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**2015-2019**  
**Transportation Improvement Program**

Lowcountry Area Transportation Study (LATS)  
Metropolitan Planning Organization

Revised January 2016

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## List of Acronyms

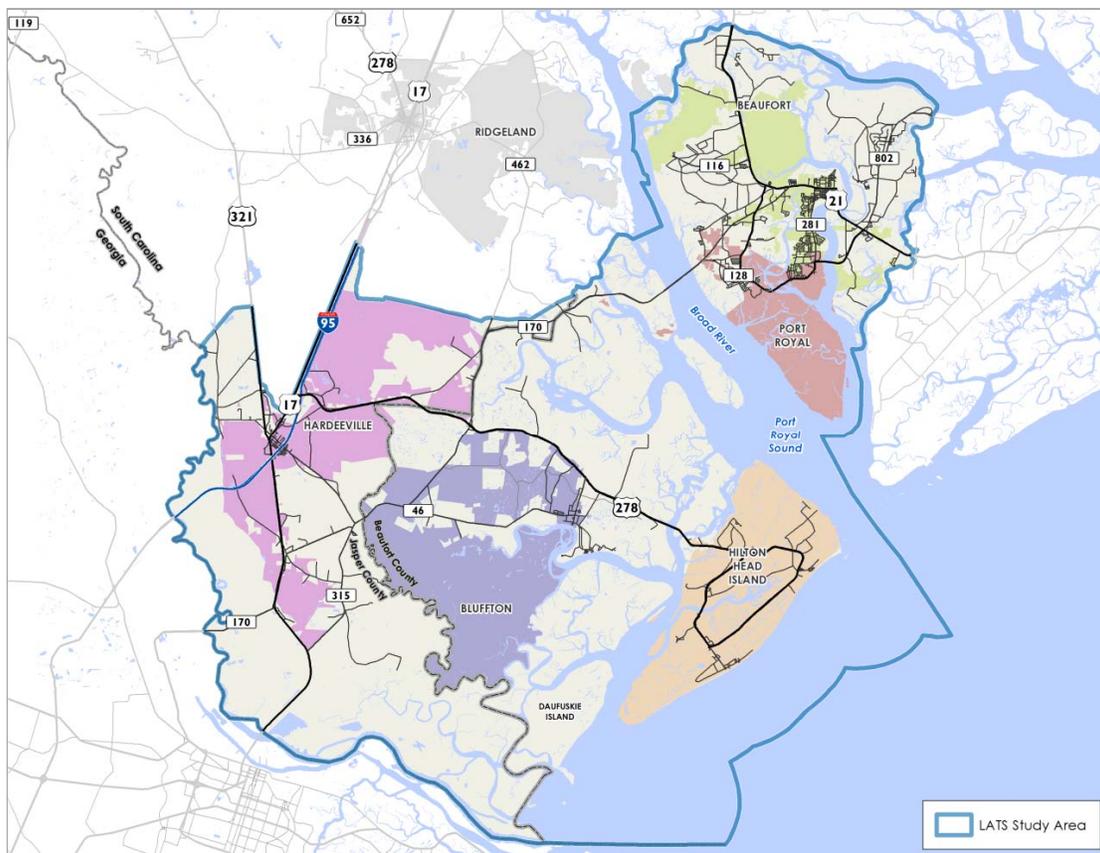
<b>COG</b>	Council of Government
<b>FAST</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>ITS</b>	Intelligent Transportation Systems
<b>JARC</b>	Job Access/Reverse Commute
<b>LATS</b>	Lowcountry Area Transportation Study
<b>LCOG</b>	Lowcountry Council of Governments
<b>LRTA</b>	Lowcountry Regional Transit Authority
<b>L RTP</b>	Long Range Transportation Plan
<b>MPO</b>	Metropolitan Planning Organization
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century
<b>NEPA</b>	National Environmental Policy Act
<b>PPP</b>	Public Participation Plan
<b>SCDOT</b>	South Carolina Department of Transportation
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>TAP</b>	Transportation Alternative Program
<b>TIP</b>	Transportation Improvement Program
<b>UPWP</b>	Unified Planning Work Program
<b>USDOT</b>	United States Department of Transportation
<b>UZA</b>	Urbanized Area
<b>V/C</b>	Volume to Capacity Ratio (a measurement of roadway congestion)

## Introduction and Background

On March 27, 2012, the US Census published the list of 2010 Urbanized Areas (UZA) and reported the Beaufort/Hilton Head Island area urbanized population as 68,998. Federal regulations require the designation of a Metropolitan Planning Organization (MPO) to provide continuous, cooperative, and comprehensive transportation planning for areas with an urbanized population of 50,000 or more. As a result, the Lowcountry Area Transportation Study (LATS) was established as the MPO responsible for coordinating the transportation planning process for the urbanized areas of Beaufort and Jasper Counties in South Carolina, including the municipalities of Beaufort, Bluffton, Hardeeville, Hilton Head Island, and Port Royal. In general, the MPO area includes land designated as urban by the most recent (2010) US Census and other land expected to be urbanized within the next 20 years.

The primary responsibilities of any MPO are to 1) develop a Long Range Transportation Plan, which is, at a minimum, a 25- year transportation vision for the planning area; 2) develop a financially constrained Transportation Improvement Program, which is the agreed upon list of specific projects for which federal funds are anticipated; and 3) develop a Unified Planning Work Program, which identifies in a single document the annual transportation planning activities that are to be undertaken in support of goals, objectives and actions established in the Long Range Transportation Plan.

The 2015-2019 Transportation Improvement Program (TIP) sets forth the projects and programs for the LATS MPO that have obligated federal funding. This document provides more detail on the MPO structure, supporting legislation, major planning efforts for the MPO, the TIP amendment process, and funding sources used as part of the TIP.



## **Structure**

To facilitate and encourage interaction among stakeholder groups and the local community, the LATS adopted a committee structure composed of a Policy Committee and Technical Committee. The functions of these two committees are detailed below:

### Policy Committee

- Contains the voting membership
- Has final local approval and authority on all major transportation decision, policies, and programs of LATS

### Technical Committee

- Provides recommendations to the Policy Committee on technical methods, procedures, and standards that are used in the development of transportation plans and programs
- Prioritizes projects in accordance with the criteria established by SCDOT and FAST/MAP-21 requirements
- Develops funding scenarios for consideration by the Policy Committee and individual governmental entities

Membership of the Policy Committee and Technical Committee is prescribed by the LATS Policy Committee bylaws. The voting members consist of the following (or their designees):

- Town of Hilton Head Island Mayor
- Town of Bluffton Mayor
- Town of Port Royal Mayor
- City of Beaufort Mayor
- City of Hardeeville Mayor
- Beaufort County Council Chairman
- Jasper County Council Chairman
- Beaufort County Legislative Delegation Member
- Jasper County Legislative Delegation Member
- SCDOT Commissioners representing areas within the Lowcountry Metropolitan Planning Area
- LRTA Board Chairman

## ***Supporting Legislation***

### MAP-21

Adopted federal regulations provide guidance on the metropolitan transportation planning process. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), enacted in July 2012 addressed the challenges the modern transportation system faces, including safety, security, traffic congestion, intermodal connectivity, freight movement, environmental protection, and delays in project delivery. To help guide the planning process, MAP-21 set forth eight planning factors that agencies must consider when developing their plans:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

MAP-21 also emphasizes four broad focal points for transportation investment:

1. Streamlines Federal Highway transportation programs.

MAP-21 continues to provide the majority of Federal-aid highway funds to the states through core programs. However, the core highway programs have been reduced from seven to five.

The Interstate Maintenance, National Highway System, and Highway Bridge program were streamlined to create a single new program, called The National Highway Performance Program. The program will provide increased flexibility, while guiding state and local investments to maintain and improve the conditions and performance of the National Highway System (NHS). This will eliminate the barriers between existing programs that limit states' flexibility to address the most vital needs for highways and bridges and will hold states accountable for improving outcomes and using tax dollars efficiently.

2. Establishes a performance-based system.

MAP-21 improves statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to decision making. Utilizing performance targets will assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.

3. Creates jobs and supports economic growth.

The LATS MPO will coordinate transportation projects with local governments and agencies to improve the MPO region's global competitiveness. This will be achieved by promoting transportation corridors that improve access to the region.

4. Supports the Department of Transportation's (DOT) aggressive safety agenda.

MAP-21 builds on the successful Highway Safety Improvement Program (HSIP). MAP-21 substantially increases the amount of funding for this program because of the strong results it has achieved in reducing fatalities. Under HSIP, states must develop and implement a safety plan that identifies highway safety programs and a strategy to address them.

This program also replaces the current Surface Transportation Program, but retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities.

### FAST Act

The Fixing America's Surface Transportation Act, adopted in December 2015, is the federal transportation legislation that replaces MAP-21. Through the FAST Act, federal funding will be provided for transportation programs for the next five years. The act is anticipated to continue the focus on performance-based planning established in MAP-21. Certain funding programs have been created or modified as a part of the FAST Act. For instance, Transportation Alternatives funding has been placed under the umbrella of the Surface Transportation Program (STP). A new funding category has also been created to advance major freight initiatives.

### Title VI and Environmental Justice

Environmental justice has been a federal requirement since recipients of federal funds were required to certify nondiscrimination through Title VI of the Civil Rights Act of 1964. A 1994 Presidential Executive Order required all federal agencies to make environmental justice part of their missions. The law was enacted to avoid the use of federal funds for projects, programs, or other activities that generate disproportionate or discriminatory adverse impacts on minority or low-income populations. The U.S. Department of Transportation (USDOT) promotes environmental justice as an integral part of the long range transportation planning process as well as individual project planning and design.

According to the USDOT, environmental justice requires the understanding and incorporation of the unique needs of distinct socioeconomic groups in order to create transportation projects that fit harmoniously within the framework of their communities without sacrificing safety or mobility. The environmental justice assessment incorporated in the LRTP is based on three fundamental principles derived from guidance issued by the USDOT:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure all potentially affected communities' full and fair participation in the transportation decision-making process.

- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Investments made in the TIP must be consistent with federal Title VI requirements. Additionally, the process by which new projects are identified and prioritized for inclusion in the TIP must consider the equitable selection of projects in accordance with federal Title VI requirements.

#### Joint Federal Highway Administration/ Federal Transit Administration Planning Rule

The Joint Federal Highway Administration (FHWA)/ Federal Transit Administration (FTA) Planning Rule (23 CFR part 450, 49 CFR part 613) also requires MPOs to conduct locally-developed public participation. This legislation requires “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 TIPs (Transportation Improvement Programs),” including the Long Range Transportation Plan [23 CFR part 450.316(b)(1)].

## Planning Efforts

### ***Transportation Improvement Program (TIP)***

The Lowcountry Area Transportation Study (LATS) 2015-2019 Transportation Improvement Program (TIP) details projects and programs that have obligated federal funding. These projects and programs derive from the 2040 LATS Long Range Transportation Plan. The TIP has been developed by LATS with the cooperation of SCDOT and LRTA. The TIP has been advertised and made available for public comment. While the TIP is usually approved every three years, the document may be amended throughout the year. Procedures for amending and modifying the TIP are detailed in the next section. The TIP may also include surface transportation projects that are being implemented by the state, city, county, or regional transit agency for which federal funding is requested as well as regionally significant projects requiring action by the FHWA or the FTA. This is the first TIP created for LATS since its establishment as an MPO.

### TIP Requirements

MAP-21, as well as the Metropolitan Planning Regulations, mandate that a TIP comprise the following:

1. Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the study area and receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds;
2. Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes for past TIPs;
3. Group improvements of similar urgency and anticipated staging into appropriate staging periods;
4. Include realistic estimates of total costs and revenue for the program period;

5. Include a discussion of how improvements recommended for the Long Range Transportation Plan and congestion model were merged into the plan;
6. List major projects from previous TIPs that were implemented and identified and major delays in planning implementation.

### 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 2015-2019 TIP, LATS has taken into consideration the transportation funding revenues anticipated during the years of the TIP and has found the 2015-2019 TIP to be financially constrained.

Should an action occur in the future that significantly affects the funding of programmed projects in the TIP, LATS along with its partners and the project sponsors would review the impact to the TIP. Appropriate action, such as potential amendments to the TIP, to address the funding of affected projects would be taken at that time.

### ***Long Range Transportation Plan (LRTP)***

The *2040 Lowcountry Area Transportation Study (LATS) Metropolitan Planning Organization's Long Range Transportation Plan (2040 LATS LRTP)* defines the community's strategy for creating a regional transportation system that accommodates the current mobility needs of residents and looks to the future to anticipate where new needs may arise. The *2040 LATS LRTP* is a financially constrained plan, meaning it identifies projects and programs that can reasonably be implemented through the plan's horizon year. In response to federal mandates and the desires of local residents, the LRTP addresses all modes of transit, including automobile, bicycle, pedestrian, transit, air, and rail movements.

The *2040 LATS LRTP* is the largest planning effort required for completion by the Lowcountry Area Transportation Study. By its nature, it is also the most far-reaching. The *2040 LATS LRTP* represents the first major planning effort conducted by the newly formed MPO. The plan fulfills federal requirements and serves as the region's transportation vision. It seeks to characterize current and future transportation needs, outline the region's long-range transportation vision, document multi-modal transportation strategies to address needs through the year 2040, and identify long-term opportunities beyond the current ability to fund projects. Federal funding cannot be allocated to transportation projects within the MPO region unless they are included in the financially-constrained plan.

### Project Prioritization

To best understand how to allocate the region's limited financial resources, it is important to establish priorities for widening, new location, and intersection improvement projects. To balance priorities, project evaluations need to go beyond traffic impacts to consider cultural, environmental, economic, multimodal, and land use considerations. Recognizing the need to create a balanced prioritization to establish project rankings, South Carolina passed Act 114 in 2007, which added Sections 57-1-370 and

57-1-460 to the South Carolina Code of Laws. These sections provide details of the ranking process to be used by SCDOT as well as its affiliated MPOs and councils of government (COGs).

Capital roadway projects recommended in the *2040 LATS LRTP* were evaluated using a priority ranking process that was required to be consistent with Act 114 guidance and SCDOT best practices. The criteria also had to reflect the needs and priorities of the MPO area. The LATS Technical Committee developed roadway project prioritization criteria in collaboration with SCDOT and FHWA. As a new MPO, LATS leaned on the existing Lowcountry COG priority ranking process, the SCDOT priority ranking process, and other COG and MPO ranking processes around the state.

To remain consistent with the structure of the *2040 LATS LRTP*, prioritization criteria have been organized according to the plan's guiding principles. Projects are separated by roadway corridors and intersections/interchanges. The evaluation measures used to assess each project are shown here along with their potential point ranges. Data for this prioritization process was gathered from the region's travel demand model and SCDOT data sources.

The prioritization process established in the LRTP will be used as the basis for identifying future roadway capital projects for inclusion in the TIP. Since this TIP is the first such effort for the LATS MPO, roadway capital project prioritization was completed for this document by consulting previous prioritization efforts by LCOG and through discussion with the Technical Committee and LATS Policy Committee.

Bicycle and pedestrian projects that are collocated with another roadway improvement were included in the roadway prioritization process. Independent bicycle and pedestrian projects were not required to be prioritized as part of the LRTP. These projects will continue to be prioritized through the identification efforts of the LATS Committee members. If a region-wide bicycle and pedestrian plan is prepared in the future, it is anticipated that independent bicycle and pedestrian projects will be prioritized using the methodology identified in that plan.

Transit projects will continue to be prioritized through the planning efforts of the LRTP.

## Capital Roadway Project Prioritization Criteria

### Corridors

#### Congestion Mitigation

Existing V/C ratio (0 to 15)

Future V/C ratio (0 to 10)

ITS or signal system improvements (0 to 5)

#### Livability and Complete Streets

Consistency with local land use plans

Incorporates complete streets/ context sensitive solutions (0 or 5)

#### Barriers to Mobility

Public safety (0 to 15)

Hurricane evacuation (0 to 5)

Pavement quality (0 to 5)

#### Multimodal Integration

Existing or proposed multimodal facilities (0 or 5)

#### Economic Vitality and Tourism

Economic development (0 to 10)

Truck traffic (0 to 5)

#### Environmental Stewardship

Blend of natural, social, and cultural resources (0, 5, or 10)

#### Financial Viability

Project cost estimate compared with annual guideshare funding (0, 3, or 5)

### Intersections/Interchanges

#### Congestion Mitigation

Existing V/C ratio (0 to 15)

Future V/C ratio (0 to 10)

ITS or signal system improvements (0 to 5)

#### Livability and Complete Streets

Consistency with local land use plans

Incorporates complete streets/ context sensitive solutions (0 or 5)

#### Barriers to Mobility

Public safety (0 to 30)

Hurricane evacuation (0 to 5)

Traffic status (0 to 5)

#### Multimodal Integration

Existing or proposed multimodal facilities (0 or 5)

#### Economic Vitality and Tourism

Economic development (0 to 10)

Truck traffic (0 to 5)

#### Environmental Stewardship

Not scored at the intersection level

#### Financial Viability

Project cost estimate compared with annual guideshare funding (0, 3, or 5)

### ***Public Involvement***

Public involvement associated with LATS serves to actively solicit ideas from residents and stakeholders of the study area. Public involvement also seeks to provide meaningful ways for these residents and stakeholders to communicate with those making decisions regarding the allocation of transportation funds. To better detail the role of public involvement in the preparation of key planning documents, LATS has adopted a Public Participation Plan (PPP). Through the implementation of the PPP, residents and stakeholders have access to information as well as established ways to provide feedback.

### ***Metropolitan and State TIPs***

Just as each MPO is required to develop a TIP, each state is required to compile a Statewide Transportation Improvement Plan (STIP) as a requirement of federal regulations. The STIP includes all federally funded transportation projects from throughout the state. In South Carolina, MPO TIPs are included in the STIP once approved by the relevant metropolitan planning organization (i.e. LATS in this area) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings (as necessary). Projects must be in the STIP before funding authorities, such as FTA, FHWA, or the South Carolina Department of Transportation (SCDOT) can obligate or commit monies to contracts and therefore, before sponsors can actually spend any of these funds.

## **TIP Amendment Process**

As mentioned above, a major update of the TIP is typically conducted on a three year schedule. However, during the life of the TIP it may be necessary to update certain projects or elements. This section details the process for identifying and conducting a policy amendment or an administrative modification to the TIP.

### ***Policy Amendments***

Policy amendments are those that:

- Add a new project to the TIP, regardless if the project has been in a previous TIP or not (with the exception of the project types included in the administrative modification section below);
- Delete a programmed project from the TIP;
- Delete or significantly change a regionally significant project feature of an existing project (for example, change the project termini);
- Delete a regionally significant project or defer it from the first four years of the TIP;
- Change a project's funding per table on the following page;
- Change a project description/scope or introducing any other change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination.

Major policy amendments are those that involve any changes to the policy-level recommendations in the fiscally constrained 2040 LATS LRTP, such as:

- Changing the nature and or function of corridors and intersections;
- Adding or deleting road segments including interchange ramps; or
- Adding or deleting public transit routes, segments or transfer points.

Consistency between the LRTP and TIP is a requirement for the continued receipt of federal funds. The LRTP would have to be updated via amendment before such an action would be considered on the TIP.

**Administrative Modifications and Corrections**

Administrative modifications include all changes other than policy amendments. These modifications usually involve:

- Shifting funds between years for an individual project or for projects within pools;
- Moving project staging between years without affecting the scope of the project;
- Affecting its expected completion within the first four years of the TIP, or affecting the current year staging;
- Changing the federal/state/local funding source;
- Changing the designated responsible agency with the original sponsor’s approval;
- Changing project funding in the first four TIP years per table on the following page;
- Changing the program allocation to the projects per table on the following page;
- Adding new projects from unallocated money in the SCDOT budget;
- Adding new bridge replacement or rehabilitation projects, given that they are preservation related only and do not result in lengthy detours, with bridge funds;
- Adding new safety projects, given that they are preservation related only and do not result in lengthy detours; or
- Adding rural/small urban, elderly and disabled, Jobs Access/Reverse Commute (JARC), and New Freedom transit projects.

**TIP Modification and Amendment Process**

TIP Budget	Administrative Modifications and Corrections	Requiring Amendments
< \$100,000	Increase <i>less than</i> 100%	Increase 100% or greater
> \$100,000 - \$500,000	Increase <i>less than</i> \$500,000	Increase <i>greater than</i> \$500,000
> \$500,000 - \$2,000,000	Increase <i>less than</i> \$500,000	Increase greater than \$500,000
> \$2,000,000	Increase <i>less than</i> 50%	Increase <i>greater than</i> 50%

### ***Processing of Revisions***

Policy amendments will typically be processed quarterly, and must be submitted by January 1, April 1, July 1, and October 1 of each year. Policy amendments will be recommended by the LATS Technical Committee for LATS Policy Committee consideration and action. Formal public hearings will not typically be held. Public notification of the actions will be posted on the LATS page of the LCOG website and input will be accepted during the public comment period of any of the committee meetings considering the amendments.

Administrative modifications submitted to LATS staff by the first working day of each month will typically be processed by the fifteenth working day of that month, provided they are complete. Processing may be delayed if additional information is required. Administrative modifications and corrections do not require committee review or approval.

LATS staff will process TIP revisions by:

- Entering the requested amendments and modifications into the TIP project database;
- Notifying SCDOT of amendments and modifications for inclusion in the STIP; and
- Sending a monthly summary of amendments and modifications to the TIP notification list.

If a sponsor submits a TIP revision and LATS staff denies it, the sponsor may appeal the LATS staff decision to the Policy Committee.

## **Funding**

LATS projects are funded through federal and state transportation funds. Several sources of funds are involved in projects that appear in the TIP.

### ***Guideshare Funds***

LATS projects are funded through federal and state transportation funds. Funds for road improvements are allocated by SCDOT through the Guideshare Program, otherwise known as the System Upgrade Program. The South Carolina Transportation Commission sets aside approximately \$138 million dollars of FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs and ten Councils of Governments based on population and vehicle miles of travel in each region. The Guideshare sets the annual budget for highway improvements within each MPO or COG, and total project costs in any given year normally cannot exceed the Guideshare apportionment.

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

As a new MPO, LATS anticipates a FY2015 apportionment of approximately \$2.255 million from the Guideshare program, increasing in FY 2016 to \$4.413 million. Guideshare Program funding typically requires a 20% match.

### ***Transportation Alternative Program Projects***

In 2012, Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) Highway Authorization Bill. The former Transportation Enhancement Program, created by earlier legislation, was rebranded as the Transportation Alternative Program, or TAP, to maintain a level of funding for projects that had frequently been left out of highway improvement plans in past years. Three specific activities are permitted for use of TAP funding by SCDOT, as detailed below. All projects must have a clear relationship to transportation, and not merely beautification or recreation. For metropolitan areas with a population less than 200,000, projects are selected by the SCDOT Commission. Transportation Alternatives funds typically require a 20% match.

For the Transportation Alternatives Program, a pedestrian is not only defined as a person traveling by foot but also “any mobility impaired person using a wheelchair.” The definition of a bicycle transportation facility is “a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles.” Bicycle and pedestrian projects must be “principally for transportation, rather than recreation purposes.” It must also demonstrate a logical sense of connectivity.

### ***Additional Funding Sources***

Other projects in this TIP are programmed within the following funding categories:

1. Bridges – Funding for projects that address structurally deficient or functionally obsolete bridges on the federal-aid system, with a portion of the funding required for use on bridges typically not eligible for federal funding (off-system). Includes rehabilitation and replacement of bridges. Bridge Program funds typically require a 20% match. This is a Commission-approved funding category.
2. Earmark – Funding for projects that has been established through legislative authority.
3. FTA Section 5307 Capital – FTA urbanized area mass transit formula program for capital projects. FTA Section 5307 Capital funds typically require a 20% match.
4. FTA Section 5307 Operations – FTA urbanized area mass transit formula program for operating assistance. FTA Section 5307 Operations funds typically require a 50% match.
5. Interstate 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 that provides the traveling public advanced notification of travel conditions and options for alternative routing. Interstate Program funds typically require a 10% or 20% match depending on the project type.

6. Pavement/Reconstruction – Funding for resurfacing of Primary Routes (US and SC) and state secondary routes eligible for federal funding. Funding is divided between three categories of improvements including reconstruction, rehabilitation and preservation. Pavement and Reconstruction funds typically require a 20% match. This is a Commission-approved funding category.
7. Recreational Trails – Funding used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP funds come from the Federal Highway Trust Fund, 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 Parks Recreation and Tourism.
8. Safety – 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 sign post 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 lanes, clearing, and signing and marking improvements.

With each program, the proposed projects represent priority regional needs identified through the comprehensive transportation process.

## 2015-2019 TIP Funding Table

The table following this narrative identifies the projects included in the 2015-2015 LATS Transportation Improvement Program. Funding for each project is shown by fiscal year as well as federal funding program. All of the projects contained within this table fall within the LATS MPO boundary, in either Beaufort or Jasper County as noted. Cost estimates for the projects shown in this table were developed in collaboration with SCDOT, and are shown in year of expenditure, thousands of dollars. Some of the projects are broken into phases, reflecting when construction, right-of-way, or preliminary engineering are expected to occur as well as the funding levels for each phase. Additional notes related to the projects in the table are included at the conclusion of the table.

**LATS MPO 2015-2019 Transportation Improvement Program**

(All values in thousands of dollars)

Project Description	County	Federal Program	FY 2015 Planned	FY 2016 Planned	FY 2017 Planned	FY 2018 Planned	FY 2019 Planned	2014-2019 Project Cost	Remaining Cost
<b>Guideshare</b>									
<i>System Upgrade</i>									
Intersection Improvements - SC 802 at S-112 (Holly Hall)/S-72 (Brickyard)	Beaufort	STP		1,500 C				1,500	
Intersection Improvements - US 21 at US 21 Business	Beaufort	NHPP	870 C					870	
US 17 (Georgia State Line to SC 315), Widening - LATS Portion	Jasper	NHPP				19,000 C		19,000	8,000
US 17 (Georgia State Line to SC 315), Widening - LCOG Portion	Jasper	NHPP		500 R		20,500 C		21,000	13,000
Debt Service			1,437	1,424	1,406	1,390	1,373	7,030	2,477
<i>Guideshare Project Subtotal</i>			2,307	2,924	1,406	20,390	1,373	28,400	
Guideshare Allocation			4,518	4,625	4,625	4,625	4,625	23,018	
Guideshare Advancement						6,264		6,264	3,832
Guideshare Advancement Payback							(3,252)	(3,252)	(6,844)
Balance			2,211	3,912	7,131	(2,370)	(2,370)	(2,370)	
<b>Non-Guideshare</b>									
<i>Bridges</i>									
S-79, Jarvis Creek	Beaufort	STP	400 P 520 R 6,200 C					7,120	
US 17, S.C.L. Railroad	Jasper	NHPP	84 R	2,846 C				2,930	
<i>Bridge Project Subtotal</i>			7,204	2,846	-	-	-	10,050	
<i>Public Transit</i>									
Lowcountry Regional Transportation Authority	Beaufort/ Jasper	5307		175 AD 100 PL 175 OP 674 CA	200 AD 50 PL 200 OP 314 CA	200 AD 50 PL 200 OP 314 CA	200 AD 50 PL 200 OP 314 CA	3,416	
<i>Public Transit Subtotal</i>			-	1,124	764	764	764	3,416	
<i>Pavement/Reconstruction</i>									
Beaufort County Pavement Preservation, SC 170 (S-399 (Pearlstone Dr) to Local (Heffalump Rd))	Beaufort	NHPP/STP	176					2,475	
Beaufort County Pavement Resurfacing, US 278 (0.14 mi E of S-141 (Squire Pope Rd) to 0.46 mi E of S-141 (Squire Pope Road))	Beaufort	NHPP/STP	2,299						
US 278 (0.46 mi E of S-141 (Squire Pope Rd) to S-482 (Gumtree Rd))	Beaufort	NHPP/STP							
Ramp 5003 (US 278 (Fording Island Rd) to SC 170 (Okatie Hwy))	Beaufort	NHPP/STP							
Ramp 5004 (SC 170 (Okatie Hwy) to US 278 (Fording Island Rd))	Beaufort	NHPP/STP							
Ramp 5006 (US 278 (Fording Island Rd) to SC 170 (Okatie Hwy))	Beaufort	NHPP/STP							
SC 170 (0.09 mi SW of S-761 to 0.22 mi SW of US 21)	Beaufort	NHPP/STP							
S-442 (US 278 (Independence Blvd) to 0.12 mi W of Beaufort County Line)*	Jasper	NHPP/STP	525					525	
<i>Pavement/Reconstruction Subtotal</i>			3,000	-	-	-	-	3,000	
<i>Transportation Alternatives Program</i>									
May River Infrastructure Extension (sidewalk and drainage)	Beaufort	TAP Local		400 491				891	
Allison Road Pedestrian Connector (multi-use path/streetscape)	Beaufort	TAP Local		400 347				747	
<i>Transportation Alternatives Program Subtotal</i>			-	1,638	-	-	-	1,638	
<b>Grand Total</b>			12,511	8,532	2,170	21,154	2,137	46,504	

**Assumptions:**

\* = cost determined by factoring a per mile cost of the three facilities shown in the Jasper County STIP

**US 17**

The LATS MPO's portion of the Phase 1 project funding is shown in this TIP.

Phase 2 includes the construction of the twin bridge. \$8 million is currently being projected towards this bridge in the year 2021 from LATS MPO funding.

Lowcountry COG is providing \$35 million towards the construction of Phase 1. \$21 million falls within the 2015-2019 LCOG TIP, with \$13 million remaining in subsequent years.

The Lowcountry COG funding portion is not included in the LATS Guideshare Funding Balance.

**Lowcountry Regional Transportation Authority**

Administration, Planning, and Capital: Funding split is 80% Federal/20% SMTF-Local

Operations: Funding split is 50% Federal/50% SMTF-Local

Funding information provided by LRTA

**Definitions:**

SMTF = State Mass Transit Funds