STIP

Statewide Transportation Improvement Program

FFY 2024-2033

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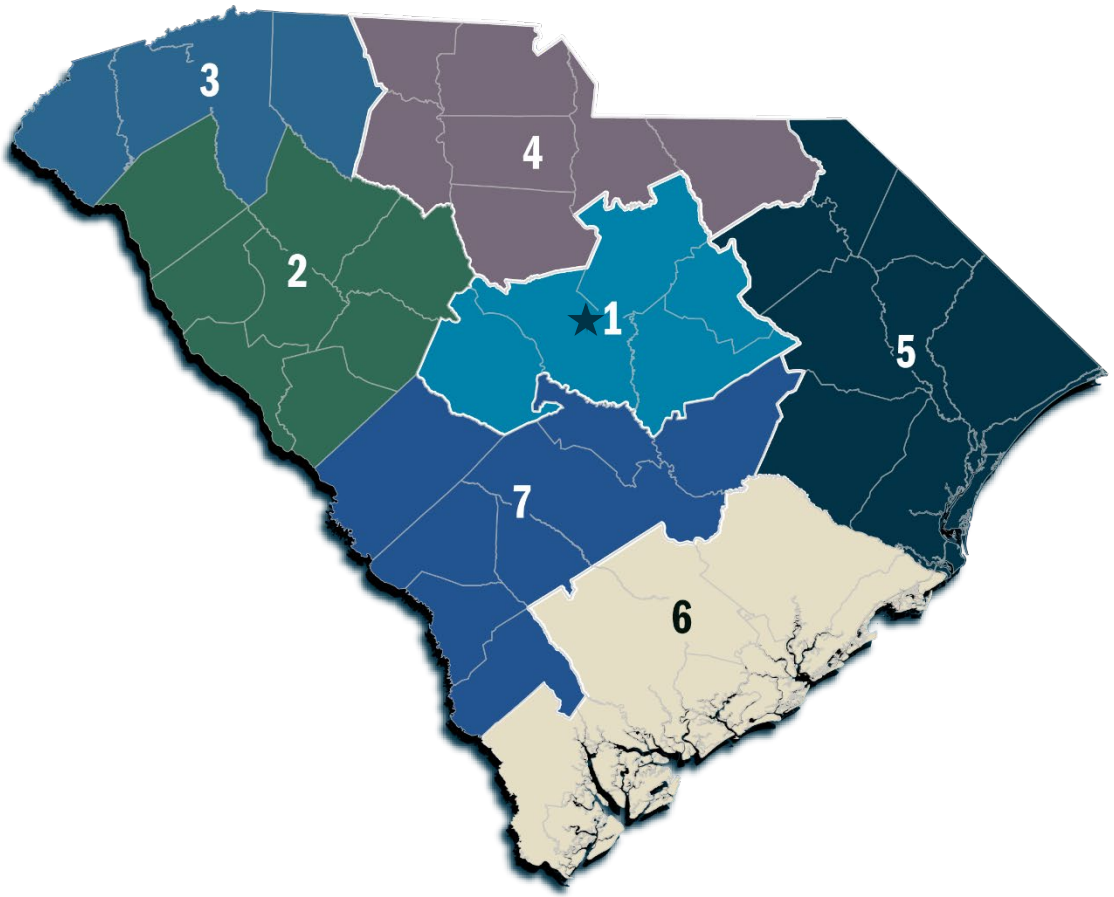

1 DISTRICT 1
Kershaw, Lee, Lexington, Richland, Sumter
1400 Shop Road
Columbia, SC 29201
803-737-6660

2 DISTRICT 2
Abbeville, Anderson, Edgefield, Greenwood, Laurens, McCormick, Newberry, Saluda
510 W. Alexander Avenue
Greenwood, SC 29646
864-227-6971

3 DISTRICT 3
Greenville, Oconee, Pickens, Spartanburg
252 S. Pleasantburg Drive
Greenville, SC 29607
864-241-1010

4 DISTRICT 4
Cherokee, Chester, Chesterfield, Fairfield, Lancaster, Union, York
1232 JA Cochran Bypass
Chester, SC 29706
803-377-4155

5 DISTRICT 5
Darlington, Dillon, Florence, Georgetown, Horry, Marion, Marlboro, Williamsburg
3018 E. Palmetto Street
Florence, SC 29506
843-661-4710

6 DISTRICT 6
Beaufort, Berkeley, Charleston, Colleton, Dorchester, Jasper
6355 Fain Blvd., Building A
N. Charleston, SC 29406
843-740-16677

7 DISTRICT 7
Aiken, Allendale, Bamberg, Barnwell, Calhoun, Clarendon, Hampton, Orangeburg
1724 Charleston Hwy
Orangeburg, SC 29115
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1.0 Introduction

The South Carolina Department of Transportation Statewide Transportation Improvement Program (STIP) is a 10-year transportation improvement program, effective from Federal Fiscal Year (FFY) 2024 -2033. SCDOT has developed the STIP in accordance with the Infrastructure Investment and Jobs Act (IIJA) and applicable federal regulations, including 23 CFR Part 450, Subpart B: Statewide and Nonmetropolitan Transportation Planning and Programming[1].

The STIP includes all state and local transportation projects which are using federal highway and/or federal transit funding as required per Title 23 United States Code. The STIP must also contain all regionally significant transportation projects that require an action by the Federal Highway Administration (FHWA) or the Federal Transit Authority (FTA), including projects funded through the State Transportation Infrastructure Bank and local option sales tax programs. FHWA and FTA use the STIP document to approve federal funds for transportation projects in South Carolina.

Information contained within the STIP includes the cost, schedule, and funding sources for the identified projects. The STIP must be financially constrained by year and must indicate whether the transportation system is being adequately operated and maintained. The STIP must include sufficient financial information to demonstrate which projects are to be implemented using current revenues. If additional funding sources are proposed for projects, strategies for ensuring the availability and likelihood of additional funding are necessary.

The Statewide Transportation Planning Process involves many stakeholders and produces several documents to guide statewide priorities. The SCDOT leadership team has incorporated The Strategic Plan, 2018-2027 10-Year Plan, and the Asset Management Plan into a single document called the Strategic Ten-Year Asset Management Plan (STAMP)[2] that reflects the current priorities, aligns the entire organization towards these priorities, and instills accountability for achieving mission critical goals. The STAMP reflects the Governor Henry McMaster's vision for South Carolina's infrastructure: "to build a worldclass and safe public infrastructure to enhance the quality of our citizens and to promote the state in global competitiveness as a location for business, investment, talent, innovation, and visitors." Goals identified in the Strategic Plan are consistent with the policy desires of the SCDOT Commission.

[1] https://www.ecfr.gov/current/title-23/part-450/subpart-B
[2] https://www.scdot.org/performance/pdf/STAMP.pdf

Figure 3: SCDOT Mission, Vision, and Values

The SCDOT Commission is the administrative and governing authority of the agency, comprised of nine members and serves as a general policymaking body for the various functions and purposes as prescribed by law. The Governor is given the authority to make all nine appointments to the SCDOT Commission. The appointments must then be screened by legislative delegations based on Congressional Districts and then go before the General Assembly. In addition, the law gives the Commission the authority to hire the SCDOT Secretary. By approving the STIP, the SCDOT Commission allocates appropriated federal funding to various state categories and specific projects.

When preparing the STIP, the agency consults and coordinates with Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs), transportation interest groups, other affected local jurisdictions, and all consultation parties listed in the public participation plan. Projects are approved and scheduled in consideration of their purpose and need, Act 114 of 2007[3] priority ranking, available funding, and status.

SCDOT updates the STIP every four years to reflect significant changes in the program in cooperation with the MPO designated for each metropolitan area and the COG for each rural area in the state. The project list will be updated periodically through the amendment process.

Unlike prior SCDOT STIP documents, the FFY 2024-2033 STIP covers a 10-year window. Following the passage of Act 40 in 2017, SCDOT developed a 10-Year Plan focused on deferred maintenance and safety needs. The new 10-year STIP window will coincide with SCDOT's 10-Year Plan and to accommodate mega projects in the planning process.

[3] SC Code § 57-1-370 (2012)

2.0 Certification

In accordance with 23 CFR 450.218, SCDOT hereby certifies that the statewide transportation planning process is carried out in accordance with all applicable requirements of:

1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304.
2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR Part 21.
3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
4) Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. Department of Transportation-funded projects.
5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.
6) 23 CFR part 490, National Performance Management Measures.
7) 23 CFR part 667, regarding the periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events.
8) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
9) In states containing non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 [c] and [d]) and 40 CFR Part 9.
10) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
11) Section 324 of Title 23 U.S.C., regarding the prohibition of discrimination based on gender.
12) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

3.0 Trends and Existing Conditions

3.1 Population and Employment Growth

The ever-evolving demographics and socioeconomic characteristics within South Carolina, combined with an aging transportation infrastructure, have increasingly strained the state's highway transportation system. This issue becomes more pronounced during periods of resource scarcity and decline. These patterns play a crucial role in shaping the approach to predicting future system requirements and strategizing for these demands. To make more informed choices concerning transportation infrastructure investment, SCDOT relies on accurate insights derived from significant historical trends encompassing aspects like population, employment, and traffic growth.

South Carolina's 2020 Census population of 5,118,425 placed it 23rd among the 50 states, compared to 26th in 2000. U.S. Census Bureau 2022 population data[4] estimates South Carolina's population at 5,282,634, which is a 3.2% increase from 2020 and ranks as the fifth largest population increase in the United States since 2020. The most recent U.S. Census population estimates for 2023[5] show South Carolina grew by 90,600 to just over 5,373,500, the highest single-year percentage increase in the Country. According to the South Carolina Revenue and Fiscal Affairs Office[6], the state's population is expected to exceed 5.8 million by 2035, a 13.7% increase since 2020. If growth continues at the 2020-2022 pace, the state's population could exceed 6 million as soon as 2031.

Figure 4: 2020 South Carolina Quick Facts

According to data from the U.S. Bureau of Labor Statistics[7], between 2010 and 2020 total employment in South Carolina grew from 1.74 million to 2.01 million, a 15.4% increase. The COVID-19 pandemic skewed the 2020 and 2021 employment numbers nationwide. South Carolina saw a return to pre-COVID employment levels in 2022 with total employment topping 2.15 million. If this growth continues on a linear trendline projection, South Carolina's total employment is expected to exceed 2.6 million by 2035.

[4] U.S. Census Annual and Cumulative Estimates of Resident Population Change for the United States, April 1, 2020 to July 1, 2022
[5] https://www.census.gov/newsroom/press-releases/2023/population-trends-return-to-pre-pandemic-norms.html
[6] https://rfa.sc.gov/data-research/population-demographics/census-state-data-center/population-data/population-projections-2000-2035-rev2019
[7] https://www.bls.gov/data/

Beyond the increase in population and employment, South Carolina draws over 30 million visitors[8] annually who come to relish its rich history, captivating cities, picturesque beaches, and majestic mountains.

Table 1 shows base year (2020) and forecast year (2035) population and employment data. There is a direct relationship between the growth of population and employment, and the generation of trips. As the population and the quantity of households rise, more trips are taken due to factors like commuting, shopping, and routine errands. SCDOT takes these projected growth figures into account when assessing the forthcoming requirements on the system and subsequently formulates strategies to mitigate the effects on the transportation network.

Table 1: Population and Employment Growth in South Carolina

Demographic	Base Year (2020)	Forecast Year (2035)	Forecast Growth	Annual Growth
Population	5,118,425	5,827,845	13.9%	0.9%
Employment	2,015,260	2,600,000	29.0%	1.9%

Source: South Carolina Revenue and Fiscal Affairs Office

[8] https://scprt.widen.net/content/0co6xmffcs/pdf/Total-Report-2021.pdf?u=sgt8lu

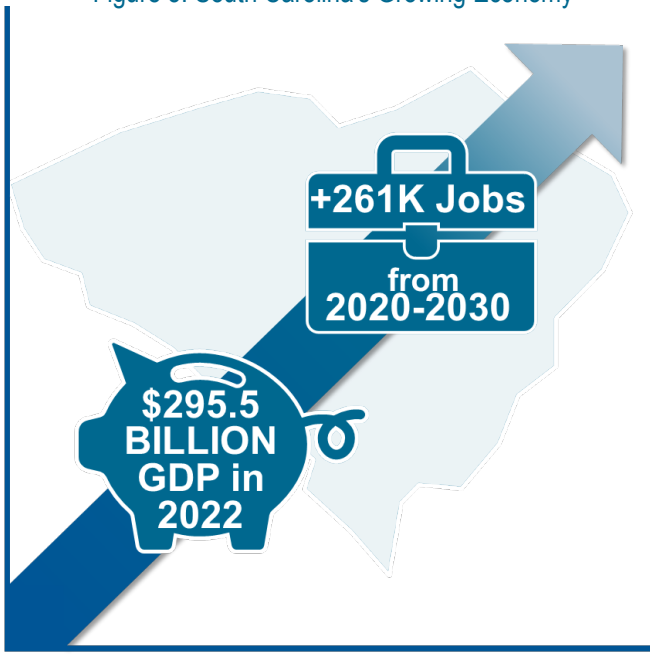
3.2 Economic Context

South Carolina continues to be one of the fastest growing economies in the United States. According to the Bureau of Economic Analysis[9], South Carolina's Gross Domestic Product (GDP) was $295.9 billion in 2022 with a five-year growth of $72.6 billion. The growth rate from the previous year (2021), in inflation-adjusted dollars, was 2.4%.

In 2022, the largest industry in South Carolina was finance, insurance, real estate, rental, and leasing, which accounted for 18.4% of South Carolina GDP and had 4.2% real growth. The second largest industry was government and government enterprises, which accounted for 13.9% of South Carolina GDP and had a 0.9% real decline[10].

The state's industries are projected to grow by 12.6% in employment, or roughly by 261,000 jobs, over the 10-year period 2020-2030. Accommodation and Food Services is projected to grow the most with a gain of 44,900 jobs, followed by Health Care and Social Assistance with an increase of 43,000 jobs. Administrative and Support and Waste Management and Remediation Services are projected to grow by 35,100 jobs. The state's occupational employment is projected to increase by an additional 263,000 new jobs, including self-employed workers, by 2030 with 286,000 annual job openings over the 10-year period.

Figure 5: South Carolina's Growing Economy



Certain population characteristics are important in terms of economic and workforce issues. Among those characteristics are educational attainment, veteran and disability status, and geographic mobility. A more educated workforce attracts industries into the state. Veterans offer work skills that are attractive to potential employers. The disabled workforce may require special conditions for employment. A mobile population can take advantage of their workforce skills in regions best suited for them.

Between 2016 and 2020[11], lower percentages of the population aged 25 and older had an education of less than a high school diploma, and higher percentages obtained more than a high school education. In 2020, 89.4% of the population aged 25 and older had a high school education and 31.7% held a bachelor's degree or higher. The increasingly educated population bodes well for the state economically.

[9] https://www.bea.gov/data/gdp/gdp-state
[10] https://apps.bea.gov/regional/bearfacts/
[11] South Carolina Department of Employment & Workforce 2022 Economic Analysis Report

3.3 Vehicle Demand on the System

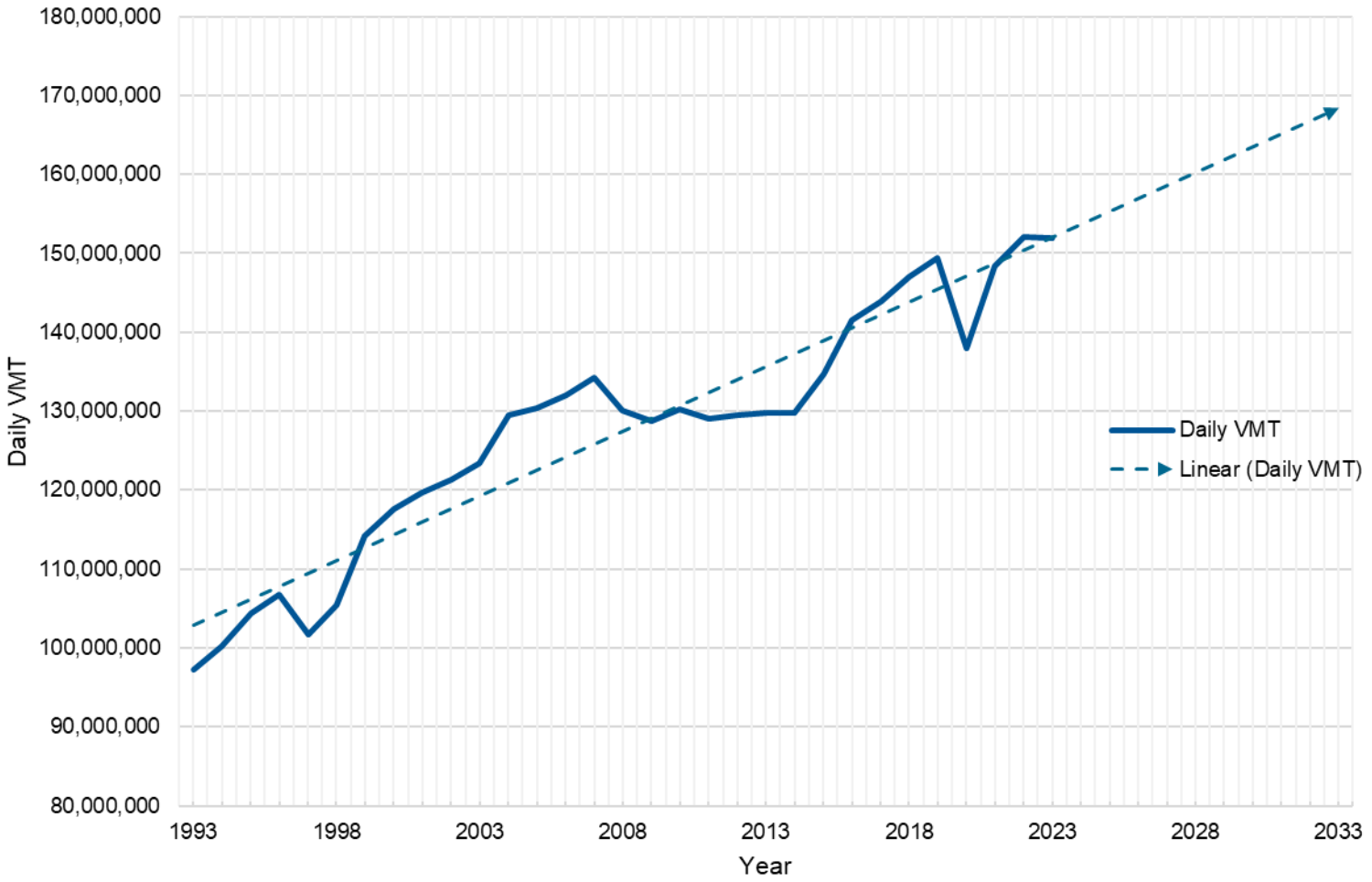
The change in Daily Vehicle Miles Traveled (DVMT) over the years in South Carolina is similar to trends exhibited nationwide. DVMTA in South Carolina stayed consistent between 2009 and 2013, which was largely attributable to the recession between 2007 and 2009. **Figure 6** shows the historical DVMT trends in South Carolina between 1993 and 2023 and forecasted to 2033. The figure shows that DVMT rose sharply between 2013 and 2019, peaking with over 149 million DVMT in 2019. The effects of the COVID-19 pandemic can be seen in 2020 with a steep drop in DVMT to 137 million; by 2021, DVMT recovered to pre-pandemic DMVT levels near 150 million.

With a rapidly growing population and continued expansion of the workforce, demand on South Carolina roads is at an all-time high. In addition to traffic growth demands, the agency will experience system demands due to factors such as aging infrastructure and extreme weather conditions. SCDOT has enhanced its practice of keeping good inventory and condition data for the system to facilitate efficient and effective asset management practices.

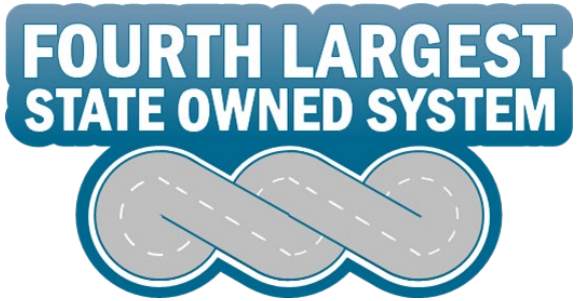
What is VMT?

VMT is a widely used and significant measurement in the world of traffic engineering. As the name implies, Vehicle Miles Traveled refers to **the total number of miles traveled by a motor vehicle in a region over a certain period of time, usually over a year.**

Figure 6: Daily Vehicles Miles Traveled



3.4 Intermodal Network Profile



The agency owns and maintains more than 41,000 centerline miles encompassing over 90,000 lane miles of roadway, which makes SCDOT's highway system the fourth largest state-owned system in the United States while being ranked the 23rd largest state in terms of population. SCDOT categorizes the state's highway system into five tiers: Interstate, Non-Interstate National Highway System (NHS), Non-NHS Primary (U.S. Highways and S.C. Routes), Federal Aid (FA) Secondary Highways, and Non-FA Secondary Highways. Non-FA roadways, which amount to more than half of the state-maintained system, are not eligible for federal funds.

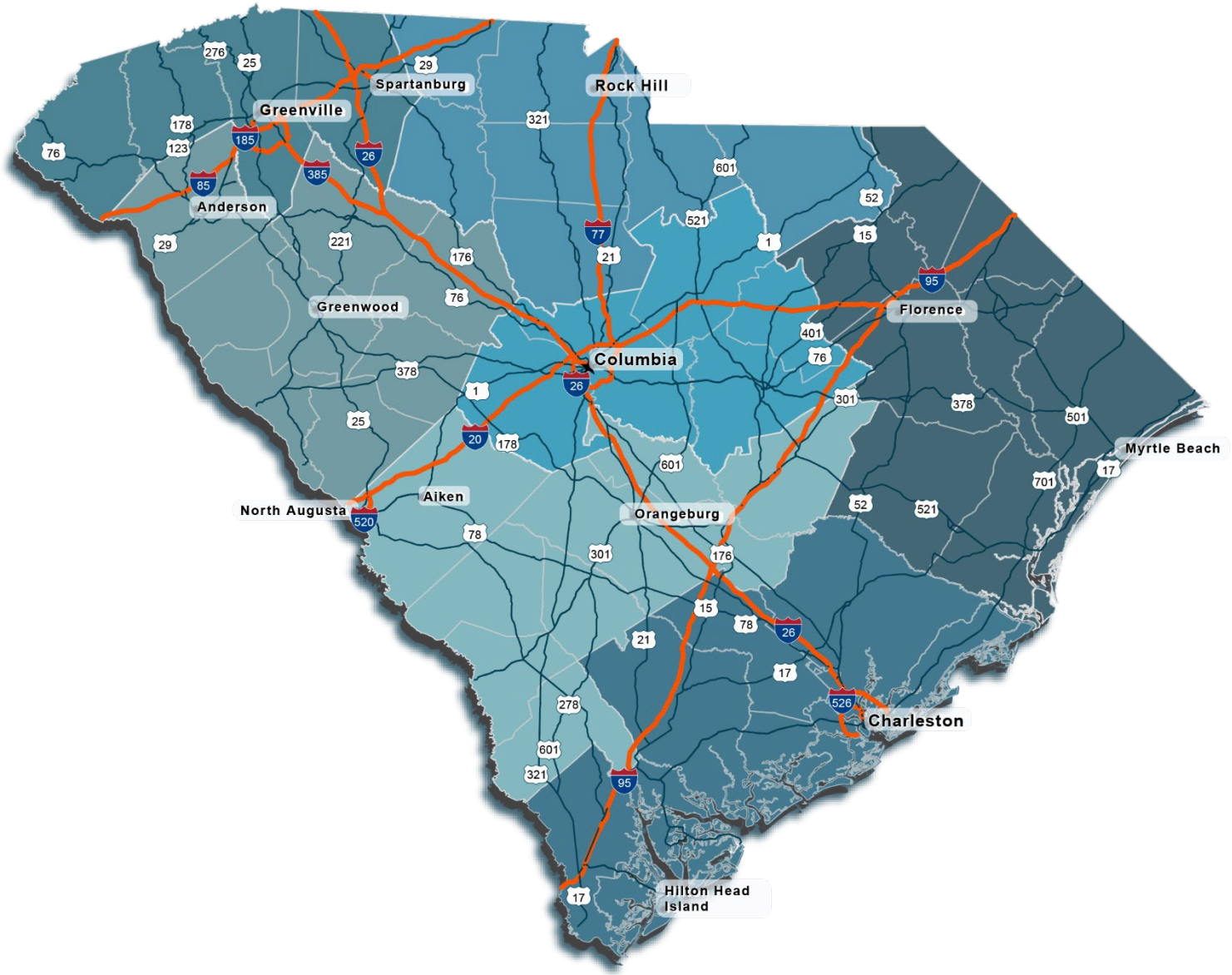
Table 2 shows a breakdown and description of each category maintained by the State Highway System according to the 2022 State of the System Report by SCDOT. By centerline miles, the NHS accounts for 8.8% of the road network maintained by SCDOT. Traffic distribution was an important factor in the department's determination of investment and strategic priorities. With 57% of all Vehicle Miles Traveled (VMT) occurring on the Interstate and Non-Interstate NHS system, effective maintenance and operation of this portion of the state's network is critical to meeting the needs of the traveling public, business and fostering continued economic prosperity within the Palmetto State.

Table 2: Inventory of State-Maintained Roadways

System Functional Tier	State-Maintained Centerline Miles (% of Total)	State-Maintained Lane Miles (% of Total)	Daily Vehicle Miles Traveled (% of Total)
Interstate (NHS/SHS)	851 (2.1%)	3,866 (4.3%)	46,317,955 (30%)
Non-Interstate (NHS/SHS)	2,749 (6.7%)	9,392 (10.4%)	41,095,276 (27%)
Non-NHS Primary (SHS)	6,765 (16.4%)	14,928 (16.5%)	30,559,395 (20%)
FA Secondary (SHS)	10,345 (25.1%)	21,260 (23.4%)	24,890,354 (17%)
Non-FA Secondary (SHS)	20,572 (49.8%)	41,252 (45.5%)	9,186,525 (6%)
Total	**41,282 (100%)**	**90,698 (100%)**	**152,049,505 (100%)**

Source: 2022 SCDOT State of the System Report

Figure 7: Interstates and U.S. Highways in South Carolina



As shown in **Table 3**, SCDOT owns, operates, and maintains more than 8,400 bridge structures with an average age of about 40 years. These structures include over 1,000 large culverts that fall under the National Bridge Inspection Standards (NBIS). SCDOT inspects all bridges, including locally owned bridges, which are located on public roads. The inspection frequency is based on both NBIS and SCDOT policy. Inspection data collected includes both the National Bridge Inventory (NBI) and the National Bridge Elements (NBE). SCDOT categorizes the state's bridge inventory into three different tiers: NHS, FA Secondary, and Off-System (Non-FA). The Off-System category shown in **Table 3** refers to bridges that are part of the state highway system but not federal aid eligible. While NHS bridges make up only 21% of the inventory, the deck area to maintain NHS bridges makes up 55% of the total.

Table 3: Inventory of State-Maintained Bridges, 2023 Q4

Functional Class	Count (% of Total)	Deck Area (sq.ft.) (% of Total)
NHS	1,771 (21%)	40,688,354 (55%)
FA	3,871 (46%)	25,630,928 (35%)
Off-System (Non-FA)	2,801 (33%)	7,812,859 (10%)
TOTAL	**8,443 (100%)**	**74,132,141 (100%)**

Source: SCDOT Road Data Services

Given the size of the state's intermodal network and the anticipated travel demand increases due to population and employment growth, the amount of time lost due to congestion is expected to increase. Based on the annual hours of delay and the average hourly rates of individuals and commercial operators, the estimated economic impact or cost of delay on the interstate system is roughly $100 million annually. South Carolina relies extensively on the highway system to move freight. High crash rates alter the reliability of the roadways creating delays for all users.

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

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

4.0 Statewide Transportation Planning Process

The statewide planning process under the 23 U.S.C. Section 135, requires "each state to carry out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process, including the development of a Multimodal Transportation Plan (MTP) and STIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and that fosters economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution in all areas of the state, including those areas subject to the metropolitan transportation planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303.[12]"

4.1 Plan Alignment and Implementation

SCDOT develops and implements different transportation planning documents in addition to the MTP and STIP, including the STAMP. The agency has adopted transportation asset and performance management as a best management practice and has fully embraced the concept for all its programs. These plans document a commitment to the Governor, General Assembly, the SCDOT Commission, and the citizens of South Carolina, that SCDOT will maintain the State Highway System in the highest state of good repair possible given the funding available.

Figure 8: Relationship of SCDOT Planning Documents

These documents and processes are connected to collectively address mobility and accessibility for people, goods, and services in South Carolina. Investment strategies outlined in the STAMP fund projects and programs included in the STIP. The funding objectives and projects identified in the STIP must reflect the

[12] 23 CFR 450.200

MTP and STAMP. **Figure 8** illustrates how these plans and programs are connected. A description of each plan or program is provided below:

The Strategic Plan is a plan developed by the SCDOT leadership team that reflects the current priorities, aligns the entire organization towards these priorities, and instills accountability for achieving mission critical goals. The Strategic Plan was built considering the Governor's vision for South Carolina's infrastructure: to build a worldclass and safe public infrastructure to enhance the quality of our citizens and to promote the state in global competitiveness as a location for business, investment, talent, innovation, and visitors.

Goals identified in the Strategic Plan are consistent with the policy desires of the SCDOT Commission:

1. Improve Safety Programs and Outcomes in our High-Risk Areas.
2. Maintain and Preserve our Existing Transportation Infrastructure.
3. Improve SCDOT Program Delivery to Increase the Efficiency and Reliability of our Road and Bridge Network.

Multimodal Transportation Plan (MTP) is a 20-year long-range plan that identifies statewide, multimodal needs, forecasts investment levels, and estimates annual funding gaps. The Multimodal Transportation Plan is South Carolina's statewide long-range transportation plan. The 2040 MTP update includes fully integrated modal plans for the Interstate, Strategic Corridors, Public Transit and Human Health Service Coordination, Freight, and Rail. This is updated every five years. The current plan was completed July 2020, with the next plan currently under development and has an anticipated completion date of June 2025.

Strategic Ten-Year Asset Management Plan (STAMP) is a 10-year plan that incorporates the Strategic Plan, 2018-2027 10-Year Plan, and Asset Management Plan (2022-2032) and focuses on programs and activities to improve business practices, asset conditions, and system performance. The STAMP uses asset and performance management principles and practices that tie defined asset condition outcomes to specific levels of investment. In other words, how do we ensure that pavement and bridge assets have the longest service life possible for the least practical cost. The plan includes the condition targets that were established as part of our 10-Year Plan. This is reviewed at two-year intervals to evaluate performance targets and sets the agency's asset investment strategies. The current plan was certified on March 1, 2023.

Statewide Transportation Improvement Program (STIP) is the state's 10-year improvement program for projects or programs receiving state or federal funding, including Pavements, Bridges, Upgrades, Freight, Safety, Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TAP), Railroad Crossings, Planning, State Transportation Infrastructure Bank (SIB) payments, Preventative Maintenance and Operations, and Public Transportation. The STIP is reviewed every four years and revised on a continual basis to reflect the latest program and project information.

4.2 Metropolitan Transportation Planning

In metropolitan areas exceeding 50,000 residents, 23 U.S.C. 134 requires that MPOs be designated by agreement between the governor and all affected local governments in order "to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a MTP and a TIP, that (a) encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution; and (b) encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h)[13].

The metropolitan planning process parallels, complements, and is required to be coordinated with the statewide transportation planning process. Federal transportation laws require the establishment of an MPO in every urbanized area with a population over 50,000 as determined during the decennial census. Urban areas with populations over 200,000 are called Transportation Management Areas (TMA). In South Carolina, there are 11 MPOs, of which six are considered TMAs.

The metropolitan planning process requires the development of a Long-Range Transportation Plan (LRTP) for each of South Carolina's 11 MPOs. MPO LRTPs require greater detail than the state MTP; however, they only address the land within the MPOs planning area boundary. All regionally significant projects must be identified, have financial constraint demonstrated, and must meet air quality conformity requirements if in a designed non-attainment or maintenance area. Each MPO is also responsible for developing a 10-year TIP document by working with city and county transportation agencies, local transit operators, and state transportation officials. The MPO planning process is used to identify the MPOs needs and prioritize projects within the metropolitan area boundaries. As part of this process, each MPO is required to develop and implement a Public Participation Plan (PPP) that provides a "reasonable opportunity" for comment. The planning processes in MPOs and TMA's must be certified as complying with federal requirements by the Secretary of SCDOT.

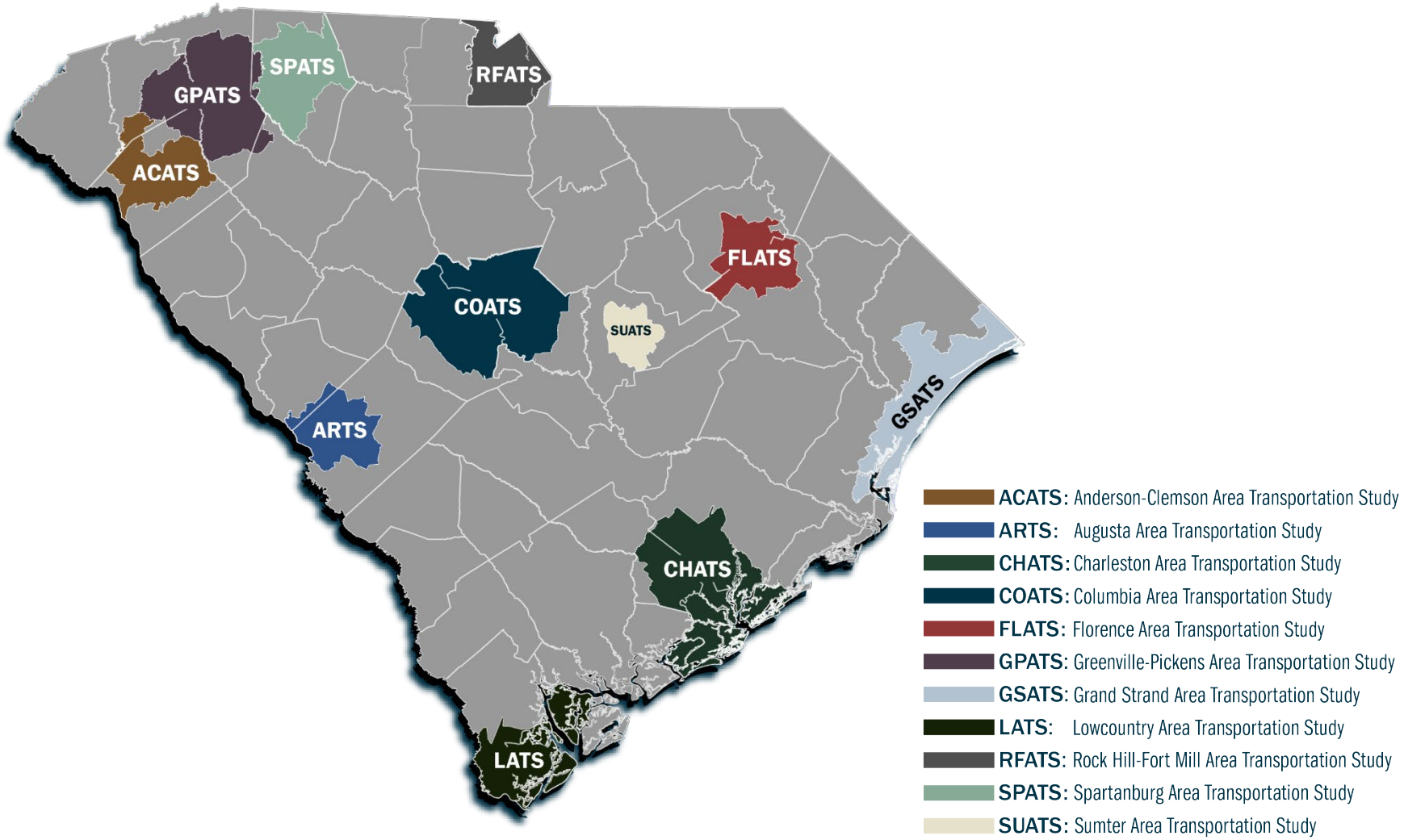
[13] 23 CFR 450.300

Table 4: South Carolina TMAs, MPOs, and COGs

Acronym	Entity Name	Location	TMA[14]	MPO[15]	COG[16]
ACATS	Anderson-Clemson Area Transportation Study	Anderson		X	
ACOG	Appalachian Council of Governments	Greenville			X
ARTS	Augusta Regional Transportation Study	Augusta (GA)	X	X	
BCDCOG	Berkeley-Charleston-Dorchester Council of Governments	North Charleston			X
CRCOG	Catawba Regional Council of Governments	Rock Hill			X
CMCOG	Central Midlands Council of Governments	Columbia			X
CHATS	Charleston Area Transportation Study	North Charleston	X	X	
COATS	Columbia Area Transportation Study	Columbia	X	X	
FLATS	Florence Area Transportation Study	Florence		X	
GPATS	Greenville-Pickens Area Transportation Study	Greenville	X	X	
GSATS	Grand Strand Area Transportation Study	Georgetown	X	X	
LATS	Lowcountry Area Transportation Study	Yemassee		X	
LCOG	Lowcountry Council of Governments	Yemassee			X
LSCOG	Lower Savannah Council of Governments	Aiken			X
PDCOG	Pee Dee Council of Governments	Florence			X
RFATS	Rock Hill-Fort Mill Area Transportation Study	Rock Hill	X	X	
SLCOG	Santee-Lynches Council of Governments	Sumter			X
SPATS	Spartanburg Area Transportation Study	Spartanburg		X	
SUATS	Sumter Area Transportation Study	Sumter		X	
USCOG	Upper Savannah Council of Governments	Greenwood			X
WRCOG	Waccamaw Regional Council of Governments	Georgetown			X

[14] Transportation Management Areas (TMAs) have 200,000 or more population; mandated under the Intermodal Surface Transportation Efficiency Act of 1991
[15] Metropolitan Planning Organizations (MPOs) have 50,000 or more population; mandated under the Federal-Aid Highway Act of 1962
[16] Councils of Government (COGs) were established in SC Code Section 6-7-110

Figure 9: South Carolina Metropolitan Planning Organization (MPO) 2020 Census Boundaries



4.3 Rural Transportation Planning

The IIJA provides for states to consult with and consider the concerns of non-metropolitan officials when making transportation decisions in their Statewide Transportation Planning and Programming processes. 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). At that time, rural project identification, evaluation, and prioritization was the responsibility of SCDOT. Consultation with local officials took place as a function of public involvement activities associated with the statewide long-range transportation plan and STIP.

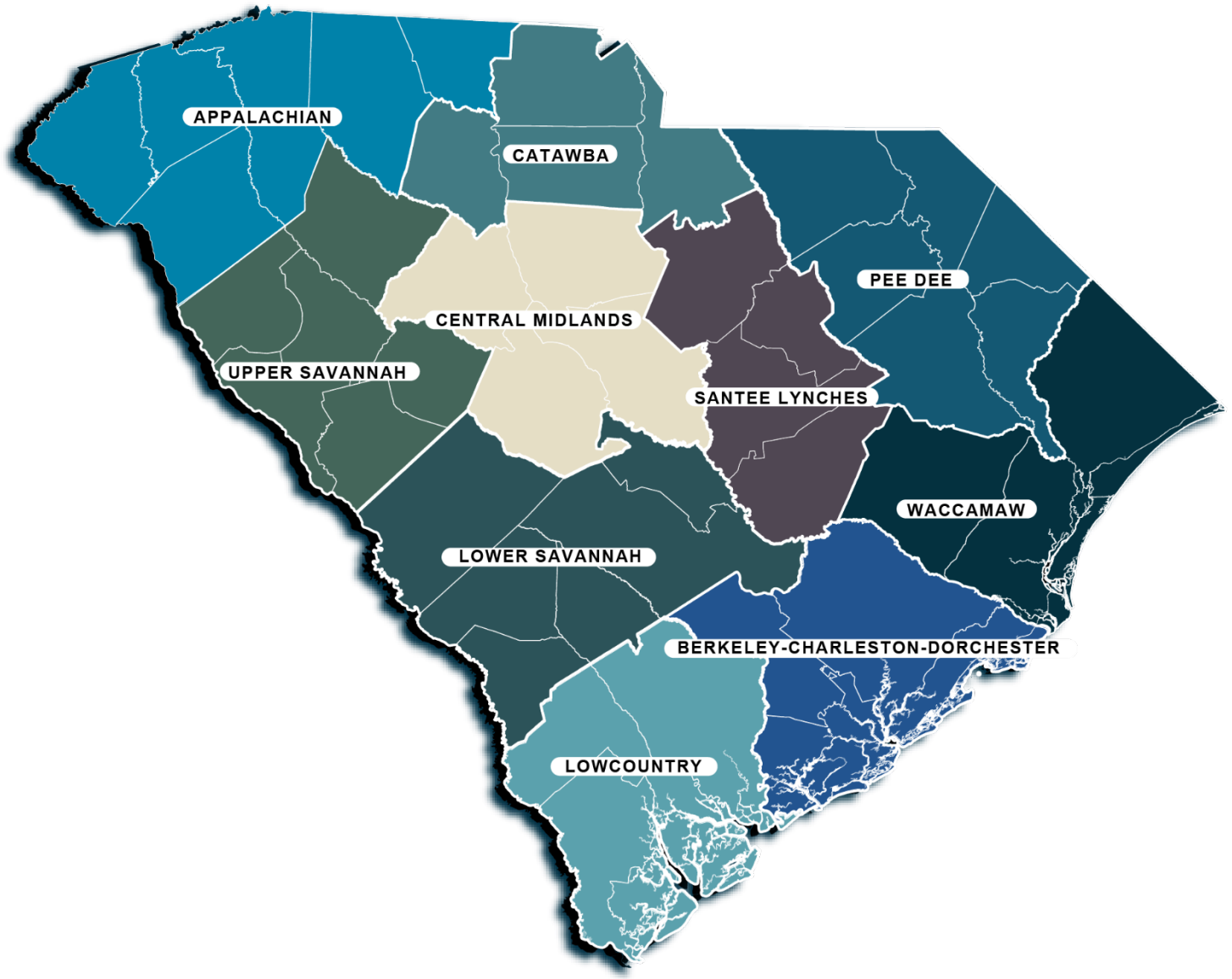
A revised process was implemented following the directives of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the adoption of the STIP in 2006. A working committee, including representatives from South Carolina's 10 COGs and the FHWA Division Office, assisted the department in developing the revised process. The fundamental change in the process began with a partnership between SCDOT and the 10 regional COGs, which have representation from all 46 counties in the state. SCDOT created a Rural System Upgrade Program referred to as Guideshares (since renamed Regional Mobility), which includes the federal-aid construction program for the areas outside of MPO planning areas. Rural Regional Mobility funds are allocated by COG regions based on rural population.

Each COG, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with the federal planning requirements established by the IIJA. As such, each COG has transportation functions like that of an MPO. A portion of SCDOT's State, Planning, and Research (SPR) funding is allocated to each COG to facilitate an ongoing rural transportation planning process. 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 Multimodal Transportation Plan and STIP.

The current rural planning process in South Carolina meets the intent of the local consultation rule in the IIJA by involving non-metropolitan local officials, through the COGs, to directly participate in the development of transportation plans and priorities for their region. This consultation process also applies to the Statewide MTP by including COGs and other transportation providers as partners in the planning process.

To help ensure ongoing communications between SCDOT and the 10 COGs, partnering sessions are held on a quarterly basis, or 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.

Figure 10: South Carolina Councils of Government (COG) Boundaries



4.4 STIP Amendment Process

The STIP is a dynamic document due to the various budget cycles for the corresponding lead agencies and the selection cycles of the various state and regional transportation agencies. After FHWA and FTA initially approve the STIP, there is often a need to amend the STIP to ensure project delivery of the federal program. When a change to the STIP is necessary, the MPO/COG and SCDOT determine if the change is classified as either an amendment or administrative modification[17]. Before the STIP is updated to reflect a project change in an MPO/COG area, the MPO/COG TIP must first be revised.

An **amendment** is a revision to the STIP that requires Commission approval and involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.218 and 450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. Amendments may be made to the STIP as a Commission Revision and require a 21-day Public Comment along with federal approval by FHWA or FTA.

Amendments include the addition of a new federally funded project, removal/deletion of a project, major cost increases as defined in **Table 5**; major changes in project scope, annual project prioritization list for each major program category proposed to be included in the STIP, or Transit Annual Program Allocations List.

An **administrative amendment** is an intermediary update to the STIP that will be approved by the SCDOT Secretary of Transportation and/or SCDOT Deputy Secretaries. Administrative amendments may be made to the STIP at any time during the life of the STIP and may require federal approval by FHWA or FTA. Public comment has been completed unless an exception has been noted.

Administrative amendments include the addition of emergency projects for roadways or bridges to the STIP as approved by the SCDOT Secretary of Transportation, establishment of timelines and project costs for entry in the STIP for Ranked Project lists previously approved by the Commission, project schedule shifts that move any phase of work into or out of the current STIP window, administrative cost increases as defined in **Table 5**, the addition of a Lump Sum STIP item, a change in funding source, any changes to a non-exempt project within a non-attainment area that requires a re-demonstration of conformity, or a change in funding source for Transit projects.

An **administrative modification (correction)** is a minor update that does not require the approval of the Commission or Secretary of Transportation and does not require additional public involvement, re-demonstration of fiscal constraint, or a conformity determination. Administrative modifications can be approved individually by SCDOT via the E-STIP; however, projects within an MPO require local approval in the TIP before SCDOT approval can be granted. A transmittal from the MPO ensuring that the local TIP has been updated is required.

Administrative modifications include changes or shifting of schedules by phase of work within the current STIP window, combining or separating phases within a project that are part of an approved STIP, moderate cost increase as defined in **Table 5**, removal of a project phase that is federally funded that has not been obligated, addition or removal of a project or phase that is 100% state or non-

[17] 23 CFR 450.104

federal funded, adding a funding source as long as the change does not result in a cost increase greater than the amendment threshold, or changes (increase or decrease) in transit project program cost that is up to 25% above or below original project cost.

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

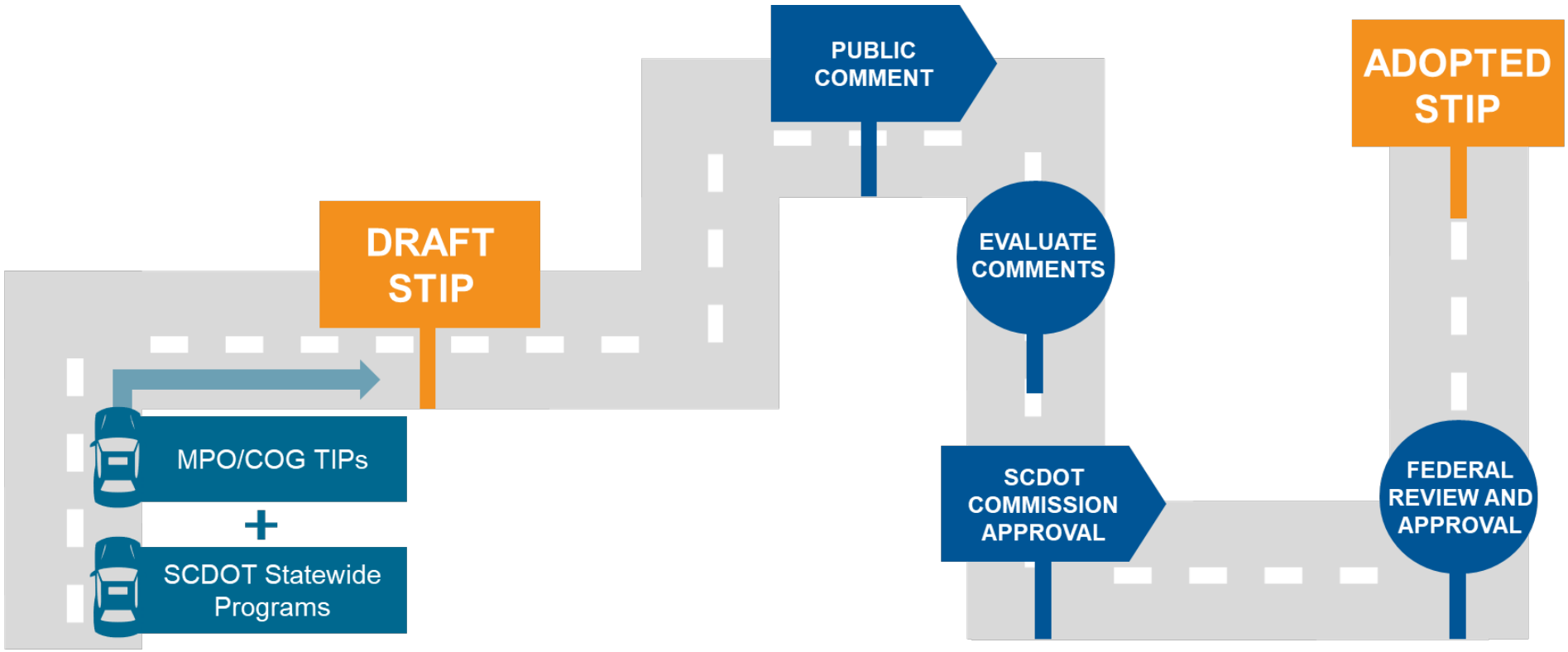
Table 5: STIP Cost Threshold Table

All numbers in millions by phase of work

Approved STIP Value (by Work Phase)	Right Sizing (No STIP Action)	Administrative Modification (Correction)	Administrative Amendment to be Submitted for Secretary and Deputy Approvals	Amendment to be Submitted for Commission Approval
< $1M	$1 – $3M	$3M – $5M	Above $5M	N/A
> $10M to $50M	$1M to $10M	$10M to $15M	Above $15M	N/A
> $50M to $75M	$1M to $15M	$15M to $25M	Above $25M	N/A
> $75M to $250M	$1M to $25M	$25M to $50M	$50M to $100M	Above $100M
> $250M	$1M to $50M	$50M to $75M	$75M to $150M	Above $150M
FTA Project-Specific	N/A	Increase or Decrease ≤ 25%	N/A	Increase or Decrease ≥ 25%

Lump Sum STIP Items are projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In non-attainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the STIP. Individual projects associated with lump sum categories are not reflected in the STIP. SCDOT has the following lump sum STIP items; Preventative Maintenance & Operations, Rural Road Safety, Roadway Departure Mitigation, Transportation Alternatives, Statewide Research & Planning, Metro Planning, Carbon Reduction, and Electric Vehicles.

Figure 11: STIP Approval and Amendment Process



5.0 Performance Management

The Moving Ahead for Progress in the 21st Century Act (MAP-21) included provisions to make federal surface transportation more streamlined, performance-based, multimodal, and to address challenges facing the U.S. transportation system. The Fixing America's Surface Transportation (FAST) Act continued the transition, started by MAP-21 in which resources are invested in projects to achieve targets toward regional, state, and national goals. The bill established national performance goals for seven key areas, and states are required to establish performance targets in support of these national goals[18]. The national goals are broken into three different performance management areas, Performance Management 1 (PM-1) – Highway Safety, Performance Management 2 (PM-2) – Pavement and Bridge Condition, and Performance Management 3 (PM-3) – System Performance, Freight, and CMAQ. SCDOT publishes a biennial System Performance Report[19], which details the state's progress towards meeting targets in each of the performance management areas.

Figure 12: Federally Required Performance Management Areas

5.1 Highway Safety | PM-1

Federal Regulation 23 CFR 490 requires states to establish five safety performance measures and set targets for those measures to demonstrate fatal and serious injury reductions on all public roads. In 2023, SCDOT identified the following five statewide safety baselines through analysis of SCDPS crash data.

[18] 23 USC 150(b)
[19] https://www.scdot.org/performance/pdf/reports/STAMP.pdf

Table 6: Safety Performance Targets

Safety Performance Measures	2018-2022 Baseline	2020-2024 Target
Number of Fatalities	1,079.6	1,079.0
Fatality Rate per 100 Million Vehicle Miles Traveled	1.900	1.870
Number of Serious Injuries	2,802.0	2,549.0
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.930	4.410
Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries	457.0	454.8

Source: 2022 STAMP System Performance Report

In accordance with federal law, SCDOT uses five-year rolling averages to calculate historic crash trends and identify statewide reduction targets. To calculate number of fatalities, number of serious injuries, and number of non-motorized fatalities & non-motorized serious injuries, a polynomial order two trend analysis was used to determine projected 2023 data, then using this projection the state was able to determine a reasonable target for each measure for the five-year period ending in 2024. To calculate fatality rate per 100 million VMT and serious injury rate per 100 million VMT, a 2% increase in VMT was assumed and applied to the projected fatality and serious injury numbers in 2024.

SCDOT continues to implement proven countermeasures addressing the engineering emphasis areas identified in the State's Strategic Highway Safety Plan (SHSP)[20]. In response to the increasing number of non-motorized user fatalities, SCDOT has developed the state's first Pedestrian and Bicycle Safety Action Plan (PBSAP)[21].

5.2 Pavement and Bridge Condition | PM-2

23 CFR 490.307 and 23 CFR 490.407 establish performance measures to evaluate the condition of South Carolina's NHS pavements and bridges. SCDOT established two and four-year statewide targets for the four-year performance period as shown below.

The pavement targets were developed from historical performance trends and planned investments. The targets on the following page are all reported in the federal metric of Full Distress + International Roughness Index (IRI) which varies from the SCDOT metric of Pavement Quality Index (PQI). The trendlines derived to project targets were validated using project and budget data. The 75th percentile value was determined and used as the basis for establishing targets.

[20] https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf
[21] https://www.scdot.org/projects/pdf/SC%20Pedestrian%20and%20Bicycle%20Safety%20Action%20Plan.pdf

Bridge targets were established using historical NBI data and planned investments. The model was used to forecast a trendline and incorporated any projects that were let, forecasted to let, and planned capital projects that would "move the needle" on bridge condition. The established targets took into consideration on-going inspections of NHS bridge condition and underwater inspections that would shift bridge condition categories.

Table 7: NHS Pavement and Bridge Condition Targets

NHS Pavement and Bridge Performance Measures	2022 Baseline	2-Year Target	4-Year Target
Percentage of Interstate Pavements in Good Condition	75.8%	77.0%	78.0%
Percentage of Interstate Pavements in Poor Condition	0.2%	2.5%	2.5%
Percentage of Non-Interstate NHS Pavements in Good Condition	38.8%	36.0%	38.0%
Percentage of Non-Interstate NHS Pavements in Poor Condition	1.6%	10.0%	10.0%
Percentage of NHS Bridges Classified as in Good Condition	38.5%	35.0%	34.0%
Percentage of NHS Bridges Classified as in Poor Condition	4.3%	6.0%	6.0%

Source: 2022 STAMP System Performance Report

5.3 System Performance, Freight, and CMAQ | PM-3

23 CFR 490.507 and 23 CFR 490.607 established the performance measures for Travel Time Reliability (TTR) on the NHS system. TTR is broken into three subcategories dealing with person-miles on the NHS interstate, person-miles on non-interstate NHS (Non-Interstate TTR), and freight Truck Travel Time Reliability (TTTR).

To calculate TTR in South Carolina, SCDOT observed historical trends and created scenarios to model the future impact that construction projects would have on the effected segments.

Table 8: NHS Travel Time Reliability Targets

Level of Travel Time Reliability on NHS System	2022 Baseline	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.9%	89.1%	89.1%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	95.0%	85.0%	85.0%
Truck Travel Time Reliability Index	1.31	1.45	1.45

Source: 2022 STAMP System Performance Report

CMAQ measures apply to MPOs that are within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains an NHS road, has a population of more than one million, and contains any part of non-attainment or maintenance area for

emissions. South Carolina is required to set targets for CMAQ performance measures because the Charlotte-Rock Hill, NC-SC UZA is designated a maintenance area for emissions by the EPA.

23 CFR 490.707 established two performance measures to assess traffic congestion in applicable urban areas. The peak hours of excessive delay measure quantifies traffic delay, per capita, above a federally defined average for a region's peak travel period. The non-single occupant vehicle (Non-SOV) travel measure quantifies the percentage of daily commuters in an urbanized area who use some form of transportation other than driving alone in a personal vehicle.

23 CFR 490.807 established the Total CMAQ Emission Reduction Performance Measures. In South Carolina, these performance measures affect South Carolina's EPA-designated air quality maintenance areas. South Carolina was required to set targets for its non-attainment and maintenance areas for the pollutants of volatile organic compounds (VOCs), nitrous oxide (NOx), and particulate matter at 2.5 micrometers in diameter (PM2.5).

The SCDOT worked in conjunction with the North Carolina Department of Transportation (NCDOT) and the impacted MPO to develop the two-year and four-year targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being in North Carolina.

Post-pandemic trend lines in data have changed with the uncertainty that was involved with COVID-19 and reduced travel and social distancing practices that affected travel behavior. Due to the continuing uncertainty post-pandemic, the four-year target remains at 34.0 annual hours of peak hour excessive delay (PHED) despite the baseline PHED condition/performance of 9.8 annual hours. To develop the non-SOV travel target a conservative approach was taken based on a trend analysis that was completed.

Data used for the measure was developed from the "commuting to work" data from the American Community Survey. Total emission reduction for NOx and for VOC performance measures were less than the expected two-year target due to changes in project delivery schedules and a series of challenges encountered by the project management team.

Table 9: CMAQ Performance Targets

CMAQ Performance Measures	2022 Baseline	2-Year Target	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Charlotte-Rock Hill, NC-SC UZA	9.8	34.0	34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Charlotte-Rock Hill, NC-SC UZA	25.6%	21.0%	21.0%
Total Emission Reductions: NOx	8.290	58.670	58.963
Total Emission Reductions: VOC	11.010	40.820	41.894

Source: 2022 STAMP System Performance Report

5.4 Transit Asset Management

In 2012, as part of MAP-21, FTA safety programs were changed with significantly higher expectations and responsibilities for safety oversight and safety performance for the FTA, states, and their transit agencies. The MAP-21 version of FTA's safety programs includes a rulemaking for Transit Asset Management (TAM) to encompass state of good repair and the data collection, prioritization, and data delivery to the National Transit Database (NTD). The TAM rule was authorized in 49 U.S.C. 5326 and applies to all recipients and subrecipients of federal financial assistance that own, operate, or manage capital assets used for providing public transportation.

SCDOT's TAM Plan[22] is a key component of the agency's Strategic Plan. The plan provides reasonable benchmarks for operation, maintenance, rehabilitation, and a timeline for the replacement of transit assets funded through the department. The TAM Plan also provides data to measure and manage transit asset performance, risks, lifecycle costs, and cost effectiveness to aid in future project prioritization and funding decisions. SCDOT developed and implemented this TAM Plan without any Tier II subrecipients opting out. Tier II subrecipients include providers that own, operate, or manage 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any non-fixed route mode, subrecipients under the 5311 Rural Area Formula Program, and any American Indian Tribe[23].

The TAM Plan relies heavily on performance data to measure, predict, and manage asset life cycles. Quality data is essential, as future transit asset replacement will be based on maximizing asset performance over its life cycle. Since SCDOT does not own or operate any of these assets, a great deal of collaboration is required between the agency and our sub recipients. This collaborative effort provides for optimization of resource allocation and the collection of operational and maintenance data. The TAM Plan will consist of three performance management areas: Equipment, Rolling Stock, and Facilities.

The TAM Plan's target goals and methodology are based on the analysis and results from the self-evaluation and decision supports tools that are utilized by SCDOT. The specific TAM Plan targets are also consistent with the targets recommended by FTA. SCDOT will review these targets as the TAM Plan is implemented for any appropriate adjustments.

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[22] https://www.scdot.org/inside/pdf/PublicTransit/TransitAssetManagmentPlan2021-2022.pdf

[23] National Transit Institute. 2019. Transit Asset Management Implementation for Tier II Providers and Sponsors. Available: https://www.ntionline.com/transit-asset-management-implementation-for-tier-ii-providers/#:~:text=Tier%20II%20providers%20are%20defined%20as%20federal%20transit,Area%20Formula%20Program%2C%20or%20any%20American%20Indian%20tribe.

Table 10: Transit Equipment Performance Measures & Targets

Equipment	Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
Non-Revenue/Service Automobile	% of vehicles that meet or exceed Useful Life Benchmark (ULB)	30%	30%	30%	30%	30%

Source: 2021-2022 SCDOT Transit Asset Management Plan

Table 11: Rolling Stock Performance Measures & Targets

Rolling Stock	Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
BU - Bus	% of rolling stock that meet or exceed Useful Life Benchmark (ULB)	13%	13%	13%	13%	13%
CU - Cutaway Bus		20%	20%	20%	20%	20%
TB - Trolleybus		35%	35%	35%	35%	35%
VN - Van		10%	10%	10%	10%	10%

Source: 2021-2022 SCDOT Transit Asset Management Plan

Table 12: Transit Facilities Performance Measures & Targets

Facilities	Performance Measure	2022 Target
Administration Facilities	% of facilities with a condition rating below 3.0 on the FTA TERM Scale	0%
Maintenance Facilities		0%
Parking Structures		0%

Source: 2021-2022 SCDOT Transit Asset Management Plan

5.5 Transit Safety Performance Measures

As required in MAP-21, the FTA established new rules directed at transit agencies, MPOs, and state departments of transportation to gauge the safety performance of the public transportation assets within their jurisdictions. Per 49 U.S.C. 5329, the FTA published a National Public Transportation Safety Plan, which guides the management of safety risks and hazards at the national level. This plan also established a set of performance measures to improve the safety of public transit operators receiving federal assistance.

On July 19, 2018, FTA published the Final Rule of 49 CFR Part 673 Public Transportation Agency Safety Plan (PTASP). The rule went into effect on July 19, 2019. These plans are required to include local safety performance targets in support of the national safety targets. These PTASPs will need to be recertified annually, and targets may be revised as necessary.

MPOs are required to establish their own transit safety performance targets for their respective urbanized areas. Federal regulations require SCDOT, South Carolina's MPOs, and statewide public transit agencies to coordinate to the maximum extent possible to ensure consistency. Please refer to your local MPO to obtain the most current transit safety performance updates.

5.6 Linking Investment to Performance Management

SCDOT's targeted investment to achieve performance targets are reflected in the 2024-2033 STIP program of projects. The following table identifies which performance areas are addressed by FFY 2024-2033 SCDOT investment categories. Each investment category may fully support, partially support, or does not support a performance area.

Table 13: Performance Areas Supported by FFY 2024-2033 Investments

Program	FFY 2024-2033 Annual Average (In Millions)	Safety	Pavement Condition	Bridge Condition	Reliability and Freight	CMAQ	Public Transportation
Pavement	$730.8	◑	●		◑		
Bridge	$238.0	◑		●	◑		
Interstate System Upgrade	$512.5	●	●	●	●	●	
Regional Mobility (MPO/COG Programs)	$235.5*	●	◑	◑	●	●	◑
Safety	$136.4	●	◑	◑	◑	◑	◑
Transit	$80.9	◑	◑			◑	●
TSMO	$43.8	●			●	●	◑
Specialty (TAP, Planning, Rest Area, EV, SIB)	$125.5	●			●	◑	
Operations and Maintenance	$744.8	◑	◑	◑	◑		

**Full implementation of Regional Mobility Program in FFY 2025*

● *Fully Supports a performance area,* ◑ *partially supports a performance area, or does not support a performance area (blank).*

6.0 Public Participation

SCDOT's 2019 Public Participation Plan[24] provides direction for effective participation in the development of the agency's transportation plans and programs, including the STIP. For SCDOT's stakeholders, the participation plan describes opportunities to participate in identifying the statewide priorities for transportation investments in South Carolina.

The plan outlines the multiple opportunities available for public involvement in the overall planning process. The transportation planning process is multi-layered and responsive to both federal and state requirements.

6.1 Federal Regulations for the STIP

The federal regulations related to participation in transportation decision-making can be found in Title 23; Section 450.210. Additionally, the following law (U.S.C.) and regulations (CFR) link the transportation planning process to the National Environmental Protection Act (NEPA) 23 U.S.C. 134 and 135; 42 U.S.C. 7410 et seq.; 49 U.S.C. 5303 and 5304; 49 CFR 1.85 and 1.90. These regulations leave the methods for conducting participation to the discretion of each state; however, participation processes must provide:

- Early and continuous opportunities for involvement
- Public meetings at convenient and accessible locations and times
- Timely information on transportation issues, processes, and procedures
- Reasonable access to technical and policy information
- Electronically accessible and available public information via the web
- Adequate notice of involvement opportunities at key decision points
- Methods for considering and responding to public input
- A course of action for seeking out and considering the needs of traditionally underserved groups
- Periodic review and evaluation of the participation process

[24] https://dc.statelibrary.sc.gov/handle/10827/31227

SCDOT's mission to "connect communities and drive our economy through the systematic planning, construction, maintenance and operation of the state highway system and the statewide intermodal transportation and freight system" can only be accomplished when citizens and impacted parties are identified and brought into the planning process.

Table 14. SCDOT Public Comment Periods

Program Updates	Public Engagement	Comment Period
Statewide Transportation Improvement Program (STIP)	Regional Stakeholders Engagement	21 days
Statewide Multimodal Transportation Plan (MTP)	Regional Stakeholders Engagement	30 days
Public Participation Plan	Online Services	45 days
Amendments		
Statewide Transportation Improvement Program (STIP)	Online Services	21 days
Statewide Multimodal Transportation Plan (MTP)	Online Services	30 days
Public Participation Plan	Online Services	45 days

6.2 SCDOT's Public Participation Goals and Strategies

SCDOT's goal is to provide the highest quality participation possible for transportation decision making involving the STIP. This is achieved when stakeholders are identified and incorporated into the planning process. To achieve this goal, major planning and program development objectives include:

1. Solicit public participation in each phase of the statewide planning process. Participation starts with early and continuous involvement in important policy or project decisions before they are finalized. In South Carolina, the MTP starts with early coordination and input from stakeholder groups. The agency coordinates with MPOs and COGs to develop local and regional plans and programs that solicit public participation at the local level. As drafts and revisions are developed for plans and programs, the public is encouraged to provide comments that are considered prior to final approval by the SCDOT Commission.

2. Seek broad identification and representative involvement of stakeholders and users of all transportation modes. SCDOT's customer base includes the public and federal, state, local, and tribal units of government, as well as businesses, industries, and transportation service providers and organizations that represent people with specific transportation needs. SCDOT has developed strategic partnerships with consultation parties to maximize the distribution of information and solicitation of comments. To further solicit a broad representation of stakeholders, the department will provide a link on its website at https://www.scdot.org/projects/press-releases.aspx for citizens to sign up to receive transportation planning information.

3. Utilize effective and equitable avenues for distributing information and receiving comments. In addition to standard notifications and solicitations for comments, SCDOT uses minority media outlets to reach traditionally underserved stakeholders. Comments are received through standard mail, electronic mail, and SCDOT's internet site.

4. Provide educational materials and design participation initiatives that will support and encourage effective participation. Effective participation in the transportation decision-making process requires an understanding of transportation issues and the framework for making transportation investment decisions. Visualization techniques such as videos, posters, maps, and pictures can be especially helpful for describing the plan and program development.
5. Support and encourage continuous improvement in the methods used to meet the public need for information and involvement. Public information and involvement methods are continually evolving. SCDOT is committed to periodic review and evaluation of its public participation process. This ranges from soliciting comments on the process to analyzing the data from comments received to consulting with other departments of transportation on the effectiveness of their public participation plans.

6.3 Public Participation Guidelines

The following guidelines will be followed during the four-year STIP update process:

- The STIP will be updated on a four-year cycle.
- The STIP will include all MPO TIPs as approved and all COG programs that have been developed consistent with the local public involvement process.
- A draft STIP containing all federal and state programs will be approved by the SCDOT Commission prior to soliciting public comment.
- The STIP will be developed in consultation with stakeholders utilizing a multimedia campaign consisting of print and social media, regional transportation forums, and online communications.
- A 21-day comment period will be provided to receive comments from the public.
- Access to hard copies of the draft STIP will be made available to the public at each COG office, the seven SCDOT district offices, and on the SCDOT website.
- Announcements to solicit comments on the STIP will be distributed through the SCDOT Public Engagement Office to media outlets throughout the state, announced on SCDOT social media outlets, and mailed directly to stakeholders and outlets for underserved groups identified in the Public Participation Plan.
- Announcements will be provided in English and Spanish.
- Submitted comments will be accepted in writing and can be mailed, emailed, or documented through the SCDOT website.

- All comments will be provided to the SCDOT Commission for consideration prior to approving the STIP.

The following guidelines will be followed during STIP amendments:

- The STIP will be revised as program and project information changes.
- For the Regional Mobility Program, revisions to the STIP will occur following the completion of a local public involvement process and approval by the MPO Policy Committee or COG Board of Directors.
- For statewide programs or projects administered by SCDOT, the proposed changes will be approved by the SCDOT Commission for public comment.
- A 21-day comment period will be provided to receive comments from the public. The comment period will begin following the first full day after the announcement and expire after 21 calendar days.
- Announcements to solicit comments on the proposed changes will be distributed through the SCDOT Public Engagement Office to media outlets throughout the state.
- Announcements to solicit comments on proposed changes will be announced on SCDOT social media outlets.
- Announcements will also be emailed directly to stakeholders and outlets for underserved groups identified in Appendix C of the Public Participation Plan.
- Announcements will be provided in English and Spanish.
- Access to copies of the proposal will be made available to the public at each COG office and the seven SCDOT district offices. A copy of the draft revision will also be made available on the SCDOT website. All MPOs and COGs will be encouraged to include a link on their website to direct the public to the draft STIP revision on the SCDOT website.
- Comments will be accepted in writing and can be mailed, emailed, or documented through the SCDOT website.
- Staff will provide written responses to substantive comments. Staff responses will include an acknowledgment of the comment, a statement indicating that the comment will be provided to the SCDOT Commission for consideration, and as appropriate, information addressing the concern(s)/question(s).

- A summary of comments will be provided to the SCDOT Commission for consideration prior to approving the proposed change as a revision to the STIP.

6.4 Evaluating the Effectiveness of Public Participation

Public participation evaluation is not a single event but a continual review and analysis of the public participation processes, strategies, and techniques. SCDOT is committed to constantly improving its process to achieve its goal of ensuring that anyone wishing to do so has sufficient knowledge and participation opportunities in the transportation decision- making process.

To ensure the public participation process remains current and effective, the agency will:

- Periodically request comments on the process from MPOs, COGs, consultation parties, and state and federal agencies.
- Periodically request comments on the process from local citizens using brief online surveys via: http://www.scdot.org/default.aspx.
- Internally assess the success of various tools and techniques used to acquire input. Assessments may address the level of input, the type of input received, and/or the role the input had in the process.

7.0 Environmental Justice

In February 1994, President Clinton signed Executive Order 12898[25] with the goal to ensure that no minority or low-income population suffers "disproportionately high and adverse human health or environmental effects" due to any "programs, policies, and activities" undertaken by a federal agency or any agency receiving federal funds. As SCDOT receives federal funding, the order applies to its programs, policies, and activities. Environmental Justice (EJ) is not a new requirement and, since no additional legislation accompanied the president's order, its authority rests in Title VI of the Civil Rights Act of 1964. SCDOT has long considered these principles in its planning processes. In guidance provided on interpreting how to factor EJ into practice, the EPA suggests considering the composition of the affected area for:

- low income, minority, or tribal populations,
- disproportionately adverse human health and environmental effects,
- interrelated cultural, social, occupational, historical, or economic factors that may amplify effects,
- public participation strategies,
- meaningful community representation and tribal representation if applicable[26].

South Carolina formed an Environmental Justice Advisory Committee as mandated in Act 171, which passed the SC General Assembly in 2007. The Advisory Committee consists of approximately 12 agency heads or their designees and three representatives from in-state universities. The major task of the Advisory Committee was to study and consider existing practices at state agencies related to environmental justice in economic development and revitalization projects and to make recommendations related to EJ issues in economic development and revitalization projects.

The Committee has defined EJ as: "the fair treatment and meaningful involvement of people of all races, cultures and income with respect to the development, adoption, implementation and enforcement of environmental laws, regulations and policies in working towards increasing prosperity of all South Carolinians."

For more information, see the link below:

- A Citizen's Guide to National Environmental Policy Act (NEPA): https://ceq.doe.gov/get-involved/citizens_guide_to_nepa.html

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[25] https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf

[26] Environmental Justice and National Environmental Policy Act as per the EPA: https://www.epa.gov/environmentaljustice/environmental-justice-and-national-environmental-policy-act

8.0 Financial Plan

The STIP is a financially constrained program. A financially constrained program indicates the total cost of the projects cannot exceed available funds. The STIP Financial Plan is based on both federal and state transportation revenues. Existing projects, schedules and budgets are updated to determine the level of funding necessary to complete the projects. SCDOT complies with federal year of expenditure requirements for project estimates by including contingency costs that account for inflationary changes, as well as completing routine review and updates of anticipated costs

8.1 Federal and State Funding

When President Biden signed the IIJA on November 15, 2021, it maintained current program funding categories but expanded program funding, discretionary grant programs, and added two new formula grant funding programs.

Federal transportation programs are funded from a federal gas tax (18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel), commercial vehicle fees, and transfers from the U.S. General Fund. These funds are deposited into the Highway Trust Fund (HTF) and are used to fund the Federal-Aid Highway Program through the following formula grant funding programs:

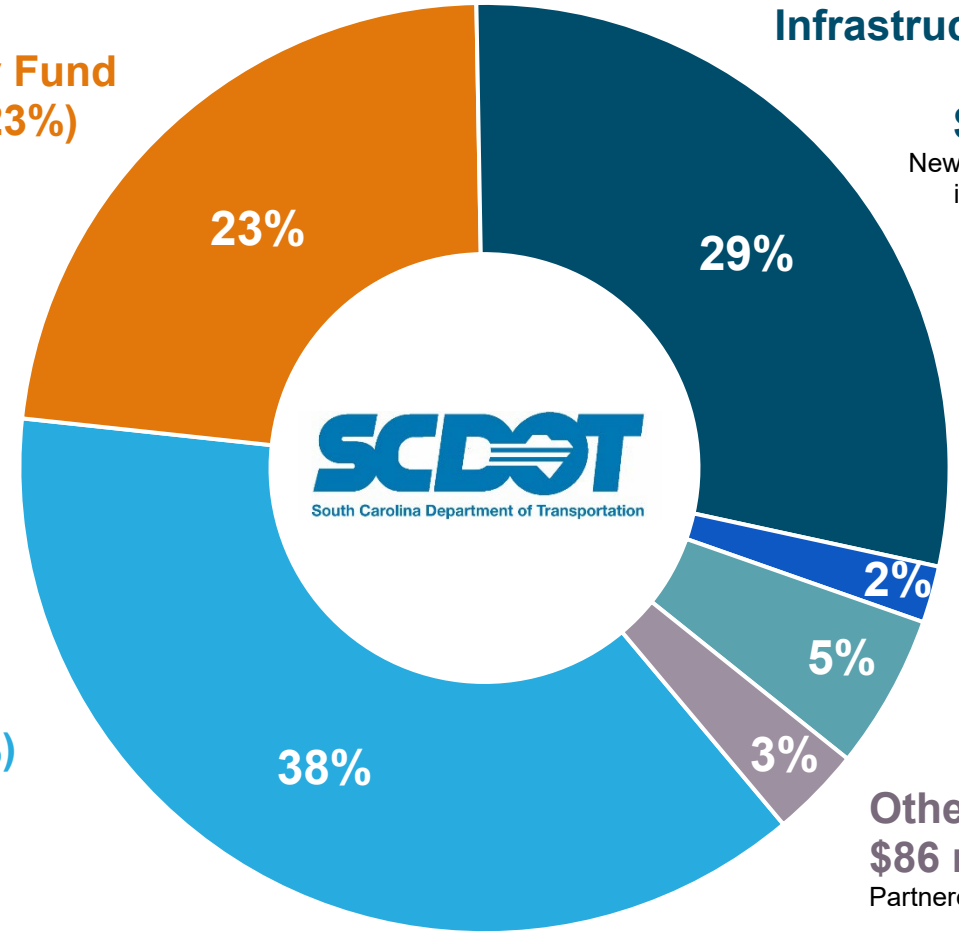
- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBGP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- National Highway Freight Program (NHFP)
- Metropolitan Planning Program (PL)
- State Planning and Research Program (SPR)
- Railway-Highway Crossings (subset of the HSIP)
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA)
- *NEW:* Carbon Reduction Program (CR)
- *NEW:* PROTECT Program (PRO)
- Bridge Program (BP)
- National Electric Vehicle Formula Program (NEVI)

Additional federal funding may also be received through discretionary grant programs such as the Federal Lands Access Program (FLAP) and Appalachian Regional Commission (ARC).

State funding for transportation comes predominantly from motor fuel taxes, with a portion coming from Department of Motor Vehicle (DMV) registration fees and vehicle-related one-time appropriations from the General Fund. Currently, state motor fuel taxes are 28 cents per gallon on motor fuel. Funding from state gas taxes and DMV fees is deposited in the State Highway Fund (SHF), the Infrastructure Maintenance Trust Fund (IMTF), and the Non-Federal Aid Highway Fund (NFAHF). **Figure 13** shows the categories of federal and state funding buckets with the respective revenue sources, governing body, and associated restrictions.

Figure 13: SCDOT Federal Funding Summary – FFY 2025

Where Do SCDOT Funds Come From? FFY 2025



State Highway Fund
$630 million (23%)
State motor fuel taxes, tolls, interest

Infrastructure Maintenance Trust Fund
$785 million (29%)
New state motor fuel taxes, vehicle infrastructure maintenance fee, DMV fees

Non-Federal Aid Highway Fund
$54 million (2%)
DMV fees, state motor fuel taxes, petroleum inspection taxes, electric power taxes

General Fund
$147 million (5%)
Legislature Appropriations

Federal Funds
$1.035 billion (38%)
Federal motor fuel taxes, commercial vehicle fees, general fund

Other Revenues
$86 million (3%)
Partnered projects, other

Source: SCDOT 2024 Consolidated Plan

After receiving the federal appropriations and based on eligibility, the federal programs are translated into state-defined categories to emphasize system priorities, such as Bridge Replacement, Pavement and Reconstruction, and System Upgrade. The federal mass transit appropriations are administered as defined by FTA.

8.2 Funding Programs

Pavement Program. Funding for resurfacing and other maintenance activities, interstate and interchange reconstruction, ramp modifications, and mainline widening, as well as Intelligent Transportation System (ITS) technology. Interstate Program funds typically require a 10% or 20% match if federally funded depending on the project type. Pavement and Reconstruction funds typically require a 20% match if federally funded. Funding for resurfacing of Primary Routes (U.S. and SC) and federal-aid eligible state secondary routes are eligible for federal funding. Funding is divided between three categories of improvements including reconstruction, rehabilitation, and preservation.

Bridge Program. Funding for projects that address bridges in poor condition on the federal-aid system with a portion of the funding required for use on bridges typically not eligible for federal funding (off-system). Bridge Program funds typically require a 20% match if federally funded. The Bridge Program also includes categories for FA Non-NHS, Off-System, Bridge Rehabilitation, Bridge Reactionary Maintenance, Bridge Repair and Bridge Inspection.

Upgrades Program. The Upgrades Program consists of the Interstate Upgrade Program, which is a state-managed program for the interstate system, and Rural and Urban System Upgrade Program (Regional Mobility), which is funding made available by the SCDOT Commission to address MPO and COG priorities including intersections, road widening, and new road construction. Upgrades funding typically requires a 20% match if federally funded.

Freight Program. The National Highway Freight Program (NHFP) provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Funds must be identified in a freight investment plan included in the Statewide Freight Plan, and SCDOT may use not more than 30% of the total NHFP apportionment each year for freight intermodal or freight rail projects.

Safety Program. Funding for projects in locations that have a statistically higher than average collision rate and/or severity rate that considers fatalities, injuries, and property damage. The Safety Program is comprised of the following categories:

- Intersection Improvements: Realignments, turn lanes, signalization
- Corridor Improvements: Spot improvements along segments of roadway
- Low-Cost Intersection Improvements: Fluorescent signing, reflective signpost panels, additional signage, oversize stop signs, and remarking/re-striping
- Railroad Improvements: Safety enhancements to rail crossings

- Interstate Safety Improvements: Resurfacing (open-graded friction course), extending an acceleration/deceleration lane, clearing, and signing and marking improvements
- Statewide Roadway Mitigation: Rumble strips, shoulder improvements, vegetation management, enhanced pavement marking and signing

Transit. FTA Mass Transit funding program references are identified in the STIP for each project:

- Section 5305(d): Metropolitan Planning Program Flexed to combine with FHWA/PL program - planning
- Section 5305(e): State Planning and Research Program (20% match planning)
- Section 5307: Urbanized Area Formula Program (15% match vehicles, 20% match purchase of service, 20% match mobility management)
- Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program (20% match – capital, 50% match operating)
- Section 5311: Formula Grants for Rural Areas Program (20% match administrative & capital, 50% match operating), ADA vehicles (15% match), State Administration (state level administration – 100%)
- Section 5311(b)(3): Rural Transit Assistance Program (no match required, statewide training & technical assistance only)
- Section 5311(c)(2): Appalachian Development Public Transportation Assistance Program (20% match administrative & capital, 50% match operating for FTA-identified Appalachian Regions)
- Section 5311(f): Intercity Bus Program (15% match buses, 50% match operating)
- Section 5339: Bus and Bus Facilities Formula Program (20% match – capital only)

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

Transportation Alternatives Program. Funding for bike and pedestrian projects selected by and by the SCDOT Commission for non-TMA areas. Transportation Alternatives funds typically require a 20% match. Recreational Trails Program (RTP) funding is also included and is used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized trail uses. RTP funds come from the Federal Highway Trust Funds and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use. The RTP is administered by the South Carolina Department of Parks, Recreation, and Tourism.

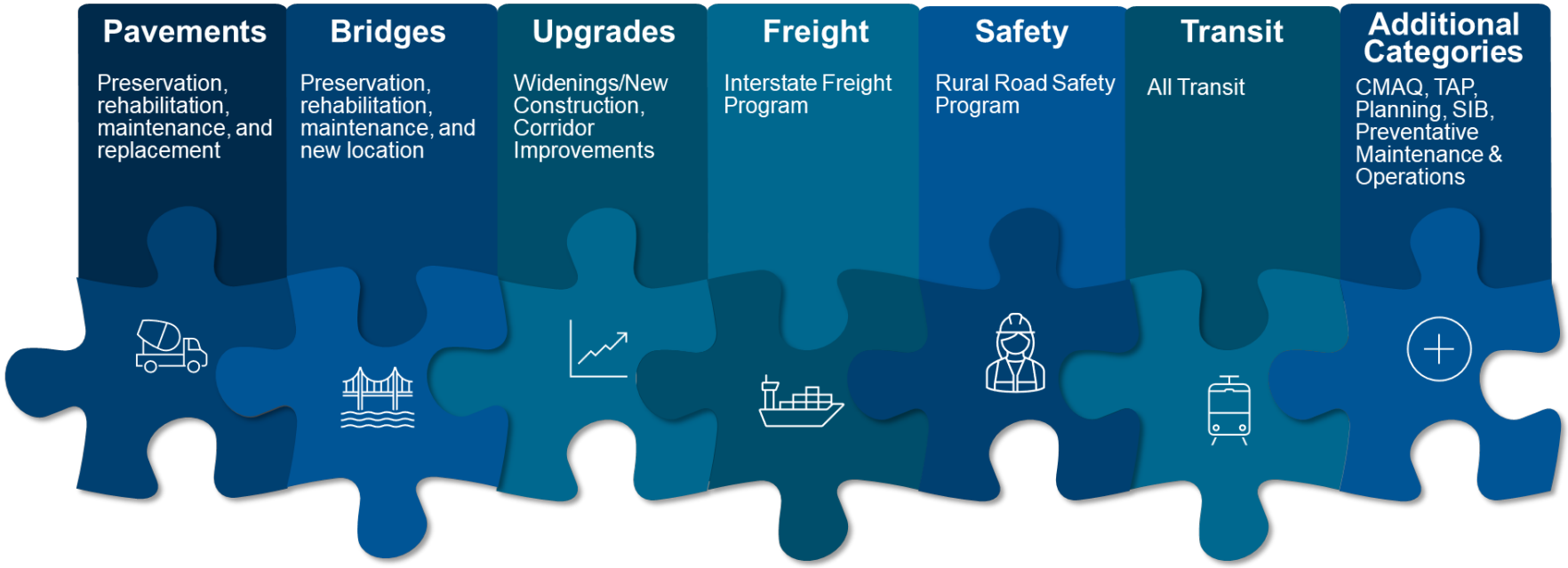
Planning Program. Metropolitan Planning (PL) / State Planning and Research (SPR) funding is provided to MPOs and SCDOT for eligible planning projects and activities.

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

State Infrastructure Bank (SIB) Payment. The SIB was established by the South Carolina General Assembly in 1997 to select and assist in financing major qualified projects by providing loans and other financial assistance for major projects.

Preventative Maintenance & Operations. Consists of asset management contracts, bridge inspections, bridge preventative maintenance and repair, guardrail and cable rail, signals, signing and marking, and the incident responder program.

Figure 14: SCDOT Funding Program Summary



8.3 Project Selection

The STIP is a culmination of multiple transportation planning processes. The federally funded projects listed in the STIP evolve from the SCDOT Statewide Transportation Planning Process, STAMP, MTP, and MPO and COG LRTPs. All projects listed in the STIP have been evaluated for consistency with state and federal law. The STIP must be consistent with projects listed in the MPO and COG TIPs.

The STIP only includes projects for which there is committed funding available. Projects listed in the STIP may include highway and bridge construction or repairs, transit service improvements and capital purchases, safety projects, and operational improvements, such as ITS, incident management, or traffic signal system projects. The funding for these projects is primarily federal, with the required state matching funds and in many cases the federal funding is only eligible for specific categories of improvements.

The Regional Production Groups (RPGs), Division of Intermodal and Freight Program, Finance Office, and Planning Office at SCDOT work together to evaluate existing programs and project status. Existing projects, schedules, and budgets are updated to determine the level of funding necessary to complete the projects. During this time, SCDOT is also coordinating with MPOs and COGs to evaluate their programs.

New projects are also programmed in the STIP based on funding and need. MPO/COG candidate projects originate from planning processes and LRTPs and are prioritized consistent with Act 114 of 2007 criteria. Statewide projects originate from Act 114 priority lists generated by the department on a routine basis. These projects are consistent with the STAMP and are evaluated against performance and asset management targets consistent with the IIJA prior to programming.

ACT 114 Criteria

1. **Financial viability** including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project;
2. **Public safety**;
3. Potential for **economic development**;
4. **Traffic volume** and congestion;
5. **Truck traffic**;
6. The **pavement quality index**;
7. **Environmental impact**;
8. **Alternative transportation** solutions;
9. Consistency with l**ocal land use plans**.

Section 57-1-370 of the South Carolina Code of Laws addresses the STIP development to establish a consistent process for identifying highway improvement projects.

The SCDOT Commission ensures that priorities from each plan consider the nine required criteria prior to solicitation for public comment. Engineering Directives 60-65 and 68-72 outline how SCDOT uses Act 114 when ranking various projects[27].

[27] http://info2.scdot.org/ED2/Pages/engineering_directives_work.aspx

SCDOT Planning Directive 15[28] provides the details of scoring and ranking processes for MPO and COG for the following project improvement type classifications: corridor improvement/road widening, new-location roadway, and functional intersection.

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

Table 15: SCDOT Forecast Revenue for FFY 2024-2033

Dollar Amounts in Millions

Revenue Source	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	FFY 33
Federal Aid Program	$1,043	$1,035	$1,056	$1,066	$1,077	$1,088	$1,099	$1,110	$1,121	$1,132
State Highway Fund	$625	$630	$646	$650	$655	$660	$665	$670	$675	$680
Infrastructure Maintenance Fund	$733	$785	$792	$799	$806	$814	$821	$829	$837	$845
Non-Federal Aid Fund	$54	$54	$54	$54	$54	$54	$54	$54	$54	$54
General Fund	$154	$147	$140	$131	$122	$122	$122	$122	$122	$122
Other Revenues	$56	$86	$86	$86	$86	$86	$86	$86	$86	$86
TOTAL	**$2,665**	**$2,737**	**$2,774**	**$2,786**	**$2,800**	**$2,824**	**$2,847**	**$2,871**	**$2,895**	**$2,919**

Source: SCDOT 2024 Consolidated Plan

[28] https://www.scdot.org/inside/pdf/Planning/MPO-COG_Score_Ranking_Directive.pdf

Table 16. SCDOT Forecast Program Budget Expenditures FFY 2024-2033

Dollar Amounts in Millions

Revenue Source	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	FFY 33
Pavement	$725	$719	$726	$734	$734	$734	$734	$734	$734	$734
Bridge	$238	$238	$238	$238	$238	$238	$238	$238	$238	$238
Interstate Capacity	$451	$501	$519	$522	$522	$522	$522	$522	$522	$522
Regional Mobility	$213	$238	$238	$238	$238	$238	$238	$238	$238	$238
Safety	$133	$135	$137	$137	$137	$137	$137	$137	$137	$137
TSMO	$43	$43	$44	$44	$44	$44	$44	$44	$44	$44
Specialty Programs	$119	$130	$131	$125	$125	$125	$125	$125	$125	$125
Operations and Maintenance	$734	$731	$740	$749	$749	$749	$749	$749	$749	$749

Source: SCDOT Commission Meeting, September 2023

8.4 Advanced Construction

SCDOT uses Advanced Construction (AC) as a highway financing tool that allows projects to be built earlier than they would under normal federal funding constraints. SCDOT has developed two methods for utilization of AC in the STIP: Financial AC and Project AC.

8.4.1 Financial Advanced Construction

Financial AC is used as a highway financing tool enabling programming levels to exceed the federal apportionment budget. The additional programming capacity is important to balance the variability in project delivery that can routinely occur during all phases of project development with a sufficient number and value of projects to efficiently meet the federal obligation limitation requirements on an annual basis. Financial AC represents the commitment of state funds to satisfy the programming levels exceeding available federal funding each year. An authorization as AC allows for a project to be undertaken with state or local funds, while maintaining eligibility to convert the project to federal aid in the future. In addition, Financial AC is used to demonstrate fiscal constraint, which reflects the ability to adequately fund and deliver the Federal-Aid Program in South Carolina.

Financial AC represents a large group of projects with many variables and thus is shown as an aggregate estimate of both the AC incurred and converted for each fiscal year. Financial AC is shown in conjunction with the STIP Highway Summary Table. In the fiscal years that the total planned value of projects exceeds the total apportioned budget Financial AC is used as the delta as shown in the table below. A subsequent AC Conversion (ACC) reflects the conversion of state funds to federal funds over a three-year schedule. The converted AC and the total planned value are considered the total financial commitment for the fiscal year. The use of Financial AC translates to a zero balance and overall fiscal constraint of the STIP.

Table 17: Example of Financial Advanced Construction

Actual Amounts

	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Beginning Year Unobligated Balance (+)	$239,473	$162,904		$75,283	$192,660	$580,629	$818,633	$1,078,086	$1,402,330	$1,728,408
Total Apportioned (+)	$3,041,941	$2,794,343	$2,790,769	$2,769,766	$2,728,371	$2,678,370	$2,728,370	$2,728,370	$2,658,713	$2,658,713
Total Planned (-)	$3,118,510	$2,963,210	$2,713,498	$2,650,402	$2,338,414	$2,440,366	$2,468,917	$2,404,126	$2,332,635	$2,990,402
Advanced Construction Conversion (ACC)(-)			$1,988	$1,988	$1,988					
Advance Construction (AC) (+)		$5,963								
Balance	**$162,904**	**$0**	**$75,283**	**$192,660**	**$580,629**	**$818,633**	**$1,078,086**	**$1,402,330**	**$1,728,408**	**$1,396,719**

8.4.2 Project Advanced Construction

Project AC is used for larger projects and is typically associated with the construction phase. Project AC is shown in the STIP for individual projects with phases of work equal to or greater than $50 million. Project AC allows for an efficient use of federal obligation limitation on larger projects by metering the use of federal funds as the project incurs expenditures.

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

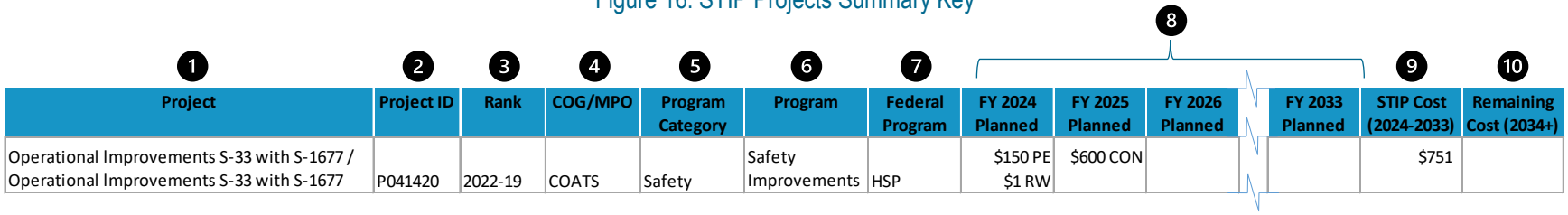
Figure 15: Example of Project Advanced Construction

Project	Project ID	Rank	COG/MPO	Program Category	Program	Federal Program	FY 2024 Planned	FY 2025 Planned	FY 2026 Planned	FY 2033 Planned	STIP Cost (2024-2033)	Remaining Cost (2034+)
I-526 Long Point/Wando Port Interchange Improvement / Interchange Improvement of the I-526 Long Point/Wando Port	P041314		CHATS	System Upgrade - Interstate	Widening/New Construction	NHP	$50,000 CON	$50,000 CON (ACC)	$25,000 CON (ACC)		$125,000	
						AC	$75,000 CON					

9.0 FFY 2024-2033 STIP Project List

The following section contains the FFY 2024-2033 STIP project listing. **Figure 16** shows a sample STIP project sheet and a key to provide specifics on the information contained in each column. **Table 18** defines the abbreviations used for phase of work.

Figure 16: STIP Projects Summary Key



1. **Project:** Unique project name, often identifying the roadway and/or basic intent of the project and the type of project.
2. **Project ID:** Unique Project ID for every project as assigned in South Carolina's Transportation Project Program Management system (P2S).
3. **Rank (Year-Rank):** Project rank and year of ranking.
4. **COG/MPO:** Lists all MPOs and/or COGs within project limits.
5. **Program Category:** Identifies the state program to develop/complete the project.
6. **Program:** Identifies the sub-category program describing the nature or the region of the work to be completed.
7. **Federal Program:** Identifies the federal program to develop/complete the project.
8. **STIP Period Cost Estimates:** Estimates within the STIP period by Phase of Work and Federal Fiscal Year.
9. **Total STIP Cost:** Sum of Cost Estimates in the STIP period.
10. **Remaining Cost:** Costs expected to occur outside of the STIP period.

Table 18: Phase of Work Definitions

Phase	Definition
AD	Administration
CA	Capital
CON	Construction
FC	Transit Facility Construction
OT	Other
OP	Operations

Phase	Definition
PE	Engineering, Design and Environmental Analysis
PL	Planning/Feasibility
PS	Transit Purchase of Service
ROW	Right-of-Way Acquisition
VA	Transit Vehicle Acquisition