improvement Program.

## **USCOG PLANNING STRUCTURE**

To facilitate and encourage maximum interaction among these groups and the local community, the USCOG has an adopted committee structure that is activated when funding is available. The USCOG Board of Directors, as the official decision making body, establishes the policies for the overall conduct of the USCOG, is responsible for the adoption of plans and programs and approves study recommendations. USCOG convenes a regional Transportation Advisory Committee (TAC) with representatives from local government, transportation providers, and special interest groups on an as-needed basis. USCOG staff play an important role in identifying, analyzing and prioritizing transportation needs and goals for the Upper Savannah region. As a result of the COG board and other meetings, local governments are directly consulted and given an opportunity to identify transportation needs on the state system. The Upper Savannah board meets quarterly and the other group meets as needed to review project status, evaluate proposed modifications to the TIP, update long-range plan and funding priorities, comment on rural functional classification changes, receive input on the rural work programs, and coordinate special studies. The USCOG board forwards recommendations for program changes and project prioritization to the SCDOT Commissioners for final approval.

## **GOALS**

As established by the USCOG board, the long-range transportation goals for the Upper Savannah region are listed below:

1. Continue to work with SCDOT in corridor analysis – identifying deficiencies, barriers and potential solutions to facilitate development of inter- and intra-regional improved multilane access to the interstate highway system.
2. Support community participation and encourage involvement of local government and citizens in transportation policy & recommendations and project priority ranking.
3. Assist local governments with transportation and land use planning.
4. Coordinate transit efforts as requested through the SCDOT Office of Public Transit, including the implementation of a multi-year action plan and detailing the responsibilities of participating entities.
5. Support efforts of growth management and planning of significant economic development corridors.
6. Support and assist in development of freight mobility projects such as intermodal transfer stations; evaluate existing intermodal facilities and distribution centers to determine efficient ways to accommodate freight and delivery of goods.
7. Support and develop safety related projects such as roadway improvement for high accident locations and construction of sidewalks and bicycle paths on congested corridors.
8. Support land use, zoning, design and road standards, and development conditions that improve safety, transit access and non-motorized travel.
9. Support the maintenance of an updated SCDOT GIS database of transportation facilities, transportation trends and forecasts, priority improvements, demographics and economic development indicators.

10. Work with SCDOT, ARTS MPO in Edgefield County, and the GPATS MPO in Laurens County to plan for projects and linkages outside the region.

### **LONG RANGE TRANSPORTATION PLAN (LRTP)**

The Safe, Accountable, Flexible, an Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) mandated that the state has a Long Range Transportation Plan (LRTP) for the rural regions in the state (which includes all areas outside of Metropolitan Planning Organizations, or MPOs). All COGs in South Carolina partner with SCDOT to produce regional long range transportation plans that are compliant with SAFETEA-LU and serve as both state and regional rural transportation planning tools. The USCOG LRTP provides a financially constrained 25-year vision of future transportation improvements. USCOG is considers a minimum of seven elements in its long-range plan: system upgrades, intersections, safety, maintenance/resurfacing, signalization, mass transit, and bike and pedestrian facilities.

Potential projects are ranked and recommended by the USCOG Board based on funding availability. The USCOG LRTP will be reviewed at least every 5 years to reflect changing conditions and new planning principals. The current plan established goals and objectives which form the basis for the initial evaluation of projects submitted for the TIP. The process of undertaking major transportation studies, identifying short and long-range needs and targeting major growth areas in the USCOG region for intensive study has strengthened subsequent programming for the TIP. The entire planning/programming/implementation process is clear-cut and documented and involves input by federal, state, and local governments and the public in the early planning stages, and carries through into TIP programming.

## **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The TIP for the USCOG region is a multi-year program of transportation capital projects together with an estimate of transit capital and maintenance requirements. The TIP will be updated as needed, but at least biennially. The USCOG TIP will do the following:

1. Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the study area and receiving any Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds;
2. Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes from past TIPs;
3. Create an implementation timeline for projects;
4. Include realistic estimates of total costs and revenue for the program period;
5. List major projects from previous TIPs that were implemented and identify any major delays in planned implementation.

### **Title VI Compliance**

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

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

## **Financial Constraint**

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the latest TIP, USCOG has taken into consideration the transportation funding revenues expected to be available during the seven years of the TIP, and has found the STIP to be financially constrained.

Should an action occur in the future that significantly affects the funding of programmed projects in the TIP, USCOG along with its partners and the project sponsors would review the actual impact to the TIP. Appropriate action, such as a possible TIP amendment, addressing the funding of the affected projects would be taken at that time.

## **TIP Period**

The number of years of programming included in the TIP varies by funding source. In the case of some projects, carryover funding from prior TIPs is included and notes as "previous TIP(s) carryover funding." In some cases, estimated funding for projects in future years is included for information.

## **Public Participation Process**

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and it is required by numerous State and Federal laws. Such legislation underscores the need for public participation, calling on COGs such as the USCOG to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other interested parties with a reasonable opportunity to participate and comment on transportation plans and programs. USCOG has adopted a Public Participation Plan.

## **Public Transportation**

In general, the transit projects included in the TIP are operational projects that will maintain transit operations and reduce operating costs within the urbanized and rural area. Emphasis has been placed on those projects that will increase the efficiency and effectiveness of the existing levels and quality of transit service provided within the USCOG region. With the passage of the ADA of 1991 progress was accelerated toward a comprehensive demand responsive transit network. USCOG partners with SCDOT Office of Public Transit to develop and maintain public transportation plans and assessments.

## **TIP AMENDMENT PROCESS AND PROCEDURES**

### **Changes to the TIP**

From time to time circumstances dictate that changes be made to the TIP following its biennial adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval. These changes, or amendments, are not routine. USCOG will consider such amendments when the circumstances prompting the change are compelling. Proposed changes will be reviewed by USCOG staff before any actions are considered. All changes must follow USCOG policies on the Public Participation Process. Changes must be consistent with the LRTP, must maintain the financial constraint of the TIP, and must be consistent with federal Title VI requirements. Proposed additions or changes to projects must also be consistent with the rules of the particular funding program involved.

Once new projects proposed for funding are identified, and the funding committed, staff initiates the process to amend the projects and project funding in the TIP. All rules for amending the projects in the TIP are followed (Public Participation Process, Title VI requirements, LRTP consistency, financial constraint, etc.). All regionally significant transportation projects and all transportation projects requiring a federal action must be included in the TIP. These projects may be added to the TIP at any time, as long as procedures for doing so are consistent with federal requirements for TIP development and approval.

### **CONCLUSION**

The proactive cooperation of the USCOG local member governments and the USCOG staff will continue to contribute to better transportation infrastructure and mobility in the USCOG region. With the completion of the projects contained in the TIP, the region can look forward to improved connectivity between modes, improved mobility, as well as improved infrastructure

Project	Description	Length	Rank	MPO / COG	STP Category	Federal Program	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	2014-2019	Remaining
							Planned	Planned	Planned	Planned	Planned	Planned	Project Cost	Cost
S-32	Little River Abbeville County Pavement Preservation		BRR-34	Upper Savannah	Pave/Reconst	NHPP/STP	174	174	671				\$5,001	
	SC 284 (S-72 (Flat Rock Rd) to SC 28)													
	SC 203 (06 N SC 20 (N Main St) to S-161 (Highland Terrace))													
	SC 203 (S-161 (Highland Terrace) to SC 185)													
	Abbeville County Pavement Resurfacing													
	SC 28 (S-251 (Parsons Mtn Rd) to SC 72)					NHPP/STP	1,119	1,119	1,744					
	SC 185 (Anderson Co Line to SC 20)													
	SC 28 (McCormick County Line to S-251 (Parsons Mountain Rd))													
	S-63 (S-72 (Flatrock Rd) to S-32 (Old Calhoun Falls Rd))													
	SC 184 (SC 28 to S-115 (Sheep Leg Rd))													
	SC 184 (Due West Town Limits to US 178 (S Main St))													
	SC 284 (SC 71 to S-72 (Flat Rock Rd))													
	US 178 (Anderson Co. Line to Greenwood Co. Line)													
	USFS Long Cane OHV Trail (Sponsor - USDA Forest Service - Long Cane Ranger District Sumter National Forest) (FY 2013 Recreational Trails program)			Upper Savannah	Recreational Trails	TAP Local	24	6					\$30	
	Lowndesville Town Park Trail (Sponsor - Town of Lowndesville) (FY 2014 Recreational Trails program)			Upper Savannah	Recreational Trails	TAP Local	100	25					\$1,250	



Project Description	Length	Rank	MPO / COG	STP Category	Federal Program	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	2014-2019 Project Cost	Remaining Cost	
						Planned	Planned	Planned	Planned	Planned	Planned			
US 25 Log Creek		BR-77	Upper Savannah	Bridge	NHPP									
S-143 Stevens Creek		BR-58	Upper Savannah	Bridge	STP									
SC 233 Turkey Creek		BRH-36	Upper Savannah	Bridge	STP									
S-58 Turkey Creek		BRP-10	Upper Savannah	Bridge	STP									
S-146 Durkes Pond		BRP-123	Upper Savannah	Bridge	STP									
Edgefield County Pavement Preservation			Upper Savannah	Pave/Reconst	NHPP/STP	158	158	615				\$4,958		
S-35 (US 378 to 0.94 MI N of S-295)														
S-10 (US 25 (Augusta Rd) to US 25)														
S-17 (SC 121 (See S1) to Aiken Co. Line)														
SC 23 (.05 S-175 (Par D) to 16 N S-40 (Bland Banlet Rd))														
Edgefield County Pavement Resurfacing					NHPP/STP	1,096	1,096	1,335						
US 378 (McCormick County Line to US 25)														
US 378 (US 25 to S-21 (Long Cane Rd))														
US 25 (US 378 to Greenwood County Line)														
US 378 (S-21 (Long Cane Rd) to Saida Co Line)														
Section/Corridor Improvements			ARTS	Safety	Safety	Funding information can be found in the Safety portion of the Commission Approved Categories section							\$34,017	
S-491 (Stephens Rd) MP 0.00 to MP 2.22														
US 25 (Widen to 4 lanes)		US-02	Upper Savannah	System Upgrade	NHPP	5,100 C	9,000 C	19,917 C					14,000 C	
Phase I - S-429 to Greenhouse Road														
Phase II - Greenhouse Road to SC 19														

# Edgefield

Project Description	Length	Rank	MPO / COG	STIP Category	Federal Program	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019		2014-2019 Project Cost	Remaining Cost
						Planned	CA	Planned	CA	Planned	CA	Planned	CA	Planned	CA	Planned	CA		
Edgefield County Seniors Admin., Operations, Capital Unobligated \$311 Funds			Upper Savannah	Mass Transit	\$311	140 AD 288 OP 32 CA		140 AD 233 OP 21 CA		460 AD OP 330 CA		460 AD OP CA		460 AD OP CA		460 AD OP CA		\$3,044	

Project Description	Length	Rank	MPO / COG	STP Category	Federal Program	FY 2014 Planned	FY 2015 Planned	FY 2016 Planned	FY 2017 Planned	FY 2018 Planned	FY 2019 Planned	2014-2019 Project Cost	Remaining Cost
S-101 Wilson Creek	BR-74	BR-74	Upper Savannah	Bridge	STP								
SC 34 Wilson Creek	BRP-326	BRP-326	Upper Savannah	Bridge	STP								
Greenwood County Pavement Preservation			Upper Savannah	Pave/Reconst	NHPP/STP	226	226	879				\$7,858	
US 221 (1.87 MI. N. of S-156 to 0.20 MI. S. of SC 225)													
US 221 (0.84 MI. S. of US 25 to Local (Bryant Drive))													
SC 10 (US 221 to SC 225 Bypass)													
SC 225 (US 25 to 1.15 E. S-148 (Alexander Rd))													
US 25 (09 S S-29 (Cambridge Ave) to													
17 NW L-1583 (Commerce Cir))													
US 221 (McCormick Hwy) to													
L-678 (Buggy Court))													
US 221 (Lo Rile (Coker Rd) to Laurens Co. Line)													
Greenwood County Pavement Resurfacing					NHPP/STP	1,780	1,780	2,967					
US 178 (S-27 (Kinard Rd) to Saluda County Line)													
S-58 (SC 294 (Cokesbury Rd) to 0.83 MI. E. of SC 294)													
S-58 (0.37 MI. W. of Hyacinth Rd.) to S-97 (Deadfall Rd))													
S-97 (S-285 (Airport Rd.) to S-58 (Northside Drive))													
S-271 (1.21 MI. E. of Old Laurens Rd. to													
S-517 (Airport Rd.))													
US 25 (0.1 MI. N. of S-104 to 0.53 MI. S. of US 178)													
SC 10 (S-108 (Mathias Rd) to S-245 (Kilson Rd))													
S-58 (09 E. S-190 (New Castle) to													
SC 294 (Cokesbury Rd))													
S-148 (L-1431 (Briarwood Rd) to S-532 (Cannon Rd))													
S-148 (S-532 (Cannon Rd) to Lo Rt (McCadams Rd))													
S-148 (Lo Rt (McCadams Rd) to													
04 SW S-50 (Florida Ave))													
SC 294 (US 25 (Bypass 72 N) to													
0.23 N S-58 (Northside Dr))													
US 25 (Edgefield County Line to													
2.71 N S-62 (Brocker Rd))													
Section/Corridor Improvements			Upper Savannah	Safety	Safety								
S-101 (Siloan Church Rd)			Upper Savannah	System Upgrade	Earmark STP	272 R		3,000 C				\$3,272	
Intersection Improvements													
SC 225 @ S-148 (Alexander Ave)													

Description	Project	Length	Rank	MPO / COG	STIP Category	Federal Program	Planned							2014-2019 Project Cost	Remaining Cost	
							FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019				
Piedmont Agency on Aging Capital			RURAL	Upper Savannah	Mass Transit		51 CA								\$51	
Burton Center Capital			Federal/Local	Upper Savannah	Mass Transit		44 CA	56 CA							\$100	

Project	Description	Length	Rank	MPO / COG	STP Category	Federal Program	FY 2014 Planned	FY 2015 Planned	FY 2016 Planned	FY 2017 Planned	FY 2018 Planned	FY 2019 Planned	2014-2019 Project Cost	Remaining Cost
S-98	Enoree River		BR-61	Upper Savannah	Bridge	STP								
S-112	Enoree River		BR-112	Upper Savannah	Bridge	STP								
	Interchange at I-385 and SC 14 (Exit 19)			Upper Savannah	Earmark	Earmark (SAFETA-LU)	200 C							\$200
	(Matching Agency - SCDDOT)			Upper Savannah	Pave/Reconst	NHPP/STP	273	273	1,065					\$8,549
	Laurens County Pavement Preservation			Upper Savannah										
	SC 92 (S-416 (Marinas Lake Rd) to US 221)													
	SC 76 (Greenville County Line to US 70)													
	S-36 (US 221 to S-6 (Indian Mound Rd))													
	S-46 (US 76 to L-678 (Mt Vernon Ch Rd))													
	SC 39 (US N SC 72 to US 221)													
	SC 92 (SC 101 to Rt SW I-385 Bridge)													
	SC 92 (Rt NE I-385 Bridge to S-416 (Marinas Lake Rd))													
	SC 418 (Greenville Co. Line to													
	.06 N Lo Rae (Thomason Rd))													
	US 76 (L-463 (Boyer Page Rd) to													
	.6 W S-862 (Meadowbrook Dr))													
	Laurens County Pavement Resurfacing													
	SC 49 (US 221 to 0.10 MI. S of I-385)						1,967	1,967	3,004					
	SC 49 (0.09 MI. N of I-385 to S-52 (Patterson Plant Rd.))													
	SC 101 (S-703 (Youngs School House Rd) to													
	Spartanburg County Line)													
	SC 66 (US 76 to 0.10 MI E of S-99)													
	SC 418 (1.29 MI. N of Greenville City to 0.10 W of S-704)													
	SC 101 (SC 14 to SC 92)													
	SC 101 (SC 92 to 0.22 MI. S of I-385)													
	SC 101 (0.22 MI. S of I-385 to Local (Lakeview Rd.))													
	SC 101 (Local (Lakeview Rd) to													
	S-703 (Youngs Schoolhouse Rd.))													
	SC 418 (0.1 MI. from Pennington to													
	Spartanburg County Line)													
	Interstate Safety Improvements													
	I-385 MP 5.00 to MP 6.00			Upper Savannah	Safety	Safety								
	I-385 MP 9.00 to MP 9.30			Upper Savannah										
	I-385 MP 12.90 to MP 13.60			Upper Savannah										
	Section/Corridor Improvements			Upper Savannah	Safety	Safety								
	S-43 (E. Jerry Rd./A B Jacks Rd.) MP 0.31 to MP 5.75			Upper Savannah	Recreational Trails	TAP Local	77	19						\$36
	Enoree OHV Trail Improvements			Upper Savannah										
	(Sponsor - USDA Forest Service - Enoree Ranger													
	District Tyger Office Summer National Forest)													
	(FY 2014 Recreational Trails Program)													

Description	Project	Length	Rank	MPO / COG	STIP Category	Federal Program	Planned						2014-2019 Project Cost	Remaining Cost	
							FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
Laurens County DSNB Capital			RURAL	Upper Savannah	Mass Transit	5310	59 CA	56 VA						\$115	
Laurens County DSNB Capital			RURAL	Upper Savannah	Mass Transit	5316	54 CA							\$54	
Unobligated SAFETEA-LU Funds			Federal/Local												

Project	Description	Length	Rank	MPO / COG	STIP Category	Federal Program	FY 2014 Planned	FY 2015 Planned	FY 2016 Planned	FY 2017 Planned	FY 2018 Planned	FY 2019 Planned	2014-2019 Project Cost	Remaining Cost
S-88	Stevens Creek	BR-88		Upper Savannah	Bridge	STP								
US 378	Little River	BR-88		Upper Savannah	Bridge	STP								
SC 283	Stevens Creek	BRP-37		Upper Savannah	Bridge	STP								
SC 823	Little River	BRP-12		Upper Savannah	Bridge	STP								
US 221/SC 28	Resurfacing/rehabilitation adjacent to the J. Strom Thurmond Lake and Dam project)			Upper Savannah	Eastern Federal Lands	Federal Lands			400 P		799 C		\$1,199	
McCormick County Pavement Preservation	SC 283 (S-21 (Upper Mill Rd) to 0.79 MI NW of S-250)			Upper Savannah	Pave/Reconst	NHPP/STP	88	88	671				\$3,111	
	SC 10 (SC 28 to Greenwood Co. Line)													
	SC 28 (US 221 (Gold St) to S-97 (Mims Dr))													
	SC 28 (S-97 (Mims Drive) to SC 10)													
	SC 283 (.79 W-250 (Cunningham Dr) to Edgfield Co. Line)													
	US 221 (US 378/SC 28 to US 378)													
	US 378 (S-209 Woodcreek Rd to S-412 (Christian Rd))													
	McCormick County Pavement Resurfacing													
	US 378 (S-42 (Christian Rd) to Edgfield County Line)													
	SC 28 (S-19 (Mars Bridge Rd) to Abbeville County Line)													
	SC 28 (.04 S SC 81 at Bridge End to S-19 (Mars Bridge Rd))													
Savannah Valley Railroad Trail	(Sponsor - Savannah Valley Railroad Trails, Inc) (FY 2013 Recreational Trails program)			Upper Savannah	Recreational Trails	TAP Local	36	9					\$45	

Project	Description	Length	Rank	MPO / COG	STIP Category	Federal Program	FY 2014 Planned	FY 2015 Planned	FY 2016 Planned	FY 2017 Planned	FY 2018 Planned	FY 2019 Planned	2014-2019 Project Cost	Remaining Cost
McCormick County Senior Center Capital, Operating			RURAL	Upper Savannah	Mass Transit	5310	48 CA	51 CA					\$145	
McCormick County Senior Center Adm'n., Operations, Capital			RURAL	Upper Savannah	Mass Transit	5311	66 AD 138 OP 14 CA	70 AD 168 OP CA	219 AD OP 40 CA	220 AD OP CA	221 AD OP CA	222 AD OP CA	\$1,379	
McCormick County Senior Center Capital-Bus and Bus Facilities			RURAL	Upper Savannah	Mass Transit	5339	65 CA						\$65	
FTA Section 5339			Federal/State											



Project Description	Length	Rank	MPO / COG	STIP Category	Federal Program	Funding Information can be found in the Safety portion of the Commission Approved Categories section							2014-2019 Project Cost	Remaining Cost	
						FY 2014 Planned	FY 2015 Planned	FY 2016 Planned	FY 2017 Planned	FY 2018 Planned	FY 2019 Planned				
Saluda County Pavement Preservation			Upper Savannah	Pave/Reconst	NHPP/STP	144	144	562						\$4,884	
SC 391 (S-417 (Mt Habron Rd) to US 378 (Traffic Circle))															
SC 39 (SC 23 (W Main Hwy) to S-29 (Spann/Duncan Rd))															
SC 194 (S-140 (Wheeler Circle) to S-122 (Big Creek Road))															
SC 391 (US 378 (Columbia Hwy) to Newberry Co. Line)															
US 178 (US 178 (Greenwood Hwy) to US 378 (N. Jennings St))															
Saluda County Pavement Resurfacing					NHPP/STP	1,163	1,163	1,704							
SC 39 (US 178 to 0.16 MI. S of SC 72)															
SC 39 (0.11 MI. N of SC 702 to S-235 (Leotina Mack Rd))															
US 378 (S-39 (Long Rd) to S-44 (Hollywood Rd))															
SC 391 (SC 391 Entrance to Circle to SC 391 Exit from Circle)															
US 378 (S-44 (Hollywood Rd) to Lexington County Line)															
Section/Corridor Improvements															
US 1 (Highway 1) MP 0.00 to MP 2.06				Safety	Safety										

# Regional Highway Projects

I-73	Description	Project Length	Rank	MPO / COG	STP Category	Federal Program	FY 2014 Planned	FY 2015 Planned	FY 2016 Planned	FY 2017 Planned	FY 2018 Planned	FY 2019 Planned	2014-2019 Project Cost	Remaining Cost
	(Funds previously obligated)													
	Rehabilitate Access West Yauhannah Road Applicant - U.S. Fish and Wildlife Service, Waccamaw National Wildlife Refuge			Waccamaw	Eastern Federal Lands		100						\$100	
	Rehabilitate Access East Yauhannah Road Applicant - U.S. Fish and Wildlife Service, Waccamaw National Wildlife Refuge			Waccamaw	Eastern Federal Lands			100					\$100	
	US 178 to S-72 (Resurface and provide paved shoulders) (Greenwood County)			Upper Savannah	Federal Lands		3,000						\$3,000	
	SC 161 (North Carolina Line to SC 55) (Resurface and provide paved shoulders) (York County)			Appalachian										
	Recon/Rehab Flexible Funding				Pave/Reconst	NHPP/STP							\$62,094	
	District One						2,418	2,418	4,065					
	District Two						2,281	2,281	3,618					
	District Three						2,762	2,762	4,374					
	District Four						1,816	1,816	3,589					
	District Five						2,928	2,928	5,239					
	District Six						2,517	2,517	4,284					
	District Seven						2,067	2,067	3,347					
	Complete Streets			CHATS	System Upgrade	STP		600 C			3,900		3,000	\$7,500
	I-26 Analysis			CHATS	System Upgrade	STP		76 PL						\$76
	Airport Improvements			CHATS	System Upgrade	STP		515 PL						\$515
	I-26 Alternative Analysis			CHATS	System Upgrade	STP		50 PL						\$344
	Congestion Management			CHATS	System Upgrade	Local		13 PL						\$1,013
	Traffic Signal System			CHATS	System Upgrade	STP		1,013 C						\$375
	Long Range Plan			CHATS	System Upgrade	Local		225 PL						\$300
	Long Range Plan			GSATS	System Upgrade	STP		150 PL						\$300
	Regional Wayfinding Signage			GSATS	System Upgrade	STP		100 P			2,400 C			\$2,900
	Signal System Timing			GSATS	System Upgrade	STP		685 C						\$685
	Intersection Improvements			CHATS	System Upgrade	STP		50 PL				3,200		\$6,400
	Transportation Modeling / Simulation System Frameworks			CHATS	System Upgrade	Local		13 PL				63 PL		\$375
	Regional Transit Framework Plan			CHATS	System Upgrade	STP		194 PL						\$243
	Regional Bike/Ped Plan Update			CHATS	System Upgrade	Local		49 PL						\$200
				CHATS	System Upgrade	STP		160 PL						\$200
					Local	Local		40 PL						

