LOWER SAVANNAH COUNCIL OF GOVERNMENTS

RURAL PLANNING WORK PROGRAM

FY 2025 – 2027 (Mid-Term)

Prepared by the Lower Savannah Council of Governments in cooperation with the Federal Highway Administration, the Federal Transit Administration, and the South Carolina Department of Transportation

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Rural Planning Work Program Purpose

Mid-Term Update Notice

This document represents the mid-term update to the FY 2025–2027 Rural Planning Work Program (RPWP). While activities, budget, and deliverables are presented as a two-year program, LSCOG has reviewed and updated components as needed to reflect FY 2026–2027 priorities. Activities and budget for FY 2025–2026 remain unchanged. Revisions primarily reflect a shift in focus toward transit planning and special studies in the second year of the program.

The Rural Planning Work Program (RPWP) for the Lower Savannah Region is developed annually and incorporates in one document all transportation planning and directly supporting comprehensive planning activities within the non-urbanized area of the Lower Savannah Region for the two (2) fiscal years (July 1, 2025 through June 30, 2027). The purpose of the RPWP is to identify work program activities and associated deliverables, and to present budget allocations for planning activities to be undertaken within the Lower Savannah Council of Governments (LSCOG) study area. This document also serves as a mechanism for coordinating planning efforts by local, state, and regional agencies through LSCOG.

The U.S. Department of Transportation (USDOT) and its modal administrations (i.e., Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA)), require the Rural Planning Work Program as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies.

The South Carolina Department of Transportation (SCDOT) uses the COG as a conduit for long-range planning and the Statewide Transportation Improvement Program (STIP) to prioritize system improvements in the rural portions of the state. As the designated planning agency for the Lower Savannah Region, LSCOG is responsible for maintaining and coordinating transportation plans for the rural/non-urbanized areas of the region, maintaining financial records for planning support funds, and forwarding local project recommendations to SCDOT

Rural Planning Work Program Development

The LSCOG is a public agency comprised of the six counties of Aiken, Allendale, Bamberg, Barnwell, Calhoun, and Orangeburg and their respective municipalities. The agency was organized in 1969 and has been providing planning, management, and technical assistance to its member governments since its inception. LSCOG has been charged with the responsibility for region-wide transportation planning for the rural area.

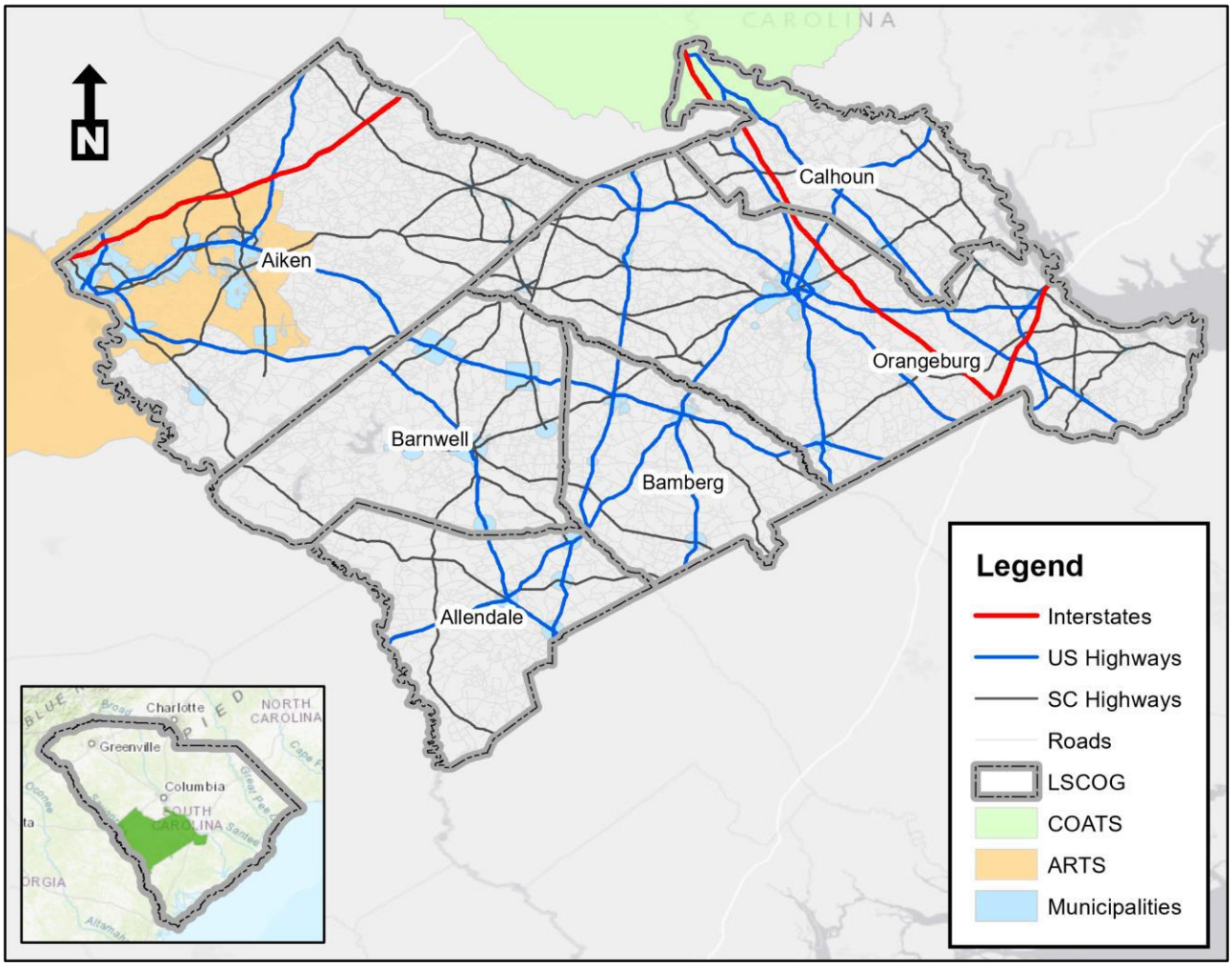
LSCOG is responsible for carrying out the continuous, comprehensive, and cooperative transportation planning process for the non-urbanized area. The Rural Planning Work Program (RPWP) identifies the transportation planning activities to be undertaken in the LSCOG study area in support of the goals, objectives, and actions established in the Rural Long-Range Transportation Plan. LSCOG staff, working with the Planning Department of the South Carolina Department of Transportation, annually initiate the process of developing the RPWP and prepare a final draft for LSCOG Board consideration. The intent of developing a comprehensive Work Program is to ensure that a coordinated transportation planning process occurs in the region, contributing to the achievement of established goals related to mobility, facilities, safety, the environment, and land use.

The RPWP outlines a framework for the work program that planning staff is expected to accomplish and provides guidance with respect to a financial plan to support the Work Program. This FY 2025–2027 Work Program is intended to be consistent with the rural planning requirements of the State of South Carolina and its implementing regulations. The RPWP also addresses South Carolina Department of Transportation planning emphasis areas, which are intended to implement the State's policies for non-urbanized area transportation planning. This ensures that projects developed by LSCOG are consistent with federal and state policies and that local issues progress in a timely manner.

LSCOG works closely with local government officials in all six counties of the LSCOG Region and with the Augusta Regional Transportation Study (ARTS), the MPO in the Lower Savannah region, to coordinate transportation planning. By providing regional coordination among planning partners and establishing regional recommendations, towns and counties can better align their planning efforts to develop an integrated, multimodal transportation system for the Lower Savannah Region and the State.

In addition to the work program elements outlined in the RPWP, activities may include additional work as requested by SCDOT. The scope of work may also include studies or activities addressing other transportation planning-related issues of specific interest to the region..

LSCOG Study Area Map



LSCOG Organization

The Lower Savannah Council of Governments (LSCOG) is organized to facilitate and encourage interaction between local, state and federal agencies involved in the transportation decision-making process. To accomplish this, a committee structure is in place, which includes the following committees:

LSCOG Board

The LSCOG consists of the elected and appointed officials representing local and state governments, as well as other organizations and agencies with an interest or responsibility in the overall comprehensive planning of the LSCOG Region. The primary responsibility of the LSCOG Board is to establish policies for the overall conduct of the agency. The LSCOG Board meets every other month.

Executive Committee

The Executive Committee is made up of the LSCOG Board members and provides oversight of various planning activities. The Executive Committee meets every other month or as needed.

Rural Transportation Technical Advisory Committee (TAC)

The TAC is responsible for making recommendations to the full LSCOG Board regarding transportation project priorities included in the Transportation Improvement Program (TIP). The TAC meets quarterly or as needed (but no less than twice per year).

Organizational Objectives

To maximize performance and to achieve LSCOG program goals, the LSCOG organization has the following objectives as related to rural transportation planning activities:

1. Continue to support the structure of the TAC, which coordinates transportation planning and the values, policies, and goals as related to transportation requirements at all levels of governmental;
2. Provide guidance to public and private decision-makers involved in the implementation of long-range activities;
3. Provide technical support through studies and research to fulfill organizational responsibilities necessary to continue transportation plan development;
4. Review and update the Rural Long-Range Transportation Plan (LRTP) and its elements, providing for community participation during the reevaluation of the plan;
5. Support the development and maintenance of the Transportation Improvement Program (TIP) to advance priority projects identified in the LRTP;
6. Enhance data-driven planning and decision-making through the collection, analysis, and application of transportation-related data;
7. Promote public involvement and stakeholder engagement in the transportation planning process;
8. Promote the coordination of transportation planning activities to implement the "continuing, comprehensive, and cooperative" (3C) planning process ;
9. Provide guidance on rural transit activities;
10. Promote coordinated efforts to develop performance management strategies.

Staffing

The work proposed under this RPWP will be primarily accomplished by LSCOG staff, with the support and cooperation of participating LSCOG member governments, as well as the use of private consultants where appropriate.

LSCOG Staff

LSCOG staff involved with the implementation of the proposed work elements, and to carry out the continuing transportation planning program are the Planning Manager, Executive Director, Planning, Community, and Economic Development Administrator, the Transit Operations Manager, GIS Technician, the finance team and the Administrative Assistant.

South Carolina Department of Transportation Staff

The SCDOT has an extensive professional staff of transportation and transit planners who specialize in planning, research, analysis, data processing and environmental impact analysis. SCDOT provides assistance to LSCOG on various planning and project issues.

Lower Savannah Aging, Disability and Transportation Resource Center (ADTRC) Staff

ADTRC staff assists with both general and project specific activities related to transit and the services it provides to the citizens of the LSCOG region. Staff also provides support with technical data including ridership information, counts, scheduling, routing, etc.

Operational Procedures and Bylaws

LSCOG operates under an adopted set of bylaws. Administrative and operational procedures are included in the operational policies of the Lower Savannah Council of Governments (LSCOG) Bylaws. Official records of LSCOG business are maintained in the LSCOG Office located at 2748 Wagener Rd, Aiken, SC 29801. All LSCOG records are available for public inspection during normal business hours.

General Functions

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. This legislation represents the largest long-term investment in infrastructure and the economy in the nation's history, providing $550 billion in new federal funding over fiscal years 2022 through 2026 for roads, bridges, transit, water infrastructure, resilience, and broadband.

Maintaining existing roads and highways in a state of good repair is a critical strategy to ensure the effective use of federal funding while improving transportation safety, reducing surface transportation-related greenhouse gas emissions, advancing equitable access to transportation options, and accommodating new and emerging technologies through modernization of existing infrastructure. States retain the authority to determine which projects are advanced using Federal-aid highway formula funds, reflecting varying transportation needs across regions, including system modernization, expansion, or replacement. The Federal Highway Administration (FHWA) recognizes and supports the role of states in prioritizing investments and administering programs in accordance with federal requirements.

The Lower Savannah Council of Governments (LSCOG) recognizes the national transportation planning priorities established under the IIJA/BIL and the National Highway System and incorporates these priorities into planning efforts for non-urbanized areas. Accordingly, planning activities emphasize the ten federal transportation planning factors, as outlined below.

1. **Enhance Economic Vitality***:* Future-proofing our transportation infrastructure by accommodating new and emerging technologies such as electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way, supporting long-term economic growth and competitiveness.
2. **Improve Safety**: Promoting and improving safety for all road users, particularly vulnerable users, and supporting major actions and goals consistent with the U.S. DOT's 2022 National Roadway Safety Strategy, including safer people, safer roads, safer vehicles, safer speeds, and enhanced post-crash care.
3. **Strengthen Security**: Prioritizing infrastructure that is less vulnerable and more resilient to disruptions, ensuring the continued safety and security of the transportation system under changing conditions.
4. **Increase Accessibility and Mobility**: Making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act, while reconnecting communities to improve equitable access to opportunities.
5. **Protect the Environment**: Addressing environmental impacts ranging from stormwater runoff to greenhouse gas emissions through sustainable planning and project development practices.
6. **Improve Connectivity**: Reconnecting communities and reflecting the inclusion of disadvantaged and under-represented groups in the planning, project selection, and design process, while improving multimodal connections.

7. **Optimize System Management and Operations**: Supporting accelerated project delivery and an efficient environmental review process through the One Federal Decision framework, incorporating data-driven and innovative approaches to improve system performance, and continuing coordination with Federal partners to ensure timely project implementation.
8. **Preserve the Transportation System**: Improving the condition of road and bridge assets consistent with asset management plans, including investing in the preservation of those assets to maintain a state of good repair.
9. **Enhance Resilience and Reliability**: Improving the resilience of road and bridge assets and prioritizing infrastructure that is less vulnerable to a changing climate through adaptive and forward-looking solutions.
10. **Support Travel and Tourism**: Improving the safety, accessibility, and overall quality of transportation facilities, which enhances access to regional destinations and supports travel and tourism.

All work elements outlined in this RPWP are developed in accordance with the federal transportation planning factors and are intended to support performance-based planning and programming (PBPP) requirements

Summary of Rural Planning Work Program Elements

The two-year RPWP establishes the transportation planning activities and programs of the LSCOG to be carried out over the course of the work program (FY 2025-2027, July through June).

The counties of the Lower Savannah Council of Governments region – Aiken, Allendale, Bamberg, Barnwell, Calhoun, and Orangeburg – continue to experience changes in population, land use, and economic development. The region must be prepared to accommodate transportation issues that will arise. The LSCOG primarily coordinates rural transportation planning in the areas outside of the boundaries in the Metropolitan Planning Organization (MPO).

There is one MPO in the Lower Savannah region, the Augusta Regional Transportation Study (ARTS), which encompasses approximately one-third of Aiken County. Monies earmarked for transportation planning in the non-metropolitan region will focus on four (4) elements:

1. Program Administration and Implementation
2. Long-Range Transportation Planning
3. Short-Range Transportation Planning
4. Technical Assistance and Other Activities

The RPWP establishes a direct linkage between data collection, planning, project prioritization, and implementation through the Transportation Improvement Program (TIP). Emphasis in the second year of the RPWP shifts toward transit planning and special studies to address emerging regional needs.

RPWP Elements/Activities and Federal Planning Factors Matrix

RPWP Elements/Activities	Federal Planning Factors									
	Enhance Economic Vitality	Improve Safety	Strengthen Security	Increase Access & Mobility	Protect the Environment	Improve Connectivity	Management & Operations	Preserve the Transportation System	Enhance Resilience & Reliability	Support Travel & Tourism
	1	2	3	4	5	6	7	8	9	10
1. Program Administration & Implementation										
1.1 Program Support	✓	✓	—	✓	✓	✓	✓	✓	✓	—
2. Long-Range Transportation Planning										
2.1 LRTP Update 2050	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.2 Bicycle & Pedestrian Planning	✓	✓	—	✓	✓	✓	—	—	✓	✓
2.3 Data Management & Analysis	—	✓	—	✓	✓	✓	✓	✓	✓	—
3. Short-Range Transportation Planning										
3.1 Transportation Improvement Program (TIP)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.2 Transportation Alternatives Set-Aside Program (TAP)	✓	✓	—	✓	✓	✓	—	—	✓	—
3.3 Complete Streets	✓	✓	—	✓	✓	✓	—	—	✓	—
3.4 Transit Planning	✓	✓	—	✓	✓	✓	✓	—	✓	—
3.5 Data Management & Analysis	—	✓	—	✓	✓	✓	✓	✓	✓	—
4. Technical Assistance & Other Activities										
4.1 Special Technical Assistance & Other Misc. Activities	✓	✓	—	✓	✓	✓	✓	✓	✓	—
4.2 Special Studies & Initiatives	✓	✓	—	✓	✓	✓	✓	✓	✓	—

1. Program Administration and Implementation

Objective

To administer activities necessary to initiate and manage the transportation planning process including the completion of necessary contracts, invoices, progress reports, correspondences, meeting coordination and attendance, all indirect costs, and professional development activities.

Previous Work

- Hosted SCDOT state and regional staff at the August 2025 LSCOG Board meeting
- Coordinated with member counties and partner organizations on local and regional transit issues
- Performed administrative and program management functions to support transportation planning activities
- Coordinated transportation planning and implementation efforts with local, state, and regional agencies
- Provided support for transportation planning meetings, including coordination and logistics
- Completed the mid-term update to the FY 2025–2027 RPWP
- Prepared and submitted quarterly reports for the SPR grant
- Developed and updated project transmittals
- Supported staff participation in training, workshops, and conferences related to transportation planning

1.1 Program Support

The primary activities which take place under Program Support include the following:

1.1.1 Program Administration: This includes coordinating transportation planning activities, budgeting and managing transportation planning funds, sponsoring, and conducting meetings including providing support to policy and advisory committees, coordinating, and working with other agencies and organizations involved in planning, and programming and implementing transportation projects.

1.1.2 Public Participation: This activity includes community outreach and public meetings/hearings as needed, primarily in the development/review processes of the Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP), and other planning products. This also includes the development of questionnaires, newsletters, website updates, and other participation techniques.

1.1.3 RPWP Development and Maintenance: This activity includes the planning, development, and maintenance of the Rural Planning Work Program (RPWP).

1.1.4 Travel and Training: This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops.

Element Timeline

Work Plan Element	Completion Timeline
1. Program Administration & Implementation	Ongoing
1.1 Program Support	Ongoing
1.1.1 Public Administration	Ongoing
1.1.2 Public Participation	Ongoing
1.1.3 RPWP Development & Maintenance	July 2027
1.1.4 Travel & Training	Ongoing

End Products

- Ensure timely submission of quarterly reports, financial reimbursement invoices, and required documentation to SCDOT
- Maintain and adopt an up-to-date RPWP to guide regional transportation planning activities
- Support effective coordination of transportation planning efforts through the preparation and distribution of meeting notices and agenda materials.
- Enhance staff capacity and technical expertise through participation in training, seminars, and professional conferences
- Maintain active coordination with SCDOT through participation in required committees.
- Increase public engagement and stakeholder input through public meetings, notices, and surveys to inform transportation planning decisions

Staffing

Lower Savannah Council of Governments Planning Department

Funding

Budget totals reflect the two-year RPWP; adjustments included in this mid-term update apply to FY 2026–2027 only.

Funding Sources	Amount
SCDOT SPR Funding	$83,200
Local Match Funding	$20,800
Total Proposed Funding	$104,000
Percent of Total RPWP	33%

**Reflects 2-year Budget Totals*

2. Long-Range Transportation Planning

Objective

This activity involves the development of transportation plans, such as the Long-Range Transportation Plan (LRTP), and policies that guide investment decisions for transportation infrastructure for the next 20 to 30 years. This process typically involves collaboration between transportation agencies, local governments, stakeholders, and the public, and considers a range of factors including population growth, economic development, land use patterns, and transportation demand. The goal of long-range transportation planning is to identify transportation needs and to develop strategies and projects for improving mobility, accessibility, and safety, while also considering environmental and social impacts, and affordability. Long-Range Transportation Plans can serve as a blueprint for prioritizing and funding transportation projects and are updated every 5 years to reflect changing conditions and priorities.

Previous Work

- Completed the development of the draft 2050 LRTP
- Implemented and maintained the 2045 LRTP
- Coordinated with SCDOT on planning efforts for a Regional Bicycle and Pedestrian Plan update
- Conducted data management and analysis to support long-range transportation planning in the LSCOG region

2.1 Long-Range Transportation Plan Update 2050

The LRTP underwent a 5-year update and was completed in the first half of 2026. LSCOG led project coordination and development, with consultant support funded through the Regional Mobility Program assisting with technical analysis and plan development. The rest of the work was completed in-house, using SPR funding. The update includes revisions to the regional demographic, socioeconomic, and land use data. The update Plan focuses on factors such as traffic volume and congestion, safety, economic development, truck volume, financial viability, alternative transportation solutions, and more to identify priority projects for the region to include in the Transportation Improvement Program. In an outreach effort, LSCOG held meetings with local government representatives, elected officials, planners, and other stakeholders, as well as the public to generate feedback throughout the process.

2.2 Bicycle and Pedestrian Planning

This activity involves the ongoing collection of data used for bicycle and pedestrian planning as well as regional analysis to identify bicycle and pedestrian infrastructure needs in each community and to develop and prioritize a list of projects, which could be used to apply for TAP funding and is incorporated into the LRTP as complete streets initiatives for other projects. Over the next 6 months, LSCOG will work with SCDOT and their consultant to complete a Bicycle and Pedestrian Master Plan for the LSCOG region. This plan will place a priority on complete streets with an emphasis on non-motorized transportation.

2.3 Data Management and Analysis

LSCOG will use and maintain various transportation datasets, developed in the 2050 LRTP, to support the rural transportation planning program. This will include data related to GIS and geospatial analysis of traffic, collisions, counts, land use and other types of GIS data, regional socioeconomic data, commercial/freight data, and the analysis of data pertaining to long-range transportation planning. This activity also includes allowable costs and hours related to training and professional development related to the management and analysis of data for transportation planning purposes.

Element Timeline

Work Plan Element	Completion Timeline
2. Long-Range Transportation Planning	Ongoing
2.1 2050 LRTP implementation & maintenance	Winter 2030
2.2 Bicycle & Pedestrian Master Plan	Fall 2026
2.3 Data Management & Analysis	Ongoing

End Products

- Maintain an updated LRTP that identifies fiscally constrained priority projects for integration into the LSCOG TIP
- Develop and maintain maps and datasets to support bicycle and pedestrian planning, including existing infrastructure and current and projected needs
- Support long-range planning and decision-making through the maintenance and analysis of transportation data, including demographic trends, geospatial data, safety, traffic volumes (AADT), freight activity, and related data

Staffing

LSCOG's Planning Department and Administration worked with a consultant to develop the LRTP along with the help of LSCOG member governments, Transportation Advisory Committee, Policy Board, and other appropriate stakeholders and agencies.

Funding

Budget totals reflect the two-year RPWP; adjustments included in this mid-term update apply to FY 2026–2027 only.

Funding Sources	Amount
SCDOT SPR Funding	$70,550
Local Match Funding	$17,637
Total Proposed SPR Funding	$88,187
Percent of Total RPWP	28%

**Reflects 2-year Budget Totals*

3. Short-Range Transportation Planning

Objective

Short-range transportation planning refers to the transportation planning process that addresses the current or near future needs of the region. This process involves selecting high-priority projects developed from the LRTP to include in the current and future Transportation Improvement Program (TIP), identifying projects for SCDOT's Transportation Alternatives Set-Aside Program (TAP) and submitting grant applications for TAP funding, rural transit planning, as well as the collection, maintenance, and analysis of short-range transportation planning data.

Previous Work

- Developed and maintained the 2024–2033 TIP
- Coordinated with the Town of Jackson to secure TAP funding for a sidewalk project
- Coordinated with Bamberg County, on behalf of the City of Denmark, to secure TAP funding for a sidewalk project at Denmark–Olar High School
- Completed the Public Transit Agency Safety Plan (PTASP)
- Participated in the annual Rural Section 5310 application review and rating process
- Incorporated rural Section 5311 projects into the TIP
- Collected and analyzed data to support short-range transportation planning activities

3.1 Transportation Improvement Program (TIP)

The TIP is a short-range program for implementing a variety of transportation projects that are fiscally constrained and are programmed to be funded. Projects in the TIP will primarily be selected based on recommendations from the LRTP. The TIP is revised on an ongoing basis to update the program with new projects or make changes to existing projects, such as shifts in funding sources or changes in the fiscal year for which funding phases occur.

3.2 Transportation Alternatives Set-Aside Program (TAP)

TAP is a federal reimbursement grant program which allows local governments and other eligible entities to apply for grants for a variety of non-motorized transportation projects. LSCOG will work with our partner government agencies to identify TAP projects and provide technical support in assisting with the TAP application process.

3.3 Complete Streets

Complete Streets is a policy that requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation. Complete Streets planning ensures our approach to providing complete streets is integrated into our practices and procedures. Activities to support Complete Streets planning, including consideration of bicycle, pedestrian, and transit needs. LSCOG anticipates meeting the minimum 2.5% threshold for Complete Streets activities and may seek reimbursement at 100% federal funding, where eligible.

3.4 Transit Planning

The LSCOG region has two urban transit services and four rural transit services and each county's Council on Aging (COA) runs transit for congregate and essential trips. LSCOG directly manages The Best Friend Express transit service, which serves the urban areas of Aiken County. LSCOG also offers transit planning services to the rural areas to identify community needs. LSCOG supported Barnwell County Aging (Generations Unlimited) through organizational transition and service restructuring efforts. LSCOG will work with Allendale, Bamberg, and Barnwell Counties to research a potential Tri County Nutrition and Transit entity. In addition, we will work with SCDOT on a rural transit plan/program for the region.

3.5 Data Management and Analysis

LSCOG will develop and maintain various transportation datasets to support the rural transportation planning program. This will include data related to GIS and geospatial analysis of traffic, collisions, vehicle counts, bicycle and pedestrian infrastructure, land use and other types of GIS data, Census data, and data from other sources and the analysis of data pertaining to short-range transportation planning. This activity also includes allowable costs and hours related to training and professional development related to the management and analysis of data for transportation planning purposes.

Element Timeline

Work Plan Element	Completion Timeline
3. Short-Range Transportation Planning	Ongoing
3.1 Transportation Improvement Program (TIP)	Ongoing
3.2 Transportation Alternatives Set-Aside Program (TAP)	Ongoing
3.3 Complete Streets	Ongoing
3.4 Transit Planning	Ongoing
3.5 Data Management & Analysis	Ongoing

End Products

- Maintain and update the LSCOG TIP to advance priority projects identified in the LRTP
- Collect and incorporate stakeholder and community input to inform project development and prioritization for bicycle and pedestrian infrastructure across the region
- Support the development of a Regional Bicycle and Pedestrian Plan, resulting in a prioritized set of non-motorized projects, in coordination with SCDOT
- Support the development of a rural transit plan and implementation strategy to improve coordination and service delivery in the region, in coordination with SCDOT
- Evaluate the feasibility of a regional tri-county service model utilizing Older Americans Act funding to enhance efficiency and expand access to congregate meals and essential transit services
- Maintain and analyze transportation datasets to support short-range planning and project delivery, including TIP development and project prioritization

Staffing

Lower Savannah Council of Governments Planning Department

Funding

Budget totals reflect the two-year RPWP; adjustments included in this mid-term update apply to FY 2026–2027 only.

Funding Sources	Amount
SCDOT SPR Funding	$63,850
Local Match Funding	$15,963
Total Proposed Funding	$79,813
Percent of Total RPWP	26%
Regional Mobility – SCDOT FY 2027	$75,000
Total Proposed Regional Mobility Funding	$75,000

**Reflects 2-year Budget Totals*

4. Technical Assistance and Other Activities

Objective

To provide technical assistance with transportation planning to state and member government organizations and to participate in various studies in the LSCOG region. This activity also covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual RPWP projects.

Previous Work

- Provided technical assistance to member government organizations for transit and transportation planning
- Coordinated with ARTS to support the US 78 (Montmorenci) study
- Served as the chair of the ARTS MPO

4.1 Special Technical Assistance and Other Miscellaneous Activities

Special technical assistance for transportation planning services will be provided for the municipalities of Bamberg and North Augusta, as well as other member governments, agencies/organizations as needed. This technical assistance will involve a detailed analysis of the service area's transportation network including motorized and non-motorized transportation.

4.2 Special Studies and Initiatives

The ARTS MPO funded two studies that the LSCOG will participate in as technical advisors - SC 118 and the Ascauga Lake Road. In addition, LSCOG will be working with SCDOT, federal partners and others on a Rural Transit Study for the Lower Savannah Region.

Element Timeline

Work Plan Element	Completion Timeline
4. Technical Assistance & Other Activities	Ongoing
4.1 Special Technical Assistance & Other Misc. Activities	Ongoing
4.2 Special Studies & Initiatives 4.2a Ascauga Lake Road Corridor Study	 September 2026

End Products

- Enhance local capacity for transportation planning and project development through the provision of technical assistance to member governments
- Advance the development of a regional rural transit study through identification and support of priority projects or programs. The transit study will be done in partnership with SCDOT and utilize a consultant
- Strengthen regional coordination and decision-making through active participation in transportation policy and planning committees

Staffing

Lower Savannah Council of Governments Planning Department

Funding

Budget totals reflect the two-year RPWP; adjustments included in this mid-term update apply to FY 2026–2027 only.

Funding Sources	Amount
SCDOT SPR Funding	$32,400
Local Match Funding	$8,100
Total Proposed Funding	$40,500
Percent of Total RPWP	13%
SC Legislative Earmark or FTA Funding	$500,000
Total Proposed Earmark or FTA Funding	$500,000

**Reflects 2-year Budget Totals*

LSCOG RPWP Budget Summary

Work Plan Element	FY 2025-2027					
	SPR Funds				Regional Mobility Funds	
	SCDOT	Local	Total	% of Total	SCDOT	Local
1. Program Administration & Implementation	**$83,200**	**$20,800**	**$104,000**	**33%**		
1.1 Program Support	$83,200	$20,800	$104,000	33%		
2. Long-Range Transportation Planning	**$70,550**	**$17,637**	**$88,187**	**28%**		
2.1 LRTP Update 2050	$30,550	$7,637	$38,187	12%		
2.2 Bicycle & Pedestrian Planning	$17,500	$4,375	$21,875	7%		
2.3 Data Management & Analysis	$22,500	$5,625	$28,125	9%		
3. Short-Range Transportation Planning	**$63,850**	**$15,963**	**$79,813**	**26%**		
3.1 Transportation Improvement Program (TIP)	$19,800	$4,950	$24,750	8%		
3.2 Transportation Alternatives Program (TAP)	$13,500	$3,375	$16,875	5%		
3.3 Complete Streets**	$6,250	$1,563	$7,813	2.5%		
3.4 Transit Planning	$9,600	$2,400	$12,000	4%	$75,000	$0
3.5 Data Management & Analysis	$14,700	$3,675	$18,375	6%		
4. Technical Assistance & Other Activities	**$32,400**	**$8,100**	**$40,500**	**13%**		
4.1 Special Technical Assistance & Other Misc.	$14,600	$3,650	$18,250	6%		
4.2 Special Studies & Initiatives	$17,800	$4,450	$22,250	7%	$500,000	
Totals	**$250,000**	**$62,500**	**$312,500**	**100%**	**$575,000**	**$0**

**Reflects 2-year Budget Totals; adjustments included in this mid-term update apply to FY 2026–2027 only.*

***LSCOG anticipates meeting the minimum 2.5% threshold for Complete Streets activities and may seek reimbursement at 100% federal funding, where eligible.*