

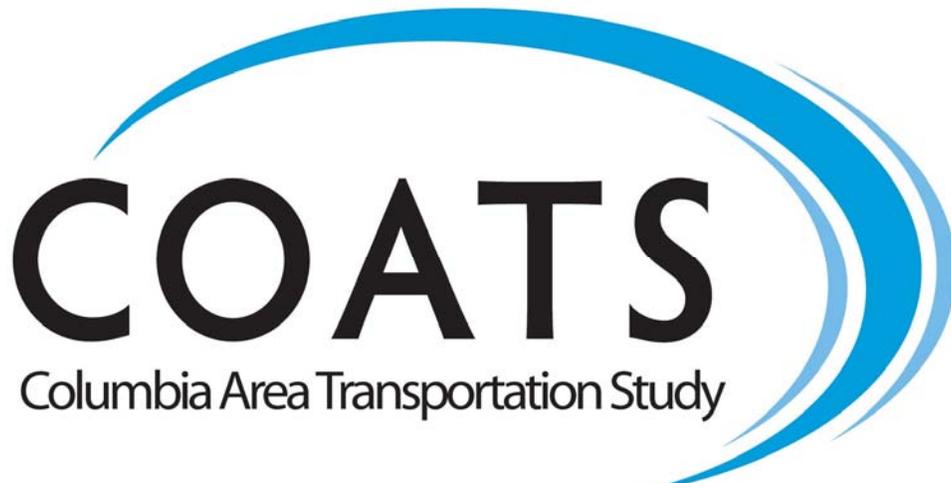
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*COLUMBIA AREA  
TRANSPORTATION STUDY*

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*2016 - 2022*

*TRANSPORTATION  
IMPROVEMENT  
PROGRAM*



**COATS**  
Columbia Area Transportation Study

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**2016 - 2022**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

**June 23, 2016**

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<b>Revision #</b>	<b>Approval Date</b>	<b>Public Review &amp; Comment</b>
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# **REVISION SUMMARIES**

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## **REVISION 0**



**COLUMBIA AREA TRANSPORTATION STUDY  
2016 – 2022 TRANSPORTATION IMPROVEMENT PROGRAM**

**TABLE OF CONTENTS**

Columbia Area Transportation Study Boundary Map.....	xi
2016 - 2022 Transportation Improvement Plan-Purpose .....	1-1
MPO Structure.....	1-1
Long Range Transportation Plan.....	1-2
Transportation Improvement Program .....	1-2
Project Screening Process .....	1-4
Title VI Compliance .....	1-4
ACT 114 .....	1-4
Financial Constraint.....	1-5
TIP Period.....	1-5
Public Participation Process.....	1-5
Transportation Systems Management.....	1-5
Public Transportation.....	1-6
TIP Amendment Process and Procedures.....	1-6
Changes to the TIP.....	1-6
Types of TIP Amendments.....	1-7
Minor Amendment.....	1-7
Major Amendment.....	1-8
TIP Amendment Request Submittal .....	1-9
Relationship of the TIP to other Federal and State Transportation Programs .....	1-9
Current SCDOT Timeline for Processing STIP Amendments .....	1-9
SCDOT’s Public Notification Process for STIP Revisions .....	1-10
Process MPOs to include/revise Statewide Program Projects in TIPs.....	1-10
Revised process for TIP and STIP Statewide Program Project Approvals.....	1-11
Conclusion .....	1-11
Financial Sheets.....	2-1

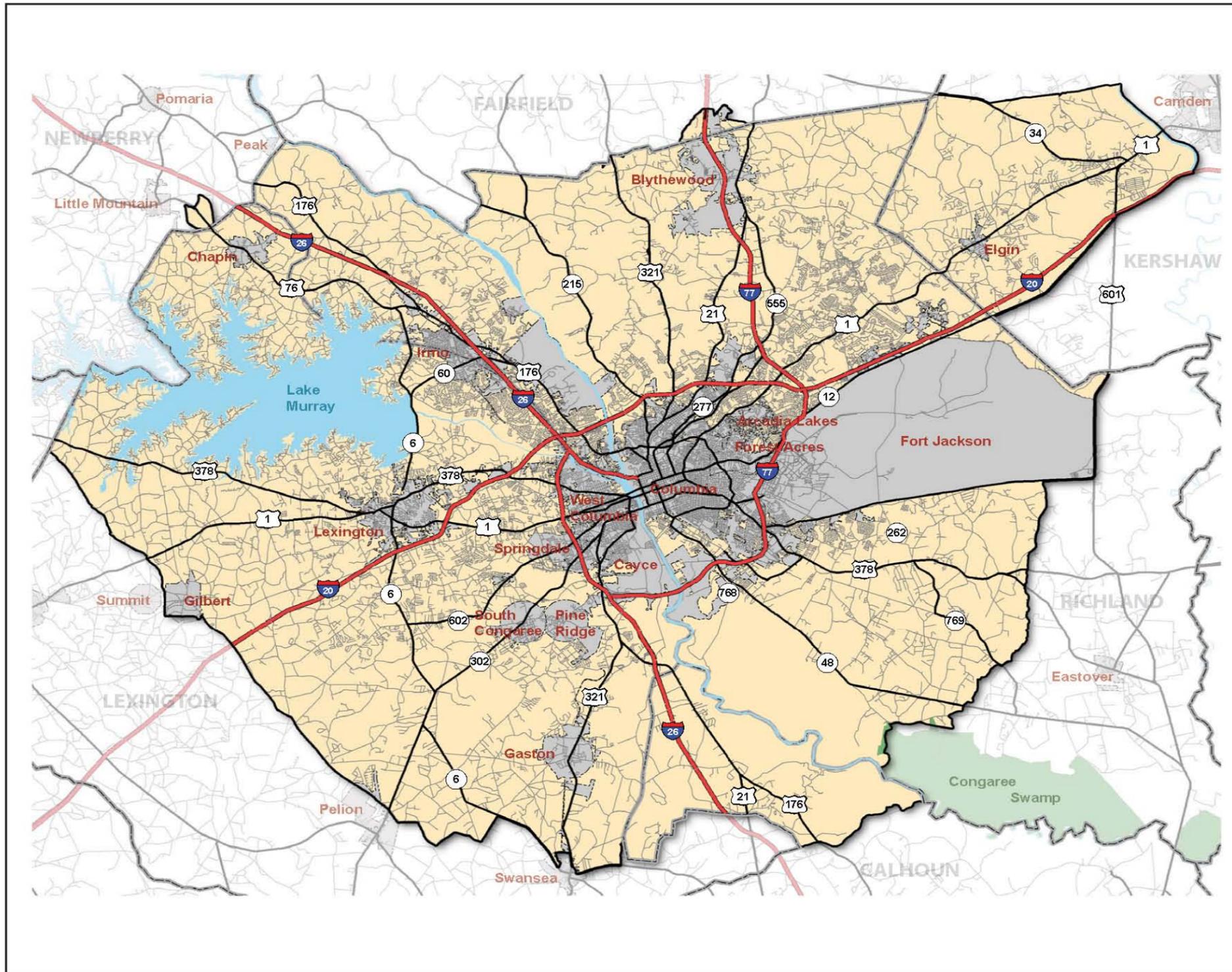
MPO Signal System Improvement Projects .....	2-3
MPO Intersection Improvement Projects.....	2-4
MPO Guideshare Projects.....	2-5
Projects Exempt from Guideshare (Interstates & Corridor Improvements) .....	2-6
Projects Exempt from Guideshare (Intersections & Safety Projects) .....	2-7
Projects Exempt from Guideshare (Federal Appropriations) .....	2-8
Projects Exempt from Guideshare (Recreational Trails) .....	2-8
Projects Exempt from Guideshare (Bridge Projects).....	2-9
Projects Exempt from Guideshare (Non-Federal Intersection Improvements).....	2-10
Projects Exempt from Guideshare (Non-Federal Project Appropriations) .....	2-11
MPO Enhancement Funds .....	2-12
MPO Transit Projects.....	2-17

Appendixes

Appendix A - TIP Amendment Process and Procedures .....	3-1
Appendix B - ACT 114 Prioritization Requirements.....	4-1

Glossary and List of Abbreviations .....	5-1
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Index.....	6-1
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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**

#### **2016 - 2022 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 Program (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 bi-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 Fixing America's Surface Transportation Act (FAST Act) mandates 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 2040 LRTP was adopted in August 2015, and must be updated every 5 years to reflect changing conditions and new planning principals. The 2015 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 2016 - 2022 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. Federal regulations, 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 seven 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, FAST Act, 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 twelve (12) 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 5310 Enhance Mobility for Seniors
7. FTA Section 5339 Bus and Bus Facilities
8. Highway Bridge Replacement and Rehabilitation (HBRR)
9. Interstate Discretionary (ID)
10. Interstate Maintenance (IM)
11. National Highway System (NHS)
12. Surface Transportation Block Grant Program

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 the FAST Act 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 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).

## **ACT 114**

In June 2007, state legislation was passed in South Carolina to restructure and reform SCDOT. Among the numerous provisions, Section 57-1-370 addresses the STIP development in an effort to establish a consistent process for identifying highway improvement projects. Subsection (B) (8) of this section states, “the commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria: (1) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project; (2) public safety; (3) potential for economic development; (4) traffic volume and congestion; (5) truck traffic; (6) the pavement quality index; (7) environmental impact; (8) alternative transportation solutions; and (9) consistency with local land use plans.” The MPO Policy Committee ensures that priorities from each plan consider the nine criteria prior to solicitation for public comment.

## **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 2016 - 2022 TIP, COATS has taken into consideration the transportation funding revenues expected to be available during the seven years of the TIP (Federal FY 2015 - 2016 through FY 2021 - 2022), and has found the 2016 - 2022 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.

## **TIP Period**

The number of years of programming included in the TIP varies by fund source. All seven years of programming in the 2016 - 2022 TIP, Fiscal Years (FYs) 2016-17 through 2019-20, 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 2020-21 through 2021-22) 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 2016 - 2022 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 and capital 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 appropriations, 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 Transportation 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 Transportation 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
- Change in project funding that does not exceed 20% of the total project cost
- 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 that are more than 20% of the total project cost
- 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**

The COATS MPO will allow all statewide program projects identified as Interstate Improvements, Interstate Maintenance, Bridge Replacement, Bridge Jackings, Interchange Improvements, Pavement Management, 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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**2016 – 2022 TIP**

**FINANCIAL SHEETS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

**June 23, 2016**

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



2016 - 2022 MPO GUIDESHARE PROJECTS SUMMARY SHEET - SIGNAL SYSTEM IMPROVEMENTS (Part 1 of 3)

Policy Committee Action: June 23, 2016  
Amended Action: December 18, 2020

COATS PIN #	Project Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Prior Year	Funding (in 1,000s)						Other Sources of Funding	TIP COST	SCDOT TIP COST	COST TO		Funding	
							2016	2017	2018	2019	2020	2021		2022	(2016 - 2022)	(2017 - 2022)	COMPLETE (2023+)		
	Signals	COATS MPO	Columbia Communications Upgrade Signal System Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0			
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	750	0	0	0	0	0	0	0	750	750		
				<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>750</b>		<b>NHS &amp; STP</b>		
0036771	Signals	COATS MPO	Downtown Columbia Signal System Improvements Phase I	PE	0	0	0	0	0	0	0	0	0	0	0	0			
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	104	0	0	0	0	0	0	0	0	0	0	0	0		
				<b>Total</b>	<b>104</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 &amp; STP</b>		
P027476	Signals	COATS MPO	Two Notch Road Signal Systems Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0			
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	157	-12	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>157</b>	<b>-12</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>		
P028100	Signals	Lexington County	US 378/Corley Mill Road Signal Systems Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0			
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	263	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>0</b>	<b>263</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>		
P027390	Signals	Town of Lexington	Adaptive Signals Phase I Signals 1 thru 19 of a total 35	PE	475	0	0	0	0	0	0	0	0	0	0	0			
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	1,637	0	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>2,112</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>		
P028102	Signals	Town of Lexington	Adaptive Signals Phase II Signals 20 thru 35 of a total 35	PE	0	0	0	0	0	0	0	0	0	0	0	0			
				ROW	0	0	447	0	0	12	0	0	0	0	0	459	12		
				Constr	0	0	0	0	0	2,645	0	0	0	0	0	2,645	2,645		
				<b>Total</b>	<b>0</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>2,657</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,104</b>	<b>2,657</b>		<b>STP</b>		
P0277797	Signals	COATS MPO	Downtown Columbia Signal System Improvements Phase II	PE	240	0	0	0	0	0	0	0	0	0	0	0			
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</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>0</b>	<b>0</b>		<b>STBG</b>		
			TBA	PE	0	0	0	0	0	0	0	0	0	0	0	0			
				ROW	0	0	0	0	0	0	0	0	0	0	0	0			
				Constr	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>STBG</b>		
			Total	PE	715	0	0	0	0	0	0	0	0	0	0	0			
			Total	ROW	0	0	447	0	0	12	0	0	0	0	459	12			
			Total	Constr	1,898	251	0	750	0	2,645	0	0	0	0	3,395	3,395			
			<b>Guideshare</b>	<b>Subtotal</b>	<b>2,613</b>	<b>251</b>	<b>447</b>	<b>750</b>	<b>0</b>	<b>2,657</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,854</b>	<b>3,407</b>				

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

2016 - 2022 MPO GUIDESHARE PROJECTS SUMMARY SHEET - INTERSECTION IMPROVEMENTS (Part 2 of 3)

Policy Committee Action: June 23, 2016  
Amended Action: December 18, 2020

COATS PIN #	Project Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Prior Year	Funding (In 1,000s)						Other Sources of Funding	TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	COST TO COMPLETE (2023+)	Funding			
							2016	2017	2018	2019	2020	2021						2022		
0041507	Intersection	Lexington County	Old Orangeburg Road at Bill Williamson Court	PE	103	0	0	0	0	0	0	0	0	0	0	0				
				ROW	184	0	0	-20	0	0	0	0	0	0	0	-20	-20			
				Constr	1,248	0	0	20	0	0	0	0	0	0	0	0	20	20		
				<b>Total</b>	<b>1,535</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>0</b>		<b>STP</b>
0041504	Intersection	Lexington County	Harbison Boulevard at Park Terrace/Columbiana Entrance	PE	75	0	0	0	0	0	0	0	0	0	0	0				
				ROW	154	0	0	0	0	0	0	0	0	0	0	0	0			
				Constr	497	-55	0	0	0	0	0	0	0	0	0	0	0	0		
				<b>Total</b>	<b>726</b>	<b>-55</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>STP</b>
0041494	Intersection	Lexington County	US 1 at Oak Drive St. David Church Road	PE	75	0	0	0	0	0	0	0	0	0	0	0				
				ROW	118	0	0	0	0	0	0	0	0	0	0	0	0			
				Constr	0	899	0	0	0	0	0	0	0	0	0	0	0	0		
				<b>Total</b>	<b>193</b>	<b>899</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>STP</b>
0041503	Intersection	Lexington County	US 378 at Fairlane Drive / Summer Place Drive	PE	50	25	0	0	0	0	0	0	0	0	0	0				
				ROW	96	0	0	0	0	0	0	0	0	0	0	0	0			
				Constr	0	714	0	0	0	0	0	0	0	0	0	0	0	0		
				<b>Total</b>	<b>146</b>	<b>739</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>STP</b>
0041502	Intersection	Richland County	Leesburg Road at Patricia Drive	PE	0	0	400	0	300	0	0	0	0	0	0	700	300			
				ROW	0	0	680	0	495	91	0	0	0	0	0	1,266	586			
				Constr	0	0	0	0	0	0	1,400	700	0	0	0	2,100	2,100			
				<b>Total</b>	<b>0</b>	<b>0</b>	<b>1,080</b>	<b>0</b>	<b>795</b>	<b>91</b>	<b>1,400</b>	<b>700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,066</b>	<b>2,986</b>		<b>STP</b>	
0036244	Intersection	Town of Lexington	US 378 Intersections	PE	0	0	0	0	0	0	0	0	0	0	0	0				
				ROW	4,000	-184	0	0	0	0	0	0	0	0	0	0	0			
				Constr	372	0	0	0	0	0	0	0	0	0	0	0	0			
				<b>Total</b>	<b>4,372</b>	<b>-184</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>STP</b>
0041846	Intersection	TBA	CLOSED PROJECTS	PE	0	0	0	0	0	0	0	0	0	0	0	0				
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0			
				Constr	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>0</b>	<b>0</b>		<b>STP</b>
COATS MPO	Operational/Safety/ Maintenance Improvements	Operational/Safety/ Maintenance Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0	0				
			ROW	0	0	0	0	0	0	0	0	0	0	0	0	0				
			Constr	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>0</b>	<b>0</b>		<b>STBG</b>	
<b>Total</b>				PE	378	25	400	0	300	0	0	0	0	0	700	300				
<b>Total</b>				ROW	4,602	-184	680	-20	495	91	0	0	0	0	1,246	586				
<b>Total</b>				Constr	3,028	1,558	0	20	0	0	1,400	700	0	0	2,120	2,120				
<b>Guideshare</b>				<b>Subtotal</b>	<b>8,008</b>	<b>1,399</b>	<b>1,080</b>	<b>0</b>	<b>795</b>	<b>91</b>	<b>1,400</b>	<b>700</b>	<b>0</b>	<b>0</b>	<b>4,066</b>	<b>2,986</b>				

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

2016 - 2022 MPO GUIDESHARE PROJECTS SUMMARY SHEET (Part 3 of 3)

Policy Committee Action: June 23, 2016  
Amended Action: March 17, 2020

PIN #	COATS Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Prior Year	Funding (In 1,000s)					Other Sources of Funding	TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	COST TO COMPLETE (2023+)	Funding	
							2016	2017	2018	2019	2020						2021
		Widening	Lexington County	SC 6 (I-20 to SC 602)	PE ROW Constr Total	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			
0022875 / 0022874		Widening	Lexington County	SC 602 Extension Platt Spring Road Widen to 5 Lanes	PE ROW Constr Total	1,897 7,956 16,376 26,229	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		27 in 7 Bonding Program & STP	
0039333		Widening	Richland County	*Hardscrabble Road Widen to 5 Lanes Richland County Sales Tax	PE ROW Constr Tax Total	4,000 14,306 0 0 18,306	0 0 0 0 0	0 0 10,000 9,953 19,953	0 0 6,714 9,953 18,488	0 0 6,667 6,667 6,667	0 0 0 0 0	0 0 0 0 0	0 0 1,820 40,048 29,860	0 0 1,820 30,048 19,907		27 in 7 Bonding Program & STP Richland County Penny Sales Tax	
039032		Widening	Richland County	**Leesburg Road Farmount to Lower Richland Widen to 5 Lanes Richland County Sales Tax	PE ROW Constr Tax Total	4,000 3,929 0 0 7,929	0 0 0 0 0	0 0 0 0 0	365 -1 225 0 589	0 419 0 0 419	0 0 18,000 4,000 22,000	0 0 10,000 10,000 10,000	0 0 0 0 0	365 418 38,225 4,000 43,008	365 418 38,225 4,000 43,008		STP Richland County Penny Sales Tax
0042383		Widening	Lexington County	Columbia Avenue (S-48) Widen to 5 Lanes	PE ROW Constr Total	2,800 0 0 2,800	0 0 0 0	0 0 0 0	0 0 0 0	0 1,500 10,000 8,175	0 0 0 8,175	0 0 0 0	0 1,500 10,000 16,350	0 1,500 10,000 16,350		STP	
0041846		Safety	City of Columbia	Bluff Road Sidewalk	PE ROW Constr CTC Total	0 0 699 0 699	0 0 -699 0 -699	0 0 1,000 800 1,800	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 1,000 800 1,800	0 0 1,000 800 1,800		STP Richland County CTC	
P027229		Interchange	Lexington County	I-26 Exit 119	PE ROW Constr Local Total	4,700 0 0 0 4,700	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 1,700 0 5,700	0 0 0 0 0	0 0 0 0 0	0 0 1,700 0 5,700	0 0 1,700 0 5,700		STP CMCOG Rural Program	
		Safety	City of Columbia	Assembly Street Phase II	PE ROW Constr Tax Total	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 3,000 609 3,609	0 0 0 0 0	0 0 0 0 0	0 0 3,000 609 3,609	0 0 3,000 609 3,609		STP Richland County CTC	
		Safety	City of Columbia	South Main Street	PE ROW Constr Local Enhancement Earmark Administration RC Penny Total	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 235 0 0 0 235	0 0 0 0 0 0 0 0 520	0 0 0 0 443 495 3,785 767 362 8,252	0 0 0 0 0 0 0 0 0	0 0 0 0 443 1,250 3,785 767 362 9,007	0 0 0 0 443 1,015 3,785 767 362 2,400		STP University of South Carolina SCDOT TAP Program Federal Earmark Department of Administration Richland County Penny		
				Leesburg Road Demolition & Structures	PE ROW Constr Local Total	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 190 0 190	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 190 0 190	0 0 190 0 190		STP Town of Chapin	
				TBA	PE ROW Constr Local Total	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 0 0 0 0	0 0 0 0 0		STP	
				TBA	PE ROW Constr Local Total	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 0 0 0 0	0 0 0 0 0		STP	
				CLOSED PROJECTS	PE ROW Constr Total	10,999 26,774 169,449 207,222	98 11 -107 2	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		STP	
				Total	PE ROW Constr Total	29,489 57,567 191,450 278,506	123 -173 1,003 953	400 1,127 10,000 11,527	0 -20 11,770 11,750	665 2,314 6,939 9,918	0 522 12,502 13,024	0 0 18,875 18,875	0 0 106,613 124,936	2,280 14,516 96,613 113,409			
		COATS MPO		Debt Service	PE ROW Constr Total	0 0 0 0	0 0 4,850 4,850	0 0 3,799 3,799	0 0 4,646 4,646	0 0 4,589 4,589	0 0 4,533 4,533	0 0 3,399 3,404	0 0 3,404 1,284	0 0 25,654 21,855			
				Guideshare (Total - \$134,400)		0	18,755	19,200	19,200	19,200	19,200	19,200	19,200	134,400	115,200		
				Carryover Available		0	8,530	21,482	25,356	28,160	32,853	34,496	8,630	156,528	135,046		
				Additional or Transferred Funds		0	0	0	0	0	0	0	0	0	0		
				Guideshare Subtotal		0	5,803	15,326	16,396	14,507	17,557	45,066	22,279	150,590	135,264		
				Balance (Available Funds)		0	21,482	25,356	28,160	32,853	34,496	8,630	5,551	140,338	114,982		

\* 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.

\*\*\*Please be advised that the base year obligations carryover balance may be adjusted to allow this guideshare sheet to equal the same carryover balances as shown on SCDOT's Quarterly Financial Statement.

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

2016 - 2022 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (INTERSTATE & CORRIDOR IMPROVEMENT PROJECTS)

Policy Committee Action: June 23, 2016  
Amended Action: April 1, 2020

PIN #	Project name	Previous Obligations	Funding (in Actual Dollar Amounts)						**TIP COST (2016 - 2022)	SCDOT TIP COST (2017-2022)	Remaining Cost (2022+)	Funding				
			2016	2017	2018	2019	2020	2021					2022			
	I-20/I-26/I-77 Corridor Management Plan	PE	3,000,000	0	0	0	0	0	0	0	0	0	0	0	Planning Funds	
	I-26 Exit 91 to US 21/US 176 Exit 119	ROW	0	0	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	0	0		
	I-20 (SC204 (Exit 51) to White Pond Road (Exit 87))	Constr	0	0	0	0	0	0	0	0	0	0	0	0		
	I-77 (I-26 (Exit 1) to SC (Exit 34))	Constr	0	0	0	0	0	0	0	0	0	0	0	0		
	<b>Total</b>		<b>3,000,000</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>0</b>	<b>0</b>	<b>NHS / IM</b>	
22408	I-26 / US 1 Interchange (Exit 111)	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	0	0	0	0	80,000,000	0	0	80,000,000	80,000,000	80,000,000	80,000,000		
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,000,000</b>	<b>0</b>	<b>0</b>	<b>80,000,000</b>	<b>80,000,000</b>	<b>80,000,000</b>	<b>80,000,000</b>	<b>NHP</b>	
	I-20/I-26/I-126 Corridor Improvements (Carolina Crossroads)	PE	0	0	0	0	0	0	0	0	0	0	0	0	SIB Funding	
		ROW	0	0	0	240,700,000	0	0	0	0	240,700,000	0	0	0	AC	
		ROW	0	0	0	5,000,000	60,000,000	75,000,000	68,000,000	0	208,000,000	208,000,000	37,700,000	0	NHP	
		Constr	0	0	0	1,322,000,000	0	0	0	0	1,322,000,000	0	0	0	AC	
		Constr	0	0	0	3,100,000	116,800,000	89,600,000	76,600,000	0	286,100,000	286,100,000	1,039,000,000	0	NHP	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,570,800,000</b>	<b>176,800,000</b>	<b>164,600,000</b>	<b>144,600,000</b>	<b>0</b>	<b>2,056,800,000</b>	<b>494,100,000</b>	<b>1,076,700,000</b>	<b>0</b>	<b>NHP/AC</b>	
	I-20 (Design Build) Widen from US 378 to Long Pond Road	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	48,900,000	48,900,000	0	0	0	0	0	97,800,000	97,800,000	0	0	SIB Funding	
		Safety	0	0	0	0	0	0	0	0	0	0	0	0	Safety Funding	
		Interstate	0	0	0	0	0	0	0	0	0	0	0	0	Interstate Funding	
	<b>Total</b>		<b>0</b>	<b>48,900,000</b>	<b>48,900,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,800,000</b>	<b>97,800,000</b>	<b>0</b>	<b>0</b>	<b>SIB</b>	
	I-77 Widening from I-20 to SC 277 (Design Build)	PE	3,096,000	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	35,604,000	0	0	0	0	0	0	35,604,000	0	0	0	SIB Funding	
		Constr	0	33,196,000	0	0	0	0	0	0	33,196,000	0	0	0	Interstate Funding	
	<b>Total</b>		<b>3,096,000</b>	<b>68,800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68,800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>NHP</b>	
	I-20 Near MM 82 to Near MM 85	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	0	3,000,000	0	0	0	0	0	3,000,000	3,000,000	0	0		
	<b>Total</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>0</b>	<b>0</b>	<b>NHP</b>	
	I-26 Near MM 96 to Near MM 101	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	0	4,040,000	0	0	0	0	0	4,040,000	4,040,000	0	0		
		Constr	0	0	3,410,000	0	0	0	0	0	3,410,000	0	0	0		
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>7,450,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,450,000</b>	<b>4,040,000</b>	<b>0</b>	<b>0</b>	<b>NHP</b>	
	I-26 Near MM 110 to Near MM 115	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	1,336,000	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	6,000,000	0	0	0	0	0	0	6,000,000	0	0	0		
		Constr	0	10,500,000	0	0	0	0	0	0	10,500,000	0	0	0		
	<b>Total</b>		<b>1,336,000</b>	<b>16,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>NHP</b>	
	Interstate Safety Project I-77 Overhead Sign Structure Richland County	PE	0	0	75,000	0	0	0	0	0	75,000	75,000	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	0	480,000	0	0	0	0	0	480,000	480,000	0	0		
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>75,000</b>	<b>480,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>555,000</b>	<b>555,000</b>	<b>0</b>	<b>0</b>	<b>NHP</b>	
P037189	US 1 - Corridor Improvement S-1720 (Atrium Way) to S-2271 (Risdon Way)	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	50,000	0	0	50,000	50,000	0	0		
		Constr	0	0	0	0	0	0	1,000,000	0	1,000,000	1,000,000	0	0		
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>1,000,000</b>	<b>0</b>	<b>1,050,000</b>	<b>1,050,000</b>	<b>0</b>	<b>0</b>	<b>HSP</b>	
	I-77 Near MM 22 to Near MM 27	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	0	0	0	9,100,000	0	0	0	9,100,000	9,100,000	0	0		
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,100,000</b>	<b>9,100,000</b>	<b>0</b>	<b>0</b>	<b>NHP</b>	
P038568	I-26 Near MM 74 to Near MM 85 (EB/WB)	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	300,000	50,000	0	0	350,000	350,000	0	0		
		Constr	0	0	0	0	0	100,000,000	0	0	100,000,000	100,000,000	0	0		
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>100,050,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,350,000</b>	<b>100,350,000</b>	<b>0</b>	<b>0</b>	<b>NHP</b>	
P037186	US 1 - Corridor Improvement S-1508 (Ermine Rd) to S-741 (Alexandrea St.)	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	150,000	0	0	150,000	150,000	0	0		
		Constr	0	0	0	0	0	0	3,500,000	0	3,500,000	3,500,000	0	0		
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>3,500,000</b>	<b>0</b>	<b>0</b>	<b>3,650,000</b>	<b>3,650,000</b>	<b>0</b>	<b>0</b>	<b>HSP</b>	
	SHEP Program	PE	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0		
		Constr	0	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	12,250,000	10,500,000	0	0		
	<b>Total</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>1,750,000</b>	<b>12,250,000</b>	<b>10,500,000</b>	<b>0</b>	<b>0</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											
	State Enhancement Projects				SEE APPENDIX SCDOT STIP											
	Adopt an Interchange Program				SEE APPENDIX SCDOT STIP											
	State Traffic Management Center				SEE APPENDIX SCDOT STIP											
	<b>Subtotal Exempt</b>	PE	6,096,000	0	75,000	0	0	0	0	0	75,000	75,000	0	0		
	<b>Subtotal Exempt</b>	ROW	1,336,000	0	0	0	246,000,000	60,250,000	75,000,000	68,000,000	449,250,000	449,250,000	0	0		
	<b>Subtotal Exempt</b>	Constr	1,336,000	70,550,000	53,650,000	58,580,000	1,326,850,000	307,650,000	95,850,000	78,350,000	1,991,480,000	1,920,930,000	0	0		
	<b>Exempt Projects</b>	<b>Total</b>	<b>8,768,000</b>	<b>70,550,000</b>	<b>53,725,000</b>	<b>58,580,000</b>	<b>1,572,850,000</b>	<b>367,900,000</b>	<b>170,850,000</b>	<b>146,350,000</b>	<b>2,440,805,000</b>	<b>2,370,255,000</b>	<b>0</b>	<b>0</b>		

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

2016 - 2022 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (INTERSECTIONS & SAFETY PROJECTS)

Policy Committee Action: June 23, 2016  
Amended Action: April 6, 2020

PIN #	Project name	Previous Obligations	Funding (in Actual Dollar Amounts)					**TIP COST (2016 - 2022)	SCDOT TIP COST (2017-2022)	Remaining Cost (2022+)	Funding	
			2016	2017	2018	2019	2020					
P039379	US 21 (Charleston Hwy & S-1258 (Old Wire Road) Intersection Improvement	PE	0	0	0	0	200,000	0	0	200,000	200,000	0
	Lexington County	ROW	0	0	0	0	0	100,000	0	100,000	100,000	0
		Constr	0	0	0	0	0	0	2,000,000	0	2,000,000	0
	<b>Total</b>		0	0	0	0	200,000	100,000	2,000,000	2,300,000	2,300,000	0
P037895	S-10 Harden St Bike/Ped Safety Project/RSA	PE	0	0	0	0	100,000	0	0	100,000	100,000	0
	City of Columbia	ROW	0	0	0	0	0	50,000	0	50,000	50,000	0
		Constr	0	0	0	0	0	0	750,000	0	750,000	0
	<b>Total</b>		0	0	0	0	100,000	50,000	750,000	900,000	900,000	0
P0380277	US 21 Blossom Street Bike/Ped Safety Project/RSA	PE	0	0	0	0	250,000	0	0	250,000	250,000	0
	City of Columbia	ROW	0	0	0	0	0	50,000	0	50,000	50,000	0
		Constr	0	0	0	0	0	0	1,500,000	0	1,500,000	0
	<b>Total</b>		0	0	0	0	250,000	50,000	1,500,000	1,800,000	1,800,000	0
P039375	SC 16 (Marshall/Academy St) & S-228 (Colonial Drive) Intersection Improvement	PE	0	0	0	0	50,000	0	0	50,000	50,000	0
	City of Columbia	ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	0	200,000	0	200,000	200,000	0
	<b>Total</b>		0	0	0	0	50,000	200,000	0	250,000	250,000	0
	S-63 Alpine Road & S-1026 Old Percival Road Intersection Improvement	PE	0	0	0	0	0	0	0	0	0	0
	Richland County	ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	1,000,000	0	0	0	1,000,000	1,000,000	0
	<b>Total</b>		0	0	0	1,000,000	0	0	0	1,000,000	1,000,000	0
P038034	I-20 Safety Improvements	PE	0	0	0	0	50,000	0	0	50,000	50,000	0
	Kershaw County	ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		0	0	0	0	50,000	0	0	50,000	50,000	0
	S-492 Zimalcrest Dreive & S-2892 Browning Road Intersection Improvement	PE	0	0	0	0	0	0	0	0	0	0
	Richland County	ROW	0	75,000	0	0	0	0	0	75,000	75,000	0
		Constr	0	0	800,000	0	0	0	0	800,000	800,000	0
	<b>Total</b>		0	75,000	800,000	0	0	0	0	875,000	875,000	0
P030243	SC-12 Percival Road & S-1196 E. Boundary St. Intersection Improvement	PE	0	150,000	0	0	0	0	0	150,000	150,000	0
	Richland County	ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	950,000	0	0	950,000	950,000	0
	<b>Total</b>		0	150,000	0	0	950,000	0	0	1,100,000	1,100,000	0
	SC-555 Farrow Road & S-1274 N. Brickyard Road Intersection Improvement	PE	0	200,000	0	0	0	0	0	200,000	200,000	0
	Richland County	ROW	0	0	75,000	0	0	0	0	75,000	75,000	0
		Constr	0	0	0	850,000	0	0	0	850,000	850,000	0
	<b>Total</b>		0	200,000	75,000	850,000	0	0	0	1,125,000	1,125,000	0
P029660	S-485 (Old Cherokee Rd) to S-204 (St Peters Rd) Intersection Improvement	PE	0	0	0	0	0	0	0	0	0	0
	Lexington County	ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	0	900,000	0	900,000	900,000	0
		C-Funds R/W	0	0	0	0	125,010	0	0	125,010	125,010	0
	<b>Total</b>		0	0	0	0	125,010	2,159,388	0	900,000	900,000	0
P029661	S-485 (Old Cherokee Rd) to S-408 (Pilgrim Church Rd) Intersection Improvement	PE	200,000	0	0	0	0	0	0	200,000	0	0
	Lexington County	ROW	0	0	0	0	0	0	0	0	0	0
		Constr	0	0	0	0	0	1,915,200	0	1,915,200	1,915,200	0
		C-Funds R/W	0	0	0	0	1,210,200	0	0	1,210,200	1,210,200	0
	<b>Total</b>		200,000	0	0	0	1,210,200	2,620,175	0	2,115,200	1,915,200	0
Subtotal Exempt		PE	200,000	350,000	0	0	650,000	0	0	1,200,000	1,000,000	
Subtotal Exempt		ROW	0	75,000	75,000	0	0	200,000	0	350,000	350,000	
Subtotal Exempt		Constr	0	0	800,000	1,850,000	950,000	3,015,200	4,250,000	10,865,200	10,865,200	
<b>Exempt Projects</b>		<b>Total</b>	<b>200,000</b>	<b>425,000</b>	<b>875,000</b>	<b>1,850,000</b>	<b>1,600,000</b>	<b>3,215,200</b>	<b>4,250,000</b>	<b>12,415,200</b>	<b>12,215,200</b>	

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

2016 - 2022 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (FEDERAL APPROPRIATIONS)

Policy Committee Action: June 23, 2016

Amended Action:

PIN #	Project name	Previous Obligations	Funding (in Actual Dollar Amounts)						**TIP COST (2016 - 2022)	SCDOT TIP COST (2017-2022)	Remaining Cost (2022+)	Funding
			2016	2017	2018	2019	2020	2021				
	Harden Street Phase II - Omnibus Bill	PE	0	0	0	0	0	0	0	0	0	
	100% Federal - No Match Required	ROW	0	0	0	0	0	0	0	0	0	
		Constr	0	950,000	0	0	0	0	0	950,000	0	
	<b>Total</b>		<b>0</b>	<b>950,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>950,000</b>	<b>0</b>	<b>FY 2009 OMNIBUS BILL</b>
	Harden Street Reconfiguration (City of Columbia)	PE	0	0	0	0	0	0	0	0	0	
	FY 2010 Appropriation Earmark	ROW	0	0	0	0	0	0	0	0	0	
	100% Federal - No Match Required	Constr	0	500,000	0	0	0	0	0	500,000	0	
	<b>Total</b>		<b>0</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>FY 2010 DEFENSE APPROPRIATION BILL</b>
	Seamless City Revitalization Project (North Main Street TIGER Grant)	PE	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	
		Constr	0	0	0	10,000,000	0	0	0	10,000,000	10,000,000	
	City of Columbia Matching Funds	Match	0	0	0	2,500,000	0	0	0	2,500,000	2,500,000	City of Columbia
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>TIGER</b>
	Subtotal Federal Project Appropriations	PE	0	0	0	0	0	0	0	0	0	
	Subtotal Federal Project Appropriations	ROW	0	0	0	0	0	0	0	0	0	
	Subtotal Federal Project Appropriations	Constr	0	1,450,000	0	10,000,000	0	0	0	11,450,000	10,000,000	
	<b>Federal Project Appropriations</b>	<b>Total</b>	<b>0</b>	<b>1,450,000</b>	<b>0</b>	<b>10,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,450,000</b>	<b>10,000,000</b>	<b>0</b>

2016 - 2022 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (RECREATIONAL TRAILS)

Policy Committee Action: June 23, 2016

Amended Action: March 28, 2019

PIN #	Project name	Previous Obligations	Funding (in Actual Dollar Amounts)						**TIP COST (2016 - 2022)	SCDOT TIP COST (2017-2022)	Remaining Cost (2022+)	Funding
			2016	2017	2018	2019	2020	2021				
	Owens Field Park Pump Track	PE	0	0	0	0	0	0	0	0	0	
	Sponsor - City of Columbia	ROW	0	0	0	0	0	0	0	0	0	
	FY 2019 Recreational Trails Program	Constr	0	0	0	95,900	0	0	0	95,900	95,900	
		Local	0	0	0	23,975	0	0	0	23,975	23,975	City of Columbia
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>119,875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,875</b>	<b>119,875</b>	<b>SCPRT</b>
	Riverwalk Phase IV	PE	0	0	0	0	0	0	0	0	0	
	Sponsor - City of Cayce	ROW	0	0	0	0	0	0	0	0	0	
	FY 2013 Recreational Trails Program	Constr	77,000	0	0	0	0	0	0	0	0	
		Local	19,000	0	0	0	0	0	0	0	0	City of Cayce
	<b>Total</b>		<b>96,000</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>SCPRT</b>
	Lower Saluda River Blue Trail	PE	0	0	0	0	0	0	0	0	0	
	Sponsor - Irmo Chapin Recreation Dept.	ROW	0	0	0	0	0	0	0	0	0	
	FY 2013 Recreational Trails Program	Constr	77,000	0	0	0	0	0	0	0	0	
		Local	19,000	0	0	0	0	0	0	0	0	Irmo Chapin Recreation Department
	<b>Total</b>		<b>96,000</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>SCPRT</b>
	Taylor Street Trail	PE	0	0	0	0	0	0	0	0	0	
	Sponsor - City of Columbia	ROW	0	0	0	0	0	0	0	0	0	
	FY 2014 Recreational Trails Program	Constr	99,000	0	0	0	0	0	0	0	0	
		Match	25,000	0	0	0	0	0	0	0	0	City of Columbia
	<b>Total</b>		<b>124,000</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>SCPRT</b>
	Subtotal Recreational Trails	PE	0	0	0	0	0	0	0	0	0	
	Subtotal Recreational Trails	ROW	0	0	0	0	0	0	0	0	0	
	Subtotal Recreational Trails	Constr	253,000	0	0	95,900	0	0	0	95,900	95,900	
	<b>Recreational Trails</b>	<b>Total</b>	<b>253,000</b>	<b>0</b>	<b>0</b>	<b>95,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95,900</b>	<b>95,900</b>	<b>0</b>

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

2016 - 2022 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (BRIDGE PROJECTS)

Policy Committee Action: June 23, 2016  
Amended Action: April 6, 2020

PIN #	Project name	Previous Obligations	Funding (In Actual Dollar Amounts)					**TIP COST (2016 - 2022)	SCDOT TIP COST (2017-2022)	Remaining Cost (2022+)	Funding	
			2016	2017	2018	2019	2020					2021
P037966	S-1388 Frick Road over Horse Creek	PE	0	0	350,000	0	0	0	0	350,000	350,000	0
	Bridge Replacement	ROW	0	0	0	0	50,000	0	50,000	100,000	100,000	0
	Richland County	Constr	0	0	0	0	0	1,195,000	0	1,195,000	1,195,000	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>350,000</b>	<b>0</b>	<b>50,000</b>	<b>1,195,000</b>	<b>50,000</b>	<b>1,645,000</b>	<b>1,645,000</b>	<b>0</b>
P038688	S-2375 Grand Street over Smith Branch	PE	0	0	0	350,000	0	0	0	350,000	350,000	0
	Bridge Replacement	ROW	0	0	0	0	0	0	50,000	50,000	50,000	0
	Richland County	Constr	0	0	0	0	0	0	0	0	0	1,300,000
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>350,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>400,000</b>	<b>400,000</b>	<b>1,300,000</b>
P038689	S-985 Lake Shore Drive over Unnamed Stream	PE	0	0	0	425,000	0	0	0	425,000	425,000	0
	Bridge Replacement	ROW	0	0	0	0	0	0	350,000	350,000	350,000	0
	Richland County	Constr	0	0	0	0	0	0	0	0	0	1,350,000
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>425,000</b>	<b>0</b>	<b>0</b>	<b>350,000</b>	<b>775,000</b>	<b>775,000</b>	<b>1,350,000</b>
	Folk over North Branch	PE	0	0	0	1,000,000	0	0	0	1,000,000	1,000,000	0
	Bridge Replacement	ROW	0	0	0	0	0	0	50,000	50,000	50,000	0
	Lexington County	Constr	0	0	0	0	0	0	0	0	0	4,000,000
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>1,050,000</b>	<b>1,050,000</b>	<b>4,000,000</b>
	US 21 over Southern & SCL RR (Blossom St)	PE	0	5,360,000	0	0	0	0	0	5,360,000	5,360,000	0
	Bridge Replacement	ROW	0	0	0	0	0	0	7,500,000	7,500,000	7,500,000	0
	Richland County	Constr	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>		<b>0</b>	<b>5,360,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,500,000</b>	<b>12,860,000</b>	<b>12,860,000</b>	<b>0</b>
	US 176 over SCL Railroad	PE	0	3,020,000	0	0	0	0	0	3,020,000	3,020,000	0
	Bridge Replacement	ROW	0	0	0	0	0	500,000	0	500,000	500,000	0
	Richland County	Constr	0	0	0	0	0	0	11,659,000	11,659,000	11,659,000	0
	<b>Total</b>		<b>0</b>	<b>3,020,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>11,659,000</b>	<b>15,179,000</b>	<b>15,179,000</b>	<b>0</b>
	SC 277 NB over I-77	PE	0	1,043,000	0	0	0	0	0	1,043,000	1,043,000	0
	Bridge Replacement	ROW	0	0	0	0	0	0	0	0	0	0
	Richland County	Constr	0	0	35,341,000	0	0	0	0	35,341,000	35,341,000	0
	<b>Total</b>		<b>0</b>	<b>1,043,000</b>	<b>35,341,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36,384,000</b>	<b>36,384,000</b>	<b>0</b>
	S-734/S-3017 (Congaree National Park)	PE	0	0	0	0	0	0	0	0	0	0
	Bridge Replacement & Road Construction	ROW	0	0	0	0	0	0	0	0	0	0
	Richland County	Constr	0	0	154,000	0	0	0	0	154,000	154,000	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>154,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>154,000</b>	<b>154,000</b>	<b>0</b>
	I-126 over SCL Railroad	PE	0	5,340,000	0	0	0	0	0	5,340,000	5,340,000	0
	Bridge Replacement	ROW	0	0	0	0	0	2,000,000	0	2,000,000	2,000,000	0
	Richland County	Constr	0	0	0	0	0	0	33,929,000	33,929,000	33,929,000	0
	<b>Total</b>		<b>0</b>	<b>5,340,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>33,929,000</b>	<b>41,269,000</b>	<b>41,269,000</b>	<b>0</b>
	S.C.L. Railroad	PE	0	0	0	0	0	0	0	0	0	0
	US 1 (BR-102)	ROW	0	0	0	0	0	0	0	0	0	0
	Richland County	Constr	0	0	13,320,000	0	0	0	0	13,320,000	13,320,000	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>13,320,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,320,000</b>	<b>13,320,000</b>	<b>0</b>
	S.C.L. Railroad	PE	1,811,000	0	0	0	0	0	0	0	0	0
	SC 555 (BRP-09)	ROW	0	0	0	0	1,338,000	0	0	1,338,000	1,338,000	0
	Richland County	Constr	0	0	0	0	0	8,035,000	0	8,035,000	8,035,000	0
	<b>Total</b>		<b>1,811,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,338,000</b>	<b>8,035,000</b>	<b>0</b>	<b>9,373,000</b>	<b>9,373,000</b>	<b>0</b>
	US 21 over Congaree River	PE	675,000	0	0	0	0	0	0	0	0	0
	US 21 (BRP-23)	ROW	0	0	0	50,000	0	0	0	50,000	50,000	0
	Lexington County	Constr	0	0	0	0	0	6,750,000	0	6,750,000	6,750,000	0
	<b>Total</b>		<b>675,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>6,750,000</b>	<b>0</b>	<b>6,800,000</b>	<b>6,800,000</b>	<b>0</b>
	US 1 over I-20	PE	0	765,000	0	0	0	0	0	765,000	765,000	0
	Bridge Replacement	ROW	0	0	0	0	0	0	0	0	0	0
	Lexington County	Constr	0	0	0	43,873,000	0	0	0	43,873,000	43,873,000	0
	<b>Total</b>		<b>0</b>	<b>765,000</b>	<b>0</b>	<b>43,873,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,638,000</b>	<b>44,638,000</b>	<b>0</b>
	US 378 over Twelve Mile Creek	PE	0	2,270,000	0	0	0	0	0	2,270,000	2,270,000	0
	Bridge Replacement	ROW	0	0	0	0	2,000,000	0	0	2,000,000	2,000,000	0
	Lexington County	Constr	0	0	0	0	0	11,785,000	0	11,785,000	11,785,000	0
	<b>Total</b>		<b>0</b>	<b>2,270,000</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>11,785,000</b>	<b>0</b>	<b>16,055,000</b>	<b>16,055,000</b>	<b>0</b>
	Horse Creek - US 378 (BR-73)	PE	0	0	0	0	0	0	0	0	0	0
	Hollow Creek - US 378 (BR-90)	ROW	0	0	0	0	0	0	0	0	0	0
	Lexington County	Constr	0	18,806,000	0	0	0	0	0	18,806,000	18,806,000	0
	<b>Total</b>		<b>0</b>	<b>18,806,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,806,000</b>	<b>18,806,000</b>	<b>0</b>
	I-26 over 302	PE	0	1,527,000	0	0	0	0	0	1,527,000	1,527,000	0
	Bridge Replacement	ROW	0	0	0	0	0	0	0	0	0	0
	Lexington County	Constr	0	0	0	0	10,000,000	16,674,000	16,740,000	43,414,000	43,414,000	0
	<b>Total</b>		<b>0</b>	<b>1,527,000</b>	<b>0</b>	<b>0</b>	<b>60,021,000</b>	<b>16,674,000</b>	<b>16,740,000</b>	<b>94,962,000</b>	<b>94,962,000</b>	<b>0</b>
	I-26 over Southern Railway	PE	0	3,263,000	0	0	0	0	0	3,263,000	3,263,000	0
	I-26 over US 1 Bridge Replacements	ROW	0	0	0	0	0	0	0	0	0	0
	Lexington County	Constr	0	0	0	0	10,000,000	42,599,000	42,599,000	95,198,000	95,198,000	0
	<b>Total</b>		<b>0</b>	<b>3,263,000</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>	<b>42,599,000</b>	<b>42,599,000</b>	<b>98,461,000</b>	<b>98,461,000</b>	<b>0</b>
	US 1 over SCL Railroad Bridge Replacement	PE	0	0	0	0	0	0	0	0	0	0
	Kershaw County	ROW	0	0	0	0	362,500	0	0	362,500	362,500	0
		Constr	0	0	0	0	0	9,325,000	0	9,325,000	9,325,000	0
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>362,500</b>	<b>9,325,000</b>	<b>0</b>	<b>9,687,500</b>	<b>9,687,500</b>	<b>0</b>
	<b>Subtotal Bridge Projects</b>	PE	2,486,000	0	350,000	1,775,000	0	0	0	24,713,000	24,713,000	0
	<b>Subtotal Bridge Projects</b>	ROW	0	0	0	50,000	3,750,500	2,500,000	8,000,000	14,300,500	14,300,500	0
	<b>Subtotal Bridge Projects</b>	Constr	0	18,806,000	48,815,000	43,873,000	20,000,000	96,363,000	104,927,000	332,784,000	332,784,000	0
	<b>Bridge Projects</b>	<b>Total</b>	<b>2,486,000</b>	<b>0</b>	<b>41,394,000</b>	<b>49,165,000</b>	<b>45,698,000</b>	<b>23,750,500</b>	<b>98,863,000</b>	<b>112,927,000</b>	<b>371,797,500</b>	<b>0</b>

2016 - 2022 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (NON-FEDERAL INTERSECTION IMPROVEMENTS)

Policy Committee Action: June 23, 2016  
Amended Action: January 17, 2020

PIN #	Project name	Previous Obligations	Funding (in Actual Dollar Amounts)								TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Remaining Cost (2022+)	Funding	
			2016	2017	2018	2019	2020	2021	2022	2022					
	*Clemson Rd @ Rhame Rd./ North Springs Rd. Intersection	PE ROW Constr	0 0 1,400,000	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	Richland County Penny Sales Tax
	<b>Total</b>		<b>1,400,000</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>0</b>	<b>0</b>	
	*Broad River Road @ Rushmore Rd	PE ROW Constr	0 0 900,000	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	Richland County Penny Sales Tax
	<b>Total</b>		<b>900,000</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>0</b>	<b>0</b>	
	*Farrow Rd @ Pisgah Church Rd	PE ROW Constr	0 0 2,400,000	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	Richland County Penny Sales Tax
	<b>Total</b>		<b>2,400,000</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>0</b>	<b>0</b>	
	*North Springs Rd. @ Risdon Way	PE ROW Constr	0 0 900,000	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	Richland County Penny Sales Tax
	<b>Total</b>		<b>900,000</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>0</b>	<b>0</b>	
	*Summit Pkwy @ Summit Ridge Rd	PE ROW Constr	0 0 700,000	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	Richland County Penny Sales Tax
	<b>Total</b>		<b>700,000</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>0</b>	<b>0</b>	
	*Kennerly Rd. @ Coogler Rd./ Steeple Ridge Rd.	PE ROW Constr	0 0 1,400,000	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	Richland County Penny Sales Tax
	<b>Total</b>		<b>1,400,000</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>0</b>	<b>0</b>	
	Clemson RD @ Sparkleberry Ln. (to Mallet Hill Rd)	PE ROW Constr	0 0 0	1,050,000 2,200,000 0	0 1,500,000 0	0 0 6,940,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	1,050,000 3,700,000 6,940,000	0 1,500,000 6,940,000	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>3,250,000</b>	<b>1,500,000</b>	<b>6,940,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,690,000</b>	<b>8,440,000</b>	<b>0</b>	<b>0</b>	
	Bull St. @ Elmwood Avenue	PE ROW Constr	0 0 0	0 0 0	300,000 0 0	0 300,000 0	0 0 2,200,000	0 0 0	0 0 0	0 0 0	0 0 0	0 300,000 2,200,000	0 300,000 2,200,000	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>300,000</b>	<b>300,000</b>	<b>2,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,800,000</b>	<b>2,800,000</b>	<b>0</b>	<b>0</b>	
	North Main St. @ Monticello Rd.	PE ROW Constr	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	Richland County Penny Sales Tax
	<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>	
	Hardscrabble Rd. @ Kelly Mill Rd./ Rimer Pond Rd.	PE ROW Constr	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	Richland County Penny Sales Tax
	<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>	
	Garners Ferry Rd. @ Harmon Rd.	PE ROW Constr	0 0 0	150,000 0 0	0 100,000 0	0 0 750,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	150,000 100,000 750,000	0 100,000 750,000	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>150,000</b>	<b>100,000</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>850,000</b>	<b>0</b>	<b>0</b>	
	North Springs Rd @ Harrington Rd.	PE ROW Constr	0 0 0	120,000 0 0	0 200,000 0	0 0 680,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	120,000 200,000 680,000	0 200,000 680,000	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>120,000</b>	<b>200,000</b>	<b>680,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>880,000</b>	<b>0</b>	<b>0</b>	
	Screaming Eagle Rd @ Percival Rd.	PE ROW Constr	0 0 0	242,000 0 0	0 100,000 0	0 0 1,658,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	242,000 100,000 1,658,000	0 100,000 1,658,000	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>242,000</b>	<b>100,000</b>	<b>1,658,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>1,758,000</b>	<b>0</b>	<b>0</b>	
	TBA	PE ROW Constr	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	Richland County Penny Sales Tax
	<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>	
	Subtotal Non-Fed Intersection Improvements	PE	0	1,562,000	300,000	0	0	0	0	0	0	1,862,000	300,000	0	
	Subtotal Non-Fed Intersection Improvements	ROW	0	2,200,000	1,900,000	300,000	0	0	0	0	0	4,400,000	2,200,000	0	
	Subtotal Non-Fed Intersection Improvements	Constr	7,700,000	0	0	10,028,000	2,200,000	0	0	0	0	12,228,000	12,228,000	0	
	<b>Guideshare Subtotal</b>		<b>7,700,000</b>	<b>3,762,000</b>	<b>2,200,000</b>	<b>10,328,000</b>	<b>2,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,490,000</b>	<b>14,728,000</b>	<b>0</b>	<b>0</b>	

2016 - 2022 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (NON-FEDERAL PROJECT APPROPRIATIONS)

Policy Committee Action: June 23, 2016  
Amended Action: January 17, 2020

PIN #	Project name	Previous Obligations	Funding (in Actual Dollar Amounts)					**TIP COST (2016 - 2022)	SCDOT TIP COST (2017-2022)	Remaining Cost (2022+)	Funding
			2016	2017	2018	2019	2020				
	Hardscabble Road Widening Project (Farrow Road to Lake Carolina Blvd)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		9,953,000	9,953,000	9,954,000	0	0	29,860,000	19,907,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>9,953,000</b>	<b>9,953,000</b>	<b>9,954,000</b>	<b>0</b>	<b>0</b>	<b>29,860,000</b>	<b>19,907,000</b>	<b>0</b>	
	Clemson Road Widening (Old Clemson Rd to Sparkleberry Crossing)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		3,700,000	12,600,000	0	0	0	3,700,000	12,600,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>3,700,000</b>	<b>12,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,300,000</b>	<b>12,600,000</b>	<b>0</b>	
	Leesburg Road Widening (Fairmont to Lower Richland)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		0	4,000,000	0	0	0	4,000,000	4,000,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>4,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>	<b>4,000,000</b>	<b>0</b>	
	North Main Street Widening (Anthony Ave to Fuller Ave)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		25,500,000	0	0	0	0	25,500,000	0	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>25,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,500,000</b>	<b>0</b>	<b>0</b>	
	Bluff Road Widening Phase I (Fairgrounds Entrance to George Rogers Blvd)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		1,350,000	0	0	0	0	1,350,000	0	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>1,350,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,350,000</b>	<b>0</b>	<b>0</b>	
	Bluff Road Widening Phase II (National Guard Road to S. Beltline)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		16,000,000	0	0	0	0	16,000,000	0	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>16,000,000</b>	<b>0</b>	<b>15,600,000</b>	<b>0</b>	<b>0</b>	<b>31,600,000</b>	<b>15,600,000</b>	<b>0</b>	
	Shop Road Widening (I-77 to George Rogers Blvd)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		2,300,000	15,000,000	0	19,200,000	0	15,000,000	19,200,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>2,300,000</b>	<b>15,000,000</b>	<b>0</b>	<b>19,200,000</b>	<b>0</b>	<b>36,500,000</b>	<b>34,200,000</b>	<b>0</b>	
	Atlas Road Widening (Bluff Road to Garners Ferry Road)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		3,500,000	19,600,000	0	0	0	3,500,000	19,600,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>3,500,000</b>	<b>19,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,100,000</b>	<b>19,600,000</b>	<b>0</b>	
	Pineview Road Widening (Bluff Road to Garners Ferry Road)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		5,000,000	0	23,900,000	0	0	5,000,000	23,900,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>5,000,000</b>	<b>0</b>	<b>23,900,000</b>	<b>0</b>	<b>0</b>	<b>28,900,000</b>	<b>23,900,000</b>	<b>0</b>	
	Blythwood Road Widening (Syrup Mill Road to I-77)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		660,000	4,100,000	5,240,000	0	0	660,000	4,100,000	5,240,000	Richland County Penny Sales Tax
	<b>Total</b>		<b>660,000</b>	<b>4,100,000</b>	<b>5,240,000</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>	<b>9,340,000</b>	<b>0</b>	
	Broad River Road Widening (Royal Tower Road to Peak Interchange)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		2,980,000	7,500,000	22,020,000	0	0	2,980,000	7,500,000	22,020,000	Richland County Penny Sales Tax
	<b>Total</b>		<b>2,980,000</b>	<b>7,500,000</b>	<b>22,020,000</b>	<b>0</b>	<b>0</b>	<b>32,500,000</b>	<b>29,520,000</b>	<b>0</b>	
	Spears Creek Church Road Widening (Two Notch Road to Percival Road)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		0	3,160,000	7,400,000	0	0	3,160,000	7,400,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>3,160,000</b>	<b>7,400,000</b>	<b>0</b>	<b>0</b>	<b>10,560,000</b>	<b>10,560,000</b>	<b>0</b>	
	Lower Richland Blvd Widening (Rabbit Run Road to Garner's Ferry Road)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		0	440,000	2,300,000	3,360,000	0	440,000	2,300,000	3,360,000	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>440,000</b>	<b>2,300,000</b>	<b>3,360,000</b>	<b>0</b>	<b>6,100,000</b>	<b>6,100,000</b>	<b>0</b>	
	Polo Road Widening (Mallet Hill Road to Two Notch Road)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		0	1,020,000	0	0	0	1,020,000	1,020,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>1,020,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,020,000</b>	<b>1,020,000</b>	<b>0</b>	
	Blythwood Road (I-77 to Main Street)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		0	400,000	0	0	0	400,000	400,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400,000</b>	<b>400,000</b>	<b>0</b>	
	McNulty (Main Street to Blythwood Road)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		0	300,000	0	0	0	300,000	300,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>300,000</b>	<b>0</b>	
	Creech Road (Extension to Main Street)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		0	250,000	0	0	0	250,000	250,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	
	Blythwood Road (Fulmer to Syrup Mill)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		0	1,500,000	0	0	0	1,500,000	1,500,000	0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>0</b>	
	Blythwood Road Traffic Circle (Roundabout @ Creech and Cobblestone)	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	0	0	0	0	0	0	0	0	
	Richland County Sales Tax		250,000	325,000	925,000	0	0	500,000	325,000	925,000	Richland County Penny Sales Tax
	<b>Total</b>		<b>250,000</b>	<b>325,000</b>	<b>1,175,000</b>	<b>0</b>	<b>0</b>	<b>1,750,000</b>	<b>1,500,000</b>	<b>0</b>	
	TBA	PE	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	
		Constr	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>Subtotal Non-Federal Appropriations</b>	PE	0	6,190,000	3,160,000	440,000	3,720,000	0	13,510,000	7,320,000	0
		ROW	0	29,550,000	0	26,925,000	9,700,000	0	66,175,000	36,625,000	0
		Constr	0	39,853,000	26,553,000	45,154,000	30,065,000	44,580,000	186,205,000	146,352,000	0
	<b>Non-Federal Appropriations</b>	<b>Total</b>	<b>0</b>	<b>75,593,000</b>	<b>29,713,000</b>	<b>72,519,000</b>	<b>43,485,000</b>	<b>44,580,000</b>	<b>265,890,000</b>	<b>190,297,000</b>	<b>0</b>
	<b>Grand Total</b>	PE	8,582,000	0	23,013,000	0	1,000,000	50,000	24,063,000	24,063,000	
		ROW	1,336,000	0	75,000	75,000	246,100,000	63,850,500	77,500,000	463,150,500	
		Constr	1,589,000	72,000,000	72,456,000	108,195,000	1,382,668,900	506,419,000	222,418,000	183,277,000	
	<b>Exempt Project Section</b>	<b>Total</b>	<b>11,507,000</b>	<b>72,000,000</b> </							

**MPO ENHANCEMENT PROJECTS**

Policy Committee Action: June 28, 2018

**City of West Columbia Projects**

Amended Action: March 17, 2020

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Match	Funding		
				2016	2017	2018	2019	2020	2021	2022						
ID	West Columbia	Meeting Street and State Street Area Impr	Federal	0	0	0	180,000	0	0	0	0	0	180,000	180,000		
		FY 18	State	0	0	0	0	0	0	0	0	0	0	0		
		Status: New Project	Local	0	0	0	95,468	0	0	0	0	0	95,468	95,468		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>275,468</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>275,468</b>		
ID	West Columbia	Center Street Sidewalk & Crosswalk	Federal	0	0	143,200	0	0	0	0	0	0	143,200	143,200		
		FY 17	State	0	0	0	0	0	0	0	0	0	0	0		
		Status: In Design	Local	0	0	35,800	0	0	0	0	0	0	35,800	35,800		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>179,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>179,000</b>		
ID	West Columbia	B Avenue	Federal	0	80,782	0	0	0	0	0	0	0	80,782	0		
		Bike Lanes	State	0	0	0	0	0	0	0	0	0	0	0		
		FY 16	Local	0	20,195	0	0	0	0	0	0	0	20,195	0		
		<b>Total</b>		<b>0</b>	<b>100,977</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>100,977</b>		
ID	West Columbia	TBA	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>		
Sub-Total West Columbia			Federal	0	80,782	143,200	180,000	0	0	0	0	0	403,982	323,200		
Sub-Total West Columbia			State	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total West Columbia			Local	0	20,195	35,800	95,468	0	0	0	0	0	151,463	131,268		
<b>Sub-Total West Columbia</b>			<b>Total</b>	<b>0</b>	<b>100,977</b>	<b>179,000</b>	<b>275,468</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>555,445</b>	<b>454,468</b>		

**Town of Irmo Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Match	Funding		
				2016	2017	2018	2019	2020	2021	2022						
ID	Irmo	Palmettewood Parkway Sidewalk	Federal	114,440	0	0	0	0	0	0	0	0	0	0		
		FY 12 Amended FY 14 & FY 15	State	0	0	0	0	0	0	0	0	0	0	0		
		Status: In Construction	Local	28,610	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>143,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								
ID	Irmo	TBA	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>		
Sub-Total Irmo			Federal	114,440	0	0	0	0	0	0	0	0	0	0		
Sub-Total Irmo			State	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total Irmo			Local	28,610	0	0	0	0	0	0	0	0	0	0		
<b>Sub-Total Irmo</b>			<b>Total</b>	<b>143,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								

**MPO ENHANCEMENT PROJECTS**

**City of Cayce Projects**

Policy Committee Action: June 28, 2018  
Amended Action: November 22, 2019

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Match	Funding	
				2016	2017	2018	2019	2020	2021	2022					
ID	Cayce	Julius Felder Sidewalk Project Phase III FY 18 Status: New Project	Federal	0	0	156,941	0	0	0	0	0	156,941	156,941	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	39,235	0	0	0	0	0	39,235	39,235		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>196,176</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>196,176</b>	<b>196,176</b>		
ID	Cayce	Frink Street Sidewalk Project FY 17 Status: In Design	Federal	0	180,000	0	0	0	0	0	0	180,000	180,000	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	86,408	0	0	0	0	0	0	86,408	86,408		
			<b>Total</b>	<b>0</b>	<b>266,408</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>266,408</b>	<b>266,408</b>		
ID	Cayce	Julius Felder Sidewalk Project III FY 16 Status: In Design	Federal	0	156,941	0	0	0	0	0	0	156,941	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	39,235	0	0	0	0	0	0	39,235	0		
			<b>Total</b>	<b>0</b>	<b>196,176</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>196,176</b>	<b>0</b>		
ID	Cayce	Julius Felder Sidewalk Project II-B FY 15 Status: In Design	Federal	178,589	0	0	0	0	0	0	0	0	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	44,647	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>223,236</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>		
ID	Cayce	Blossom Street Bridge Lighting Project FY 15 Status: Pending Closure	Federal	17,640	50,000	0	0	0	0	0	0	50,000	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	4,410	12,500	0	0	0	0	0	0	12,500	0		
			<b>Total</b>	<b>22,050</b>	<b>62,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62,500</b>	<b>0</b>		
ID	Cayce	Riverland Drive Sidewalk Project PH II FY 14 Status: Pending Closure	Federal	80,395	0	0	0	0	0	0	0	0	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	20,099	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>100,494</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>		
ID	Cayce	Julius Felder Sidewalk Project FY 13 & FY 15 Status: In Design	Federal	290,000	0	0	0	0	0	0	0	0	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	92,497	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>382,497</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>		
ID	Cayce	Riverland Drive Sidewalk Project FY 13 Status: Pending Closure	Federal	145,000	0	0	0	0	0	0	0	0	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	74,350	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>219,350</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>		
ID	Cayce	State Street Revitalization Phase V - FY 12 Status: In Construction	Federal	145,000	0	0	0	0	0	0	0	0	0	80/20	STP
			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>	<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>		
Sub-Total Cayce			Federal	856,624	206,941	180,000	156,941	0	0	0	0	543,882	336,941		
Sub-Total Cayce			State	0	0	0	0	0	0	0	0	0	0		
Sub-Total Cayce			Local	282,083	51,735	86,408	39,235	0	0	0	0	177,378	125,643		
<b>Sub-Total Cayce</b>			<b>Total</b>	<b>1,138,707</b>	<b>258,676</b>	<b>266,408</b>	<b>196,176</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>721,260</b>	<b>462,584</b>		

**Town of Springdale Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Match	Funding	
				2016	2017	2018	2019	2020	2021	2022					
ID	Springdale	Kitty Hawk Drive Sidewalk FY 14	Federal	0	0	434,170	0	0	0	0	0	434,170	434,170	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	108,542	0	0	0	0	0	108,542	108,542		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>542,712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>542,712</b>	<b>542,712</b>		
ID	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	80/20	STP
			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>		
Sub-Total Springdale			Federal	0	0	434,170	0	0	0	0	434,170	434,170			
Sub-Total Springdale			State	0	0	0	0	0	0	0	0	0			
Sub-Total Springdale			Local	0	0	108,542	0	0	0	0	108,542	108,542			
<b>Sub-Total Springdale</b>			<b>Total</b>	<b>0</b>	<b>0</b>	<b>542,712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>542,712</b>	<b>542,712</b>		

**MPO ENHANCEMENT PROJECTS**

**Town of Lexington Projects**

Policy Committee Action: June 22, 2017

Amended Action: November 22, 2019

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Match	Funding		
				2016	2017	2018	2019	2020	2021	2022						
ID	Lexington Town	Augusta Highway Sidewalk Phase 2 FY 14 Status: In Design	Federal	145,000	0	0	0	0	0	0	0	0	0	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	70,296	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>215,296</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								
ID	Lexington Town	S. Church Street Sidewalk Phase 4 FY 14 & FY 15	Federal	290,000	0	0	0	0	0	0	0	0	0	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	137,359	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>427,359</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								
ID	Lexington Town	Augusta Highway Sidewalk Project FY 13 Status: In Design	Federal	60,560	0	0	0	0	0	0	0	0	0	0	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	15,395	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>75,955</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								
	TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	80/20	STP
			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>		
Sub-Total Lexington Town			Federal	495,560	0	0	0	0	0	0	0	0	0			
Sub-Total Lexington Town			State	0	0	0	0	0	0	0	0	0	0			
Sub-Total Lexington Town			Local	223,050	0	0	0	0	0	0	0	0	0			
<b>Sub-Total Lexington Town</b>			<b>Total</b>	<b>718,610</b>	<b>0</b>	<b>0</b>	<b>0</b>									

**Lexington County**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Match	Funding		
				2016	2017	2018	2019	2020	2021	2022						
ID	Lexington County (LPA)	Bush River Road Sidewalk Project FY 11 Status: Re-Advertising	Federal	145,000	0	0	0	0	0	0	0	0	0	0	60/40	STP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	96,666	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>241,666</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								
	TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	60/40	STP
			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>		
Sub-Total Lexington County			Federal	145,000	0	0	0	0	0	0	0	0	0			
Sub-Total Lexington County			State	0	0	0	0	0	0	0	0	0	0			
Sub-Total Lexington County			Local	96,666	0	0	0	0	0	0	0	0	0			
<b>Sub-Total Lexington County</b>			<b>Total</b>	<b>241,666</b>	<b>0</b>	<b>0</b>	<b>0</b>									

**MPO ENHANCEMENT PROJECTS**

**City of Columbia Projects**

Policy Committee Action: June 22, 2017

Amended Action: November 22, 2019

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST	SCDOT TIP COST	Match	Funding		
				2016	2017	2018	2019	2020	2021	2022	(2016 - 2022)	(2017 - 2022)				
ID	Columbia (LPA)	Downtown Bicycle Connectivity FY 17 Status: In Design	Federal State Local <b>Total</b>	0 0 0 0	0 0 90,950 0	136,425 0 0 227,375	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	136,425 0 90,950 227,375	136,425 0 90,950 227,375	60/40	STP	
ID	Columbia (LPA)	Greenview Sidewalk Project FY 17 Status: In Design	Federal State Local <b>Total</b>	0 0 0 0	0 0 112,634 0	168,951 0 0 281,585	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	168,951 0 112,634 281,585	168,951 0 112,634 281,585	60/40	STP	
ID	Columbia (LPA)	Greenway-Esplanade Connector FY 16	Federal State Local <b>Total</b>	0 0 0 0	149,974 0 99,983 249,957	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	149,974 0 99,983 249,957	0 0 0 0	60/40	STP	
ID	Columbia (LPA)	Maxcy, Mildred, & Sulton St Sidewalks FY 14 Status: Participation Agreement	Federal State Local <b>Total</b>	105,046 0 70,031 175,077	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	60/40	STP	
ID	Columbia (LPA)	Mast Arms on Main Street FY 12 Status: In Design	Federal State Local <b>Total</b>	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	0 0 0 0	60/40	STP	
ID	Columbia (LPA)	Accessibility and Landscaping on Main St. FY 12 Status: In Design	Federal State Local <b>Total</b>	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	0 0 0 0	60/40	STP	
		TBA	Federal State Local <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	0 0 0 0	0 0 0 0	60/40	STP	
		Sub-Total Columbia	Federal	347,666	149,974	305,376	0	0	0	0	0	0	455,350	305,376		
		Sub-Total Columbia	State	0	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Columbia	Local	290,411	99,983	203,584	0	0	0	0	0	0	303,567	203,584		
		<b>Sub-Total Columbia</b>	<b>Total</b>	<b>638,077</b>	<b>249,957</b>	<b>508,960</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>758,917</b>	<b>508,960</b>			

**MPO ENHANCEMENT PROJECTS**

**Richland County**

Policy Committee Action: June 22, 2017  
Amended Action: November 22, 2019

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Match	Funding	
				2016	2017	2018	2019	2020	2021	2022					
ID	Richland County (LPA)	Clemson Road Shared- Use Path FY 17 Status: In Design	Federal	0	180,000	0	0	0	0	0	0	180,000	180,000	60/40	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	2,359,936	0	0	0	0	0	0	2,359,936	2,359,936		
			<b>Total</b>	<b>0</b>	<b>2,539,936</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,539,936</b>	<b>2,539,936</b>		
ID	Richland County (LPA)	Alpine Road Shared-Use Path FY 17 Status: In Design	Federal	0	180,000	0	0	0	0	0	0	180,000	180,000	60/40	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	2,354,466	0	0	0	0	0	0	2,354,466	2,354,466		
			<b>Total</b>	<b>0</b>	<b>2,534,466</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,534,466</b>	<b>2,534,466</b>		
ID	Richland County (LPA)	Broad River Road Neighborhood Improvements FY 16	Federal	0	180,000	0	0	0	0	0	0	180,000	0	60/40	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	1,109,349	0	0	0	0	0	0	1,109,349	0		
			<b>Total</b>	<b>0</b>	<b>1,289,349</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,289,349</b>	<b>0</b>		
TBA			Federal	0	0	0	0	0	0	0	0	0	0	60/40	STP
			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>		
Sub-Total Richland County			Federal	0	180,000	360,000	0	0	0	0	0	540,000	360,000		
Sub-Total Richland County			State	0	0	0	0	0	0	0	0	0	0		
Sub-Total Richland County			Local	0	1,109,349	4,714,403	0	0	0	0	0	5,823,752	4,714,403		
<b>Sub-Total Richland County</b>			<b>Total</b>	<b>0</b>	<b>1,289,349</b>	<b>5,074,403</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,363,752</b>	<b>5,074,403</b>		

**Kershaw County**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							**TIP COST (2016 - 2022)	SCDOT TIP COST (2017 - 2022)	Match	Funding	
				2016	2017	2018	2019	2020	2021	2022					
ID	Kershaw County	Wildwood Lane Sidewalk 2018 FY 18 Status: New Project	Federal	0	0	180,000	0	0	0	0	0	180,000	180,000	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	60,000	0	0	0	0	0	60,000	60,000		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>240,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>240,000</b>	<b>240,000</b>		
ID	Kershaw County	Wildwood Lane Sidewalk FY 17 Status: In Design	Federal	0	180,000	0	0	0	0	0	0	180,000	180,000	80/20	STP
			State	0	0	0	0	0	0	0	0	0	0		
			Local	0	100,000	0	0	0	0	0	0	100,000	100,000		
			<b>Total</b>	<b>0</b>	<b>280,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>280,000</b>	<b>280,000</b>		
ID	TBA		Federal	0	0	0	0	0	0	0	0	0	0	80/20	STP
			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>		
Sub-Total Kershaw County			Federal	0	180,000	180,000	0	0	0	0	0	360,000	360,000		
Sub-Total Kershaw County			State	0	0	0	0	0	0	0	0	0	0		
Sub-Total Kershaw County			Local	0	100,000	60,000	0	0	0	0	0	160,000	160,000		
<b>Sub-Total Kershaw County</b>			<b>Total</b>	<b>0</b>	<b>280,000</b>	<b>240,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>520,000</b>	<b>520,000</b>		

**TIP Program Total**

TIP Program Total	Federal	1,959,290	617,697	1,168,576	951,111	0	0	0	0	0	4,696,674	2,119,687
TIP Program Total	State	0	0	0	0	0	0	0	0	0	0	0
TIP Program Total	Local	920,820	1,281,262	5,140,195	303,245	0	0	0	0	0	7,645,522	5,443,439
<b>TIP Program Total</b>	<b>Total</b>	<b>2,880,110</b>	<b>1,898,959</b>	<b>6,308,771</b>	<b>1,254,356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,342,195</b>	<b>7,563,126</b>

**Enhancement Program Total**

Transportation Alternatives Allocation		0	883,634	883,634	900,800	0	0	900,800	900,800	4,469,668	3,586,034
Carryover		0	0	0	330,000	0	0	0	0	330,000	330,000
COATS Transportation Alternatives Federal Subtotal		1,959,290	617,697	1,168,576	951,111	0	0	0	0	2,737,384	2,119,687
<b>Balance <sup>(1)</sup></b>		<b>0</b>	<b>265,937</b>	<b>284,942</b>	<b>279,689</b>	<b>0</b>	<b>0</b>	<b>900,800</b>	<b>900,800</b>	<b>1,732,284</b>	<b>1,466,347</b>

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

<sup>(1)</sup> SCDOT denotes that MPOs are able to re-capture unspent / unobligated funds after FY 2010.

SCDOT has informed all MPOs that unobligated TAP funds after September 11, 2019 through October 1, 2021 will be used for the rescission issued in August 2019.

**\*\*PLEASE NOTE THAT THE COATS TIP COST IS INCLUSIVE OF FY 2016 FUNDING**

MPO TRANSIT PROJECTS

Section 5307 (Large Urban Formula Program)

Policy Committee Action: September 27, 2018  
Amended Action:

Agency	Project name		Previous Obligations	Funding (In Actual Dollars)							TIP COST (2016 - 2022)	SCDOT COST (2017 - 2022)	Funding
				2016	2017	2018	2019	2020	2021	2022			
CMRTA	Operations Fixed Route Costs in Lexington/Richland Co. FFY 2016 Funds (50/50 Match)	Federal	0	0	0	1,000,000	0	0	0	0	1,000,000	1,000,000	
		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>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>1,000,000</b>
CMRTA	Purchase Shop Equipment Capital - Replacement Bus Washer FFY 2016 Funds (80/20 Match)	Federal	0	0	0	60,000	0	0	0	0	60,000	60,000	
		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>60,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,000</b>	<b>60,000</b>
CMRTA	ADP Hardware Capital - Computer/Electronic Hardware FFY 2016 Funds (80/20 Match)	Federal	0	0	0	200,000	0	0	0	0	200,000	200,000	
		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>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	<b>200,000</b>
CMRTA	ADP Software Capital - TransLoc, Enveloc Monthly Cost FFY 2016 Funds (80/20 Match)	Federal	0	0	0	200,000	0	0	0	0	200,000	200,000	
		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>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	<b>200,000</b>
CMRTA	Non-Fixed Route ADA Paratransit Service Capital - ADA Paratransit (DART) Cost FFY 2016 Funds (80/20 Match)	Federal	0	0	0	418,884	0	0	0	0	418,884	418,884	
		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>418,884</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>418,884</b>	<b>418,884</b>
CMRTA	Preventive Maintenance Capital - Reimbursement for FFY 2019 Cost FFY 2016 Funds (80/20 Match)	Federal	0	0	0	972,364	0	0	0	0	972,364	972,364	
		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>972,364</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>972,364</b>	<b>972,364</b>
CMRTA	Employee Education/Training Capital - Training FFY 2016 Funds (80/20 Match)	Federal	0	0	0	209,442	0	0	0	0	209,442	209,442	
		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>209,442</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209,442</b>	<b>209,442</b>
CMRTA	Acquire Mobile Fare Collection Equipment Capital - Purchase 16 New Fareboxes FFY 2016 Funds (80/20 Match)	Federal	0	0	0	252,160	0	0	0	0	252,160	252,160	
		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>252,160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>252,160</b>	<b>252,160</b>
CMRTA	Purchase Replacement 35 Ft Buses Capital - Replace 7 Propane-Fueled Buses FFY 2016 Funds (85/15 Match)	Federal	0	0	0	836,000	0	0	0	0	836,000	836,000	
		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>836,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>836,000</b>	<b>836,000</b>
CMRTA	Acquire Communications Systems Capital - Update CMRTA Website FFY 2016 Funds (80/20 Match)	Federal	0	0	0	40,000	0	0	0	0	40,000	40,000	
		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>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>40,000</b>
CMRTA	Capital Vehicle Replacement Section 5307 Small Urban/Rural Transfer	Federal	0	0	0	1,640,500	0	0	0	0	1,640,500	1,640,500	
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	289,500	0	0	0	0	289,500	289,500	
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,930,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,930,000</b>	<b>1,930,000</b>
CMRTA	Preventive Maintenance Capital - Reimbursement for FFY 2018 Cost FFY 2015 Funds (80/20 Match)	Federal	0	0	1,060,000	0	0	0	0	0	1,060,000	1,060,000	
		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>1,060,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,060,000</b>	<b>1,060,000</b>
CMRTA	Purchase Expansion Vehicles Capital - 2 to 5 Forty Foot Buses FFY 2015 Funds (80/20 Match)	Federal	0	0	1,312,120	0	0	0	0	0	1,312,120	1,312,120	
		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>1,312,120</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,312,120</b>	<b>1,312,120</b>
CMRTA	ADP Hardware Capital - GPS Real Time Tracking FFY 2015 Funds (80/20 Match)	Federal	0	0	464,000	0	0	0	0	0	464,000	464,000	
		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>464,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>464,000</b>	<b>464,000</b>
CMRTA	Purchase Camera System & Bus Shelters Capital - Shelters, Bus Stop Amenities FFY 2015 Funds (80/20 Match)	Federal	0	0	758,200	0	0	0	0	0	758,200	758,200	
		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>758,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>758,200</b>	<b>758,200</b>
CMRTA	Preventive Maintenance ADA Paratransit	Federal	1,154,000	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>1,154,000</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>Section 5307/Local/CMRTA</b>
CMRTA	Vehicle Replacement ADA Paratransit	Federal	1,572,195	0	0	0	0	0	0	0	0	0	
		State	0	0	0	0	0	0	0	0	0	0	
		Local	322,015	0	0	0	0	0	0	0	0	0	
		<b>Total</b>	<b>1,894,210</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	Operating-Paratransit Vehicle Replacement	Federal	859,000	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>859,000</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>Section 5307/Local/CMRTA</b>
CMRTA	Planned Future Obligations FFY 2012 SAFETEA-LU	Federal	0	3,628,881	0	0	0	0	0	0	3,628,881	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>3,628,881</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,628,881</b>	<b>0</b>
CMRTA	Planned Future Obligations FFY 2013, 2014, 2015 & 2016 MAP-21/FAST Act	Federal	0	3,761,714	3,992,562	3,971,518	4,188,852	0	0	0	15,914,646	12,152,932	
		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>3,761,714</b>	<b>3,992,562</b>	<b>3,971,518</b>	<b>4,188,852</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,914,646</b>	<b>12,152,932</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>	<b>Section 5307/Local/</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>	<b>Section 5307/Local/</b>
Total Section 5307	Total Section 5307	Federal	3,585,195	7,390,595	3,992,562	7,565,838	10,018,202	0	0	0	28,967,197	21,576,602	
		State	0	0	0	0	0	0	0	0	0	0	
		Local	322,015	0	0	289,500	0	0	0	0	289,500	289,500	
		<b>Total Section 5307</b>	<b>3,907,210</b>	<b>7,390,595</b>	<b>3,992,562</b>	<b>7,855,338</b>	<b>10,307,702</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,256,697</b>	<b>21,866,102</b>

**MPO TRANSIT PROJECTS**

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

Policy Committee Action: September 27, 2018

Amended Action:

Agency	Project name		Previous Obligations	Funding (In Actual Dollars)						TIP COST (2016 - 2022)	SCDOT COST (2017 - 2022)	Funding
				2016	2017	2018	2019	2020	2021			
CMRTA	Rehab/Revovate Bus Terminal	Federal	0	0	0	388,928	0	0	0	388,928	388,928	Section 5339//Local/CMRTA
	Capital - Assembly Street	State	0	0	0	0	0	0	0	0	0	
	FFY 2018 Funds	Local	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>388,928</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>388,928</b>	<b>388,928</b>	
CMRTA	Rehab/Revovate Bus Terminal	Federal	0	0	0	163,648	0	0	0	163,648	163,648	Section 5339//Local/CMRTA
	Capital - Assembly Street	State	0	0	0	0	0	0	0	0	0	
	FFY 2018 Funds	Local	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>163,648</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>163,648</b>	<b>163,648</b>	
CMRTA	Rehab/Rebuild 35 Ft Bus	Federal	0	0	0	80,000	0	0	0	80,000	80,000	Section 5339//Local/CMRTA
	Capital - Rewrap buses purchased in 2010	State	0	0	0	0	0	0	0	0	0	
	FFY 2018 Funds	Local	0	0	0	20,000	0	0	0	20,000	20,000	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	
CMRTA	Purchase Bus Shelters	Federal	0	0	0	425,653	0	0	0	425,653	425,653	Section 5339//Local/CMRTA
	Capital - Install 9 Bus Shelters	State	0	0	0	0	0	0	0	0	0	
	FFY 2017 Funds	Local	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>425,653</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>425,653</b>	<b>425,653</b>	
CMRTA	Purchase Bus Shelters	Federal	0	0	0	382,699	0	0	0	382,699	382,699	Section 5339//Local/CMRTA
	Capital - Install 8 Bus Shelters	State	0	0	0	0	0	0	0	0	0	
	FFY 2016 Funds	Local	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>382,699</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>382,699</b>	<b>382,699</b>	
CMRTA	Purchase of New Automated Passenger Counters - Capital	Federal	0	0	0	399,037	0	0	0	399,037	399,037	Section 5339//Local/CMRTA
		State	0	0	0	0	0	0	0	0	0	
	FFY 2015 Funds	Local	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>399,037</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>399,037</b>	<b>399,037</b>	
CMRTA	Purchase of New Fareboxes	Federal	0	0	0	425,655	0	0	0	425,655	425,655	Section 5339//Local/CMRTA
	Capital	State	0	0	0	0	0	0	0	0	0	
	FFY 2014 Funds	Local	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>425,655</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>425,655</b>	<b>425,655</b>	
CMCOG	Future Obligations	Federal	0	0	238,152	0	0	0	0	238,152	238,152	Section 5339//Local/CMRTA
	Capital	State	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>238,152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>238,152</b>	<b>238,152</b>	
CMCOG/CMRTA	Diesel Bus	Federal	0	438,767	0	0	0	0	0	438,767	0	Section 5339//Local/CMRTA
	Capital	State	0	0	0	0	0	0	0	0	0	
		Local	0	109,692	0	0	0	0	0	109,692	0	
	<b>Total</b>		<b>0</b>	<b>548,459</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>548,459</b>	<b>0</b>	
TBA		Federal	0	0	0	0	0	0	0	0	0	Section 5339//Local/
		State	0	0	0	0	0	0	0	0	0	
		Local	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>Total Section 5339</b>	Federal	0	438,767	238,152	824,692	382,699	0	0	1,884,310	1,445,543	
	Total Section 5339	State	0	0	0	0	0	0	0	0	0	
	Total Section 5339	Local	0	109,692	0	0	0	0	0	109,692	0	
	<b>Total Section 5309</b>	<b>Total</b>	<b>0</b>	<b>548,459</b>	<b>238,152</b>	<b>824,692</b>	<b>382,699</b>	<b>0</b>	<b>0</b>	<b>1,994,002</b>	<b>1,445,543</b>	

**MPO TRANSIT PROJECTS**

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

Policy Committee Action: June 22, 2017  
Amended Action:

Agency	Project name		Prior Year(s)	Funding (In Actual Dollars)						TIP COST (2016 - 2022)	SCDOT COST (2017 - 2022)	Funding
				2016	2017	2018	2019	2020	2021			
CMRTA	How-To-Videos SC-37-X027 Capital	Federal	84,000	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	21,000	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>105,000</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>
CMRTA	How-To-Videos SC-37-X027 Administration	Federal	10,000	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>10,000</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>
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>
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>
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>
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>
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 DR Section 5316	Total DR Section 5316	Federal	94,000	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	21,000	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>115,000</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>

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

Policy Committee Action: June 22, 2017  
Amended Action:

Agency	Project name		Previous Obligations	Funding (In Actual Dollars)						TIP COST (2016 - 2022)	SCDOT COST (2017 - 2022)	Funding
				2016	2017	2018	2019	2020	2021			
CMCOG/COATS	New Freedom Administration SC-57-X018	Federal	14,239	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>14,239</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>
CMCOG/COATS	Mobility Manager SC-57-X018	Federal	33,786	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	8,447	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>42,233</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>
CMCOG/CMRTA	Travel Trainer SC-57-X015	Federal	141,662	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	35,416	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>177,078</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>
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>
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 DR Section 5317	Total DR Section 5317	Federal	189,687	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	43,863	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>233,550</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>

**MPO TRANSIT PROJECTS**

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

Policy Committee Action: June 22, 2017  
Amended Action: June 28, 2018

Agency	Project name	Federal	Previous Obligations	Funding (In Actual Dollars)						TIP COST (2016 - 2022)	SCDOT COST (2017 - 2022)	Funding	
				2016	2017	2018	2019	2020	2021				2022
CMCOG/COATS	CMCOG Program Administration	Federal	0	37,428	8,082	8,068	8,290	0	0	0	61,868	24,440	Designated Recipient (DR) Section 5310
		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>37,428</b>	<b>8,082</b>	<b>8,068</b>	<b>8,290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61,868</b>	<b>24,440</b>	
CMCOG/COATS	Kershaw County DSNB FY 18 - 14 Passenger Vehicle - Capital	Federal	0	0	0	50,000	0	0	0	0	50,000	0	Section 5310/Local/Kershaw County DSNB
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	12,500	0	0	0	0	12,500	0	
<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>0</b>	
CMCOG/COATS	Senior Resources FY 16 - 14 Passenger Vehicle - Capital FY 19 - 14 Passenger Vehicle - Capital	Federal	0	53,125	0	0	40,000	0	0	0	93,125	40,000	Section 5310/Local/Senior Resources
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	9,375	0	0	10,000	0	0	0	19,375	10,000	
<b>Total</b>			<b>0</b>	<b>62,500</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112,500</b>	<b>50,000</b>	
CMCOG/COATS	Senior Resources FY 16 - Minibus - Capital FY 19 - ADP Software - Capital	Federal	0	34,000	0	0	94,357	0	0	0	128,357	94,357	Section 5310/Local/Senior Resources
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	6,000	0	0	23,589	0	0	0	29,589	23,589	
<b>Total</b>			<b>0</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>117,946</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157,946</b>	<b>117,946</b>	
CMCOG/COATS	Senior Resources FY 16 - Operating	Federal	0	17,752	0	0	0	0	0	0	17,752	0	Section 5310/Local/Senior Resources
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	17,752	0	0	0	0	0	0	17,752	0	
<b>Total</b>			<b>0</b>	<b>35,504</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,504</b>	<b>0</b>	
CMCOG/COATS	Irmo Chapin Recreation FY 16 - 14 Passenger Vehicle - Capital FY 17 - ADA Minivan	Federal	0	55,250	36,000	0	0	0	0	0	91,250	36,000	Section 5310/Local/ICRC
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	9,750	9,000	0	0	0	0	0	18,750	9,000	
<b>Total</b>			<b>0</b>	<b>65,000</b>	<b>45,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110,000</b>	<b>45,000</b>	
CMCOG/CMRTA	Irmo Chapin Recreation FY 16 - Minibus - Second Vehicle	Federal	0	34,000	0	0	0	0	0	0	34,000	0	Section 5310/Local/ICRC
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	6,000	0	0	0	0	0	0	6,000	0	
<b>Total</b>			<b>0</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>0</b>		
CMCOG/COATS	Mental Illness Recovery Center FY 16 - 14 Passenger Vehicle - Capital FY 17 - Minivan FY 18 - Minivan FY 19 - Minivan	Federal	0	44,800	26,400	26,400	35,964	0	0	0	133,564	88,764	Section 5310/Local/MIRCI
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	11,200	6,600	6,600	8,991	0	0	0	33,391	22,191	
<b>Total</b>			<b>0</b>	<b>56,000</b>	<b>33,000</b>	<b>33,000</b>	<b>44,955</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166,955</b>	<b>110,955</b>	
CMCOG/COATS	Mental Illness Recovery Center FY 16 - Second 14 Passenger Vehicle FY 17 - Second Vehicle - 14 Passenger FY 18 - Second Minivan	Federal	0	44,800	44,800	26,400	0	0	0	0	116,000	71,200	Section 5310/Local/MIRCI
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	11,200	11,200	6,600	0	0	0	0	29,000	17,800	
<b>Total</b>			<b>0</b>	<b>56,000</b>	<b>56,000</b>	<b>33,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145,000</b>	<b>89,000</b>	
CMCOG/COATS	Babcock Center FY 16 - 14 Passenger Vehicle - Capital FY 17 - First Passenger Vehicle - Capital FY 18 - 14 Passenger Vehicle - Capital FY 19 - Minivan	Federal	0	53,125	50,000	50,000	24,800	0	0	0	177,925	124,800	Section 5310/Local/Babcock Center
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	9,375	12,500	12,500	6,200	0	0	0	40,575	31,200	
<b>Total</b>			<b>0</b>	<b>62,500</b>	<b>62,500</b>	<b>62,500</b>	<b>31,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>218,500</b>	<b>156,000</b>	
CMCOG/COATS	Babcock Center FY 16 - Second 14 Passenger Vehicle FY 17 - Second Passenger Vehicle - Capital	Federal	0	0	50,000	0	0	0	0	0	50,000	50,000	Section 5310/Local/Babcock Center
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	12,500	0	0	0	0	0	12,500	12,500	
<b>Total</b>			<b>0</b>	<b>0</b>	<b>62,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62,500</b>	<b>62,500</b>	
CMCOG/COATS	CMRTA FY 19 - Mobility Management	Federal	0	0	0	211,107	0	0	0	0	211,107	211,107	Section 5310/Local/CMRTA
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	52,777	0	0	0	0	52,777	52,777	
<b>Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>263,884</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>263,884</b>	<b>263,884</b>	
<b>Total DR Section 5310</b>		Federal	0	374,280	215,282	160,868	414,518	0	0	0	1,164,948	790,668	
<b>Total DR Section 5310</b>		State	0	0	0	0	0	0	0	0	0	0	
<b>Total DR Section 5310</b>		Local	0	80,652	51,800	38,200	101,557	0	0	0	272,209	191,557	
<b>Total DR Section 5310</b>			<b>0</b>	<b>454,932</b>	<b>267,082</b>	<b>199,068</b>	<b>516,075</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,437,157</b>	<b>982,225</b>	

**FTA Formula Grant Programs Annual Allocations**

Policy Committee Action: June 22, 2017

Agency	Program Name	Federal Only	Previous Obligations	Funding (In Actual Dollars)						TIP COST (2016 - 2022)	SCDOT COST (2017 - 2022)	Funding
				2016	2017	2018	2019	2020	2021			
Federal Programs	Section 5307	Total	11,098,328	0	4,192,562	3,971,518	0	0	0	0	8,164,080	8,164,080
	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	1,046,934	0	0	0	0	0	0	0	0	0
	Section 5339	Total	1,130,082	0	0	0	0	0	0	0	0	0
	<b>Federal Programs</b>	<b>Total</b>	<b>14,050,296</b>	<b>0</b>	<b>4,192,562</b>	<b>3,971,518</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,164,080</b>	<b>8,164,080</b>
Transit TIP Total		Federal	3,868,882	8,203,642	4,445,996	8,551,398	10,815,419	0	0	0	32,016,455	23,812,813
Transit TIP Total		State	0	0	0	0	0	0	0	0	0	0
Transit TIP Total		Local	386,878	190,344	51,800	38,200	391,057	0	0	0	671,401	481,057
<b>Transit</b>			<b>4,255,760</b>	<b>8,393,986</b>	<b>4,497,796</b>	<b>8,589,598</b>	<b>11,206,476</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32,687,856</b>	<b>24,293,870</b>

PLEASE NOTE THAT THE COATS TIP COST IS INCLUSIVE OF FY 2016 FUNDING

**APPENDIX A**

**TIP AMENDMENT PROCESS AND PROCEDURES**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

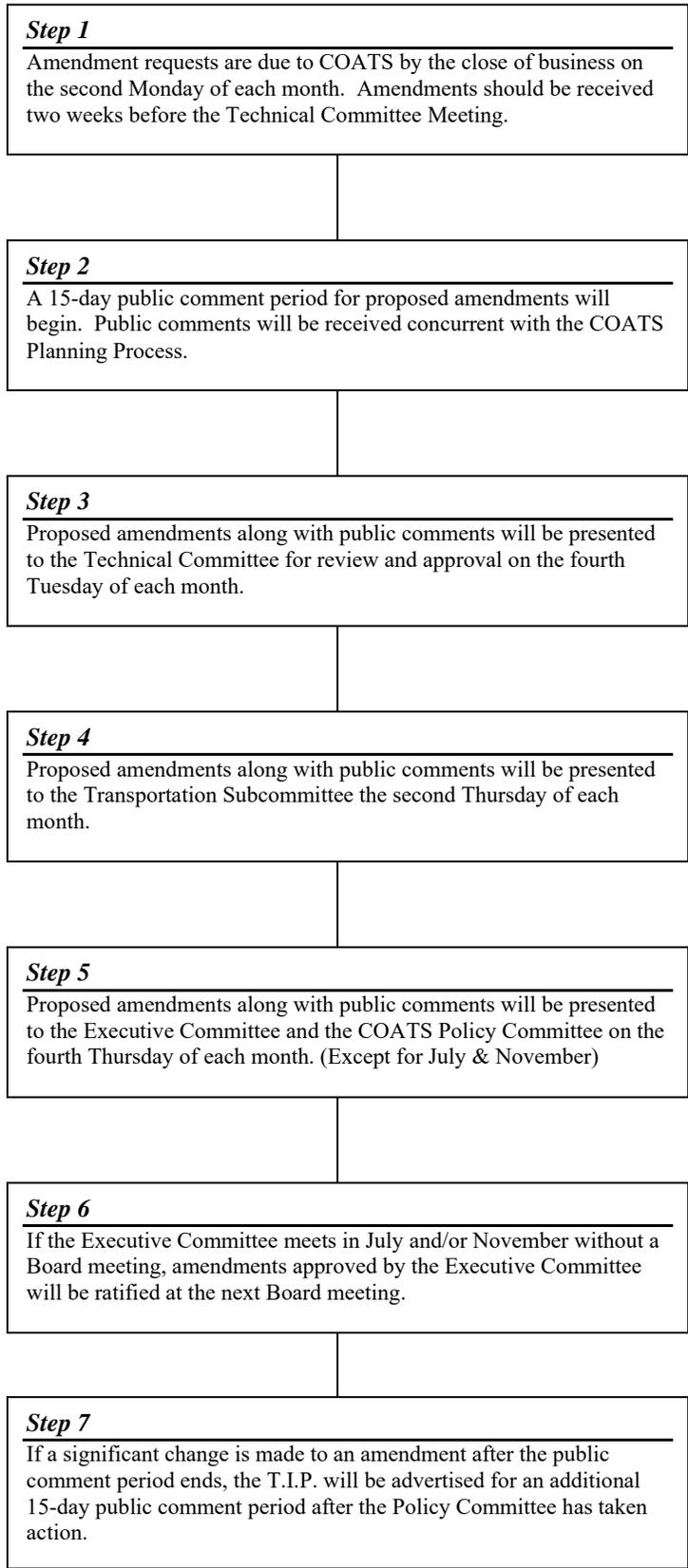
**Approved by the Policy Committee of the  
Columbia Area Transportation Study**

**June 23, 2016**

"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**



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

**APPENDIX B**

**ACT 114 PRIORITIZATION REQUIREMENTS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

**June 23, 2016**



**ACT 114 PRIORITIZATION REQUIREMENTS**

**Project Prioritization Requirements pursuant to SC Code of Laws, Section 57-1-370 (B)(8):**

“...the Commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria:

- a. Financial viability
- b. Public safety
- c. Potential for economic development
- d. Traffic volume and congestion
- e. Truck traffic
- f. The pavement quality index
- g. Environmental impact
- h. Alternative transportation solutions; and
- i. Consistency with local land use plans.”

**SCDOT Act 114 Project Prioritization Process:**

- (1) The SCDOT Commission established prioritization criteria for each program category within six months of passage of Act 114.
- (2) Promulgation of State Regulation 63-10(C)(3) established a methodology for application of criteria and required the State Highway Engineer to establish the weight to be used for each criteria, as well as a ranking process (outlined through SCDOT Engineering Directives). The methodology and application of the criteria is provided as a recommendation to the Commission for approval.
- (3) Engineering Directives outlining weights for criteria were put into place in early 2009 and updated as necessary
- (4) Staff applies the criteria to prioritize projects lists, which are then submitted to the Commission for approval. Projects from these lists are then presented to the Commission for inclusion in the STIP as funding is available.

Project Type	Criteria and Weighting
Bridge Replacements	<p><u>75% based on the Following Data Collected:</u></p> <ul style="list-style-type: none"> <li>• Structural Condition</li> <li>• Traffic Status</li> <li>• Average Daily Traffic</li> <li>• Average Daily Truck Traffic Percentage</li> <li>• Detour Length</li> </ul> <p><u>25% based on Engineering Judgment in the Following Areas:</u></p> <ul style="list-style-type: none"> <li>• District maintenance capabilities, frequency of repairs, effectiveness of repairs, funding availability, including contracts</li> <li>• Coordination with other SCDOT projects</li> <li>• Additional engineering review of rehab vs. replacement options</li> <li>• Current and future economic/industrial development</li> <li>• Route continuity and river basin upgrades</li> <li>• Improved emergency services and emergency evacuation routes</li> <li>• Strategic and network planning for current and future needs</li> <li>• Environmental impacts</li> <li>• Current and future housing developments</li> <li>• New schools and/or changes in bus routes</li> </ul>
Interstate Mainline Capacity Projects (Widenings)	<p>Volume to Capacity - 30%</p> <p>Public Safety - 20%</p> <p>Truck Traffic - 10%</p> <p>Pavement Condition - 10%</p> <p>Financial Viability - 10%</p> <p>Environmental Impacts - 10%</p> <p>Economic Development - 10%</p>
Interstate Interchange Projects	<p><u>80% based on the Following Data Collected:</u></p> <ul style="list-style-type: none"> <li>• Passenger Vehicle Travel Time</li> <li>• Truck Vehicle Travel Time</li> <li>• Passenger Vehicle Delay</li> <li>• Passenger Vehicle Distance</li> <li>• Truck Vehicle Distance</li> <li>• Truck Vehicle Time</li> <li>• Truck Detour Distance</li> <li>• Design-related Fatal Crashes</li> <li>• Design-related Personal Injury Crashes</li> <li>• Design-related Personal Damage Crashes</li> <li>• Other Fatal Crashes</li> <li>• Other Personal Injury Crashes</li> <li>• Other Personal Damage Crashes</li> </ul> <p>Economic Development – 10%</p> <p>Environmental Impacts – 10%</p>
Resurfacing Projects (Non-interstate)	<p>Pavement Condition</p> <p>Average Daily Traffic</p> <p>Average Daily Truck Traffic</p> <p>Pavement Maintenance Costs</p> <p>Location and Significance to Communities/Local Businesses</p>

Source: SCDOT, Office of Secretary of Transportation  
Date: December 2013

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**2016 - 2022 TIP**

**GLOSSARY AND LIST OF ABBREVIATIONS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

**June 23, 2016**

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.

**Fixing America's Surface Transportation Act or "FAST Act"** - On December 4, 2015, President Obama signed the [Fixing America's Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

**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>. CMOG 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) 2016 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.

**STBG – Surface Transportation Block Grant Program** - The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation *Block Grant* Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

**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.

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**2016 - 2022 TIP**

**INDEX**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

**June 23, 2016**

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



2016 - 2022 Transportation Improvement Plan-Purpose .....	1-1
ACT 114.....	1-4
Appendix A - TIP Amendment Process and Procedures.....	3-1
Appendix B - ACT 114 Prioritization Requirements .....	4-1
Changes to the TIP .....	1-6
Columbia Area Transportation Study Boundary Map.....	xi
Conclusion .....	1-11
Current SCDOT Timeline for Processing STIP Amendments.....	1-9
Financial Constraint .....	1-5
Financial Sheets.....	2-1
Glossary and List of Abbreviations.....	5-1
Index.....	6-1
Long Range Transportation Plan.....	1-2
Major Amendment .....	1-8
Minor Amendment .....	1-7
MPO Enhancement Funds.....	2-11
MPO Guideshare Projects .....	2-6
MPO Intersection Improvement Projects.....	2-4
MPO Signal System Improvement Projects.....	2-3
MPO Structure.....	1-1
MPO Transit Projects .....	2-17
Process MPOs to include/revise Statewide Program Projects in TIPs .....	1-10
Project Screening Process.....	1-4
Projects Exempt from Guideshare (Bridge Projects) .....	2-8
Projects Exempt from Guideshare (Federal Appropriations).....	2-7
Projects Exempt from Guideshare (Non-Federal Intersection Improvements).....	2-9
Projects Exempt from Guideshare (Non-Federal Project Appropriations).....	2-10
Projects Exempt from Guideshare (Recreational Trails).....	2-7
Projects Exempt from Guideshare.....	2-6
Public Participation Process .....	1-5
Public Transportation .....	1-6
Relationship of the TIP to other Federal and State Transportation Programs.....	1-9
Revised process for TIP and STIP Statewide Program Project Approvals .....	1-11
SCDOT’s Public Notification Process for STIP Revisions.....	1-10
TIP Amendment Process and Procedures.....	1-6
TIP Amendment Request Submittal.....	1-9
TIP Period.....	1-5
Title VI Compliance.....	1-4
Transportation Improvement Program .....	1-2
Transportation Systems Management .....	1-5
Types of TIP Amendments.....	1-7

