



## Memorandum

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**TO:** All Members of the CMCOG **Transportation Subcommittee**

**FROM:** Paul Livingston, Chairperson

**DATE:** October 5, 2023

**SUBJECT:** **Next Meeting: October 12, 2023**

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Please be advised that the business of the CMCOG Transportation Subcommittee will be conducted on **Thursday, October 12<sup>th</sup>, at 12:00 p.m.** in the CMCOG Virtual Conference Room. Enclosed, please find an agenda and support materials for your review.

**Please note that this meeting will be held virtually using a Zoom platform. A dial in number can be found on the attached agenda.**

**Please be advised that in order for the Subcommittee to conduct business, a quorum of three (3) out of the six (6) local governments or appointed members must be present. Delays in conducting business may result in delays to the flow of funding to CMCOG for carrying out transportation planning activities, so please don't forget to mark your calendars.**

If you have any questions or need any additional information, please do not hesitate to contact Reginald Simmons of the CMCOG staff. Reginald can be reached at 803-744-5133 or by email at [rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org). Thank you for your time, dedication, and service as I look forward to seeing each of you on **October 12<sup>th</sup>**.

Enclosures

AGENDA

TRANSPORTATION SUBCOMMITTEE

THURSDAY, OCTOBER 12, 2023

MEETING TIME: 12:00 PM TO 1:00 PM

Dial-In Number (646) 558 8656

OVERALL AGENDA

1. Welcome, Introductions, and Call to Order ..... Paul Livingston

2. Invocation..... Open

3. Determination of a Quorum..... Entire Group

ACTION -> 4. Approval of the September 14, 2023 Meeting Minutes.....Entire Group (Enclosure 1)

ACTION -> 5. 2020 – 2027 TIP Amendment – Guideshare Increase..... R. Simmons
The South Carolina Department of Transportation Commission approved two increases to the guideshare funding allocation for MPOs and COGs. The first funding increase was from \$188 million to \$213 million beginning in federal fiscal year 2024. The second increase will be from \$213 million to \$238 million beginning in federal fiscal year 2025. The COATS MPO will receive a total of \$6,074,581 in new funding as part of these increases. Staff will request to add this new funding to our 2020 – 2027 TIP. (Enclosure 2)

ACTION -> 6. 2020 – 2027 TIP Amendment – Regional Traffic Signals Study..... R. Simmons
In partnership with SCDOT, CMOG member governments, and the COMET, the Central Midlands Council of Governments will perform a regional traffic signal study to enhance safety, reduce congestion, and continue to promote a pedestrian friendly multi-modal transportation network. This study is estimated at \$1 million and will provide a plan of action to update the regional traffic signal systems. This request will also update the 2024 & 2025 UPWP and the 2045 LRTP. (Enclosure 3)

ACTION -> 7. 2020 – 2027 TIP Amendment – Match & Maintenance Guidance..... R. Simmons
SCDOT has recently updated their guidelines for the use of guideshare funds in accordance with the Regional Mobility Program. Staff will review these guidelines and the match and maintenance responsibilities for eligible activities. (Enclosure 4)

8. Update on Transportation Planning Projects ..... R. Simmons
CMCOG staff will provide an update on transportation planning projects in the COATS MPO Area.

9. Old/New Business..... R. Simmons

10. Public Comments ..... Open

11. Adjourn..... Paul Livingston

**MEETING SUMMARY**

Transportation Subcommittee

September 14, 2023

<u>Organization</u>	<u>Members Present</u>	<u>Others Attending</u>
Richland County:	Paul Livingston (Chair)	
Lexington County:	Charli Wessinger Todd Cullum	
ABLESC:	Brittany Terry	
CMRTA:		Michelle Ransom
SCDOT:		Diane Lackey Jim Walden Joey McIntyre Darren Ledbetter Erin Porter
CMCOG Staff:		Reginald Simmons Britt Poole Roland Bart

**1. Welcome, Introductions, and Call to Order**

Paul Livingston welcomed everyone and called the meeting to order at 12:03 p.m.

**2. Invocation**

Britt Poole gave the invocation.

**3. Determination of a Quorum**

It was determined that a quorum was present.

**4. Approval of the June 8, 2023, Meeting Minutes**

*A motion was made by Todd Cullum to approve the minutes of June 8, 2023. The motion was seconded by Charli Wessinger. All were in favor and the minutes were approved.*

**5. Project Updates**

Darren Ledbetter of SCDOT provided an overview of the current active transportation projects within the Columbia Urbanized Area. The project categories included:

- COATS/CMCOG Widenings
- COATS/CMCOG Intersections
- COATS/CMCOG Interchange
- Bridge Replacement Projects
- Interstate Rehabilitation Projects
- Interstate Widening Projects

The status of preliminary engineering, right-of-way acquisition, and construction was presented for each project.

There was a brief discussion.

*This item was accepted as information.*

**6. 2045 LRTP Amendment – Setting the Safety Performance Measures**

Reginald Simmons requested a recommendation of approval to amend the 2045 LRTP to add the 2020 – 2024 SCDOT’s Safety Performance Measures. Erin Porter of SCDOT noted that per federal requirements, performance measures must be set in seven categories to meet the national goals.

SCDOT was required to evaluate and report on safety targets for the five required measures by August 31, 2023. This action starts the 180-day clock for CMCOG to take action to evaluate and set regionally specific targets or to accept and support the state’s targets. Through a coordinated effort with COGs and MPOs, SCDOT presented for the following 2020 – 2024 Safety Targets for consideration:

Total Number of Fatalities	1,079
Fatality Rate per 100 Million Vehicle Miles Traveled	1.870
Total Number of Serious Injuries	2,549
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.410
Total Number of Non-motorized Fatalities and Serious Injuries	454.8

There was a brief discussion.

**MOTION, approved**

*At this time a motion was made by Charli Wessinger to amend the 2045 LRTP to adopt SCDOT’s 2020 – 2024 Safety Targets. The motion was seconded by Todd Cullum. All were in favor and the motion was approved.*

**7. Resolution to apply for Federal and State Grants**

Reginald Simmons requested a recommendation of approval to adopt a resolution that will allow the Executive Director to apply for and execute federal and state grants. CMCOG receives grant opportunities for FHWA, FTA, and SCDOT. CMCOG uses these grant funds to develop and implement transportation planning projects. These grants are also used to support the transportation planning staff. Projects identified with these grant funds are included in the COG RPWP and/or MPO UPWP and/or the urban and rural TIPs.

**MOTION, approved**

*At this time a motion was made by Todd Cullum to adopt a Resolution to Apply for Federal and State Grants. The motion was seconded by Charli Wessinger. All were in favor and the motion was approved.*

**8. Update on Transportation Planning Projects.**

Reginald Simmons provided an overview of current transportation planning projects that are being managed by CMCOG and SCDOT. Those projects include the Riverbanks Land Use and Transportation Plan, US 1 Corridor Feasibility Study, and the Blythewood Road Feasibility Study.

Riverbanks Land Use and Transportation Plan

- Toole Design Group has been selected as the contractor.
- Contract has been executed.
- Kick-off meeting has been scheduled.

#### US 1 Corridor Feasibility Study

- AECOM has been selected as the contractor.
- Contract details being negotiated.
- Preparing to sign a participation agreement with SCDOT.

#### Blythewood Road Feasibility Study

- Project scope is being discussed.
- Will be holding a meeting with the Town of Blythewood to discuss the project potential outcomes.
- Will be attending the public meeting for the new interchange in Blythewood.

*This item was received as information.*

### 9. **Old/New Business**

- Mr. Simmons noted the number of vacancies on the subcommittee from the various jurisdictions. Committee members said they would assist in filling those vacancies.

### 10. **Public Comments**

There were none.

### 11. **Adjourn**

The meeting was adjourned at 12:40 p.m.

# Regional Mobility Program Funding and Scorecard

## Regional Mobility Program: Background

- The federal aid highway program requires a minimum of ≈\$62M be distributed to Metropolitan Planning Organizations (MPOs). In most states, the local governments are typically asked to provide the required 20% match.
- However, in South Carolina, the Commission has taken the policy position to delegate a much larger amount of funding annually (\$238M) to not only the MPOs, but to all of the regional planning organizations. Additionally, the Commission has generally agreed to provide the required 20% matching funds.
- The delegation of funding and project selection to the regional planning organizations is *in lieu* of the SCDOT itself selecting projects outside of our paving, bridge, interstate and safety programs.



## **Regional Mobility Program: What is it's purpose?**

*Guide the MPOs and COGs to use their funding for strategic purposes identified at the state level by the Commission and measure the results in terms of projects advanced to construction.*

- 1. Optimize the existing network by pushing more volume through using spot improvements, access management and signal systems/ITS solutions while also tackling known safety issues identified through Road Safety Audits.**
- 2. Expand the existing network by widening existing roads, building new location roads and targeting bike/ped needs.**

# Regional Mobility Program: Optimize Existing Network

*As of June 30, 2023*

## Intersection Improvements

**50** advanced to construction at a cost of **\$213M** since July 1, 2017

**83** in the project development pipeline

## Access Management

**1** advanced to construction at a cost of **\$13M** since July 1, 2017

**2** in the project development pipeline

## Signal Systems & ITS

**2** advanced to construction at a cost of **\$5M** since July 1, 2017

**16** in the project development pipeline

## Road Safety Audits

**0** advanced to construction at a cost of **\$0M** since July 1, 2017

**0** in the project development pipeline

# Regional Mobility Program: Expand Existing Network

*As of June 30, 2023*

## Lane Miles Added

**70** advanced to construction at a cost of **\$470M** since July 1, 2017

**18** in the project development pipeline

## Bike / Ped

**10** advanced to construction at a cost of **\$103M** since July 1, 2017

**26** in the project development pipeline

## Transit

**0** new routes added to address workforce needs since July 1, 2017

**1** in the planned expansion in the development pipeline

# Recommended Policy Approach for FFY 2024 & FFY 2025

(Oct 1, 2023- Oct 1, 2024)

1. Continue ramp up of the funding levels originally envisioned by boosting the Regional Mobility Program by approximately \$100M over original funding levels.

*\$25M - \$50M - \$75M - \$100M*

*\$138M → \$164M → \$188M → \$213M → \$238M*

2. For FFY 2024, allocate **\$213M** to be distributed in the historical manner based on population with a minimum required investment level of **\$5M** per MPO/COG
3. For FFY 2025, allocate **\$238M** to be distributed in the historical manner based on population with a minimum required investment level of **\$5M** per MPO/COG

## Regional Mobility Program Allocation

Now that the 2020 Census data and boundaries have essentially been finalized, calculate the fully phased-in allocations for year 4 @ \$238M and ramp up half that amount for FFY2024-25. Retain minimum guarantee of \$5M for any MPO/COG.

COG	FFY 2021 Guideshare (Baseline)	FFY 2022 Guideshare (1st Increase)	FFY 2023 Guideshare (2nd Increase)	FFY 2024 Guideshare (3rd Increase)	Fully Phased-in Prorata Share Based on Population	Additional Allocation to get to \$5M minimum	Fully Phased-in FFY 2025 Guideshare (4th Increase)
Appalachian	\$7,579,497	\$8,690,986	\$9,802,475	\$10,032,996	\$10,263,517		\$10,263,517
BCD	\$2,181,422	\$4,000,000	\$5,000,000	\$5,000,000	\$2,802,948	\$2,197,052	\$5,000,000
Catawba	\$4,903,284	\$5,622,322	\$6,341,360	\$6,918,095	\$7,494,830		\$7,494,830
Central Midlands	\$2,883,809	\$4,000,000	\$5,000,000	\$5,000,000	\$4,210,034	\$789,966	\$5,000,000
Lowcountry	\$2,688,118	\$4,000,000	\$5,000,000	\$5,000,000	\$3,898,306	\$1,101,694	\$5,000,000
Lower Savannah	\$5,489,253	\$6,294,220	\$7,099,187	\$7,395,664	\$7,692,140		\$7,692,140
Pee Dee	\$6,622,076	\$7,593,165	\$8,564,254	\$8,915,021	\$9,265,788		\$9,265,788
Santee Lynches	\$3,208,717	\$4,000,000	\$5,000,000	\$5,370,057	\$5,740,113		\$5,740,113
Upper Savannah	\$6,263,156	\$7,181,611	\$8,100,067	\$8,650,149	\$9,200,230		\$9,200,230
Waccamaw	\$3,187,564	\$4,000,000	\$5,000,000	\$5,000,000	\$4,588,094	\$411,906	\$5,000,000
<b>Sub-Total</b>	<b>\$45,006,896</b>	<b>\$55,382,305</b>	<b>\$64,907,344</b>	<b>\$67,281,981</b>	<b>\$65,156,000</b>	<b>\$4,500,618</b>	<b>\$69,656,618</b>
MPO	FFY 2021 Guideshare (Baseline)	FFY 2022 Guideshare (1st Increase)	FFY 2023 Guideshare (2nd Increase)	FFY 2024 Guideshare (3rd Increase)	Fully Phased-in Prorata Share Based on Population	Additional Allocation to get to \$5M minimum	Fully Phased-in FFY 2025 Guideshare (4th Increase)
ANATS	\$2,815,237	\$4,000,000	\$5,000,000	\$6,657,977	\$8,315,955		\$8,315,955
ARTS (TMA)	\$3,593,769	\$4,103,890	\$5,000,000	\$5,855,426	\$6,710,851		\$6,710,851
CHATS (TMA)	\$19,026,279	\$21,726,983	\$24,427,686	\$28,971,698	\$33,515,710		\$33,515,710
COATS (TMA)	\$19,199,741	\$21,925,067	\$24,650,393	\$27,687,683	\$30,724,974		\$30,724,974
FLATS	\$3,107,082	\$4,000,000	\$5,000,000	\$5,321,178	\$5,642,356		\$5,642,356
GPATS (TMA)	\$18,077,921	\$20,644,009	\$23,210,097	\$26,204,779	\$29,199,461		\$29,199,461
GSATS (TMA)	\$7,599,944	\$8,678,725	\$9,757,507	\$12,708,110	\$15,658,714		\$15,658,714
LATS	\$4,625,288	\$5,281,829	\$5,938,370	\$7,228,409	\$8,518,448		\$8,518,448
RFATS (TMA)	\$6,035,144	\$6,891,808	\$7,748,473	\$10,079,784	\$12,411,095		\$12,411,095
SPATS	\$6,376,359	\$7,281,457	\$8,186,556	\$10,414,261	\$12,641,966		\$12,641,966
SUATS	\$2,536,368	\$4,000,000	\$5,000,000	\$5,000,000	\$4,204,469	\$795,531	\$5,000,000
<b>Sub-Total</b>	<b>\$92,993,132</b>	<b>\$108,533,768</b>	<b>\$123,533,092</b>	<b>\$146,129,306</b>	<b>\$167,544,000</b>	<b>\$795,531</b>	<b>\$168,339,531</b>
	\$138,000,028	\$163,916,073	\$188,440,436	\$213,411,287	\$232,700,000	\$5,296,149	\$237,996,149

Proposed Regional  
Mobility Guideshare  
Funding Allocation  
for:  
FY 2023 of ≈ \$213M  
FY 2024 of ≈ \$238M



# Recommended Motion for Consideration

*I move for the federal fiscal year 2024, the Regional Mobility Program is increased by approximately \$25 Million, from \$188 Million per year to approximately \$213 Million. In federal fiscal year 2025, the Regional Mobility Program is increased by approximately \$25 Million, from \$213 Million per year to approximately \$238 Million. The funds are to be distributed by the proposed formula base of 100% population. Every MPO/COG will have a minimum required investment level of \$5 Million. The \$238M approved for the federal fiscal year 2025 for the Regional Mobility Program will remain constant for future federal fiscal years unless adjusted and approved by the Commission.*

*I further move that the Commission adopt the performance measures for the Regional Mobility Program as proposed by the Secretary of Transportation be adopted and reported to the Commission regularly.*



## Memorandum

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**TO:** All Members of the CMCOG **Transportation Subcommittee**

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** October 5, 2023

**SUBJECT:** 2020 – 2027 TIP Amendment – Regional Traffic Signals Study  
2045 LRTP Amendment  
UPWP Amendment

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2020 – 2027 TIP to add \$1 million in guideshare funds for a Regional Traffic Signal Study. This request will also amend the 2045 Long Range Transportation Plan and the 2024 & 2025 Unified Planning Work Program.

### BACKGROUND

The operation of a traffic control system should closely mirror a city's policy goals and objectives. Managing traffic signals is important because signals directly impact the quality of the transportation system. While geometric enhancements to a corridor may demarcate space for bikes and buses and create a more multi-modal cross-section, signal timing influences delay, compliance, safety, and mode choice.

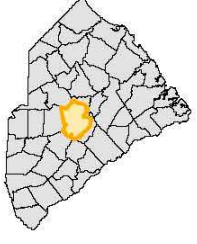
Traffic signal timing that provides insufficient time for someone to cross the street, for instance, is likely to create an unpleasant experience and may discourage walking entirely. Likewise, significant delays may cause street users to violate the traffic signal or take unsafe risks entering intersections.

In partnership with SCDOT, CMCOG member governments, and the COMET, the Central Midlands Council of Governments will perform a regional traffic signal study to enhance safety, reduce congestion, and continue to promote a pedestrian friendly multi-modal transportation network. Signal timing is an essential tool, not just for the movement of traffic, but also for a safer environment that supports walking, bicycling, public transportation, and economic vitality. The outcomes of this study will create a plan of action that will facilitate traffic signal improvements throughout the region.

### ATTACHMENT

COATS MPO Study Area

# COATS MPO Boundary

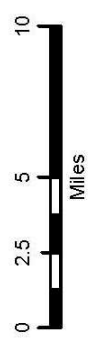


**Legend**

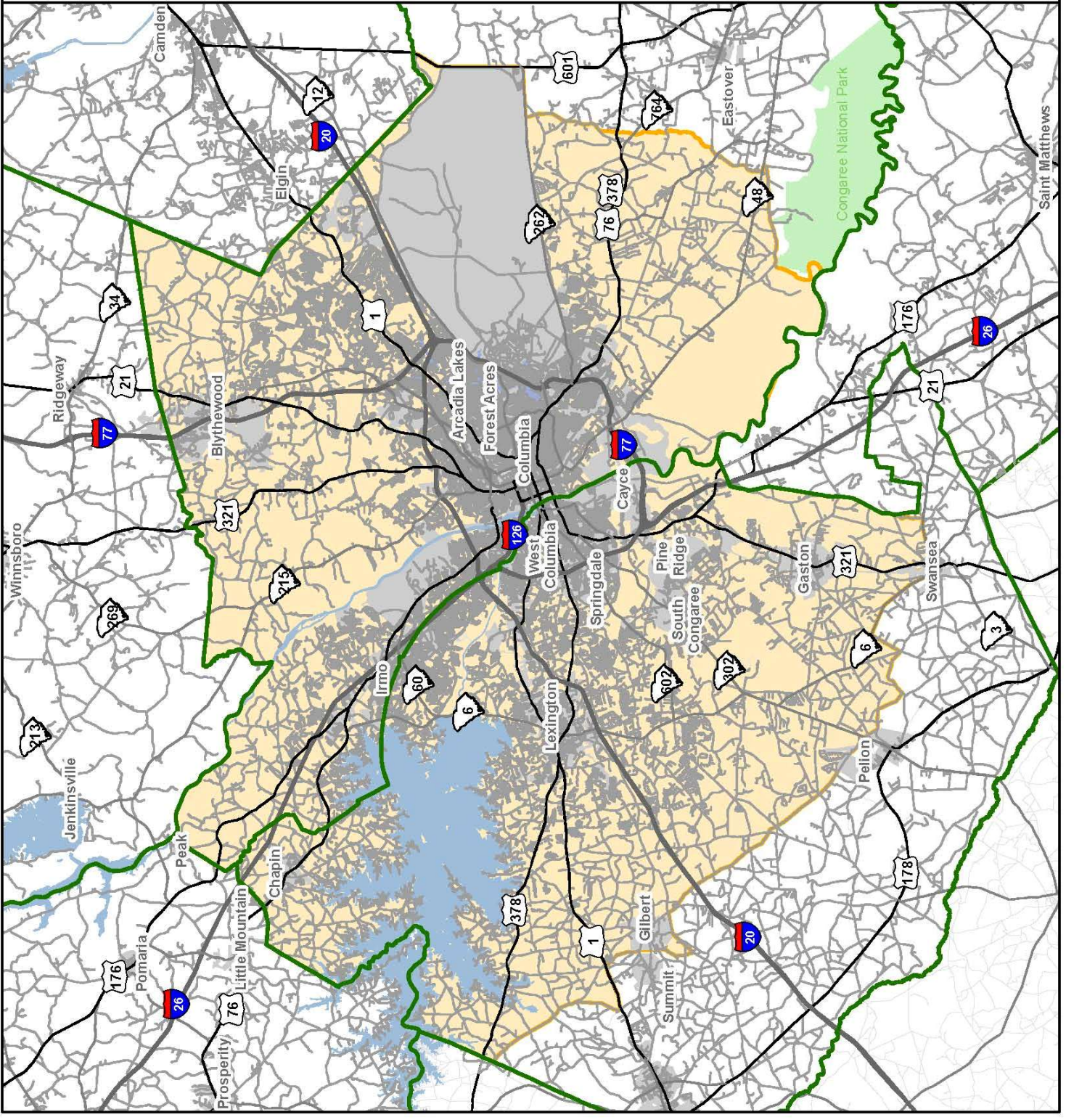
- COATS
- Municipal Boundaries
- Interstates
- US Highways
- SC Highways
- Local Roads
- Water
- County Boundary

Central Midlands Council of Governments disclaims responsibility for damage or liability resulting from use of this information unless otherwise stated. Accuracy has been made to ensure accuracy.

Prepared By:  
**Central Midlands Council of Governments**  
 236 Stoneridge Drive  
 Columbia, SC 29210  
 Phone: (803) 376-5390



Date Map Created: 8 August 2023  
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**SOUTH CAROLINA DEPARTMENT OF  
TRANSPORTATION COMMISSION  
STATEMENT OF POLICY**

**Policy No.** 3

**Subject:** ~~System Upgrade Guideshare~~ Regional Mobility Match and Use

**References:** Section 57 1-30, 57-1-370  
S. C. Code of Laws, 1976, as amended  
23 Code of Federal Regulations Part 450.324

The South Carolina Department of Transportation (SCDOT) Commission establishes the following policy for Metropolitan Planning Organization (MPO) and Council of Government (COG) ~~System Upgrade Guideshare Use~~ Regional Mobility Use, Match Responsibility, and Maintenance Responsibility:

- 1) The Commission establishes that SCDOT will provide the required state match for the annual Statewide Transportation Improvement Program (STIP) federally funded ~~Guideshare~~ Regional Mobility allocation to the state's MPOs and COGs for eligible project activities that address the Department's goal of optimizing the existing transportation network through traffic operations, capacity, safety, and multi-modal accessibility improvements.  
~~Department's goals of improving traffic operations, safety, and system preservation.~~
- 2) SCDOT has established statewide programs to systematically maintain existing pavements and bridge rehabilitation and replacement programs. Regional Mobility funds should not be allocated toward pavement preservation, pavement rehabilitation, pavement reconstruction projects, bridge rehabilitation, or bridge replacement projects. SCDOT shall grant exceptions in the event the work is a part of a larger project consistent with the Department's goal of optimizing the existing transportation network through traffic operations, capacity, safety, and multi-modal accessibility improvements.
- 3) Projects supported by the Regional Mobility program should be selected and funded consistent with the SCDOT Complete Streets Policy and the MPO and COG walking, bicycling, and transit plans envisioned in the Complete Streets Policy.
- 4) In cases where an MPO/COG project is eligible for federal ~~Guideshare~~ Regional Mobility funding, but is not recommended by the Department for state match due to the improvement being outside the Department's core goals of the ~~System Upgrade~~ Guideshare Regional Mobility Program, the local jurisdiction must provide the required matching funds, typically set at 20% of the total project cost. ~~As an alternative to a cash match, a jurisdiction may elect to satisfy the match requirement by accepting state secondary roads into their respective local road system for ownership and ongoing maintenance. The financial equivalent for accepting state roads will be established using~~

~~current SCDOT policy.~~ In addition, County Transportation Committees (CTCs) may also contribute all or a portion of the required match for Guideshare-Regional Mobility projects. Any financial commitment by a CTC to a Guideshare-Regional Mobility project on the state system will also count towards the county's requirement to spend at least twenty-five percent of their apportionment of C-Funds based on a biennial averaging of expenditures on the state highway system for construction and maintenance.

5) Regional Mobility funds shall not be pledged for debt service without recommendation of the Secretary of Transportation and approval of the SCDOT Commission.

6) No local government shall commit Regional Mobility funding for any State Transportation Infrastructure Bank, state agency, or federal agency grant application without the appropriate Policy Committee's approval and approval by the Secretary of Transportation.

7) To assist with project delivery and demonstration of yearly fiscal constraint of the TIP and STIP, Regional Mobility advancements can be requested by MPOs and COGs. Advancements are subject to approval by the Secretary of Transportation, and will be reviewed based on need, justification and available financial resources. Advancements shall not exceed three years of annual Regional Mobility allocation (not to exceed a total of \$45 million). The payback of an advancement must occur within four years and will be reflected in the annual financial statement as a deduction of available budget. The Secretary of Transportation may permit deviation from this policy upon extenuating circumstances where an advancement exceeds three years of annual Regional Mobility allocation (not to exceed a total of \$45 million) if the project provides demonstrable statewide significance and shall be communicated at the next Commission meeting.

38) The attached guidelines will provide a general policy for Guideshare-Regional Mobility use, match and maintenance responsibility. Some unique cases may arise that require special evaluation and approval by ~~the Commission~~ the Secretary of Transportation to ensure the most effective use of federal and state funds.

**This Policy was adopted by the Commission at its July 21, 2011 meeting.  
Effective date: July 21, 2011**

  
Commission Chairman

**Amended by the Commission at its January 19, 2012 meeting.  
Amended by the Commission at its**

  
Commission Chairman

Commission Chairman

DRAFT

**Exhibit A**

**Criteria to Determine Eligibility of State Match for Guideshare Funded Sidewalk Projects**

~~Standalone sidewalk, bikeway, and multi-use path projects must be identified in the MPO/COG Long Range Plan. Standalone sidewalk, bikeway, and multi-use path projects shall not be considered for corridors identified in the cost constrained long range plans for capacity improvements.~~

~~A project would be deemed eligible for state match if 6 of the 8 criteria are met:~~

**Connectivity**

- ~~1. No adjacent route alternative that includes sidewalks~~
- ~~2. Provides connection to existing sidewalks~~

**Minimum Cost**

- ~~3. Estimated cost must be at least \$250,000~~

**Minimum Average Daily Traffic**

- ~~4. At least 5,000 vehicles per day~~

**Safety (3-year accident history)**

- ~~5. One or more reported pedestrian incident(s) correctable with sidewalks~~

**Transit Benefit**

- ~~6. Project supports linkage with existing or planned transit service~~

**School Accessibility**

- ~~7. Sidewalk is within ½ mile of elementary, middle, high school, or college.~~

**Consistency with Local Plans**

- ~~8.1. Project is identified in the MPO/COG bike and pedestrian element of the long range plan~~

**ATTACHMENT A: SCDOT REGIONAL MOBILITY USE, MATCH RESPONSIBILITY, AND MAINTENANCE RESPONSIBILITY GUIDELINES**

SCDOT Regional Mobility Use, Match Responsibility, and Maintenance Responsibility Guidelines				
Eligible Activities	Match Responsibility		Maintenance Responsibility	
	State	Local	State	Local
Capacity projects, mainline widening, or intersection improvements to include bicycle and pedestrian accommodations.	X		X	
Access reconfiguration, management, and turn lanes.	X		X	
Park and ride facilities (to be reviewed case-by-case basis).	X		X	X
Safety projects (i.e. enhanced signing, marking, shoulder widening, intersections).	X		X	
Road diet projects. Project is eligible and results in operational and safety improvements (i.e. additional turn lanes, access control and consolidation).	X		X	
Bus pull-outs	X		X	
Traffic signals and systems.	X		X	
Landscaping in conjunction with large capacity and operational improvement projects.		X		X
Landscaping in a standalone project.		X		X
Streetscape/hardscape in conjunction with a capacity or operational improvement project (i.e. stamped asphalt, formliners).	X			X
Mast arms (locals to provide match for the difference between mast arms and standard signal installation).		X		X
Traffic calming (as defined by SCDOT Traffic Calming Guidelines). Traffic calming identified in a Road Safety Audit would be state funded.		X		X
Underground utilities as part of a widening or qualifying road diet project (included in the scope of the project). Utility owner still responsible for their share as determined by prior rights).		X		X
Standalone sidewalk, bicycle, and multi-use paths in accordance with SCDOT Complete Streets Policy. <i>Recreational projects require local match.</i>	X		X	
Complete Street Retrofit (addition of bike lanes, sidewalks, mass transit accommodations, enhanced pedestrian crossing, curb extensions, and median islands, etc.) as a standalone project not in conjunction with a capacity project.	X		X	
Decorative lighting. Lighting identified in a Road Safety Audit would be state funded.		X		X
Transit (local match requirement based on associated FTA program such as 5307, 5311, 5310, etc.)		X		X
Corridor or project-specific feasibility studies	X		N/A	N/A
Traditional UPWP/RPWP activities (i.e. long range plans, congestion management plans, regional freight plans, enhancement master plans, regional bike and pedestrian plans).		X	N/A	N/A
Upgrades to federally-eligible roads not on the state system.		X		X