
*CENTRAL MIDLANDS
COUNCIL OF GOVERNMENTS*

2023 - 2033

*RURAL
TRANSPORTATION
IMPROVEMENT
PROGRAM*



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2023 - 2033

RURAL TRANSPORTATION IMPROVEMENT PROGRAM

FOR TRANSPORTATION PLANNING

IN THE

CENTRAL MIDLANDS REGION

**Approved by the CMCOG Board of the
Central Midlands Council of Governments**

Revision #	Approval Date	Public Review & Comment
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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.



CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS
2023 - 2033 RURAL TRANSPORTATION IMPROVEMENT PROGRAM

TABLE OF CONTENTS

Central Midlands Council of Governments Region Map..... vii
2023 - 2033 Rural Transportation Improvement Program-Purpose 1-1
CMCOG RPO Structure 1-1
Rural Long Range Transportation Plan..... 1-2
Rural Transportation Improvement Program 1-2
Project Screening Process 1-4
Title VI Compliance 1-4
Financial Constraint..... 1-4
ACT 114 1-5
RTIP Period 1-5
Public Participation Process..... 1-5
Transportation Systems Management..... 1-5
Public Transportation..... 1-6
RTIP Amendment Process and Procedures 1-6
Changes to the RTIP 1-6
Types of RTIP Amendments 1-7
Minor Amendment..... 1-7
Major Amendment..... 1-8
RTIP Amendment Request Submittal..... 1-9
Relationship of the RTIP to other Federal and State Transportation Programs 1-9
Conclusion 1-9
Financial Sheets..... 2-1
CMCOG Guideshare Signal System Improvement Projects 2-3
CMCOG Guideshare Intersection & Safety Improvement Projects 2-4



CMCOG Guideshare Planning (Corridor & Feasibility) Projects	2-4
CMCOG Guideshare Road Improvement Projects.....	2-5
Projects Exempt from Guideshare	2-6
Interstate Projects.....	2-6
Bridge Projects.....	2-7
Recreational Trails Program	2-8
CMCOG Transit Projects.....	2-9
Section 5311	2-9
Section 5310	2-10
Section 5339	2-11
FTA Formula Grants Programs Annual Allocations	2-11
Appendixes	
Appendix A.....	3-1
RTIP Process and Procedures	3-3
Glossary and List of Abbreviations.....	4-1
Approved RTIP Amendments	5-1
Index.....	6-1

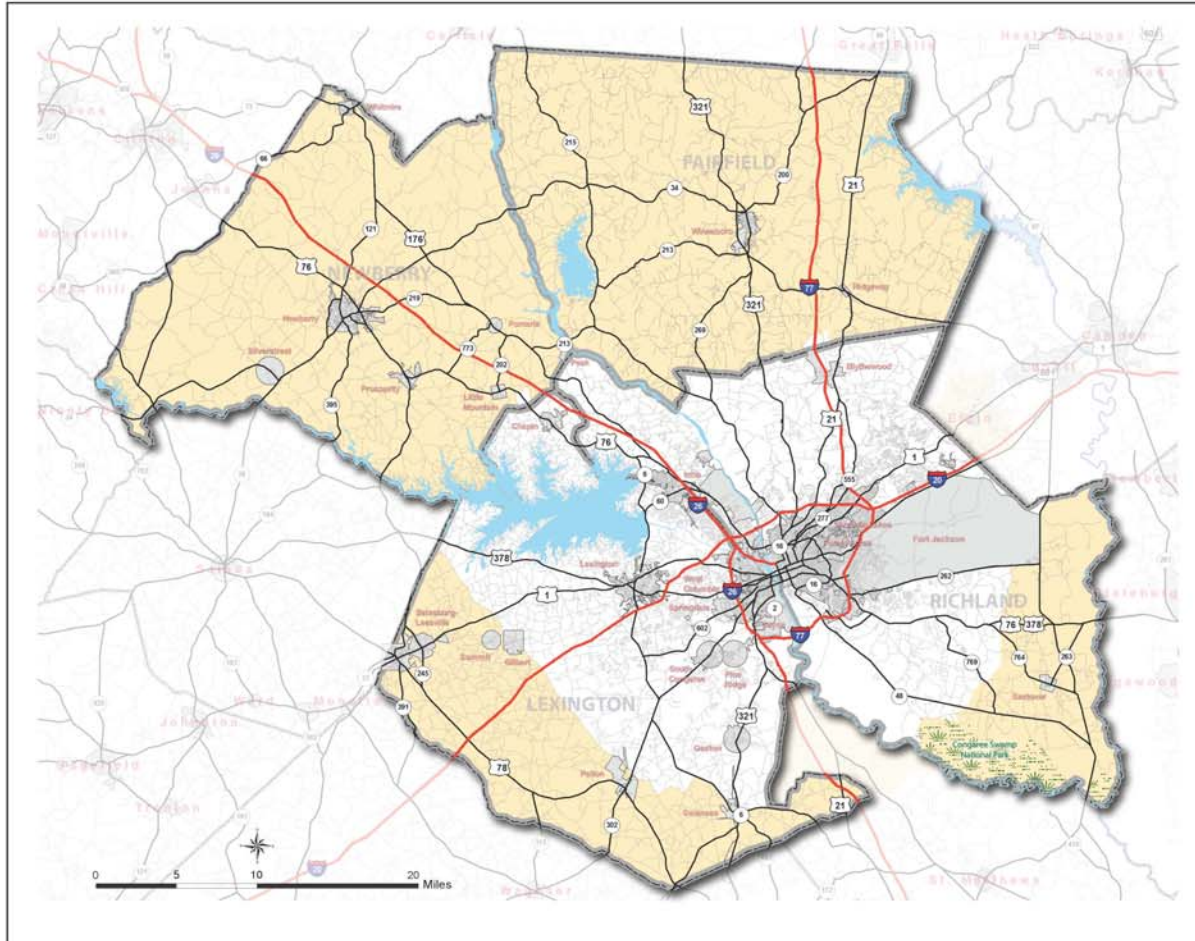


Figure 1

Central Midlands Council of Governments



 Rural Planning Area



Central Midlands Council of Governments

Prepared on: May 16, 2013

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CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS

RURAL PLANNING ORGANIZATION

2023 - 2033 RURAL TRANSPORTATION IMPROVEMENT PROGRAM - PURPOSE

The Central Midland Council of Governments (CMCOG) is the designated Rural Planning Organization (RPO) responsible for carrying out the rural transportation planning process for the Central Midlands region. The CMCOG RPO study area boundary, which appears in Figure 1, includes Richland, Lexington, Newberry, and Fairfield Counties. The primary responsibilities of any RPO are to: 1) develop a Rural Long Range Transportation Plan, which is the 25-year transportation vision for the rural area; 2) develop a Rural Transportation Improvement Program, which is the agreed-upon list of specific projects for which federal funds are anticipated; and 3) develop a Rural Planning Work Program (RPWP), 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 Rural Long-Range Transportation Plan.

As the RPO, 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.

CMCOG RPO STRUCTURE

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

The CMCOG staff serves as the professional/technical representatives having direct or 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 RPWP and quadrennial development of a draft RTIP for recommendation to the Rural Planning Committee. They also direct and consider for recommendation to the Rural Planning Committee for further

discussion and revision before submittal to the CMCOG Board for final endorsement of all major studies and planning activities.

RURAL LONG RANGE TRANSPORTATION PLAN (RLRTP)

The SCDOT mandates that the RPO have a Rural Long Range Transportation Plan (RLRTP) which includes environmental, social and intermodal considerations. CMCOG has developed a RLRTP that has a financially constrained 25-year vision of future transportation improvements.

The CMCOG RLRTP will be updated every 5 years to reflect changing conditions and new planning principals. The RLRTP establishes goals and objectives, which form the basis for the initial evaluation of projects submitted for the RTIP. The process of undertaking major transportation studies, identifying short and long-range needs, and targeting major growth areas in the CMCOG region for intensive study has strengthened subsequent programming for the RTIP. 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 RTIP programming.

RURAL TRANSPORTATION IMPROVEMENTS PROGRAM (RTIP)

The 2023 - 2033 RTIP for the CMCOG area is a ten-year program of transportation capital projects together with an ten-year estimate of transit capital and maintenance requirements. While the RTIP is usually approved every four years, the document may be amended throughout the year. The CMCOG RTIP will comprise the following:

1. Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the region 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 RTIP and any changes from past RTIPs.
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 Rural Long Range Transportation Plan were merged into the plan.
6. List major projects from previous RTIPs that were implemented and identify major delays in planned implementation.

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

There are nine pieces of federal legislation that significantly affect this RTIP and the planning and programming of transportation projects. These include ISTEA, TEA-21, SAFETEA-LU, MAP-21, The FAST Act, Infrastructure Investment and Jobs Act (IIJA), The Civil Rights Act of 1964 (Title VI), The Americans with Disabilities Act of 1990 (ADA), and the Clean Air Act Amendments of 1990 (CAAA).

The majority of the projects in the RTIP 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 Systems 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 RTIP contains all Federal Highway Administration and Federal Transit Administration transportation projects in the Central Midlands region, which are expected to use federal, state, and local funds within the next ten-years. The projects in this RTIP are programmed utilizing the following twelve (12) funding categories:

1. Congestion Mitigation Air Quality (CMAQ)
2. Federal Aid Special Appropriation (Earmarks)
3. FTA Section 5311 Capital
4. FTA Section 5310 Special Needs
5. FTA Section 5316 Job Access & Reverse Commute
6. FTA Section 5317 New Freedom
7. FTA Section 5339 Alternative Analysis
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

SCDOT requires that all projects included in the RTIP be subject to a systematic selection process. To meet this mandate, the CMCOG staff conducts an extensive screening process for all projects submitted for RTIP funding. The CMCOG staff evaluates the projects proposals comparing the projects to the eleven IJJA Planning Factors and the CMCOG RL RTP Goals and Objectives.

Title VI Compliance

Investments made in the RTIP 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 RTIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

The CMCOG Title VI Plan appears on our website at www.centralmidlands.org.

Financial Constraint

The RTIP 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 2023 - 2033 RTIP, CMCOG has taken into consideration the transportation funding revenues expected to be available during the ten years of the RTIP (Federal FY 2022-2023 through FY 2032-2033) and has found the 2023 - 2033 RTIP to be financially constrained.

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

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 SCDOT Commission ensures that priorities from each plan consider the nine criteria prior to solicitation for public comment.

RTIP Period

The number of years of programming included in the RTIP varies by fund source. All ten years of programming in the 2023 - 2033 RTIP, Fiscal Years (FYs) 2022-23 through 2032-33, 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 RTIPs is included and noted as “prior year/prior funding.” In addition, estimated funding for projects in future years (the estimated-out years of FY 2028-2029 through 2032-2033) 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 involvement, calling on RPOs 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 2023 - 2033 RTIP can be found on our website at 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 CMCOG 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 RTIP are increasing capacity, traffic operational improvements or infrastructure maintenance projects.

Public Transportation

In general, the transit projects included in the RTIP are operational projects that will maintain transit operations and reduce operating costs within the rural 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 rural 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) and rural transit providers have fully compliant plans, which have been accepted by the FTA.

RTIP AMENDMENT PROCESS AND PROCEDURES

Changes to the RTIP

From time-to-time circumstances dictate that changes be made to the RTIP following its quadrennial adoption. State regulations permit changes to the RTIP if the procedures for doing so are consistent with State requirements for RTIP development and approval. These changes, or amendments, are not routine. CMCOG will consider such amendments when the circumstances prompting the change to be compelling.

Proposed changes will be reviewed by CMCOG staff before any actions are considered. All changes must follow CMCOG policies of the Public Participation Process. Changes must be consistent with the RL RTP, must not adversely affect the timely implementation of Transportation Systems Management (TSM) projects, must maintain the financial constraint of the RTIP, and must be consistent with federal Title VI requirements. Proposed additions or changes to projects must also be consistent with the rules of the funding program involved.

CMCOG often receives amendment requests for funding applications for new projects during the four-year RTIP cycle. For example, during the 2020 RTIP cycle project applications were solicited for Federal Transit Administration (FTA) Section 5310 and Section 5311 funding.

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 RTIP. All rules for amending new projects in the RTIP are followed (Public Participation Process, Title VI requirements, LRTP consistency, 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 RTIP amendment. If CMCOG is aware of new funding (i.e.

Federal earmarks, one-time state funding programs, etc), staff may alert sponsors of the funding commitment and request that an amendment be initiated that more fully documents the project scope and funding commitment. However, generally it is up to the project sponsor to initiate amendment requests to add new funding, or make necessary adjustments to project scope, cost and schedule, as conditions warrant.

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

TYPES OF RTIP AMENDMENTS

State policies distinguish between two types of RTIP 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 require a Major Amendment, whereas minor changes in the project description, lead agency, etc. may be processed through Minor Amendments. Major Amendments must be approved by the CMCOG Board, 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 RTIP, other than Minor Amendments, must be developed in accordance with federal and state provisions. In general terms, these regulations state the RTIP may be modified at any time consistent with the procedures agreed to by the cooperating parties for developing the RTIP and all other State requirements concerning the development, public participation, and State agencies approval of the RTIP.

Regardless of the type of change, all modifications must be consistent with the RL RTP, must maintain the financial constraint of the RTIP, must be consistent with federal Title VI requirements, and timely implementation of TSM projects.

Minor Amendment

Minor Amendments are changes that revise project descriptions and re-direct existing funding between phases. Other types of changes that can be made through a Minor Amendment are changes to a project's lead agency, minor funding adjustments, changes that split or combine more than one project, and changes to required information for grouped project listings. Minor amendments 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, if the change occurs within the approved timeframe of the RTIP, and the change does not adversely affect the timely implementation of TSM projects:

- 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.
- Redirection of funds between existing phases-as long as a phase is not added or deleted
- Funding changes in adherence to SCDOT Policy regarding a STIP/TIP correction

Because minor changes do not add or delete projects and do not adversely affect the timely implementation of TSM projects, the CMCOG public participation procedures are not required 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 CMCOG Board, SCDOT, FHWA and FTA. Adding or deleting a project(s), or changes in funding outside SCDOT guidelines for making a correction is considered a Major Amendment.

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

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.
- Changes to the project limits

These amendment classifications and procedures are consistent with the Statewide TIP Guidelines of the South Carolina Department of Transportation (SCDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). It is intended that the CMCOG RTIP Amendment Process and Procedures follow and adhere to the provisions of the

Statewide TIP Guidelines. The CMCOG RTIP Amendment Process & Procedures appears in Appendix A.

RTIP Amendment Request Submittal

To request a RTIP amendment, a project sponsor must submit an amendment proposal, requesting to amend the RTIP. CMCOG programming staff will review the submitted request for compliance with federal regulations, state statutes and regional polices, including funding completeness, 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 RTIP or adversely impacts the timely implementation of TSM projects, the proposal may not be processed.

Projects that may 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 an air quality conformity analysis will need to wait until the next RTIP update.

Proposed additions or changes to projects contained in the RTIP 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

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, RTIPs are included in the STIP without modification once approved by the relevant Rural Planning Organization (CMCOG, in the case of the Central Midlands Region) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) makes 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.

CONCLUSION

The proactive cooperation of the CMCOG member governments and the CMCOG staff will continue to contribute to better transportation infrastructure and mobility in Central Midlands Region. With the completion of the projects contained in the RTIP, the region can look forward to improved connectivity between modes, improved air quality and mobility, as well as improved infrastructure.

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2023 - 2033 RTIP

FINANCIAL SHEETS

FOR TRANSPORTATION PLANNING

IN THE

CENTRAL MIDLANDS REGION

**Approved by the CMCOG Board of the
Central Midlands Council of Governments**

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CMCOG SIGNAL SYSTEM IMPROVEMENT PROJECTS

CMCOG Board Action:
Amended:

PIN #	Priority	Jurisdiction	Project name	Phase	Previous Obligations	Funding (In Actual Dollars)											Other Sources of Funds	RTIP Cost (2023 - 2028)	SCDOT Cost (2024 - 2033)	Cost to Complete	Funding	
						2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033						
P039690		Fairfield County	US 21 @ SC 34	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Signal Rebuild	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			TS4320	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			District 4	Constr	0	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total		0	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	STBPG
P041129		Fairfield County	US 321/SC 34 @ S-248/S-185	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P039980			Signal Rebuild	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			TS4202	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			District 4	Constr	0	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total		0	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	STBPG
P040810		Newberry County	Evans Street (S-160) @ College Street (S-642)	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Signal Rebuild	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			TS2361	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			District 2	Constr	0	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total		0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBPG
P039709		Newberry County	US 76 @ SC 219	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Signal Rebuild	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			TS2351	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			District 2	Constr	0	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total		0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBPG
			TBA	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBPG
			TBA	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBPG
			Total Signal Systems Improvements	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total Signal Systems Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total Signal Systems Improvements	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total Signal Systems Improvements	Constr	0	0	900,000	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Guideshare - Signal Systems Improvements	Total	0	0	900,000	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	STBPG

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

CMCOG INTERSECTION & SAFETY IMPROVEMENT PROJECTS

CMCOG Board Action:
Amended:

PIN #	Priority	Jurisdiction	Project name		Previous Obligations	Funding (In Actual Dollars)										Other Sources of Funds	RTIP Cost (2023 - 2028)	SCDOT Cost (2024 - 2033)	Cost to Complete	Funding		
						2023	2024	2025	2026	2027	2028	2029	2030	2031	2032						2033	
		Newberry County	Wilson Road @ Winnsboro Road North Intersection Control Evaluation	PL	0	0	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Lexington County	Church Street @ Mitchell Street Intersection Control Evaluation	PL	0	0	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TBA		PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TBA		PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total Intersection & Safety Improvements	PL	0	0	150,000	0	0	0	0	0	0	0	0	0	0	0	150,000	150,000	0	
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Total	0	0	150,000	0	0	0	0	0	0	0	0	0	0	0	0	150,000	150,000	0
Guideshare - Intersection & Safety Improvements				Total	0	0	150,000	0	0	0	0	0	0	0	0	0	150,000	150,000	0			

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

CMCOG PLANNING (CORRIDOR & FEASIBILITY STUDY) PROJECTS

CMCOG Board Action:
Amended:

PIN #	Priority	Jurisdiction	Project name		Previous Obligations	Funding (In Actual Dollars)										Other Sources of Funds	RTIP Cost (2023 - 2028)	SCDOT Cost (2024 - 2033)	Cost to Complete	Funding
						2023	2024	2025	2026	2027	2028	2029	2030	2031	2032					
		Lexington County	Pine Street (SC 302) - Fish Hatchery Rd to Cedar Creek Rd Planning Feasibility Study Planning Phase only	PL	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0
		Newberry County	US 76 Corridor Planning Feasibility Study Planning Phase only	PL	0	100,000	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	100,000	0
		TBA		PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TBA		PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total Planning Projects	PL	0	100,000	250,000	0	0	0	0	0	0	0	0	0	0	350,000	250,000	0
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	100,000	250,000	0	0	0	0	0	0	0	0	0	0	0	350,000	250,000
Guideshare - Planning Projects				Total	0	100,000	250,000	0	0	0	0	0	0	0	0	350,000	250,000	0		

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

CMCOG GUIDESHARE ROAD IMPROVEMENT PROJECTS

CMCOG Board Action:
Amended:

PIN #	Priority	Jurisdiction	Project name		Previous Obligations	Funding (In Actual Dollars)										Other Sources of Funds	RTIP Cost (2023 - 2028)	SCDOT Cost (2024 - 2033)	Cost to Complete	Funding					
						2023	2024	2025	2026	2027	2028	2029	2030	2031	2032						2033				
0035423		Lexington County	US 1 (S-24 to SC-31) Phase I	PE	2,045,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				ROW	4,583,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	
				Constr	11,579,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0
				Total	18,207,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0
0042502		Lexington County	US 1 (S-31 to SC-955) Phase II	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	
				Constr	13,829,000	0	0	0	0	0	0	0	0	0	0	0	0	46,000	0					0	0
				Total	13,829,000	0	0	0	0	0	0	0	0	0	0	0	46,000	0	0					0	STBPG
P027229		Lexington County	I-26 Exit 119	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				ROW	1,700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0
				Total	1,700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	STBPG
P042934		Newberry County	Macedonia Church Road Resurfacing	PE	0	100,000	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0					
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
				Constr	0	6,700,000	0	0	0	0	0	0	0	0	0	0	0	0	6,700,000	0					0
				Total	0	6,800,000	0	0	0	0	0	0	0	0	0	0	0	6,800,000	0	0					STBPG
P041539		Fairfield County	Longtown Road Resurfacing	PE	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	
				Constr	0	8,334,000	0	0	0	0	0	0	0	0	0	0	0	0	8,334,000					0	0
				Total	1,000	8,334,000	0	0	0	0	0	0	0	0	0	0	0	8,334,000	0					0	STBPG
TBA		TBA	TBA	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	STBPG
Regionwide (EA)		Regionwide (EA)	Closed Projects	PE	1,894,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				ROW	2,678,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	
				Constr	23,626,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0
				Total	28,198,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	STBPG
			Total Road Improvements	PE	3,940,000	100,000	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0					
				ROW	8,961,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0
				Constr	49,034,000	15,034,000	0	0	0	0	0	0	0	0	0	0	0	46,000	15,034,000	0					0
				Guideshare - Road Improvements	Total	61,935,000	15,134,000	0	0	0	0	0	0	0	0	0	46,000	15,134,000	0	0					
			Total Guideshare	PL	0	100,000	400,000	0	0	0	0	0	0	0	0	0	0	500,000	400,000	0					
				PE	3,940,000	100,000	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0					
				ROW	8,961,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0
				Constr	49,034,000	15,034,000	900,000	300,000	0	0	0	0	0	0	0	0	46,000	16,234,000	1,200,000	0					0
Total Guideshare	Total	61,935,000	15,234,000	1,300,000	300,000	0	0	0	0	0	0	0	46,000	16,834,000	1,600,000	0									
			Guideshare (Total - \$55,000,000)		0	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	30,000,000	50,000,000	0						
				**Carryover Available	0	17,255,000	7,021,000	10,721,000	15,421,000	20,421,000	25,421,000	30,421,000	35,421,000	40,421,000	45,421,000	50,421,000	0	96,260,000	281,110,000					0	
				Guideshare Subtotal	0	15,234,000	1,300,000	300,000	0	0	0	0	0	0	0	0	0	0	16,834,000					1,600,000	0
				Balance	0	7,021,000	10,721,000	15,421,000	20,421,000	25,421,000	30,421,000	35,421,000	40,421,000	45,421,000	50,421,000	55,421,000	0	109,426,000	329,510,000					0	

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

**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.

PROJECTS EXEMPT FROM GUIDESHARE

RECREATIONAL TRAILS PROGRAM

CMCOG Board Action:
Amended:

PIN #	Priority	Jurisdiction	Project name		Previous Obligations	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Other Sources of Funds	RTIP Cost (2023 - 2028)	SCDOT Cost (2024 - 2033)	Cost to Complete	Funding
		Newberry City	Wise Street Park Walking Trail	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SCPRT
		TBA		PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SCPRT
		TBA		PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SCPRT
		TBA		PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SCPRT
		TBA		PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SCPRT
		Total		PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total		Constr	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Guideshare		Total	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

CMCOG TRANSIT PROJECTS

Section 5311 (Rural Transportation Formula Funds)

CMCOG Board Action:
Amended Action:

Agency	Project name		Previous Obligations	Funding (In Actual Dollars)										Other Sources of Funds	RTIP Cost (2023-2028)	SCDOT Cost (2024-2033)	Funding	
				2023	2024	2025	2026	2027	2028	2029	2030	2031	2032					2033
CMRTA	Lower Richland - Operations	Federal	603,000	433,000	0	0	0	0	0	0	0	0	0	0	0	0	433,000	0
		State	0	0	0	0	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	0	0	0	0
	Total		603,000	433,000	0	0	0	0	0	0	0	0	0	0	0	0	433,000	0
Section 5311																		
Fairfield County Transit	Transit Services - Operations	Federal	935,000	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		935,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Section 5311																		
Newberry County Council on Aging	Transit Services - Operations General Public	Federal	692,000	428,000	0	0	0	0	0	0	0	0	0	0	0	0	428,000	0
		State	0	0	0	0	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	0	0	0	0
	Total		692,000	428,000	0	0	0	0	0	0	0	0	0	0	0	428,000	0	
Section 5311																		
Newberry County Council on Aging	Transit Services - Operations General Public	Federal	692,000	428,000	0	0	0	0	0	0	0	0	0	0	0	0	428,000	0
		State	0	0	0	0	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	0	0	0	0
	Total		692,000	428,000	0	0	0	0	0	0	0	0	0	0	0	428,000	0	
Section 5311																		
TBA	TBA	Federal	0	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Section 5311																		
TBA	TBA	Federal	0	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Section 5311																		
Total Section 5311		Federal	2,922,000	1,289,000	0	0	0	0	0	0	0	0	0	0	0	0	1,289,000	0
Total Section 5311		State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Section 5311		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Section 5311		Total	2,922,000	1,289,000	0	0	0	0	0	0	0	0	0	0	0	1,289,000	0	

CMCOG TRANSIT PROJECTS

Section 5310 (Transportation for the Elderly and Persons with Disabilities Formula Program)

CMCOG Board Action:
Amended Action:

Agency	Project name		Previous Obligations	Funding (In Actual Dollars)										Other Sources of Funds	RTIP Cost (2023-2028)	SCDOT Cost (2024-2033)	Funding	
				2023	2024	2025	2026	2027	2028	2029	2030	2031	2032					2033
Babcock Center	Vehicle Purchase	Federal	55,000	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	55,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Babcock Center	Capital	Federal	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
		State	0	0	0	0	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	0	0	0	0
		Total	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
CMRTA	Lower Richland Mass Transit Purchase of Service	Federal	50,000	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Resources	Operations	Federal	28,000	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	28,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Resources	Vehicle Replacement	Federal	0	0	70,000	0	0	0	0	0	0	0	0	0	0	0	70,000	70,000
		State	0	0	0	0	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	0	0	0	0
		Total	0	0	70,000	0	0	0	0	0	0	0	0	0	0	0	70,000	70,000
Senior Resources	Purchase of Service	Federal	50,000	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairfield County DSNB	Capital	Federal	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
		State	0	0	0	0	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	0	0	0	0
		Total	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
Fairfield County DSNB	Vehicle Replacement	Federal	55,000	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	55,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Newberry County Council on Aging	Capital	Federal	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
		State	0	0	0	0	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	0	0	0	0
		Total	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
Newberry County DSNB	Capital	Federal	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
		State	0	0	0	0	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	0	0	0	0
		Total	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
Newberry County DSNB	Operations	Federal	28,000	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	28,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Newberry County DSNB	Vehicle Replacement	Federal	115,000	0	0	0	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	0	0	0	0
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	115,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Carolina DSNB	Vehicle Expansion	Federal	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
		State	0	0	0	0	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	0	0	0	0
		Total	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0
Total Section 5310		Federal	381,000	350,000	70,000	0	0	0	0	0	0	0	0	0	0	0	420,000	70,000
Total Section 5310		State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Section 5310		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Section 5310		Total	381,000	350,000	70,000	0	0	0	0	0	0	0	0	0	0	420,000	70,000	Section 5310

CMCOG TRANSIT PROJECTS

Section 5339 (Bus and Bus Facilities)

CMCOG Board Action:
Amended Action:

Agency	Project name	Federal	Previous Obligations	Funding (In Actual Dollars)										Other Sources of Funds	RTIP Cost (2023-2028)	SCDOT Cost (2024-2033)	Funding		
				2023	2024	2025	2026	2027	2028	2029	2030	2031	2032					2033	
Fairfield County Transit System	Captial	Federal	197,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Section 5339
		State	0	0	0	0	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	0	0	0	0	
	Total		197,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Newberry County Council on Aging	Captial	Federal	144,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Section 5339
		State	0	0	0	0	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	0	0	0	0	
	Total		144,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Section 5339
		State	0	0	0	0	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	0	0	0	0	
	Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Section 5339
		State	0	0	0	0	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	0	0	0	0	
	Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Total SCDOT Section 5339	Federal	341,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total SCDOT Section 5339	State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total SCDOT Section 5339	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total SCDOT Section 5339	Total	341,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

FTA Formula Grant Programs Annual Allocations

CMCOG Board Action:
Amended Action:

Agency	Program Name	Federal Only	Previous Obligations	Funding (In Actual Dollars)										Other Sources of Funds	RTIP Cost (2023-2028)	SCDOT Cost (2024-2033)	Funding		
				2023	2024	2025	2026	2027	2028	2029	2030	2031	2032					2033	
	Section 5309	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Section 5310	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Section 5316 (SCDOT)	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Section 5317 (SCDOT)	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Section 5339	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Federal Programs	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Transit TIP Total	Federal	3,644,000	1,639,000	70,000	0	0	0	0	0	0	0	0	0	0	0	1,709,000	70,000	
	Transit TIP Total	State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Transit TIP Total	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Transit	Total	3,644,000	1,639,000	70,000	0	0	0	0	0	0	0	0	0	0	1,709,000	70,000		

⁽¹⁾ SMTF = State Mass Transit Funds administered by the SCDOT

APPENDIX A

RURAL TIP AMENDMENT PROCESS AND PROCEDURES

FOR TRANSPORTATION PLANNING

IN THE

CENTRAL MIDLANDS REGION

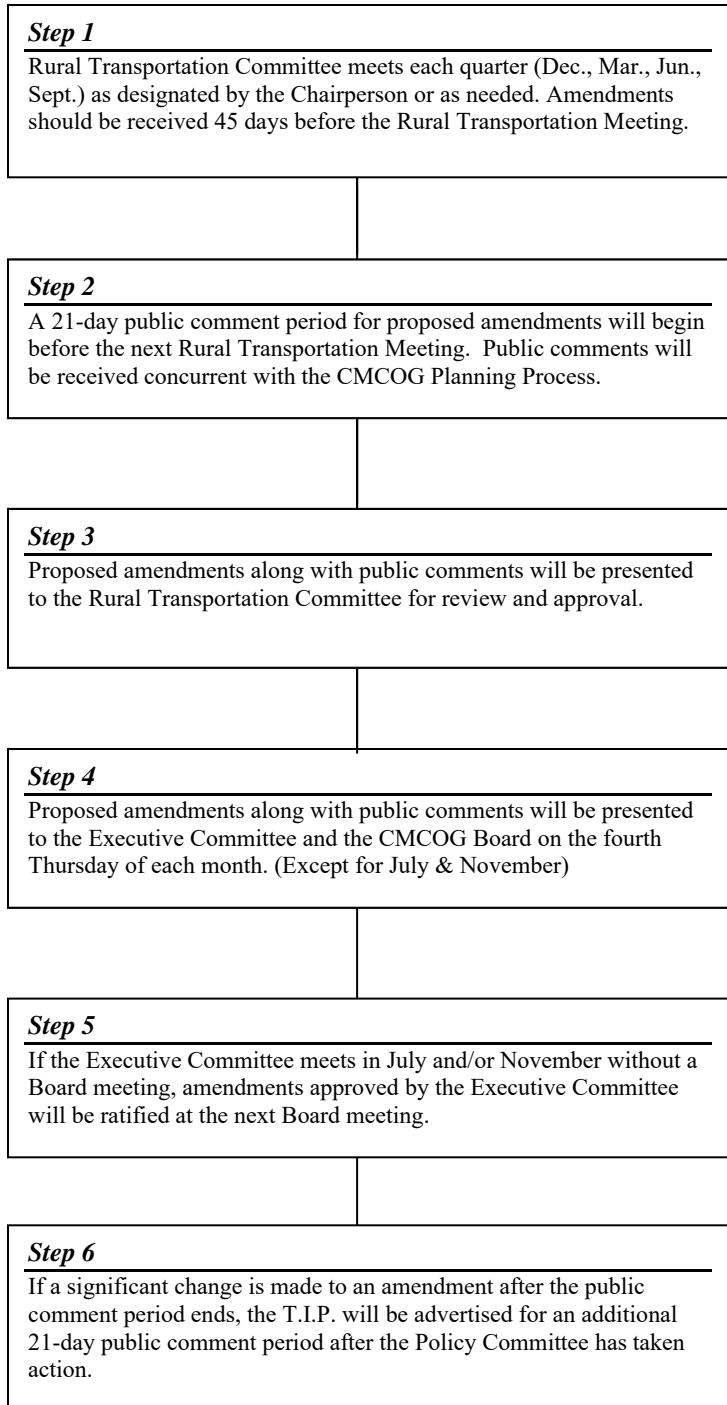
**Approved by the CMCOG Board of the
Central Midlands Council of Governments**

Revision #	Approval Date	Public Review & Comment
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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.



**CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS
RTIP AMENDMENT PROCESS AND PROCEDURES**



All approved RTIP amendments will be sent to SCDOT for review and inclusion into the Statewide Transportation Improvement Program. These amendments will be shown in the “Approved RTIP Amendments” section of this document.



2023 - 2033 RTIP

GLOSSARY AND LIST OF ABBREVIATIONS

FOR TRANSPORTATION PLANNING

IN THE

CENTRAL MIDLANDS REGION

**Approved by the CMCOG Board of the
Central Midlands Council of Governments**

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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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

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.

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 stationery 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).

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 RTIP 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 RTIP/STIP.

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

RLRTP – Rural 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 RPO. The RLRTP 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.

RPO - Rural Planning Organization - A transportation planning body responsible for the Rural Long Range Transportation Plan (RLRTP) and the Rural Transportation Improvement Program (RTIP) in its region. CMCOG is the RPO for the Columbia Midlands Region.

RPWP - Rural Planning Work Program - A State required document bi-annually produced by all RPOs that describes all rural transportation and transportation related planning activities anticipated within the area during the new 1 or 2-year period regardless of funding source.

RTIP – Rural Transportation Improvement Program - "A staged multi-year program of transportation projects for a rural 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. CMCOG prepares the RTIP biennially with the cooperation of local governments, transit operators, and the South Carolina Department of Transportation. The RTIP officially covers a six-year period.

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 law establishes extensive new resources and opportunities to advance highway safety throughout the country in a comprehensive, strategic manner. The Office of Safety is very encouraged by the opportunity this legislation offers for saving lives and reducing injuries on our Nation's highways.

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

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

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

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

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

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

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

TEA-21 – Transportation Equity Act for the 21st Century – On June 9, 1998, the President signed into law PL 105-178, the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. Subsequent technical corrections in the TEA 21 Restoration Act have been incorporated; thus, the material presented here reflects the combined effects of both Acts and the two are jointly referred to as TEA-21. This legislation builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and

improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

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

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

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.

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.

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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2023 – 2033 RTIP

APPROVED RTIP AMENDMENTS

FOR TRANSPORTATION PLANNING

IN THE

CENTRAL MIDLANDS REGION

**Approved by the CMCOG Board of the
Central Midlands Council of Governments**

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2023 – 2033 RTIP

INDEX

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-------------------	----------------------	------------------------------------

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2023 - 2033 Rural Transportation Improvement Program-Purpose	1-1
ACT 114.....	1-5
Appendix A – Rural TIP Amendment Process and Procedures	3-1
Approved RTIP Amendments	5-1
Bridge Projects	2-6
Central Midlands Council of Governments Region Map.....	vii
Changes to the RTIP.....	1-6
CMCOG RPO Structure.....	1-1
CMCOG Transit Projects	2-8
Conclusion	1-9
Financial Constraint... ..	1-4
Financial Sheets.....	2-1
FTA Formula Grants Programs Annual Allocations.....	2-10
Glossary and List of Abbreviations.....	4-1
Guideshare Projects	2-3
Index.....	6-1
Intersection & Safety Improvements.....	2-4
Interstate Projects	2-5
Major Amendment... ..	1-8
Minor Amendment... ..	1-7
Projects Exempt from Guideshare.....	2-5
Project Screening Process.....	1-4
Public Participation Process	1-5
Public Transportation	1-5
Recreation Trails Program.....	2-7
Relationship of the RTIP to other Federal and State Transportation Programs	1-9
RTIP Amendment Process and Procedures.....	1-6
RTIP Amendment Request Submittal	1-8
RTIP Period.....	1-5
Rural Long Range Transportation Plan.....	1-2
Rural Transportation Improvement Program	1-2
Section 5310.....	2-9
Section 5311	2-8
Section 5339.....	2-10
Title VI Compliance.....	1-4
Transportation Systems Management	1-5
Types of RTIP Amendments	1-7