
*COLUMBIA AREA
TRANSPORTATION STUDY*

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

| Revision # | Approval Date | Public Review & Comment |
|-------------------|----------------------|------------------------------------|
|-------------------|----------------------|------------------------------------|

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REVISION SUMMARIES

REVISION 0

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

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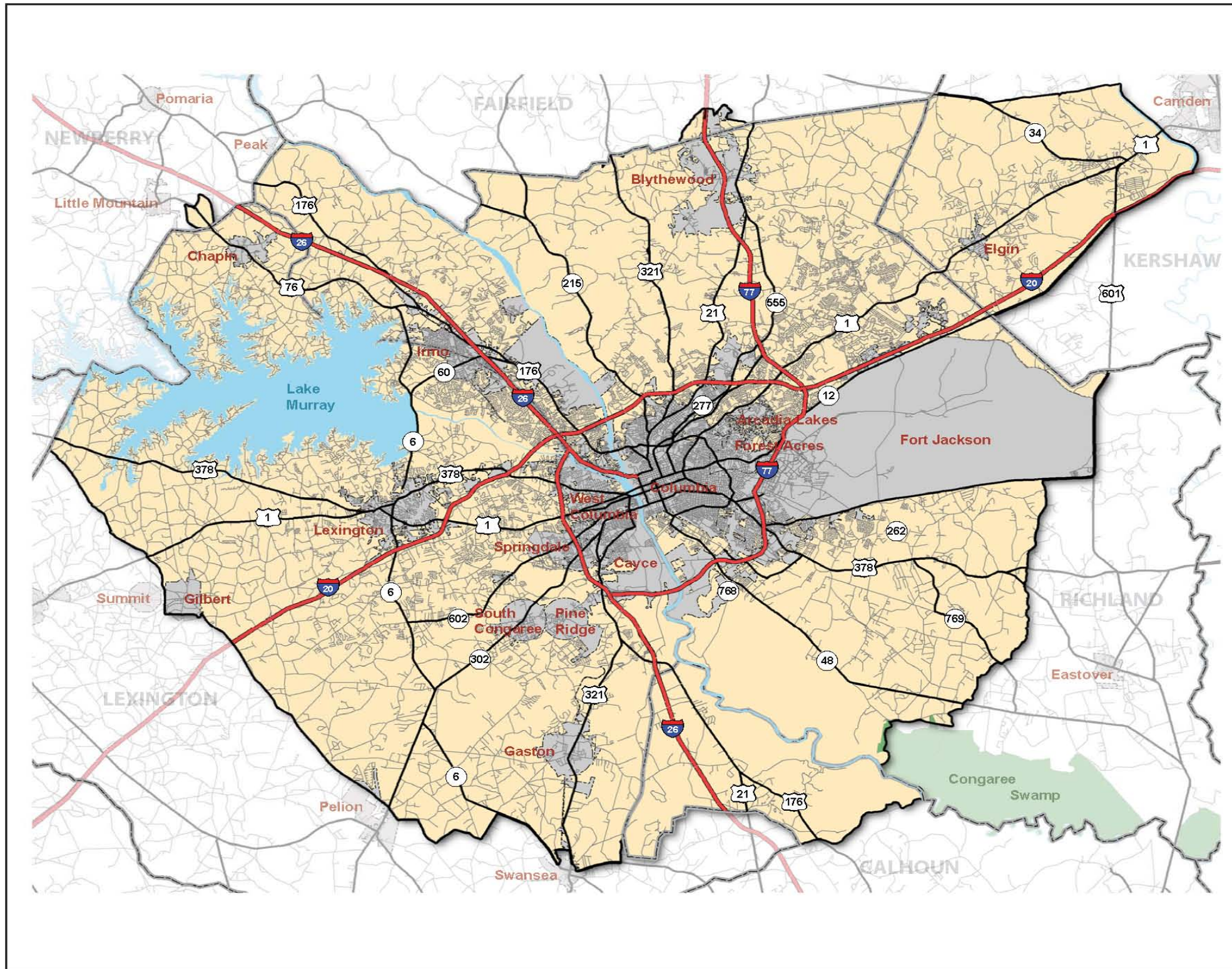
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-  2010 COATS MPO Boundary
-  Municipal Boundary
-  County Boundary



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.

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.

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 3rd 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:

| COATS PIN # | 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 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 0 750 | 0 0 750 | | | | |
| | | Total | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 750 | 750 | | | NHS & STP | |
| 0036771 | | Signals | COATS MPO | Downtown Columbia Signal System Improvements Phase I | PE ROW Constr | 0 0 104 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | | | | |
| | | Total | | | | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | NHS & STP | |
| P027476 | | Signals | COATS MPO | Two Notch Road Signal Systems Improvements | PE ROW Constr | 0 0 157 | 0 0 -12 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | | | | |
| | | Total | | | | 157 | -12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | STP | |
| P028100 | | Signals | Lexington County | US 378/Corley Mill Road Signal Systems Improvements | PE ROW Constr | 0 0 0 | 0 0 263 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | | | | |
| | | Total | | | | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | STP | |
| P027390 | | Signals | Town of Lexington | Adaptive Signals Phase I Signals 1 thru 19 of a total 35 | PE ROW Constr | 250 0 0 | -6 0 1,748 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | | | | |
| | | Total | | | | 250 | 1,742 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | STP | |
| P028102 | | Signals | Town of Lexington | Adaptive Signals Phase II Signals 20 thru 35 of a total 35 | PE ROW Constr | 0 0 0 | 0 447 0 | 215 0 0 | 0 0 1,932 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 215 447 1,932 | 0 0 1,932 | | | |
| | | Total | | | | 0 | 0 | 662 | 0 | 1,932 | 0 | 0 | 0 | 2,594 | 1,932 | | | STP | |
| P0277797 | | Signals | COATS MPO | Downtown Columbia Signal System Improvements Phase II | PE ROW Constr | 240 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | | | | |
| | | Total | | | | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | STBG | |
| | | | | 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 | | | | |
| | | Total | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | STBG | |
| | | Total | | | PE | 490 | -6 | 215 | 0 | 0 | 0 | 0 | 0 | 215 | 0 | | | | |
| | | Total | | | ROW | 0 | 0 | 447 | 0 | 0 | 0 | 0 | 0 | 447 | 0 | | | | |
| | | Total | | | Constr | 261 | 1,999 | 0 | 750 | 1,932 | 0 | 0 | 0 | 2,682 | 2,682 | | | | |
| | | Guideshare | | | Subtotal | 751 | 1,993 | 662 | 750 | 1,932 | 0 | 0 | 0 | 3,344 | 2,682 | | | | |

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:

| 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 | 75 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | | |
| | | | | ROW | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | Constr | 0 | 1,223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | Total | 259 | 1,246 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | | STP | |
| 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 |
| | | | | Total | 726 | -55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | STP | |
| 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 |
| | | | | Total | 193 | 899 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | STP | |
| 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 |
| | | | | Total | 146 | 739 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | STP | |
| 0041502 | Intersection | Richland County | Leesburg Road at Patricia Drive | PE | 75 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | | ROW | 0 | 0 | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 700 | 0 | |
| | | | | Constr | 0 | 0 | 0 | 0 | 700 | 700 | 700 | 0 | 0 | 0 | 2,100 | 2,100 | 0 | |
| | | | | Total | 75 | 325 | 700 | 0 | 0 | 700 | 700 | 700 | 0 | 2,800 | 2,100 | | STP | |
| 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 | 0 |
| | | | | Total | 4,372 | -184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | STP | |
| 0041846 | Intersection | TBA | 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 | 0 | |
| | | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | STP | |
| COATS MPO | Operational/Safety/ Maintenance Improvements | PE | 0 | 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 | 0 | | |
| | | Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | STBG | |
| Total | | | | PE | 425 | 373 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | | |
| Total | | | | ROW | 4,602 | -184 | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 700 | 0 | | | |
| Total | | | | Constr | 1,780 | 2,781 | 0 | 0 | 700 | 700 | 700 | 0 | 0 | 2,100 | 2,100 | | | |
| Guideshare | | | | Subtotal | 6,807 | 2,970 | 705 | 0 | 0 | 700 | 700 | 700 | 0 | 2,805 | 2,100 | | | |

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

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

Policy Committee Action: December 14, 2017
Amended Action:

| 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 | | | | | | 2022 | |
| | | 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 | 0 0 0 0 | | | | |
| 0022875 / 0022874 | | Widening | Lexington County | SC 602 Extension Platt Spring Road Widen to 5 Lanes | PE ROW Constr Total | 1,276 7,327 6,980 15,583 | 600 0 1,114 1,714 | 0 0 0 0 | 0 0 0 0 | 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 | | |
| 0024110 | | New Location | Lexington County | Airport Connector Construct New Road | 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 | 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 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 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 STP | | |
| 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 3,977 0 0 7,977 | 0 2,000 0 0 2,000 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | | Richland County Penny Sales Tax STP | | |
| 0042383 | | Widening | Lexington County | Columbia Avenue (S-48) Widen to 5 Lanes | PE ROW Constr Total | 1,000 0 0 1,000 | 0 0 0 0 | 1,000 0 0 1,000 | 2,000 0 0 2,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | | STP | | |
| 0041846 | | Safety | City of Columbia | Bluff Road Sidewalk Richland County CTC | PE ROW Constr CTC Total | 0 0 699 0 699 | 0 0 -699 0 -699 | 0 0 0 0 0 | 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 0 0 0 | 0 0 0 0 0 | | Richland County CTC STP | | |
| P027229 | | Interchange | Lexington County | I-26 Exit 119 CMCOG Rural Program | 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 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | | CMCOG Rural Program STP | | |
| | | Safety | City of Columbia | Assembly Street Phase II Richland County CTC | PE ROW Constr Tax Total | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 2,400 609 3,009 | 0 0 0 0 0 | 0 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 CTC STP | | |
| | | Safety | Springdale | Kitty Hawk Sidewalk Project Town of Springdale | 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 | 0 0 0 0 0 | | Town of Springdale STP | | |
| | | Safety | Chapin | Lexington Avenue Sidewalk Town of Chapin | 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 | 0 0 0 0 0 | | Town of Chapin STP | | |
| | | Safety | City of Columbia | South Main Street 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 | 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 | 0 0 0 0 | | STP | | |
| | | | | Total | PE ROW Constr Total | 26,890 56,986 179,169 263,045 | 1,065 1,827 5,088 7,980 | 1,220 1,147 10,000 12,367 | 2,000 0 14,150 16,150 | 0 0 14,744 14,744 | 0 5,000 10,700 15,700 | 0 6,700 10,700 17,400 | 0 0 22,875 22,875 | 0 0 13,700 13,700 | 0 12,847 105,344 121,411 | 0 11,700 95,344 109,044 | | | |
| | | 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 3,399 | 0 0 3,404 3,404 | 0 0 1,284 1,284 | 0 0 25,654 25,654 | 0 0 21,855 21,855 | | | |
| | | | | Guideshare (Total - \$134,400) | | 0 | 18,755 | 19,200 | 19,200 | 19,200 | 19,200 | 19,200 | 19,200 | 19,200 | 134,400 | 115,200 | | | |
| | | | | Carryover Available | | 0 | 8,530 | 14,455 | 17,489 | 15,893 | 15,760 | 14,727 | 13,128 | 6,049 | 97,501 | 83,046 | | | |
| | | | | Additional or Transferred Funds | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | | Guideshare Subtotal | | 0 | 12,830 | 16,166 | 20,796 | 19,333 | 20,233 | 20,799 | 26,279 | 23,459 | 147,065 | 130,899 | | | |
| | | | | Balance (Available Funds) | | 0 | 14,455 | 17,489 | 15,893 | 15,760 | 14,727 | 13,128 | 6,049 | 1,790 | 5,500 | 84,836 | 67,347 | | |

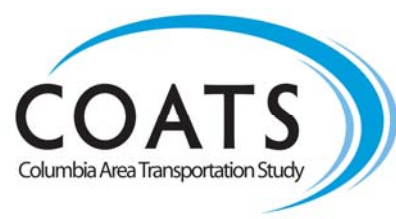
* Please note \$27 million will be added to the construction phase of this project from the Richland County Sales Tax. This funding is also shown in the non-federal appropriations section of this document.

** 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.

becomes available up to the sunset date of September 30, 2019. At that time the advancement status will dissolve if the project is not under construction and CMCOG will re-evaluate its financial commitment. The advancement status amount shall not exceed the original commitment of \$13.7 million.

****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

Policy Committee Action: June 23, 2016
Amended Action: December 18, 2018

| 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 | Planning Funds | |
| | I-26 Exit 91 to US 21/US 176 Exit 119 | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | I-126 (I-26 to Huger Street) | Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | I-20 (SC204 (Exit 51) to White Pond Road (Exit 87)) | Constr | 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 | | |
| Total | | | 3,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NHS / IM | |
| 22408 | I-26 / US 1 Interchange (Exit 111) | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Constr | 0 | 0 | 0 | 0 | 80,000,000 | 0 | 0 | 80,000,000 | 80,000,000 | 80,000,000 | | |
| Total | | | 0 | 0 | 0 | 0 | 80,000,000 | 0 | 80,000,000 | 80,000,000 | 80,000,000 | NHP | | |
| | I-20/I-26/I-126 Corridor Improvements | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SIB Funding | |
| | | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Interstate | |
| | | ROW | 0 | 0 | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 | 0 | NHP | |
| | | Constr | 0 | 0 | 0 | 1,368,600 | 0 | 0 | 0 | 1,368,600 | 0 | 0 | AC | |
| | | Constr | 0 | 0 | 0 | 10,000,000 | 456,200,000 | 456,200,000 | 456,200,000 | 1,378,600,000 | 1,378,600,000 | 0 | NHP | |
| Total | | | 0 | 0 | 2,000,000 | 11,368,600 | 456,200,000 | 456,200,000 | 456,200,000 | 1,381,968,600 | 1,380,600,000 | 0 | NHP/AC | |
| S-492 Zimacrest Dreive & S-2892 Browning Road Intersection Improvement Richland County | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ROW | 0 | 0 | 75,000 | 0 | 0 | 0 | 0 | 75,000 | 75,000 | 0 | 0 | | |
| | Constr | 0 | 0 | 0 | 800,000 | 0 | 0 | 0 | 800,000 | 800,000 | 0 | 0 | | |
| Total | | | 0 | 75,000 | 800,000 | 0 | 0 | 0 | 875,000 | 875,000 | 0 | NHS | | |
| | I-20 (Design Build) Widen from US 378 to Long Pond Road SIB Saffety Interstate | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Constr | 0 | 0 | 48,900,000 | 48,900,000 | 0 | 0 | 0 | 97,800,000 | 97,800,000 | 0 | 0 | SIB Funding |
| | | Saffety | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Saffety Funding |
| | | Interstate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Interstate Funding |
| Total | | | 0 | 48,900,000 | 48,900,000 | 0 | 0 | 0 | 97,800,000 | 97,800,000 | 0 | SIB | | |
| 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 | | |
| | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 0 | 35,604,000 | 0 | 0 | 0 | 0 | 0 | 35,604,000 | 0 | 0 | 0 | SIB Funding | |
| | Constr | 0 | 33,196,000 | 0 | 0 | 0 | 0 | 0 | 33,196,000 | 0 | 0 | 0 | Interstate Funding | |
| Total | | 3,096,000 | 68,800,000 | 0 | 0 | 0 | 0 | 0 | 68,800,000 | 0 | 0 | NHP | | |
| I-20 Near MM 82 to Near MM 85 | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 0 | 0 | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 | 3,000,000 | 0 | 0 | | |
| Total | | | 0 | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 | 3,000,000 | 0 | NHP | | |
| S-63 Alpine Road & S-1026 Old Percival Road Intersection Improvement Richland County | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 0 | 0 | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 | 1,000,000 | 0 | 0 | | |
| Total | | | 0 | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 | 1,000,000 | 0 | NHS | | |
| I-26 Near MM 96 to Near MM 101 S-80 Bridge Jackings/Replacement S-58 Bridge Jackings/Replacement | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 0 | 0 | 0 | 4,040,000 | 0 | 0 | 0 | 4,040,000 | 4,040,000 | 0 | 0 | | |
| Total | | | 0 | 0 | 7,450,000 | 0 | 0 | 0 | 7,450,000 | 4,040,000 | 0 | NHP | | |
| I-26 Near MM 110 to Near MM 115 S-365 Bridge Jackings/Replacement S-365 Bridge Jackings/Replacement S-30 Bridge Jackings/Replacement | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 1,336,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 0 | 6,000,000 | 0 | 0 | 0 | 0 | 0 | 6,000,000 | 0 | 0 | 0 | | |
| | Constr | 0 | 10,500,000 | 0 | 0 | 0 | 0 | 0 | 10,500,000 | 0 | 0 | 0 | | |
| Total | | 1,336,000 | 16,500,000 | 0 | 0 | 0 | 0 | 0 | 16,500,000 | 0 | 0 | NHP | | |
| SC-12 Percival Road & S-1196 E. Boundary St. Intersection Improvement Richland County | PE | 0 | 0 | 150,000 | 0 | 0 | 0 | 0 | 0 | 150,000 | 150,000 | 0 | | |
| | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 0 | 0 | 0 | 0 | 500,000 | 0 | 0 | 500,000 | 500,000 | 0 | 0 | | |
| Total | | | 0 | 150,000 | 0 | 500,000 | 0 | 0 | 650,000 | 650,000 | 0 | NHS | | |
| SC-555 Farrow Road & S-1274 N. Brickyard Road Intersection Improvement Richland County | PE | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 | 200,000 | 0 | 0 | | |
| | ROW | 0 | 0 | 0 | 75,000 | 0 | 0 | 0 | 75,000 | 75,000 | 0 | 0 | | |
| | Constr | 0 | 0 | 0 | 0 | 850,000 | 0 | 0 | 850,000 | 850,000 | 0 | 0 | | |
| Total | | | 0 | 200,000 | 75,000 | 850,000 | 0 | 0 | 1,125,000 | 1,125,000 | 0 | NHS | | |
| Interstate Safety Project I-77 Overhead Sign Structure Richland County | PE | 0 | 0 | 75,000 | 0 | 0 | 0 | 0 | 75,000 | 75,000 | 75,000 | 0 | | |
| | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 0 | 0 | 0 | 480,000 | 0 | 0 | 0 | 480,000 | 480,000 | 0 | 0 | | |
| Total | | | 0 | 75,000 | 480,000 | 0 | 0 | 0 | 555,000 | 555,000 | 0 | NHP | | |
| I-77 Near MM 22 to Near MM 27 | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Constr | 0 | 0 | 0 | 0 | 9,100,000 | 0 | 0 | 9,100,000 | 9,100,000 | 0 | 0 | | |
| Total | | | 0 | 0 | 0 | 9,100,000 | 0 | 0 | 9,100,000 | 9,100,000 | 0 | NHP | | |
| SHEP Program | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ROW | 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 | 1,750,000 | | |
| Total | | | 0 | 1,750,000 | 1,750,000 | 1,750,000 | 1,750,000 | 1,750,000 | 1,750,000 | 12,250,000 | 10,500,000 | 1,750,000 | CMAQ | |
| Pavement Marking & Signing | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | IM / NHS / STP | |
| ITS (Interstate) | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | IM / NHS | |
| Resurfacing Projects | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | | |
| Saffety Projects | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | | |
| State Enhancement Projects | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | | |
| Adopt an Interchange Program | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | | |
| Bridge Jackings/Replacements | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | | |
| Interstate Rehabilitation Projects | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | | |
| State Traffic Management Center | | | SEE APPENDIX SCDOT STIP | | | | | | | | | | | |
| Subtotal Exempt | PE | 6,096,000 | 0 | 425,000 | 0 | 0 | 0 | 0 | 425,000 | 425,000 | 0 | 0 | | |
| Subtotal Exempt | ROW | 1,336,000 | 0 | 75,000 | 2,075,000 | 0 | 0 | 0 | 2,150,000 | 2,150,000 | 0 | 0 | | |
| Subtotal Exempt | Constr | 0 | 87,050,000 | 53,650,000 | 59,380,000 | 14,100,000 | 547,050,000 | 457,950,000 | 457,950,000 | 1,677,130,000 | 1,590,080,000 | 0 | | |
| Exempt Projects | Total | 7,432,000 | 87,050,000 | 54,150,000 | 61,455,000 | 14,100,000 | 547,050,000 | 457,950,000 | 457,950,000 | 1,679,705,000 | 1,592,655,000 | 0 | | |

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 | 950,000 | 0 | 0 | 0 | 0 | 0 | 950,000 | 0 | 0 | |
| | Total | | 950,000 | 0 | 0 | 0 | 0 | 0 | 950,000 | 0 | 0 | FY 2009 OMNIBUS BILL |
| | 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 | 500,000 | 0 | 0 | 0 | 0 | 0 | 500,000 | 0 | 0 | |
| | Total | | 500,000 | 0 | 0 | 0 | 0 | 0 | 500,000 | 0 | 0 | FY 2010 DEFENSE APPROPRIATION BILL |
| | 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 | 10,000,000 | 10,000,000 | 0 | |
| | City of Columbia Matching Funds | Match | 0 | 0 | 0 | 2,500,000 | 0 | 0 | 2,500,000 | 2,500,000 | 0 | City of Columbia |
| | Total | | 0 | 0 | 0 | 10,000,000 | 0 | 0 | 10,000,000 | 10,000,000 | 0 | TIGER |
| | Subtotal Federal Project Appropriations | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | |
| | Subtotal Federal Project Appropriations | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | |
| | Subtotal Federal Project Appropriations | Constr | 0 | 1,450,000 | 0 | 10,000,000 | 0 | 0 | 11,450,000 | 10,000,000 | #REF! | |
| | Federal Project Appropriations | Total | 0 | 1,450,000 | 0 | 10,000,000 | 0 | 0 | 11,450,000 | 10,000,000 | #REF! | |

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

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 | | | | |
| | 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 |
| | Total | | 96,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TAP |
| | 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 |
| | Total | | 96,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TAP |
| | 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 |
| | Total | | 124,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TAP |
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Recreational Trails | Total | 253,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

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: December 18, 2018

| 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 | 2023 | | | | | |
| | US 21 over Southern & SCL RR (Blossom St) | PE | 0 | 5,360,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,360,000 | 5,360,000 | 0 | |
| | Bridge Replacement | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,500,000 | 7,500,000 | 7,500,000 | 7,500,000 | 0 | |
| | Richland County | Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Total | | 0 | 5,360,000 | 0 | 0 | 0 | 0 | 0 | 7,500,000 | 12,860,000 | 12,860,000 | 12,860,000 | 0 | STP |
| | US 176 over SCL Railroad | PE | 0 | 3,020,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,020,000 | 3,020,000 | 0 | |
| | Bridge Replacement | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | 0 | 0 | 500,000 | 500,000 | 0 | |
| | Richland County | Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,659,000 | 11,659,000 | 11,659,000 | 11,659,000 | 0 | |
| | Total | | 0 | 3,020,000 | 0 | 0 | 0 | 0 | 500,000 | 11,659,000 | 15,179,000 | 15,179,000 | 15,179,000 | 0 | NHP |
| | SC 277 NB over I-77 | PE | 0 | 1,043,000 | 0 | 0 | 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 | 0 | 0 | |
| | Richland County | Constr | 0 | 0 | 35,341,000 | 0 | 0 | 0 | 0 | 0 | 0 | 35,341,000 | 35,341,000 | 0 | |
| | Total | | 0 | 1,043,000 | 35,341,000 | 0 | 0 | 0 | 0 | 0 | 36,384,000 | 36,384,000 | 36,384,000 | 0 | NHP |
| | S-734/S-3017 (Congaree National Park) | PE | 0 | 0 | 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 | 0 | 0 | |
| | Richland County | Constr | 0 | 0 | 154,000 | 0 | 0 | 0 | 0 | 0 | 0 | 154,000 | 154,000 | 0 | |
| | Total | | 0 | 0 | 154,000 | 0 | 0 | 0 | 0 | 0 | 154,000 | 154,000 | 154,000 | 0 | STP |
| | I-126 over SCL Railroad | PE | 0 | 5,340,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,340,000 | 5,340,000 | 0 | |
| | Bridge Replacement | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 0 | 0 | 2,000,000 | 2,000,000 | 0 | |
| | Richland County | Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33,929,000 | 33,929,000 | 33,929,000 | 33,929,000 | 0 | |
| | Total | | 0 | 5,340,000 | 0 | 0 | 0 | 0 | 2,000,000 | 33,929,000 | 41,269,000 | 41,269,000 | 41,269,000 | 0 | NHP |
| | S.C.L. Railroad | PE | 0 | 0 | 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 | 0 | 0 | |
| | Richland County | Constr | 0 | 0 | 13,320,000 | 0 | 0 | 0 | 0 | 0 | 0 | 13,320,000 | 13,320,000 | 0 | |
| | Total | | 0 | 0 | 13,320,000 | 0 | 0 | 0 | 0 | 0 | 13,320,000 | 13,320,000 | 13,320,000 | 0 | NHP |
| | S.C.L. Railroad | PE | 1,811,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | SC 555 (BRP-09) | ROW | 0 | 0 | 0 | 0 | 1,338,000 | 0 | 0 | 0 | 0 | 1,338,000 | 1,338,000 | 0 | |
| | Richland County | Constr | 0 | 0 | 0 | 0 | 0 | 8,035,000 | 0 | 0 | 0 | 8,035,000 | 8,035,000 | 0 | |
| | Total | | 1,811,000 | 0 | 0 | 0 | 1,338,000 | 8,035,000 | 0 | 0 | 9,373,000 | 9,373,000 | 9,373,000 | 0 | STBGP |
| | US 21 over Congaree River | PE | 675,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | US 21 (BRP-23) | ROW | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,000 | 50,000 | 0 | |
| | Lexington County | Constr | 0 | 0 | 0 | 0 | 0 | 6,750,000 | 0 | 0 | 0 | 6,750,000 | 6,750,000 | 0 | |
| | Total | | 675,000 | 0 | 0 | 50,000 | 0 | 6,750,000 | 0 | 0 | 6,800,000 | 6,800,000 | 6,800,000 | 0 | NHP |
| | US 1 over I-20 | PE | 0 | 765,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 765,000 | 765,000 | 0 | |
| | Bridge Replacement | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Lexington County | Constr | 0 | 0 | 0 | 43,873,000 | 0 | 0 | 0 | 0 | 0 | 43,873,000 | 43,873,000 | 0 | |
| | Total | | 0 | 765,000 | 0 | 43,873,000 | 0 | 0 | 0 | 0 | 44,638,000 | 44,638,000 | 44,638,000 | 0 | NHP |
| | US 378 over Twelve Mile Creek | PE | 0 | 2,270,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,270,000 | 2,270,000 | 0 | |
| | Bridge Replacement | ROW | 0 | 0 | 0 | 0 | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 | 0 | |
| | Lexington County | Constr | 0 | 0 | 0 | 0 | 0 | 11,785,000 | 0 | 0 | 0 | 11,785,000 | 11,785,000 | 0 | |
| | Total | | 0 | 2,270,000 | 0 | 0 | 2,000,000 | 11,785,000 | 0 | 0 | 16,055,000 | 16,055,000 | 16,055,000 | 0 | NHP |
| | Horse Creek - US 378 (BR-73) | PE | 0 | 0 | 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 | 0 | 0 | |
| | Lexington County | Constr | 0 | 0 | 18,806,000 | 0 | 0 | 0 | 0 | 0 | 0 | 18,806,000 | 18,806,000 | 0 | |
| | Total | | 0 | 0 | 18,806,000 | 0 | 0 | 0 | 0 | 0 | 18,806,000 | 18,806,000 | 18,806,000 | 0 | NHP |
| | I-26 over 302 | PE | 0 | 1,527,000 | 0 | 0 | 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 | 0 | 0 | |
| | Lexington County | Constr | 0 | 0 | 0 | 0 | 10,000,000 | 16,674,000 | 16,740,000 | 0 | 0 | 43,414,000 | 43,414,000 | 0 | |
| | Total | | 0 | 1,527,000 | 0 | 0 | 60,021,000 | 16,674,000 | 16,740,000 | 0 | 0 | 94,962,000 | 94,962,000 | 0 | NHP |
| | I-26 over Southern Railway | PE | 0 | 3,263,000 | 0 | 0 | 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 | 0 | 0 | |
| | Lexington County | Constr | 0 | 0 | 0 | 0 | 10,000,000 | 42,599,000 | 42,599,000 | 0 | 0 | 95,198,000 | 95,198,000 | 0 | |
| | Total | | 0 | 3,263,000 | 0 | 0 | 10,000,000 | 42,599,000 | 42,599,000 | 0 | 0 | 98,461,000 | 226,259,000 | 0 | NHP |
| | Subtotal Bridge Projects | PE | 2,486,000 | 22,588,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22,588,000 | 22,588,000 | 0 | |
| | Subtotal Bridge Projects | ROW | 0 | 0 | 0 | 50,000 | 3,338,000 | 2,500,000 | 7,500,000 | 0 | 0 | 13,388,000 | 13,388,000 | 0 | |
| | Subtotal Bridge Projects | Constr | 0 | 0 | 18,806,000 | 48,815,000 | 43,873,000 | 187,819,000 | 43,244,000 | 62,328,000 | 0 | 404,885,000 | 404,885,000 | 0 | |
| | Bridge Projects | Total | 2,486,000 | 41,394,000 | 48,815,000 | 43,923,000 | 191,157,000 | 45,744,000 | 69,828,000 | 0 | 440,861,000 | 440,861,000 | 440,861,000 | 0 | |

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

| 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 |
| | *Clemson Rd @ Rhame Rd./ North Springs Rd. Intersection Design Build | 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 | Richland County Penny Sales Tax | |
| | Total | | 1,400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | *Broad River Road @ Rushmore Rd Design Build | 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 | Richland County Penny Sales Tax | |
| | Total | | 900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | *Farrow Rd @ Pisgah Church Rd Design Build | 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 | Richland County Penny Sales Tax | |
| | Total | | 2,400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | *North Springs Rd. @ Risdon Way Design Build | 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 | Richland County Penny Sales Tax | |
| | Total | | 900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | *Summit Pkwy @ Summit Ridge Rd Design Build | 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 | Richland County Penny Sales Tax | |
| | Total | | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | *Kennerly Rd. @ Coogler Rd./ Steeple Ridge Rd. Design Build | 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 | Richland County Penny Sales Tax | |
| | Total | | 1,400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | 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 | 1,050,000 3,700,000 6,940,000 | 0 1,500,000 6,940,000 | 0 0 0 | Richland County Penny Sales Tax |
| | Total | | 0 | 3,250,000 | 1,500,000 | 6,940,000 | 0 | 0 | 11,690,000 | 8,440,000 | 0 | | |
| | 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 | 300,000 300,000 2,200,000 | 300,000 300,000 2,200,000 | 0 0 0 | Richland County Penny Sales Tax |
| | Total | | 0 | 0 | 300,000 | 300,000 | 2,200,000 | 0 | 2,800,000 | 2,800,000 | 0 | | |
| | 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 | Richland County Penny Sales Tax | |
| | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | 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 | Richland County Penny Sales Tax | |
| | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | 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 | 150,000 100,000 750,000 | 0 100,000 750,000 | 0 0 0 | Richland County Penny Sales Tax |
| | Total | | 0 | 150,000 | 100,000 | 750,000 | 0 | 0 | 1,000,000 | 850,000 | 0 | | |
| | 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 | 120,000 200,000 680,000 | 0 200,000 680,000 | 0 0 0 | Richland County Penny Sales Tax |
| | Total | | 0 | 120,000 | 200,000 | 680,000 | 0 | 0 | 1,000,000 | 880,000 | 0 | | |
| | 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 | 242,000 100,000 1,658,000 | 0 100,000 1,658,000 | 0 0 0 | Richland County Penny Sales Tax |
| | Total | | 0 | 242,000 | 100,000 | 1,658,000 | 0 | 0 | 2,000,000 | 1,758,000 | 0 | | |
| | 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 | Richland County Penny Sales Tax | |
| | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Subtotal Non-Fed Intersection Improvements | PE | 0 | 1,562,000 | 300,000 | 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 | 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 | 12,228,000 | 12,228,000 | 0 | |
| | Guideshare | Subtotal | 7,700,000 | 3,762,000 | 2,200,000 | 10,328,000 | 2,200,000 | 0 | 0 | 18,490,000 | 14,728,000 | 0 | |

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

| 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) Richland County Sales Tax | PE ROW Constr Total | 0 0 9,953,000 9,953,000 | 0 0 9,953,000 9,953,000 | 0 0 9,954,000 9,954,000 | 0 0 0 0 | 0 0 0 0 | 0 0 29,860,000 29,860,000 | 0 0 19,907,000 19,907,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Clemson Road Widening (Old Clemson Rd to Sparkberry Crossing) Richland County Sales Tax | PE ROW Constr Total | 0 3,700,000 0 3,700,000 | 0 0 12,600,000 12,600,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 3,700,000 12,600,000 16,300,000 | 0 0 12,600,000 12,600,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Leesburg Road Widening (Fairmont to Lower Richland) Richland County Sales Tax | PE ROW Constr Total | 0 0 0 0 | 0 0 4,000,000 4,000,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 4,000,000 4,000,000 | 0 0 4,000,000 4,000,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | North Main Street Widening (Anthony Ave to Fuller Ave) Richland County Sales Tax | PE ROW Constr Total | 0 0 25,500,000 25,500,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 25,500,000 25,500,000 | 0 0 0 0 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Bluff Road Widening Phase I (Fairgrounds Entrance to George Rogers Blvd) Richland County Sales Tax | PE ROW Constr Total | 0 1,350,000 4,400,000 5,750,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 1,350,000 4,400,000 5,750,000 | 0 0 0 0 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Bluff Road Widening Phase II (National Guard Road to S. Beltline) Richland County Sales Tax | PE ROW Constr Total | 0 16,000,000 0 16,000,000 | 0 0 15,600,000 15,600,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 16,000,000 15,600,000 31,600,000 | 0 0 15,600,000 15,600,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Shop Road Widening (I-77 to George Rogers Blvd) Richland County Sales Tax | PE ROW Constr Total | 0 2,300,000 0 2,300,000 | 0 0 15,000,000 15,000,000 | 0 0 0 0 | 0 0 19,200,000 19,200,000 | 0 0 0 0 | 0 2,300,000 15,000,000 19,200,000 | 0 0 15,000,000 19,200,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Atlas Road Widening (Bluff Road to Garners Ferry Road) Richland County Sales Tax | PE ROW Constr Total | 0 3,500,000 0 3,500,000 | 0 0 19,600,000 19,600,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 3,500,000 19,600,000 23,100,000 | 0 0 19,600,000 19,600,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Pineview Road Widening (Bluff Road to Garners Ferry Road) Richland County Sales Tax | PE ROW Constr Total | 0 5,000,000 0 5,000,000 | 0 0 23,900,000 23,900,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 5,000,000 23,900,000 28,900,000 | 0 0 23,900,000 23,900,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Blythewood Road Widening (Syrup Mill Road to I-77) Richland County Sales Tax | PE ROW Constr Total | 0 660,000 0 660,000 | 0 0 4,100,000 4,100,000 | 0 0 5,240,000 5,240,000 | 0 0 0 0 | 0 0 0 0 | 0 660,000 4,100,000 10,000,000 | 0 0 4,100,000 9,340,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Broad River Road Widening (Royal Tower Road to Peak Interchange) Richland County Sales Tax | PE ROW Constr Total | 0 2,980,000 0 2,980,000 | 0 0 7,500,000 7,500,000 | 0 0 22,020,000 22,020,000 | 0 0 0 0 | 0 0 0 0 | 0 2,980,000 7,500,000 32,500,000 | 0 0 7,500,000 29,520,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Spears Creek Church Road Widening (Two Notch Road to Percival Road) Richland County Sales Tax | PE ROW Constr Total | 0 0 0 0 | 3,160,000 0 7,400,000 7,400,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 3,160,000 7,400,000 10,560,000 | 0 0 7,400,000 10,560,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Lower Richland Blvd Widening (Rabbit Run Road to Garner's Ferry Road) Richland County Sales Tax | PE ROW Constr Total | 0 0 0 0 | 0 0 440,000 440,000 | 2,300,000 0 3,360,000 3,360,000 | 0 0 0 0 | 0 0 0 0 | 0 2,300,000 3,360,000 6,100,000 | 0 2,300,000 3,360,000 6,100,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Polo Road Widening (Mallet Hill Road to Two Notch Road) Richland County Sales Tax | PE ROW Constr Total | 0 0 0 0 | 0 0 1,020,000 1,020,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 1,020,000 1,020,000 1,020,000 | 0 1,020,000 1,020,000 1,020,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Blythewood Road (I-77 to Main Street) Richland County Sales Tax | PE ROW Constr Total | 0 0 0 0 | 0 0 400,000 400,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 400,000 400,000 400,000 | 0 400,000 400,000 400,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | McNulty (Main Street to Blythewood Road) Richland County Sales Tax | PE ROW Constr Total | 0 0 0 0 | 0 0 300,000 300,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 300,000 300,000 300,000 | 0 300,000 300,000 300,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Crech Road (Extension to Main Street) Richland County Sales Tax | PE ROW Constr Total | 0 0 0 0 | 0 0 250,000 250,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 250,000 250,000 250,000 | 0 250,000 250,000 250,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Blythewood Road (Fulmer to Syrup Mill) Richland County Sales Tax | PE ROW Constr Total | 0 0 0 0 | 0 0 1,500,000 1,500,000 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 1,500,000 1,500,000 1,500,000 | 0 1,500,000 1,500,000 1,500,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | Blythewood Road Traffic Circle (Roundabout @ Crech and Cobblestone) | PE ROW Constr Total | 0 250,000 0 250,000 | 0 0 325,000 325,000 | 0 0 925,000 925,000 | 0 0 0 0 | 0 0 0 0 | 0 500,000 325,000 925,000 | 0 250,000 325,000 925,000 | 0 0 0 0 | Richland County Penny Sales Tax |
| | TBA | 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 | |
| | Subtotal Non-Federal Appropriations | PE ROW Constr Total | 0 6,190,000 29,550,000 39,853,000 | 3,160,000 0 26,553,000 29,713,000 | 440,000 26,925,000 45,154,000 72,519,000 | 3,720,000 9,700,000 30,065,000 43,485,000 | 0 0 44,580,000 44,580,000 | 0 13,510,000 186,205,000 285,890,000 | 7,320,000 36,625,000 146,352,000 190,297,000 | 0 0 0 0 | |
| | Grand Total | PE ROW Constr Total | 8,582,000 1,336,000 253,000 10,171,000 | 585,000 75,000 74,617,000 97,705,000 | 23,013,000 2,075,000 108,195,000 110,270,000 | 0 50,000 67,973,000 68,023,000 | 0 3,338,000 734,869,000 738,207,000 | 0 2,500,000 501,194,000 503,694,000 | 23,598,000 15,538,000 2,007,126,000 2,134,762,000 | 23,013,000 15,538,000 2,007,126,000 2,045,677,000 | |

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

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

MPO ENHANCEMENT PROJECTS

Policy Committee Action: June 28, 2018

Amended Action:

City of West Columbia 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 | West Columbia | Meeting Street and State Street Area Impr FY 18 Status: New Project | Federal | 0 | 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 | 0 | | | |
| | | | Local | 0 | 0 | 0 | 95,468 | 0 | 0 | 0 | 0 | 0 | 0 | 95,468 | | | 95,468 |
| | | | Total | 0 | 0 | 0 | 275,468 | 0 | 0 | 0 | 0 | 0 | 0 | 275,468 | | | 275,468 |
| ID | West Columbia | Center Street Sidewalk & Crosswalk FY 17 Status: In Design | Federal | 0 | 0 | 126,410 | 0 | 0 | 0 | 0 | 0 | 0 | 126,410 | 126,410 | 80/20 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 0 | 0 | 31,603 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31,603 | | | 31,603 |
| | | | Total | 0 | 0 | 158,013 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158,013 | | | 158,013 |
| ID | West Columbia | B Avenue Bike Lanes FY 16 | Federal | 0 | 180,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180,000 | 0 | 80/20 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 0 | 89,225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89,225 | | | 0 |
| | | | Total | 0 | 269,225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269,225 | | | 0 |
| ID | West Columbia | Highway 1 Street Lighting FY 08 Status: Pending Closure | Federal | 386,132 | 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 | 96,533 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 482,665 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total West Columbia | | | Federal | 386,132 | 180,000 | 126,410 | 180,000 | 0 | 0 | 0 | 0 | 486,410 | 306,410 | | | | |
| Sub-Total West Columbia | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Sub-Total West Columbia | | | Local | 96,533 | 89,225 | 31,603 | 95,468 | 0 | 0 | 0 | 0 | 216,295 | 127,070 | | | | |
| Sub-Total West Columbia | | | Total | 482,665 | 269,225 | 158,013 | 275,468 | 0 | 0 | 0 | 0 | 702,705 | 433,480 | | | | |

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 | Palmettoood Parkway Sidewalk FY 12 Amended FY 14 & FY 15 Status: In Construction | Federal | 114,440 | 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 | 28,610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 143,050 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| ID | Irmo | Carlisle/Moseley Streets Sidewalk Projects FY 11 Amended FY 14 & FY 15 Status: In Construction | Federal | 231,242 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 100,000 | 80/20 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 57,811 | 0 | 25,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25,000 | | | 25,000 |
| | | | Total | 289,053 | 0 | 125,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125,000 | | | 125,000 |
| ID | Irmo | Brickling Road Sidewalk Project FY 11 Amended FY 14 Status: In Construction | Federal | 156,672 | 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 | 39,168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 195,840 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| ID | Irmo | College & Eastview Sidewalk Project FY 10 Status: Closure Pending | Federal | 124,000 | 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 | 31,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 155,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Irmo | | | Federal | 626,354 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 100,000 | 100,000 | | | | |
| Sub-Total Irmo | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Sub-Total Irmo | | | Local | 156,589 | 0 | 25,000 | 0 | 0 | 0 | 0 | 0 | 25,000 | 25,000 | | | | |
| Sub-Total Irmo | | | Total | 782,943 | 0 | 125,000 | 0 | 0 | 0 | 0 | 0 | 125,000 | 125,000 | | | | |

MPO ENHANCEMENT PROJECTS

Policy Committee Action: June 28, 2018
Amended Action:

City of Cayce 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 | 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 | | |
| | | | Total | 0 | 0 | 196,176 | 0 | 0 | 0 | 0 | 0 | 196,176 | 196,176 | | |
| 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 | | |
| | | | Total | 0 | 266,408 | 0 | 0 | 0 | 0 | 0 | 0 | 266,408 | 266,408 | | |
| ID | Cayce | Julius Felder Sidewalk Project III FY 16 Status: In Design | Federal | 0 | 156,941 | 0 | 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 | 39,235 | 0 | 0 | 0 | 0 | 0 | 0 | 39,235 | 39,235 | | |
| | | | Total | 0 | 196,176 | 0 | 0 | 0 | 0 | 0 | 0 | 196,176 | 196,176 | | |
| 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 | | |
| | | | Total | 223,236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Cayce | Blossom Street Bridge Lighting Project FY 15 Status: In Design | 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 | | |
| | | | Total | 22,050 | 62,500 | 0 | 0 | 0 | 0 | 0 | 0 | 62,500 | 0 | | |
| ID | Cayce | Riverland Drive Sidewalk Project PH II FY 14 Status: In Design | 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 | | |
| | | | Total | 100,494 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| | | | Total | 382,497 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Cayce | Riverland Drive Sidewalk Project FY 13 Status: In Design | 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 | | |
| | | | Total | 219,350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| | | | Total | 191,080 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| Sub-Total Cayce | | | Total | 1,138,707 | 258,676 | 266,408 | 196,176 | 0 | 0 | 0 | 0 | 721,260 | 462,584 | | |

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 | 142,170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80/20 | STP |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Local | 35,542 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 177,712 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Springdale | TBA | 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 | 36,528 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 181,528 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sub-Total Springdale | | | Federal | 287,170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Springdale | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Springdale | | | Local | 72,070 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Springdale | | | Total | 359,240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |

MPO ENHANCEMENT PROJECTS

Policy Committee Action: June 22, 2017
Amended Action:

Town of Lexington 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 | Lexington Town | Augusta Highway Sidewalk Phase 2 FY 14 Status: In Design | 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 | 70,296 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 215,296 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | 80/20 | STP |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Local | 137,359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 427,359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Lexington Town | Augusta Highway Sidewalk Project FY 13 Status: In Design | Federal | 60,560 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80/20 | STP |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Local | 15,395 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 75,955 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Lexington Town (LPA) | Ice House Pedestrian and Streetscaping FY 13 | 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 | 38,612 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 183,612 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Lexington Town | Park Road Sidewalk FY 07 Status: Pending Closure | Federal | 318,834 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80/20 | STP |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Local | 303,870 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 622,704 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Sub-Total Lexington Town | Federal | 959,394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Sub-Total Lexington Town | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Sub-Total Lexington Town | Local | 565,532 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Sub-Total Lexington Town | Total | 1,524,926 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |

Town of Chapin 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 | | | | | | | |
| 33542 | Chapin | Lexington Avenue Sidewalk Phase II/III FY 17 Status: New Funding for Phase II | Federal | 0 | 0 | 104,309 | 0 | 0 | 0 | 0 | 0 | 0 | 104,309 | 104,309 | 80/20 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 0 | 0 | 26,077 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26,077 | | | 26,077 |
| | | | Total | 0 | 0 | 130,386 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130,386 | | | 130,386 |
| 33542 | Chapin | Lexington Avenue Sidewalk Phase II FY 16 Status: In Design | Federal | 0 | 180,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180,000 | 0 | 80/20 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 0 | 47,540 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47,540 | 0 | | | |
| | | | Total | 0 | 227,540 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227,540 | 0 | | | |
| 33542 | Chapin | Beautification of Downtown Chapin FY 07 Status: In Construction | 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 | 64,750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 209,750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Sub-Total Chapin | Federal | 145,000 | 180,000 | 104,309 | 0 | 0 | 0 | 0 | 0 | 284,309 | 104,309 | | | | |
| | | Sub-Total Chapin | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Sub-Total Chapin | Local | 64,750 | 47,540 | 26,077 | 0 | 0 | 0 | 0 | 0 | 73,617 | 26,077 | | | | |
| | | Sub-Total Chapin | Total | 209,750 | 227,540 | 130,386 | 0 | 0 | 0 | 0 | 0 | 357,926 | 130,386 | | | | |

MPO ENHANCEMENT PROJECTS

Policy Committee Action: June 22, 2017

Amended Action:

City of Columbia 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 | Columbia (LPA) | Downtown Bicycle Connectivity FY 17 Status: In Design | Federal | 0 | 0 | 136,425 | 0 | 0 | 0 | 0 | 0 | 136,425 | 136,425 | 60/40 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 0 | 0 | 90,950 | 0 | 0 | 0 | 0 | 0 | 0 | 90,950 | | | 90,950 |
| | | | Total | 0 | 0 | 227,375 | 0 | 0 | 0 | 0 | 0 | 0 | 227,375 | | | 227,375 |
| ID | Columbia (LPA) | Greenview Sidewalk Project FY 17 Status: In Design | Federal | 0 | 0 | 168,951 | 0 | 0 | 0 | 0 | 0 | 168,951 | 168,951 | 60/40 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 0 | 0 | 112,634 | 0 | 0 | 0 | 0 | 0 | 0 | 112,634 | | | 112,634 |
| | | | Total | 0 | 0 | 281,585 | 0 | 0 | 0 | 0 | 0 | 0 | 281,585 | | | 281,585 |
| ID | Columbia (LPA) | Greenway-Esplanade Connector FY 16 | Federal | 0 | 149,974 | 0 | 0 | 0 | 0 | 0 | 0 | 149,974 | 0 | 60/40 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 0 | 99,983 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99,983 | | | 0 |
| | | | Total | 0 | 249,957 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249,957 | | | 0 |
| ID | Columbia (LPA) | Maxcy, Mildred, & Sulton St Sidewalks FY 14 Status: Participation Agreement | Federal | 105,046 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 70,031 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 175,077 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| ID | Columbia (LPA) | Mast Arms on Main Street FY 12 Status: In Design | Federal | 145,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 155,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 300,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| ID | Columbia (LPA) | Accessibility and Landscaping on Main St. FY 12 Status: In Design | Federal | 97,620 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 65,080 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 162,700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| ID | Columbia (LPA) | Five Points Village Streetscape (Harden Street Phase III) - FY 06 Status: RFP Review | Federal | 145,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP | |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Local | 97,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | Total | 242,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Columbia | | | Federal | 492,666 | 149,974 | 305,376 | 0 | 0 | 0 | 0 | 0 | 455,350 | 305,376 | | | |
| Sub-Total Columbia | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Columbia | | | Local | 387,411 | 99,983 | 203,584 | 0 | 0 | 0 | 0 | 0 | 303,567 | 203,584 | | | |
| Sub-Total Columbia | | | Total | 880,077 | 249,957 | 508,960 | 0 | 0 | 0 | 0 | 0 | 758,917 | 508,960 | | | |

MPO ENHANCEMENT PROJECTS

Policy Committee Action: June 22, 2017

Amended Action:

Richland County

| 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 | 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 | 2,359,936 | 2,359,936 | 0 | | |
| | | | Total | 0 | 2,539,936 | 0 | 0 | 0 | 0 | 0 | 2,539,936 | 2,539,936 | 0 | | |
| 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 | 2,354,466 | 2,354,466 | 0 | | |
| | | | Total | 0 | 2,534,466 | 0 | 0 | 0 | 0 | 0 | 2,534,466 | 2,534,466 | 0 | | |
| 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 | 1,109,349 | 0 | 0 | | |
| | | | Total | 0 | 1,289,349 | 0 | 0 | 0 | 0 | 0 | 1,289,349 | 0 | 0 | | |
| ID | Richland County (LPA) | Columbia High & Sandel Elementary Sidewalks FY 13 Status: Advertising | Federal | 145,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Local | 114,549 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 259,549 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Richland County (LPA) | ADA Improvements Sidewalks & Crosswalks Status: Contracting | Federal | 145,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Local | 216,819 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 361,819 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Richland County | Rhame Road/Westridge Road Sidewalk Project FY 11 Status: In Construction | Federal | 145,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP |
| | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Local | 132,270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | Total | 277,270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sub-Total Richland County | | | Federal | 435,000 | 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 | 463,638 | 1,109,349 | 4,714,403 | 0 | 0 | 0 | 0 | 0 | 5,823,752 | 4,714,403 | | |
| Sub-Total Richland County | | | Total | 898,638 | 1,289,349 | 5,074,403 | 0 | 0 | 0 | 0 | 0 | 6,363,752 | 5,074,403 | | |

MPO ENHANCEMENT PROJECTS

Policy Committee Action: June 28, 2018
Amended Action:

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) | Buck Corley Road Sidewalk | Federal | 145,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP |
| | | FY 14 | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Status: Letting | Local | 96,666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total | | 241,666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | Lexington County (LPA) | Bush River Road Sidewalk Project | Federal | 145,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60/40 | STP |
| | | FY 11 | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Status: In Construction | Local | 96,666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total | | 241,666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ID | TBA | 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 | | |
| | | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sub-Total Lexington County | | | Federal | 290,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Lexington County | | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Lexington County | | | Local | 193,332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Total Lexington County | | | Total | 483,332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |

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 | Federal | 0 | 0 | 180,000 | 0 | 0 | 0 | 0 | 0 | 180,000 | 180,000 | 80/20 | STP |
| | | FY 18 | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Status: New Project | Local | 0 | 0 | 60,000 | 0 | 0 | 0 | 0 | 0 | 60,000 | 60,000 | | |
| | | Total | | 0 | 0 | 240,000 | 0 | 0 | 0 | 0 | 0 | 240,000 | 240,000 | | |
| ID | Kershaw County | Wildwood Lane Sidewalk | Federal | 0 | 180,000 | 0 | 0 | 0 | 0 | 0 | 0 | 180,000 | 180,000 | 80/20 | STP |
| | | FY 17 | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Status: In Design | Local | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 100,000 | | |
| | | Total | | 0 | 280,000 | 0 | 0 | 0 | 0 | 0 | 0 | 280,000 | 280,000 | | |
| 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 | | |
| | | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sub-Total Kershaw County | | | Federal | 0 | 180,000 | 180,000 | 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 | 160,000 | 160,000 | | | |
| Sub-Total Kershaw County | | | Total | 0 | 280,000 | 240,000 | 0 | 0 | 0 | 0 | 520,000 | 520,000 | | | |

TIP Program Total

| | | | | | | | | | | | | |
|--------------------------|--------------|------------------|------------------|------------------|----------------|----------|----------|----------|----------|----------|-------------------|------------------|
| TIP Program Total | Federal | 4,478,340 | 896,915 | 1,356,095 | 516,941 | 0 | 0 | 0 | 0 | 0 | 7,248,291 | 1,873,036 |
| TIP Program Total | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TIP Program Total | Local | 2,281,938 | 1,397,832 | 5,187,074 | 194,703 | 0 | 0 | 0 | 0 | 0 | 9,061,547 | 5,381,777 |
| TIP Program Total | Total | 6,760,278 | 2,294,747 | 6,543,169 | 711,644 | 0 | 0 | 0 | 0 | 0 | 16,309,838 | 7,254,813 |

Enhancement Program Total

| | | | | | | | | | | | | |
|--|--|-----------|----------|-----------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|
| Transportation Alternatives Allocation (5,975,221) | | 0 | 883,634 | 883,634 | 883,634 | 883,634 | 883,634 | 883,634 | 883,634 | 883,634 | 6,185,438 | 5,301,804 |
| Carryover | | 0 | 13,281 | 472,461 | 0 | 0 | 0 | 0 | 0 | 0 | 485,742 | 472,461 |
| COATS Transportation Alternatives Federal Subtotal | | 4,478,340 | 896,915 | 1,356,095 | 516,941 | 0 | 0 | 0 | 0 | 0 | 2,769,951 | 1,873,036 |
| Balance ⁽¹⁾ | | 0 | 0 | 0 | 366,693 | 883,634 | 883,634 | 883,634 | 883,634 | 883,634 | 3,415,487 | 3,428,768 |

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

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

****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 | Funding Source | 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 | |
| | | Total | 0 | 0 | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | 1,000,000 |
| 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 | |
| | | Total | 0 | 0 | 0 | 60,000 | 0 | 0 | 0 | 0 | 0 | 60,000 | 60,000 |
| 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 | |
| | | Total | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 0 | 200,000 | 200,000 |
| 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 | |
| | | Total | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 0 | 200,000 | 200,000 |
| 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 | |
| | | Total | 0 | 0 | 0 | 418,884 | 0 | 0 | 0 | 0 | 0 | 418,884 | 418,884 |
| 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 | |
| | | Total | 0 | 0 | 0 | 972,364 | 0 | 0 | 0 | 0 | 0 | 972,364 | 972,364 |
| 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 | |
| | | Total | 0 | 0 | 0 | 209,442 | 0 | 0 | 0 | 0 | 0 | 209,442 | 209,442 |
| 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 | |
| | | Total | 0 | 0 | 0 | 252,160 | 0 | 0 | 0 | 0 | 0 | 252,160 | 252,160 |
| 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 | |
| | | Total | 0 | 0 | 0 | 836,000 | 0 | 0 | 0 | 0 | 0 | 836,000 | 836,000 |
| 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 | |
| | | Total | 0 | 0 | 0 | 40,000 | 0 | 0 | 0 | 0 | 0 | 40,000 | 40,000 |
| 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 | |
| | | Total | 0 | 0 | 0 | 1,930,000 | 0 | 0 | 0 | 0 | 0 | 1,930,000 | 1,930,000 |
| 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 | |
| | | Total | 0 | 0 | 1,060,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,060,000 | 1,060,000 |
| 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 | |
| | | Total | 0 | 0 | 1,312,120 | 0 | 0 | 0 | 0 | 0 | 0 | 1,312,120 | 1,312,120 |
| 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 | |
| | | Total | 0 | 0 | 464,000 | 0 | 0 | 0 | 0 | 0 | 0 | 464,000 | 464,000 |
| 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 | |
| | | Total | 0 | 0 | 758,200 | 0 | 0 | 0 | 0 | 0 | 0 | 758,200 | 758,200 |
| 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 | |
| | | Total | 1,154,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Section 5307/Local/CMRTA |
| 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 | |
| | | Total | 1,894,210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Section 5307/Local/CMRTA |
| 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 | |
| | | Total | 859,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Section 5307/Local/CMRTA |
| 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 | |
| | | Total | 0 | 3,628,881 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,628,881 | 0 |
| 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 | |
| | | Total | 0 | 3,761,714 | 3,992,562 | 3,971,518 | 4,188,852 | 0 | 0 | 0 | 15,914,646 | 12,152,932 | Section 5307/Local/CMRTA |
| 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 | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Section 5307/Local/ |
| 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 | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Section 5307/Local/ |
| 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 | |
| | | Total Section 5307 | 3,907,210 | 7,390,595 | 3,992,562 | 7,855,338 | 10,307,702 | 0 | 0 | 0 | 29,256,697 | 21,866,102 | Section 5307/Local/ |

MPO TRANSIT PROJECTS

Section 5339 (Bus and Bus Facilities)

Policy Committee Action: September 27, 2018

Amended Action:

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

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 |
| | | Total | 105,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total DR Section 5316 | 115,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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 |
| | | Total | 14,239 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 42,233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 177,078 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| | | Total DR Section 5317 | 233,550 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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 | 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 |
| | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Local | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 37,428 | 8,082 | 8,068 | 8,290 | 0 | 0 | 0 | 61,868 | 24,440 | |
| | | | | | | | | | | | Designated Recipient (DR) Section 5310 | |
| CMCOG/COATS | Kershaw County DSNB FY 18 - 14 Passenger Vehicle - Capital | Federal | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 50,000 | 50,000 |
| | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Local | 0 | 0 | 0 | 12,500 | 0 | 0 | 0 | 0 | 12,500 | 12,500 |
| | Total | 0 | 0 | 0 | 62,500 | 0 | 0 | 0 | 0 | 62,500 | 62,500 | |
| | | | | | | | | | | | Section 5310/Local/Kershaw County DSNB | |
| 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 |
| | | 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 |
| | Total | 0 | 62,500 | 0 | 0 | 50,000 | 0 | 0 | 0 | 112,500 | 50,000 | |
| | | | | | | | | | | | Section 5310/Local/Senior Resources | |
| 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 |
| | | 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 |
| | Total | 0 | 40,000 | 0 | 0 | 117,946 | 0 | 0 | 0 | 157,946 | 117,946 | |
| | | | | | | | | | | | Section 5310/Local/Senior Resources | |
| CMCOG/COATS | Senior Resources FY 16 - Operating | Federal | 0 | 17,752 | 0 | 0 | 0 | 0 | 0 | 0 | 17,752 | 0 |
| | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Local | 0 | 17,752 | 0 | 0 | 0 | 0 | 0 | 0 | 17,752 | 0 |
| | Total | 0 | 35,504 | 0 | 0 | 0 | 0 | 0 | 0 | 35,504 | 0 | |
| | | | | | | | | | | | Section 5310/Local/Senior Resources | |
| 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 |
| | | 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 |
| | Total | 0 | 65,000 | 45,000 | 0 | 0 | 0 | 0 | 0 | 110,000 | 45,000 | |
| | | | | | | | | | | | Section 5310/Local/ICRC | |
| CMCOG/CMRTA | Irmo Chapin Recreation FY 16 - Minibus - Second Vehicle | Federal | 0 | 34,000 | 0 | 0 | 0 | 0 | 0 | 0 | 34,000 | 0 |
| | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Local | 0 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0 | 6,000 | 0 |
| | Total | 0 | 40,000 | 0 | 0 | 0 | 0 | 0 | 0 | 40,000 | 0 | |
| | | | | | | | | | | | Section 5310/Local/ICRC | |
| 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 |
| | | 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 |
| | Total | 0 | 56,000 | 33,000 | 33,000 | 44,955 | 0 | 0 | 0 | 166,955 | 110,955 | |
| | | | | | | | | | | | Section 5310/Local/MIRCI | |
| 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 |
| | | 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 |
| | Total | 0 | 56,000 | 56,000 | 33,000 | 0 | 0 | 0 | 0 | 145,000 | 89,000 | |
| | | | | | | | | | | | Section 5310/Local/MIRCI | |
| 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 |
| | | 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 |
| | Total | 0 | 62,500 | 62,500 | 62,500 | 31,000 | 0 | 0 | 0 | 218,500 | 156,000 | |
| | | | | | | | | | | | Section 5310/Local/Babcock Center | |
| 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 |
| | | 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 |
| | Total | 0 | 0 | 62,500 | 0 | 0 | 0 | 0 | 0 | 62,500 | 62,500 | |
| | | | | | | | | | | | Section 5310/Local/Babcock Center | |
| CMCOG/COATS | CMRTA FY 19 - Mobility Management | Federal | 0 | 0 | 0 | 211,107 | 0 | 0 | 0 | 0 | 211,107 | 211,107 |
| | | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Local | 0 | 0 | 0 | 0 | 52,777 | 0 | 0 | 0 | 52,777 | 52,777 |
| | Total | 0 | 0 | 0 | 263,884 | 0 | 0 | 0 | 0 | 263,884 | 263,884 | |
| | | | | | | | | | | | Section 5310/Local/CMRTA | |
| | Total DR Section 5310 | Federal | 0 | 374,280 | 215,282 | 160,868 | 414,518 | 0 | 0 | 0 | 1,164,948 | 790,668 |
| | Total DR Section 5310 | State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total DR Section 5310 | Local | 0 | 80,652 | 51,800 | 38,200 | 101,557 | 0 | 0 | 0 | 272,209 | 191,557 |
| | Total DR Section 5310 | Total | 0 | 454,932 | 267,082 | 199,068 | 516,075 | 0 | 0 | 0 | 1,437,157 | 982,225 |

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 |
| | 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 |
| | Federal Programs | Total | 14,050,296 | 0 | 4,192,562 | 3,971,518 | 0 | 0 | 0 | 0 | 8,164,080 | 8,164,080 |
| | 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 |
| | Transit | Total | 4,255,760 | 8,393,986 | 4,497,796 | 8,589,598 | 11,206,476 | 0 | 0 | 0 | 32,687,856 | 24,293,870 |

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

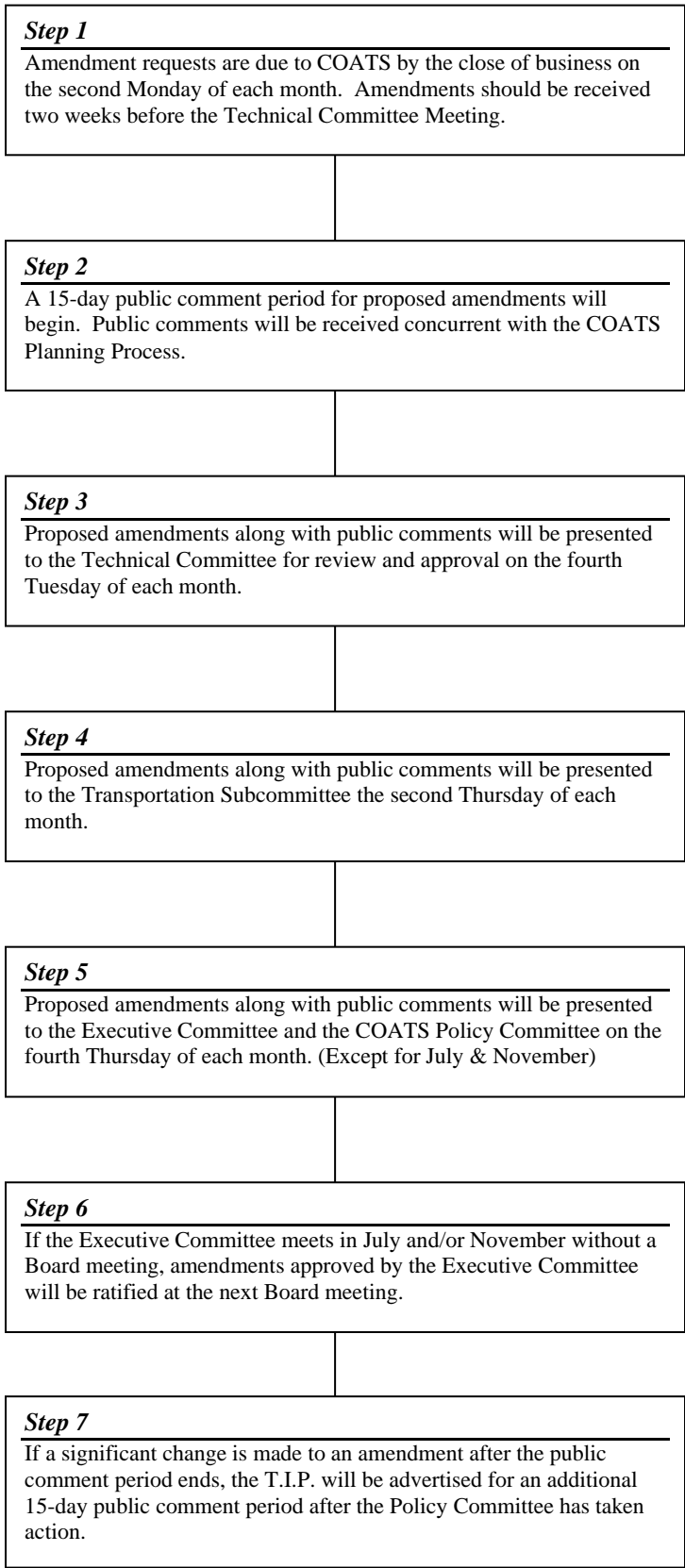
COLUMBIA METROPOLITAN PLANNING AREA

**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>75% based on the Following Data Collected:</p> <ul style="list-style-type: none"> • Structural Condition • Traffic Status • Average Daily Traffic • Average Daily Truck Traffic Percentage • Detour Length <p>25% based on Engineering Judgment in the Following Areas:</p> <ul style="list-style-type: none"> • District maintenance capabilities, frequency of repairs, effectiveness of repairs, funding availability, including contracts • Coordination with other SCDOT projects • Additional engineering review of rehab vs. replacement options • Current and future economic/industrial development • Route continuity and river basin upgrades • Improved emergency services and emergency evacuation routes • Strategic and network planning for current and future needs • Environmental impacts • Current and future housing developments • New schools and/or changes in bus routes |
| 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>80% based on the Following Data Collected:</p> <ul style="list-style-type: none"> • Passenger Vehicle Travel Time • Truck Vehicle Travel Time • Passenger Vehicle Delay • Passenger Vehicle Distance • Truck Vehicle Distance • Truck Vehicle Time • Truck Detour Distance • Design-related Fatal Crashes • Design-related Personal Injury Crashes • Design-related Personal Damage Crashes • Other Fatal Crashes • Other Personal Injury Crashes • Other Personal Damage Crashes <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 1st to September 30th. CMOG also operates on a July 1st to June 30th fiscal year.

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

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_x), 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

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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.

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