

SUMTER AREA TRANSPORTATION IMPROVEMENT PROGRAM

for FFY 2021 - 2027
(October 1, 2020 through September 30, 2027)



SUATS

Sumter Area Transportation Study

Metropolitan Planning Organization

Adopted: May 29, 2020



The preparation of this report has been financed in part with funding from the Federal Highway Administration of the U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This report was prepared by the Sumter City-County Planning Department, in cooperation with the Santee-Wateree Regional Transportation Authority, the South Carolina Department of Transportation, and the U.S. Department of Transportation - Federal Highway Administration and Federal Transit Administration.

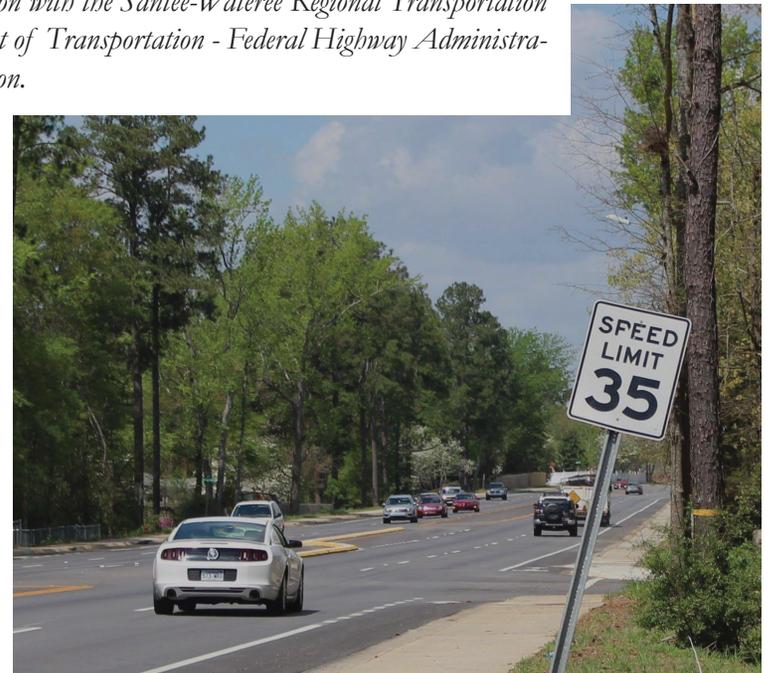


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1. INTRODUCTION

The Sumter Area Transportation Study (SUATS) is the Metropolitan Planning Organization (MPO) responsible for executing transportation planning for the Urbanized Area of Sumter County. The purpose of SUATS as MPO for the Sumter area is to establish and maintain a continuing, comprehensive, and cooperative transportation planning process. This process promotes the development of a safe, effective, efficient and environmentally sensitive multi-modal transportation system for moving people and goods.

SUATS maintains this Transportation Improvement Program (TIP) as a short-range capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies.

The TIP serves as a planning tool to ensure the most effective use of limited funding for transportation improvements, and is a requirement of the federal transportation planning process most recently legislated by the Fixing America's Service Transportation Act (FAST Act). The FAST Act serves as the current funding and authorization bill governing federal surface transportation spending, and was signed into law on December 4, 2015. As with previous transportation authorization bills, the FAST Act requires that a transportation improvement be identified in the TIP to be eligible for federal funding.

BACKGROUND

SUATS is governed by a 10-member Policy Committee representing governmental and transportation planning organizations active in the Sumter Urbanized Area. As the area's MPO, SUATS provides a forum for cooperative decision-making for area transportation programs. The current SUATS Policy Committee members are listed in Appendix A.

The SUATS "study area" includes a 200 square mile portion of Sumter County, South Carolina. This study area represents a 20-year growth pro-

jection of the urban area as defined by the 2010 U.S. Census. A map of the SUATS study area is located in Appendix B of this document.

FEDERAL MANDATES

Federal regulations require that the TIP be a product of the metropolitan planning process. SUATS implements the FAST Act through plans and programs that consider all modes of transportation, and which are "continuing, cooperative, and comprehensive to the degree appropriate" [SEC. 1203(a)(4)]. In addition, the FAST Act establishes a performance-based program that provides a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through performance-based planning and programming.

Further, MPOs are responsible for meeting the requirements of the Joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Planning Rule (23 CFR part 450). The legislation requires that the metropolitan planning process must "include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and early and continuing involvement of the public in developing plans" and Transportation Improvement Programs (TIP) [23 CFR part 450.316(b)(1)].

To facilitate and encourage maximum interaction among these groups and the local community, SUATS has established a committee structure. The Policy Committee, the decision-making body, establishes policies for the overall conduct of SUATS, is responsible for the adoption of plans and programs, and approves recommendations from subject matter experts.

To support the Policy Committee, a Technical Study Team has been established, to monitor technical activities including the development of a draft

UPWP and biennial development of a draft TIP for recommendation to the Policy Committee. This Study Team is composed of professional/technical representatives of the member governments and public agencies having direct or indirect responsibility for transportation planning and/or implementation. The Study Team also directs and considers recommendations to the Policy Committee for further discussion and revision before submittal to the Policy Committee for final endorsement of major studies and planning activities.

Key Points Regarding the TIP



KEY DOCUMENTS

The Unified Planning Work Program (UPWP):

The UPWP lists the transportation studies and tasks to be performed by

MPO staff or member agencies over a two-year period. The UPWP includes all federally funded studies plus other state and local planning activities. Updates are required every two years.

The Transportation Improvement Program (TIP):

The TIP is SUATS’ mechanism for prioritizing limited transportation resources among the various needs of the area. It is a 6-year program covering the most immediate needs for transportation projects and strategies from the long-range transportation plan. To be included in the TIP, a project must have funds committed and be included in the SUATS Long-Range Transportation Plan (LRTP). The TIP also includes all federally supported capital and non-capital surface transportation projects within the MPO boundaries as well as all projects requiring action by FHWA or FTA. Projects placed on the TIP are expected to be undertaken during the 6-year TIP window.

TIP Projects may include:

- Maintenance and resurfacing projects
- Intersection and signalization improvements
- Improvements to corridors/specific areas in order to minimize incidents
- Freight related issues
- System and widening upgrades
- Safety Projects
- Transit alternatives
- Pedestrian and bicycle infrastructure needs

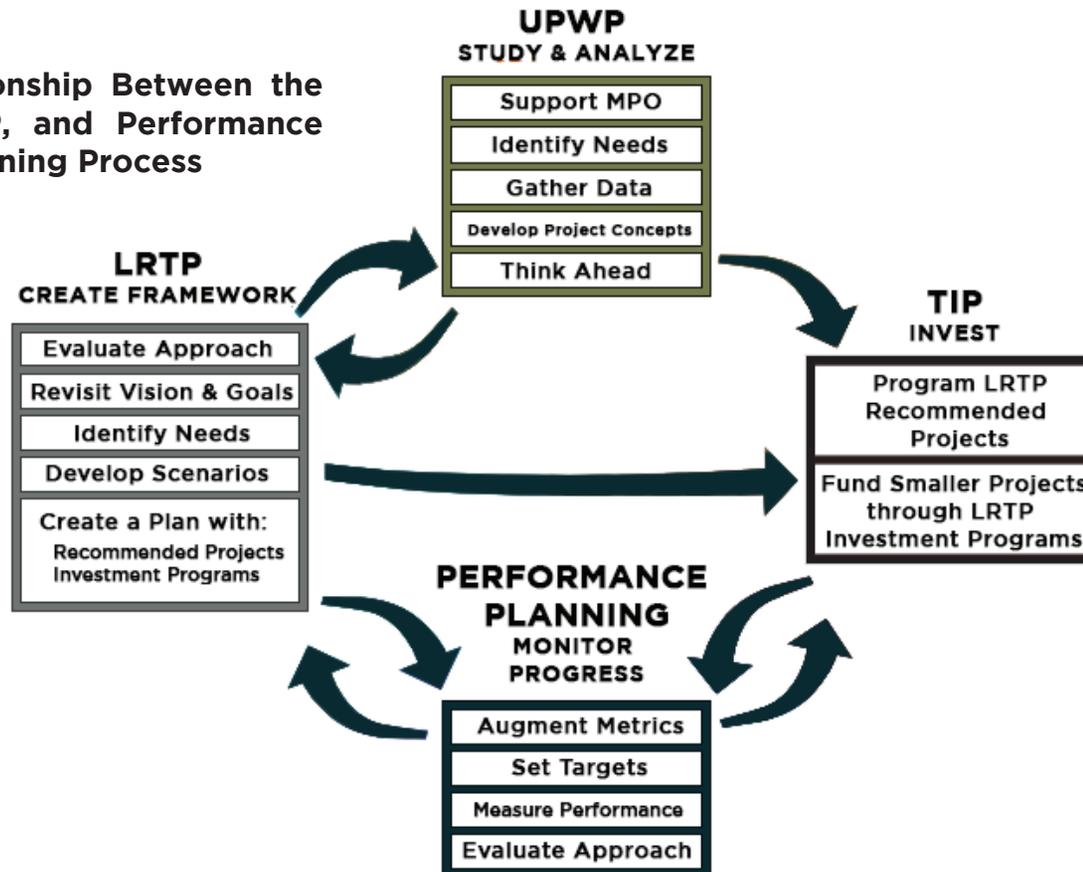
The Long Range Transportation Plan (LRTP):

The Long Range Transportation Plan (LRTP) is the guide for how SUATS plans to invest in the transportation system over a 25-year period, and must be updated every 5 years to reflect changing conditions and new planning principles. The FAST Act mandates that the LRTP includes environmental, social, and intermodal considerations. It is a financially constrained vision of future transportation improvements. The SUATS 2045 LRTP was adopted in November 2018, The current LRTP establishes goals and objectives which form the basis for the 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 SUATS area for intensive study strengthens subsequent programming of projects for the TIP. The entire planning, programming, and implementation process involves input by federal, state, and local governments and the public in the early planning stages, and carries through into TIP programming. The LRTP includes both long-range and short-range strategies/actions that lead to the development of efficient roadways, public transportation, bicycle and pedestrian transportation, and freight connections. The current Long Range Transportation Plan may be viewed at www.sumtersc.gov/suats or at the Sumter City-County Planning Department located at 12 West Liberty Street in Sumter, South Carolina.

	Time Horizon	Contents	Update Requirement
UPWP	2 Years	Planning Studies and Tasks	Every 2 Years
TIP	6 Years	Active Transportation System Investments	Every 3 Years
LRTP	25 Years	Future Goals, Strategies, and Projects	Every 5 Years

Figure 1.2: Relationship Between the LRTP, TIP, UPWP, and Performance Based Planning Process



2. FUNDING THE TIP

Federal Funding Framework

The first step in allocating federal transportation funds is the passage by the United States Congress of a multi-year act that establishes a maximum level of federal transportation funding per federal fiscal year (FFY).¹

The establishment of this level of funding is referred to as an authorization. After the authorization level has been established, the United States Department of Transportation annually allocates funding among the states according to various federal formulas. This allocation is referred to as an apportionment. The annual apportionment rarely represents the actual amount of federal funds that are ultimately committed to a state because of federally imposed limitations on spending in a given fiscal year, referred to as the obligation authority. In South Carolina, TIPs are developed based on the estimated obligation authority.

There are different funding sources that are available for various types of transportation projects. **Tables 2.1** and **2.2** include a list of federal funding sources under the current FAST Act, as well as the match requirements and eligible projects associated with those funding categories included in the TIP. **Table 2.1** includes carry-over funding programs for projects included in the TIP that were awarded under previous federal legislation, including the *Moving Ahead for Progress in the 21st Century Act* (Pub. L. 112-141, MAP-21) and/or the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act* (Pub. L. 109-59, SAFETEA-LU).

Federal Highway Program

The FFYs 2021-27 TIP Highway Program was developed with the assumption that funding from the Federal-Aid Highway Program for the State of South Carolina will be approximately \$1.03 billion annually over

the next seven years. The process of deciding how to use this federal funding in the Sumter region takes various shapes, depending on the program (e.g. bridge replacement, interstate improvements, resurfacing) utilizing those funds and its procedures.

A portion of funds from the Federal-Aid Highway Program are budgeted to support state and MPO priorities. There is a total of approximately \$104 million annually projected to be available statewide for programming (these amounts include both federal dollars and the state-provided local match). SCDOT customarily provides the local match (which can also be provided by other entities); thus, projects are typically funded with 80% federal dollars and 20% state dollars, depending on the funding program.

“Guideshares” are the discretionary funds available to MPOs, suballocated by formula to each metropolitan planning region. (The Sumter Area MPO receives about 2.5% of the total funds available statewide for Regional Targets.) SCDOT developed the target formula in consultation with the State’s MPOs and Councils of Government.

Each MPO decides how to prioritize its Guideshare funding. Given that the Regional Target funding originates from the Federal-Aid Highway Program, the SUATS Policy Committee typically programs the majority of its target funding on roadway projects.

Over the next seven years combined, SUATS total Guideshare funding is projected to be approximately **\$16.8 million**, an average of **\$2.4 million per year**. To decide how to spend its Guideshare funding, the MPO engages its members in an annual TIP development process.

Federal Highway Administration Programs

The Federal-Aid Highway Program funds discussed in this section come

¹ The most recent authorization act, *Fixing America’s Surface Transportation Act* (FAST Act), was signed into law on December 4, 2015.

through several Federal Highway Administration (FHWA) funding programs, each of which has unique requirements. **Table 2-1** shows these programs, which come from the FAST Act and fund projects in the FFYs 2021–27 TIP.

Federal Transit Program

Federal aid for public transit authorities is allocated by formula to urbanized areas. Santee-Wateree Regional Transportation Authority (SWRTA) is the recipient of this federal aid in the Sumter urbanized area. The the distribution formula factors in passenger miles traveled, population density, and other factors associated with each transit provider.

The Federal Transit Administration (FTA) distributes funding to transit agencies through several different programs.

Table 2.1 - FAST Act - Current Federal Funding Sources

Funding Program	Source	Eligible Uses	Funding Share
Federal Highway Administration (FHWA)			
Surface Transportation Block Grant Program	STBGP	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities	80% Federal / 20% Local
Congestion Mitigation & Air Quality Program	CMAQ	A wide range of projects to reduce congestion and improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter	80% Federal / 20% State
National Highway Performance Program	NHPP	Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network; replacement or rehabilitation of any public bridge; and resurfacing, restoring, and rehabilitating routes on the Interstate Highway System	80% Federal / 20% State
Transportation Alternatives Program	TAP	A set-aside from the STBGP that funds the construction of infrastructure-related projects (for example, sidewalk, crossing, and on-road bicycle facility improvements). The Recreational Trails Program (RTP) is included in this program.	80% Federal / 20% State
Highway Safety Improvement Program	HSIP	Implementation of infrastructure-related highway safety improvements	80% Federal / 20% State
Metropolitan Planning	MPP	Facilities that contribute to an intermodal transportation system, including intercity bus, pedestrian, and bicycle facilities	80% Federal / 20% State
National Highway Freight Program	NHFP	Projects that improve the efficient movement of freight on the National Highway Freight Network	80% Federal / 20% State
Railway/Highway Crossing Program	RR	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings	80% Federal / 20% State
Nationally Significant Freight and Highway Programs	NSFHP	Provides financial assistance—competitive grants, known as INFRA grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to	60% Federal / 40% State
Federal Transit Administration (FTA)			
Section 5307 Urbanized Area Formula	5307	Transit capital and operating assistance in urbanized areas	80% Federal / 20% Local (Capital); 50% Federal / 50% Local (Operations)
Section 5309 Bus and Bus Facilities Program	5309	Grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors	80% Federal / 20% Local
Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities	5310	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities	80% Federal / 20% Local (Admin and Capital); 50% Federal / 50% Local (Operating)
Section 5337 State of Good Repair	5337	Replacement, rehabilitation, and other state-of-good-repair capital projects	50% Federal / 50% Local
Section 5339 Bus and Bus Facilities	5339	Capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities	80% Federal / 20% Local

Table 2.2 - Project Type by Funding Sources

Project Type	STBG	CMAQ	NHPP	TAP	HSIP	PL	NHFP	NHS	IM	5307	5309	5310	5337	5339
Roads/Highways														
Preliminary Engineering / Environmental Studies / Right-of-Way Acquisition	●	●	●	●	●	●				●	●			
Road Maintenance / Widening / New Road Construction / Rehabilitation	●		●											
Interchange Construction / Modification	●	●	●											
Intersection Improvements	●	●	●	●	●									
Signalization	●	●	●	●	●									
Bicycle / Pedestrian	●	●	●	●	●					●				
Resurfacing	●		●											
Traffic Calming	●	●	●	●	●									
Bridge Repair / Rehabilitation / Seismic Retrofit	●		●											
Transportation Plans / Studies	●		●	●	●	●								
Public Transportation														
Preliminary Engineering / Environmental Studies / Right-of-Way Acquisition	●					●				●	●		●	●
Fixed Guideway	●	●	●							●	●		●	●
Bicycle / Pedestrian	●	●	●	●						●				●
Major Capital Expenses	●	●	●							●	●	●	●	●
Intelligent Transportation Systems	●	●	●							●	●	●	●	●

3. TIP DEVELOPMENT

Annually, the SCDOT Commission allocates federal highway funds along with matching SCDOT funds, to maintain state transportation infrastructure within designated MPOs. These funds are known as “Guideshares”.

SUATS receives an annual allocation of \$2,536,000 in Guideshare funds. During the current TIP period, SUATS apportionment from the Guideshare Program is projected to be \$15,216,000 (FY 2021 to FY 2027).

The SCDOT Commission also approves allocation of assigned Federal Transit Administration (FTA) funds for transit related services and intermodal alternatives, as well as FTA funds for human service transportation related programs.

In addition to the Guideshare program, SCDOT performs other “Non-Guideshare” transportation projects within the SUATS area, including bridge and interstate projects, pavement rehabilitation, preservation, and reconstruction, and corridor and intersection improvements tied to other federal and state priorities.

Road improvements may include constructing new roads, adding traffic lanes to existing roads, constructing paved shoulders, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. Major maintenance improvements may also be included, such as resurfacing a road. Minor maintenance activities, such as patching potholes, are handled directly by SCDOT maintenance units.

Guideshare projects, Federal Transit Administration projects, Non-Guideshare SCDOT transportation infrastructure projects, and locally funded projects are identified in the Project Category Charts located in this document.

The development of the TIP follows a process in which new transportation projects consistent with the LRTP, and updated information for active

projects, are solicited from the implementing agencies and local communities. Based on project prioritization using the LRTP, as well as project readiness and available funding, a draft TIP showing a proposed list of projects by year is prepared and distributed to MPO members and the Study Team for review and comment.

The Draft TIP list is refined in response to comments from MPO and Study Team members, and released by the MPO for public comments. Projects are scheduled on the TIP based on their priority, likely implementation date and their fit within the context of SUATS MPO funding estimated to be available. Implementation of a particular project requires many steps and often requires several years from beginning to end.

The TIP contains all FHWA and FTA transportation projects in the SUATS Study Area that are expected to use federal, state, and local funds within the next six-years. The projects in this TIP are programmed utilizing the funding categories identified in **Table 2.1**.

With each program, the proposed projects represent priority needs identified through the comprehensive transportation planning process. The projects are identified in project pages following this narrative.

PROJECT EVALUATION

A requirement of the FAST Act is that all projects included in the TIP be subject to a systematic selection process. To meet this mandate, SUATS staff conducts an extensive screening process for all projects submitted for funding. Staff evaluates the project proposals comparing the projects to the FAST Act Planning Factors, the SUATS LRTP Goals and Objectives, and South Carolina Act 114 of 2007.

South Carolina Act 114 of 2007 requires each road widening, functional intersection, and new-location roadway improvement projects to be rated

and ranked in accordance with Act 114.

Act 114's nine (9) specified criteria are specified below:

- Financial viability
- Public safety
- Potential for economic development
- Traffic volume and congestion
- Truck traffic
- The pavement quality index
- Environmental impact
- Alternative transportation solutions, and
- Consistency with local land use plans

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 TIP, SUATS has taken into consideration expected transportation funding revenue, and has found the TIP to be financially constrained.

TIP CYCLE

The number of years of programming included in the TIP varies by funding source. All years of programming in the TIP have been officially adopted by the SUATS Policy Committee and by the State as part of the Statewide Transportation Improvement Plan (STIP). In the case of some projects, carryover funding from prior years is included and noted as “prior year carryover funding.” Estimated funding for projects in future years (the estimated out years) is also included. This allows the TIP to reflect total project costs for each included project.

4. SUATS GOALS AND OBJECTIVES



Create a system of interconnected streets with appropriate use by developing a plan that supports existing and future development



Minimize environmental impacts of the transportation system by using planning tools to preserve and promote natural assets.



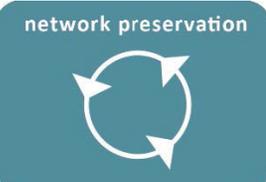
Provide and promote a safe and secure transportation system for all users by reducing crashes and improving pedestrian and bicycle facilities.



Support the local economy by making it easier to move people and freight around and through the area while maximizing benefits and minimizing costs.



Provide a balanced transportation system that makes it easier to walk, ride a bike, and take transit by encouraging streetscape and “built-in” traffic calming.



Ensure the quality of the current network is upheld to provide robust service to residential, commercial, industrial, and military uses.

5. UPDATES TO THE TIP

During the life of the TIP, updates will be required as new projects are identified and parameters of existing projects are altered based on new information. Federal regulations permit revisions to the TIP consistent with federal requirements for TIP development and approval. SUATS will consider amendments when circumstances prompting the change are compelling. All amendments to projects will be tracked via the project-specific pages of this TIP document.

All changes must follow SUATS policies on the Public Participation Plan. Updates must be consistent with the LRTP, must maintain the financial constraint of the TIP, and must be consistent with federal requirements. Proposed changes to projects programmed in the TIP must also be consistent with the rules of the particular funding program under which the funding was authorized.

SUATS may receive an amendment request to fund a new project during the TIP lifecycle. Once new projects proposed for funding are identified and funding committed, staff initiates the process to amend the projects and project funding in the TIP. All rules for amending new projects in the TIP are followed (public involvement process, Title VI requirements, LRTP consistency, financial constraint, etc.). When SUATS is not responsible for the programming decisions associated with a project, staff relies on project sponsors to initiate a TIP amendment. If SUATS is aware of new funding, staff may alert sponsors of the funding commitment and request that an amendment be initiated. However, generally it is up to the project sponsor to initiate amendment requests to add new funding, or make necessary adjustments to project scope, cost, and schedule, as conditions warrant. All significant transportation projects and all transportation projects requiring a federal action must be included in the TIP.

TYPES OF TIP CHANGES

Federal and State policies distinguish between three types of TIP changes: Amendments, Administrative Modifications (Corrections), and Right-Sizing. These categories differ based on the magnitude of the proposed change and the level of review required by various federal, state, and local agencies. As a general rule, significant changes to the cost, scope and schedule of a project listing requires an Amendment, whereas minor changes in cost, fund sources, description, lead agency, project limits, etc. may be processed as Administrative Modifications (Corrections) or Right-Sizing.

Amendments must be approved by the Policy Committee. Approval of Administrative Modifications (Corrections) is delegated to the SUATS Executive Director.

Proposed changes to the TIP must be developed in accordance with the provisions of *23 CFR 450.326*, *23 CFR 450.328*, and/or *23 CFR 450.216*, and approved by the federal agencies in accordance with *23 CFR 450.220*. All other federal requirements concerning the development, public involvement, and federal agency approval of the TIP must be executed in accordance with in *23 CFR Part 450*. Regardless of the type of change, all modifications must be consistent with the LRTP, must maintain the financial constraint of the TIP, and must be consistent with Title VI requirements

AMENDMENT

Amendments must be approved by the SUATS Policy Committee. Adding or deleting a project or major changes in funding is considered an Amendment. All changes that do not fall within the category of an Administrative Modification (Correction) are processed as Amendments.

The following changes are examples of changes made through an Amendment:

- Inclusion of any new federally funded project(s).
- Inclusion of a new phase of work receiving federal funds.
- Removal of a federally funded project/phase that has not been obligated.
- Significant changes in project description or scope (i.e. number of lanes, typical section, termini).
- Major cost increase (as defined in the Cost Threshold Table).
- Advancement of Guideshares that exceed annual allocation.
- Any changes to a non-exempt project within a nonattainment area that require a re-demonstration of conformity (i.e. additions/deletions of a project, number of lanes, typical section, termini, shifting of phases of work within or beyond the first four years of the STIP).
- Changes (increase or decrease) in transit project program cost that are greater than 25% above or below the original project cost (FTA projects only).
- Changes in funding source (i.e. change from Section 5307 to Section 5339) (FTA projects only).

ADMINISTRATIVE MODIFICATION (CORRECTION)

Administrative modifications are minor updates to the TIP that do not require SCODOT Commission approval or additional public involvement, but are included in STIP revisions and fiscal constraint demonstration to FHWA/FTA. Consistent with Federal guidelines, under specific circumstances SUATS may perform administrative amendments relating to project cost. For projects valued under \$5 million, an administrative modification may be made if the change in cost is under \$500,000. For projects valued at greater than \$5 million, changes of 10% or less of the total project cost may be completed as administrative modifications. Although no public review period is required, one may be provided at staff discretion.

Administrative Modifications are defined as follows:

- Changes or shifting of schedules by phase of work within the six-year TIP period.
- Combining or separating phases within a project that are part of the approved STIP.
- Moderate cost increases as defined by the Cost Threshold Table.
- Changes (increase or decrease) in transit project program cost that are less than 25% above or below the original project cost (FTA projects only).
- Change in project sponsor or implementing agency;
- Splitting or combining projects;
- Moving a project from year to year within a TIP period;

RIGHT-SIZING

Right-Sizing is a modification that **DOES NOT** require Policy Committee approval, additional public comment, demonstration of fiscal constraint, or changes to planned project obligations as defined by the Cost Threshold Table. Instead, these modifications (up or down) will be captured and updated annually as total unobligated contract authority reported in the Fiscal Management Information System (FMIS) by SCODOT. SUATS balances are provided by the SCODOT Program Controls Division and incorporated into the TIP on an annual basis. This action typically applies to FHWA (Federal-Aid) projects only.

Once staff receives a request for a change to the TIP, it is determined if the change is an Amendment or Administrative Modification (Correction). If an Amendment is warranted, SUATS will advertise the proposed change as required by the SUATS Public Participation Plan (PPP). If the change is an Administrative Modification (Correction), SUATS will provide SCODOT with the appropriate documentation to make the adjustment. All requests for changes to the TIP from SCODOT must be made in writing. SUATS must concur in the need for the change and in its likely beneficial effect on the implementation of the project.

**Figure 5.1:
TIP Amendment Thresholds Based on Total Project Budget**

TIP Budget - All Funds (Federal, State, and Local)	Threshold Requiring Right-Sizing	Threshold Requiring Administrative Modification	Threshold Requiring Amendment
Less than \$1,000,000	Increase less than 100%	Increase of 100% or greater	Not applicable for phases of work less than \$50,000,000
\$1,000,001 to \$3,000,000	Increase less than \$1,500,000	Increase greater than \$1,500,000	
\$3,000,001 to \$5,000,000	Increase less than \$2,000,000	Increase greater than \$2,000,000	
\$5,000,001 to \$10,000,000	Increase less than \$3,000,000	Increase greater than or equal to \$5,000,000 but less than or equal to \$10,000,000	
\$10,000,001 to \$50,000,000	Increase less than \$5,000,000	Increase of 10%-25%	
Greater than \$50,000,001	Increase less than or equal to 10%	Increase or decrease of 25% or less	Increase of 25% or greater
FTA Project-Specific	N/A	N/A	Increase or decrease of 25% or greater

* All Figures shown are by Phase of Work

TITLE VI COMPLIANCE

Investments made in the TIP must be consistent with 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 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 decisionmaking 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. The SUATS Title VI Plan is available at the Sumter City-County Planning Department Office or on the SUATS website.

PUBLIC INVOLVEMENT PROCESS

SUATS follows a Public Involvement Plan that details the approach, values, and activities that are followed to ensure full and effective public participation in the planning process. A variety of methods are used to solicit public input, including small group presentations, news releases, distribution of printed and electronic newsletters, surveys, public workshops, development of corridor studies and area plans, and public

hearings. Engaging the public in the planning process is also critical to the success of any transportation plan or program, and it is a tenet of the FAST Act.

Prior to sending any TIP action(s) forward to SCDOT for inclusion in the STIP, SUATS follows the public participation process outlined in the PPP. SUATS policy is to support and encourage public participation and to ensure opportunities for the public to express its views on transportation issues and to become active in the decision-making process.

The SUATS Public Participation Plan (PPP) is located in the Sumter City-County Planning Department Office office or on the SUATS website.

Public participation occurs during all stages of a project's development. Participation in the LRTP visioning process is the most effective starting point. Public input may also be provided at various meetings or informal sessions with government officials and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, city-county, and regional level. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords additional opportunities for public comment.

CONSULTATION WITH INTERESTED PARTIES

SUATS will provide notice of upcoming public review meetings or review periods being held on the draft and final TIP document.

Notice will be provided to known interested parties, including:

- Public transportation providers;
- Freight shippers;
- Providers of freight transportation services;
- Private providers of transportation;
- Users of public transportation;
- Users of pedestrian walkways and bicycle facilities;
- Disabled;

- Elderly;
- Low-income; and
- Limited English-speaking populations.

6. FAST ACT PERFORMANCE NARRATIVE

PERFORMANCE MEASURE 1 – SAFETY (PM-1)

SUATS has adopted SCDOT’s statewide safety targets for all public roads. The latest five-year average safety statistics for SUATS (2014-2018) indicate 11.8 fatalities, a 1.53 fatality rate, 42.2 serious injuries, a 5.56 serious injury rate, and 6.2 fatality/serious injuries for non-motorized users.

The top factors for fatal and serious injury collisions in the SUATS area are Roadway Departure, Unrestrained Motor Vehicle Occupants, and Intersection-related crashes. Based on a 2016 traffic safety audit of SUATS conducted by SCDOT’s Highway Safety Program, three (3) categories of crash type were higher for the SUATS area than the statewide average. These categories were

1. Drivers over 65 years old (7% higher);
2. Drivers 15-24 years old (2% higher) and
3. Intersection crashes (5% higher)

SUATS is currently completing system upgrades for two (2) roadway corridors totaling 2.73 miles and nine (9) total intersections.

More than half of crashes in SUATS (53%) occurred on Primary Road (US and SC Routes). However, these crashes cover merely 15% (113 of 754) of the total SUATS mileage. Three (3) corridors have been identified as “very high” crash corridors in Sumter:

1. US-15 (Lafayette/Pocalla Rd)
2. SC-120 (Alice Drive/Pinewood Rd)
3. S-33 (McCray’s Mill Rd)

30% of crashes in SUATS occur at intersections. There are 2,011 intersections in SUATS, of which 161 (8%) are signalized and 1,850 (92%) are controlled by stop sign. Five (5) of the signalized intersections comprise 24% of all intersection crashes. While all projects include a consideration

of safety in the design process, SCDOT is currently completing safety specific project at one of these five intersections, Pinewood Road at McCray’s Mill Road, which is responsible for 4% of all SUATS intersection crashes. This project is expected to be complete by 2021.

SCDOT has also programmed and/or completed 4.83 miles of roadway safety countermeasures (repaving, widening of shoulders, rumble strips, and new pavement markings) along corridors with characteristics commonly associated with roadway departures for 2019. SCDOT has also programmed and/or completed fifteen (15) traffic signal upgrades and 34.94 miles of rumble strip installation in SUATS.

As a result, it is expected that the projects completed will contribute to reducing the total number and rate of fatalities and serious injuries in the MPO with negligible benefits to statewide metrics. However, long-term safety performance for SUATS could be influenced by changes in VMT as the MPO experiences shifts in population and employment locations.

PERFORMANCE MEASURE 2 – SYSTEM CONDITION (PM-2)

Pavement Quality

SUATS has adopted the statewide pavement and bridge condition targets for the non-interstate NHS system. The statewide baseline for pavement condition on the non-interstate NHS system is 7.2% good condition and 4.3% poor condition. The statewide 4-year target for pavement condition on the non-interstate NHS system is 21.1% good and 4.6% poor.

Based on SCDOT’s final FY2018 TAMP data, SUATS exceeds the good condition target but falls below the poor condition target, with non-interstate NHS system pavement condition at 29.0% in good condition and 48.2% in poor condition. Based on SCDOT processes and timelines for

selecting pavement improvement projects including reconstruction, rehabilitation, and preservation, SUATS anticipates that projects will have a positive impact on non-interstate NHS pavements, with specific projects to be identified at a future time within the 5-year target period by SCDOT's annual paving program. There are no interstate NHS roadways within the SUATS MPO.

Bridge Condition

SUATS has adopted the statewide pavement and bridge condition targets for NHS bridges. The statewide baseline for bridges on the non-interstate NHS system is 41.6% good condition and 4.5% poor condition. The statewide 4-year target for bridge condition on the non-interstate NHS system is 42.7% good and 6.0% poor.

Based on SCDOT's final FY2018 TAMP data, SUATS exceeds the good condition target but falls below the poor condition target, with non-interstate NHS system bridge condition at 80% in good condition and 20% in poor condition (based on a total of 10 bridges).

SCDOT and SUATS have programmed for replacement the two (2) NHS bridges in the MPO boundary (US-378 over US-15 and US-378 over US-76), which will improve SUATS' performance in this category. However, based on the current project delivery schedule, these bridge replacements will not be completed within the 2018-2021 TAMP performance period. As a result, SUATS activities will have a negligible impact on the 2 and 4-year statewide bridge targets.

In addition to overall bridge condition, the SUATS percent poor NHS bridge deck area exceeds the national minimum performance condition of 10%. The programmed bridge replacement projects in the STIP/TIP will contribute to reducing these percent poor metrics, although not in the first performance period.

PERFORMANCE MEASURE 3 - RELIABILITY (PM-3)

SUATS has adopted SCDOT's statewide reliability targets for person miles traveled on the non-interstate NHS system. The state baseline for this category is 89.8% reliable, and the 4-year state target is 81% reliable. Based on SCDOT's final FY2018 TAMP data, SUATS is well above the statewide baseline and the state goal, with NHS roadways currently 98% reliable.

A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT). VMT growth is projected to increase at 2% per year on the NHS system within the MPO boundary.

For the NHS system, the SUATS Transportation Improvement Program (TIP) includes five (5) intersection improvements that are either under construction or in pre-construction that are anticipated to have a marginal positive impact on SUATS' NHS reliability within the 4-year target timeframe.

7. PROJECT CATEGORY CHARTS

Figure	Category	Funding Committed
Figure 7.1	SUATS Guideshare Financial Summary	
Figure 7.2	System Upgrades	\$16,590,000
Figure 7.3	Intersection Improvements	\$400,000
Figure 7.4	Pavement Resurfacing, Rehabilitation, and/or Reconstruction	\$70,977,000
Figure 7.5	Bridge and Interstate	\$56,329,000
Figure 7.6	Transit	\$2,698,000
Figure 7.7	Bicycle and Pedestrian, Recreation, Federal Lands, and/or Special Projects	\$1,368,000
TOTAL:		\$148,362,000

Figure 7.1 - Programmed Transportation Improvement Projects in the SUATS MPO

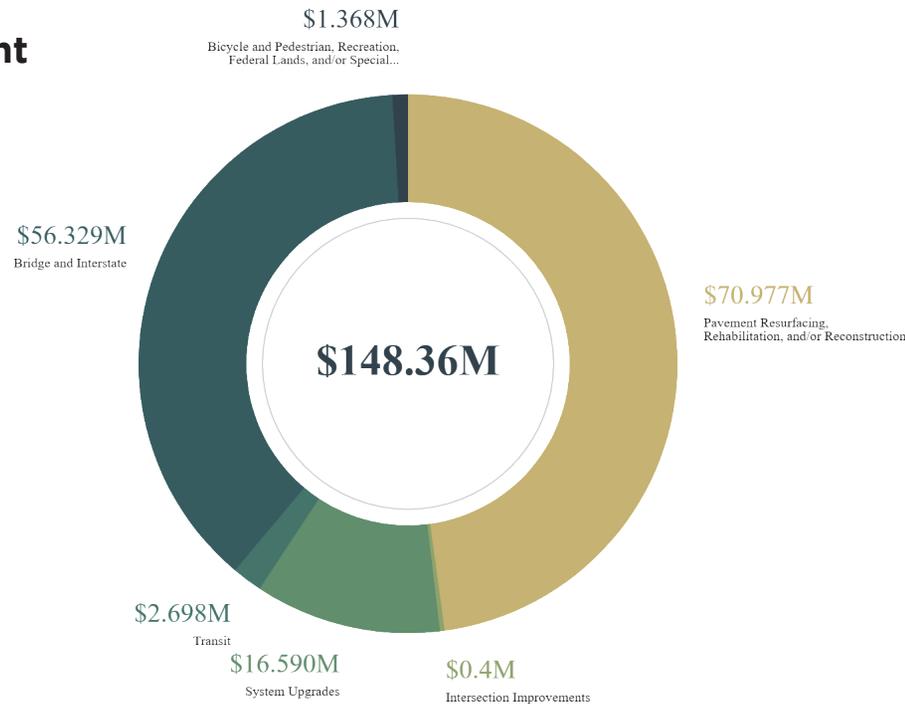


Figure 7.1: SUATS Guideshare Financial Summary

Project Description	Previous Obligations	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Future Cost (2028+)	TOTAL
US-378 @ N. St. Paul's Church Road Intersection Improvement	\$100 (PL)								\$0	\$100
Guignard Drive @ W. Liberty Street Intersection Improvement	\$100 (PL)								\$0	\$100
US-378 @ Loring Mill Road Intersection Improvement	\$100 (PL)								\$0	\$100
Broad Street @ Robert Dinkins Road Intersection Improvement	\$100 (PL)								\$0	\$100
Lafayette Drive (US-15) Corridor Improvement (US-378 to US-521)	\$100 (PL)								\$0	\$100
Guideshare Allocation		\$2,536	\$2,536	\$2,536	\$2,536	\$2,536	\$2,536	\$2,536		\$15,216
Carryforward		\$3,288	\$5,084	\$7,339	\$9,875	\$12,411	\$14,947	\$17,483		
Proposed Advancement		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
Total Program Funds		\$5,824	\$7,620	\$9,875	\$12,411	\$14,947	\$17,483	\$20,019		
Total Debt Service		(\$740)	(\$281)	\$0	\$0	\$0	\$0	\$0		(\$1,021)
Payback (SCDOT)		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
Total Funds Available for Projects		\$5,084	\$7,339	\$9,875	\$12,411	\$14,947	\$17,483	\$20,019		
Total Project Costs Committed		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
Guideshare Balance		\$5,084	\$7,339	\$9,875	\$12,411	\$14,947	\$17,483	\$20,019		

(*all figures shown are in thousands of dollars, and are rounded)

Key:**PL** - Planning**PE** - Planning and Engineering**R** - Right-of-Way Acquisition**C** - Construction

Figure 7.2: System Upgrades

Project	Category	Program	Previous Obligations	FY21	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL	Remain- ing Cost (2028+)
Manning Avenue Revitalization	Local	Sumter Penny 4 Progress (2014)	\$1,064 (PE)	\$1,436 (C)							\$2,500	\$0
	Enhancement (MPO)	STBGP	\$350 (R)	\$5,395 (C)							\$5,745	\$0
North Main Street Revitalization	Local	Sumter Penny 4 Progress (2014)	\$1,064 (PE)	\$1,436 (C)							\$2,500	\$0
	Enhancement (MPO)	STBGP	\$350 (R)	\$5,395 (C)							\$5,745	\$0
Lafayette Drive Corridor Improvement (US-378 to US-521)	System Upgrade - Corridor	Guideshare	\$100 (PL)								\$100	\$0
TOTAL											\$16,590	\$0

(*all figures shown are in thousands of dollars, and are rounded)

Key:

PL - Planning

PE - Planning and Engineering

R - Right-of-Way Acquisition

C - Construction

Figure 7.3: Intersection Improvements

Project	Category	Program	Previous Obligations	FY21	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL	Remain- ing Cost (2028+)
US-378 @ N. St. Paul's Church Road	System Upgrade	Guideshare	\$100 (PL)								\$100	\$0
Guignard Drive @ W. Liberty Street	System Upgrade	Guideshare	\$100 (PL)								\$100	\$0
US-378 @ Loring Mill Road	System Upgrade	Guideshare	\$100 (PL)								\$100	\$0
Broad Street @ Robert Dinkins Road	System Upgrade	Guideshare	\$100 (PL)								\$100	\$0
TOTAL											\$400	\$0

(*all figures shown are in thousands of dollars, and are rounded)

Key:

PL - Planning

PE - Planning and Engineering

R - Right-of-Way Acquisition

C - Construction

Figure 7.4: Pavement Resurfacing, Rehabilitation, and/or Reconstruction

Project	Category	Program	Previous Obligations	FY21	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL	Remaining Cost (2028+)
Sumter County Pavements (includes both SUATS and Sumter County Rural)	FA Secondary	STBGP									\$0	\$0
	Non-FA Secondary	MTN		\$1,237	\$1,237	\$1,237	\$1,237	\$1,237	\$1,237	\$1,237	\$8,659	\$0
	Non-Interstate NHS	NHP									\$0	\$0
	Non-NHS Primary	SFP		\$2,929	\$3,766	\$5,021	\$5,021	\$5,021	\$5,021	\$5,021	\$31,800	\$0
	Non-NHS Primary	STBGP									\$0	\$0
	FA Secondary	SFP		\$2,594	\$3,632	\$3,632	\$3,632	\$3,632	\$3,632	\$3,632	\$24,386	\$0
	Non-Interstate NHS	SFP									\$0	\$0
	Non-FA Secondary	SFP		\$876	\$876	\$876	\$876	\$876	\$876	\$876	\$6,132	\$0
TOTAL											\$70,977	\$0

(*all figures shown are in thousands of dollars, and are rounded)

Key:

PL - Planning

PE - Planning and Engineering

R - Right-of-Way Acquisition

C - Construction

Figure 7.5: Bridges and Interstates

Project	Category	Program	Previous Obligations	FY21	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL	Remaining Cost (2028+)
Robert Graham Freeway (US-76 Bypass) over US-15	Bridge	NHP	\$1,500	\$100 (R)	\$5,700 (C)						\$7,300	\$0
Robert Graham Freeway (US-76 Bypass) over US-76 Business	Bridge	NHP	\$1,500	\$50 (R)	\$5,900 (C)						\$7,450	\$0
Manning Avenue (S-152) over SCL RR & Divine Street (S-127)	Bridge	STBGP	\$2,800		\$300 (R)	\$15,850 (C)					\$18,950	\$0
	Local	Sumter Penny 4 Progress (2014)			\$2,500 (C)						\$2,500	\$0
Miller Road (S-55) over Shot Pouch Branch	Bridge	STBGP		\$1,000 (PE)	\$240 (R)	\$3,400 (C)					\$4,640	\$0
Hauser Street (S-114) over Turkey Creek	Bridge	STBGP	\$1,000		\$60 (R)	\$3,470 (C)					\$4,530	\$0
N. St. Paul's Church Road (S-40) over Mush Swamp	Bridge	Act 98	\$1,030		\$2,085 (C)						\$3,115	\$0
Kolb Road (S-528) over Cane Savannah Creek	Bridge	Act 98	\$1,086		\$2,190 (C)						\$3,276	\$0
Red Bay Road (S-466) over Turkey Creek	Bridge	Act 98	\$1,098		\$3,470 (C)						\$4,568	\$0
TOTAL											\$56,329	\$0

(*all figures shown are in thousands of dollars, and are rounded)

Key:

PL - Planning

PE - Planning and Engineering

R - Right-of-Way Acquisition

C - Construction

Figure 7.6: Transit

Project	Category	Program	Previous Obligations	FY21	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL	Remain- ing Cost (2028+)
National Federation of the Blind Section 5310 Purchase of Service	5310	State Mass Transit Funds - 5310 Small Urban	\$3 (PS)								\$3	\$0
Santee-Wateree RTA Operating and Capital Expenses	5307	Small Urban Area Mass Transit Formula Program	\$2,430 (CA)								\$2,430	\$0
Sumter County Disabilities and Special Needs Board Vehicle Replacement	5310	State Mass Transit Funds - 5310 Small Urban	\$105 (CA)								\$105	\$0
Sumter County Disabilities and Special Needs Board Vehicle Replacement	5310	State Mass Transit Funds - 5310 Small Urban	\$50 (PS)								\$50	\$0
Sumter Senior Services Vehicle Replacement	5310	State Mass Transit Funds - 5310 Small Urban	\$110 (CA)								\$110	\$0
TOTAL											\$2,698	\$0

(*all figures shown are in thousands of dollars, and are rounded)

Key:

PL - Planning

PE - Planning and Engineering

R - Right-of-Way Acquisition

C - Construction

PS - Purchase of Service

CA - Capital

VA - Transit Vehicle Acquisition

AD - Administration

OP - Operations

Figure 7.7: Bicycle and Pedestrian, Recreation, Federal Lands, Special Projects

Project	Category	Program	Previous Obligations	FY21	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL	Remain- ing Cost (2028+)
Community Sidewalks	Local	Sumter Penny 4 Progress (2014)	\$2,300	\$684 (C)	\$684 (C)						\$1,368	\$0
TOTAL											\$1,368	\$0

(*all figures shown are in thousands of dollars, and are rounded)

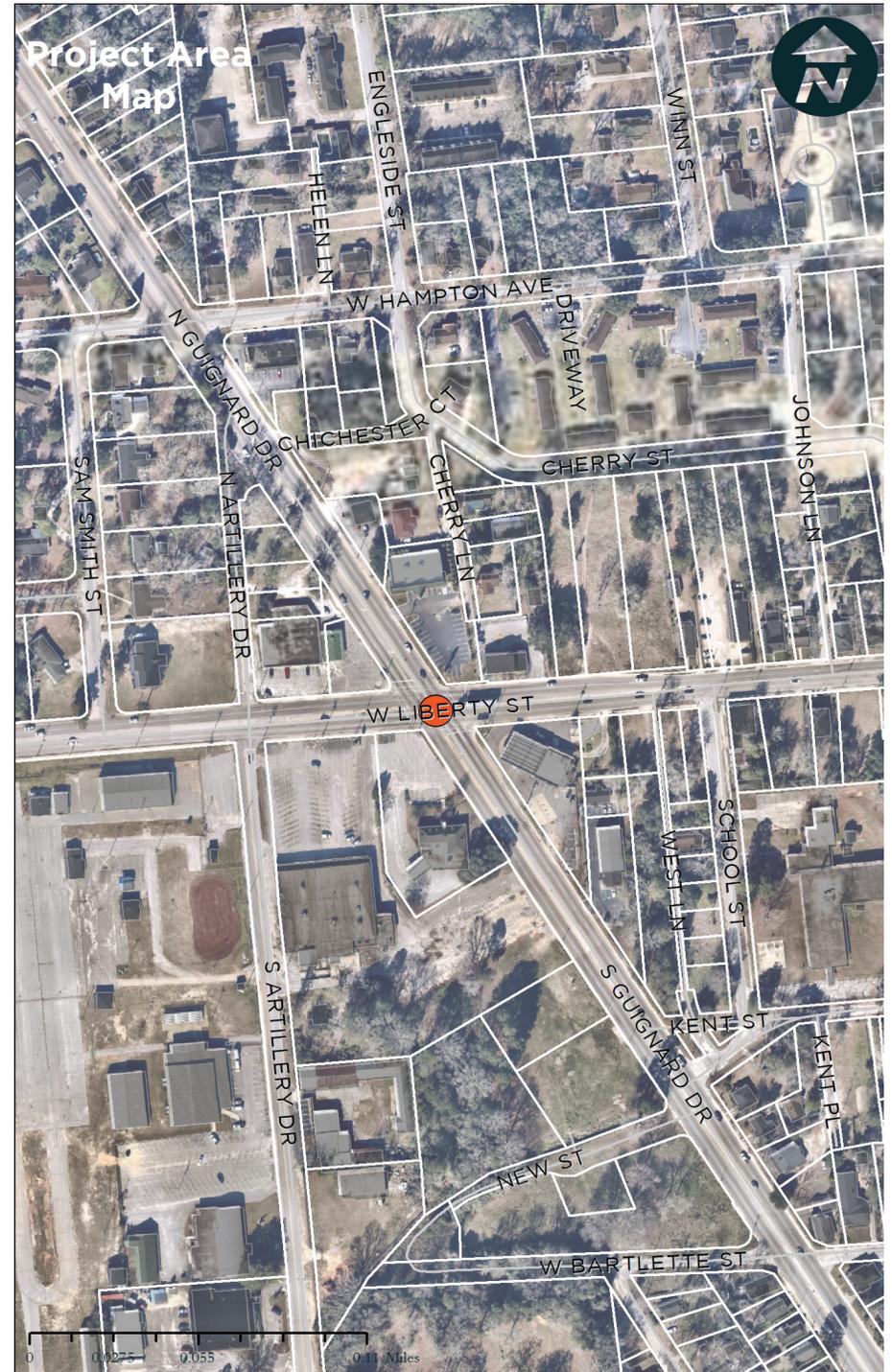
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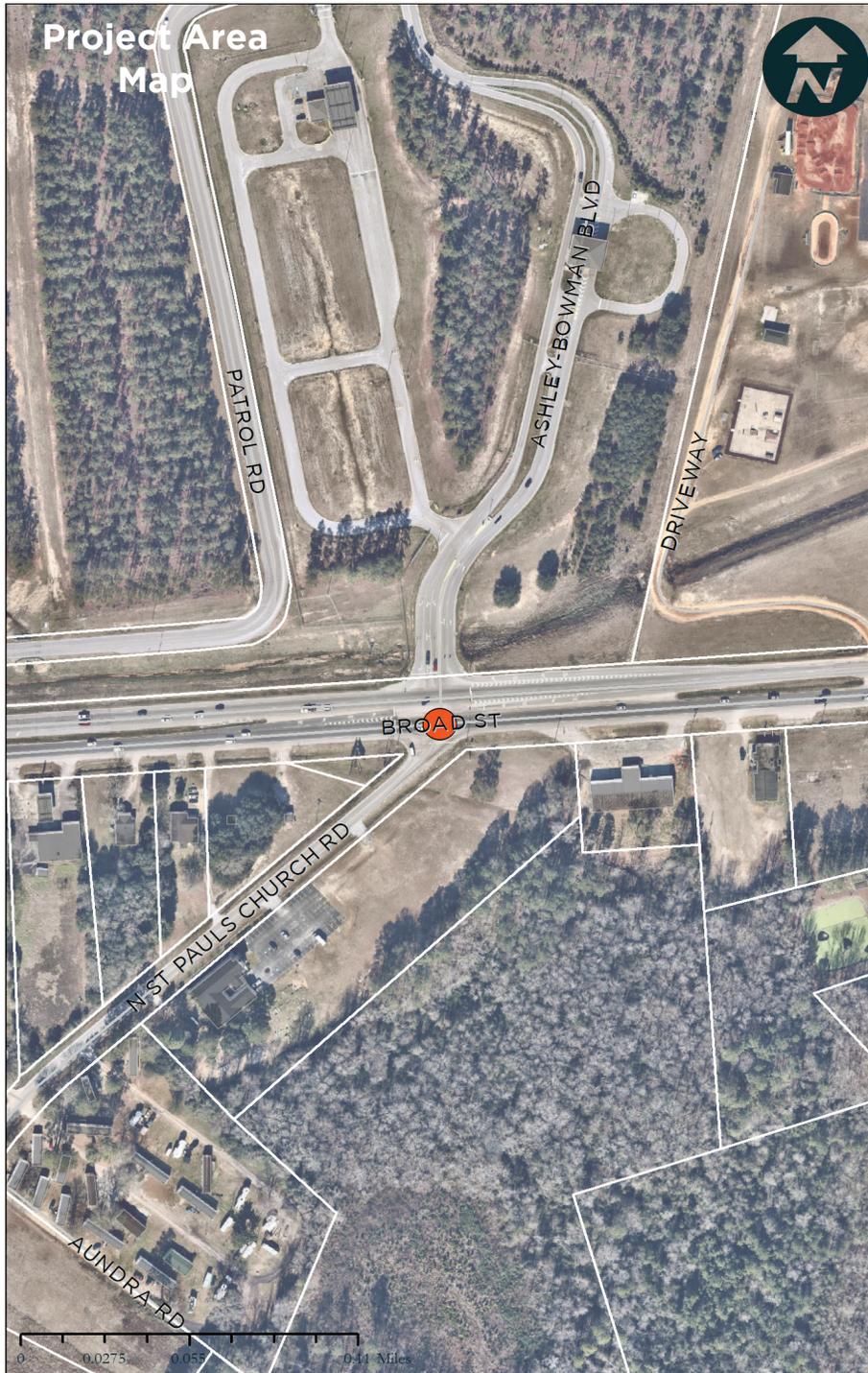
PL - Planning **PE** - Planning and Engineering **R** - Right-of-Way Acquisition **C** - Construction

Federal Program:

TAP - Transportation Alternatives Program
RTP – Recreational Trails Program
FL – Federal Lands

PROJECT NAME		SCDOT PROJECT ID	L RTP PROJECT ID	
Guignard Drive @ W. Liberty Street Intersection Improvement		TBD	I-20	
TERMINI/INTERSECTION				
Intersection of Guignard Drive (US-521) and W. Liberty Street (SC-763)				
PROJECT DESCRIPTION				
Operational improvements to the intersection to address safety challenges.				
FUNCTIONAL CLASSIFICATION	PERFORMANCE MEASURE ADDRESSED	TOTAL PROJECT BUDGET		
Major Arterial (US-378) Major/Minor Arterial (SC-763)	PM-1 (Safety)	\$100,000 (interim)		
COMMENTS:				
Full project budget to be determined after completion of Feasibility Report.				
PROJECT PHASE	PLANNING	PRELIMINARY ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
	\$100,000	TBD	TBD	TBD
PAST AMENDMENTS		PAST ADMINISTRATIVE MODIFICATIONS		
NONE		NONE		





PROJECT NAME	SCDOT PROJECT ID	L RTP PROJECT ID
US-378 @ N. St. Paul's Church Road Intersection Improvement	TBD	I-2

TERMINI/INTERSECTION
Intersection of US-378 and N. St. Paul's Church Road (S-40)

PROJECT DESCRIPTION
Operational improvements to the intersection to address safety challenges.

FUNCTIONAL CLASSIFICATION	PERFORMANCE MEASURE ADDRESSED	TOTAL PROJECT BUDGET
Major Arterial (US-378) Major Collector (S-40)	PM-1 (Safety)	\$100,000 (interim)

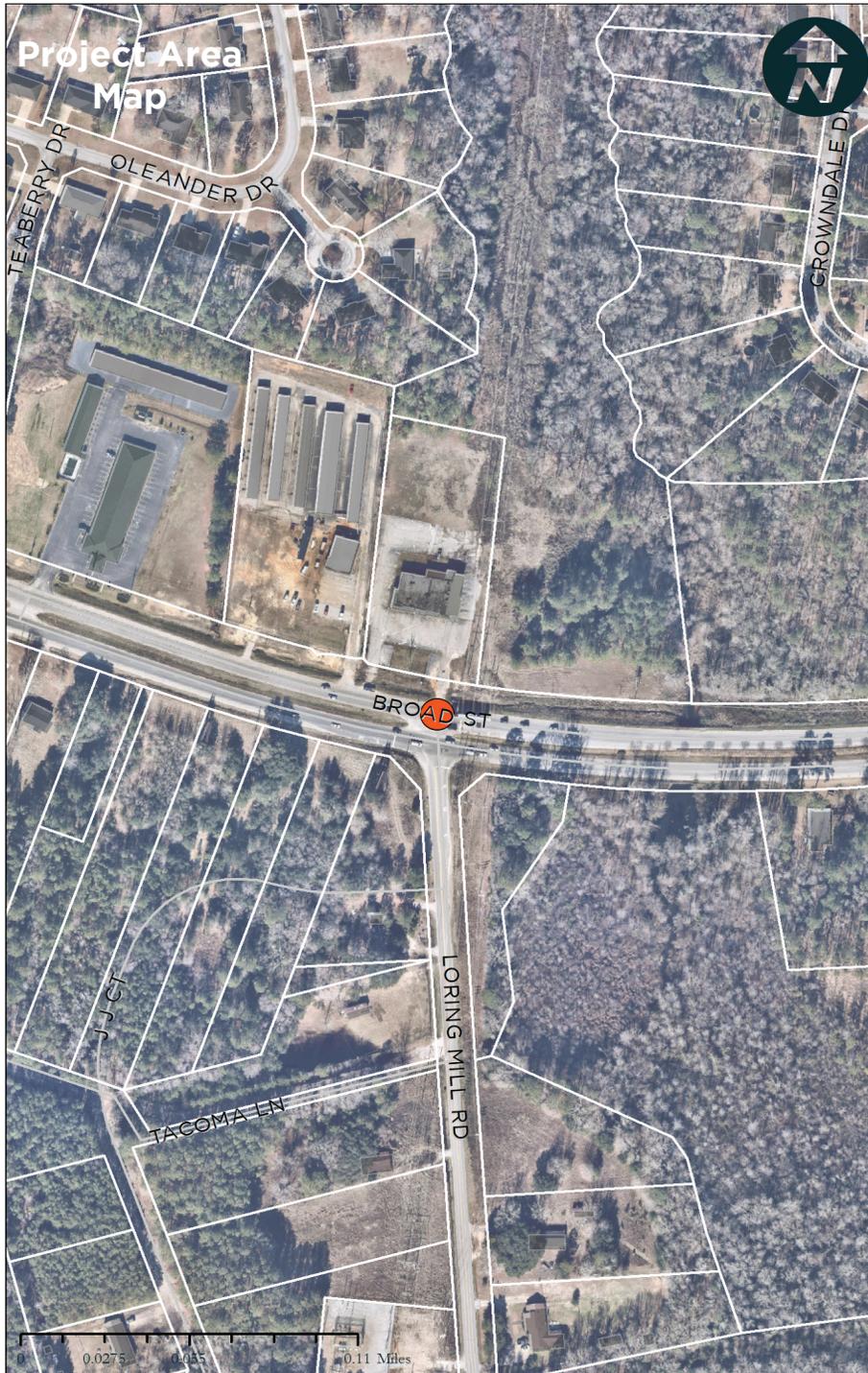
COMMENTS:
Full project budget to be determined after completion of Feasibility Report.

PROJECT PHASE	PLANNING	PRELIMINARY ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
	\$100,000	TBD	TBD	TBD

PAST AMENDMENTS	PAST ADMINISTRATIVE MODIFICATIONS
NONE	NONE

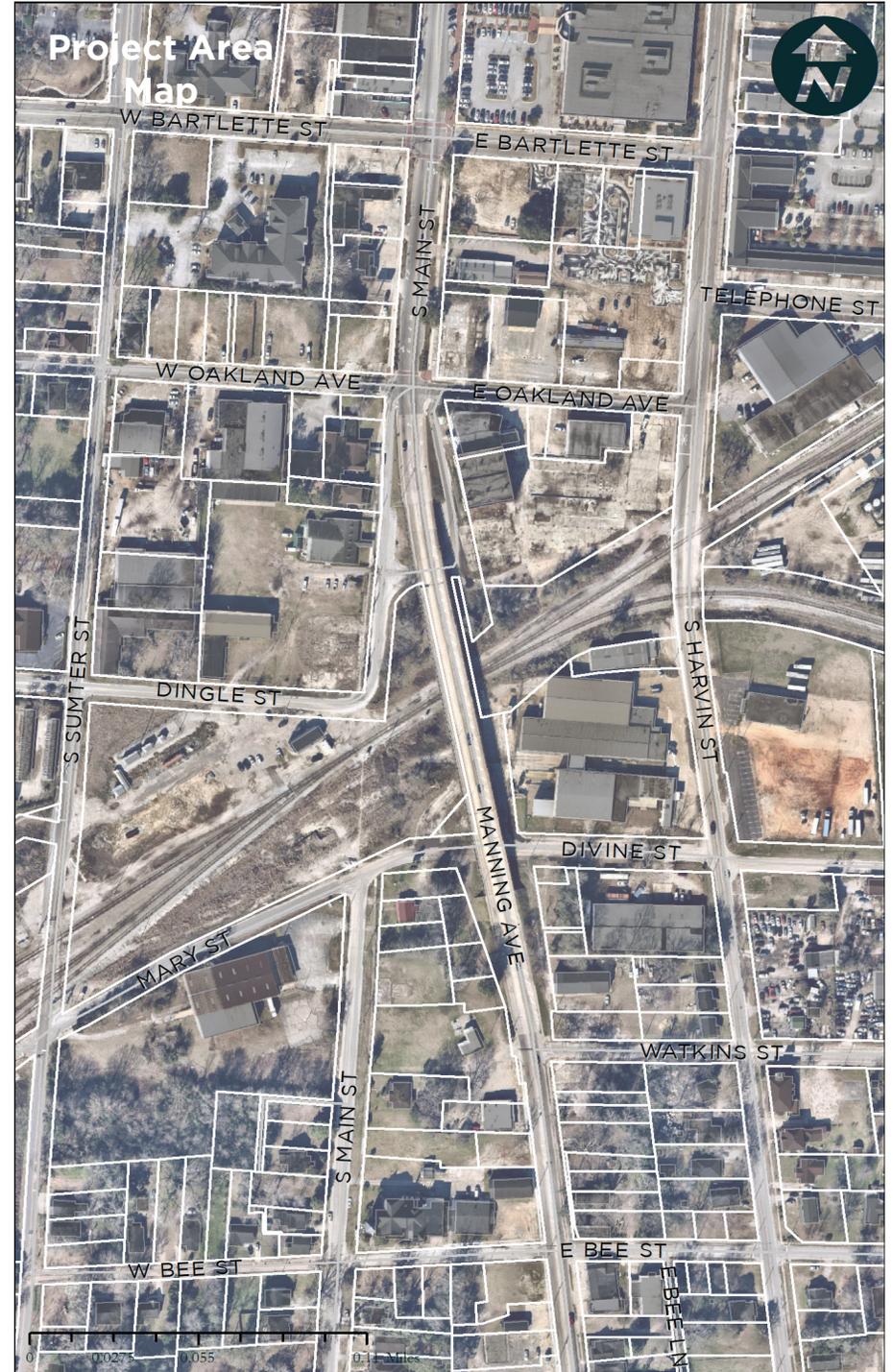
PROJECT NAME		SCDOT PROJECT ID	LRTP PROJECT ID	
Broad Street @ Robert Dinkins Road Intersection Improvement		TBD	I-10	
TERMINI/INTERSECTION				
Intersection of Broad Street (US-378) and Robert Dinkins Road (S-490)				
PROJECT DESCRIPTION				
Operational improvements to the intersection to address safety challenges.				
FUNCTIONAL CLASSIFICATION		PERFORMANCE MEASURE ADDRESSED	TOTAL PROJECT BUDGET	
Major Arterial (US-378) Local Collector (S-490)		PM-1 (Safety)	\$100,000 (interim)	
COMMENTS:				
Full project budget to be determined after completion of Feasibility Report.				
PROJECT PHASE	PLANNING	PRELIMINARY ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
	\$100,000	TBD	TBD	TBD
PAST AMENDMENTS		PAST ADMINISTRATIVE MODIFICATIONS		
NONE		NONE		

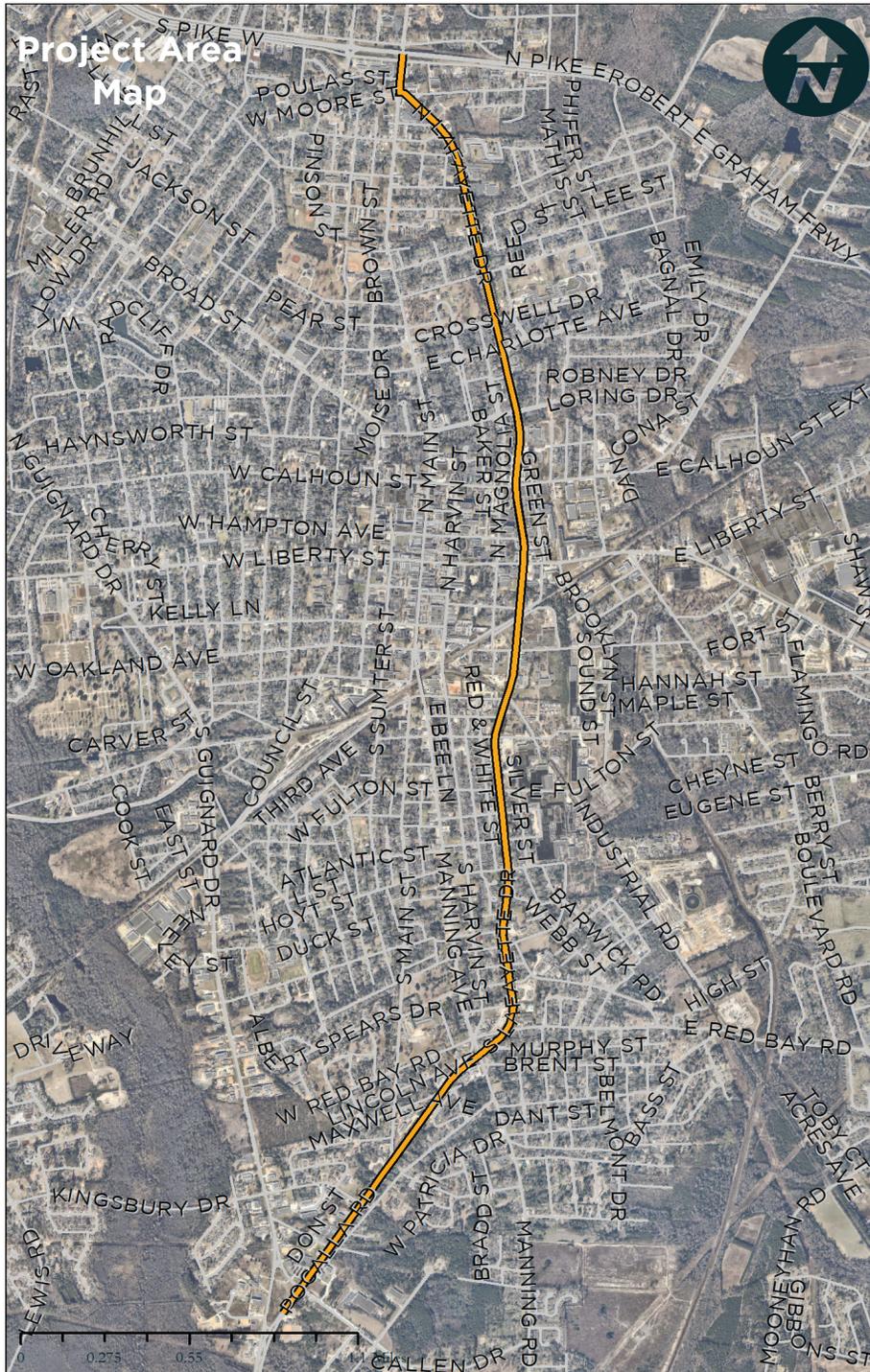




PROJECT NAME		SCDOT PROJECT ID	L RTP PROJECT ID	
Broad Street @ Loring Mill Road Intersection Improvement		TBD	I-3	
TERMINI/INTERSECTION				
Intersection of Broad Street (US-378) and Loring Mill Road (S-204)				
PROJECT DESCRIPTION				
Operational improvements to the intersection to address safety challenges.				
FUNCTIONAL CLASSIFICATION		PERFORMANCE MEASURE ADDRESSED	TOTAL PROJECT BUDGET	
Major Arterial (US-378) Major Collector (S-40)		PM-1 (Safety)	\$100,000 (interim)	
COMMENTS:				
Full project budget to be determined after completion of Feasibility Report.				
PROJECT PHASE	PLANNING	PRELIMINARY ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
	\$100,000	TBD	TBD	TBD
PAST AMENDMENTS		PAST ADMINISTRATIVE MODIFICATIONS		
NONE		NONE		

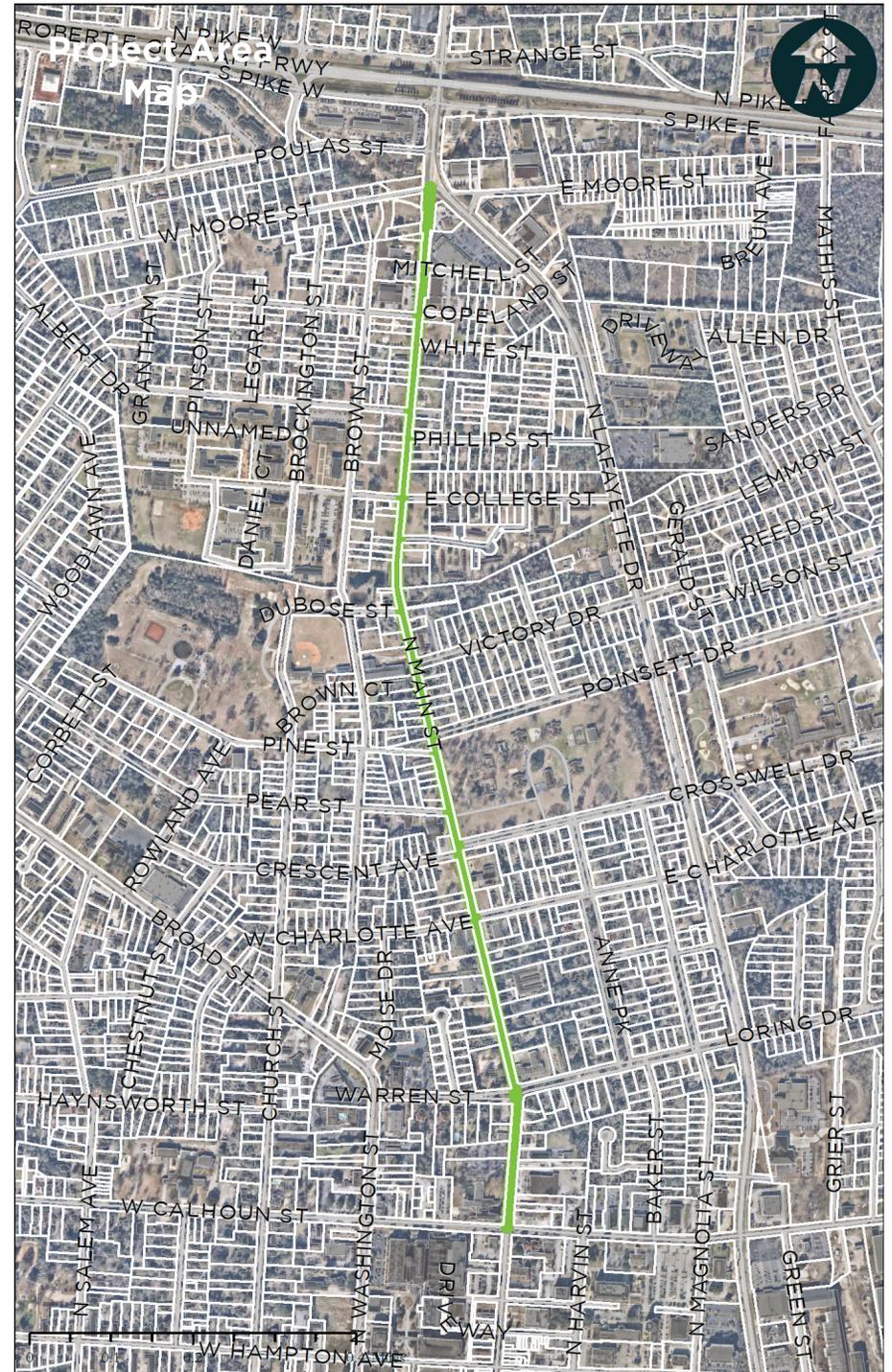
PROJECT NAME		SCDOT PROJECT ID	LRTP PROJECT ID	
Manning Avenue Bridge Replacement		P038243	N/A	
TERMINI/INTERSECTION				
W. Oakland Ave (S-227) to Divine St. (S-127)				
PROJECT DESCRIPTION				
Replacement of obsolete bridge				
FUNCTIONAL CLASSIFICATION		PERFORMANCE MEASURE ADDRESSED	TOTAL PROJECT BUDGET	
Minor Arterial		PM-2 (Condition)	\$21,450,000	
COMMENTS:				
Project funded in part via 2014 Sumter County Penny for Progress Capital Sales Tax Initiative (\$2.5 million)				
PROJECT PHASE	PLANNING	PRELIMINARY ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
	\$0	\$2,800,000	\$300,000	\$18,350,000
PAST AMENDMENTS		PAST ADMINISTRATIVE MODIFICATIONS		
NONE		NONE		

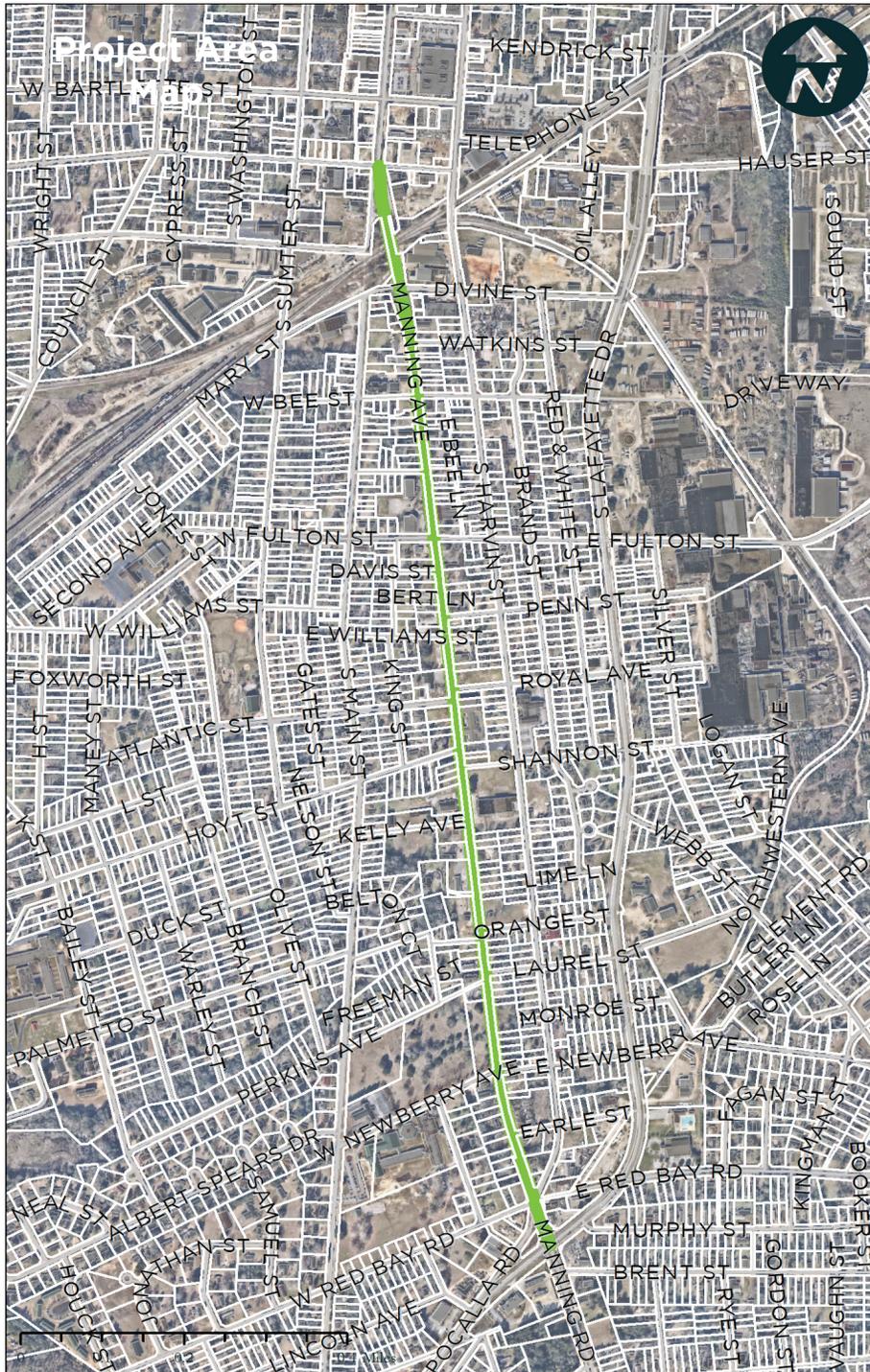




PROJECT NAME		SCDOT PROJECT ID	L RTP PROJECT ID	
Lafayette Drive Corridor Improvements		TBD	PP + S	
TERMINI/INTERSECTION				
Lafayette Drive (US-15) from Robert Graham Freeway (US-378) to S. Guignard Drive (US-521)				
PROJECT DESCRIPTION				
Operational improvements to the corridor to address safety and infrastructure condition challenges.				
FUNCTIONAL CLASSIFICATION		PERFORMANCE MEASURE ADDRESSED	TOTAL PROJECT BUDGET	
Major Arterial		PM-1 (Safety) PM-2 (Condition)	\$100,000 (interim)	
COMMENTS:				
Full project budget to be determined after completion of Feasibility Report.				
PROJECT PHASE	PLANNING	PRELIMINARY ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
	\$100,000	TBD	TBD	TBD
PAST AMENDMENTS		PAST ADMINISTRATIVE MODIFICATIONS		
NONE		NONE		

PROJECT NAME		SCDOT PROJECT ID	L RTP PROJECT ID	
North Main Corridor Revitalization		P032341	N/A	
TERMINI/INTERSECTION				
N. Lafayette Drive (US-15) to Warren St. (S-75)				
PROJECT DESCRIPTION				
Revitalization of N. Main Street, including repaving, lane adjustments, streetscaping, and improvement of bicycle and pedestrian infrastructure				
FUNCTIONAL CLASSIFICATION		PERFORMANCE MEASURE ADDRESSED	TOTAL PROJECT BUDGET	
Minor Arterial		PM-1 (Condition)	\$8,246,000	
COMMENTS:				
Project funded via enhancement funds and Sumter County Penny for Progress Capital Sales Tax Initiative.				
PROJECT PHASE	PLANNING	PRELIMINARY ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
	\$0	\$1,064,000	\$350,000	\$6,832,000
PAST AMENDMENTS		PAST ADMINISTRATIVE MODIFICATIONS		
NONE		NONE		





PROJECT NAME	SCDOT PROJECT ID	L RTP PROJECT ID
Manning Avenue Corridor Revitalization	P032383	N/A

TERMINI/INTERSECTION
Divine St. (S-127) to E. Red Bay Rd. (Local)

PROJECT DESCRIPTION
Revitalization of Manning Avenue, including repaving, lane adjustments, streetscaping, and improvement of bicycle and pedestrian infrastructure

FUNCTIONAL CLASSIFICATION	PERFORMANCE MEASURE ADDRESSED	TOTAL PROJECT BUDGET
Minor Arterial	PM-1 (Condition)	\$8,246,000

COMMENTS:
Project funded via enhancement funds and Sumter County Penny for Progress Capital Sales Tax Initiative.

PROJECT PHASE	PLANNING	PRELIMINARY ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
	\$0	\$1,064,000	\$350,000	\$6,832,000

PAST AMENDMENTS	PAST ADMINISTRATIVE MODIFICATIONS
NONE	NONE

Appendix A: SUATS POLICY COMMITTEE MEMBERSHIP

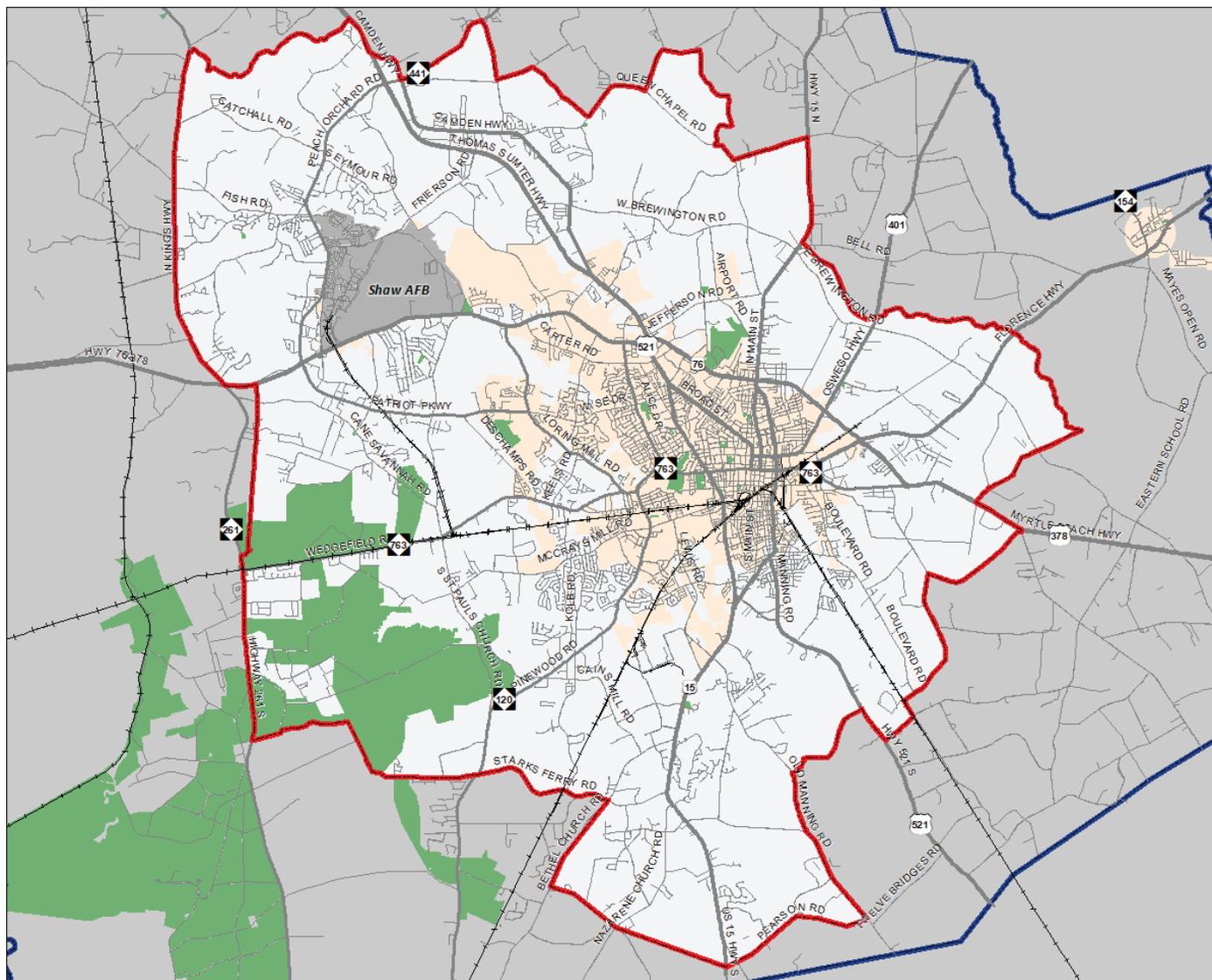
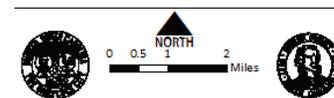
NAME	POSITION	ORGANIZATION	MEMBERSHIP STATUS
Joseph T. McElveen, Jr.	Mayor	City of Sumter	Voting Member
James T. McCain, Jr.	Council Chairman	Sumter County	Voting Member
Thomas J. Lowery	Councilman	City of Sumter	Voting Member
James Byrd, Jr.	Councilman	Sumter County	Voting Member
J. Thomas McElveen, III	Senator	SC General Assembly	Voting Member
Hugh M. McLaurin, IV	Chairman	Sumter County Transportation Committee	Voting Member
J. David Weeks	Representative	SC General Assembly	Voting Member
G. Murrell Smith	Representative	SC General Assembly	Voting Member
Greg A. Thompson	Chairman	Sumter Development Board	Voting Member
Sandra B. McBride	Chair	Sumter City-County Planning Commission	Voting Member
Deron McCormick	City Manager	City of Sumter	Ex-Officio (Non-Voting)
Gary Mixon	County Administrator	Sumter County	Ex-Officio (Non-Voting)
Col. Derek O' Malley	Base Commander	Shaw Air Force Base	Ex-Officio (Non-Voting)
David E. "Gene" Branham	5th District Commissioner	SCDOT	Ex-Officio (Non-Voting)
John Barnwell Fishburne	6th District Commissioner	SCDOT	Ex-Officio (Non-Voting)

* **Bold** denotes chair. Chair rotates annually



SUATS MPO Area

- Parks
- Railroad
- Shaw Air Force Base
- City Limits
- SUATS Study Area Boundary
- County Boundary



Appendix C: GLOSSARY OF TRANSPORTATION TERMINOLOGY

ACCESS/ACCESSIBILITY: The opportunity to reach a given end use within a certain time frame, or without being impeded by physical, social or economic barriers.

ALTERNATIVE MODES OF TRANSPORTATION: Forms of transportation that provide transportation alternatives to the use of single-occupant automobiles. Examples include: rail, transit, carpools, bicycles, and walking.

AMENDMENT: A major change in the approved TIP or Plan that requires public review and comment, and demonstration of fiscal constraint.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO): A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, District of Columbia and Puerto Rico.

AMERICANS WITH DISABILITIES ACT (ADA): Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications and transportation. Transportation requirements include the provision of “comparable paratransit service” that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

ARTERIAL STREET: A class of street serving major traffic movements (high-speed, high volume) for travel between major points.

CAPACITY: A transportation facility’s ability to accommodate a moving stream of people or vehicles in a given time period. The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic and control conditions; usually expressed as vehicles per hour or persons per hour.

CAPITAL IMPROVEMENT PROGRAM (CIP): A plan for future capital infrastructure and program expenditures which identify each capital project, its anticipated start and completion and allocates existing funds and known revenue sources for a given period of time. Most local governments have a CIP.

CONGESTION: A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

CONTEXT SENSITIVE SOLUTION (CSS): A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

DESIGN STANDARDS: Standards that are met when a new road is constructed, or when a deficient section is improved. These standards pertain to all relevant geometric and structural features required to provide a desired level of service over the life of the project. The life of the project is generally 20 years beyond its implementation.

ENVIRONMENTAL ASSESSMENT (EA): Prepared for federal actions under the National Environmental Policy Act (NEPA) where it is not clearly known how significant the environmental impact might be. If, after preparing an environmental assessment, it is determined that the project impact is significant, an Environmental Impact Statement (EIS) is then prepared. If not, a “finding of no significant impact” (FONSI) is documented.

ENVIRONMENTAL IMPACT STATEMENT (EIS): Prepared for federal actions that have a significant effect on the human and natural environment. These are disclosure documents prepared under the National Environmental Policy Act (NEPA) that provide a full description of the proposed project, the existing environment and analysis of the anticipated beneficial and adverse environmental effects of all reasonable alternatives. There are various stages — Draft EIS and Final EIS.

ENVIRONMENTAL JUSTICE (EJ): Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

FEDERAL HIGHWAY ADMINISTRATION (FHWA): A branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads and other Federal lands roads.

FEDERAL TRANSIT ADMINISTRATION (FTA): A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America’s communities for planning, development and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the nation’s communities and natural environment and to strengthen the national economy.

FINANCIAL PLANNING: The process of defining and evaluating funding sources, sharing the information and deciding how to allocate the funds.

FISCAL OR FINANCIAL CONSTRAINT: Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

GUIDESHARE: In the State of South Carolina, Guideshare is the federal-aid funding allocation to MPOs. These funds can be used for highway, bicycle and pedestrian facilities, transit, or planning projects. The allocation is based on study area population. Under federal law, large MPOs with urbanized area populations over 200,000 are called Transportation Management Areas (TMAs). Only TMAs are entitled to specific allocations of federal funds called Urban Attributable Funds

GEOGRAPHIC INFORMATION SYSTEM (GIS): Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS): The application of advanced technologies to improve the efficiency and safety of transportation systems.

INTERMODAL: The ability to connect and the connections between modes of transportation.

LEVEL OF SERVICE (LOS): A qualitative rating of how well a unit of transportation supply (e.g. street, intersection, bikeway, etc) serves its current or projected demand.
LOS A = free-flow condition (32 percent of capacity);
LOS B = reasonably free-flow conditions (51 percent);
LOS C = operation stable but becoming more critical (75 percent);
LOS D = lower speed range of stable flow (92 percent);
LOS E = unstable flow (100 percent);
LOS F = forced flow; >100 percent of capacity, stop-and-go operation.

LONG RANGE TRANSPORTATION PLAN (LRTP): A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over a minimum of the next 20 years.

METROPOLITAN PLANNING ORGANIZATION (MPO): An MPO is a planning agency established by federal law to assure a continuing, cooperative and comprehensive transportation planning process takes place that results in the development of plans, programs and projects that consider all transportation modes and supports the goals of the community. Any urbanized area or contiguous urbanized areas, as defined by the U.S. Census Bureau, containing a population of greater than 50,000 are required to have an MPO.

MODE, INTERMODAL, MULTIMODAL: Form of transportation, such as automobile, transit, bicycle and walking. Intermodal refers to the connections between modes and multimodal refers to the availability of transportation options within a system or corridor.

NATIONAL ENVIRONMENTAL POLICY ACT OF 1969 (NEPA): An established national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

NATIONAL HISTORIC PRESERVATION ACT (NHPA): Law requiring federal agencies to consider the potential effect of a project on a property that is registered on or eligible for the National Register of Historic Places. If effects are identified, federal and state agencies and the public must identify means to mitigate the harm.

PARATRANSIT: Alternative known as "special or specialized" transportation, which often includes flexibly scheduled and routed transportation services. These services use low capacity vehicles such as vans to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

PERFORMANCE MANAGEMENT: A key feature of the FAST Act is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals.

PLANNING FUNDS (PL): Primary source of funding for metropolitan planning designated by the FHWA.

REVISION: A change to a long range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment," while a minor revision is an "administrative modification"

RIGHT-OF-WAY (ROW): Public space legally established for the use of pedestrians, vehicles, or utilities. Right-of-way typically includes the street, sidewalk and buffer strip areas.

RURAL PLANNING ORGANIZATION (RPO): An organization similar to an MPO, composed of representatives of rural local governments and appointed representatives from the geographic area covered by the organization with the purpose of involving local officials in multi-modal transportation planning through a structured process.

SANTEE-WATEREE REGIONAL TRANSPORTATION AUTHORITY: The public transit provider for the City and County of Sumter.

STAKEHOLDERS: Individuals and organizations involved in or affected by the transportation planning process. Include federal/ state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

SURFACE TRANSPORTATION PROGRAM (STP): Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike and pedestrian facilities.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT): The State agency that manages the highway system within South Carolina. SCDOT's mission is to plan, implement, maintain, and manage an integrated transportation system for the movement of people and products, with emphasis on quality, safety, efficiency and the environment for citizens. SCDOT is the administrative agency that responds to policy set by the South Carolina Legislature.

TITLE VI: Title VI of the Civil Rights Act of 1964. The legislation prohibits discrimination in any program receiving federal assistance.

TRANSPORTATION DEMAND MANAGEMENT (TDM): "Demand-based" techniques that are designed to change travel behavior in order to improve the performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of alternative modes, ride-sharing and vanpool programs and trip-reduction programs and/or ordinances.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A staged, multi-year (typically three to five years) listing of surface transportation projects proposed for federal, state and local funding within a metropolitan area. MPOs are required to prepare a TIP as a short-range programming document to complement its long-range transportation plan. The TIP contains projects with committed funds over a multi-year period (five years).

TRANSPORTATION PLANNING: A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state, and federal transportation funding. Long-range planning is typically done over a period of 25 years; short-range programming of specific projects usually covers a period of 3 to 5 years.

UNIFIED PLANNING WORK PROGRAM (UPWP): The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

URBANIZED AREA: Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

Questions regarding SUATS, the Transportation Improvement Program, and any associated projects may be directed to:

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