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*COLUMBIA AREA  
TRANSPORTATION STUDY*

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*2020 - 2027*

*TRANSPORTATION  
IMPROVEMENT  
PROGRAM*



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2020 - 2027

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

**September 24, 2020**

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<b>Revision #</b>	<b>Approval Date</b>	<b>Public Review &amp; Comment</b>
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"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

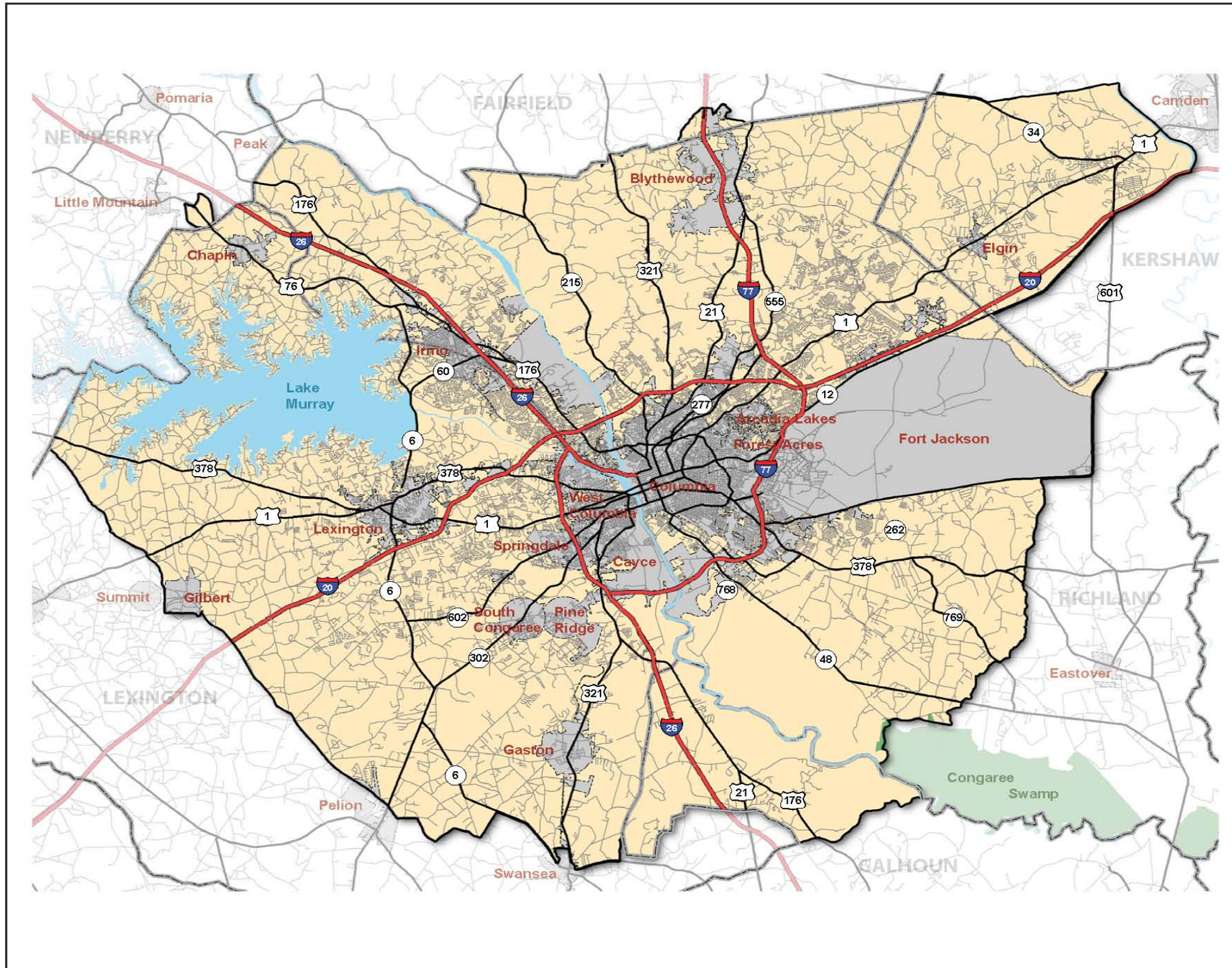


**COLUMBIA AREA TRANSPORTATION STUDY  
2020 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

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**COATS**  
Columbia Area Transportation Study

- 2010 COATS MPO Boundary
- Municipal Boundary
- County Boundary

0 2.5 5 10 Miles

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





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**COLUMBIA AREA TRANSPORTATION STUDY**

**METROPOLITAN PLANNING ORGANIZATION**

**2020 - 2027 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 2020 - 2027 TIP for the COATS area is a eight-year program of transportation capital projects together with an eight-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 eight-years. The projects in this TIP are programmed utilizing the following twelve (12) funding categories:

1. Coronavirus Aid, Relief, and Economic Security Act (CARES Act)
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, or national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statues enacted pertaining to environmental justice, are critical to regional planning and programming decisions. The fundamental principles of environmental justice include:

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

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

## ACT 114

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

## **Financial Constraint**

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the 2020 - 2027 TIP, COATS has taken into consideration the transportation funding revenues expected to be available during the eight years of the TIP (Federal FY 2019 - 2020 through FY 2026 - 2027), and has found the 2020 - 2027 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 eight years of programming in the 2020 - 2027 TIP, Fiscal Years (FYs) 2019-20 through 2023-24, 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 2024-25 through 2026-27) 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 2020 - 2027 TIP can be found on our website a [www.centralmidlands.org](http://www.centralmidlands.org).

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

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

## **Public Transportation**

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

## **TIP AMENDMENT PROCESS AND PROCEDURES**

### **Changes to the TIP**

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

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

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

When CMCOG is not involved in the programming decision associated with a project, staff relies on project sponsors to initiate a TIP amendment. If CMCOG is aware of new funding (i.e. Federal appropriations, one-time state funding programs, etc), staff may alert sponsors of the funding commitment and request that an amendment be initiated that more fully documents the project scope and funding commitment. However, generally it is up to the project sponsor to initiate amendment requests to add new funding, or make necessary adjustments to project scope, cost and schedule, as conditions warrant.

All regionally significant transportation projects and all transportation projects requiring a federal action must be included in the TIP. These projects may be added to the TIP at any time, as long as procedures for doing so are consistent with federal requirements for TIP development and approval.

### **TYPES OF TIP AMENDMENTS**

Federal and State policies distinguish between two types of TIP amendments: Minor Amendments and Major Amendments. These types of amendments differ based on the magnitude of the proposed change and the level of review required by various federal, state and local agencies. As a general rule, significant changes to the cost, scope and schedule of a project listing requires a Major Amendment, whereas minor changes in fund sources, description, lead agency, project limits, etc. may be processed through minor amendments. Major Amendments must be approved by the Policy Committee, the South Carolina Department of Transportation (SCDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Approval of minor amendments has been delegated to CMCOG Transportation Director and the SCDOT Office of Planning.

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

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

#### **Minor Amendment**

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

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

- Change in project sponsor or implementing agency
- Splitting or combining projects

- Change or clarification of project description-as long as the change does not significantly alter the original project intent as identified through the environmental process or impact the air quality conformity determination. Changes in project limits must be within 10 percent of the total project length, not to exceed a total of 2 miles
- Funding changes in adherence to SCDOT Policy regarding a STIP/TIP corrections
- 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 in adherence to SCDOT Policy requiring a STIP/TIP amendment
- 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 monies.

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

Step 1 – Commission approves draft list of projects and grants permission to initiate 21-day public comment period. The public comment period typically starts the day after the Commission meeting (Commission generally meets on the 3<sup>rd</sup> Thursday on each month)

Step 2 - A draft STIP Revision including the list of new projects is submitted to management following the completion of the 21-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.

### FAST ACT PERFORMANCE NARRATIVE

#### **PERFORMANCE MEASURE 1 – SAFETY (PM-1)**

COATS has adopted SCDOT’s statewide safety targets for all public roads. The latest five-year average safety statistics for COATS (2012-2016) indicate 90 fatalities, a 1.35 fatality rate, 257.2 serious injuries, a 3.86 serious injury rate, and 43.2 fatality/serious injuries for non-motorized users.<sup>1</sup>

The top factors for fatal and serious injury collisions in the COATS area are Driving at Night, Roadway Departure, and Unrestrained Motor Vehicle Occupants. Based on a 2017 traffic safety audit<sup>2</sup> of COATS conducted by SCDOT’s Highway Safety Program, 1507 fatal and serious injury collisions occurred in the COATS area. Additional factors for fatal and serious injury collisions having a 20% or higher rate include:

1. Young Drivers (31% higher);
2. Intersection crashes (28% higher) and
3. Impaired Driving (23% higher)
4. Too Fast for Conditions (23% higher)

COATS is currently completing system upgrades for three (3) roadway corridors totaling approximately 13 miles, six (6) intersection improvements, installing thirty-five (35) adaptive signals, and implementing a downtown signal systems project.

More than half of crashes in COATS (79%) occurred on Primary Roads (US and Secondary Routes). However, these crashes cover only half 50% (2,760.5) of the total COATS mileage. The three (3) areas with the highest engineering priorities include:

1. Road Departure (39%)
2. Intersections (21%)
3. Access Management (19%)

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<sup>1</sup> Fatality Rate and Serious Injury Rate are per 1 million vehicle miles traveled.

A total of 584 fatal and serious injury crashes have occurred through roadway departure. Approximately 77% of these crashes encountered fixed objects. While all projects include a consideration of safety in the design process, SCDOT ensures that widening projects such as Hardscrabble Road, Leesburg Road, and Columbia Avenue will have paved shoulders and adequate clear zones. Fifty (50%) percent of the fixed objects crashes involves trees. Enhance signing and markings will be included at major intersections and rumble strips or another type of friction will be provided along the shoulders. Projects within the COATS MPO that will help improve safety are: Hardscrabble Road which is currently under construction; Leesburg Road which is ready to be let for construction; and Columbia Avenue which is currently in the design stage.

A total of 315 fatal and serious injury crashes have occurred at intersections in the COATS region. Though 34% of all intersection crashes occur on six corridors, the COATS MPO has funded 35 adaptive signals that will have an impact on three of those corridors (US 378, SC 6, US 1). The SCDOT Safety Office has also installed three roundabouts in the COATS region. These roundabouts will produce a 66% reduction in total crashes and 100% reduction in fatal crashes.

A total of 290 fatal and serious injury crashes have occurred through access management. Fifty-five (55%) percent of those crashes have been rear end collisions. The COATS MPO has addressed access management with the completion of intersection improvement projects at Old Orangeburg Road & Bill Williamson Court, Harbison Boulevard & Park Terrance/Columbiana Entrance, US 1 & Oak Drive and US 378 & Fairlane Drive/Summer Place Drive.

As a result, it is expected that the projects completed will contribute to reducing the total number and rate of fatalities and serious injuries in the COATS MPO with a positive benefit to the statewide metrics. Continuous long-term safety performance for COATS will be influenced by changes in population and employment locations as well as travel demand management strategies in conjunction with our congestion management plan and our metropolitan transportation plan.

## **PERFORMANCE MEASURE 2 – SYSTEM CONDITION (PM-2)**

### ***Pavement Quality***

COATS has adopted the statewide pavement targets for the non-interstate NHS system. The statewide 2016 baseline for pavement condition on the non-interstate NHS system is 10.3% Good Condition and 2.6% Poor Condition. The statewide 4-year target for pavement condition on the non-interstate NHS system is 21.1% Good Condition and 4.6% Poor Condition.

Based on SCDOT's FY 2018 TAMP data, COATS falls below both the Good and Poor Condition targets, with non-interstate NHS system Pavement Quality at 2.7% in Good Condition and 12.3% in Poor Condition. Based on SCDOT processes and timelines for selecting pavement improvement projects including reconstruction, rehabilitation, and preservation, COATS has 13 miles of resurfacings along three road widening projects that will have a positive impact on non-

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<sup>2</sup> Data utilized in this review was from calendar years 2012-2016.

interstate NHS pavements. COATS also works closely with the County Transportation Committees and SCDOT to identify additional projects on an annual basis. As well, the COATS

MPO will continue to coordinate with Richland County whose penny sales tax program will invest millions of dollars on non-interstate NHS system resurfacing and road improvement projects.

COATS has also adopted statewide 4-year targets for Interstate pavement conditions of 71.0% in Good Condition and 3.0% in Poor Condition. COATS falls below the statewide Good Condition targets according to the FY 2018 TAMP, with 69.7% of Interstate NHS highways within the MPO considered to be in Good Condition. COATS exceeds the statewide Poor Condition target with 1.0% of Interstate highways considered to be in Poor Condition. This trend is expected to continue with the billion dollars being invested by SCDOT into the Carolina Crossroads project and resurfacing and widening projects along I-77 (I-26 to I-20) and I-26 (Irmo to Little Mountain) respectively.

### ***Bridge Condition***

COATS has adopted the statewide Bridge Condition targets for NHS bridges. The statewide baseline for bridges on the non-interstate NHS system is 41.6% Good Condition and 4.2% in Poor Condition. The statewide 4-year target for Bridge Condition on the non-interstate NHS system is 42.7% Good Condition and 6.0% Poor Condition.

Based on SCDOT's FY 2018 TAMP data, COATS exceeds the Good Condition target but falls below the Poor Condition target, with non-interstate NHS system bridge condition at 68.8% in Good Condition and 7.2% in Poor Condition.

SCDOT and COATS have programmed for replacement, eleven (11) NHS bridges within the MPO boundary. Of these eleven bridge replacement projects, four (4) are expected to be completed within the 2018-2021 TAMP performance period. As a result, COATS activities would have a positive impact on achieving the 2 and 4-year statewide bridge targets within this time-frame.

### **PERFORMANCE MEASURE 3 – RELIABILITY (PM-3)**

COATS has adopted SCDOT's statewide reliability targets for person miles traveled on the Interstate NHS system. The state baseline for this category 94.8% reliable, and the 4-year state target is 90% reliable. Based on SCDOT's final FY 2018 TAMP data, COATS is above the statewide baseline and the state goal, with Interstate NHS roadways current 95.4% reliable. Interstate reliability is expected to continue in the COATS area with the I-20 widening and reconstruction project; I-26 widening project, and the resurfacing of I-77.

COATS has adopted SCDOT's statewide reliability targets for person miles traveled on the non-interstate NHS system. The state baseline for this category is 89.8% reliable, and the 4-year state target is 81% reliable. Based on SCDOT's final FY 2018 TAMP data, COATS is below the

statewide baseline with NHS roadways current 81.3% reliable. Resurfacing of portions of US 378 [both east and west of Columbia] and US 601 [next to Fort Jackson] will improve COATS non-interstate NHS reliability.

For the NHS system, the COATS area includes two (2) intersections improvement [US 378 and SC 6 in the Town of Lexington]; US 378 and Harmon Road –S-86 and one (1) signal upgrade [US 378 and St Peters Church Road/Charter Oak Road- S-204] that are either under construction or in pre-construction that are anticipated to have a positive impact on COATS’ NHS reliability within the 4-year target timeframe.

### **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.

**2020 – 2027 TIP**

**FINANCIAL SHEETS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

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





2020 - 2027 MPO GUIDESHARE PROJECTS SUMMARY SHEET - SIGNAL SYSTEM IMPROVEMENTS (Part 1 of 3)

Policy Committee Action: June 25, 2020  
Amended Action: August 27, 2020

COATS PIN #	Project Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Funding (in 1,000s)							Other Sources of Funding	TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	COST TO COMPLETE (2028+)	Funding	
						2020	2021	2022	2023	2024	2025	2026						2027
	Signals	COATS MPO	Columbia Communications Upgrade Signal System Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	750	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0036771	Signals	COATS MPO	Downtown Columbia Signal System Improvements Phase I	PE	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	104	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>NHS &amp; STBGP</b>
P027476	Signals	COATS MPO	Two Notch Road Signal Systems Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	145	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>145</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STBGP</b>
P028100	Signals	Lexington County	US 378/Corley Mill Road Signal Systems Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	263	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STBGP</b>
P027390	Signals	Town of Lexington	Adaptive Signals Phase I Signals 1 thru 19 of a total 35	PE	475	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	1,637	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>2,112</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STBGP</b>
P028102	Signals	Town of Lexington	Adaptive Signals Phase II Signals 20 thru 35 of a total 35	PE	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	459	0	0	0	0	0	0	0	0	0	0	0	0	
				Constr	2,645	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>3,104</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STBGP</b>
P0277797	Signals	COATS MPO	Downtown Columbia Signal System Improvements Phase II	PE	240	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STBGP</b>
	TBA			PE	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>STBGP</b>
Total Signal Systems				PE	715	0	0	0	0	0	0	0	0	0	0	0		
Total Signal Systems				ROW	459	0	0	0	0	0	0	0	0	0	0	0		
Total Signal Systems				Constr	5,544	0	0	0	0	0	0	0	0	0	0	0		
<b>Guideshare - Signal Systems Subtotal</b>				<b>Subtotal</b>	<b>6,718</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

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

2020 - 2027 MPO GUIDESHARE PROJECTS SUMMARY SHEET - INTERSECTION IMPROVEMENTS (Part 2 of 3)

Policy Committee Action: June 25, 2020  
Amended Action: August 25, 2022

COATS PIN #	Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Funding (in 1,000s)							Other Sources of Funding	TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	COST TO COMPLETE (2028+)	Funding
						2020	2021	2022	2023	2024	2025	2026					
0041507		Intersection	Lexington County	Old Orangeburg Road at Bill Williamson Court	PE ROW Constr <b>Total</b>	0 170 1,600 <b>1,770</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>		STBGP
0041502		Intersection	Richland County	Leesburg Road at Patricia Drive	PE ROW Constr <b>Total</b>	700 1,266 0 <b>1,966</b>	0 15 0 <b>15</b>	0 0 700 <b>700</b>	0 0 700 <b>700</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 15 2,100 <b>2,115</b>	0 0 2,100 <b>2,100</b>		STBGP AC
		Intersection	Kershaw County	White Pond Road at Whiting Way	PE ROW Constr <b>Total</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	300 0 0 <b>300</b>	0 200 0 <b>200</b>	0 0 1,500 <b>1,500</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	300 200 0 <b>500</b>	300 200 1,500 <b>2,000</b>		STBGP
			TBA		PE ROW Constr Local <b>Total</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>	0 0 0 0 <b>0</b>		STBGP
		Intersection		CLOSED PROJECTS	PE ROW Constr <b>Total</b>	75 50 911 <b>1,036</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>		STBGP
			COATS MPO	Operational/Safety/ Maintenance Improvements	PE ROW Constr <b>Total</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>		STBGP
				Total Intersections	PE	775	0	0	0	300	0	0	0	300	300		
				Total Intersections	ROW	1,486	15	0	0	0	200	0	0	215	200		
				Total Intersections	Constr	2,511	0	700	700	700	0	1,500	0	2,100	3,600		
				<b>Guideshare - Intersections</b>	<b>Subtotal</b>	<b>4,772</b>	<b>15</b>	<b>700</b>	<b>700</b>	<b>1,000</b>	<b>200</b>	<b>1,500</b>	<b>0</b>	<b>2,615</b>	<b>4,100</b>		

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

2020 - 2027 MPO GUIDESHARE PROJECTS SUMMARY SHEET (Part 3 of 3)

Policy Committee Action: June 25, 2020  
Amended Action: April 17, 2023

PIN #	COATS Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Funding (in 1,000s)						Other Sources of Funding	TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	COST TO COMPLETE (2028+)	Funding										
						2020	2021	2022	2023	2024	2025						2026	2027								
26215		Widening	Lexington County	SC 6 (I-20 to SC 602)	PE 0 ROW 0 Constr 0 <b>Total 0</b>	0	0	0	0	0	0	0	0	0	0	0	27 In 7 Bonding Program & STBGP									
0022875 / 0022874		Widening	Lexington County	SC 602 Extension Platt Spring Road Widen to 5 Lanes	PE 1,897 ROW 7,956 Constr 16,376 <b>Total 26,229</b>	-38	-472	0	0	0	0	0	0	-38	-472	0	27 In 7 Bonding Program & STBGP									
0039333		Widening	Richland County	*Hardscrabble Road Widen to 5 Lanes	PE 4,000 ROW 16,126 Constr 33,980 RC Penny 27,239 <b>Total 81,345</b>	0	0	0	0	0	0	0	0	0	6,667	0	Richland County Penny Sales Tax STBGP									
P039032		Widening	Richland County	**Corridor Improvement -Leesburg Road This improvement project is to widen Leesburg Road from Fairmont Road to Lower Richland Blvd from 2 to 5 lanes	PE 4,347 ROW 0 Constr 225 RC CTC 0 RC Penny 0 <b>Total 4,347</b>	1,370	0	14,082	14,082	14,082	0	0	0	0	42,246	42,246	AC STBGP TAP CRRSAA Richland County Penny Sales Tax									
0042383		Widening	Lexington County	Columbia Avenue (S-45) Widen to 5 Lanes	PE 2,800 ROW 0 ROW 0 Constr 0 Constr 0 Constr 0 <b>Total 2,800</b>	1,500	0	0	5,000	5,000	0	0	0	5,000	10,000	5,000	10,000	24,525	24,525	Right of Way/System Upgrade/COATS/AC Right of Way/System Upgrade/COATS/STBGP Construction/System Upgrade/COATS/AC Construction/System Upgrade/COATS/STBGP Construction/System Upgrade/COATS/STBGP						
0041846		Safety	City of Columbia	Bluff Road Sidewalk	PE 0 ROW 0 Constr 1,000 RC CTC 800 RC Penny 3,710 <b>Total 5,510</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Richland County CTC Richland County Penny Sales Tax STBGP					
P027229		Interchange	Lexington County	I-26 Exit 119 CMCOG Rural Program	PE 4,700 ROW 0 Constr 0 Local 0 <b>Total 4,700</b>	1,700	0	0	38,707	10,000	12,902	12,902	12,902	0	38,707	22,902	48,707	4,000	0	0	Construction/System Upgrade-Urban/AC STBGP CMCOG Rural Program STBGP					
P037873		Safety	City of Columbia	Assembly Street Phase II Richland County CTC	PE 0 ROW 0 Constr 0 Tax 0 <b>Total 0</b>	0	0	3,000	9	0	0	0	0	0	0	3,000	3,000	0	0	0	Richland County CTC STBGP					
P029873		Safety	City of Columbia	South Main Street Leesburg Road Demolition & Structures	PE 0 ROW 0 Constr 0 Local 0 Earmark 604 Administration 0 RC Penny 362 <b>Total 604</b>	115	5,885	443	1,108	3,785	0	849	0	0	3,785	767	362	0	0	0	115 5,885 443 1,108 3,785 767 362	0	0	STBGP University of South Carolina SCDOT TAP Program Federal Earmark Department of Administration Richland County Penny		
				Lower Saluda Greenway Phase 3	PE 0 ROW 0 Constr 0 Local 0 <b>Total 0</b>	0	0	0	1,000	500	8,000	0	0	0	0	0	0	0	0	0	1,000 500 8,000	1,000 500 8,000	STBGP			
				Blythwood Road to US 21 to Langford Rd Planning Feasibility Study Planning Phase Only	PE 0 ROW 0 Constr 0 Local 0 <b>Total 0</b>	0	0	0	300	0	0	0	0	0	0	0	0	0	0	0	300 0 0 0	300 0 0 0	STBGP			
				US 76/176 Corridor Planning Feasibility Study Planning Phase Only CMCOG Rural Program	PE 0 ROW 0 Constr 0 Local 0 <b>Total 0</b>	0	0	0	350	100	0	0	0	0	0	0	0	0	0	0	350 100 0	350 100 0	STBGP			
				SC 6 Corridor Planning Feasibility Study Planning Phase Only	PE 0 ROW 0 Constr 0 Local 0 <b>Total 0</b>	0	0	0	150	0	0	0	0	0	0	0	0	0	0	0	150 0 0 0	150 0 0 0	STBGP			
				TBA	PE 0 ROW 0 Constr 0 Local 0 <b>Total 0</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0 0	0 0 0 0	STBGP			
				CLOSED PROJECTS	PE 8,976 ROW 23,352 Constr 159,304 <b>Total 191,632</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,976 23,352 159,304	0 0 0	STBGP		
				Total Roadways	PE 28,228 ROW 53,726 Constr 219,130 <b>Guideshare - Roadways Subtotal 301,084</b>	1,577	2,613	12,552	14,782	17,782	40,057	26,777	30,577	21,077	0	3,677	13,313	99,150	0	0	2,100 5,000 32,957 21,077	0 5,000 30,577 21,077	3,677 13,313 99,150	2,100 10,700 138,252		
				COATS MPO Debt Service	PE 0 ROW 0 Constr 0 <b>Total 0</b>	0	0	3,399	3,404	1,284	1,284	0	0	0	0	0	0	0	0	0	0	0 0 0	0 0 0	0 0 0		
				COATS MPO CRRSAA Debt Service Payment	PE 0 ROW 0 Constr 0 <b>Total 0</b>	0	0	0	0	-1,300	-1,300	0	0	0	0	0	0	0	0	0	0	0 0 0	0 0 0	0 0 0		
				Guideshare (Total - \$183,575)	0	19,200	19,200	21,925	24,650	24,650	24,650	24,650	24,650	24,650	0	109,625	164,375	0	0	0	0	19,200 19,200 21,925 24,650 24,650 24,650 24,650 24,650	0 0 0 0 0 0 0 0	109,625 164,375	164,375	
				Carryover Available	0	34,188	33,247	34,261	38,420	23,029	20,902	14,975	18,548	0	163,145	183,382	0	0	0	0	0	34,188 33,247 34,261 38,420 23,029 20,902 14,975 18,548	0 0 0 0 0 0 0 0	163,145 183,382	183,382	
				Additional or Transferred Funds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0	0 0 0	0 0 0	0 0 0		
				Guideshare Subtotal	0	20,141	18,186	17,766	40,041	26,777	30,577	21,077	0	122,911	154,424	0	0	0	0	0	0	20,141 18,186 17,766 40,041 26,777 30,577 21,077	0 0 0 0 0 0 0	122,911 154,424	154,424	
				Balance (Available Funds)	0	33,247	34,261	38,420	23,029	20,902	14,975	18,548	43,198	0	149,859	193,393	0	0	0	0	0	33,247 34,261 38,420 23,029 20,902 14,975 18,548 43,198	0 0 0 0 0 0 0 0	149,859 193,393	193,393	

\* Please note \$27 million will be added to the construction phase of this project from the Richland County Sales Tax. This funding is also shown in the non-federal appropriations section of this document.  
 \*\* Please note \$4 million will be added to the construction phase of this project from the Richland County Sales Tax. This funding is also shown in the non-federal appropriations section of this document.  
 \*\*\*Please be advised that the base year obligations carryover balance may be adjusted to allow this guideshare sheet to equal the same carryover balances as shown on SCDOT's Quarterly Financial Statement.

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





2020 - 2027 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (FEDERAL APPROPRIATIONS)

Policy Committee Action: June 25, 2020  
Amended Action: October 24, 2022

PIN #	Project name		Previous Obligations	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Remaining Cost (2028+)	Funding
				2020	2021	2022	2023	2024	2025	2026				
0041497	I-26 Saluda River Crossing	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	0	2,403,239	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,403,239</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
P027544	Harden Street Phase II - Omnibus Bill 100% Federal - No Match Required	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	950,000	0	0	1,249,150	0	0	0	0	0	1,249,150	1,249,150	0
		<b>Total</b>	<b>950,000</b>	<b>0</b>	<b>0</b>	<b>1,249,150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,249,150</b>	<b>1,249,150</b>	<b>0</b>
Harden Street Reconfiguration (City of Columbia) FY 2010 Appropriation Earmark 100% Federal - No Match Required	PE	0	0	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
	Constr	500,000	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>FY 2010 DEFENSE APPROPRIATION BILL</b>
Seamless City Revitalization Project (North Main Street TIGER Grant) City of Columbia Matching Funds	PE	0	0	0	0	0	0	0	0	0	0	0	0	
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
	Constr	10,000,000	0	0	0	0	0	0	0	0	0	0	0	
	Match	2,500,000	0	0	0	0	0	0	0	0	0	0	0	City of Columbia
<b>Total</b>	<b>12,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>TIGER</b>	
Subtotal Federal Project Appropriations		PE	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Federal Project Appropriations		ROW	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Federal Project Appropriations		Constr	11,450,000	0	0	1,249,150	0	2,403,239	0	0	1,249,150	3,652,389	0	
<b>Federal Project Appropriations</b>		<b>Total</b>	<b>11,450,000</b>	<b>0</b>	<b>0</b>	<b>1,249,150</b>	<b>0</b>	<b>2,403,239</b>	<b>0</b>	<b>0</b>	<b>1,249,150</b>	<b>3,652,389</b>	<b>0</b>	

2020 - 2027 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (RECREATIONAL TRAILS)

Policy Committee Action: June 25, 2020  
Amended Action: October 26, 2022

PIN #	Project name		Previous Obligations	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Remaining Cost (2028+)	Funding
				2020	2021	2022	2023	2024	2025	2026				
	Saluda River Pedestrian Bridge Project Sponsor - City of West Columbia FY 2022 Recreational Trails 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	0	0	100,000	0	0	0	0	0	100,000	100,000	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	<b>0</b>	<b>SCPRT</b>	
	Saluda River & Riverwalk Access Improvements Sponsor - City of Columbia FY 2022 Recreational Trails 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	0	0	100,000	0	0	0	0	0	100,000	100,000	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	<b>0</b>	<b>SCPRT</b>	
	Lower Saluda Greenway Sponsor - Irmo Chapin Recreation Commission State Government Budget Appropriation	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	1,500,000	0	0	0	0	0	0	1,500,000	1,500,000	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>0</b>	<b>SC State Government</b>	
	Owens Field Park Pump Track Sponsor - City of Columbia FY 2019 Recreational Trails 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	95,900	0	0	0	0	0	0	0	0	0	0	0
		Local	23,975	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>119,875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	City of Columbia	
	Riverwalk Phase IV Sponsor - City of Cayce FY 2013 Recreational Trails 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	77,000	0	0	0	0	0	0	0	0	0	0	0
		Local	19,000	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>96,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	City of Cayce	
	Lower Saluda River Blue Trail Sponsor - Irmo Chapin Recreation Dept. FY 2013 Recreational Trails 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	77,000	0	0	0	0	0	0	0	0	0	0	0
		Local	19,000	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>96,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	Irmo Chapin Recreation Department	
	Taylor Street Trail Sponsor - City of Columbia FY 2014 Recreational Trails 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	99,000	0	0	0	0	0	0	0	0	0	0	0
		Match	25,000	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>124,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	City of Columbia	
Subtotal Recreational Trails		PE	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Recreational Trails		ROW	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Recreational Trails		Constr	348,900	0	1,500,000	200,000	0	0	0	0	1,700,000	1,700,000	0	
<b>Recreational Trails</b>		<b>Total</b>	<b>348,900</b>	<b>0</b>	<b>1,500,000</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>0</b>	

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

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



2020 - 2027 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (NON-FEDERAL INTERSECTION IMPROVEMENTS)

Policy Committee Action: June 25, 2020  
Amended Action:

PIN #	Project name	Previous Obligations	2020	2021	2022	Funding (in Actual Dollar Amounts)					TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Remaining Cost (2028+)	Funding
						2023	2024	2025	2026	2027				
	*Clemson Rd @ Rhame Rd./ North Springs Rd. Intersection	PE 0 ROW 0 Constr 1,400,000 <b>Total 1,400,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	*Broad River Road @ Rushmore Rd	PE 0 ROW 0 Constr 900,000 <b>Total 900,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	*Farrow Rd @ Pisgah Church Rd	PE 0 ROW 0 Constr 2,400,000 <b>Total 2,400,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	*North Springs Rd. @ Risdon Way	PE 0 ROW 0 Constr 900,000 <b>Total 900,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	*Summit Pkwy @ Summit Ridge Rd	PE 0 ROW 0 Constr 700,000 <b>Total 700,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	*Kennerly Rd. @ Coogler Rd./ Steeple Ridge Rd.	PE 0 ROW 0 Constr 1,400,000 <b>Total 1,400,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	Clemson RD @ Sparkleberry Ln. (to Mallet Hill Rd)	PE 1,050,000 ROW 3,700,000 Constr 6,940,000 <b>Total 11,690,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	Bull St. @ Elmwood Avenue	PE 300,000 ROW 300,000 Constr 2,200,000 <b>Total 2,800,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	North Main St. @ Monticello Rd.	PE 0 ROW 0 Constr 0 <b>Total 0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	Hardscrabble Rd. @ Kelly Mill Rd./ Rimer Pond Rd.	PE 0 ROW 0 Constr 0 <b>Total 0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	Garners Ferry Rd. @ Harmon Rd.	PE 150,000 ROW 100,000 Constr 750,000 <b>Total 1,000,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	North Springs Rd @ Harrington Rd.	PE 120,000 ROW 200,000 Constr 680,000 <b>Total 1,000,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	Screaming Eagle Rd @ Percival Rd.	PE 242,000 ROW 100,000 Constr 1,658,000 <b>Total 2,000,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	TBA	PE 0 ROW 0 Constr 0 <b>Total 0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax
	Subtotal Non-Fed Intersection Improvements	PE 1,862,000 ROW 4,400,000 Constr 19,928,000 <b>Subtotal 26,190,000</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	Richland County Penny Sales Tax

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





**MPO ENHANCEMENT PROJECTS**

Policy Committee Action: June 25, 2020

**City of West Columbia Projects**

Amended Action: May 27, 2021

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match	Funding			
				2020	2021	2022	2023	2024	2025	2026					2027		
ID	West Columbia	Meeting Street and State Street Area Improv FY 19 Status: Preliminary Engineering	Federal	0	123,666	0	0	0	0	0	0	0	123,666	123,666			
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>123,666</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>123,666</b>	<b>123,666</b>	<b>80/20</b>
ID	West Columbia	Center Street Sidewalk & Crosswalk FY 19 Status: Project Development	Federal	0	143,200	0	0	0	0	0	0	0	143,200	143,200			
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>143,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143,200</b>	<b>143,200</b>	<b>80/20</b>
ID	West Columbia	B Avenue Bike Lanes FY 16 Status: In Closeout	Federal	80,782	0	0	0	0	0	0	0	0	0	0	0		
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	20,195	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>100,977</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
ID	West Columbia	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0		
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
Sub-Total West Columbia			Federal	80,782	266,866	0	0	0	0	0	0	0	266,866	266,866			
Sub-Total West Columbia			State	0	0	0	0	0	0	0	0	0	0	0			
Sub-Total West Columbia			Local	20,195	0	0	0	0	0	0	0	0	0	0			
<b>Sub-Total West Columbia</b>			<b>Total</b>	<b>100,977</b>	<b>266,866</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>266,866</b>	<b>266,866</b>			

**Town of Irmo Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match	Funding			
				2020	2021	2022	2023	2024	2025	2026					2027		
ID	Irmo	Palmettewood Parkway Sidewalk FY 12 Amended FY 14 & FY 15 Status: Let for Construction - 11/10/15	Federal	114,440	0	0	0	0	0	0	0	0	0	0	0		
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	28,610	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>143,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
ID	Irmo	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0		
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
Sub-Total Irmo			Federal	114,440	0	0	0	0	0	0	0	0	0	0			
Sub-Total Irmo			State	0	0	0	0	0	0	0	0	0	0	0			
Sub-Total Irmo			Local	28,610	0	0	0	0	0	0	0	0	0	0			
<b>Sub-Total Irmo</b>			<b>Total</b>	<b>143,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

**MPO ENHANCEMENT PROJECTS**

Policy Committee Action: June 25, 2020

**City of Cayce Projects**

Amended Action: April 17, 2023

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match	Funding			
				2020	2021	2022	2023	2024	2025	2026					2027		
P038442	Cayce	Julius Felder Sidewalk Project Phase III	Federal	0	0	0	0	333,000	0	0	0	0	0	333,000	333,000	80/20	STBGP
		FY 20 (2 Projects Combined)	State	0	0	0	0	0	0	0	0	0	0	0	0		
		Status: Preliminary Engineering	Local	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>333,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>333,000</b>		
ID	Cayce	Frink Street Sidewalk Project	Federal	0	0	95,285	0	0	0	0	0	0	0	95,285	95,285	80/20	STBGP
		FY 19	State	0	0	0	0	0	0	0	0	0	0	0	0		
		Status: Preliminary Engineering	Local	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>95,285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95,285</b>		
ID	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Sub-Total Cayce			Federal	0	0	95,285	0	333,000	0	0	0	0	0	428,285	428,285		
Sub-Total Cayce			State	0	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total Cayce			Local	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Sub-Total Cayce</b>			<b>Total</b>	<b>0</b>	<b>0</b>	<b>95,285</b>	<b>0</b>	<b>333,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>428,285</b>	<b>428,285</b>		

**Town of Springdale Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match	Funding			
				2020	2021	2022	2023	2024	2025	2026					2027		
ID	Springdale	Kitty Hawk Drive Sidewalk	Federal	434,170	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
		FY 14 & FY 18	State	0	0	0	0	0	0	0	0	0	0	0	0		
		Status: Let - 5/14/19, In Closeout	Local	108,542	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>542,712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Sub-Total Springdale			Federal	434,170	0	0	0	0	0	0	0	0	0	0			
Sub-Total Springdale			State	0	0	0	0	0	0	0	0	0	0	0			
Sub-Total Springdale			Local	108,542	0	0	0	0	0	0	0	0	0	0			
<b>Sub-Total Springdale</b>			<b>Total</b>	<b>542,712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

**MPO ENHANCEMENT PROJECTS**

Policy Committee Action: June 25, 2020

**Town of Lexington Projects**

Amended Action: May 27, 2021

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match	Funding		
				2020	2021	2022	2023	2024	2025	2026					2027	
ID	Lexington Town	Augusta Highway Sidewalk Phase 2 FY 14 Status: Let - 11/14/17, In Closeout	Federal	145,000	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	70,296	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>215,296</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	Lexington Town	S. Church Street Sidewalk Phase 4 FY 14 & FY 15 Status: Let - 11/14/17, In Closeout	Federal	290,000	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	137,359	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>427,359</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	Lexington Town	Augusta Highway Sidewalk Project FY 13 Status: Let - 11/14/17, In Closeout	Federal	205,560	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>205,560</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		Sub-Total Lexington Town	Federal	640,560	0	0	0	0	0	0	0	0	0			
		Sub-Total Lexington Town	State	0	0	0	0	0	0	0	0	0	0			
		Sub-Total Lexington Town	Local	207,655	0	0	0	0	0	0	0	0	0			
		<b>Sub-Total Lexington Town</b>	<b>Total</b>	<b>848,215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

**Lexington County**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match	Funding		
				2020	2021	2022	2023	2024	2025	2026					2027	
ID	TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	60/40	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	60/40	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		Sub-Total Lexington County	Federal	0	0	0	0	0	0	0	0	0	0			
		Sub-Total Lexington County	State	0	0	0	0	0	0	0	0	0	0			
		Sub-Total Lexington County	Local	0	0	0	0	0	0	0	0	0	0			
		<b>Sub-Total Lexington County</b>	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

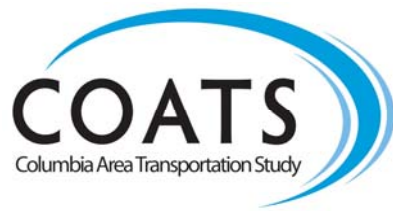
**MPO ENHANCEMENT PROJECTS**

Policy Committee Action: June 25, 2020

**City of Columbia Projects**

Amended Action: April 28, 2022

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match	Funding		
				2020	2021	2022	2023	2024	2025	2026					2027	
P029873	SCDOT	South Main Streetscape	Federal	0	0	0	849,000	0	0	0	0	0	849,000	849,000		
		FY 22	State	0	0	0	0	0	0	0	0	0	0	0		
		Status: In Construction	Local	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>849,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>849,000</b>	<b>849,000</b>	<b>80/20</b>
ID	Columbia (LPA)	Maxcy, Mildred, & Sulton St Sidewalks	Federal	105,046	0	0	0	0	0	0	0	0	0	0		
		FY 14	State	0	0	0	0	0	0	0	0	0	0	0		
		Status: In Construction	Local	70,031	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>175,077</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60/40</b>
ID	Columbia (LPA)	Mast Arms on Main Street	Federal	294,974	0	0	0	0	0	0	0	0	0	0		
		FY 12	State	0	0	0	0	0	0	0	0	0	0	0		
		Status: In Construction	Local	255,283	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>550,257</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60/40</b>
ID	Columbia (LPA)	Accessibility and Landscaping on Main St.	Federal	97,620	0	0	0	0	0	0	0	0	0	0		
		FY 12	State	0	0	0	0	0	0	0	0	0	0	0		
		Status: In Construction	Local	65,080	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>162,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60/40</b>
TBA			Federal	0	0	0	0	0	0	0	0	0	0	0		
			State	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60/40</b>
Sub-Total Columbia			Federal	497,640	0	0	0	849,000	0	0	0	0	849,000	849,000		
Sub-Total Columbia			State	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total Columbia			Local	390,394	0	0	0	0	0	0	0	0	0	0		
<b>Sub-Total Columbia</b>			<b>Total</b>	<b>888,034</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>849,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>849,000</b>	<b>849,000</b>		



**MPO ENHANCEMENT PROJECTS**

**Richland County**

Policy Committee Action: June 25, 2020  
Amended Action: April 28, 2022

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match				
				2020	2021	2022	2023	2024	2025	2026				2027			
ID	Richland County (LPA)	Clemson Road Shared- Use Path FY 17 Status: Completed, In Closeout	Federal	180,000	0	0	0	0	0	0	0	0	0	0	0	60/40	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	2,359,936	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>2,539,936</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	Richland County (LPA)	Alpine Road Shared-Use Path FY 17 Status: Preliminary Engineering	Federal	0	180,000	0	0	0	0	0	0	0	180,000	180,000	0	60/40	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180,000</b>	<b>180,000</b>		
ID	Richland County (LPA)	Broad River Road Neighborhood Improvements FY 16 Status: Completed, In Closeout	Federal	180,000	0	0	0	0	0	0	0	0	0	0	0	60/40	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	1,109,349	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>1,289,349</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	0	60/40	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Sub-Total Richland County			Federal	360,000	180,000	0	0	0	0	0	0	180,000	180,000				
Sub-Total Richland County			State	0	0	0	0	0	0	0	0	0	0	0			
Sub-Total Richland County			Local	3,469,285	0	0	0	0	0	0	0	0	0	0			
<b>Sub-Total Richland County</b>			<b>Total</b>	<b>3,829,285</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180,000</b>	<b>180,000</b>				

**Kershaw County**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match				
				2020	2021	2022	2023	2024	2025	2026				2027			
ID	Kershaw County	Wildwood Lane Sidewalk 2018 FY 20 Status: Preliminary Engineering	Federal	0	159,000	0	0	0	0	0	0	0	159,000	159,000	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>159,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159,000</b>	<b>159,000</b>		
ID	Kershaw County	Wildwood Lane Sidewalk FY 19 Status: Preliminary Engineering	Federal	0	156,000	0	0	0	0	0	0	0	156,000	156,000	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>156,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156,000</b>	<b>156,000</b>		
ID	TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Sub-Total Kershaw County			Federal	0	315,000	0	0	0	0	0	0	315,000	315,000				
Sub-Total Kershaw County			State	0	0	0	0	0	0	0	0	0	0	0			
Sub-Total Kershaw County			Local	0	0	0	0	0	0	0	0	0	0	0			
<b>Sub-Total Kershaw County</b>			<b>Total</b>	<b>0</b>	<b>315,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>315,000</b>	<b>315,000</b>				

**MPO TAP Program Apportionments**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Match		
				2020	2021	2022	2023	2024	2025	2026				2027	
COATS MPO		TAP Program Annual Apportionments	Federal	3,954,637	900,800	857,151	0	1,182,000	0	0	0	0	2,939,951	2,039,151	STBGP
		FY 2015 TAP Apportionment (\$717,679)	State	0	0	0	0	0	0	0	0	0	0	0	
		FY 2016 TAP Apportionment (\$717,679)	Local	0	0	0	0	0	0	0	0	0	0	0	
		FY 2017 TAP Apportionment (\$717,679)													
		FY 2018 TAP Apportionment (\$900,800)													
		FY 2019 TAP Apportionment (\$900,800)													
		FY 2020 TAP Apportionment (\$900,800)													
		FY 2021 TAP Apportionment (\$834,092)													
		FY 2022 TAP Apportionment (\$1,783,466)													
		<b>Total</b>	<b>3,954,637</b>	<b>900,800</b>	<b>857,151</b>	<b>0</b>	<b>1,182,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,939,951</b>	<b>2,039,151</b>	
		TAP Program Annual Apportionments	Federal	3,954,637	900,800	857,151	0	1,182,000	0	0	0	0	2,939,951	2,039,151	
TAP Program Annual Apportionments	State	0	0	0	0	0	0	0	0	0	0	0			
TAP Program Annual Apportionments	Local	0	0	0	0	0	0	0	0	0	0	0			
<b>TAP Program Annual Apportionments</b>	<b>Total</b>	<b>3,954,637</b>	<b>900,800</b>	<b>857,151</b>	<b>0</b>	<b>1,182,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,939,951</b>	<b>2,039,151</b>			

\*The federal / local match requirements has been provided for each project.  
Funding focus for FY 2019 & 2020 TAP Apportionments will be used to complete previously approved active projects.



**MPO TRANSIT PROJECTS**

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

Policy Committee Action: June 25, 2020  
Amended Action: June 23, 2022

Agency	Project name	Previous Obligations	Funding (In Actual Dollars)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Funding
			2020	2021	2022	2023	2024	2025	2026			
CMRTA	FFY 2020 Funds - Capital Purchase and install bus shelters (\$626,271)	Federal	0	0	0	626,271	0	0	0	0	626,271	626,271
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>626,271</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>626,271</b>	<b>626,271</b>
<b>Section 5339</b>												
CMRTA	FFY 2019 Funds - Capital Purchase and install bus shelters (\$584,990)	Federal	0	0	0	584,990	0	0	0	0	584,990	584,990
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>584,990</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>584,990</b>	<b>584,990</b>
<b>Section 5339</b>												
CMRTA	FFY 2021 No/Low Grant Purchase 4 Vehicles	Federal	0	0	0	2,935,190	0	0	0	0	2,935,190	2,935,190
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,935,190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,935,190</b>	<b>2,935,190</b>
<b>Section 5339</b>												
CMRTA	FFY 2018 Funds - Capital Rehab/Renovate Bus Terminal on Assembly & Sumter (\$388,928) Rewrap buses purchased in 2020 (\$80,000) Install 3 bus shelters (\$163,648)	Federal	0	0	632,576	0	0	0	0	0	632,576	632,576
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>632,576</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>632,576</b>	<b>632,576</b>
<b>Section 5339</b>												
CMRTA	FFY 2017 Funds - Capital Purchase and install nine (9) bus shelters (\$425,653)	Federal	0	425,653	0	0	0	0	0	0	425,653	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>425,653</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>425,653</b>	<b>0</b>
<b>Section 5339</b>												
	FFY 2013, 2014, 2015, 2016 Funds – Capital FFY 2016 - Purchase and install eight (8) bus shelters (\$382,699) FFY 2015 - Purchase New Automated Passenger Counters (\$399,037) FFY 2014 - Purchase New Fareboxes (\$425,655) FFY 2013 - Purchase Diesel Bus (\$438,767)	Federal	1,646,158	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>1,646,158</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Section 5339</b>												
TBA		Federal	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Section 5339</b>												
Total Section 5339		Federal	1,646,158	425,653	632,576	0	4,146,451	0	0	0	5,204,680	4,779,027
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>1,646,158</b>	<b>425,653</b>	<b>632,576</b>	<b>0</b>	<b>4,146,451</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,204,680</b>	<b>4,779,027</b>

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

Policy Committee Action: June 25, 2020  
Amended Action:

Agency	Project name	Prior Year(s)	Funding (In Actual Dollars)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Funding
			2020	2021	2022	2023	2024	2025	2026			
TBA		Federal	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Designated Recipient (DR) Section 5316</b>												
TBA		Federal	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Designated Recipient (DR) Section 5316</b>												
Total DR Section 5316		Federal	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Policy Committee Action: June 25, 2020  
Amended Action:

Agency	Project name	Previous Obligations	Funding (In Actual Dollars)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Funding
			2020	2021	2022	2023	2024	2025	2026			
TBA		Federal	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Designated Recipient (DR) Section 5317</b>												
TBA		Federal	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Designated Recipient (DR) Section 5317</b>												
Total DR Section 5317		Federal	0	0	0	0	0	0	0	0	0	0
		State	0	0	0	0	0	0	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



MPO TRANSIT PROJECTS

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

Policy Committee Action: June 25, 2020  
Amended Action: June 23, 2022

Agency	Project name	Previous Obligations	Funding (In Actual Dollars)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Funding	
			2020	2021	2022	2023	2024	2025	2026				2027
CMCOG/COATS	Large Urban Program FY 2023 Projects	Federal	0	0	0	488,640	0	0	0	0	488,640	488,640	Designated Recipient (DR) Section 5310
	Babcock Center - (2) ADA Passenger Vehicles - (80/20) - Capital (\$105,225)	State	0	0	0	0	0	0	0	0	0	0	
	Irmo Chapin (ICRC) - ADA Passenger Vehicle - (80/20) Capital (\$54,627)	Local	0	0	0	0	0	0	0	0	0	0	
	Senior Resources - ADA Passenger Vehicle - (80/20) Capital (\$80,000)												
	CMRTA Purchase of Service - (80/20) - Capital (\$248,788)												
<b>Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>488,640</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>488,640</b>	<b>488,640</b>	
CMRTA/SWRTA	Section 5310 American Rescue Plan Funds	Federal	0	0	84,787	0	0	0	0	0	84,787	84,787	American Rescue Plan
	FFY 22 Central Midlands Regional Transit Authority (\$76,308.30)	State	0	0	0	0	0	0	0	0	0	0	
	FFY 22 Santee Wateree Regional Transit Authority (\$8,478.70)	Local	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>84,787</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84,787</b>	<b>84,787</b>	
CMRTA/SWRTA	Section 5310 Coronavirus Response and Relief Supplemental Appropriation Act	Federal	0	0	84,786	0	0	0	0	0	84,786	84,786	CRRSAA
	FFY 22 Central Midlands Regional Transit Authority (\$76,307.40)	State	0	0	0	0	0	0	0	0	0	0	
	FFY 22 Santee Wateree Regional Transit Authority (\$8,478.60)	Local	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>84,786</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84,786</b>	<b>84,786</b>	
CMCOG/COATS	CMCOG	Federal	23,936	35,286	24,810	39,932	0	0	0	0	100,028	64,742	Designated Recipient (DR) Section 5310
	Program Administration	State	0	0	0	0	0	0	0	0	0	0	
	FY 19 - Admin (\$23936)	Local	0	0	0	0	0	0	0	0	0	0	
	FY 20 - Admin (\$35,286)												
	FY 21 - Admin (\$24,810)												
	FY 22 - Admin (\$39,932)												
	FY 23 - Admin (\$0)												
<b>Total</b>		<b>23,936</b>	<b>35,286</b>	<b>24,810</b>	<b>39,932</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,028</b>	<b>64,742</b>		
CMCOG/COATS	Large Urban Program FY 2022 Projects	Federal	0	0	359,390	0	0	0	0	0	359,390	359,390	Designated Recipient (DR) Section 5310
	Harbison Wheels - ADA Passenger Vehicle - (80/20) - Capital (\$57,600)	State	0	0	0	0	0	0	0	0	0	0	
	Irmo Chapin (ICRC) - ADA Passenger Vehicle - (80/20) Capital (\$60,415)	Local	0	0	0	0	0	0	0	0	0	0	
	Senior Resources - ADA Passenger Vehicle - (80/20) Capital (\$61,567)												
	CMRTA Mobility Management - (80/20) - Capital (\$100,000)												
CMCOG - ADA Passenger Vehicles - (80/20) Capital (\$79,808)													
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>359,390</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>359,390</b>	<b>359,390</b>	
CMCOG/COATS	Large Urban Program FY 2021 Projects	Federal	0	0	412,723	0	0	0	0	0	412,723	412,723	Designated Recipient (DR) Section 5310
	MIRCI - ADA Passenger Vehicle - (80/20) - Capital (\$39,723)	State	0	0	0	0	0	0	0	0	0	0	
	Babcock Center - ADA Passenger Vehicles - (80/20) Capital (\$48,000)	Local	0	0	0	0	0	0	0	0	0	0	
	Senior Resources - Senior Wheels - (50/50) Operating (\$25,000)												
	CMRTA Purchase of Service (Free Fares) - (80/20) - Operations (\$275,000)												
CMRTA Marketing - (50/50) - Administration (\$25,000)													
<b>Total</b>		<b>0</b>	<b>0</b>	<b>412,723</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>412,723</b>	<b>412,723</b>	
CMCOG/COATS	Large Urban Program FY 2020 Projects	Federal	0	390,203	0	0	0	0	0	0	390,203	0	Section 5310/Local/MIRCI
	Irmo Chapin Recreation - ADA Passenger Vehicle - (80/20) Capital (\$38,203)	State	0	0	0	0	0	0	0	0	0	0	
	Babcock Center - ADA (2) Passenger Vehicles - (80/20) Capital (\$102,000)	Local	0	0	0	0	0	0	0	0	0	0	
	CMRTA Purchase of Service - (50/50) - Operations (\$94,500)												
	CMRTA Purchase of Service - (80/20) - Capital (\$36,000)												
CMRTA Mobility Management - (80/20) - Capital (\$175,107)													
Senior Resources - ADP Software - Capital (80/20) (\$85,726)													
Senior Resources - ADP Hardware - Capital (80/20) (\$8,631)													
<b>Total</b>		<b>0</b>	<b>390,203</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>390,203</b>	<b>0</b>	
TBA		Federal	0	0	0	0	0	0	0	0	0	0	Designated Recipient (DR) Section 5310
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CMCOG/COATS		Federal	0	0	0	0	0	0	0	0	0	0	Section 5310/Local/Babcock Center
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TBA		Federal	0	0	0	0	0	0	0	0	0	0	Designated Recipient (DR) Section 5310
		State	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total DR Section 5310</b>		Federal	414,518	425,489	437,533	568,895	488,640	0	0	0	1,920,557	1,495,068	
Total DR Section 5310		State	0	0	0	0	0	0	0	0	0	0	
Total DR Section 5310		Local	0	0	0	0	0	0	0	0	0	0	
<b>Total DR Section 5310</b>		<b>Total</b>	<b>414,518</b>	<b>425,489</b>	<b>437,533</b>	<b>568,895</b>	<b>488,640</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,920,557</b>	<b>1,495,068</b>	

**MPO TRANSIT PROJECTS**

**Federal & State Program Apportionments (Sections 5307, 5339, 5310, CARES Act, SCDOT, American Rescue Plan, CRRSAA)**

Policy Committee Action: June 25, 2020

Amended Action: May 27, 2021

Agency	Project name		Previous Obligations	Funding (In Actual Dollars)							TIP COST (2020 - 2024)	SCDOT STIP (2021 - 2027)	Funding	
				2020	2021	2022	2023	2024	2025	2026				2027
CMCOG	Section 5307 Planned Future Obligations	Federal	4,188,852	4,555,743	4,699,759	5,154,206	5,399,496	5,496,654	0	0	0	25,305,858	20,750,115	
	FFY 2016 Section 5307 (\$4,188,852)	State	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2017 Section 5307 (\$4,555,743)	Local	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2018 Section 5307 (\$4,699,759)													
	FFY 2019 Section 5307 (\$5,154,206)													
	FFY 2020 Section 5307 (\$5,399,496)													
	FFY 2021 Section 5307 (\$5,496,654)													
	<b>Total</b>		<b>4,188,852</b>	<b>4,555,743</b>	<b>4,699,759</b>	<b>5,154,206</b>	<b>5,399,496</b>	<b>5,496,654</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,305,858</b>	<b>20,750,115</b>	<b>Apportionsments</b>
CMCOG	Section 5310 Planned Future Obligations	Federal	414,518	425,489	437,533	459,599	488,640	509,993	0	0	0	2,321,254	1,895,765	
	FFY 2016 Section 5310 (\$414,518)	State	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2017 Section 5310 (\$425,489)	Local	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2018 Section 5310 (\$437,533)													
	FFY 2019 Section 5310 (\$459,599)													
	FFY 2020 Section 5310 (\$488,640)													
	FFY 2021 Section 5310 (\$509,993)													
	<b>Total</b>		<b>414,518</b>	<b>425,489</b>	<b>437,533</b>	<b>459,599</b>	<b>488,640</b>	<b>509,993</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,321,254</b>	<b>1,895,765</b>	<b>Apportionsments</b>
CMCOG	Section 5339 Planned Future Obligations	Federal	382,699	425,653	632,576	584,990	626,271	586,728	0	0	0	2,856,218	2,430,565	
	FFY 2016 Section 5339 (\$382,699)	State	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2017 Section 5339 (\$425,653)	Local	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2018 Section 5339 (\$632,576)													
	FFY 2019 Section 5339 (\$584,990)													
	FFY 2020 Section 5339 (\$626,271)													
	FFY 2021 Section 5339 (\$586,728)													
	<b>Total</b>		<b>382,699</b>	<b>425,653</b>	<b>632,576</b>	<b>584,990</b>	<b>626,271</b>	<b>586,728</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,856,218</b>	<b>2,430,565</b>	<b>Apportionsments</b>
CMCOG	South Carolina Department of Transportation	Federal	0	0	0	0	0	0	0	0	0	0	0	
	Columbia Urbanized Area Apportionment - (FY 2020 - \$519,078)	State	0	519,078	0	0	0	0	0	0	0	519,078	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>519,078</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>519,078</b>	<b>0</b>	<b>Apportionsments</b>
CMCOG	Section 5307 American Rescue Plan Planned Obligations	Federal	0	0	0	9,242,669	0	0	0	0	0	9,242,669	9,242,669	
	FFY 2021 Section 5307 (\$9,242,669)	State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>9,242,669</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,242,669</b>	<b>9,242,669</b>	<b>Apportionsments</b>
CMCOG	Section 5310 American Rescue Plan Planned Obligations	Federal	0	0	0	84,787	0	0	0	0	0	84,787	84,787	
	FFY 2021 Section 5310 (\$84,787)	State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>84,787</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84,787</b>	<b>84,787</b>	<b>Apportionsments</b>
CMCOG	Section 5310 CRRSAA Planned Obligations	Federal	0	0	0	84,786	0	0	0	0	0	84,786	84,786	
	FFY 2021 Section 5310 (\$84,786)	State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>84,786</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84,786</b>	<b>84,786</b>	<b>Apportionsments</b>
CMCOG	CARES Act Obligation	Federal	0	0	14,145,748	0	0	0	0	0	0	14,145,748	14,145,748	
		State	0	0	0	0	0	0	0	0	0	0	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>14,145,748</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,145,748</b>	<b>14,145,748</b>	<b>Apportionsments</b>
	Total Federal & State Program Appointments	Federal	4,986,069	5,406,885	19,915,616	15,611,037	6,514,407	6,593,375	0	0	0	54,041,320	48,634,435	
	Total Federal & State Program Appointments	State	0	519,078	0	0	0	0	0	0	0	519,078	0	
	Total Federal & State Program Appointments	Local	0	0	0	0	0	0	0	0	0	0	0	
	<b>Total Section 5309</b>	<b>Total</b>	<b>4,986,069</b>	<b>5,925,963</b>	<b>19,915,616</b>	<b>15,611,037</b>	<b>6,514,407</b>	<b>6,593,375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54,560,398</b>	<b>48,634,435</b>	



**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**

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"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



**COLUMBIA AREA TRANSPORTATION STUDY  
TIP AMENDMENT PROCESS AND PROCEDURES**

***Step 1***

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

***Step 2***

A 21-day public comment period for proposed amendments will begin. Public comments will be received concurrent with the COATS Planning Process.

***Step 3***

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

***Step 4***

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

***Step 5***

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

***Step 6***

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

***Step 7***

If a significant change is made to an amendment after the public comment period ends, the T.I.P. will be advertised for an additional 21-day public comment period after the Policy Committee has taken action.

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

**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**

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**ACT 114 PRIORITIZATION REQUIREMENTS**

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

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

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

**SCDOT Act 114 Project Prioritization Process:**

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

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

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

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**2020 – 2027 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**

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



## GLOSSARY AND LIST OF ABBREVIATIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

**Intermodal facility** - A transportation element that accommodates and interconnects different modes of transportation. Intermodal facilities include, but are not limited to, highway elements, coastal, inland and Great Lakes ports, canals, pipeline farms, airports, marine and/or rail

terminals, truck terminals, and intercity bus terminals. Intermodal transportation facilities serve intrastate, interstate, and international movement of goods and people.

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

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

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

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

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

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

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

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

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

**MAP-21 - Moving Ahead for Progress in the 21st Century Act (P.L. 112-141)** - Signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2016 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

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

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

**Mobile Sources** - Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NOx), 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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**2020 – 2027 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**

**September 24, 2021**

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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