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*COLUMBIA AREA  
TRANSPORTATION STUDY*

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*2024 - 2033*

*TRANSPORTATION  
IMPROVEMENT  
PROGRAM*



**COATS**  
Columbia Area Transportation Study

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**2024 - 2033**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

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

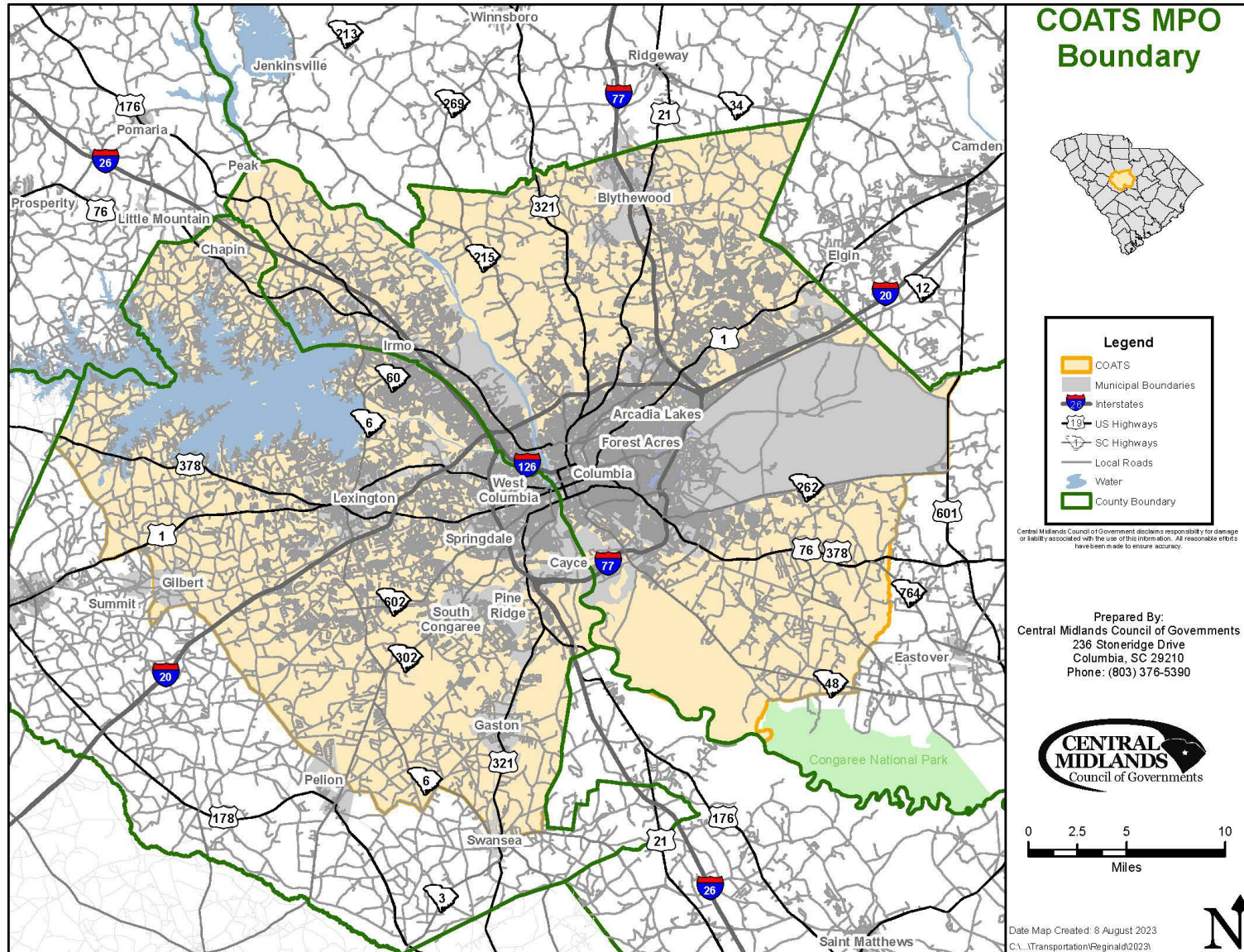


**COLUMBIA AREA TRANSPORTATION STUDY  
2024 – 2033 TRANSPORTATION IMPROVEMENT PROGRAM**

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## **COLUMBIA AREA TRANSPORTATION STUDY**

### **METROPOLITAN PLANNING ORGANIZATION**

#### **2024 - 2033 TRANSPORTATION IMPROVEMENT PROGRAM - PURPOSE**

The Central Midland Council of Governments (CMCOG) is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the urban transportation planning process for the Columbia Area Transportation Study (COATS). The COATS MPO study area boundary, which appears in Figure 1, includes large portions of Richland and Lexington Counties and small portions of Calhoun, Newberry, Fairfield, and Kershaw Counties. The primary responsibilities of any MPO is to: 1) develop a Long Range Transportation Plan, which is, at a minimum, a 25-year transportation vision for the metropolitan area; 2) develop a Transportation Improvement Program, which is the agreed-upon list of specific projects for which federal funds are anticipated; and 3) develop a Unified Planning Work Program (UPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the Long-Range Transportation Plan.

As the MPO, CMCOG provides the forum for cooperative decision making in developing regional transportation plans and programs to meet changing needs. It is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning.

#### **MPO STRUCTURE**

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

The Technical Committee, which is established by the Policy Committee, is composed of the professional/technical representatives of the member governments and public agencies having indirect responsibility for transportation planning and/or implementation. Their primary responsibility is to monitor all technical activities including the bi-annual development of a draft UPWP and triennial development of a draft TIP for recommendation to the Transportation

Subcommittee. They also consider for recommendation to the Transportation Subcommittee for further discussion and revision before submittal to the Policy Committee for final endorsement of all major studies and planning activities.

### **LONG RANGE TRANSPORTATION PLAN (LRTP)**

The Infrastructure investment and Jobs Act mandates that the MPO have a Long Range Transportation Plan (LRTP) which includes environmental, social and intermodal considerations. The LRTP must also provide a financially constrained 25-year vision of future transportation improvements.

The COATS 2045 LRTP was adopted in December 2021 and must be updated every 5 years to reflect changing conditions and new planning principals. The 2021 update established goals and objectives, which form the basis for the initial evaluation of projects submitted for the TIP. The process of undertaking major transportation studies, identifying short and long-range needs and targeting major growth areas in the COATS area for intensive study has strengthened subsequent programming for the TIP. The entire planning/programming/implementation process is clear-cut and involves input by federal, state and local governments and the public in the early planning stages, and carries through into TIP programming.

### **TRANSPORTATION IMPROVEMENTS PROGRAM (TIP)**

The 2024 - 2033 TIP for the COATS area is a ten-year program of transportation capital projects together with a ten-year estimate of transit capital and maintenance requirements. While the TIP is usually approved triennially, the document may be amended throughout the year. Federal regulations, as well as the Metropolitan Planning Regulations mandates that a TIP comprise the following:

1. Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the study area and receiving and Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds;
2. Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes from past TIPs;
3. Groups improvements of similar urgency and anticipated staging into appropriate staging periods;
4. Include realistic estimates of total costs and revenue for the program period;
5. Include a discussion of how improvements recommended from the Long Range Transportation Plan and Congestion Management Plan were merged into the plan;
6. List major projects from previous TIPs that were implemented and identify and major delays in planned implementation;

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

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

The majority of the projects in the TIP are aimed at increasing the efficiency and safety of the existing transportation systems rather than construction of new facilities. This, in part, reflects:

1. Transportation policies to implement low-cost Transportation System Management (TSM) alternatives where feasible;
2. The limited funding resources available to meet the costs of new construction and improvements;
3. The increased concerns over congestion, the environment and air quality;
4. The enhancement of freight movement and economic development;
5. The interest of bicyclist and pedestrians; and
6. The preservation of neighborhoods.

The TIP contains all Federal Highway Administration and Federal Transit Administration transportation projects in the Columbia Metropolitan Area, which are expected to use federal, state, and local funds within the next ten-years. The projects in this TIP are programmed utilizing the following twelve (12) funding categories:

1. Coronavirus Aid, Relief, and Economic Security Act (CARES Act)
2. Congestion Mitigation Air Quality (CMAQ)
3. Federal Aid Special Appropriation (Earmarks)
4. FTA Section 5307 Capital
5. FTA Section 5309 Discretionary
6. FTA Section 5310 Enhance Mobility for Seniors
7. FTA Section 5339 Bus and Bus Facilities
8. Highway Bridge Replacement and Rehabilitation (HBRR)
9. Interstate Discretionary (ID)
10. Interstate Maintenance (IM)
11. National Highway System (NHS)
12. Surface Transportation Block Grant Program

With each program, the proposed projects represent priority regional needs identified through the comprehensive transportation planning process. The projects are identified in the tables following this narrative.

## **Project Screening Process**

A requirement of the IIJA Legislation is that all projects included in the TIP be subject to a systematic selection process. To meet this mandate, the CMCOG staff conducts an extensive screening process for all projects submitted for TIP funding. The CMCOG staff evaluates the projects proposals comparing the projects to the eleven Planning Factors and the COATS LRTP Goals, Objectives, and Performance Measures.

## **Title VI Compliance**

Investments made in the TIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statues enacted pertaining to environmental justice, are critical to regional planning and programming decisions. The fundamental principles of environmental justice include:

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

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

## **ACT 114**

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

## **Financial Constraint**

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the 2024 - 2033 TIP, COATS has taken into consideration the transportation funding revenues expected to be available during the ten years of the TIP (Federal FY 2023 - 2024 through FY 2032 - 2033) and has found the 2024 - 2033 TIP to be financially constrained.

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

## **TIP Period**

The number of years of programming included in the TIP varies by fund source. All ten years of programming in the 2024 - 2033 TIP, Fiscal Years (FYs) 2023-24 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 TIPs is included and noted as “prior year carryover funding.” In addition, estimated funding for projects in future years (the estimated-out years of FY 2028-29 through 2032-33) is included for information.

## **Public Participation Process**

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and it is required by numerous State and Federal laws. Such legislation underscores the need for public participation, calling on MPOs such as the CMCOG to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other interested parties with a reasonable opportunity to participate and comment on transportation plans and programs. A copy of the entire Public Participation Process for the 2024 - 2033 TIP can be found on our website at [www.centralmidlands.org](http://www.centralmidlands.org).

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

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

## **Public Transportation**

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

## **TIP AMENDMENT PROCESS AND PROCEDURES**

### **Changes to the TIP**

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

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

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

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

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

### **TYPES OF TIP AMENDMENTS**

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

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

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

#### **Minor Amendment**

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

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

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

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

Because minor changes do not add or delete projects and do not adversely affect the timely implementation of TSM projects and air quality conformity finding of the TIP, new determinations of air quality conformity are not necessary. Federal public involvement procedures required by 23 CFR 450.316 is not necessary for minor changes.

### **Major Amendment**

Major Amendments are changes other than Minor amendments as described. Major Amendments usually take about 90 days to process and need to be approved by the COATS Policy Committee, SCDOT, FHWA and FTA. Adding or deleting a project or changes in funding are considered to be Major Amendments.

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

The interagency consultation or coordination requirements of 23 CFR 450.216(c) and 23 CFR 450.22 will be followed for all Major Amendments to the TIP. In some instances, it may be necessary to perform the air quality conformity analysis to evaluate impacts to the TIP, prior to approval of an amendment.

All changes that do not fall within the category of a Minor Amendment are processed as Major Amendments. The following changes are examples of changes made through a Major Amendment:

- Adding or deleting project(s)
- Funding changes in adherence to SCDOT Policy requiring a STIP/TIP amendment
- Adding or deleting a project phase
- Significant changes in project scope, so as to alter the original intent of the project.

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



## **TIP Amendment Request Submittal**

To request a TIP amendment, a project sponsor must submit an amendment proposal, requesting to amend the TIP. COATS programming staff will review the submitted request for compliance with federal regulations, state statutes and regional polices, including funding completeness, impacts to air quality, financial constraint and for compliance with other federal, state and regional requirements before approving the submitted application or amendment. If the proposal is found not to conform to the funding program guidelines or is inconsistent with the financial constraint of the TIP or if the proposal violates the region’s air quality conformity analysis, or adversely impact the timely implementation of TSM projects, the proposal may not be processed.

Projects that impact air quality may need to be further reviewed by the South Carolina Department of Health and Environmental Control and SCDOT. Generally, changes that require a new air quality conformity analysis will need to wait until the next TIP update.

Proposed additions or changes to projects contained in the TIP must also conform to the amendment rules of the funding program involved (e.g. if the project is funded with guideshare funds, it must also conform to the federal and state amendment guidelines before it can be processed).

## **RELATIONSHIP OF THE TIP TO OTHER FEDERAL AND STATE TRANSPORTATION PROGRAMS**

Just as each metropolitan region is required to develop a TIP, each state is required to develop a Statewide Transportation Improvement Program (STIP) pursuant to federal regulations. The STIP includes all federally funded transportation projects from throughout the State. In South Carolina, MPO TIPs are included in the STIP without modification once approved by the relevant Metropolitan Planning Organization (COATS, in the case of the Columbia Metropolitan Area) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings. Projects must be in the STIP before funding authorities, such as FTA, FHWA, or the South Carolina Department of Transportation (SCDOT); can “obligate” funds (i.e., commit funds to contract) and therefore, before sponsors can actually spend any of these monies.

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

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

Step 2 - A draft STIP Revision including the list of new projects is submitted to management following the completion of the 21-day comment period to review and approve as an action item for the next scheduled Commission meeting. The Commission is provided a summary report of all substantive public comments pertaining to the revision.

Step 3 – The STIP revision is approved by the Commission at their next scheduled meeting and sent to FHWA and FTA for final approval.

### **SCDOT’s Public Notification Process for STIP Revisions**

The Communications Office distributes a press release announcing the proposed STIP revision to print, TV, and radio media. The press release directs interested parties to three options for viewing the STIP revision, including the SCDOT website, the ten Councils of Governments offices, or the seven SCDOT District Engineering Offices. In addition, e-mail notification of the STIP revision is sent directly to stakeholders who have been identified or requested direct announcement (See Public Participation Plan for list of media and stakeholders).

### **Process for MPOs to include/revise Statewide Program Projects in TIPs**

The COATS MPO will allow all statewide program projects identified as Interstate Improvements, Interstate Maintenance, Bridge Replacement, Bridge Jackings, Interchange Improvements, Pavement Management, and Safety to be included in MPO TIPs as administrative corrections. This approach is based on the fact that Systems Preservation and Safety activities are consistent with Statewide and MPO long-range plan goals and objectives. The MPO may provide the Policy Committee notification of the administrative correction at the next scheduled meeting or as determined appropriate. The MPO will be notified of any maintenance projects that will require road closures or detours during the construction phase. Notification will be provided during the NEPA process as the project scope is defined.

Any proposed capacity projects included in statewide programs will be provided to the MPO policy committee for consideration prior to any STIP action. The MPO should also determine that the capacity project is included in their long-range plan. If the MPO is satisfied that SCDOT’s public involvement process is sufficient, the MPO may initiate a TIP change to include the project(s) following the public comment period. All substantive comments received from SCDOT’s public involvement process will be shared with the MPO. The MPO may also choose to supplement SCDOT’s public comment process to satisfy local public participation requirements.

Revisions of statewide program projects already included in the MPO TIP and the STIP may involve changes to budgets, termini, schedules, or project scope. Based on the extent of the change, SCDOT will determine if the revision should require additional public comment and approval of the MPO Policy Committee.

The Planning Office will notify the MPO of proposed actions involving new statewide program projects following the Commission’s approval of the draft list(s) – (Step 1). Revisions to statewide program projects already included in the MPO TIP and STIP will be communicated to the MPO once the change has been determined necessary by the Director of Preconstruction.

## **Revised Process for TIP and STIP Statewide Program Project Approvals**

To ensure the proper sequence of statewide program project approvals within MPO study areas, all STIP revisions submitted to FHWA and FTA for final approval will only include projects that have been incorporated in local MPO TIPs, either by administrative correction or formal policy committee approval. Statewide program projects that have not been included in MPO TIPs will be withheld from the STIP until such time that the MPO has taken the necessary steps to incorporate the project(s) in the TIP.

### **FAST ACT PERFORMANCE NARRATIVE**

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

COATS has adopted SCDOT’s statewide safety targets for all public roads. The latest five-year average safety statistics for COATS (2018-2022) indicate 109.4 fatalities, a 1.47 fatality rate, 265.6 serious injuries, a 3.56 serious injury rate, and 54.6 fatality/serious injuries for non-motorized users.<sup>1</sup>

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

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

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

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

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

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

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

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

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

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

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

### ***Pavement Quality***

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

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

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

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

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

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

### ***Bridge Condition***

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

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

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

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

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

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

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

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

### **CONCLUSION**

The proactive cooperation of the CMCOG member governments and the CMCOG Staff will continue to contribute to better transportation infrastructure and mobility in Columbia Metropolitan Area. With the completion of the projects contained in the TIP, the region can look forward to improved connectivity between modes, improved air quality and mobility, as well as improved infrastructure.

**2024 – 2033 TIP**

**FINANCIAL SHEETS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

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





2024 - 2033 MPO GUIDESHARE PROJECTS SUMMARY SHEET - SIGNAL SYSTEM IMPROVEMENTS (Part 1 of 4)

Policy Committee Action:  
Amended Action:

PIN #	COATS Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Funding (In Actual Dollar Amounts)								Other Sources of Funding	TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	COST TO COMPLETE (2034+)	Funding	
						2024	2025	2026	2027	2028	2029	2030	2031						2032
P028102		Signals	Town of Lexington	Adaptive Signals Phase II 16 of the 35 Signals	PL 0 PE 0 ROW 459,000 Constr 2,755,000 <b>Total 3,214,000</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	NHS & STBGP
		Signals	TBA		PL 0 PE 0 ROW 0 Constr 0 <b>Total 0</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	NHS & STBGP
		Signal	TBA		PL 0 PE 0 ROW 0 Constr 0 <b>Total 0</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	STBGP
		Total Signal Systems			PL 0 PE 0 ROW 459,000 Constr 2,755,000 <b>Subtotal 3,214,000</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

2024 - 2033 MPO GUIDESHARE PROJECTS SUMMARY SHEET - INTERSECTION IMPROVEMENTS (Part 2 of 4)

Policy Committee Action:  
Amended Action:

PIN #	COATS Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Funding (In Actual Dollar Amounts)								Other Sources of Funding	TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	COST TO COMPLETE (2034+)	Funding			
						2024	2025	2026	2027	2028	2029	2030	2031						2032	2033	
0041502		Intersection	Richland County	Leesburg Road at Patricia Drive	PE 700,000 ROW 1,306,000 Constr 5,818,000 <b>Total 7,824,000</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	STBGP		
		Intersection	Kershaw County	White Pond Road at Whiting Way	PE 500,000 ROW 200,000 Constr 1,500,000 <b>Total 500,000</b>	0	0	0	0	0	0	0	0	0	0	0	200,000	1,500,000	1,700,000	STBGP	
P037873		Intersection	City of Columbia	Assembly Street Phase II Elmwood to Rosewood Drive	PL 0 PE 0 ROW 0 Constr 3,000,000 Local 9,000 <b>Total 3,009,000</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBGP	
0036244		Intersections		US 378 Intersections	PL 0 PE 0 ROW 639,000 Constr 71,000 <b>Total 710,000</b>	0	0	0	0	0	0	0	0	0	0	0	792,000	3,366,000	5,396,000	9,554,000	STBGP
		Intersection	Richland County	SC 60 @ Columbiana Drive	PL 0 PE 0 ROW 0 Constr 0 <b>Total 0</b>	75,000	0	0	0	0	0	0	0	0	0	0	75,000	75,000	75,000	75,000	STBGP
		Intersection	Lexington County	South Lake Dr (SC 6) @ Stump Road & Old Barnwell Road	PL 0 PE 0 ROW 0 Constr 0 <b>Total 0</b>	75,000	0	0	0	0	0	0	0	0	0	0	75,000	75,000	75,000	75,000	STBGP
		Intersection	Lexington County	Creekside Road (S-952) @ Edmunds Hwy	PL 0 PE 0 ROW 0 Constr 0 <b>Total 0</b>	75,000	0	0	0	0	0	0	0	0	0	0	75,000	75,000	75,000	75,000	STBGP
			TBA		PL 0 PE 0 ROW 0 Constr 0 <b>Total 0</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBGP
			COATS MPO	Operational/Safety/ Maintenance Improvements	PE 0 ROW 0 Constr 0 <b>Total 0</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBGP
		Total Intersections			PL 0 PE 1,200,000 ROW 1,945,000 Constr 8,889,000 <b>Subtotal 12,034,000</b>	225,000	0	0	0	0	0	0	0	0	0	0	792,000	225,000	225,000	225,000	
		Total Intersections			PE 0 ROW 200,000 Constr 1,500,000 <b>Subtotal 425,000</b>	200,000	1,500,000	0	0	0	0	0	0	0	0	0	3,366,000	200,000	200,000	200,000	
		Guideshare - Intersections			PL 0 PE 0 ROW 0 Constr 0 <b>Subtotal 0</b>	0	0	0	0	0	0	0	0	0	0	0	1,500,000	1,500,000	1,500,000	1,500,000	
		Guideshare - Signal Systems			PL 0 PE 0 ROW 0 Constr 0 <b>Subtotal 0</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

2024 - 2033 MPO GUIDESHARE PROJECTS SUMMARY SHEET - PLANNING (FEASIBILITY & CORRIDOR) PROJECTS (Part 3 of 4)

Policy Committee Action:  
Amended Action:

COATS PIN #	Priority	Project Type	Jurisdiction	Project name	Previous Obligations	Funding (In Actual Dollar Amounts)							Other Sources of Funding	TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	COST TO COMPLETE (2034+)	Funding	
						2024	2025	2026	2027	2028	2029	2030						2031
		Planning	TBA		PL	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	
					ROW	0	0	0	0	0	0	0	0	0	0	0	0	
					Constr	0	0	0	0	0	0	0	0	0	0	0	0	
					<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>580,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
		Planning	Town of Lexington	Lexington Corridors Planning Feasibility Study Planning Phase Only	PL	0	500,000	0	0	0	0	0	0	0	0	500,000	500,000	
					PE	0	0	0	0	0	0	0	0	0	0	0	0	
					ROW	0	0	0	0	0	0	0	0	0	0	0	0	
					Constr	0	0	0	0	0	0	0	0	0	0	0	0	
					<b>Total</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>	<b>0</b>
		Planning	City of Columbia	City of Columbia Traffic Signal Systems Planning Feasibility Study Planning Phase Only	PL	0	300,000	0	0	0	0	0	0	0	0	300,000	300,000	
					PE	0	0	0	0	0	0	0	0	0	0	0	0	
					ROW	0	0	0	0	0	0	0	0	0	0	0	0	
					Constr	0	0	0	0	0	0	0	0	0	0	0	0	
					<b>Total</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>300,000</b>	<b>0</b>
		Planning	Lexington County Richland County	SC 6 Corridor Planning Feasibility Study Planning Phase Only	PL	250,000	0	0	0	0	0	0	0	0	0	0	0	
					PE	0	0	0	0	0	0	0	0	0	0	0	0	
					ROW	0	0	0	0	0	0	0	0	0	0	0	0	
					Constr	0	0	0	0	0	0	0	0	0	0	0	0	
					<b>Total</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
P028102		Planning	Lexington County Richland County Newberry County	US 76/176 Corridor Planning Feasibility Study Planning Phase Only	PL	350,000	0	0	0	0	0	0	0	0	0	0	0	
					PE	0	0	0	0	0	0	0	0	0	0	0	0	
					ROW	0	0	0	0	0	0	0	0	0	0	0	0	
					Constr	0	0	0	0	0	0	0	0	0	0	0	0	
					<b>Total</b>	<b>350,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
				CMCOG Rural Program	Rural	100,000	0	0	0	0	0	0	0	0	0	0	0	
					<b>Total</b>	<b>450,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
				Total Planning Projects	PL	600,000	800,000	0	0	0	0	0	0	0	0	800,000	800,000	
				Total Planning Projects	PE	0	0	0	0	0	0	0	0	0	0	0	0	
				Total Planning Projects	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
				Total Planning Projects	Constr	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Guidershare - Planning Projects</b>	<b>Subtotal</b>	<b>600,000</b>	<b>800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>800,000</b>	<b>800,000</b>	<b>0</b>

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





2024 - 2033 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (INTERSECTIONS & SAFETY PROJECTS)

Policy Committee Action: June 25, 2020  
Amended Action: November 16, 2023

PIN #	Project name	Previous Obligations	Funding (in Actual Dollar Amounts)								TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Remaining Cost (2034+)	Funding	
			2024	2025	2026	2027	2028	2029	2030	2031					2032
	TBA	PE ROW Constr Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0		
	Assembly Street Rail Separation Project Downtown Columbia City of Columbia	PE ROW Constr Total	5,000,000 0 0 5,000,000	18,000,000 17,000,000 0 35,000,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	18,000,000 17,000,000 0 35,000,000	18,000,000 17,000,000 0 35,000,000	0 0 0 0	Repurposed Assembly St. Railroad Consolidation ISTEA 1991 2003, 2004, & 2006 Appropriations Act: Department of Commerce, City of Columbia
P041546	I-77 Safety Improvement MM 0 - MM 30 Fairfield, Lexington, and Richland Counties	PE ROW Constr Total	1,500,000 0 0 1,500,000	0 0 5,000,000 5,000,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 5,000,000 5,000,000	0 0 5,000,000 5,000,000	0 0 0 0	Various Safety/Safety Improvement/HSP
P041850	I-20 Safety Improvement MM 30 - MM 60 Aiken and Lexington Counties	PE ROW Constr Total	0 0 0 0	0 0 5,000,000 5,000,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 5,000,000 5,000,000	0 0 5,000,000 5,000,000	0 0 0 0	Safety/Safety Improvement/HSP
P041420	S-33 with S-1677 Operational Improvements Richland County	PE ROW Constr Total	0 0 0 0	150,000 1,000 600,000 751,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	150,000 1,000 600,000 751,000	150,000 1,000 600,000 751,000	0 0 0 0	Safety/Safety Improvement/HSP
P041051	SC 6 & Meadowfield Rd (S-65)/Jim Spence Rd (L-65) Intersection Improvement Lexington County	PE ROW Constr Total	200,000 0 0 200,000	0 75,000 2,250,000 2,325,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 75,000 2,250,000 2,325,000	0 75,000 2,250,000 2,325,000	0 0 0 0	Safety/Safety Improvement/HSP
P041023	Boiling Springs Rd (S-279) & Bethany Ch Rd/Redmond Rd (S-627) Intersection Improvement Lexington County	PE ROW Constr Total	200,000 0 0 200,000	0 100,000 2,250,000 2,350,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 100,000 2,250,000 2,350,000	0 100,000 2,250,000 2,350,000	0 0 0 0	Safety/Safety Improvement/HSP
P039379	US 21 (Charleston Hwy & S-1258 (Old Wire Road)) Intersection Improvement Lexington County	PE ROW Constr Total	200,000 100,000 2,150,000 2,450,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	HSP	
P037895	S-10 Harden St Bike/Ped Safety Project/RSA City of Columbia	PE ROW Constr Total	100,000 1,000 4,150,000 5,101,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction/Safety/Safety Improvement/HSP Construction/Other Allocated Funds/State Earmark/STF	
P0380277	US 21 Blossom Street Bike/Ped Safety Project/RSA City of Columbia	PE ROW Constr Total	250,000 1,000 5,000,000 5,251,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction/Safety/Safety Improvement/HSP	
P039375	SC 16 (Marshall/Academy St) & S-228 (Colonial Drive) Intersection Improvement City of Columbia	PE ROW Constr Total	50,000 0 200,000 250,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	HSP	
	S-63 Alpine Road & S-1026 Old Percival Road Intersection Improvement Richland County	PE ROW Constr Total	0 0 1,000,000 1,000,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	NHS	
P029011	S-492 Zimacrest Drive & S-2892 Browning Road Intersection Improvement Richland County	PE ROW Constr Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	NHS	
P037189	US 1 (S-1720 Atrium Way to S-2271 Risdon Way) Intersection Improvement Richland County	PE ROW Constr Total	300,000 0 1,000,000 1,300,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	HSP	
P037186	US 1 (S-1508 Ermine Rd to S-741 Alexandria St.) Intersection Improvement Richland County	PE ROW Constr Local ROW Local Constr Total	300,000 396,000 0 220,000 916,000	0 0 3,500,000 442,000 3,942,000	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 3,500,000 442,000 3,500,000	0 0 3,500,000 442,000 3,500,000	0 0 0 0 0	Construction/Safety/Safety Improvement/HSP Local Construction/Local/Local/LOC
P030243	SC-12 Percival Road & S-1196 E. Boundary St. Intersection Improvement Richland County	PE ROW Constr Total	150,000 0 950,000 1,100,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	HSP	
P030242	S-73 Fish Hatchery Rd & S-719 (Busbee Rd) Intersection Improvement Lexington County	PE ROW Constr Total	250,000 50,000 1,025,000 1,325,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	NHS	
P030244	SC-555 Farrow Road & S-1274 N. Brickyard Road Intersection Improvement Richland County	PE ROW Constr Local Constr Total	200,000 75,000 1,600,000 883,950 2,758,950	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	Local NHS	
P029660	S-408 (Old Cherokee Rd) to S-204 (St Peters Rd) Intersection Improvement Lexington County	PE ROW Constr C-Funds R/W C-Funds_Con Local Constr Total	0 0 900,000 125,010 0 1,259,388 2,284,398	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	HSP C-Funds Local	
P029661	S-485 (Old Cherokee Rd) to S-408 (Pilgrim Church Rd) Intersection Improvement Lexington County	PE ROW Constr C-Funds R/W C-Funds_Con Local Constr Total	200,000 0 1,915,200 1,210,200 704,975 0 4,030,375	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	HSP C-Funds Local	
	Subtotal Exempt	PE ROW Constr Total	8,900,000 623,000 19,890,200 29,413,200	18,150,000 17,176,000 8,500,000 43,826,000	0 0 10,100,000 10,100,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	18,150,000 17,176,000 18,600,000 53,926,000	18,150,000 17,176,000 18,600,000 53,926,000	#REF! #REF! #REF! #REF!	

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



2024 - 2033 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (BRIDGE PROJECTS)

Policy Committee Action:  
Amended Action:

PIN #	Project name	Previous Obligations	2024	2025	2026	Funding (in Actual Dollar Amounts)					TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Remaining Cost (2034+)	Funding	
						2027	2028	2029	2030	2031					2032
P030420	US 601 over Colonels Creek Bridge Replacement Richland County	PE ROW Constr	0 494,000 0	13,265,352 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	13,265,352 13,265,352 0	13,265,352 13,265,352 0	Preliminary Engineering/Bridges/Interstate/NHS/NHP Right of Way/Bridges/Interstate/NHS/NHP Construction/Bridges/Interstate/NHS/NHP
P041916	S-40-1600 Lakeland Drive over Unnamed Creek Richland County	PE ROW Constr	155,356 0 0	0 0 0	0 0 1,453,575	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/Bridges/Off-System/STBGP Right of Way/Bridges/Off-System/STBGP Construction/Bridges/Off-System/STBGP
P041916	S-349 (Wildwood Ln) over Sandy Branch Twenty-Five Mile Crk Bridge Replacement Richland County	PE ROW Constr	1,100,000 50,000 0	0 0 3,450,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/Off-System/STBGP Right of Way/Bridges/Off-System/STBGP Construction/Bridges/Off-System/STBGP
P041155	Closed and/or Load Restricted Bridges DB Package 2023-1 Richland County	PE ROW Constr	155,356 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	STBGP
P037047	US 321 over Crane Creek Bridge Replacement Richland County	PE ROW Constr	100,000 0 0	0 0 9,300,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/Bridges/FA Non-NHS/STBGP Right of Way/Bridges/FA Non-NHS/STBGP Construction/Bridges/FA Non-NHS/STBGP
P037966	S-1388 Frick Road over Horse Creek Bridge Replacement Richland County	PE ROW Constr	350,000 50,000 1,195,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	STBGP
P038688	S-2375 Grand Street over Smith Branch Bridge Replacement Richland County	PE ROW Constr	350,000 0 0	0 0 0	0 0 3,087,500	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/Bridges/FA Non-NHS/STBGP Right of Way/Bridges/FA Non-NHS/STBGP Construction/Bridges/FA Non-NHS/STBGP
P038689	S-985 Lake Shore Drive over Unnamed Stream Bridge Replacement Richland County	PE ROW Constr	425,000 0 0	0 0 0	0 0 3,766,250	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/Bridges/Off-System/STBGP Right of Way/Bridges/Off-System/STBGP Construction/Bridges/Off-System/STBGP
P030115	US 21 over Southern & SCL RR (Blossom St Bridge) Bridge Replacement Richland County	PE ROW ROW Constr	5,360,000 6,500,000 1,000,000 0	0 0 6,500,000 0	0 0 0 0	0 0 0 34,716,877	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Preliminary Engineering/ Bridges/Interstate/NHS-NHP Right of Way/Bridges/Interstate/AC Right of Way/Bridges/Interstate/NHS-NHP Construction/Bridges/Interstate/NHS-NHP
P030421	US 176 over SCL Railroad Bridge Replacement Richland County	PE ROW Constr	3,020,000 0 0	500,000 0 14,574,175	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/Bridges/Interstate/NHS-NHP Right of Way/Bridges/Interstate/NHS-NHP Construction/Bridges/Interstate/NHS-NHP
P030419	SC 277 NB over I-77 Bridge Replacement Richland County	PE ROW Constr	1,043,000 0 35,341,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	NHP
P030419	S-734/S-3017 (Congaree National Park) Bridge Replacement & Road Construction Richland County	PE ROW Constr	154,000 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	FEDERAL LANDS
P030419	I-26 over SCL Railroad Bridge Replacement Richland County	PE ROW Constr	5,340,000 0 0	0 0 0	0 0 2,000,000	0 0 33,929,380	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/ Bridges/Interstate/NHS-NHP Right of Way/Bridges/Interstate/NHS-NHP Construction/Bridges/Interstate/NHS-NHP
0040440	S.C.L. Railroad US 1 (BR-102) Richland County	PE ROW Constr	0 0 13,320,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Bridges/Interstate/NHS/NHP
P029072	S.C.L. Railroad SC 555 (BRP-09) Richland County	PE ROW Constr	1,811,000 1,338,000 0	0 0 0	0 0 10,043,750	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/Bridges/FA Non-NHS/STBGP Right of Way/Bridges/FA Non-NHS/STBGP Construction/Bridges/FA Non-NHS/STBGP
P029073	US 21 over Congaree Creek US 21 (BRP-23) Lexington County	PE ROW Constr	0 50,000 0	0 0 10,546,874	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/Bridges/Interstate/NHS-NHP Right of Way/Bridges/Interstate/NHS-NHP Construction/Bridges/Interstate/NHS-NHP
P030265	US 378 over Twelve Mile Creek Bridge Replacement Lexington County	PE ROW Constr	2,270,000 2,000,000 0	0 0 0	0 0 14,730,963	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Preliminary Engineering/ Bridges/Interstate/NHS-NHP Right of Way/ Bridges/Interstate/NHS-NHP Construction Bridges/Interstate/NHS-NHP
0012506	I-26 over 302 Bridge Replacement Lexington County	PE ROW Constr *Constr	1,527,000 0 0 0	0 0 4,500,000 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction/Bridges/Interstate/NHS/NHP Bridges/Interstate/NHS/NHP AC
P030488	I-26 over Southern Railway I-26 over US 1 Bridge Replacements Lexington County	PE ROW Constr *Constr	3,613,000 0 0 0	0 0 0 0	0 0 5,100,000 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction/Bridges/nterstate/NHS/NHP Construction/Bridges/nterstate/NHS/NHP/AC
P038283	Lorick Road S-1436 over North Branch Bridge Replacement Richland County	PE ROW Constr	1,000,000 0 0	0 0 0	0 0 5,161,500	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Right of Way/Bridges/FA Non-NHS/STBGP Construction/Bridges/FA Non-NHS/STBGP
P038283	TBA	PE ROW Constr	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	NHP
	Subtotal Bridge Projects	PE	35,884,712	13,265,352	0	0	0	0	0	0	0	0	0	0	NHP
	Subtotal Bridge Projects	ROW	11,532,000	7,000,000	0	2,450,000	0	0	0	0	0	0	0	0	
	Subtotal Bridge Projects	Constr	139,776,000	20,496,874	28,374,175	6,553,575	105,436,220	0	0	0	0	0	0	0	
	<b>Bridge Projects</b>	<b>Total</b>	<b>187,192,712</b>	<b>40,762,226</b>	<b>28,374,175</b>	<b>6,553,575</b>	<b>107,886,220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

\*Please note that the AC Funded Amount is not calculated in the final total.

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

2024 - 2033 PROJECTS EXEMPT FROM GUIDESHARE SUMMARY SHEETS (NON-FEDERAL INTERSECTION IMPROVEMENTS)

Policy Committee Action:  
Amended Action:

PIN #	Project name	Previous Obligations	Funding (in Actual Dollar Amounts)									TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Remaining Cost (2034+)	Funding	
			2024	2025	2026	2027	2028	2029	2030	2031	2032					2033
	*Clemson Rd @ Rhome Rd./ North Springs Rd. Intersection	PE ROW Constr	0 0 1,400,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>1,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	*Broad River Road @ Rushmore Rd	PE ROW Constr	0 0 900,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>900,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	*Farrow Rd @ Pisgah Church Rd	PE ROW Constr	0 0 2,400,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>2,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	*North Springs Rd. @ Risdon Way	PE ROW Constr	0 0 900,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>900,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	*Summit Pkwy @ Summit Ridge Rd	PE ROW Constr	0 0 700,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	*Kennerly Rd. @ Coogler Rd/ Steeple Ridge Rd.	PE ROW Constr	0 0 1,400,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>1,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	Clemson RD @ Sparkleberry Ln. (to Mallet Hill Rd)	PE ROW Constr	1,050,000 3,700,000 6,940,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>11,690,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	Bull St. @ Elmwood Avenue	PE ROW Constr	300,000 300,000 2,200,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>2,800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	North Main St. @ Monticello Rd.	PE ROW Constr	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	Hardscrabble Rd. @ Kelly Mill Rd/ Rimer Pond Rd.	PE ROW Constr	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	Garners Ferry Rd. @ Harmon Rd.	PE ROW Constr	150,000 100,000 750,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	North Springs Rd @ Harrington Rd.	PE ROW Constr	120,000 200,000 680,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	Screaming Eagle Rd @ Percival Rd.	PE ROW Constr	242,000 100,000 1,658,000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	TBA	PE ROW Constr	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Richland County Penny Sales Tax
	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	Subtotal Non-Fed Intersection Improvements	PE	1,862,000	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal Non-Fed Intersection Improvements	ROW	4,400,000	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal Non-Fed Intersection Improvements	Constr	19,928,000	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Non-Fed Intersection Improvements</b>	<b>Subtotal</b>	<b>26,190,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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





**MPO ENHANCEMENT PROJECTS**

**City of West Columbia Projects**

Policy Committee Action:  
Amended Action:

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match	Funding			
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033							
ID	West Columbia	North Lucas Street Sidewalk Project FY 22 Status: Submitted to SCDOT	Federal	0	402,574	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	
			<b>Total</b>	<b>0</b>	<b>402,574</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
ID	West Columbia	Meeting Street and State Street Area Impro FY 19 Status: Preliminary Engineering	Federal	180,000	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	
			<b>Total</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
ID	West Columbia	Center Street Sidewalk & Crosswalk FY 19 Status: Project Development	Federal	143,200	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	
			<b>Total</b>	<b>143,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
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	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
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	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>
Sub-Total West Columbia			Federal	323,200	402,574	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total West Columbia			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total West Columbia			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Sub-Total West Columbia</b>			<b>Total</b>	<b>323,200</b>	<b>402,574</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>	<b>STBGP</b>

**Town of Irmo Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match	Funding		
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033						
TBA	TBA		Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TBA	TBA		Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Sub-Total Irmo			Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total Irmo			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total Irmo			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Sub-Total Irmo</b>			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**MPO ENHANCEMENT PROJECTS**

**City of Cayce Projects**

Policy Committee Action:  
Amended Action:

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match	Funding		
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033						
	Cayce	Foreman Street Multiuse Trail FY 22 Status: Submitted to SCDOT	Federal	0	391,100	0	0	0	0	0	0	0	0	0	0	391,100	391,100	80/20	STBGP
			State	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		
			<b>Total</b>	<b>0</b>	<b>391,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>391,100</b>		
P038442	Cayce	Julius Felder Sidewalk Project Phase III FY 20 (2 Projects Combined) Status: Preliminary Engineering	Federal	333,000	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>333,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	Cayce	Frink Street Sidewalk Project FY 19 Status: Preliminary Engineering	Federal	180,000	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	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		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ID	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Sub-Total Cayce			Federal	513,000	391,100	0	0	0	0	0	0	0	0	0	391,100	391,100			
Sub-Total Cayce			State	0	0	0	0	0	0	0	0	0	0	0	0	0			
Sub-Total Cayce			Local	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Sub-Total Cayce</b>			<b>Total</b>	<b>513,000</b>	<b>391,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>391,100</b>	<b>391,100</b>			

**Town of Springdale Projects**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match	Funding		
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033						
	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
	TBA	TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Sub-Total Springdale			Federal	0	0	0	0	0	0	0	0	0	0	0	0	0			
Sub-Total Springdale			State	0	0	0	0	0	0	0	0	0	0	0	0	0			
Sub-Total Springdale			Local	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Sub-Total Springdale</b>			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

**MPO ENHANCEMENT PROJECTS**

**Town of Lexington Projects**

Policy Committee Action:

Amended Action:

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match	Funding		
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033						
		TBA	Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>	<b>STBGP</b>
		TBA	Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>	<b>STBGP</b>
		TBA	Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>	<b>STBGP</b>
		TBA	Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80/20</b>	<b>STBGP</b>
		Sub-Total Lexington Town	Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Sub-Total Lexington Town	State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Sub-Total Lexington Town	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Sub-Total Lexington Town</b>	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Lexington County**

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match	Funding		
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033						
ID		TBA	Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60/40</b>	<b>STBGP</b>
		TBA	Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60/40</b>	<b>STBGP</b>
		Sub-Total Lexington County	Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Sub-Total Lexington County	State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Sub-Total Lexington County	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Sub-Total Lexington County</b>	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

MPO ENHANCEMENT PROJECTS

City of Columbia Projects

Policy Committee Action:

Amended Action:

PIN #	Jurisdiction	Project name	Prior Funding	Funding (In Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match	Funding	
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033					
P029873	SCDOT	South Main Streetscape (USC)	Federal	849,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		FY 22	State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Status: In Construction	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>		<b>849,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		Main Street Streetscape (USC)	Federal	712,081	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		FY 20	State	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
		<b>Total</b>		<b>712,081</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		TBA	Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			State	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
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		TBA	Federal	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
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		TBA	Federal	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
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Sub-Total Columbia			Federal	1,561,081	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Columbia			State	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Columbia			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-Total Columbia</b>			<b>Total</b>	<b>1,561,081</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

MPO ENHANCEMENT PROJECTS

Richland County

Policy Committee Action:

Amended Action:

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match	
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033				
ID	Richland County (LPA)	Leesburg Road Corridor FY 21 Status: Completed, In Construction	Federal	1,129,089	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
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total</b>	<b>1,129,089</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ID	Richland County (LPA)	Alpine Road Shared-Use Path FY 17 Status: Approved for re-bid	Federal	180,000	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TBA			Federal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			State	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	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TBA			Federal	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	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Sub-Total Richland County			Federal	1,309,089	0	0	0	0	0	0	0	0	0	0	0	0	
Sub-Total Richland County			State	0	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total Richland County			Local	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Sub-Total Richland County</b>			<b>Total</b>	<b>1,309,089</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Kershaw County

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033			
ID	Kershaw County	Wildwood Lane Sidewalk 2018 FY 20 Status: Preliminary Engineering	Federal	180,000	0	0	0	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0	0	0	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ID	Kershaw County	Wildwood Lane Sidewalk FY 19 Status: Preliminary Engineering	Federal	180,000	0	0	0	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0	0	0	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ID	TBA		Federal	0	0	0	0	0	0	0	0	0	0	0	0	0
			State	0	0	0	0	0	0	0	0	0	0	0	0	
			Local	0	0	0	0	0	0	0	0	0	0	0	0	
			<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Sub-Total Kershaw County			Federal	360,000	0	0	0	0	0	0	0	0	0	0	0	
Sub-Total Kershaw County			State	0	0	0	0	0	0	0	0	0	0	0		
Sub-Total Kershaw County			Local	0	0	0	0	0	0	0	0	0	0	0		
<b>Sub-Total Kershaw County</b>			<b>Total</b>	<b>360,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

MPO TAP Program Apportionments

PIN #	Jurisdiction	Project name	Prior Funding	Funding (in Actual Dollar Amounts)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Match
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033			
COATS MPO		TAP Program Annual Apportionments FY 2023 TAP Apportionment (\$1,783,466) FY 2024 TAP Apportionment (\$1,804,023)	Federal	4,066,370	793,674	0	0	0	0	0	0	0	0	0	793,674	793,674
			State	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
			<b>Total</b>	<b>4,066,370</b>	<b>793,674</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>793,674</b>

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



MPO TRANSIT PROJECTS

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

Policy Committee Action:  
Amended Action:

Agency	Project name		Previous Obligations	Funding (In Actual Dollars)										TIP COST (2024 - 2028)	SCDOT STIP (2024 - 2033)	Funding		
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033					
CMCOG	Section 5307 Planned Future Obligations	Federal	5,399,496	5,496,654	7,143,850	0	0	0	0	0	0	0	0	0	12,640,504	12,640,504		
		State	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	
		<b>Total</b>	<b>5,399,496</b>	<b>5,496,654</b>	<b>7,143,850</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,640,504</b>	<b>12,640,504</b>	<b>Apportions</b>	
CMCOG	Section 5310 Planned Future Obligations	Federal	488,640	509,993	743,084	0	0	0	0	0	0	0	0	0	1,253,077	1,253,077		
		State	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		
		<b>Total</b>	<b>488,640</b>	<b>509,993</b>	<b>743,084</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,253,077</b>	<b>1,253,077</b>	<b>Apportions</b>	
CMCOG	Section 5339 Planned Future Obligations	Federal	626,271	586,728	568,918	0	0	0	0	0	0	0	0	0	1,155,646	1,155,646		
		State	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		
		<b>Total</b>	<b>626,271</b>	<b>586,728</b>	<b>568,918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,155,646</b>	<b>1,155,646</b>	<b>Apportions</b>	
CMCOG	CARES Act Obligation	Federal	14,145,748	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		
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>	<b>14,145,748</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Apportions</b>	
CMCOG	Section 5307 American Rescue Plan Planned Obligations	Federal	9,242,669	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		
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>	<b>9,242,669</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Apportions</b>		
CMCOG	Section 5310 American Rescue Plan Planned Obligations	Federal	84,787	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		
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>	<b>84,787</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Apportions</b>		
CMCOG	Section 5310 CRRSAA Planned Obligations	Federal	84,786	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		
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>	<b>84,786</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Apportions</b>		
TBA		Federal	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		
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Apportions</b>		
Total Federal & State Program Appointments		Federal	30,072,397	6,593,375	8,455,852	0	0	0	0	0	0	0	0	15,049,227	15,049,227			
Total Federal & State Program Appointments		State	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Federal & State Program Appointments		Local	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total Section 5309</b>		<b>Total</b>	<b>30,072,397</b>	<b>6,593,375</b>	<b>8,455,852</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,049,227</b>	<b>15,049,227</b>			



**APPENDIX A**

**TIP AMENDMENT PROCESS AND PROCEDURES**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

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



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

***Step 1***

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

***Step 2***

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

***Step 3***

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

***Step 4***

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

***Step 5***

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

***Step 6***

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

***Step 7***

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

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

**APPENDIX B**

**ACT 114 PRIORITIZATION REQUIREMENTS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

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**ACT 114 PRIORITIZATION REQUIREMENTS**

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

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

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

**SCDOT Act 114 Project Prioritization Process:**

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

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

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

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**2024 – 2033 TIP**

**GLOSSARY AND LIST OF ABBREVIATIONS**

**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

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



## **GLOSSARY AND LIST OF ABBREVIATIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Mobile Sources** - Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM-10). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

**NAAQS - National Ambient Air Quality Standards** - The standards set by EPA for various pollutants known to cause health related problems, including ozone and its precursors (nitrous oxides and hydrocarbons), carbon monoxide, lead, sulfur dioxide, and particulate matter (PM-10).

**New Freedom** – The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people



between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

**NHS - National Highway System** - ISTEA established a 155,000-mile NHS to provide an interconnected system of principal arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities, and other intermodal transportation facilities. The NHS must also meet national defense requirements and serve interstate and inter-regional travel. Designation of the actual routes in the system is a cooperative process whereby the states (SCDOT) propose the NHS to the U.S. Secretary of Transportation. Congressional approval by November is required. Eligible projects of NHS funding include new construction, reconstruction, and rehabilitation of highways, operational improvements, mass transit projects in an NHS corridor, safety improvement, transportation planning, traffic management and control, parking facilities, carpool projects, and bicycle and pedestrian projects. In areas that do not meet federal clean air standards, up to 100% of NHS funding is transferable to the STP upon request of the state.

**Network Level Analysis** - An analysis pertaining to policy, system planning, programmatic, or budgeting issues for the whole inventory of facilities (usually bridge and pavement) or a subset thereof.

**Non-attainment Area** - "Any geographic region of the United States that the EPA has designated as non-attainment for (a) transportation related pollutant(s) for which a national ambient air quality standard exists." Levels of non-attainment are: marginal, moderate, major, and severe.

**OA - Obligation Authority** - The authority granted by USDOT for the states to obligate appropriated federal funds. OA is generally less than appropriated amounts, with the difference used to finance the federal deficit.

**Paratransit** - Forms of transportation services that are more flexible and personalized than conventional fixed route, fixed schedule service, but not including such exclusive services as charter bus trips. The vehicles are usually low- or medium-capacity highway vehicles, and their service offered is adjustable in various degrees to individual user's desires. Its categories are public, which is available to any user who pays a predetermined fare (such as taxis), and semipublic, which is available only to people of a certain group, such as the elderly, employees of a company, or residents of a neighborhood.

**PMS - Pavement Management System** - A systematic process that collects and analyzes pavement information used as input in selecting cost-effective strategies for providing and maintaining pavements in a serviceable condition.

**PE - Preliminary Engineering** - The phase of project implementation that occurs after programming, but before right-of-way acquisition and construction. It includes environmental analysis and preliminary design.

**Principle Arterial** - The functional classification system at the federal level defines principal arterials for rural areas, urbanized area, and small urban areas. (Note: other definitions of principal arterials exist.) In urbanized areas, the principal arterial system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. Significant intra-area travel, such as between major inner city communities, or between major suburban centers, as well and continuity for all rural arterials which intercept the urban boundary are also included. 40-65% of the VMT (see definition below) is accounted for on this system. Because of the nature of travel served by the principal arterials system, almost all fully and partially controlled access facilities will be part of this functional system, however; this system is not restricted to controlled access routes.

**Privatization** - The contracting of public services or selling public assets to private industry.

**Programming** - The inclusion of a candidate project in an officially endorsed TIP or STIP. The decision to program a project is based on an evaluation of its merits compared to other candidate actions. Programming is a commitment to the future implementation of the project, contingent upon the completion of required environmental analysis and available funding.

**PIN - Project Identification Number** - Unique number assigned by SCDOT to identify projects in the capital program.

**Project Selection** - After the programming process is complete, projects are selected for the obligation of federal funds based on readiness, for inclusion in the annual element of the TIP/STIP.

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

**SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2003** - On August 10, 2005 the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This new law establishes extensive new resources and opportunities to advance highway safety throughout the country in a comprehensive, strategic manner. The Office of Safety is very encouraged by the opportunity this legislation offers for saving lives and reducing injuries on our Nation's highways.

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

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

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

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

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

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

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

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

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

natural environment as we provide transportation, and advancing America’s economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

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

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

**TIP - Transportation Improvement Program** - "A staged multi-year program of transportation projects for a metropolitan planning area, excluding planning and research activities." A spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types. By federal law, COATS prepares the TIP triennially with the cooperation of local governments, transit operators, and the South Carolina Department of Transportation. The TIP officially covers a five-year period.

**TMA - Transportation Management Area** - As defined by ISTEA; a TMA is designated by the Secretary of Transportation for all urbanized areas over 200,000 with boundaries contiguous to that of the MPO. TMA's must include a congestion management system (CMS) in their planning process and are responsible for project selection under the STP program.

**TSM - Transportation Systems Management** - an approach to congestion mitigation that seeks to identify improvements to new and existing facilities of an operational nature. These techniques are designed to improve traffic flow and safety through better management and operation of existing transportation facilities. Strategies include intersection improvements and signalization improvements, a freeway bottleneck removal program, and special events management strategies. These strategies are developed to reduce travel time and enhance system accessibility.

**UPWP - Unified Planning Work Program** - A federally required document annually produced by all MPOs that describes all metropolitan transportation and transportation related planning activities anticipated within the area during the new 1 or 2-year period regardless of funding source.

**USDOT - United States Department of Transportation** - The department of the federal government, which includes the Federal Highway Administration (FHWA) and the Federal Transit Administration. USDOT is headed by the Secretary of Transportation, cabinet-level.

**Urbanized Area** - An area with a population of 50,000 or more designated by the U.S. Census Bureau, within boundaries to be fixed by responsible state and local officials in cooperation with each other, subject to approval by the Secretary of Transportation.

**VMT - Vehicle Miles Traveled** - The sum of distances traveled by all motor vehicles in a specified region. Travel demand forecasting (modeling) is used to generate the average trip lengths for a region. The average trip length measure can be used in estimating vehicle miles of travel, which in turn is used in estimating gasoline usage or mobile source emissions of air pollutants.

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**2024 – 2033 TIP**

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**FOR TRANSPORTATION PLANNING**

**IN THE**

**COLUMBIA METROPOLITAN PLANNING AREA**

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

**September 24, 2021**

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





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