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*COLUMBIA AREA  
TRANSPORTATION STUDY*

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*2013 - 2019*

*TRANSPORTATION  
IMPROVEMENT  
PROGRAM*



**COATS**  
Columbia Area Transportation Study

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**2013 - 2019**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

**Approved by the Policy Committee of the  
Columbia Area Transportation Study**

**June 27, 2013**

<b>Revision #</b>	<b>Approval Date</b>	<b>Public Review &amp; Comment</b>
<b>Revision 1</b>	<b>September 26, 2013</b>	<b>August 27, 2013 to September 18, 2013</b>
<b>Revision 2</b>	<b>January 22, 2014</b>	<b>January 3, 2014 to January 20, 2014</b>
<b>Revision 3</b>	<b>March 27, 2014</b>	<b>March 9, 2014 to March 26, 2014</b>
<b>Revision 4</b>	<b>June 26, 2014</b>	<b>June 11, 2014 to June 26, 2014</b>
<b>Revision 5</b>	<b>September 25, 2014</b>	<b>September 7, 2014 to September 24, 2014</b>
<b>Revision 6</b>	<b>December 11, 2014</b>	<b>November 24, 2014 to December 10, 2014</b>
<b>Revision 7</b>	<b>April 23, 2015</b>	<b>March 22, 2015 to April 8, 2015</b>
<b>Revision 8</b>	<b>June 25, 2015</b>	<b>June 10, 2015 to June 25, 2015</b>
<b>Revision 9</b>	<b>August 27, 2015</b>	<b>July 10, 2015 to July 28, 2015</b>
<b>Revision 10</b>	<b>September 24, 2015</b>	<b>August 19, 2015 to September 4, 2015</b>

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# **REVISION SUMMARIES**

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## **REVISION 10**

Revision 1 - Approved or Ratified by the MPO Policy Committee on September 26, 2013

- The addition of \$400,000 to the FY 2014 Signal System Improvement Program for signal system improvements along Two Notch Road and in Downtown Columbia.

Revision 2 - Approved or Ratified by the MPO Policy Committee on January 22, 2014

- The addition of \$6.4 million in right-of-way funds for the widening of the I-20/I-26/I-126 Connector Project. These funds will be included in the Projects Exempt from Guideshare Program.
- The addition of \$67.2 million in construction funds for the widening of the I-20/I-26/I-126 Connector Project. These funds will be included in the Projects Exempt from Guideshare Program.
- The addition of \$9 million in construction funds to build an express lane for the I-20/I-26/I-126 Connector Project. These funds will be included in the Projects Exempt from Guideshare Program.

Revision 3 - Approved or Ratified by the MPO Policy Committee on March 27, 2014

- The addition of \$4.7 million in preliminary engineering funds for the Exit 119 Interstate Interchange Project on I-26. These funds will be included in the Guideshare Program.
- The addition of \$100,000 in construction funds for the Bluff Road Sidewalk Project. These funds will be included in the Guideshare Program.

Revision 4 - Approved or Ratified by the MPO Policy Committee on June 26, 2014

- The addition of \$4,192,562 in FY 2014 Section 5307 funds and \$404,100 in FY 2014 5310 funds.
- The addition of \$2,726,659 in Section 5307 for CMRTA's preventive maintenance, ADA paratransit service, security measures, and rolling stock.
- The addition of seven (7) Transportation Alternatives Projects to be added to the FY 2014 COATS Transportation Alternative Program.
- The addition of \$84,000 in Section 5316 funds to develop How-To-Ride Videos and Audio.
- The addition of \$153,006 in Section 5316 funds to implement a Low Income Pass Program.
- The addition of \$10,000 in Section 5316 for the administration of the How-To-Ride Videos and Audio and the Low Income Pass Program.
- The addition of \$134,049 in Section 5317 funds for the ADA Bus Stop Accessibility Analysis & Implementation.
- The addition of \$10,000 in Section 5317 funds for administration of ADA Bus Stop Accessibility.
- The removal of the Chillingham/St. Albans Sidewalk and Childs Street Sidewalk to address a \$200,930 shortfall in the implementation of the Brickling Road

Sidewalk, Carlisle/Moseley Sidewalk, and Palmetto Woods Sidewalk.

- The addition to the South Carolina Parks, Recreation, & Tourism project awards for FY 2013 & 2014.

Revision 5 - Approved or Ratified by the MPO Policy Committee on September 25, 2014

- The addition of \$300,000 in construction funds for the Bluff Road Sidewalk Project. These funds will be included in the Guideshare Program.
- The addition of \$100,000 in right of way funds for the Old Orangeburg Road at Bill Williamson Court Intersection Improvement Project. These funds will be included in the Intersection Improvement Program.

Revision 6 - Approved or Ratified by the MPO Policy Committee on December 11, 2014

- The addition of \$300,000 in preliminary engineering for the Assembly Street Phase II Project. These funds will be included in the Guideshare Program.
- The addition of \$10 million in TIGER Grant funds for the North Main Street Project. These funds will be included in the Non-Guideshare Program.
- The addition of FTA apportionments for the Sections 5339, 5307, & 5310 Programs. This includes the FY 2013 & FY 2014 apportionments.
- The addition of two Federal Earmarks on Harden Street. An FY 2009 earmark for \$950,000 and an FY 2010 earmark for \$449,915.

Revision 7 - Approved or Ratified by the MPO Policy Committee on April 23, 2015

- The addition of 866,353 in Transportation Alternative Program (TA) funds for the FY 2015 TAP Program.
- The addition of \$105,046 in TAP funds for sidewalk projects along Maxcy Street, Mildred Avenue, and Sulton Street.
- The addition of FTA apportionments for the Sections 5339, 5307, & 5310 Programs. This includes the FY 2015 partial apportionments.
- The reduction of \$445,211 in guideshare funds to the COATS Guideshare Program on an annual basis starting in FY 2015.
- The addition of \$4,177,000 for Pavement Resurfacing Projects & \$388,000 for Pavement Preservation Projects in Lexington County. These projects will be added to the Non-Guideshare Program.
- The addition of \$4,923,000 for Pavement Resurfacing Projects & \$438,000 for Pavement Preservation Projects in Richland County. These projects will be added to the COATS Non-Guideshare Program.
- The addition of \$7,475,000 for the US 21 over Congaree Creek and its adjacent culvert to the COATS Non-Guideshare Program.

Revision 8 - Approved or Ratified by the MPO Policy Committee on June 25, 2015

- The addition of two 14 passenger vehicles for the Mental Illness Recovery Center totaling \$112,000 in Section 5310 funds.
- The addition of \$53,125 for a 14 passenger cut away for the Babcock Center in

- Section 5310 funds.
- The addition of \$65,000 for a 14 passenger vehicle for the Irmo Chapin Recreation Commission in Section 5310 funds.
- The addition of \$53,125 for a 14 passenger vehicle for Senior Resources in Section 5310 funds.
- The addition of \$145,000 for the South Church Street Sidewalk Project in FY 2015 TAP Funds for the Town of Lexington.
- The addition of \$145,000 for the Julius Felder Sidewalk Project Phase II FY 2015 TAP Funds for the City of Cayce.
- The addition of \$425,000 for the US 378 @ Fairlane Drive/Summer Place Drive Intersection Improvement Project.

Revision 9 - Approved or Ratified by the MPO Policy Committee on August 27, 2015

- The addition of a diesel fueled bus for the Central Midlands Regional Transit Authority totaling \$438,767 in FY 2013 Section 5339 funds.
- The addition of \$34,000 for a minibus for the Irmo Chapin Recreation Commission in FY 2013 Section 5310 funds.
- The addition of \$34,000 for a minibus for Senior Resources in FY 2013 Section 5310 funds.
- The addition of \$17,752 for operational assistance in FY 2013 Section 5310 funds.
- The addition of \$37,428 for program administration in FY 2013 Section 5310 funds.

Revision 10 - Approved or Ratified by the MPO Policy Committee on September 24, 2015

- The addition of \$1 million dollars to the Pineview Road Widening Project. Funding will be transferred from the Hardscrabble Road Widening Project.
- The addition of \$178,589 for the Julius Felder Sidewalk Project Phase II-B. This project will be added to the FY 2015 TAP Program.
- The addition of \$17,640 for the Blossom Street Bridge Lighting Project. This project will be added to the FY 2015 TAP Program.



**COLUMBIA AREA TRANSPORTATION STUDY  
2013 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM**

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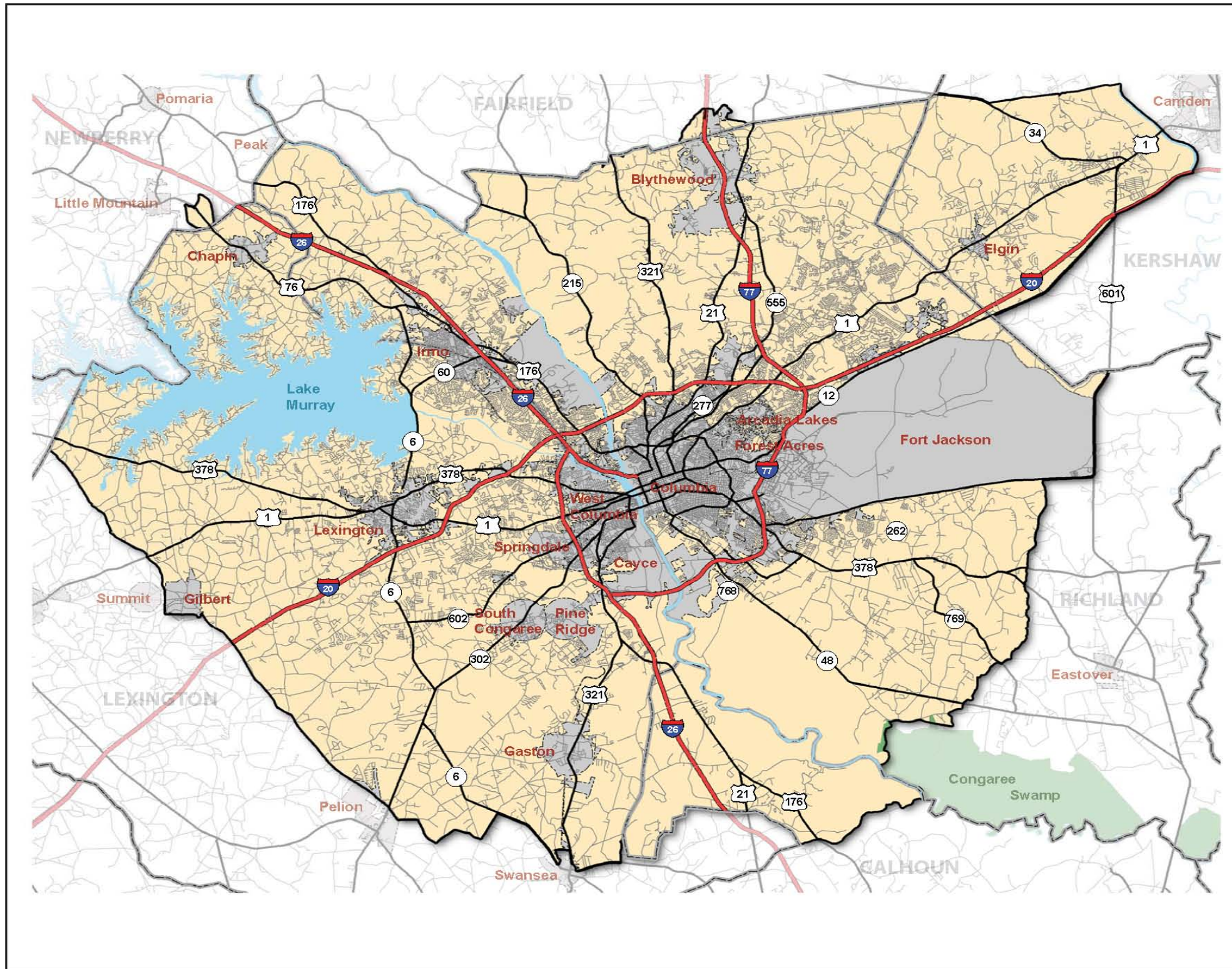
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**COATS**  
Columbia Area Transportation Study

- 2010 COATS MPO Boundary
- Municipal Boundary
- County Boundary

0 2.5 5 10 Miles

Central Midlands Council of Government disclaims responsibility for damage or liability associated with the use of this information. All reasonable efforts have been made to ensure accuracy.





## **COLUMBIA AREA TRANSPORTATION STUDY**

### **METROPOLITAN PLANNING ORGANIZATION**

#### **2013 - 2019 TRANSPORTATION IMPROVEMENT PROGRAM - PURPOSE**

The Central Midland Council of Governments (CMCOG) is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the urban transportation planning process for the Columbia Area Transportation Study (COATS). The COATS MPO study area boundary, which appears in Figure 1, includes large portions of Richland and Lexington Counties and small portions of Calhoun, Newberry, Fairfield, and Kershaw Counties. The primary responsibilities of any MPO is to: 1) develop a Long Range Transportation Plan, which is, at a minimum, a 25-year transportation vision for the metropolitan area; 2) develop a 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 (UPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the Long-Range Transportation Plan.

As the MPO, CMCOG provides the forum for cooperative decision making in developing regional transportation plans and programs to meet changing needs. It is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning.

#### **MPO STRUCTURE**

To facilitate and encourage maximum interaction among these groups and the local community, the CMCOG has an adopted committee structure. The Policy Committee (CMCOG Board of Directors), as the official decision making body, establishes the policies for the overall conduct of the CMCOG, is responsible for the adoption of plans and programs and approves study recommendations. The Executive Committee is made up of Policy Committee members and provides oversight of transportation planning activities. The Transportation Subcommittee, which is established by the Policy Committee, provides a forum for discussion and resolution of relevant issues and monitors technical activities including the development of the UPWP and the Transportation Improvement Plan (TIP) for recommendation to the Policy Committee. In addition, the Transportation Subcommittee directs and considers for recommendation to the Policy Committee all major studies and planning activities.

The Technical Committee, which is established by the Policy Committee, is composed of the professional/technical representatives of the member governments and public agencies having indirect responsibility for transportation planning and/or implementation. Their primary responsibility is to monitor all technical activities including the annual development of a draft UPWP and triennial development of a draft TIP for recommendation to the Transportation

Subcommittee. They also consider for recommendation to the Transportation Subcommittee for further discussion and revision before submittal to the Policy Committee for final endorsement of all major studies and planning activities.

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

The Moving Ahead for Progress in the 21st Century (MAP-21) mandate that the MPO have a Long Range Transportation Plan (LRTP) which includes environmental, social and intermodal considerations. The LRTP must also provide a financially constrained 25-year vision of future transportation improvements.

The COATS 2035 LRTP was adopted in December 2008, and must be updated every 5 years to reflect changing conditions and new planning principals. The 2008 update established goals and objectives, which form the basis for the initial evaluation of projects submitted for the TIP. The process of undertaking major transportation studies, identifying short and long-range needs and targeting major growth areas in the COATS area for intensive study has strengthened subsequent programming for the TIP. The entire planning/programming/implementation process is clear-cut and involves input by federal, state and local governments and the public in the early planning stages, and carries through into TIP programming.

### **TRANSPORTATION IMPROVEMENTS PROGRAM (TIP)**

The 2013 - 2019 TIP for the COATS area is a seven-year program of transportation capital projects together with a seven-year estimate of transit capital and maintenance requirements. While the TIP is usually approved triennially, the document may be amended throughout the year. MAP-21, as well as the Metropolitan Planning Regulations mandates 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 and Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds;
2. Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes from past TIPs;
3. Groups 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 from the Long Range Transportation Plan and Congestion Management Plan were merged into the plan;
6. List major projects from previous TIPs that were implemented and identify and major delays in planned implementation;

The TIP may also include regional highway projects that are being implemented by the State, City and County for which federal funding is requested.

There are six pieces of federal legislation that significantly affect this TIP and the planning and programming of transportation projects. These include ISTEA, TEA-21, SAFETEA-LU, MAP-21, The Americans with Disabilities Act of 1990 (ADA), and the Clean Air Act Amendments of 1990 (CAAA).

The majority of the projects in the TIP are aimed at increasing the efficiency and safety of the existing transportation systems rather than construction of new facilities. This, in part, reflects:

1. Transportation policies to implement low-cost Transportation System Management (TSM) alternatives where feasible;
2. The limited funding resources available to meet the costs of new construction and improvements;
3. The increased concerns over congestion, the environment and air quality;
4. The enhancement of freight movement and economic development;
5. The interest of bicyclist and pedestrians; and
6. The preservation of neighborhoods.

The TIP contains all Federal Highway Administration and Federal Transit Administration transportation projects in the Columbia Metropolitan Area, which are expected to use federal, state, and local funds within the next seven-years. The projects in this TIP are programmed utilizing the following seventeen (17) funding categories:

1. America Recovery and Reinvestment Act (ARRA)
2. Congestion Mitigation Air Quality (CMAQ)
3. Federal Aid Special Appropriation (Earmarks)
4. FTA Section 5307 Capital
5. FTA Section 5309 Discretionary
6. FTA Section 5316 Job Access & Reverse Commute
7. FTA Section 5317 New Freedom
8. FTA Section 5339 Alternative Analysis
9. Highway Bridge Replacement and Rehabilitation (HBRR)
10. Interstate Discretionary (ID)
11. Interstate Maintenance (IM)
12. National Highway System (NHS)
13. Surface Transportation Program – Enhancements (STP – ENHANCEMENTS)
14. Surface Transportation Program – Flexible (STP – FLEX)
15. Surface Transportation Program – Rail (STP – RAIL)
16. Surface Transportation Program – Safety (STP – SAFETY)
17. Surface Transportation Program – Urban (STP – URBAN)

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

### **Project Screening Process**

A requirement of MAP-21 Legislation is that all projects included in the TIP be subject to a systematic selection process. To meet this mandate, the CMCOG staff conducts an extensive screening process for all projects submitted for TIP funding. The CMCOG staff evaluates the projects proposals comparing the projects to the eight MAP-21 Planning Factors and the COATS LRTP Goals, Objectives, and Performance Measures.

### **Title VI Compliance**

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

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

The COATS Title VI Plan appears on our website at [www.centralmidlands.org](http://www.centralmidlands.org).

### **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 2013 - 2019 TIP, COATS has taken into consideration the transportation funding revenues expected to be available during the seven years of the TIP (Federal FY 2012-2013 through FY 2018-2019), and has found the 2013 - 2019 TIP to be financially constrained.



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

As of October 2012, each MPO is required to meet a State issued requirement to provide 20% of its guideshare on an annual basis towards the resurfacing of NHS eligible projects. Since an MPO may have made a previous commitment to complete federal aid eligible capital improvement projects, SCDOT will maintain the MPO's commitment to those capital improvements and the fiscal constraint of the TIP if the implementation of this State issued requirement results in a negative TIP balance of the MPO.

### **TIP Period**

The number of years of programming included in the TIP varies by fund source. All seven years of programming in the 2013 - 2019 TIP, Fiscal Years (FYs) 2012-13 through 2018-19, will be officially adopted by the State as part of the Statewide Transportation Improvement Plan. In the case of some projects, carryover funding from prior TIPs is included and noted as “prior year carryover funding.” In addition, estimated funding for projects in future years (the estimated out years of FY 2016-17 through 2018-19) is included for information.

### **Public Participation Process**

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and it is required by numerous State and Federal laws. Such legislation underscores the need for public participation, calling on MPOs such as the CMCOG to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other interested parties with a reasonable opportunity to participate and comment on transportation plans and programs. A copy of the entire Public Participation Process for the 2013 - 2019 TIP can be found on our website a [www.centralmidlands.org](http://www.centralmidlands.org).

### **Transportation Systems Management (TSM)**

The rising cost of construction and operation of new facilities coupled with federal funding levels and the social and environmental concerns of the population have led to greater emphasis on Transportation Systems Management (TSM) planning activities. The COATS TSM includes various programs and actions that are relatively low cost to implement, which realize short-term objectives, and which strive to maximize the use of existing transportation resources and to promote the efficient movement of people and goods. In general, the highway projects included in the TIP are increasing capacity, traffic operational improvements or infrastructure maintenance projects.

## **Public Transportation**

In general, the transit projects included in the TIP are operational projects that will maintain transit operations and reduce operating costs within the urbanized area. Emphasis has been placed on those projects that will increase the efficiency and effectiveness of the existing levels and quality of transit service provided within the urbanized area. With the passage of the ADA of 1991, progress was accelerated toward a comprehensive demand responsive transit network and the development of accessible line service. The Central Midlands Regional Transit Authority (CMRTA) has a fully compliant plan, which has been accepted by the FTA.

## **TIP AMENDMENT PROCESS AND PROCEDURES**

### **Changes to the TIP**

From time to time circumstances dictate that changes be made to the TIP following its triennial adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval. These changes, or amendments, are not routine. CMCOG will consider such amendments when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity regulations.

Proposed changes will be reviewed by CMCOG staff before any actions are considered. All changes must follow CMCOG policies on the Public Participation Process and Federal Air Quality Conformity. Changes must be consistent with the LRTP, must not adversely affect the timely implementation of Transportation Systems Management (TSM) projects, must maintain the financial constraint of the TIP, must be consistent with federal Title VI requirements, and must not adversely affect the air quality conformity finding of the TIP. Proposed additions or changes to projects must also be consistent with the rules of the particular funding program involved.

Once new projects proposed for funding are identified, and the funding committed, staff initiates the process to amend the projects and project funding in the TIP. All rules for amending new projects in the TIP are followed (Public Participation Process, Title VI requirements, LRTP consistency, air quality conformity, financial constraint, implementation of TSM projects, etc.).

When CMCOG is not involved in the programming decision associated with a project, staff relies on project sponsors to initiate a TIP amendment. If CMCOG is aware of new funding (i.e. Federal earmarks, one-time state funding programs, etc), staff may alert sponsors of the funding commitment and request that an amendment be initiated that more fully documents the project scope and funding commitment. 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 regionally significant transportation projects and all transportation projects requiring a federal action must be included in the TIP. These projects may be added to the TIP at any time, as long as procedures for doing so are consistent with federal requirements for TIP development and approval.

### **TYPES OF TIP AMENDMENTS**

Federal and State policies distinguish between two types of TIP amendments: Minor Amendments and Major Amendments. These types of amendments 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 a Major Amendment, whereas minor changes in fund sources, description, lead agency, project limits, etc. may be processed through minor amendments. Major Amendments must be approved by the Policy Committee, the South Carolina Department of Transportation (SCDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Approval of minor amendments has been delegated to CMCOG Executive Director and the SCDOT Office of Planning.

Proposed amendments to the Federal TIP, other than Minor Amendments, must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216, and approved by the federal agencies in accordance with 23 CFR 450.220. In general terms, these regulations state the TIP may be modified at any time consistent with the procedures agreed to by the cooperating parties for developing the TIP and all other federal requirements in 23 CFR part 450 concerning the development, public participation, and federal agencies approval of the TIP.

Regardless of the type of change, all modifications must be consistent with the LRTP, must maintain the financial constraint of the TIP, must be consistent with federal Title VI requirements, and consider the affect on the air quality conformity finding of the TIP and timely implementation of TSM projects.

#### **Minor Amendment**

Minor Amendments are changes that revise project descriptions and funding source. Other types of changes that can be made through a Minor Amendment are changes to a project's lead agency, changes that split or combine more than one project, and changes to required information for grouped project listings. They take about 30 days to process and need to be approved by CMCOG's Executive Director and the SCDOT Office of Statewide Planning.

The following changes may be made through a Minor Amendment, as long as the change occurs within the approved timeframe of the TIP, and the change does not adversely affect the timely implementation of TSM projects and air quality conformity finding of the TIP:

- Change in project sponsor or implementing agency
- Splitting or combining projects
- Change or clarification of project description-as long as the change does not significantly alter the original project intent as identified through the environmental process, or impact the air quality conformity determination. Changes in project limits must be within 10 percent of the total project length, not to exceed a total of 2 miles
- Redirection of funds between existing phases-as long as a phase is not added or deleted

Because minor changes do not add or delete projects and do not adversely affect the timely implementation of TSM projects and air quality conformity finding of the TIP, new determinations of air quality conformity are not necessary. Federal public involvement procedures required by 23 CFR 450.316 is not necessary for minor changes.

### **Major Amendment**

Major Amendments are changes other than Minor amendments as described. Major Amendments usually take about 90 days to process and need to be approved by the COATS Policy Committee, SCDOT, FHWA and FTA. Adding or deleting a project or changes in funding are considered to be Major Amendments.

Proposed amendments to the TIP, other than Minor Amendments, must be developed pursuant to all federal guidelines. In general terms, these regulations state the TIP may be modified at any time consistent with the procedures agreed to by the cooperating parties for developing the TIP and all other federal requirements in 23 CFR part 450 concerning the development, public participation, and federal agencies approval of the TIP.

The interagency consultation or coordination requirements of 23 CFR 450.216(c) and 23 CFR 450.22 will be followed for all Major Amendments to the TIP. In some instances it may be necessary to perform the air quality conformity analysis to evaluate impacts to the TIP, prior to approval of an amendment.

All changes that do not fall within the category of a Minor Amendment are processed as Major Amendments. The following changes are examples of changes made through a Major Amendment:

- Adding or deleting project(s)
- Funding changes
- Adding or deleting a project phase
- Significant changes in project scope, so as to alter the original intent of the project.

These amendment classifications and procedures are consistent with the Statewide TIP Guidelines South Carolina Department of Transportation (SCDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). It is intended that COATS

TIP Amendment Process and Procedures follow, and adhere to the provisions of the Statewide TIP Guidelines. The COATS TIP Amendment Process & Procedures appears in Appendix C.

### **TIP Amendment Request Submittal**

To request a TIP amendment, a project sponsor must submit an amendment proposal, requesting to amend the TIP. COATS programming staff will review the submitted request for compliance with federal regulations, state statutes and regional polices, including funding completeness, impacts to air quality, financial constraint and for compliance with other federal, state and regional requirements before approving the submitted application or amendment. If the proposal is found not to conform to the funding program guidelines or is inconsistent with the financial constraint of the TIP or if the proposal violates the region’s air quality conformity analysis, or adversely impact the timely implementation of TSM projects, the proposal may not be processed.

Projects that impact air quality may need to be further reviewed by the South Carolina Department of Health and Environmental Control and SCDOT. Generally, changes that require a new air quality conformity analysis will need to wait until the next TIP update.

Proposed additions or changes to projects contained in the TIP must also conform to the amendment rules of the funding program involved (e.g. if the project is funded with guideshare funds, it must also conform to the federal and state amendment guidelines before it can be processed).

### **RELATIONSHIP OF THE TIP TO OTHER FEDERAL AND STATE TRANSPORTATION PROGRAMS**

Just as each metropolitan region is required to develop a TIP, each state is required to develop a Statewide Transportation Improvement Program (STIP) pursuant to federal regulations. The STIP includes all federally funded transportation projects from throughout the State. In South Carolina, MPO TIPs are included in the STIP without modification once approved by the relevant Metropolitan Planning Organization (COATS, in the case of the Columbia Metropolitan Area) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings. Projects must be in the STIP before funding authorities, such as FTA, FHWA, or the South Carolina Department of Transportation (SCDOT); can “obligate” funds (i.e., commit funds to contract) and therefore, before sponsors can actually spend any of these moneys.

### **Current SCDOT Timeline for Processing STIP Amendments**

Step 1 – Commission approves draft list of projects and grants permission to initiate 15-day public comment period. The public comment period typically starts the day after the Commission meeting (Commission generally meets on the 3<sup>rd</sup> Thursday on each month)

Step 2 - A draft STIP Revision including the list of new projects is submitted to management following the completion of the 15-day comment period to review and approve as an action item for the next scheduled Commission meeting. The Commission is provided a summary report of all substantive public comments pertaining to the revision.

Step 3 – The STIP revision is approved by the Commission at their next scheduled meeting and sent to FHWA and FTA for final approval.

### **SCDOT's Public Notification Process for STIP Revisions**

The Communications Office distributes a press release announcing the proposed STIP revision to print, TV, and radio media. The press release directs interested parties to three options for viewing the STIP revision, including the SCDOT website, the ten Councils of Governments offices, or the seven SCDOT District Engineering Offices. In addition, e-mail notification of the STIP revision is sent directly to stakeholders who have been identified or requested direct announcement (See Public Participation Plan for list of media and stakeholders).

### **Process for MPOs to include/revise Statewide Program Projects in TIPS**

Allow all statewide program projects identified as Interstate Maintenance, Bridge Replacement, and Safety to be included in MPO TIPS as administrative corrections. This approach is based on the fact that Systems Preservation and Safety activities are consistent with Statewide and MPO long-range plan goals and objectives. The MPO may provide the Policy Committee notification of the administrative correction at the next scheduled meeting or as determined appropriate. The MPO will be notified of any maintenance projects that will require road closures or detours during the construction phase. Notification will be provided during the NEPA process as the project scope is defined.

Any proposed capacity projects included in statewide programs will be provided to the MPO policy committee for consideration prior to any STIP action. The MPO should also determine that the capacity project is included in their long-range plan. If the MPO is satisfied that SCDOT's public involvement process is sufficient, the MPO may initiate a TIP change to include the project(s) following the public comment period. All substantive comments received from SCDOT's public involvement process will be shared with the MPO. The MPO may also choose to supplement SCDOT's public comment process to satisfy local public participation requirements.

Revisions of statewide program projects already included in the MPO TIP and the STIP may involve changes to budgets, termini, schedules, or project scope. Based on the extent of the change, SCDOT will determine if the revision should require additional public comment and approval of the MPO Policy Committee.

The Planning Office will notify the MPO of proposed actions involving new statewide program projects following the Commission’s approval of the draft list(s) – (Step 1). Revisions to statewide program projects already included in the MPO TIP and STIP will be communicated to the MPO once the change has been determined necessary by the Director of Preconstruction.

### **Revised Process for TIP and STIP Statewide Program Project Approvals**

To ensure the proper sequence of statewide program project approvals within MPO study areas, all STIP revisions submitted to FHWA and FTA for final approval will only include projects that have been incorporated in local MPO TIPs, either by administrative correction or formal policy committee approval. Statewide program projects that have not been included in MPO TIPs will be withheld from the STIP until such time that the MPO has taken the necessary steps to incorporate the project(s) in the TIP.

### **CONCLUSION**

The proactive cooperation of the CMCOG member governments and the CMCOG Staff will continue to contribute to better transportation infrastructure and mobility in Columbia Metropolitan Area. With the completion of the projects contained in the TIP, the region can look forward to improved connectivity between modes, improved air quality and mobility, as well as improved infrastructure.

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**2013 – 2019 TIP**

**FINANCIAL SHEETS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

**Approved by the Policy Committee of the  
Columbia Area Transportation Study**

**June 27, 2013**

This document was completed with the assistance of the Federal Highway Administration,  
Federal Transit Administration and the South Carolina Department of Transportation.



2013 - 2019 MPO GUIDESHARE PROJECTS SUMMARY SHEET

Policy Committee Action: June 27, 2013  
Amended Action: September 24, 2015

PIN #	Priority	Jurisdiction	Project name	PE	ROW	Constr	Prior Year	Funding (in 1,000s)					COST TO COMPLETE (2019+)	TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Funding
								2013	2014	2015	2016	2017				
99111		COATS MPO (EA)	*Intersection Improvements (see summary sheet)	350	0	0	0	0	0	0	0	0	0	0	0	
				0	552	0	0	0	100	0	0	0	0	0	652	652
				0	497	3,225	0	0	0	0	400	0	0	0	4,122	4,122
			<b>Total</b>	<b>1,000</b>	<b>0</b>	<b>1,049</b>	<b>3,225</b>	<b>100</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,774</b>	<b>4,774</b>	<b>NHS &amp; STP</b>
		COATS MPO	Downtown Columbia Signal System Improvements	0	240	0	0	0	0	0	0	0	0	0	240	240
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>240</b>	<b>240</b>	<b>NHS &amp; STP</b>
		COATS MPO	Two Notch Road Signal Systems Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>157</b>	<b>STP</b>
		COATS MPO	US 378/Corley Mill Road Signal Systems Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>	<b>250</b>	<b>STP</b>
		City of Columbia	Bluff Road Sidewalk	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>	<b>STP</b>
		COATS MPO	Old Cherokee Rd Widening	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>880</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>880</b>	<b>880</b>	<b>STP</b>
1		Lexington County	SC 6 (I-20 to SC 602)	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27 In 7 Bonding Program &amp; STP</b>
22875	2	Lexington County	SC 602 Extension Platt Spring Road Widen to 5 Lanes	0	10	0	0	0	0	0	0	0	0	10	10	
				0	315	0	0	0	0	0	0	0	0	315	315	
				0	4,141	0	0	0	0	0	0	0	0	4,141	4,141	
			<b>Total</b>	<b>0</b>	<b>4,466</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,466</b>	<b>4,466</b>	<b>27 In 7 Bonding Program &amp; STP</b>
3		City of Columbia	North Main Street	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>1,549</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STP</b>
4		Town of Lexington	US 378 Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>372</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STP</b>
		Town of Lexington	Adaptive Signals Phase I Signals 1 thru 19 of a total 35	0	260	0	0	0	0	0	0	0	0	260	260	
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>260</b>	<b>1,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,800</b>	<b>1,800</b>	<b>STP</b>
		Town of Lexington	Adaptive Signals Phase II Signals 20 thru 35 of a total 35	0	0	200	0	0	0	0	0	0	0	200	200	
				0	0	100	0	0	0	0	0	0	0	100	100	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>2,135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,435</b>	<b>2,435</b>	<b>STP</b>
5		Lexington County	John Hardee Expressway Construct New Road	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	3,000	0	0	3,000	3,000	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>3,000</b>	<b>STP</b>
6		Richland County	*Hardscrabble Road Widen to 5 Lanes Richland County Sales Tax	1,975	6,000	8,306	10,000	10,000	7,000	0	0	0	0	14,306	8,306	
				0	0	0	9,000	9,000	9,000	0	0	0	0	27,000	27,000	
			<b>Total</b>	<b>1,975</b>	<b>6,000</b>	<b>8,306</b>	<b>19,000</b>	<b>19,000</b>	<b>16,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41,306</b>	<b>35,306</b>	<b>Richland County Sales Tax STP</b>
7		Richland County	**Leesburg Road Farmount to Lower Richland Widen to 5 Lanes Richland County Sales Tax	3,387	0	3,977	2,000	0	0	0	0	0	0	5,977	5,977	
				0	0	0	0	0	0	14,500	8,500	0	23,000	23,000		
			<b>Total</b>	<b>3,387</b>	<b>0</b>	<b>3,977</b>	<b>2,000</b>	<b>0</b>	<b>4,000</b>	<b>14,500</b>	<b>8,500</b>	<b>0</b>	<b>28,977</b>	<b>28,977</b>	<b>Richland County Sales Tax STP</b>	
8		Lexington County	Columbia Avenue (S-48) Widen to 5 Lanes	0	1,000	0	1,000	0	0	0	0	0	0	2,000	1,000	
				0	0	0	0	1,800	0	0	0	0	1,800	1,800		
			<b>Total</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>1,000</b>	<b>1,800</b>	<b>0</b>	<b>5,100</b>	<b>5,100</b>	<b>0</b>	<b>14,000</b>	<b>13,000</b>	<b>STP</b>	
		Lexington County	I-26 Exit 119	0	0	4,700	0	0	0	0	0	0	0	4,700	4,700	
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>4,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,700</b>	<b>4,700</b>	<b>STP</b>
		Richland County	Pineview Road	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>	<b>STP</b>	
		Richland County	Two Notch Rd, Parklane Dr, Decker Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>475</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>210</b>	<b>STP</b>
			CLOSED PROJECTS	0	0	-18	0	0	0	0	0	0	0	-18	-18	
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>-1,072</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1,072</b>	<b>-1,072</b>	<b>STP</b>
			<b>Total</b>	<b>5,712</b>	<b>1,000</b>	<b>5,157</b>	<b>1,200</b>	<b>1,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,357</b>	<b>6,357</b>	
			<b>Total</b>	<b>3,046</b>	<b>0</b>	<b>5,813</b>	<b>15,275</b>	<b>12,135</b>	<b>7,000</b>	<b>20,000</b>	<b>17,600</b>	<b>0</b>	<b>0</b>	<b>22,879</b>	<b>16,879</b>	
			<b>Guideshare Subtotal</b>	<b>8,758</b>	<b>7,000</b>	<b>23,849</b>	<b>18,575</b>	<b>14,035</b>	<b>7,000</b>	<b>20,000</b>	<b>17,600</b>	<b>0</b>	<b>0</b>	<b>108,059</b>	<b>101,059</b>	
		COATS MPO	Debt Service	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>5,452</b>	<b>4,956</b>	<b>4,746</b>	<b>4,850</b>	<b>3,799</b>	<b>4,646</b>	<b>4,589</b>	<b>4,533</b>	<b>0</b>	<b>0</b>	<b>32,119</b>	<b>27,163</b>	
			<b>Total</b>	<b>5,452</b>	<b>4,956</b>	<b>4,746</b>	<b>4,850</b>	<b>3,799</b>	<b>4,646</b>	<b>4,589</b>	<b>4,533</b>	<b>0</b>	<b>0</b>	<b>32,119</b>	<b>27,163</b>	
			Guideshare (Total - \$129,007)	17,938	16,726	16,726	18,755	19,200	19,200	19,200	19,200	0	0	129,007	112,281	
			Carryover Available	11,590	15,318	20,088	8,219	3,549	4,915	12,469	7,080	0	0	71,638	56,320	
			Additional or Transferred Funds	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Guideshare Subtotal</b>	<b>14,210</b>	<b>11,956</b>	<b>28,595</b>	<b>23,425</b>	<b>17,834</b>	<b>11,646</b>	<b>24,589</b>	<b>22,133</b>	<b>0</b>	<b>0</b>	<b>140,178</b>	<b>128,222</b>	
			<b>Balance (Available Funds)</b>	<b>15,318</b>	<b>20,088</b>	<b>8,219</b>	<b>3,549</b>	<b>4,915</b>	<b>12,469</b>	<b>7,080</b>	<b>4,147</b>	<b>0</b>	<b>0</b>	<b>60,467</b>	<b>40,379</b>	

\* Please note \$27 million will be added to the construction phase of this project from the Richland County Sales Tax. This funding is also shown in the non-federal appropriations section of this document.  
\*\* Please note \$4 million will be added to the construction phase of this project from the Richland County Sales Tax. This funding is also shown in the non-federal appropriations section of this document.

KEY: PE - Preliminary Engineering ROW-Right of Way Constr - Construction

2013 - 2019 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS

Policy Committee Action: June 27, 2013

Amended Action: September 24, 2015

PIN #	Project name	Prior Year	Funding (in Actual Dollar Amounts)							**TIP COST (2013 - 2019)	SCDOT TIP COST (2014-2019)	Funding	
			2013	2014	2015	2016	2017	2018	2019				
	I-20/I-26/I-77-Corridor Management Plan	PE	0	0	3,000,000	0	0	0	0	0	3,000,000	3,000,000	Planning Funds
	I-26 Exit 91 to US 21/US 176 Exit 119	ROW	0	0	0	0	0	0	0	0	0	0	
	I-126 (I-26 to Huger Street)	Constr	0	0	0	0	0	0	0	0	0	0	
	I-20 (SC204 (Exit 51) to White Pond Road (Exit 87))	0	0	0	0	0	0	0	0	0	0	0	
	I-77 (I-26 (Exit 1) to SC (Exit 34))	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>NHS / IM</b>
22408	I-26 / US 1 Interchange (Exit 111)	PE	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>NHS / IM</b>
	I-20/I-26/I-126 Corridor Improvements	PE	0	10,000,000	0	0	0	0	0	0	10,000,000	10,000,000	SIB Funding
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	0	0	0	0	82,600,000	82,600,000	82,600,000		
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82,600,000</b>	<b>92,600,000</b>	<b>92,600,000</b>	<b>NHS / IM</b>	
	TBA	PE	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Richland County Sales Tax</b>
	Seamless City Revitalization Project (North Main Street TIGER Grant)	PE	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	10,000	0	0	0	0	0	10,000	10,000	
	City of Columbia Matching Funds	Match	0	0	0	2,500	0	0	0	0	2,500	2,500	City of Columbia
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	<b>10,000</b>	<b>NHS / IM</b>
	I-20 Widen from US 378 to Long Pond Road	PE	0	2,667,000	2,667,000	0	0	0	0	0	5,334,000	5,334,000	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	48,900,000	48,900,000	48,900,000	0	0	0	146,700,000	146,700,000	
	Safety	0	0	0	500,000	0	0	0	0	0	500,000	500,000	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>2,667,000</b>	<b>2,667,000</b>	<b>49,400,000</b>	<b>48,900,000</b>	<b>48,900,000</b>	<b>0</b>	<b>0</b>	<b>152,034,000</b>	<b>152,034,000</b>	<b>SIB</b>
	I-77 Widening from I-20 to SC 277	PE	0	2,064,000	1,032,000	0	0	0	0	0	3,096,000	3,096,000	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	18,000,000	18,000,000	9,000,000	0	0	0	45,000,000	45,000,000	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>2,064,000</b>	<b>19,032,000</b>	<b>18,000,000</b>	<b>9,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48,096,000</b>	<b>48,096,000</b>	<b>SIB</b>
	I-20 Near MM 74 to Near MM 76	PE	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	1,623,000	0	0	0	0	0	0	1,623,000	1,623,000	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>1,623,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,623,000</b>	<b>1,623,000</b>	<b>SIB</b>
	I-26 Near MM 96 to Near MM 101	PE	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>SIB</b>
	I-26 Near MM 110 to Near MM 115	PE	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>SIB</b>
	I-77 Near MM 17 to Near MM 27	PE	0	0	275	0	0	0	0	0	275	275	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	5,494	0	0	0	0	0	5,494	5,494	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>275</b>	<b>5,494</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,769</b>	<b>5,769</b>	<b>SIB</b>
	SHEP Program	PE	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	
	Constr	0	0	0	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	8,750,000	8,750,000	
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>8,750,000</b>	<b>8,750,000</b>	<b>CMAQ</b>
	Pavement Marking & Signing				SEE APPENDIX SCDOT STIP								IM / NHS / STP
	ITS (Interstate)				SEE APPENDIX SCDOT STIP								IM / NHS
	Resurfacing Projects				SEE APPENDIX SCDOT STIP								
	Safety Projects				SEE APPENDIX SCDOT STIP								
	State Enhancement Projects				SEE APPENDIX SCDOT STIP								
	Adopt an Interchange Program				SEE APPENDIX SCDOT STIP								
	Bridge Jackings/Replacements				SEE APPENDIX SCDOT STIP								
	Interstate Rehabilitation Projects				SEE APPENDIX SCDOT STIP								
	Federal Lands Projects				SEE APPENDIX SCDOT STIP								
	Appropriation Earmarks				SEE APPENDIX SCDOT STIP								
	State Traffic Management Center				SEE APPENDIX SCDOT STIP								
	<b>Subtotal Exempt</b>	<b>PE</b>	<b>0</b>	<b>0</b>	<b>14,731,275</b>	<b>6,699,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,430,000</b>	<b>21,430,275</b>	
	<b>Subtotal Exempt</b>	<b>ROW</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	<b>Subtotal Exempt</b>	<b>Constr</b>	<b>0</b>	<b>0</b>	<b>1,623,000</b>	<b>19,755,494</b>	<b>69,160,000</b>	<b>59,650,000</b>	<b>50,650,000</b>	<b>84,350,000</b>	<b>284,683,000</b>	<b>285,188,494</b>	
	<b>Exempt Projects</b>	<b>Total</b>	<b>0</b>	<b>0</b>	<b>16,354,275</b>	<b>26,454,494</b>	<b>69,160,000</b>	<b>59,650,000</b>	<b>50,650,000</b>	<b>84,350,000</b>	<b>303,113,000</b>	<b>306,618,769</b>	

KEY: PE - Preliminary Engineering ROW - Right-of-Way Constr - Construction

2013 - 2019 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (FEDERAL EARMARKS)

Policy Committee Action: June 27, 2013

Amended Action: September 24, 2015

PIN #	Project name	Prior Years	Funding (in Actual Dollar Amounts)							**TIP COST (2013 - 2019)	SCDOT TIP COST (2014-2019)	Funding
			2013	2014	2015	2016	2017	2018	2019			
	Railroad Relocation	Fed	0	0	0	0	0	0	0	0	0	0
	Assembly Street (City of Columbia)	State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>DEMO / OTHER FUNDING</b>
	**Lower Richland Roads Phase I	Fed	0	0	0	0	0	0	0	0	0	0
	Extension & Expansion	State	0	0	0	0	0	0	0	0	0	0
	Matching Agency - General Assembly	Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>HPP - SAFETEA-LU / FY 07 SC STATE BUDGET</b>
	John N. Hardee Expressway	Fed	0	0	0	0	0	0	0	0	0	0
	From US 1 to I-26 & I77	State	0	0	0	0	0	0	0	0	0	0
	SC 302 & SC 602 Improvements	Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>HIGH PRIORITY PROJECT - SAFETEA-LU</b>
	***Lexington County	Fed	0	0	0	0	0	0	0	0	0	0
	Widen US 1 & SC 6 and Improve US 378	State	0	0	0	0	0	0	0	0	0	0
	Matching Agency - SCDOT	Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>HIGH PRIORITY PROJECT - SAFETEA-LU</b>
	***Lexington Connector (1)	Fed	0	0	0	0	0	0	0	0	0	0
	Alleviate traffic congestion	State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>HIGH PRIORITY PROJECT - SAFETEA-LU</b>
	**Harden Street	Fed	0	0	0	0	0	0	0	0	0	0
	Streetscape Improvements	State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>HPP - SAFETEA-LU / FY 07 SC STATE BUDGET</b>
	***Lexington Connector (2)	Fed	0	0	0	0	0	0	0	0	0	0
	Alleviate traffic congestion along	State	0	0	0	0	0	0	0	0	0	0
	three major thoroughfares	Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>HIGH PRIORITY PROJECT - SAFETEA-LU</b>
	Greene Street/Williams Street Connector	Fed	452,760	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>452,760</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>HIGH PRIORITY PROJECT - TEA-21</b>
	Harden Street Phase II - Omnibus Bill	Fed	0	0	0	950,000	0	0	0	950,000	950,000	0
	100% Federal - No Match Required	State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>950,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>950,000</b>	<b>950,000</b>	<b>0</b>
												<b>FY 2009 OMNIBUS BILL</b>
	***United Traffic Plan - Town of Lexington PH 1	Fed	1,230,000	0	0	0	0	0	0	0	0	0
	Phase 1	State	0	0	0	0	0	0	0	0	0	0
	Matching Agency - SCDOT	Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>1,230,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>FY 2009 OMNIBUS BILL</b>
	North Main Street (City of Columbia)	Fed	490,000	0	0	0	0	0	0	0	0	0
	Streetscape Improvements	State	0	0	0	0	0	0	0	0	0	0
	100% Federal - No Match Required	Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>490,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>FY 2010 DEFENSE APPROPRIATION BILL</b>
	Harden Street Reconfiguration (City of Columbia)	Fed	0	0	0	499,900	0	0	0	499,900	499,900	0
	Reduced by 2%	State	0	0	0	0	0	0	0	0	0	0
	100% Federal - No Match Required	Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>499,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>499,900</b>	<b>499,900</b>	<b>0</b>
												<b>FY 2010 DEFENSE APPROPRIATION BILL</b>
	TBA	Fed	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
												<b>SECTION 5309 FUNDS - SAFETEA-LU</b>
	Subtotal Federal Earmarks	Fed	2,172,760	0	0	1,449,900	0	0	0	1,449,900	1,449,900	0
	Subtotal Federal Earmarks	State	0	0	0	0	0	0	0	0	0	0
	Subtotal Federal Earmarks	Local	0	0	0	0	0	0	0	0	0	0
	<b>Earmarks</b>	<b>Total</b>	<b>2,172,760</b>	<b>0</b>	<b>0</b>	<b>1,449,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,449,900</b>	<b>1,449,900</b>	<b>0</b>

\*\*Includes Earmarked Funds Appropriated in the FY 2007 SC State Budget

2013 - 2019 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (NON-FEDERAL PROJECT APPROPRIATIONS)

Policy Committee Action: June 27, 2013

Amended Action: June 25, 2015

PIN #	Project name	Prior Years	Funding (in Actual Dollar Amounts)							**TIP COST (2013 - 2019)	SCDOT TIP COST (2014-2019)	Funding
			2013	2014	2015	2016	2017	2018	2019			
	Hardscabble Road Widening Project (Farrow Road to Lake Carolina Blvd)	PE	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	9,000,000	9,000,000	9,000,000	0	0	0	27,000,000	27,000,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	9,000,000	9,000,000	9,000,000	0	0	0	27,000,000	27,000,000
												Richland County Sales Tax
	Clemson Road Widening (Old Clemson Rd to Sparkleberry Crossing)	PE	0	0	600,000	0	0	0	0	0	600,000	600,000
		ROW	0	0	0	2,400,000	0	0	0	0	2,400,000	2,400,000
		Constr	0	0	0	0	9,700,000	0	0	0	9,700,000	9,700,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	600,000	2,400,000	9,700,000	0	0	0	12,700,000	12,700,000
												Richland County Sales Tax
	Leesburg Road Widening (Fairmont to Lower Richland)	PE	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	4,000,000	0	0	0	4,000,000	4,000,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	0	0	4,000,000	0	0	0	4,000,000	4,000,000
												Richland County Sales Tax
	North Main Street Widening (Anthony Ave to Fuller Ave)	PE	0	0	1,500,000	0	0	0	0	0	1,500,000	1,500,000
		ROW	0	0	3,000,000	0	0	0	0	0	3,000,000	3,000,000
		Constr	0	0	5,500,000	10,000,000	10,000,000	0	0	0	25,500,000	25,500,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	10,000,000	10,000,000	10,000,000	0	0	0	30,000,000	30,000,000
												Richland County Sales Tax
	Bluff Road Widening (I-77 to Rosewood Drive)	PE	0	0	800,000	0	0	0	0	0	800,000	800,000
		ROW	0	0	0	9,100,000	0	0	0	0	9,100,000	9,100,000
		Constr	0	0	0	0	14,959,000	0	0	0	14,959,000	14,959,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	800,000	9,100,000	14,959,000	0	0	0	24,859,000	24,859,000
												Richland County Sales Tax
	Shop Road Widening (I-77 to George Rogers Blvd)	PE	0	0	1,000,000	0	0	0	0	0	1,000,000	1,000,000
		ROW	0	0	0	0	16,400,000	0	0	0	16,400,000	16,400,000
		Constr	0	0	0	0	0	18,957,000	0	0	18,957,000	18,957,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	1,000,000	0	16,400,000	18,957,000	0	0	36,357,000	36,357,000
												Richland County Sales Tax
	Atlas Road Widening (Bluff Road to Garners Ferry Road)	PE	0	0	1,000,000	0	0	0	0	0	1,000,000	1,000,000
		ROW	0	0	0	0	7,000,000	0	0	0	7,000,000	7,000,000
		Constr	0	0	0	0	0	17,811,000	0	0	17,811,000	17,811,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	1,000,000	0	7,000,000	17,811,000	0	0	25,811,000	25,811,000
												Richland County Sales Tax
	Pineview Road Widening (Bluff Road to Garners Ferry Road)	PE	0	0	1,100,000	0	0	0	0	0	1,100,000	1,100,000
		ROW	0	0	0	0	10,500,000	0	0	0	10,500,000	10,500,000
		Constr	0	0	0	0	0	20,935,000	0	0	20,935,000	20,935,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	1,100,000	0	10,500,000	20,935,000	0	0	32,535,000	32,535,000
												Richland County Sales Tax
	Blythewood Road Widening (Syrup Mill Road to I-77)	PE	0	0	0	300,000	0	0	0	0	300,000	300,000
		ROW	0	0	0	0	4,100,000	0	0	0	4,100,000	4,100,000
		Constr	0	0	0	0	0	6,119,000	0	0	6,119,000	6,119,000
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	0	300,000	4,100,000	6,119,000	0	0	10,519,000	10,519,000
												Richland County Sales Tax
	Broad River Road Widening (Royal Tower Road to Peak Interchange)	PE	0	0	0	1,500,000	0	0	0	0	1,500,000	1,500,000
		ROW	0	0	0	0	0	7,500,000	0	0	7,500,000	7,500,000
		Constr	0	0	0	0	0	0	0	0	0	0
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	0	1,500,000	0	7,500,000	0	0	9,000,000	9,000,000
												Richland County Sales Tax
	Spears Creek Church Road Widening (Two Notch Road to Percival Road)	PE	0	0	0	0	0	1,600,000	0	0	1,600,000	1,600,000
		ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	0	0	0	0	0	0
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	0	0	0	1,600,000	0	0	1,600,000	1,600,000
												Richland County Sales Tax
	Lower Richland Blvd Widening (Rabbit Run Road to Garner's Ferry Road)	PE	0	0	0	0	0	200,000	0	0	200,000	200,000
		ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	0	0	0	0	0	0
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	0	0	0	200,000	0	0	200,000	200,000
												Richland County Sales Tax
	Polo Road Widening (Mallet Hill Road to Two Notch Road)	PE	0	0	0	0	0	0	500,000	0	500,000	500,000
		ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	0	0	0	0	0	0
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	0	0	0	0	500,000	0	500,000	500,000
												Richland County Sales Tax
	TBA	PE	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	0	0	0	0	0	0
	Richland County Sales Tax		0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	0	0	0	0	0	0	0	0
												Richland County Sales Tax
	Subtotal Non-Federal Appropriations	Fed	0	0	6,000,000	1,800,000	0	1,800,000	500,000	0	10,100,000	10,100,000
		State	0	0	3,000,000	11,500,000	38,000,000	7,500,000	0	0	60,000,000	60,000,000
		Local	0	0	14,500,000	19,000,000	47,659,000	23,930,000	39,892,000	0	144,981,000	144,981,000
	<b>Non-Federal Appropriations</b>	<b>Total</b>	0	0	23,500,000	32,300,000	85,659,000	33,230,000	40,392,000	0	215,081,000	215,081,000
	Grand Total	PE	2,172,760	0	14,731,275	12,699,000	3,249,900	0	1,800,000	500,000	32,980,175	32,980,175
		ROW	0	0	0	3,000,000	11,500,000	38,000,000	7,500,000	0	60,000,000	60,000,000
		Constr	0	0	1,623,000	19,755,494	69,160,000	59,650,000	50,650,000	84,350,000	285,188,494	285,188,494
	<b>Exempt Project Section</b>	<b>Total</b>	<b>2,172,760</b>	<b>0</b>	<b>16,354,275</b>	<b>35,454,494</b>	<b>83,909,900</b>	<b>97,650,000</b>	<b>59,950,000</b>	<b>84,850,000</b>	<b>378,168,669</b>	<b>378,168,669</b>

KEY: PE - Preliminary Engineering ROW - Right-of-Way Constr - Construction

Please note that the Grand Total Amounts do not include the non-federal appropriations totals because these are non-federal funds.

2013 - 2019 MPO INTERSECTION IMPROVEMENT PROJECTS SUMMARY SHEET

Policy Committee Action: June 27, 2013  
Amended Action: August 27, 2015

PIN #	Priority	Jurisdiction	Project name	Prior Year	Funding (in 1,000s)						**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Funding	
					2013	2014	2015	2016	2017	2018				2019
1		Lexington County	Old Orangeburg Road	PE	0	0	0	0	0	0	0	0	0	
			at Community Drive/YMCA Road	ROW	0	0	0	0	0	0	0	0	0	
				Constr	650	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STP</b>
2		Lexington County	Old Orangeburg Road	PE	75	0	0	0	0	0	0	0	0	
			at Bill Williamson Court	ROW	0	0	184	0	0	0	0	184	184	
				Constr	0	0	0	1,600	0	0	0	1,600	1,600	
			<b>Total</b>		<b>75</b>	<b>0</b>	<b>184</b>	<b>1,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,784</b>	<b>1,784</b>	<b>STP</b>
3		Lexington County	Harbison Boulevard	PE	75	0	0	0	0	0	0	0	0	
			at Park Terrace/Columbiana Entrance	ROW	0	0	154	0	0	0	0	154	154	
				Constr	0	0	497	0	0	0	0	497	497	
			<b>Total</b>		<b>75</b>	<b>0</b>	<b>651</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>651</b>	<b>651</b>	<b>STP</b>
4		Lexington County	US 1 at Oak Drive	PE	75	0	0	0	0	0	0	0	0	
			St. David Church Road	ROW	0	0	118	0	0	0	0	118	118	
				Constr	0	0	0	900	0	0	0	900	900	
			<b>Total</b>		<b>75</b>	<b>0</b>	<b>118</b>	<b>900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,018</b>	<b>1,018</b>	<b>STP</b>
5		Lexington County	US 378 at Fairlane Drive /	PE	50	0	0	0	0	0	0	0	0	
			Summer Place Drive	ROW	0	0	96	0	0	0	0	96	96	
				Constr	0	0	0	725	0	0	0	725	725	
			<b>Total</b>		<b>50</b>	<b>0</b>	<b>96</b>	<b>725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>821</b>	<b>821</b>	<b>STP</b>
6		Richland County	Leesburg Road	PE	400	0	0	0	0	0	0	0	0	
			at Patricia Drive	ROW	0	0	0	0	100	0	0	100	100	
				Constr	0	0	0	0	0	400	0	400	400	
			<b>Total</b>		<b>400</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>STP</b>
		COATS MPO	Operational/Safety/	PE	0	0	0	0	0	0	0	0	0	
			Maintenance Improvements	ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STP</b>
Total				PE	675	0	0	0	0	0	0	0	0	
Total				ROW	0	0	552	0	100	0	0	652	652	
Total				Constr	650	0	497	3,225	0	0	400	0	4,122	4,122
<b>Guideshare Subtotal</b>					<b>1,325</b>	<b>0</b>	<b>1,049</b>	<b>3,225</b>	<b>100</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>4,774</b>	<b>4,774</b>

Intersection Improvement Projects Approved for Funding:

- Old Orangeburg Road at Community Drive & YMCA Road - COMPLETED
- Old Orangeburg Road at Bill Williamson Court - FUNDED
- Harbison Blvd at Park Terrace/Columbiana Entrance - FUNDED
- US 1 at Oak Drive/St. David Church Road - FUNDED
- US 378 at Fairlane Drive / Summer Place Drive - FUNDED
- Leesburg Road at Patricia Drive - FUNDED

KEY: PE - Preliminary Engineering      ROW-Right of Way      Constr - Construction

**\*\*PLEASE NOTE THAT THE COATS TIP COST IS INCLUSIVE OF FY 2013 FUNDING\*\***



NON-FEDERAL INTERSECTION IMPROVEMENT PROJECTS SUMMARY SHEET

Policy Committee Action: June 27, 2013  
Amended Action: June 25, 2015

PIN #	Priority	Jurisdiction	Project name	Prior Year	Funding (in 1,000s)						TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Funding	
					2013	2014	2015	2016	2017	2018				2019
		Richland County	*Clemson Rd @ Rhame Rd./ North Springs Rd. Intersection Design Build	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 1,400 1,400	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 1,400	0 0 0 1,400	Richland County Sales Tax	
		Richland County	*Broad River Road @ Rushmore Rd Design Build	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 900 900	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 900	0 0 0 900	Richland County Sales Tax	
		Richland County	*Farrow Rd @ Pisgah Church Rd Design Build	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 2,400 2,400	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 2,400	0 0 0 2,400	Richland County Sales Tax	
		Richland County	*North Springs Rd. @ Risdon Way Design Build	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 900 900	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 900	0 0 0 900	Richland County Sales Tax	
		Richland County	*Summit Pkwy @ Summit Ridge Rd Design Build	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 700 700	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 700	0 0 0 700	Richland County Sales Tax	
		Richland County	*Kennerly Rd. @ Coogler Rd./ Steeple Ridge Rd. Design Build	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 1,400 1,400	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 1,400	0 0 0 1,400	Richland County Sales Tax	
		Richland County	Clemson RD @ Sparkleberry Ln. (to Mallet Hill Rd)	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	510 0 0 510	0 1,000 0 1,000	0 0 3,809 3,809	0 0 0 0	510 1,000 3,809 5,319	510 1,000 3,809 5,319	Richland County Sales Tax	
		Richland County	Bull St. @ Elmwood Avenue	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 0 0	200 0 0 200	0 300 0 300	0 0 2,513 2,513	200 300 2,513 3,013	200 300 2,513 3,013	Richland County Sales Tax	
		Richland County	North Main St. @ Monticello Rd.	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Richland County Sales Tax	
		Richland County	Hardscrabble Rd. @ Kelly Mill Rd/ Rimer Pond Rd.	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Richland County Sales Tax	
		Richland County	Garners Ferry Rd. @ Harmon Rd.	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 0 0	100 0 0 100	0 100 0 100	0 0 874 874	100 100 874 1,074	100 100 874 1,074	Richland County Sales Tax	
		Richland County	North Springs Rd @ Harrington Rd.	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 0 0	100 0 0 100	0 200 0 200	0 0 765 765	100 200 765 1,065	100 200 765 1,065	Richland County Sales Tax	
		Richland County	Screaming Eagle Rd @ Percival Rd.	PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 0 0	100 0 0 100	0 100 0 100	0 0 1,967 1,967	100 100 1,967 2,167	100 100 1,967 2,167	Richland County Sales Tax	
		TBA		PE ROW Constr <b>Total</b>	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Richland County Sales Tax	
		Total		PE	0	0	510	500	0	0	0	1,010	1,010	
		Total		ROW	0	0	0	1,000	700	0	0	1,700	1,700	
		Total		Constr	0	0	7,700	0	3,809	6,119	0	17,628	17,628	
		<b>Guideshare</b>	<b>Subtotal</b>		0	0	<b>8,210</b>	<b>1,500</b>	<b>4,509</b>	<b>6,119</b>	<b>0</b>	<b>20,338</b>	<b>20,338</b>	

KEY: PE - Preliminary Engineering      ROW-Right of Way      Constr - Construction

\* These intersection projects have been grouped into a Design-Build package that is scheduled to begin in the second quarter of 2015.  
North Main St. and Monticello Rd Intersection will be completed as part of the North Main St. Widening project.  
Hardscrabble Rd. and Kelly Mill Rd. / Rimer Rd. Intersection will be completed as part of the Hardscrabble Rd. Widening project.



AMERICAN RECOVERY AND REINVESTMENT ACT (TRANSIT ECONOMIC STIMULUS) PROJECTS

Policy Committee Action: June 27, 2013  
Amended Action:

PIN #	Priority	Jurisdiction	Project name	Prior Year	Funding (In Actual Numbers)						TIP COST	SCDOT TIP COST	Funding	
					2013	2014	2015	2016	2017	2018	2019	(2013 - 2019)		(2014 - 2019)
			Vehicles	PE	0	0	0	0	0	0	0	0	0	
			Acquisition & Refurbishment	ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	110,000	0	0	0	0	0	110,000	0	
			<b>Total</b>		<b>0</b>	<b>110,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110,000</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Facility	PE	0	0	0	0	0	0	0	0	0	
			Renovations and Upgrades	ROW	0	0	0	0	0	0	0	0	0	
			Transit Center on Sumter Street	Constr	66,911	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>66,911</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Automated Vehicle Locator System - Acquisition	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Website Update and Expansion	PE	0	0	0	0	0	0	0	0	0	
			Traveler Information	ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	215,000	0	0	0	0	0	215,000	0	
			<b>Total</b>		<b>0</b>	<b>215,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>215,000</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Customer Service Amenities	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	53,464	0	0	0	0	0	53,464	0	
			<b>Total</b>		<b>0</b>	<b>53,464</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53,464</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Operating Assistance	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Preventive Maintenance/Maintenance	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Maintenance Support Equipment	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	78,565	87,347	0	0	0	0	0	87,347	0	
			<b>Total</b>		<b>78,565</b>	<b>87,347</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87,347</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Total Transit	PE	0	0	0	0	0	0	0	0	0	
			Total Transit	ROW	0	0	0	0	0	0	0	0	0	
			Total Transit	Constr	145,476	465,811	0	0	0	0	0	465,811	0	
			<b>TRANSIT ARRA Grand Total</b>		<b>145,476</b>	<b>465,811</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>465,811</b>	<b>0</b>	

KEY: PE - Preliminary Engineering      ROW - Right Of Way      Constr - Construction

**MPO ENHANCEMENT PROJECTS**
**City of West Columbia Projects**

 Policy Committee Action: June 27, 2013  
 Amended Action: August 27, 2015

PIN #	Jurisdiction	Project name	Federal	Prior Funding	Funding (In Actual Dollar Amounts)					**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding
					2013	2014	2015	2016	2017				
ID	West Columbia	Sunset Blvd/Klapman Blvd Beautification Project FY 11	Federal	145,000	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	36,250	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>181,250</b>	0	0	0	0	0	0	0	0	0
ID	West Columbia	Highway 1 Street Lighting FY 08	Federal	145,000	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	36,250	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>181,250</b>	0	0	0	0	0	0	0	0	0
Sub-Total West Columbia			Federal	290,000	0	0	0	0	0	0	0	0	0
Sub-Total West Columbia			State	0	0	0	0	0	0	0	0	0	0
Sub-Total West Columbia			Local	72,500	0	0	0	0	0	0	0	0	0
<b>Sub-Total West Columbia</b>			<b>Total</b>	<b>362,500</b>	0	0	0	0	0	0	0	0	

**Town of Gilbert Projects**

PIN #	Jurisdiction	Project name	Federal	Prior Funding	Funding (In Actual Dollar Amounts)					**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding
					2013	2014	2015	2016	2017				
ID	West Columbia	TBA	Federal	0	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>0</b>	0	0	0	0	0	0	0	0	0
Sub-Total Gilbert			Federal	0	0	0	0	0	0	0	0	0	0
Sub-Total Gilbert			State	0	0	0	0	0	0	0	0	0	0
Sub-Total Gilbert			Local	0	0	0	0	0	0	0	0	0	0
<b>Sub-Total Gilbert</b>			<b>Total</b>	<b>0</b>	0	0	0	0	0	0	0	0	

**Town of Irmo Projects**

PIN #	Jurisdiction	Project name	Federal	Prior Funding	Funding (In Actual Dollar Amounts)					**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding
					2013	2014	2015	2016	2017				
ID	Irmo	Palmettoood Parkway Sidewalk FY 12 Amended FY 14 Amended FY 15	Federal	0	0	0	114,440	0	0	0	0	0	114,440
			State	0	0	0	0	0	0	0	0	0	0
			Local	0	0	0	28,610	0	0	0	0	0	28,610
			<b>Total</b>	<b>0</b>	0	0	<b>143,050</b>	0	0	0	0	0	0
ID	Irmo	Carlisle/Moseley Streets Sidewalk Projects FY 11 Amended FY 14 Amended FY 15	Federal	0	0	0	231,242	0	0	0	0	0	231,242
			State	0	0	0	0	0	0	0	0	0	0
			Local	0	0	0	57,811	0	0	0	0	0	57,811
			<b>Total</b>	<b>0</b>	0	0	<b>289,053</b>	0	0	0	0	0	0
ID	Irmo	Brickling Road Sidwalk Project FY 11 Amended FY 14	Federal	0	0	0	0	0	0	0	0	0	0
			State	0	0	156,672	0	0	0	0	0	0	156,672
			Local	0	0	39,168	0	0	0	0	0	0	39,168
			<b>Total</b>	<b>0</b>	0	<b>195,840</b>	0	0	0	0	0	0	0
ID	Irmo	College & Eastview Sidewalk Project FY 10	Federal	121,003	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	30,251	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>151,254</b>	0	0	0	0	0	0	0	0	0
ID	Irmo	Carlisle Street Sidewalk Phase II FY 07	Federal	82,000	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	20,000	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>102,000</b>	0	0	0	0	0	0	0	0	0
ID	Irmo	Carlisle Street Sidewalk Phase I FY 07	Federal	63,000	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	37,000	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>100,000</b>	0	0	0	0	0	0	0	0	0
ID	Irmo	St. Andrews Road Sidewalk Phase I FY 06	Federal	60,000	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	25,000	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>85,000</b>	0	0	0	0	0	0	0	0	0
Sub-Total Irmo			Federal	326,003	0	156,672	345,682	0	0	0	0	502,354	
Sub-Total Irmo			State	0	0	0	0	0	0	0	0	0	
Sub-Total Irmo			Local	112,251	0	39,168	86,421	0	0	0	0	125,589	
<b>Sub-Total Irmo</b>			<b>Total</b>	<b>438,254</b>	0	<b>195,840</b>	<b>432,103</b>	0	0	0	0	<b>627,943</b>	

**City of Cayce Projects**

PIN #	Jurisdiction	Project name	Federal	Prior Funding	Funding (In Actual Dollar Amounts)					**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding
					2013	2014	2015	2016	2017				
ID	Cayce	Julius Felder Sidewalk Project II-B FY 15	Federal	0	0	0	178,589	0	0	0	0	0	178,589
			State	0	0	0	0	0	0	0	0	0	0
			Local	0	0	0	44,647	0	0	0	0	0	44,647
			<b>Total</b>	<b>0</b>	0	0	<b>223,236</b>	0	0	0	0	0	0
ID	Cayce	Blossom Street Bridge Lighting Project FY 15	Federal	0	0	0	17,640	0	0	0	0	0	17,640
			State	0	0	0	0	0	0	0	0	0	0
			Local	0	0	0	4,410	0	0	0	0	0	4,410
			<b>Total</b>	<b>0</b>	0	0	<b>22,050</b>	0	0	0	0	0	0
ID	Cayce	Riverland Drive Sidewalk Project PH II FY 14	Federal	0	0	80,395	0	0	0	0	0	0	80,395
			State	0	0	0	0	0	0	0	0	0	0
			Local	0	0	20,099	0	0	0	0	0	0	20,099
			<b>Total</b>	<b>0</b>	0	<b>100,494</b>	0	0	0	0	0	0	0
ID	Cayce	Julius Felder Sidewalk Project FY 13 & FY 15	Federal	0	145,000	0	145,000	0	0	0	0	0	290,000
			State	0	0	0	0	0	0	0	0	0	145,000
			Local	0	44,297	0	48,200	0	0	0	0	0	92,497
			<b>Total</b>	<b>0</b>	<b>189,297</b>	0	<b>193,200</b>	0	0	0	0	0	0
ID	Cayce	Riverland Drive Sidewalk Project FY 13	Federal	0	145,000	0	0	0	0	0	0	0	145,000
			State	0	0	0	0	0	0	0	0	0	0
			Local	0	74,350	0	0	0	0	0	0	0	74,350
			<b>Total</b>	<b>0</b>	<b>219,350</b>	0	0	0	0	0	0	0	0
ID	Cayce	State Street Revitalization Phase V - FY 12	Federal	145,000	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	46,080	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>191,080</b>	0	0	0	0	0	0	0	0	0
ID	Cayce	Airport Boulevard Beautification Project Phase I - FY 10	Federal	145,000	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0
			Local	36,528	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>181,528</b>	0	0	0	0	0	0	0	0	0
Sub-Total Cayce			Federal	290,000	290,000	80,395	341,229	0	0	0	0	711,624	
Sub-Total Cayce			State	0	0	0	0	0	0	0	0	0	
Sub-Total Cayce			Local	82,608	118,647	20,099	97,257	0	0	0	0	236,003	
<b>Sub-Total Cayce</b>			<b>Total</b>	<b>372,608</b>	<b>408,647</b>	<b>100,494</b>	<b>438,486</b>	0	0	0	0	<b>947,627</b>	

**MPO ENHANCEMENT PROJECTS**

Policy Committee Action: June 27, 2013  
Amended Action: June 25, 2015

**Town of Lexington Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (In Actual Dollar Amounts)						**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding			
				2013	2014	2015	2016	2017	2018					2019		
ID	Lexington Town	Augusta Highway Sidewalk Phase 2 FY 14	Federal State Local Total	0 0 70,296 0	145,000 0 0 145,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	145,000 0 70,296 215,296	145,000 0 70,296 215,296	80/20	STP	
ID	Lexington Town	S. Church Street Sidewalk Phase 4 FY 14 & FY 15	Federal State Local Total	0 0 0 0	145,000 0 81,090 226,090	145,000 0 56,269 201,269	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	290,000 0 137,359 427,359	290,000 0 137,359 427,359	80/20	STP	
ID	Lexington Town	Augusta Highway Sidewalk Project FY 13	Federal State Local Total	0 0 15,395 0	60,560 0 0 60,560	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60,560 0 15,395 75,955	0 0 0 0	80/20	STP	
ID	Lexington Town	Ice House Pedestrian and Streetscaping FY 13	Federal State Local Total	0 0 38,612 0	145,000 0 0 145,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	145,000 0 38,612 183,612	0 0 0 0	80/20	STP	
ID	Lexington Town	S. Church Street Sidewalk Phase 3 FY 12	Federal State Local Total	121,049 0 30,262 151,311	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP	
ID	Lexington Town	Gateway Beautification Project FY 11	Federal State Local Total	102,400 0 25,600 128,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP	
ID	Lexington Town	S. Church Street Sidewalk Phase 2 - FY 10	Federal State Local Total	134,631 0 33,658 168,289	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP	
ID	Lexington Town	S. Church Street Sidewalk Phase 1 - FY 09	Federal State Local Total	62,133 0 15,533 77,666	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP	
ID	Lexington Town	Park Road Sidewalk FY 07	Federal State Local Total	284,040 0 295,073 579,113	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP	
		Sub-Total Lexington Town	Federal	704,253	205,560	290,000	145,000	0	0	0	0	0	640,560	435,000		
		Sub-Total Lexington Town	State	0	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Lexington Town	Local	400,126	54,007	151,386	56,269	0	0	0	0	0	261,662	207,655		
		<b>Sub-Total Lexington Town</b>	<b>Total</b>	<b>1,104,379</b>	<b>259,567</b>	<b>441,386</b>	<b>201,269</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>902,222</b>	<b>642,655</b>			

**Town of Springdale Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (In Actual Dollar Amounts)						**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding			
				2013	2014	2015	2016	2017	2018					2019		
ID	Springdale	Kitty Hawk Drive Sidewalk FY 14	Federal State Local Total	0 0 0 0	142,170 0 35,542 177,712	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	142,170 0 35,542 177,712	142,170 0 35,542 177,712	80/20	STP	
ID	Springdale	Airport Boulevard Beautification Project Phase I - FY 10	Federal State Local Total	145,000 0 36,528 181,528	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP	
ID	Springdale	Platt Springs Road Pedestrian Lighting Project Phase II - FY 08	Federal State Local Total	145,000 0 36,250 181,250	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP	
ID	Springdale	Platt Springs Road Pedestrian Lighting Project Phase I - FY 06	Federal State Local Total	145,000 0 36,250 181,250	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP	
		Sub-Total Springdale	Federal	435,000	0	142,170	0	0	0	0	0	0	142,170	142,170		
		Sub-Total Springdale	State	0	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Springdale	Local	109,028	0	35,542	0	0	0	0	0	0	35,542	35,542		
		<b>Sub-Total Springdale</b>	<b>Total</b>	<b>544,028</b>	<b>0</b>	<b>177,712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>177,712</b>	<b>177,712</b>			

**Town of Chapin Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (In Actual Dollar Amounts)						**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding		
				2013	2014	2015	2016	2017	2018					2019	
33542	Chapin	Beautification of Downtown Chapin FY 07	Federal State Local Total	145,000 0 64,750 209,750	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	80/20	STP
ID	Chapin	Lexington Avenue Sidewalk (51) FY 05	Federal State Local Total	145,000 0 36,250 181,250	0 0 0 0	0 0 0 0	59,100 0 14,775 73,875	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	59,100 0 14,775 73,875	59,100 0 14,775 73,875	80/20	STP
		Sub-Total Chapin	Federal	290,000	0	0	59,100	0	0	0	0	59,100	59,100		
		Sub-Total Chapin	State	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Chapin	Local	101,000	0	0	14,775	0	0	0	0	14,775	14,775		
		<b>Sub-Total Chapin</b>	<b>Total</b>	<b>391,000</b>	<b>0</b>	<b>0</b>	<b>73,875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73,875</b>	<b>73,875</b>		

**MPO ENHANCEMENT PROJECTS**

Policy Committee Action: June 27, 2013  
Amended Action: April 23, 2015

**City of Columbia Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)						**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding		
				2013	2014	2015	2016	2017	2018					2019	
ID	Columbia	Maxcy, Mildred, & Sulton St Sidewalks FY 14	Federal State Local Total	0 0 0 0	0 0 0 0	105,046 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	105,046 0 70,031 175,077	105,046 0 70,031 175,077	60/40	STP	
ID	Columbia	Mast Arms on Main Street FY 12	Federal State Local Total	145,000 0 155,300 300,300	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60/40	STP	
ID	Columbia	Accessibility and Landscaping on Main St. FY 12	Federal State Local Total	97,620 0 65,080 162,700	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60/40	STP	
ID	Columbia	Five Points Village Streetscape (Harden Street Phase III) - FY 06	Federal State Local Total	145,000 0 97,000 242,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60/40	STP	
Sub-Total Columbia			Federal	387,620	0	0	105,046	0	0	0	0	105,046	105,046		
Sub-Total Columbia			State	0	0	0	0	0	0	0	0	0	0		
Sub-Total Columbia			Local	317,380	0	0	70,031	0	0	0	0	70,031	70,031		
Sub-Total Columbia			Total	705,000	0	0	175,077	0	0	0	0	175,077	175,077		

**Richland County**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)						**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding		
				2013	2014	2015	2016	2017	2018					2019	
ID	Richland County	Columbia High & Sandel Elementary Sidewalks FY 13	Federal State Local Total	0 0 114,549 0	145,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	145,000 0 114,549 259,549	0 0 0 0	60/40	STP	
ID	Richland County	ADA Improvements Sidewalks & Crosswalks FY 12	Federal State Local Total	145,000 0 216,819 361,819	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60/40	STP	
ID	Richland County	Rhame Road/Westridge Road Sidewalk Project FY 11	Federal State Local Total	145,000 0 132,270 277,270	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60/40	STP	
Sub-Total Richland County			Federal	290,000	145,000	0	0	0	0	0	0	145,000	0		
Sub-Total Richland County			State	0	0	0	0	0	0	0	0	0	0		
Sub-Total Richland County			Local	349,089	114,549	0	0	0	0	0	0	114,549	0		
Sub-Total Richland County			Total	639,089	259,549	0	0	0	0	0	0	259,549	0		

**Lexington County**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)						**TIP COST (2013 - 2019)	SCDOT TIP COST (2014 - 2019)	Match	Funding		
				2013	2014	2015	2016	2017	2018					2019	
ID	Lexington County	Buck Corley Road Sidewalk FY 14	Federal State Local Total	0 0 0 0	0 145,000 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	145,000 0 96,666 241,666	145,000 0 96,666 241,666	60/40	STP	
ID	Lexington County	Archers Ln and Crossbow Dr Sidewalk FY 12	Federal State Local Total	145,000 0 96,666 241,666	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60/40	STP	
ID	Lexington County	Bush River Road Sidewalk Project FY 11	Federal State Local Total	145,000 0 96,666 241,666	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60/40	STP	
Sub-Total Lexington County			Federal	290,000	145,000	0	0	0	0	0	0	145,000	145,000		
Sub-Total Lexington County			State	0	0	0	0	0	0	0	0	0	0		
Sub-Total Lexington County			Local	193,332	96,666	0	0	0	0	0	0	96,666	96,666		
Sub-Total Lexington County			Total	483,332	241,666	0	0	0	0	0	0	241,666	241,666		

**TIP Program Total**

TIP Program Total	Federal	3,302,876	640,560	814,237	996,057	0	0	0	0	0	5,753,730	1,810,294		
TIP Program Total	State	0	0	0	0	0	0	0	0	0	0	0		
TIP Program Total	Local	1,737,314	287,203	342,861	324,753	0	0	0	0	0	2,692,131	667,614		
<b>TIP Program Total</b>	<b>Total</b>	<b>5,040,190</b>	<b>927,763</b>	<b>1,157,098</b>	<b>1,320,810</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,445,861</b>	<b>2,477,908</b>		

**Enhancement Program Total**

Transportation Alternatives Allocation (5,975,221)		0	853,603	866,353	866,353	866,353	866,353	866,353	866,353	866,353	6,051,721	5,198,118		
Carryover		0	0	436,042	488,158	0	0	0	0	0	924,200	924,200		
COATS Transportation Alternatives Federal Subtotal		3,302,876	640,560	814,237	996,057	0	0	0	0	0	2,450,854	1,810,294		
<b>Balance <sup>(4)</sup></b>		<b>0</b>	<b>213,043</b>	<b>488,158</b>	<b>358,454</b>	<b>866,353</b>	<b>866,353</b>	<b>866,353</b>	<b>866,353</b>	<b>866,353</b>	<b>3,600,867</b>	<b>3,387,824</b>		

\*The federal / local match requirements has been provided for each project.

<sup>(4)</sup> SCDOT denotes that MPOs are unable to re-capture unspent / unobligated funds after FY 2010.

**\*\*PLEASE NOTE THAT THE COATS TIP COST IS INCLUSIVE OF FY 2014 FUNDING**

**MPO TRANSIT PROJECTS**

**Section 5307 (Large Urban Formula Program)**

Policy Committee Action: June 27, 2013  
Amended Action: May 22, 2014

Agency	Project name		Prior Year	Funding (In Actual Dollars)							TIP COST (2013 - 2019)	SCDOT COST (2014 - 2019)	Funding	
				2013	2014	2015	2016	2017	2018	2019				
CMRTA	Preventive Maintenance	Federal	2,036,928	2,098,036	1,600,000	800,000	0	0	0	0	0	4,498,036	2,400,000	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	509,232	524,509	400,000	200,000	0	0	0	0	0	1,124,509	600,000	
		<b>Total</b>	<b>2,546,160</b>	<b>2,622,545</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,622,545</b>	<b>3,000,000</b>	<b>Section 5307/Local/CMRTA</b>
CMRTA	Operating-Paratransit	Federal	401,000	411,118	392,059	272,665	0	0	0	0	0	1,075,842	664,724	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	99,786	102,780	98,015	68,167	0	0	0	0	0	268,962	166,182	
		<b>Total</b>	<b>500,786</b>	<b>513,898</b>	<b>490,074</b>	<b>340,832</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,344,804</b>	<b>830,906</b>	<b>Section 5307/Local/CMRTA</b>
CMRTA	Employee & Board Training and Development	Federal	0	15,000	15,000	15,000	0	0	0	0	0	45,000	30,000	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	4,762	0	0	0	0	0	0	0	4,762	0	
		<b>Total</b>	<b>0</b>	<b>19,762</b>	<b>15,000</b>	<b>15,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49,762</b>	<b>30,000</b>	<b>Section 5307/Local/CMRTA</b>
CMRTA	ITS Hardware and Software Support	Federal	0	30,000	30,000	30,000	0	0	0	0	0	90,000	60,000	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	4,000	0	0	0	0	0	0	0	4,000	0	
		<b>Total</b>	<b>0</b>	<b>34,000</b>	<b>30,000</b>	<b>30,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94,000</b>	<b>60,000</b>	<b>Section 5307/Local/CMRTA</b>
CMRTA	Vehicle Replacement	Federal	0	2,165,000	650,000	1,572,195	0	0	0	0	0	4,387,195	2,222,195	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	442,825	133,133	322,015	0	0	0	0	0	897,973	455,148	
		<b>Total</b>	<b>0</b>	<b>2,607,825</b>	<b>783,133</b>	<b>1,894,210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,285,168</b>	<b>2,677,343</b>	<b>Section 5307/Local/CMRTA</b>
CMRTA	Fuel Provision	Federal	348,379	0	0	0	0	0	0	0	0	0	0	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total</b>	<b>348,379</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Section 5307/Local/CMRTA</b>
CMRTA	Vehicle Acquisition Expansion	Federal	0	0	0	0	0	0	0	0	0	0	0	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Section 5307/Local/CMRTA</b>
CMCOG	Assembly Street Phase I SC-90-X257 (Assembly Street Transit Project)	Federal	1,817,734	0	0	0	0	0	0	0	0	0	0	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	454,434	0	0	0	0	0	0	0	0	0	0	
		<b>Total</b>	<b>2,272,168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Section 5307/Local/USC</b>
CMCOG	Assembly Street Phase I SC-90-X172 (Assembly Street Transit Project)	Federal	586,254	0	0	0	0	0	0	0	0	0	0	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	146,564	0	0	0	0	0	0	0	0	0	0	
		<b>Total</b>	<b>732,818</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Section 5307/Local/USC</b>
CMCOG	Assembly Street Phase II SC-90-X274 (Assembly Street Transit Project)	Federal	0	0	1,536,625	0	0	0	0	0	0	1,536,625	1,536,625	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	384,156	0	0	0	0	0	0	384,156	384,156	
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>1,920,781</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,920,781</b>	<b>1,920,781</b>	<b>Section 5307/Local/CMRTA</b>
CMRTA	Transit Enhancements	Federal	50,000	50,000	146,059	0	0	0	0	0	0	196,059	146,059	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	12,500	12,500	36,515	0	0	0	0	0	0	49,015	36,515	
		<b>Total</b>	<b>62,500</b>	<b>62,500</b>	<b>182,574</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>245,074</b>	<b>182,574</b>	<b>Section 5307/Local/CMRTA</b>
CMRTA	Safety & Security	Federal	0	38,752	40,000	81,799	0	0	0	0	0	160,551	121,799	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	20,450	0	0	0	0	0	20,450	20,450	
		<b>Total</b>	<b>0</b>	<b>38,752</b>	<b>40,000</b>	<b>102,249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181,001</b>	<b>142,249</b>	<b>Section 5307/Local/CMRTA</b>
Total Section 5307		Federal	5,240,295	4,807,906	4,409,743	2,771,659	0	0	0	0	11,989,308	7,181,402		
Total Section 5307		State	0	0	0	0	0	0	0	0	0	0		
Total Section 5307		Local	1,222,515	1,091,376	1,051,819	610,632	0	0	0	0	2,753,827	1,662,451		
<b>Total Section 5307</b>		<b>Total</b>	<b>6,462,810</b>	<b>5,899,282</b>	<b>5,461,562</b>	<b>3,382,291</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,743,135</b>	<b>8,843,853</b>		

**MPO TRANSIT PROJECTS**

**Section 5309 (Bus and Bus Facilities)**

Policy Committee Action: June 27, 2013  
Amended Action:

Agency	Project name	Prior Year	Funding (In Actual Dollars)					TIP COST (2013 - 2019)	SCDOT COST (2014 - 2019)	Funding
			2013	2014	2015	2016	2017			
CMRTA	Facility Development and Construction	Federal	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
CMRTA	Paratransit Vehicles	Federal	0	315,400	0	0	0	0	315,400	0
		State	0	64,600	0	0	0	0	64,600	0
		Local	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>380,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>380,000</b>	<b>0</b>
<b>Total Section 5309</b>		Federal	0	315,400	0	0	0	0	315,400	0
<b>Total Section 5309</b>		State	0	64,600	0	0	0	0	64,600	0
<b>Total Section 5309</b>		Local	0	0	0	0	0	0	0	0
<b>Total Section 5309</b>		<b>Total</b>	<b>0</b>	<b>380,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>380,000</b>	<b>0</b>

**Section 5316 (Designated Recipient JARC Formula Funds)**

Policy Committee Action: June 27, 2013  
Amended Action: June 26, 2014

Agency	Project name	Prior Year(s)	Funding (In Actual Dollars)					TIP COST (2013 - 2019)	SCDOT COST (2014 - 2019)	Funding
			2013	2014	2015	2016	2017			
CMRTA	How-To-Videos	Federal	0	0	84,000	0	0	0	84,000	84,000
		State	0	0	0	0	0	0	0	0
		Local	0	0	21,000	0	0	0	21,000	21,000
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>105,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105,000</b>	<b>105,000</b>
Midlands Housing Alliance	Transitions	Federal	0	15,897	0	0	0	0	15,897	15,897
		State	0	0	0	0	0	0	0	0
		Local	0	15,897	0	0	0	0	15,897	15,897
		<b>Total</b>	<b>0</b>	<b>31,794</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,794</b>	<b>31,794</b>
CMCOG/COATS	JARC Administration	Federal	92,346	24,526	10,000	0	0	0	34,526	10,000
		State	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>92,346</b>	<b>24,526</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,526</b>	<b>10,000</b>
CMCOG/CMRTA	Mobility Manager	Federal	0	121,800	0	0	0	0	121,800	121,800
		State	0	0	0	0	0	0	0	0
		Local	0	30,450	0	0	0	0	30,450	30,450
		<b>Total</b>	<b>0</b>	<b>152,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152,250</b>	<b>152,250</b>
CMCOG/COATS	Transportation for Jobs WIA	Federal	0	626,747	0	0	0	0	626,747	626,747
		State	0	0	0	0	0	0	0	0
		Local	0	626,747	0	0	0	0	626,747	626,747
		<b>Total</b>	<b>0</b>	<b>1,253,494</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,253,494</b>	<b>1,253,494</b>
<b>Total DR Section 5316</b>		Federal	92,346	24,526	94,000	0	0	0	882,970	858,444
<b>Total DR Section 5316</b>		State	0	0	0	0	0	0	0	0
<b>Total DR Section 5316</b>		Local	0	673,094	21,000	0	0	0	694,094	694,094
<b>Total DR Section 5316</b>		<b>Total</b>	<b>92,346</b>	<b>24,526</b>	<b>1,437,538</b>	<b>115,000</b>	<b>0</b>	<b>0</b>	<b>1,577,064</b>	<b>1,552,538</b>

**Section 5317 (Designated Recipient New Freedom Formula Funds)**

Policy Committee Action: June 27, 2013  
Amended Action: June 25, 2015

Agency	Project name	Prior Year(s)	Funding (In Actual Dollars)					TIP COST (2013 - 2019)	SCDOT COST (2014 - 2019)	Funding
			2013	2014	2015	2016	2017			
TBA	TBA	Federal	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
CMCOG/COATS	Mobility Manager SC-57-X018	Federal	0	33,786	0	0	0	0	33,786	33,786
		State	0	0	0	0	0	0	0	0
		Local	0	8,447	0	0	0	0	8,447	8,447
		<b>Total</b>	<b>0</b>	<b>42,233</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,233</b>	<b>42,233</b>
CMCOG/COATS	New Freedom Administration	Federal	52,714	14,239	0	0	0	0	14,239	14,239
		State	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>52,714</b>	<b>14,239</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,239</b>	<b>14,239</b>
CMCOG/CMRTA	Travel Trainer SC-57-X015	Federal	0	127,496	0	0	0	0	127,496	127,496
		State	0	0	0	0	0	0	0	0
		Local	0	31,874	0	0	0	0	31,874	31,874
		<b>Total</b>	<b>0</b>	<b>159,370</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159,370</b>	<b>159,370</b>
CMCOG/COATS	Medical Escort Services CMRTA SC-57-X008	Federal	0	242,607	0	0	0	0	242,607	242,607
		State	0	0	0	0	0	0	0	0
		Local	0	242,607	0	0	0	0	242,607	242,607
		<b>Total</b>	<b>0</b>	<b>485,214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>485,214</b>	<b>485,214</b>
LT Governor's Office on Aging	Assisted Rides Program	Federal	73,000	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0
		Local	73,000	0	0	0	0	0	0	0
		<b>Total</b>	<b>146,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TBA	TBA	Federal	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total DR Section 5317</b>		Federal	125,714	418,128	0	0	0	0	418,128	418,128
<b>Total DR Section 5317</b>		State	0	0	0	0	0	0	0	
<b>Total DR Section 5317</b>		Local	73,000	282,928	0	0	0	0	282,928	
<b>Total DR Section 5317</b>		<b>Total</b>	<b>198,714</b>	<b>701,056</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>701,056</b>	



**MPO TRANSIT PROJECTS**

**Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities)**

Policy Committee Action: June 27, 2013  
Amended Action: June 25, 2015

Agency	Project name	Federal	Prior Year(s)	Funding (In Actual Dollars)						TIP COST (2013 - 2019)	SCDOT COST (2014 - 2019)	Funding
				2013	2014	2015	2016	2017	2018			
CMCOG/COATS	CMCOG Program Administration	Federal	0	0	0	37,428	0	0	0	0	37,428	37,428
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,428</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,428</b>	<b>37,428</b>
CMCOG/COATS	Senior Resources 14 Passenger Vehicle - Capital	Federal	0	0	0	53,125	0	0	0	0	53,125	53,125
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	9,375	0	0	0	0	9,375	9,375
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62,500</b>	<b>62,500</b>
CMCOG/COATS	Senior Resources Minibus - Capital	Federal	0	0	0	34,000	0	0	0	0	34,000	34,000
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	6,000	0	0	0	0	6,000	6,000
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>40,000</b>
CMCOG/COATS	Senior Resources Operating	Federal	0	0	0	17,752	0	0	0	0	17,752	17,752
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	17,752	0	0	0	0	17,752	17,752
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,504</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,504</b>	<b>35,504</b>
CMCOG/COATS	Irmo Chapin Recreation 14 Passenger Vehicle - Capital	Federal	0	0	0	55,250	0	0	0	0	55,250	55,250
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	9,750	0	0	0	0	9,750	9,750
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65,000</b>	<b>65,000</b>
CMCOG/CMRTA	Irmo Chapin Recreation Minibus - Capital	Federal	0	0	0	34,000	0	0	0	0	34,000	34,000
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	6,000	0	0	0	0	6,000	6,000
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>40,000</b>
CMCOG/COATS	Mental Illness Recovery Center 14 Passenger Vehicle - Capital	Federal	0	0	0	44,800	0	0	0	0	44,800	44,800
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	11,200	0	0	0	0	11,200	11,200
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,000</b>	<b>56,000</b>
CMCOG/COATS	Mental Illness Recovery Center 14 Passenger Vehicle - Capital	Federal	0	0	0	44,800	0	0	0	0	44,800	44,800
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	11,200	0	0	0	0	11,200	11,200
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,000</b>	<b>56,000</b>
CMCOG/COATS	Babcock Center 14 Passenger Vehicle - Capital	Federal	0	0	0	53,125	0	0	0	0	53,125	53,125
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	9,375	0	0	0	0	9,375	9,375
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62,500</b>	<b>62,500</b>
Total DR Section 5310		Federal	0	0	0	374,280	0	0	0	0	374,280	374,280
Total DR Section 5310		State	0	0	0	0	0	0	0	0	0	0
Total DR Section 5310		Local	0	0	0	80,652	0	0	0	0	80,652	80,652
<b>Total DR Section 5310</b>		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>454,932</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>454,932</b>	<b>454,932</b>

**Section 5339 (Bus and Bus Facilities)**

Policy Committee Action: June 27, 2013  
Amended Action:

Agency	Project name	Federal	Prior Year	Funding (In Actual Dollars)						TIP COST (2013 - 2019)	SCDOT COST (2014 - 2019)	Funding
				2013	2014	2015	2016	2017	2018			
CMRTA	Diesel Bus	Federal	0	0	0	438,767	0	0	0	0	438,767	438,767
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	109,692	0	0	0	0	109,692	109,692
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>548,459</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>548,459</b>	<b>548,459</b>
TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Section 5339		Federal	0	0	0	438,767	0	0	0	0	438,767	438,767
Total Section 5339		State	0	0	0	0	0	0	0	0	0	0
Total Section 5339		Local	0	0	0	109,692	0	0	0	0	109,692	109,692
<b>Total Section 5309</b>		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>548,459</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>548,459</b>	<b>548,459</b>

**FTA Formula Grant Programs Annual Allocations**

Policy Committee Action: June 27, 2013

Agency	Program Name	Federal Only	Prior Year(s)	Funding (In Actual Dollars)						TIP COST (2013 - 2019)	SCDOT COST (2014 - 2019)	Funding
				2013	2014	2015	2016	2017	2018			
	Section 5307	Total	11,815,485	4,261,714	4,192,562	2,644,052	0	0	0	0	11,098,328	6,836,614
	Section 5309	Total	0	0	0	0	0	0	0	0	0	0
	Section 5316 (DR)	Total	490,896	0	0	0	0	0	0	0	0	0
	Section 5317 (DR)	Total	284,056	0	0	0	0	0	0	0	0	0
	Section 5310	Total	0	374,280	404,100	268,554	0	0	0	0	1,046,934	672,654
	Section 5339	Total	0	438,767	425,655	265,660	0	0	0	0	1,130,082	691,315
	<b>Federal Programs</b>	<b>Total</b>	<b>12,590,437</b>	<b>5,074,761</b>	<b>5,022,317</b>	<b>3,178,266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,275,344</b>	<b>8,200,583</b>
	Transit TIP Total	Federal	5,458,355	5,147,832	5,592,315	2,865,659	813,047	0	0	0	14,418,853	9,271,021
	Transit TIP Total	State	0	64,600	0	0	0	0	0	0	64,600	0
	Transit TIP Total	Local	1,295,515	1,091,376	2,007,840	631,632	190,344	0	0	0	3,921,192	2,829,816
	<b>Transit</b>	<b>Total</b>	<b>6,753,870</b>	<b>6,303,808</b>	<b>7,600,155</b>	<b>3,497,291</b>	<b>1,003,391</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,404,645</b>	<b>12,100,837</b>

<sup>(1)</sup> FTA Section 5309 funds used (available) for CMRTA use in replacing paratransit vehicles are the result of the SCDOT securing discretionary capital dollars on behalf of public and private non-profit transportation service providers across the state. The funds are administered by the SCDOT and are combined with local and SMTF, as necessary

PLEASE NOTE THAT THE COATS TIP COST IS INCLUSIVE OF FY 2013 FUNDING

PLEASE BE ADVISED THAT THE SAME FUNDING FOR FTA SECTIONS 5309, 5310, 5311, 5339 AND SMTF ARE REFLECTED IN THE 2013-2019 CMCOG RTIP.

AMERICAN RECOVERY AND REINVESTMENT ACT (TRANSIT ECONOMIC STIMULUS) PROJECTS

Policy Committee Action: June 27, 2013  
Amended Action:

PIN #	Priority	Jurisdiction	Project name	Prior Year	Funding (In Actual Numbers)						TIP COST	SCDOT TIP COST	Funding	
					2013	2014	2015	2016	2017	2018	2019 (2013 - 2019)	(2014 - 2019)		
			Vehicles	PE	0	0	0	0	0	0	0	0	0	
			Acquisition & Refurbishment	ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	110,000	0	0	0	0	0	110,000	0	
			<b>Total</b>		<b>0</b>	<b>110,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110,000</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Facility	PE	0	0	0	0	0	0	0	0	0	
			Renovations and Upgrades	ROW	0	0	0	0	0	0	0	0	0	
			Transit Center on Sumter Street	Constr	66,911	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>66,911</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Automated Vehicle Locator	PE	0	0	0	0	0	0	0	0	0	
			System - Acquisition	ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Website Update and Expansion	PE	0	0	0	0	0	0	0	0	0	
			Traveler Information	ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	215,000	0	0	0	0	0	215,000	0	
			<b>Total</b>		<b>0</b>	<b>215,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>215,000</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Customer Service Amenities	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	53,464	0	0	0	0	0	53,464	0	
			<b>Total</b>		<b>0</b>	<b>53,464</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53,464</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Operating Assistance	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Preventive Maintenance/Maintenance	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	
			<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Maintenance Support Equipment	PE	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	
				Constr	78,565	87,347	0	0	0	0	0	87,347	0	
			<b>Total</b>		<b>78,565</b>	<b>87,347</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87,347</b>	<b>0</b>	<b>TRANSIT ARRA</b>
			Total Transit	PE	0	0	0	0	0	0	0	0	0	
			Total Transit	ROW	0	0	0	0	0	0	0	0	0	
			Total Transit	Constr	145,476	465,811	0	0	0	0	0	465,811	0	
			<b>TRANSIT ARRA Grand Total</b>		<b>145,476</b>	<b>465,811</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>465,811</b>	<b>0</b>	

KEY: PE - Preliminary Engineering      ROW - Right Of Way      Constr - Construction



**APPENDIX A**

**TIP AMENDMENT PROCESS AND PROCEDURES**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

**Approved by the Policy Committee of the  
Columbia Area Transportation Study**

**June 27, 2013**

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"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or 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.



## COLUMBIA AREA TRANSPORTATION STUDY TIP AMENDMENT PROCESS AND PROCEDURES

### ***Step 1***

Amendment requests are due to COATS by the close of business on the second Monday of each month. Amendments should be received two weeks before the Technical Committee Meeting.

### ***Step 2***

A 15-day public comment period for proposed amendments will begin. Public comments will be received concurrent with the COATS Planning Process.

### ***Step 3***

Proposed amendments along with public comments will be presented to the Technical Committee for review and approval on the fourth Tuesday of each month.

### ***Step 4***

Proposed amendments along with public comments will be presented to the Transportation Subcommittee the second Thursday of each month.

### ***Step 5***

Proposed amendments along with public comments will be presented to the Executive Committee and the COATS Policy Committee on the fourth Thursday of each month. (Except for July & November)

### ***Step 6***

If the Executive Committee meets in July and/or November without a Board meeting, amendments approved by the Executive Committee will be ratified at the next Board meeting.

### ***Step 7***

If a significant change is made to an amendment after the public comment period ends, the T.I.P. will be advertised for an additional 15-day public comment period after the Policy Committee has taken action.

All approved TIP amendments will be sent to SCDOT for review and inclusion into the Statewide Transportation Improvement Program.

**2013 - 2019 TIP**

**GLOSSARY AND LIST OF ABBREVIATIONS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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This document was completed with the assistance of the Federal Highway Administration,  
Federal Transit Administration and the South Carolina Department of Transportation.



## **GLOSSARY AND LIST OF ABBREVIATIONS**

**ADA** - Americans with Disabilities Act - Significant civil rights legislation passed in 1990 that prohibits discrimination against all individuals with disabilities. With certain statutory exceptions, public and private entities providing fixed route or demand responsive transportation services must acquire accessible vehicles or provide equivalent service to individuals with disabilities.

**ADA Plan** – CMRTA’s plan to address the transit requirements of the Americans with Disabilities Act by defining participant eligibility for the Dial-A-Ride-Transit (DART) program and providing wheelchair lifts for fixed route service.

**Appropriation** - Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

**Apportionment** - At the federal level, approval by the Office of Management and Budget for an agency to spend funds appropriated by Congress. The public reporting of the OMB approved apportionment, detailing the amount of transit formula funding available to each urbanized area or designated recipient, is done by the FTA and is commonly referred to as "the apportionment".

**Authorization** - Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended, as in "such sums as may be necessary". General revenue funds to be spent under an authorization must be appropriated by separate legislation.

**AVL - Automatic Vehicle Locator** - An automatic tracking system which employs advanced technology to locate transit vehicles.

**CAAA - Clean Air Act Amendments of 1990** - Landmark legislation passed by Congress that renews the Federal Clean Air Act and makes significant program changes. For the transportation sector, changes include a definition of conformity and requirement for the formulation by EPA and DOT of regulations regarding conformity, and requirements for the use and development of clean fuels and vehicles.

**Capital costs** - Non-recurring or infrequently recurring cost of long-term assets, such as land, guideways, stations, buildings, and vehicles. The costs often include related expenses; for example, depreciation and property taxes.

**Collectors** - provide a lower degree of mobility than arterials. They are designed for travel at lower speeds and for shorter distances. They are typically two-lane roads that collect and distribute traffic to and from the arterial system.



**Conformity Analysis** - A determination made by the MPOs and the US DOT that transportation plans and programs in non-attainment or maintenance areas meet the "purpose" of the SIP (see definition below), which is to reduce pollutant emissions to meet air quality standards.

**CMS - Congestion Management System** - A systematic process which provides information regarding transportation system performance to decision-makers for selecting and implementing cost-effective strategies to manage new and existing facilities for the purpose of alleviating congestion and enhancing the mobility of persons and goods.

**CMAQ - Congestion Mitigation and Air Quality Program** - A funding program created in the ISTEA for projects and activities which reduce congestion and improve air quality in regions not yet attaining federal air quality standards-

**CMCOG – Central Midlands Council of Governments** - The regional transportation planning and programming agency for the Lexington, Richland, Fairfield, and Newberry County area. CMCOG was created in 1969 as the Metropolitan Planning Organization for the Columbia urbanized area (Inclusive of portions of Lexington, Richland, Kershaw, and Calhoun Counties).

**Consultation** - "One party confers with another identified party and, prior to taking action(s), considers that party's view."

**Cooperation** - "Actions taken are subject to the concurrence of the identified parties."

**Coordination** - "The comparison of the transportation plans, programs, and schedules of one agency with related plans, programs and schedules of other agencies or entities with legal standing, and the subsequent adjustment of plans, programs and schedules to maintain consistency and reduce or resolve possible omissions, duplications, or conflicts."

**Corridor** - Any major transportation route, which includes parallel limited access - highways, major arterials, rail or transit lines. With regard to traffic incident management, a corridor may include more distant transportation routes, which can serve as viable alternatives to each other in the event of accidents.

**Emissions Budget** - The part of the SIP (see definition below), which identifies the allowable emissions levels, mandated by the NAAQS for certain pollutants emitted from - mobile, stationary, and area sources. The emissions levels are used for meeting emission – reduction milestones, attainment, or maintenance demonstration.

**Emissions Inventory** - A complete list of sources and amounts of pollutant emissions within a specific area and time interval. Part of the SIP.

**Enhancements** - ISTEA defines transportation enhancement activities for the purpose of funding under the Surface Transportation Program as "the provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, facilities and canals, preservation of abandoned railway corridors including the conversion and use thereof for pedestrian or bicycle trails, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff."

**Exempt - Non-exempt Projects** - Transportation projects which will not change the operating characteristics of a roadway are exempt from the Transportation Improvement Plan conformity analysis. Conformity analysis must be completed on projects that affect the distance, speed, or capacity of a roadway.

**Federal Action** - "Any activity engaged in by a department, agency, or instrumentality of the federal government, or any activity that a department, agency, or instrumentality of the federal government supports in any way, provides financial assistance for, license, permits or approves."

**Federal-Aid Highways** - Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

**FHWA - Federal Highway Administration** - The federal agency responsible for the approval of transportation projects that affect the defined federal highway system. Administratively, it is under US DOT and is the sister agency of FTA.

**FTA - Federal Transit Administration** - The federal department of mass transportation, which is under US DOT (formerly called the Urban Mass Transit Administration or UMTA). The FTA is the sister agency of FHWA.

**FY - Fiscal Year** - SCDOT fiscal years, used in documents like the STIP, run from October 1<sup>st</sup> to September 30<sup>th</sup>. CMCOG also operates on a July 1<sup>st</sup> to June 30<sup>th</sup> fiscal year.

**FFY - Federal Fiscal Year** - Federal fiscal years, used in federally mandated documents, operate from October 1<sup>st</sup> to September 30<sup>th</sup>.

**Freeway** - A divided highway for through traffic that has full access control and grade separations at all intersections.

**Functional Classification** - The grouping of streets and highways into classes, or systems according to the character of service that they are intended to provide. Facilities are divided according to the degree they provide access to places vs. mobility between places. The recognition that individual roads do not serve travel independently and most travel involves movement through a network of roads is basic to functional classification.

**HOV - High Occupancy Vehicle** - Also called a multiple-occupant vehicle (MOV). Any passenger vehicle that meets or exceeds certain predetermined number of passengers. For designation of dedicated freeway lanes, a responsible jurisdiction may define an HOV as a vehicle containing two or more occupants, with federal approval. A definition of three or more occupants requires no additional federal approvals.

**HPMS - Highway Performance Monitoring System** - The system used by FHWA to provide information to Congress, the States, and the public on the extent and physical condition of the nation's highway system, its use, performance, and needs. The system includes an inventory of the nation's highways including traffic volumes.

**Highway Safety** - The reduction of traffic accidents, and deaths, injuries and property damage resulting there from, on public roads.

**I & M - Inspection and Maintenance Program** - An emissions testing and inspection program, implemented by states in non-attainment areas, to ensure that the catalytic or other emissions control devices on in-use vehicles are properly maintained.

**IVHS (ITS) - Intelligent Vehicle and Highway System** - ISTEA established the IVHS a.k.a. ITS (Intelligent Transportation Systems). Program to enhance the capacity, efficiency, and safety of the federal-aid highway system and to serve as an alternative to additional physical capacity. Automated highways and vehicles are one component of this approach. IVHS (ITS) is defined to include the development of application of electronics, communications or information processing (including advanced traffic management systems, commercial vehicle control systems, advanced public transportation systems, satellite vehicle tracking systems, and advanced vehicle communications systems) used singly or in combination to improve the efficiency and safety of surface transportation systems.

**Intermodal facility** - A transportation element that accommodates and interconnects different modes of transportation. Intermodal facilities include, but are not limited to, highway elements, coastal, inland and Great Lakes ports, canals, pipeline farms, airports, marine and/or rail terminals, truck terminals, and intercity bus terminals. Intermodal transportation facilities serve intrastate, interstate, and international movement of goods and people.

**ISTEA - Intermodal Surface Transportation Efficiency Act of 1991** - Legislation passed by Congress in December 1991 that provides for a major restructuring of the highway program. Key components of the Act include a greatly increased flexibility in the programming of projects, a level playing field between highway and transit projects with a consistent 80/20 matching ratio, ties to the Federal Clean Air Act and Americans with Disabilities Acts, and an emphasis on maintenance of the existing system and operational improvements.

**Interstate Maintenance** - ISTEA establishes a funding category for maintenance of the Interstate system that specifically limits the use of these funds for capacity increasing projects that are not high occupancy vehicle lanes or auxiliary (merging) lanes. Eligible activities include reconstruction of bridges, interchanges and overcrossings along existing Interstate routes, including the acquisition of right-of-way where necessary and preventative maintenance. Projects are selected by SCDOT and are included in COATS TIP.

**JARC** – The Job Access Reverse Commute (JARC) program was established as part of the Transportation Equity Act for the 21st Century (TEA-21) to address the unique transportation challenges that welfare recipients and low-income individuals face in finding and keeping jobs. JARC began as a discretionary grant program, but transitioned to a formula-based program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU). FY 2006 marks the first year of the restructured JARC program, now also known as Section 5316.

**LOS - Level of Service** - A measure of congestion, which compares actual or projected traffic volume with the maximum capacity of the intersection or road in question. LOS can also be applied to other transportation services as an indication of the quality and quantity of transportation service provided.

**LRTP - Long-Range Transportation Plan** - A comprehensive long-range (20-30 year) plan for the transportation system of the region, updated every five years by the MPO. The LRTP includes goals, objectives, and policies, and recommends transportation improvements. The financial scenarios are developed: one fiscally constrained to existing revenue sources only; the other reflects a funding plan for a "desired" set of transportation improvements.

**Maintenance** - Legally, maintenance activities are non-containment activities that preserve the function of the existing transportation system.

**Maintenance Area** - "Any geographical region of the United States that the EPA has designated (under Section 175A of the FCAA) for transportation related pollutant(s) for which a national ambient air quality standard exists." This designation is used after non-attainment areas reach attainment.

**Major metropolitan transportation investment** - Proposed regulations put forward by USDOT would define a major metropolitan transportation investment as a "project that involves new construction or extension of a controlled access principle arterials, or the capacity expansion of a controlled access principal arterial by a least one lane (or an equivalent increase in capacity through access control or technological improvement) or construction or extension of a busway, high occupancy vehicle (HOV) facility, or fixed guideway transit facility, or adding lanes to a busway or adding tracks to fixed guideway transit facility, or a substantial increase in service on a fixed guideway." This definition is significant for projects subject to analysis by the MPO in its planning process.

**MAB - Metropolitan Area Boundary** - The boundary of the metropolitan planning and programming area.

**MAP-21 - Moving Ahead for Progress in the 21st Century Act (P.L. 112-141)** - Signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

**Metropolitan Planning Area** - The area, established by the MPO and the Governor in accordance with ISTEA regulations, in which the federally mandated metropolitan planning process must be carried out.

**MPO - Metropolitan Planning Organization** - A federally required transportation planning body responsible for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) in its region. COATS is the MPO for the Columbia urbanized area.

**Mobile Sources** - Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM-10). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

**NAAQS - National Ambient Air Quality Standards** - The standards set by EPA for various pollutants known to cause health related problems, including ozone and its precursors (nitrous oxides and hydrocarbons), carbon monoxide, lead, sulfur dioxide, and particulate matter (PM-10).

**New Freedom** The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

**NHS - National Highway System** - ISTEA established a 155,000-mile NHS to provide an interconnected system of principal arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities, and other intermodal transportation facilities. The NHS must also meet national defense

requirements and serve interstate and inter-regional travel. Designation of the actual routes in the system is a cooperative process whereby the states (SCDOT) propose the NHS to the U.S. Secretary of Transportation. Congressional approval by November is required. Eligible projects of NHS funding include new construction, reconstruction, and rehabilitation of highways, operational improvements, mass transit projects in an NHS corridor, safety improvement, transportation planning, traffic management and control, parking facilities, carpool projects, and bicycle and pedestrian projects. In areas that do not meet federal clean air standards, up to 100% of NHS funding is transferable to the STP upon request of the state.

**Network Level Analysis** - An analysis pertaining to policy, system planning, programmatic, or budgeting issues for the whole inventory of facilities (usually bridge and pavement) or a subset thereof.

**Non-attainment Area** - "Any geographic region of the United States that the EPA has designated as non-attainment for (a) transportation related pollutant(s) for which a national ambient air quality standard exists." Levels of non-attainment are: marginal, moderate, major, and severe.

**OA - Obligation Authority** - The authority granted by USDOT for the states to obligate appropriated federal funds. OA is generally less than appropriated amounts, with the difference used to finance the federal deficit.

**Paratransit** - Forms of transportation services that are more flexible and personalized than conventional fixed route, fixed schedule service, but not including such exclusive services as charter bus trips. The vehicles are usually low- or medium-capacity highway vehicles, and their service offered is adjustable in various degrees to individual user's desires. Its categories are public, which is available to any user who pays a predetermined fare (such as taxis), and semipublic, which is available only to people of a certain group, such as the elderly, employees of a company, or residents of a neighborhood.

**PMS - Pavement Management System** - A systematic process that collects and analyzes pavement information used as input in selecting cost-effective strategies for providing and maintaining pavements in a serviceable condition.

**PE - Preliminary Engineering** - The phase of project implementation that occurs after programming, but before right-of-way acquisition and construction. It includes environmental analysis and preliminary design.

**Principle Arterial** - The functional classification system at the federal level defines principal arterials for rural areas, urbanized area, and small urban areas. (Note: other definitions of principal arterials exist.) In urbanized areas, the principal arterial system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. Significant intra-area travel, such as between major inner city communities, or between major suburban centers, as well and continuity for all rural arterials



which intercept the urban boundary are also included. 40-65% of the VMT (see definition below) is accounted for on this system. Because of the nature of travel served by the principal arterials system, almost all fully and partially controlled access facilities will be part of this functional system, however; this system is not restricted to controlled access routes.

**Privatization** - The contracting of public services or selling public assets to private industry.

**Programming** - The inclusion of a candidate project in an officially endorsed TIP or STIP. The decision to program a project is based on an evaluation of its merits compared to other candidate actions. Programming is a commitment to the future implementation of the project, contingent upon the completion of required environmental analysis and available funding.

**PIN - Project Identification Number** - Unique number assigned by SCDOT to identify projects in the capital program.

**Project Selection** - After the programming process is complete, projects are selected for the obligation of federal funds based on readiness, for inclusion in the annual element of the TIP/STIP.

**Responsible Agency** - The agency that has agreed to be responsible for the state and local share of a federally funded project.

**SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2003** - On August 10, 2005 the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This new law establishes extensive new resources and opportunities to advance highway safety throughout the country in a comprehensive, strategic manner. The Office of Safety is very encouraged by the opportunity this legislation offers for saving lives and reducing injuries on our Nation's highways.

**SCDHEC – South Carolina Department of Health and Environmental Control** - The state environmental protection agency responsible for air quality planning matters, particularly the adoption of the SIP (see definition below).

**SCDOT – South Carolina Department of Transportation** - The state transportation agency that is the owner/operator and maintainer of the state highway system. SCDOT is organized into a Central Office, which deals with statewide issues, and regional offices.

**SOV - Single Occupancy Vehicle** - Vehicles that contain only one occupant.

**SIP - State Implementation Plan** - An air quality plan mandated by the Federal Clean Air Act (FCAA), submitted by the South Carolina DHEC, Bureau of Air Quality. The SIP contains procedures to monitor, control, maintain, and enforce compliance with federal air quality standards.

**STIP - Statewide Transportation Improvement Program** - "A staged multi-year program of transportation projects that are capital and non-capital, highway and transit, metropolitan and non-metropolitan, federally funded and non-federally funded."

**STP- Surface Transportation Program** - One of the key capital programs created in the ISTEA, it provides flexibility in expenditures of funds for highways, transit, pedestrian, and bicycle facilities.

**3C - "Three C" = continuing, comprehensive, and cooperative** - This term refers to the requirements set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a "continuing, comprehensive transportation planning process carried out cooperatively by states and local communities." ISTEA's planning requirements broaden the framework for such a process to include consideration of important social, environmental and energy goals, and to involve the public in the process at several key decisionmaking points.

**TEA-21 – Transportation Equity Act for the 21st Century** – On June 9, 1998, the President signed into law PL 105-178, the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. Subsequent technical corrections in the TEA 21 Restoration Act have been incorporated; thus, the material presented here reflects the combined effects of both Acts and the two are jointly referred to as TEA-21. This legislation builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

**TCM - Transportation Control Measure** - A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ride sharing or public transit usage, and city or county trip reduction ordinances.

**TDM - Transportation Demand Management** - A set of strategies to reduce the demand for transportation including, but not limited to, employer trip reduction, ride sharing, incorporation of flexible work schedules, and land use strategies to cluster development.



**TIP - Transportation Improvement Program** - "A staged multi-year program of transportation projects for a metropolitan planning area, excluding planning and research activities." A spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types. By federal law, COATS prepares the TIP triennially with the cooperation of local governments, transit operators, and the South Carolina Department of Transportation. The TIP officially covers a five-year period.

**TMA - Transportation Management Area** - As defined by ISTEA; a TMA is designated by the Secretary of Transportation for all urbanized areas over 200,000 with boundaries contiguous to that of the MPO. TMA's must include a congestion management system (CMS) in their planning process and are responsible for project selection under the STP program.

**TSM - Transportation Systems Management** - an approach to congestion mitigation that seeks to identify improvements to new and existing facilities of an operational nature. These techniques are designed to improve traffic flow and safety through better management and operation of existing transportation facilities. Strategies include intersection improvements and signalization improvements, a freeway bottleneck removal program, and special events management strategies. These strategies are developed to reduce travel time and enhance system accessibility.

**UPWP - Unified Planning Work Program** - A federally required document annually produced by all MPOs that describes all metropolitan transportation and transportation related planning activities anticipated within the area during the new 1 or 2-year period regardless of funding source.

**USDOT - United States Department of Transportation** - The department of the federal government, which includes the Federal Highway Administration (FHWA) and the Federal Transit Administration. USDOT is headed by the Secretary of Transportation, cabinet-level.

**Urbanized Area** - An area with a population of 50,000 or more designated by the U.S. Census Bureau, within boundaries to be fixed by responsible state and local officials in cooperation with each other, subject to approval by the Secretary of Transportation.

**VMT - Vehicle Miles Traveled** - The sum of distances traveled by all motor vehicles in a specified region. Travel demand forecasting (modeling) is used to generate the average trip lengths for a region. The average trip length measure can be used in estimating vehicle miles of travel, which in turn is used in estimating gasoline usage or mobile source emissions of air pollutants.

**2013 - 2019 TIP**

**INDEX**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

**Approved by the Policy Committee of the  
Columbia Area Transportation Study**

**June 27, 2013**

This document was completed with the assistance of the Federal Highway Administration,  
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