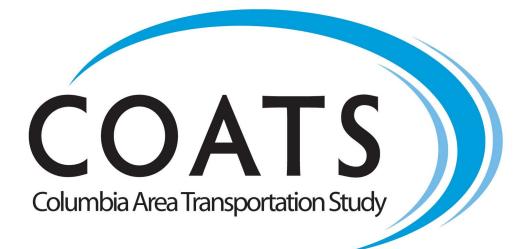


DRAFT - 2024 - 2033 Transportation Improvement Program

# COLUMBIA AREA TRANSPORTATION STUDY

2024 - 2033

TRANSPORTATION IMPROVEMENT PROGRAM



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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

**Revision** #

**Approval Date** 

Public Review & Comment

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

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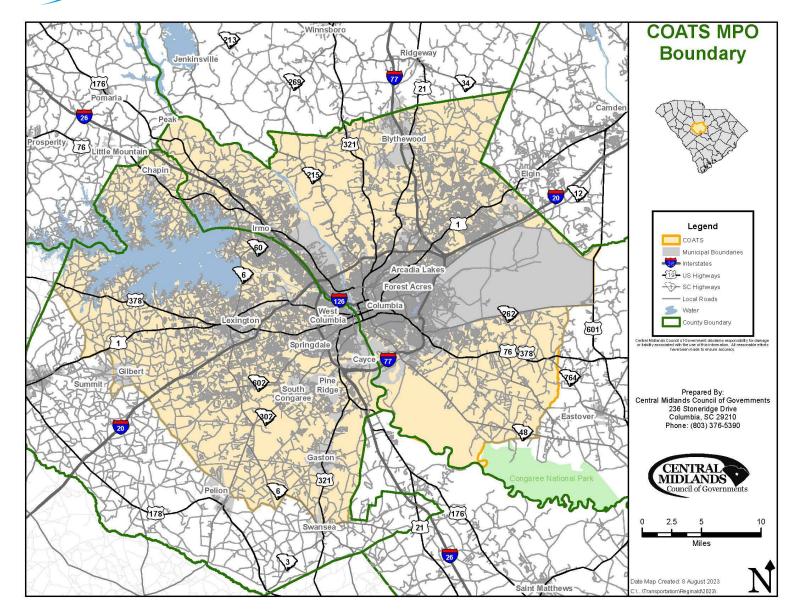
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COLATS Columbia Area Transportation Study



#### 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:

- 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.

# 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 a www.centralmidlands.org.

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

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



#### **Public Transportation**

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

# TIP AMENDMENT PROCESS AND PROCEDURES

#### Changes to the TIP

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

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

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

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



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

# TYPES OF TIP AMENDMENTS

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

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

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

# **Minor Amendment**

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

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

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



- Change or clarification of project description-as long as the change does not significantly alter the original project intent as identified through the environmental process or impact the air quality conformity determination. Changes in project limits must be within 10 percent of the total project length, not to exceed a total of 2 miles
- 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%)

<sup>&</sup>lt;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. Fiftyfive (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-

<sup>&</sup>lt;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 noninterstate 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.



DRAFT - 2024 – 2033 Transportation Improvement Program

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

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)

COATS	Project				Previous				Fun	ding (in Actual D	ollar Amounts)					Other Sources	TIP COST	SCDOT STIP	COST TO	
PIN # Priority	Туре	Jurisdiction	Project name		Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	of Funding	(2024 - 2028)	(2024 - 2033)	COMPLETE (2034+)	Fu
28102	Signals	Town of Lexington	Adaptive Signals Phase II	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			16 of the 35 Signals	PE	0	0	0	0	0	0	0	0	0	0	0	0	, 0	0		
				ROW	459,000	0	0	0	0	0	0	0	0	0	0	0	Ö	Ö		
				Constr	2,755,000	0	0	0	0	0	0	0	0	0	0	580,000	Ö	Ő		
				Total	3,214,000	0	0	0	0	0	0	0	0	0	0	580,000	0	0		0 NHS & S
	Signals		TBA	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				PE	0	0	0	0	0	0	0	0	0	0	0	0	, 0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Total	0	0	0	0	0	0	0	0	0	0	0	0	́ О	<b>۰</b> ٥		0 NHS &
	Signal		TBA	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Total	0	0	0	0	0	0	0	0	0	0	0	0	0	° 0		0
			Total Signal Systems	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total Signal Systems	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total Signal Systems	ROW	459,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total Signal Systems	Constr	2,755,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Guideshare - Signal Systems	Subtotal	3,214,000	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)

COATS	Project				Previous				Fu	nding (in Actual I	Oollar Amounts)					Other Sources	TIP COST	SCDOT STIP	COST TO	Amended Action.
PIN # Priority		Jurisdiction	Project name		Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	of Funding	(2024 - 2028)	(2024 - 2033)	COMPLETE (2034+)	Fun
0041502	Intersection R	ichland County	Leesburg Road	PE	700,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
			at Patricia Drive	ROW	1,306,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	5,818,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Total	7,824,000	0	0	0	0	0	0	0	0	0	0	0	0	0		ST ST
	Intersection K	ershaw County	White Pond Road	PE	500,000	0	0	0	0	0	0	0	0	0	0	0	0			
			at Whiting Way	ROW	0	200,000	0	0	0	0	0	0	0	0	0	0	200,000			
				Constr	0	0	1,500,000	0	0	0	0	0	0	0	0	0.	1,500,000	1,500,000		
				Total	500,000	200,000	1,500,000	0	0	0	0	0	0	0	0	0	1,700,000	1,700,000		ST ST
P037873	Intersection C	ity of Columbia	Assembly Street Phase II	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0		
			Elmwood to Rosewood Drive	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0		
				ROW	2 000 000	0	0	0	0	0	0	0	0	0	0	0	0	. 0		
			Disking d 0T0	Constr	3,000,000 9,000	0	0	0	0	0	<u> </u>	0	0	0	0	0				
			Richland CTC	Local Total	3.009.000	0	0	0	0	0	0	0	0	0	0	0	0	0		ST
0036244	Intersections		US 378 Intersections	PL	3,009,000	0	0	0	0	0	0	0	0	0	0	0	0	0		51
0030244	mersectoris			PE	0	0	0	0	0	0	0	0	0	0	0	792,000	0	. 0		
				ROW	639,000	0	0	0	0	0	0	0	0	0	0	3,366,000	0	, 0 0		
				Constr	71,000	0	0	0	0	0	0	0	0	0	0	5,396,000	0			
				Total	710,000	ő	ő	Ő	ő	ő	ő	Ő	ő	Ő	ő	9,554,000	, o'	Ő		ST ST
	Intersection R	ichland County	SC 60 @ Columbiana Drive	PL	0	75,000	0	0	0	0	0	0	0	0	0	0,004,000	75,000	75,000		01
		ioniana ocanty		PE	0	0	0	0	0	0	ő	0	0	0	õ	o <sup>r</sup>	0			
				ROW	0	0	0	0 0	0	0	Ő	0	0	0	õ	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Total	0	75,000	0	0	0	0	0	0	0	0	0	0	75,000	75,000		ST ST
	Intersection L	exington County	South Lake Dr (SC 6) @ Stump Road &	PL	0	75,000	0	0	0	0	0	0	0	0	0	0	75,000	75,000		
		. <u>.</u> ,	Old Barnwell Road	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Total	0	75,000	0	0	0	0	0	0	0	0	0	0	75,000	75,000		ST ST
	Intersecton L	exington County	Creekside Road (S-952) @ Edmunds Hwy	PL	0	75,000	0	0	0	0	0	0	0	0	0	0	75,000	75,000		
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Total	0	75,000	0	0	0	0	0	0	0	0	0	0	75,000	75,000		) ST
			TBA	PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Total	0	0	0	0	0	0	0	0	0	0	0	0		-		ST ST
	C	OATS MPO	Operational/Safety/	PE	0	0	0	0	0	0	0	0	0	0	0	0	-	0		
			Maintenance Improvements	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total listen a still as	Total	0	0	0	0	0	0	0	0	0	0	0	0				ST
			Total Intersections	PL	0	225,000	0	0	0	0	0	U	0	0	0	0	- /			
			Total Intersections	PE	1,200,000 1,945,000	0 200,000	0	0	U	0	0	U	0	U	U	792,000 3,366,000	0 200,000			
			Total Intersections	ROW Constr	1,945,000 8,889,000	200,000	1,500,000	0	0	0	0	0	0	0	0	5,396,000	1,500,000	1,500,000		
			Total Intersections Guideshare - Intersections	Subtotal	12,034,000	425,000	1,500,000	0	0	0	0	0	0	0	0	9,554,000	1,500,000	1,500,000 1,925,000		
			Guideshale - Intersections	Subtotal	12,034,000	425,000	1,500,000	U	U	U	U	U	U	U	U	9,004,000	1,925,000	1,925,000		

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

#### DRAFT - 2024 – 2033 Transportation Improvement Program



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

	COATS	Project				Previous				Eur	ading (in Actual F	Dollar Amounts)					Other Sources	TIP COST	SCDOT STIP	COST TO	Amended Action:
	Priority	Туре	Jurisdiction	Project name		Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	of Funding	(2024 - 2028)	(2024 - 2033)	COMPLETE (2034+)	-
'IN #	Priority		Jurisaliction		DI	Obligations	2024	2025	2026	2027		2029	2030	2031	2032	2033	or Funding	(2024 - 2028)	(2024 - 2033)	COMPLETE (2034+)	F
		Planning		ТВА	PL PE	0	0	0	0	0	0	0	0	0	0	0	0	0			
					ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	, 0		
					Constr	0	0	0	0	0	0	0	0	0	0	0	580,000	0	, U		
					Total		0	0	0	0	0	0	0	0	0	0	580,000	0	0		NHS &
		Planning	Town of Lexington	Lexington Corridors	PL	0	500,000	0	0	0	0		0	0	0	0		500,000	500,000		
		rianning	TOWIT OF LEXINGLOIN	Planning Feasibility Study	PE	0	000,000	0	0	0	0	0	0	0	0	0	0	500,000	500,000		
				Planning Phase Only	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0'			
				Fiamining Filase Only	Constr	0	0	0	0	0	0	0	0	0	0	0	0	0'			
					Total	Ő	500,000	0	0	0	0	0	0	0	0	0	0	500,000	500,000		NHS &
		Planning	City of Columbia	City of Columbia Traffic Signal Systems	PL	0	300,000	0	0	0	0	0	0	0	0	0	0	300,000			
		i iunnig	oncy of oblatitiona	Planning Feasibility Study	PE	0	0	0	0	0	0	0	0	0	ő	0	°,	0,000			
				Planning Phase Only	ROW	0	0	0	0	0	0	0	0	0	ő	0	°,	°,	, ,		
				Thanning Thase only	Constr	0	0	0	0	0	0	0	0	0	ő	0	o"	°,	, o		
					Total	ő	300,000	ő	ő	ő	ő	Ő	ő	ő	Ő	ő	°,	300,000	300,000		NHS &
		Planning	Lexington County	SC 6 Corridor	PL	250,000	0	0	0	0	0		0	0	0	0	0	0	000,000		
			Richland County	Planning Feasibility Study	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	, o		
			,	Planning Phase Only	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0			
				,	Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
					Total	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0		NHS &
8102		Planning	Lexington County	US 76/176 Corridor	PL	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Richland County	Planning Feasibility Study	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Newberry County	Planning Phase Only	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				о ,	Constr	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				CMCOG Rural Program	Rural	100,000	0	0	0	0	0	0	0	0	0	0	0'	0	0		
					Total	450,000	0	0	0	0	0	0	0	0	0	0	0	0'	0		D NHS &
				Total Planning Projects	PL	600,000	800,000	0	0	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	0	0		
				Total Planning Projects	ROW	0	0	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	0	0		
				Guidershare - Planning Projects	Subtotal	600,000	800,000	0	0	0	0	0	0	0	0	0	0	800,000	800,000		

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

Contr-Construction

#### DRAFT - 2024 – 2033 Transportation Improvement Program

Policy Committee Action:



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

PIN #	COATS Priority	Project	Jurisdiction	Project name		Previous Obligations	2024	Funding (i 2025	<u>n 1,000s)</u> 2026	2027	2028	2029	2030	2031	2032	2033	Other Sources of Funding	TIP COST (2020 - 2024)	
9333	rhonty	Type Widening	Richland County	*Hardscrabble Road	PE	4,000,000	0	2025		0	0	2029	2030	2031	0	2033	Of Funding		0
					ROW	16,126,000	0	0	0	0	0	0	0	0	0	0	0		0
				Widen to 5 Lanes	Constr	43,348,000	0	0	0	0	0	0	0	0	0	0	0		0
					RC Penny	29,387,000	0	0	-			0	0	0	0	0	0		0
					Total	92,861,000	0	0	-	0	0'	0'	0'	0	0'	0	0		2
039032		Widening	Richland County	**Corridor Improvement -Leesburg Road	PE	4,365,000	0	0	-	0	0	0	0	0	0	0	0		0
				This improvement project is to widen	ROW Constr	5,717,000	0	0	0	0	0	0	0	0	0	0	0		0
				Leesburg Road from Fairmont Road to Low	Constr	42,471,000	0	0	0	0	0	0	0	0	0	0	0		5 5
				Richland Blvd from 2 to 5 lanes	Constr	1,129,000	0	0	0	0	0	ő	0	0	0	ő	0		n <b>"</b>
					Constr	2,300,000	0	0	0	0	0	0	0	0	0	0	0	·	0 <b>-</b>
					RC Penny	4,000,000	0	0	-		0	0	0	0	0	0	0		0
			· · · · · · · · · · · · · · · · · · ·		Total	59,982,000	0'	0		0'	0'	0'	0'	0'		0	0		2
0042383		Widening	Lexington County	Columbia Avenue (S-48)	PE	2,800,000	0	0	0	0	0	0	0	0	0	0	0		0 0
					ROW ROW	5,000,000 5,000,000	0 5,000,000	0		0	0	0	0	0	0	0	0	5,000,00	
					Constr	24,525,000	0	0		ő	0 0	ő	ő	ő	0	ő	o"		0 <b>~</b>
				Widen to 5 Lanes	Constr	0	0	0	0	0	0	0	0	0	0	0	0		0
					Constr	8,175,000	8,175,000	8,175,000		0	0	0	0	0	0	0	0	24,525,00	
					Total	45,500,000	13,175,000	8,175,000		0	0	0	0	0	0	0	0	29,525,000	
041846		Safety	City of Columbia	Bluff Road Sidewalk	PE	0	0	0		0	0	0	0	0		0	0		0' 0
					ROW Constr	1,000	0	0	0	0	0	0	0	0	0	0	0		0 0
					RC CTC	800	0	0		0	0	0	0		0	0	0		0
					RC Penny	3,710		0			0		0		0	<u>0</u>	<u>0</u>		0
					Total	5,510	0	0	0	0	0	0	0	0	0	0	0	(	D
P027229		Interchange	Lexington County	I-26 Exit 119	PE	4,700,000	0	0	0	0	0	0	0	0	0	0	0	(	C
					ROW	626,000	0	0	0	0	0	0	0	0	0	0	1,700,000		C
					Constr	236,000	0	0	-	0	0	0	0	0	0	0	0		0
				CMCOG Rural Program	Constr	10,000,000 2,300,000	12,902,000	12,902,000		0	0	0	0	0	0	0	0	38,706,00	0
				CMCOG Rufai Plogram	Local Total	17,862,000	12,902,000		12,902,000	0	0	0	0	0	0	0	1,700,000	38,706,000	
029873		Safety	City of Columbia	South Main Street	PE	165,000	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	(	D
					Constr	5,835,000	0	0				0	0	0	0	0	0		D
					Local	443,000	0	0				0	0	0	0	0	0		0
					SCDOT TAP	2,561,000	0	0		0	0	0	0	0	0	0	0		0
					Earmark Administration	3,785,000 767,000	0	0	-		-	0	0	0	0	0	0		5 0
					RC Penny	362,000	0	0				0	0	0	0	0	0		5 D
					Total	13,918,000	0	0	0	0	0	0	0	0	0	0	0		
				Lower Saluda Greenway Phase 3	PE	0	1,000,000	0	0	0	0	0	0	0	0	0	0	1,000,00	ر ر
					ROW	0	500,000	0	-	0	0	0	0	0	0	0	0	500,00	
					Constr	0	0	8,657,000			0	0	0	0	0	0	0	8,657,00	
					Local Total	0	0 1,500,000	0 8,657,000		0	0	0	0	0	0 0	0 0	0 0	10,157,000	0
				ТВА	PE	0	1,500,000	0	0		0	0	0	0	0	0	0		0
				12/1	ROW	0	0	0	õ	õ	0	ő	0	õ	0	ő	0		0
					Constr	0	0	0	0	0	0	0	0	0	0	0	0		D
					Local	0	0	0	0		0	0	0	0	0	0	0		0
					Total	0	0	0		0	0	0	0	0	0	0	0	(	-
				TBA	PE	0	0	0	-	0	0	0	0	0	0	0	0		0
					ROW Constr	0	0	0	-	0	0	0	0	0	0	0	0		0 0
					Local	0		0		******	*****	0	0		0	0	0	*****	0
					Total	Ő	Ő	Ő	-	Ő	Ő	Ő	Ő	Ő	Ő	Ő	ő		<u>כ</u>
				CLOSED PROJECTS	PE	14,448,000	0	0	0	0	0	0	0	0	0	0	5,094,000		D
					ROW	35,862,000	0	0	0	0	0	0	0	0	0	0	6,159,000	(	D
					Constr	197,850,000	0	0	-	0	0	0	0	0	0	0	67,805,000		0
					Total	248,160,000	0	0		0	0	0	0	0	0	0	79,058,000		
				Total Roadways Total Roadways	PL PE	600,000 31,678,000	1,025,000 1,000,000	0		0	0	0	0	0	0	0	0 5,886,000	1,025,000 1,000,000	
				Total Roadways	ROW	70,735,000	5,700,000	0	0	0	0	0	0	0	0	0	11.225.000	5,700,00	
				Total Roadways	Constr	301,614,000		31.234.000	21,077,000	õ	0	0 0	0	0	-	õ	73,201,000	73,388,00	
				Guideshare - Roadways	Subtotal	404,627,000				0	0	0	0	0		0	90,312,000	80,088,000	
			COATS MPO	Debt Service	PE	0	0	0	0	0	0	0	0	0	0	0	0	(	0
					ROW	0	0	0	-		0	0	0	0	0	0	0		D
					Constr	9,371,000	0	0			0	0	0	0	0	0	0		0
				0000044.0.1.0.1.0.1	Total	9,371,000	0	0		0		0	0	0	0	0	0		)
			COATS MPO	CRRSAA Debt Service Payment	PE ROW	0	0	0	-	0		0	0	0	0	0	0		0 D
					Constr	4,889,000	0	0				0	0	0	0	0	0		0
					Total	4,889,000	Ő	Ő				Ő		ő		ő	ő		ָ כ
						,,			-	-		-		-					_
				Guideshare (Total - \$304,213,000).		0	27,688,000	30,725,000	30,725,000	30,725,000	30,725,000	30,725,000	30,725,000	30,725,000	30,725,000	30,725,000	0	150,588,00	<u>,</u>
						1	04 704 000	23,590,000	23,081,000	32,729,000	00 15 1 000	04470.000							-
				Carryover Available		0	24,704,000					94,179,000	124,904,000	155,629,000		217,079,000	0		
				Additional or Transferred Funds		0	0	0	0	0	0	0	0	0	0	0	0	(	C
						0	0 28,802,000	0 31,234,000	0	0 0	0 0	0 0	0	0 0	0 0	0 0			0 0

\* Please note \$29 million will be added to the construction phase of this project from the Richland County Sales Tax. This funding is also shown in the non-federal appropriations section of this document.

\*\* Please note \$4 million will be added to the construction phase of this project from the Richland County Sales Tax. This funding is also shown in the non-federal appropriations section of this document.

\*\*\*Please be advised that the base year obligations carryover balance may be adjusted to allow this guideshare sheet to equal the same carryover balances as shown on SCDOT's Quarterly Financial Statement.

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

#### **DRAFT - 2024 – 2033 Transportation Improvement Program**

Policy Committee Action: Amended Action: COST TO COMPLETE (2034+) SCDOT STIP (2021 - 2027) Fundin 0 Richland County Penny Sales Tax 0 STBGP 0 0 0 AC STBGP TAP CRRSAA Richland County Penny Sales Tax 0 0 0 000,000 Right of Way/System Upgrade/COATS/AC Right of Way/System Upgrade/COATS/STBGP 5,000,000 Construction/System Upgrade/COATS/ATS/AC Construction/System Upgrade/COATS/STBGP Construction/System Upgrade/COATS/STBGP 0 0 525,000 24,525,000 25,000 29,525,000 STBGP/ACC 0 0 Richland County CTC Richland County Penny Sales Tax STBGP 0 Construction/System Upgrade-Urban/AC 38,706,00 STBGP 706,000 CMCOG Rural Program STBGP 06,000 38,706.0 STBGP Uniiversity of South Carolina SCDOT TAP Program Federal Earmark Department of Administration Richland County Penny 0 000,000 500,000 657,000 1,000,000 500,000 8,657,00 57,000 10,157,000 STBGP 0 STBGP 0 STBGP 0 025,000 000,000 700,000 388,000 888,000 STBGP 1,025,000 1,000,000 5,700,000 73,388,000 **80,088,000** 0 0 588,000 304,213,00 558,000 945,703,000

81.113.000

335,477,000



Dislast name		Previous						Dollar Amounts)					TIP COST	SCDOT STIP	Remaining	
Project name I-20/I-26/I-77-Corridor Management Plan	PE	Obligations 3,000,000	<b>2024</b>	2028	5 2026 D 0	<b>3 2027</b>	202	<b>B 2029</b> 0 0	<b>2030</b>	<b>2031</b> 0	<b>2032</b> 0	2033 0	(2024 - 2028)	(2024 - 2033)	Cost (2034+)	0 Pla
I-26 Exit 91 to US 21/US 176 Exit 119 I-126 (I-26 to Huger Street)	ROW Constr	0	0	0					0	0	0	0	0	0	2	0
I-20 (SC204 (Exit 51) to White Pond Road (Exit 87))	Constr	o	o o	c		0		0 0	0	o	ō	0	0	c c	5	0
I-77 (I-26 (Exit 1) to SC (Exit 34))	Constr Total	0 3,000,000	0 0	(		0 0		0 0 0 0	· o'	0	0	0	0 0	· •	) )	0
I-26 / US 1 Augusta Rd Interchange (Exit 111)	PE	0	0	C	0 0	) 0	)	0 0	0	0	0	0	0	C	)	0
Lexington County	ROW Constr	0	0	(		) O	)	0 0 0 0	0	0	0	0	0	- c	2	0
I-20/I-26/I-126 Corridor Improvements	Total	0	<b>0</b>	C	0	0	1	<b>0 0</b>	0	0	0	0	0	c		0
(Carolina Crossroads)	PE ROW *ROW	7,000,000	0				)	0 0 0 0	0	0	0	0	0		5	0
	*ROW ROW	240,700,000 240,700,000	0			<u>) 0</u>	)	0 0	<u>0</u>	0	0	0	0	0	<u>)</u>	0
	*Constr	1,722,430,734	0		0 0	0	)	0 0	0	0	0	o t	0	Č	<u>,</u>	0
	Constr Constr	3,100,000 444,047,546	0 266,800,512	199,694,492	2 262,624,927	0 00,000,000	) )	0 <u>0</u> 0	<u>0</u> 0	0	0	0	0 819,119,931	819,119,931	213,028,74	0
	Constr	41,700,000	0	(	o 0	) 0	)	0 0	0	0	0	0	0	C	0	0
I-20 (Design Build)	Total PE	2,699,678,280	266,800,512	199,694,492	2 262,624,927	90,000,000		<b>0 0</b>	<u> </u>	0	0	0	819,119,931	819,119,931	1 213,028,74	<b>0</b>
Widen from US 378 to Long Pond Road	ROW	0	0	C	o 0	0		0 0	0	0	0	0	0	c c	5	0
SIB Saftey	Constr Constr	97,800,000	0			) O	)	0 <u>0</u> 0	0	0	0	0	0		) )	0 0Sat
Interstate	Constr	0	0	(	o d	0	)	0 0	0	0	0	0	0	C	0	Interst
I-77	Total PE	97,800,000 3,096,000	<b>0</b>			<b>) (</b> )		<b>0 0</b> 0 0	<b>0</b>	0	<b>0</b>	0	<b>0</b>	<b>C</b>	<b>)</b>	0 0
Widening from I-20 to SC 277	ROW	0	o o	Ċ		0 0	)	0 0	0	0	o	0	0	c	5	0
(Design Build)	Constr	35,604,000 33,196,000	0			0 0	)	0 0 0 0	0	0	0	0	0	0	) )	0 0 Inters
	Total	71,896,000	0	(	o 0	) 0		0 0	0	0	0	0	0	Ċ	<b>)</b>	0
I-20 Near MM 82 to Near MM 85	PE ROW	0	0	( (	0 C	) O	, ,	0 0	0	0	0	0	0	-		0
	Constr	3,000,000	0	č		0		0 0	0	o	0	0	0	c	0	0
I-26	Total PE	<b>3,000,000</b> 0	0			0	)	0 0	0	0	0	0	0	0	<b>)</b>	0
Near MM 96 to Near MM 101	ROW	0	o o	0	5 G	) O	•	0 0	0	ő	õ	ŏ.	0	c c	5	0
S-80 Bridge Jackings/Replacement S-58 Bridge Jackings/Replacement	Constr Constr	4,040,000 3,410,000	0	0					0	0	0	0	0		с с	0
	Total	7,450,000	ŏ	Č	<b>)</b> 0	) Ö	1	o o	ő	ŏ	ŏ	o ľ	0'	Č	, )	0
I-26 Near MM 110 to Near MM 115	PE ROW	0	0 0	0				0 0	0	0	0	0	00			o o
S-365 Bridge Jackings/Replacement	ROW	1,336,000	ŏ	0	5 G	, o		o o	ő	o	o	o_	0		5	0
S-365 Bridge Jackings/Replacement S-30 Bridge Jackings/Replacement	Constr Constr	6,000,000 10,500,000	0	0		0		0 0	0	0	0	0	0	C	2	0
S-SO Bridge Jackings/ Replacement	Total	17,836,000	0			) O	, 	o o	•	0	0	0	o'	· · · · · ·	<b>5</b>	<b>o</b>
Interstate Safety Project I-77	PE ROW	75,000	0	0		0		0 0	0	0	0	0	0	C	2	0
Overhead Sign Structure Richland County	Constr	480,000	0	(		) 0	)	0 0	0	0	0	0	0 0	• c	5	0
	Total	555,000	0	<u> </u>	<u> </u>	0	0	<u> </u>	0	0	0	0	0	<u> </u>	2	0
Corridor Improvement S-604 (Jeter Rd/Rawl Rd) MP 0.00 to MP 4.24	PE ROW	0	0			) 0	)	0 0 0 0	0	0	0	0	0		2	0
Lexington County	Constr	925,000	0	(	0 0	) 0	)	0 0	0	0	0	0	0	c	0	0
I-77	Total PE	925,000 0	0	(			)	0 0	0	0	0	0	0		<b>)</b>	0
Near MM 22 to Near MM 27	ROW Constr	0	0	9,100,000	0	0	)	0 0	0	0	0	0	0 9.100.000	9,100,000	2	0
	Total	0	0 0	9,100,000	) O	) O		o o	•	0	0	<b>o</b>	9,100,000 9,100,000	9,100,000	) )	0 Construction/Pavements/In: 0 PAVEMENT/INTER
Corridor Improvement (Wessinger Rd/St. Thomas Church Rd) MP 0.00 to MP 3.94	PE ROW	0	0	(	0 0	0	)	0 0	0	0	0	0	0	C	2	0
(wessinger Rd/St. Thomas Church Rd) MP 0.00 to MP 3.94 Lexington County	Constr	0	0	(		) 0	)	0 0	0	0	0	0	0	( (	5	0
I-26 Corridor Improvement	Total	0	0	c c	<u> </u>	<u> </u>	1	<u> </u>	0	0	0	0	0	ç	2	0
Exit 125 (Old Sandy Run Rd) to Exit 169 (I-95)	PE ROW	0	0	(		) 0	)	0 0	0	0	0	0	0	( (	5	0
Lexington County/Calhoun County	Constr	0	0	0	o 0	0		0 0	0	0	0	0	0	C	2	0
Planning Phase	PL Total	1,000,000 1,000,000	0 0		) (J	) O		o o	0	0	0	0	0	( (	) )	0
I-77 Exit 26 New Interchange and Connecting Roads	PE	5,000,000	0	Ċ	0 0	0	)	0 0	0	0	0	0	0	Ċ	5	0 Preliminary Engineering/Local/State Co
	ROW Constr	2,500,000	0	0		) O		0 0 0 0	0	0	0	0	0	c c		0 Right of Way/Local/State Co
	Total	7,500,000	0	Ċ	0 0	) 0	1	0 0	0	0	0	ō	0	Ċ	- -	0 Local/StateCon
US 176 Corridor Improvement S-42 (St.Andrews Rd) to S-834 (Atlantic Dr)	PE ROW	300,000	0	0		) 0		0 0	0	0	0	0	0	0		0
Richland County	Constr	1,500,000	o o	, (	5 G	, o	)	o o	ő	ő	ő	ő	0 0	c	5	0
I-26 Corridor Improvement Phase I	Total PE	<b>1,800,000</b> 9,000,000	0	ģ		0		<b>o</b> o	0	0	0	0	0	ģ	<b>)</b>	0 System Upgrade Interstate/Widening/New Cons
Exit 125 Old Sandy Run Road to Exit 136	PE	16,875,000	0	0		, 0 ) 0		o o	0	0	0	0	0	( (	- -	0 System Upgrade Interstate/Widening/New Construct
	PE ROW	16,875,000 5,000,000	0	0		0		0 0	0	0	0	0	0	0		0 System Upgrade Interstate/Widening/New Constru-
	ROW	5,000,000	0	0		, 0 ) 0		o 0	0	0	0	0	0	( (	- 0	0 System Upgrade Interstate/Widening/New Cons 0
	Constr Constr	0	74,800,000	0	o c 30,000,000	0 0 0 44,800,000		0 0	0	0	0	0	74,800,000 74,800,000	74,800,000 74,800,000		0 Constr/System Upgrade Interstate/Widening/New Construct 0 Constr/System Upgrade Interstate/Widening/New Construct
	Constr	0	300,000,000	0	o a	0 0	)	o0	0	0	0	0	300,000,000	300,000,000	C	0 Constr/System Upgrade Interstate/Widening/New Construct 0 Construction/System Upgrade Intersta
C EQ Clamaan Baad	Total	47,750,000	374,800,000	C	30,000,000	44,800,000	<u> </u>	0 0	0	0	0	0	449,600,000	449,600,000		0
S-52 Clemson Road	PE ROW	0 0	0		, o	, o <u>) o</u>	, )	0 0 0 0	0	0	0	0	0		- -	0
	Constr	800,000	0	(	)	0		0 0	0	<u>0</u>	0	0	0		2	0
	TAP RC Sales Tax	5,225,000 16,475,000	5,000,000			) 0 ) 0	, )	0 <u>0</u> 000	0 0	<u>0</u> 0	<u>0</u>	0	5,000,000			0 Richland County Per
	Total	22,500,000	5,000,000		<b>)</b> 0	0 0	0	0 0	Ō	0	0	0	5,000,000	5,000,000		0
Corridor Improvement - Leesburg Road (SC 262) from S-88 to S-37	PE ROW	0	0	(		) U	)	0 0 0 0	0	0	0	0	0	( (	2	0
Richland County	Constr	0	0	c	o 0	0	)	0 0	0	0	0	0	0	c	0	0
ТВА	Total PE	<b>0</b>	0			<b>) (</b> )	)	<b>0 0</b> 0 0	<b>0</b>	0	0	<b>0</b>	<b>0</b>	C	<b>)</b>	0
	ROW	0	o o	Ċ	o a	0		0 0	0	ō	ō	õ	0	c	0	0
	Constr Total	0	0	() ()		) O		0 0 0 0	0	0	0	0	0	() ()	) )	0
SHEP Program	PE	0	0	0		0	)	0 0	0	0	0	0	0	0	2 0	0
	ROW Constr	0	0	1.750.000	0 0 1,750,000	0 0 1,750,000	1,750,00	0 0 0 1.750.000	0 1,750,000	0 1,750,000	0 1.750.000	0 1,750,000	0 8,750,000	17,500,000	2	0
	Total	<u> </u>	<b>1,750,000</b>	1,750,000							1,750,000	1,750,000	8,750,000 8,750,000			ŏ
Pavement Marking & Signing ITS (Interstate)																IM
ITS (Interstate) Resurfacing Projects																
State Enhancement Projects																
Adopt an Interchange Program State Traffic Management Center																
State Traffic Management Center																
	55	0														
State France Management Center Subtotal Exempt Subtotal Exempt	PE ROW	37,346,000 43,250,000	0	0		) O	)	0 0 0 0	0	0	0	0	0	c c	5 5	0

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



		Previous					al Dollar Amounts)					TIP COST	SCDOT STIP	Remaining	
Project name TBA	PE	Obligations 0	<b>2024</b> 0	<b>2025</b> 0	<b>2026</b> 0	<b>2027 20</b> 0	28 2029 0 0	<b>2030</b> 0	<b>2031</b> 0	2032 0	2033 0	(2024 - 2028) 0	(2024 - 2033) 0	Cost (2034+)	F
	ROW Constr	0	0	0	0	0	0 0	0	0	0	0	0	0		0
	Total	0	0 <b>*</b>	0	<b>0</b> ″	0 T	0 0 °	0 F	o r	ŏ <b>r</b>	0	<b>0</b>	0		0
Assembly Street Rail Separation Project Downtown Columbia	PE ROW	5,000,000	18,000,000 17,000,000	0	0	0	0 0	0	0	0	0	18,000,000 17,000,000	18,000,000 17,000,000		0 Repurposed Assembly St. Railroad Consolidation ISTEA 1991 0 2003, 2004, & 2006 Appropriations Act:
City of Columbia	Constr	0	0	0	0	0	0 0	0	0	0	0	0	0		0 Department of Commerce, City of Columbia
546 I-77 Safety Improvement	Total PE	5,000,000 1,500,000	<b>35,000,000</b> 0	0	0	<b>0</b> 0	0 0	<b>0</b>	0	0	0	35,000,000	<b>35,000,000</b> 0		<b>0</b> 0
MM 0 - MM 30	ROW	0	0	0	0	0	0 0	0	0	0	0	0	0		0
Fairfield, Lexington, and Richland Counties	Constr Total	1,500,000	5,000,000 <b>5,000,000</b>	0	0	0	0 0	0 0	0	0	0	5,000,000	5,000,000 <b>5,000,000</b>		0 Safety/Safety Improvem
850 I-20 Safety Improvement	PE	0	0	0	0	0	0 0	0	0	0	0	0	0		0
MM 30 - MM 60 Aiken and Lexington Counties	ROW Constr	0	0	5,000,000	0	0	0 0	0	0	0	0	5,000,000	0 5,000,000		0
400 0 00 000 0 4077	Total	0	0	5,000,000	0	0	0 0	0	0	0	0	5,000,000 150,000	5,000,000 150,000		0 Safety/Safety Improvem
L420 S-33 with S-1677 Operational Improvements	PE ROW	0	150,000 1,000	0	0	0	0 0	0	0	0	0	1,000	1,000		0
Richland County	Constr	0	0	600,000	0	0	0 0	0	0	0	0	600,000	600,000		0 Defety (Defety Immersion
L051 SC 6 & Meadowfield Rd (S-65)/Jim Spence Rd (L-65)	Total PE	200,000	<b>151,000</b> 0	600,000 0	0	0	0 0	<b>0</b>	0	<b>0</b>	0	751,000	751,000 0		0 Safety/Safety Improven
Intersection Improvement	ROW	0	75,000	0	0	0	0 0	0	0	0	0	75,000	75,000		0
Lexington County	Constr Total	200,000	0 75,000	2,250,000 2,250,000	0	0	0 0	0	0	0	0 0	2,250,000 2,325,000	2,250,000 2,325,000		0 Safety/Safety Improvem
Boiling Srings Rd (S-279) & Bethany Ch Rd/Redmond Rd (S-627)	PE	200,000	0	0	0	0	0 0	0	0	0	0	0	0		0
Intersection Improvement Lexington County	ROW Constr	0	100,000 0	0 2,250,000	0	0	0 0 0 0	0	0	0	0	100,000 2,250,000	100,000 2,250,000		0
	Total	200,000	100,000	2,250,000	0	0	0 0	0	0	0	0	2,350,000	2,350,000		0 Safety/Safety Improven
379 US 21 (Charleston Hwy & S-1258 (Old Wire Road) Intersection Improvement	PE ROW	200,000 100,000	0	0	0	0	0 0 0 0	0	0	0	0	0	0		0
Lexington County	Constr	2,150,000	0	0	0	0	0 0	0	0	0	0	0	0		0
895 S-10 Harden St	Total PE	<b>2,450,000</b> 100,000	<b>0</b>	0	0	<b>0</b> 0	0 0 0 0	<b>0</b>	0	0	0	0	0 0		<b>0</b> 0
Bike/Ped Safety Project/RSA	ROW	1,000	0	0	0	0	0 0	0	0	0	0	0	0		0
City of Columbia	Constr Constr	4,150,000 850,000	0	0	0	0	0 0	0	0	0	0	0	0		0 Construction/Safety/Safety Improver 0 Construction/Other Allocated Funds/State Ear
	Total	5,101,000	0	0	0	0	0 0	0	0	0	0	0	0		0
30277 US 21 Blossom Street Bike/Ped Safety Project/RSA	PE ROW	250,000 1,000	0	0	0	0	0 0	0	0	0	0	0' 0	0		0
City of Columbia	Constr	5,000,000	0	0	0	0	0 0	0	0	0	0	0	0		0 Construction/Safety/Safety Improver
0375 SC 16 (Marshall/Academy St) & S-228 (Colonial Drive)	Total PE	5,251,000 50,000	0	<b>0</b>	<u> </u>	0	<b>0 0</b>	<b>0</b>	0	0	0	0	<b>0</b>		<b>0</b>
Intersection Improvement	ROW	0	0	0	0	0	0 0	0	0	õ	0	0	0		0
City of Columbia	Constr Total	200,000 250,000	0	0	0	0	0 0	0	0	0	0	0	0		0
S-63 Alpine Road & S-1026 Old Percival Road	PE	0	0	0	0	0	0 0	0	0	0	0	0	0		0
Intersection Improvement Richland County	ROW Constr	0 1,000,000	0	0	0	0	0 0	0	0	0	0	0	0		0
	Total	1,000,000	ő	ő	ő	0	o o	ő	ő	ő	ő	ő	ő		0
9011 S-492 Zimalcrest Drive & S-2892 Browning Road Intersection Improvement	PE ROW	0	0	0	0	0	0 0	0	0	0	0	0	0		0
Richland County	Constr	0	0	0	0	0	0 0	0	0	0	0	0	0		0
7189 US 1 (S-1720 Atrium Way to S-2271 Risdon Way)	Total	0 300,000	0	0	0	0	<u>o o</u>	<b>0</b>	0	0	0	0	0		0
Intersection Improvement	PE ROW	0	0	0	0	0	0 0	0	0	0	0	0	0		0
Richland County	Constr Total	1,000,000 <b>1,300,000</b>	0	0	0	0	0 0	0	0	0	0	0	0		0
7186 US 1 (S-1508 Ermine Rd to S-741 Alexandrea St.)	PE	300,000	0	0	0	0	0 0	0	0	0	0	0	0		0
Intersection Improvement Richland County	ROW Constr	396,000	0 3,500,000	0	0	0	0 0	0	0	0	0	0 3,500,000	0 3,500,000		0 Construction/Safety/Safety Improven
Remark County	Local ROW	220,000	0	0	0	0	0 0	0	0	0	0	0	0		0
	Local Constr Total	0 <b>916,000</b>	442,000 <b>3.942,000</b>	0	0	0	0 0	0	0	0 0	0	442,000 <b>3.500,000</b>	442,000 <b>3,500,000</b>		0 Construction/Local/L
0243 SC-12 Percival Road & S-1196 E. Boundary St.	PE	150,000	0	0	0	0	0 0	0	0	0	0	0	0		0
Intersection Improvement Richland County	ROW Constr	0 950,000	0	0	0	0	0 0	0	0	0	0	0	0		0
	Total	1,100,000	0	0	<u>o</u>	0	<u> </u>	0	<u> </u>	<u> </u>	0	0	<u> </u>		
0242 S-73 Fish Hatchery Rd & S-719 (Busbee Rd) Intersection Improvement	PE ROW	250,000 50,000	0	0	0	0	0 0	0	0	0	0	0	0		0
Lexington County	Constr	1,025,000	0	0	ő	0	0 0	0	0	0	0	ő	0		0
244 SC-555 Farrow Road & S-1274 N. Brickyard Road	Total	1,325,000 200,000	0	0	0	0	<u> </u>	<b>0</b>	0	0	0	0	<b>0</b>		0
Intersection Improvement	PE ROW	75,000	0	0	0	0	0 0	0	0	0	0	0	0		0
Richland County	Constr Local Constr	1,600,000 883,950	0	0	0	0	0 0	0	0	0	0	0	0		0
	Total	2,758,950	0	0	0	0	o o	0	0	0	0	0	0		0
S-408 (Old Cherokee Rd) to S-204 (St Peters Rd)	PE	0	0	0	0	0	0 0	0	0	0	0	0	0		0
Intersection Improvement Lexington County	ROW Constr	0 900,000	0	0	0	0	0 0	0	0	0	0	0	0		0
	C-Funds R/W	125,010	0	0	0	0	0 0	0	0	0	0	0	0		0
	C-Funds Con Local Constr	0 1,259,388	0	0	0	0	0 0 0 0	0	0	0	0	0	0		0 0
	Total	2,284,398	0	0	0	0	0 0	0	0	0	0	0	0		0
561 S-485 (Old Cherokee Rd) to S-408 (Pilgrim Church Rd) Intersection Improvement	PE ROW	200,000	0	0	0	0	0 0 0 0	0	0	0	0	0	0		0
Lexington County	Constr	1,915,200	0	0	ő	0	0 0	0	ŏ	ŏ	0	0	0		0
	C-Funds R/W C-Funds Con	1,210,200 704,975	0	0	0	0	0 0 0 0	0	0	0	0	0	0		0 0
	C-Funds Con Local Constr	0	0	0	0	0	0 0	0	0	0	0	0	0	~~~~~~	0
Cubicted Furgment	Total	4,030,375	0	0	0	0	0 0	0	0	0	0	0	0	"055"	0
Subtotal Exempt Subtotal Exempt	PE ROW	8,900,000 623,000	18,150,000 17,176,000	0	0	0	0 0 0 0	0	0	0	0	18,150,000 17,176,000	18,150,000 17,176,000	#REF! #REF!	
Subtotal Exempt	Constr	19,890,200	8,500,000	10,100,000	0	0	0 0	0	0	0	0	18,600,000	18,600,000	#REF!	
Exempt Projects	Total	29,413,200	43,826,000	10,100,000	0	0	0 0	0	0	0	0	53,926,000	53,926,000	#REFI	

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



		Previous				Funding	(in Actual Dollar	Amounts)					TIP COST	SCDOT STIP	Remaining	
N # Project name		Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Cost (2034+)	Funding
41497 I-26 Saluda River Crossing	PE	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	Constr	0	0	2,403,239	0	0	0	0	0	0	0	0	2,403,239	2,403,239		0
	Total	0	0	2,403,239	0	0	0	0	0	0	0	0	2,403,239	2,403,239	(	O EARMAR
27544 Harden Street Phase II - Omnibus Bill	PE	0	0	0	0	0	0	0	0	0	0	0	0	0		0
100% Federal - No Match Required	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	Constr	2,199,150	0	0	0	0	0	0	0	0	0	0	0	0		0 Construction/Other Allocated Funds/Appropriation/Earmark Fundir
	Total	2,199,150	0	0	0	0	0	0	0	0	0	0	0	0		O EARMAR
Harden Street Reconfiguration (City of Columbia)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0		0
FY 2010 Appropriation Earmark	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		0
100% Federal - No Match Required	Constr	500,000	0	0	0	0	0	0	0	0	0	0	0	0		0
	Total	500,000	0	0	0	0	0	0	0	0	0	0	0	0		0 FY 2010 DEFENSE APPROPRIATION BI
Seamless City Revitalzation Project	PE	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(North Main Street TIGER Grant)	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	Constr	10,000,000	0	0	0	0	0	0	0	0	0	0	0	0		0
City of Columbia Matching Funds	Match	2,500,000	0	0	0	0	0	0	0	0	0	0	0	0		0 City of Columb
	Total	12,500,000	0	0	0	0	0	0	0	0	0	0	0'	0		0 TIGE
Subtotal Federal Project Appropriations	PE	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Subtotal Federal Project Appropriations	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Subtotal Federal Project Appropriations	Constr	12,699,150	0	2,403,239	0	0	0	0	0	0	0	0	2,403,239	2,403,239		0
Federal Project Appropriations	Total	12,699,150	0	2,403,239	0	0	0	0	0	0	0	0	2,403,239	2,403,239		0

																Amended Action:	
		Previous					g (in Actual Dollar						TIP COST	SCDOT STIP	Remaining		
Project name		Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Cost (2034+)		F
Saluda River Pedestrian Bridge Project	PE	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	
Sponsor - City of West Columbia	ROW	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	
FY 2022 Recreational Trails Program	Constr	100,000	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	
	Total	100,000	0	0	0	0	0	0	0	0	0	0	0		0	0	
Saluda River & Riverwalk Access Improvements	PE	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
Sponsor - City of Columbia	ROW	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	
FY 2022 Recreational Trails Program	Constr	100,000	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	<b>,</b>	0	0	
	Total	100,000	0	0	0	0	0	0	0	0	0	0	0		0	0	
Lower Saluda Greenway	PE	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
Sponsor - Irmo Chapin Recreation Commission	ROW	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
State Government Budget Appropriation	Constr	1,500,000	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	
	Total	1,500,000	0	0	0	0	0	0	0	0	0	0	0		0	0	SC State Gove
Owens Field Park Pump Track	PE	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
Sponsor - City of Columbia	ROW	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
FY 2019 Recreational Trails Program	Constr	95,900	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Local	23,975	0	0	0	0	0	0	0	0	0	0	0		0	0	City of C
	Total	119,875	0	0	0	0	0	0	0	0	0	0	0		0	0	
Riverwalk Phase IV	PE	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
Sponsor - City of Cayce	ROW	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
FY 2013 Recreational Trails Program	Constr	77,000	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Local	19,000	0	0	0	0	0	0	0	0	0	0	0		0	0	City o
	Total	96,000	0	0	0	0	0	0	0	0	0	0	0		0	0	City o
Lower Saluda River Blue Trail	PE	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
Sponsor - Irmo Chapin Recreation Dept.	ROW	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
FY 2013 Recreational Trails Program	Constr	77,000	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Local	19,000	0	0	0	0	0	0	0	0	0	0	0		0	0	no Chapin Recreation Dep
	Total	96,000	0	0	0	0	0	0	0	0	0	0	0		0	0	
Taylor Street Trail	PE	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
Sponsor - City of Columbia	ROW	0	õ	0	0	0	0	0	0	0	0	ů.	0		0	0	
FY 2014 Recreational Trails Program	Constr	99,000	ő	ő	ő	ő	0	ů 0	õ	ő	ő	ő	0		0	0	
	Match	25,000	<u>0</u>	<u>0</u>	0	0	<u>0</u>	0	0	<u>0</u>	<u>0</u>		0		0	0	City of C
	Total	124,000	0	ő	ő	ŏ	0	ő	ő	ő	ő	ő	0		-	0	City of Ci
Subtotal Recreational Trails	PE	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
Subtotal Recreational Trails	ROW	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
Subtotal Recreational Trails	Constr	2,048,900	0	0	0	0	0	0	0	0	0	0	0		0	0	
Recreational Trails	Total	2,048,900	0	0	0	0	0	0	0	0	0	0	0		0	0	

Please note that the Grand Total Amounts do no include the local match totals because these are non-federal funds.

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



Project name		Previous Obligations	2024	2025	2026		unding (in Actual 2028		2030	2031	2032	TIP COST 2033 (2024 - 2028)	SCDOT STIP (2024 - 2033)	Remaining Cost (2034+)	nended Action:
0 US 601 over Colonels Creek	PE	0 494,000	13,265,352	0	0	0	0	0	0	0	0	0 13,265,352	13,265,352	0	Preliminary Engineering/Bridges/Interstat
Bridge Replacement Richland County	ROW Constr	0	0_	0	0	0	0	0	0	0	0	0	0	0	Right of Way/Bridges/Interstat Construction/Bridges/Interstat
S-40-1600 Lakeland Drive over Unnamed Creek	Total PE	494,000 155,356	13,265,352	<b>0</b>	0	• <u> </u>	0	0	0	<b>0</b>	0	0 13,265,352	13,265,352	0	Preliminary Engineering/Bridges/Off-Sys
	ROW	0	o	0	0	0	0	0	0	0	o	0 0	0	0	Right of Way/Bridges/Off-Sys
Richland County	Constr Total	0 155.356	0	0	1,453,575 1.453.575	0	0	0	0	0	0	0 1,453,575 0 1,453,575	1,453,575 1.453.575	0	Construction/Bridges/Off-Sys
6 S-349 (Wildwood Ln) over Sandy Branch Twenty-Five Mile Crk	PE	1,100,000	0	0	0	0	0	0	0	0	0	0 0	0	0	Preliminary Engineering/Bridges/Off-Sys
Bridge Replacement Richland County	ROW Constr	50,000	0 3,450,000	0	0	0	0	0	0	0	0	0 0 0 3,450,000	0 3,450,000	0	Right of Way/Bridges/Off-Sys Construction/Bridges/Off-Sys
	Total	1,150,000	3,450,000	0	0	0	0	0	0	0	0	0 3,450,000	3,450,000	0	
5 Closed and/or Load Restricted Bridges DB Package 2023-1	PE ROW	155,356 0	0	0	0	0	0		0	0	0	0 0	0	0	
Richland County	Constr	0	0	0	0	0	0	0	0	0	0	0 0	0	0	
7 US 321 over Crane Creek	Total PE	155,356 100,000	0	0	0	0	0	0	0	0	0	0 0	0	0	Preliminary Engineering/Bridges/FA Non-
Bridge Replacement	ROW Constr	0	0	0 9.300.000	0	0	0	0	0	0	0	0 0 0 9,300,000	0 9,300,000	0	Right-of-Way/Bridges/FA Non-
Richland County	Total	100,000	•	9,300,000		•	•	• •	0	0	0	0 9,300,000 9,300,000	9,300,000 9,300,000	0	Construction/Bridges/FA Non-
S S-1388 Frick Road over Horse Creek Bridge Replacement	PE ROW	350,000 50,000	0	0	0	0	0	0	0	0	0	0 0	0	0	
Richland County	Constr	1,195,000	0	0	0	0	0	0	0	0	0	0 <b>*</b> 0 <b>*</b>	0	0	
8 S-2375 Grand Street over Smith Branch	Total	1,595,000	0	0	0	0	0	0	0	0	0	<u> </u>	0	0	Proliminany Engineering (Pridges /FA Non
Bridge Replacement	PE ROW	350,000 0	0	0	0	50,000		0	0	0	0	0 50,000	50,000	0	Preliminary Engineering/Bridges/FA Non- Right-of-Way/Bridges/FA Non-
Richland County	Constr Total	0 350,000	0	0	0	3,087,500 <b>3,137,500</b>		0	0	0	0	0 3,087,500 0 3,137,500	3,087,500 <b>3,137,500</b>	0	Construction/Bridges/FA Non-
9 S-985 Lake Shore Drive over Unnamed Stream	PE	425,000	0	0	0	0	0	0	0	0	0	0 0	0	0	Preliminary Engineering/Bridges/Off-Sys
Bridge Replacement Richland County	ROW Constr	0	0	0	0	350,000 3,766,250		0	0	0	0	0 350,000 0 3,766,250	350,000 3,766,250	0	Right of Way/Bridges/Off-Sy Construction/Bridges/Off-Sy
	Total	425,000	<u>0</u>	<u> </u>	<u> </u>	4,116,250		• <b>o</b>	<u> </u>	ŏ	<u> </u>	0 4,116,250	4,116,250	0	construction, bridges/ OII-Sy
Folk over North Branch Bridge Replacement	PE ROW	1,000,000 50,000	0	0	0	0	0	0	0	0	0	0 0	0	0	
Lexington County	Constr	4.000.000	0	0	0	0	0	0	0	0	õ	0 0	0	0	
5 US 21 over Southern & SCL RR (Blossom St Bridge)	Total PE	<b>5,050,000</b> 5,360,000	0	0	<b>o</b>	0	0	0	0	<b>0</b>	0	<u> </u>	0	0	Preliminary Engineering/ Bridges/Intersta
	ROW	6,500,000	0	0	0	0	0	0	0	0	0	0 0	0	0	Right of Way/Bridges/Ir
Bridge Replacement Richland County	ROW Constr	1,000,000	6,500,000	0	0	0 34,716,877	0	0	0	0	0	0 6,500,000 0 34,716,877	6,500,000 34,716,877	0	Right of Way/Bridges/Intersta Construction/Bridges/Intersta
	Total	12,860,000	6,500,000	ŏ	Ő	34,716,877		ŏ	ő	ő	ŏ	0 41,216,877	41,216,877	ŏ	
1 US 176 over SCL Railroad Bridge Replacement	PE ROW	3,020,000	0 500,000	0	0	0	0	0	0	0	0	0 0 0 500,000	0 500,000	0	Preliminary Engineering/Bridges/Intersta Right of Way/Bridges/Intersta
Richland County	Constr	ő	0	14,574,175		0	0	0	0	ő	ō	0 14,574,175	14,574,175	0	Construction/Bridges/Interstat
SC 277 NB over I-77	Total PE	3,020,000 1,043,000	500,000	14,574,175	• • • • • • • • • • • • • • • • • • •	0	0	0	0	0	0	0 15,074,175	<b>15,074,175</b>	0	
Bridge Replacement	ROW	0	o	0	0	0	0	0	0	ō	ō	0 0	0	õ	
Richland County	Constr Total	35,341,000 36,384,000	0	0	0	0	0	0	0	0	0	0 0	0	0	
S-734/S-3017 (Congaree National Park)	PE	0	0	0	0	0	0	0	0	0	0	0 0	0	0	
Bridge Replacement & Road Construction Richland County	ROW Constr	0 154.000	0	0	0	0	0	0	0	0	0	0 0	0	0	
	Total	154,000	0	0	0	0	0	0	Ō	0	0	0 0	0	0	FEDE
9 I-126 over SCL Railroad Bridge Replacement	PE ROW	5,340,000	0	0	0	0 2,000,000	0	0	0	0	0	0 0 0 2,000,000	0 2,000,000	0	Preliminary Engineering/ Bridges/Intersta Right of Way/Bridges/Intersta
Richland County	Constr	0	0	0	0	33,929,380	0	0	ō	0	0	0 33,929,380	33,929,380	0	Construction/Bridges/Interstat
0 S.C.L. Railroad	Total PE	<b>5,340,000</b>	0	0	0	35,929,380	0	<b>0</b>	<b>0</b>	0	0	0 35,929,380	<b>35,929,380</b>	<b>0</b>	Bridges/Interstate
US 1 (BR-102)	ROW	0	0	0	0	0	0	0	0	0	0	0 0	0	0	
Richland County	Constr Total	13,320,000 13,320,000	0	0	0	0	0	0	0	0	0	0 0	0	0	Bridges/Interstate
2 S.C.L. Railroad	PE	1,811,000	0	0	0	0	0	0	0	0	0	0 0	0	0	Preliminary Engineering/Bridges/FA Non-
SC 555 (BRP-09) Richland County	ROW Constr	1,338,000	0	0	0	0 10,043,750	0	0	0	0	0	0 0 0 10,043,750	0 10,043,750	0	Right-of-Way/Bridges/FA Non- Construction/Bridges/FA Non-
	Total	3,149,000	0	0	0	10,043,750		0	0	0	0	0 10,043,750	10,043,750	0	
3 US 21 over Congaree Creek US 21 (BRP-23)	PE ROW	0 50,000	0	0	0	0	0		0	0	0	0 0	0	0	Preliminary Engineering/Bridges/Intersta Right of Way/Bridges/Intersta
Lexington County	Constr	0	10,546,874	0	0	0	0	0	0	ő	ō	0 10,546,874	10,546,874	0	Construction/Bridges/Intersta
US 1 over I-20	Total PE	50,000 765,000	10,546,874	0	0	0	0	0	0	0	0	0 10,546,874	10,546,874	<b>0</b>	
Bridge Replacement	ROW	0	0	0	0	0	0	0	0	0	0	0 0	0	0	
Lexington County	Constr Total	65,960,000 66,725,000	0	0	0	0	0	0 0	0	0	0	0 0 0 0	0	0	
US 378 over Twelve Mile Creek	PE	2,270,000	0	0	0	0	0	0	0	0	0	0 0	0	0	Preliminary Engineering/ Bridges/Intersta
Bridge Replacement Lexington County	ROW Constr	2,000,000	0	0	0	0 14,730,963		0	0	0	0	0 0 0 14,730,963	0 14,730,963	0	Right of Way/ Bridges/Intersta Construction Bridges/Intersta
	Total	4,270,000	ŏ	Ő	, o	14,730,963		, õ	ō	ō	0	0 14,730,963	14,730,963	ő	
Horse Creek - US 378 (BR-73) Hollow Creek - US 378 (BR-90)	PE ROW	0	0	0	0	0	0	0	0	0	0	0 0 0 0	0	0	
Lexington County	Constr	18,806,000	0	0	0	0	0	0	0	0	0	0 0	0	0	
I-26 over 302	Total PE	18,806,000 1,527,000	0	0	0	0	0	<b>0</b>	0	0	0	0 0 0 0	<b>0</b>	<b>0</b>	
Bridge Replacement	ROW	0	0	0	0	0	0	0	0	0	0	0 0	0	0	
Lexington County	Constr *Constr	0	0	4,500,000	0	0	0	0	0	0	0	0 4,500,000 0 0	4,500,000	0	Construction/Bridges/Intersta Bridges/Interstate/
	Total	1,527,000	0	4,500,000	0	0	0	0	0	0	0	0 4,500,000	4,500,000	0	
I-26 over Southern Railway I-26 over US 1 Bridge Replacements	PE ROW	3,613,000 0	0	0	0	0	0	0	0	0	0	0 0 0 0	0	0	
	Constr	0	0	0	5,100,000	0	0	0	0	0	0	0 5,100,000	5,100,000	0	Construction/Bridges/ntersta
Lexington County	*Constr Total	0 3,613,000	0	0	0 5,100,000	0	0	0	0 0	0	0	0 0 0 5,100,000	0 5,100,000	0	Construction/Bridges/nterstate/I
Lorick Road S-1436 over North Branch	PE	1,000,000	0	0	0	0	0	0	0	0	0	0 0	0	0	
Bridge Replacement Richland County	ROW Constr	0	0	0	0	50,000 5,161,500		0	0	0	0	0 50,000 0 5,161,500	50,000 5,161,500	0	Right of Way/Bridges/FA NON Construction/Bridges/FA Non
	Total	1,000,000	0	0	• <b>0</b>	5,211,500	0	· 0	ŏ	ŏ	ŏ	0 5,211,500	5,211,500	0	Construction, Bhages, PA NO
TBA	PE ROW	0	0	0	0	0	0	0	0	0	0	0 0	0	0	
	Constr	0	0	0	0	0	0	0	ŏ	ő	ŏ	0 0	0	0	
Subtotal Bridge Projects	Total PE	0 35,884,712	13,265,352	0	0	0	0	0	0	0	0	0 0 0 13,265,352	13,265,352	0	
Subtotal Bridge Projects Subtotal Bridge Projects	ROW	11,532,000	7,000,000	0	0	2,450,000		0	õ	õ	õ	0 9,450,000	9,450,000	0	
	Constr	139,776,000	20,496,874	28,374,175	6,553,575	105,436,220	0				0	0 160,860,844	160,860,844		

\*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)

		Previous					g (in Actual Dollar						TIP COST	SCDOT S
Project name		Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032		(2024 - 2028)	(2024 - 20
Clemson Rd @ Rhame Rd./	PE	0	0	0	0	0	0	0	0	0	0	0	0	
orth Springs Rd. Intersection	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
esign Build	Constr	1,400,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	1,400,000	0	0	0	0	0	0	0'	0	0	0	0	
Broad River Road @ Rushmore Rd	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	
esign Build	Constr	900,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	900,000	0	0	0	0	0	0	0	0	0	0	0	
Farrow Rd @ Pisgah Church Rd	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	• ۵	
Design Build	Constr	2,400,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	2,400,000	0	0	0	0	0	0	0	0	0	0	0	
North Springs Rd. @ Risdon Way	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	
esign Build	Constr	900,000	õ	õ	0	0	0	0	0	0 0	0	0 F	o T	
	Total	900,000	Ő	Ő	Ő	Ő	Ő	Ő	Ő	Ő	Ő	0 ľ	°,	
Summit Pkwy @ Summit Ridge Rd	PE	300,000	0	0	0	0	0	0	0	0	0	0	0	
Summit Prwy @ Summit Ridge Ru	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
osida Build		700,000	0	0	0	0	0	0	0	0	0	0	0	
esign Build	Constr		-	-	-					-	1	0	0 0	
l (ann an An Dal - O Ann air an Dal /	Total	700,000	0	0	0	0	0	0	0	0	0			
Kennerly Rd. @ Coogler Rd/	PE	0	0	0	0	0	0	0	0	0	0	0	0	
Steeple Ridge Rd.	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
Design Build	Constr	1,400,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	1,400,000	0	0	0	0	0	0	0	0	0	0	0	
lemson RD @ Sparkleberry Ln.	PE	1,050,000	0	0	0	0	0	0	0	0	0	0	0	
o Mallet Hill Rd)	ROW	3,700,000	0	0	0	0	0	0	0	0	0	0	0	
	Constr	6,940,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	11,690,000	0	0	0	0	0	0	0	0	0	0	0	
ull St. @ Elmwood Avenue	PE	300,000	0	0	0	0	0	0	0	0	0	0	0	
	ROW	300,000	0	0	0	0	0	0	0	0	0	0	0	
	Constr	2,200,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	2,800,000	0	0	0	0	0	0	0	0	0	0	0	
orth Main St. @ Monticello Rd.	PE	0	0	0	0	0	0	0	0	0	0	0	0	
	ROW	0	õ	õ	õ	õ	õ	0	õ	õ	0	õ	ő	
	Constr	0	ŏ	ő	0	0 0	ő	0	0	0	0	ő	ő	
	Total	Ő	ŏ	ő	Ő	ő	ő	Ő	ő	ő	ő	ő	ő	
ardscrabble Rd. @ Kelly Mill Rd/	PE	0	0	0	0	0	0	0	0	0	0	0	0	
imer Pond Rd.	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
liller Folla Ra.	Constr	0	0	0	0	0	0	0	0	0	0	0	0	
		0	-	-	-		-	-	-	-	1	-	•	
	Total	0	0	0	0	0	0	0	0	0	0	0	0	
arners Ferry Rd. @ Harmon Rd.	PE	150,000	0	0	0	0	0	0	0	0	0	0	0	
	ROW	100,000	0	0	0	0	0	0	0	0	0	0	0	
	Constr	750,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	1,000,000	0	0	0	0	0	0	0	0	0	0	0	
North Springs Rd @ Harrington Rd.	PE	120,000	0	0	0	0	0	0	0	0	0	0	0	
	ROW	200,000	0	0	0	0	0	0	0	0	0	0	0	
	Constr	680,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	1,000,000	0	0	0	0	0	0	0	0	0	0	0	
creaming Eagle Rd @ Percival Rd.	PE	242,000	0	0	0	0	0	0	0	0	0	0	0	
0.0	ROW	100,000	0	0	0	0	0	0	0	0	0	0	0	
	Constr	1,658,000	0	0	0	0	0	0	0	0	0	0	0	
	Total	2,000,000	0	0	0	0	0	0	0	0	0	0	0	
BA	PE		0	0	0	0	0	0	0	0	0	0	0	
	ROW		0	0	0	0	0	0	0	0	0	0	0	
		0	0	0	0	0	0			0	0	0	0	
	Constr	0						0	0			-		
	Total	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Non-Fed Intersection Improvements	PE	1,862,000	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	
Subtotal Non-Fed Intersection Improvements	Constr	19,928,000	0	0	0	0	0	0	0	0	0	0	0	
Non-Fed Intersection Improvements	Subtotal	26,190,000	0	0	0	0	0	0	0	0	0	0	0	

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

		Policy Committee Action:
		Amended Action:
STIP	Remaining	
2033)	Cost (2034+)	Funding
0	0	
0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	Ricillatiu County Penny Sales Tax
0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0	0	Disking Ocurty Descu Only Tour
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0	0	
0	0	Richland County Penny Sales Tax
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0	0	
0	0	Distinut Acousti Brown Actor Tra
0	0	Richland County Penny Sales Tax
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0	0	Richland County Penny Sales Tax
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0	0	Richland County Penny Sales Tax
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0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0	0	
0	0	Richland County Penny Sales Tax
0	0	
0	0	
0 0	0	
0	0	



		Previous				Funding (in Actua	al Dollar Amounts)					TIP COST	SCDOT STIP	Remaining		
roject name		Obligations	2024	2025	2026	2027 202			2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Cost (2034+)		
ardscabble Road Widening Project arrow Road to Lake Carolina Blvd)	PE ROW	0	0	0	0	0	0 0	0	0	0	0	0		0	0	
ichland County Sales Tax	Constr	29,860,000	0	0	0	0	0 0	, U	0	0	0	0		0	0	
	Total	29,860,000	o "	o "	o "	0 <sup>r</sup>	o <b>r</b> 0	ŏ	ŏ	o r	0 ľ	o'		0	0 Rict	hiand County Per
lemson Road Widening	PE	0	0	0	0	0	0 0	) 0	0	0	0	0	(	0	0	
Old Clemson Rd to Sparkleberry Crossing)	ROW	3,700,000	0	0	0	0	0 0	0	0	0	0	0		0	0	
ichland County Sales Tax	Constr	12,600,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
apphurg Dood Widening	Total	16,300,000	0	0	0	0	0 0	0	<u> </u>	0	0	0		0	0 Rich	hland County Per
eesburg Road Widening Fairmont to Lower Richland)	PE ROW	0	0	0	0	0	0 0	0	0	0	0	0		0	0	
tichland County Sales Tax	Constr	4,000,000	0	0	õ	0	0 0	0 0	õ	0	0	0		0	0	
	Total	4,000,000	0	0	0	0	0 0	0	0	0	0	0'	(	0	0 Rich	hland County Per
lorth Main Street Widening	PE	0	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
Anthony Ave to Fuller Ave)	ROW	0	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
tichland County Sales Tax	Constr	25,500,000 25,500,000	0	0	0	0	0 0	0	0	0	0	0	-	0	0 Dist	bland Ocurren Der
lluff Road Widening Phase I	Total PE	25,500,000	0	0	0	0	0 0	0	0	0		0		0	0 Rich	hland County Per
Fairgrounds Entrance to George Rogers Blvd)	ROW	1,350,000	0	0	0	0	0 0	0	0	0	õ <b>r</b>	°,	•	0	0	
tichland County Sales Tax	Constr	4,400,000	0	0	0	0	0 0	0	0	0	0	0		0	0	
	Total	5,750,000	0	0	0	0	0 0	0	0	0	0	0'	(	0	0 Rich	hland County Per
luff Road Widening Phase II	PE	0	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
National Guard Road to S. Beltline)	ROW	16,000,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
tichland County Sales Tax	Constr	15,600,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0	bland Courty D
Shop Road Widening	Total PE	<b>31,600,000</b> 2,300,000	0	0	0	0	0 0		0	0	0	0		0	0 Ricr	hland County Pen
I-77 to George Rogers Blvd)	ROW	15,000,000	0	0	0		0 0		0	0	0	0		0	0	
Richland County Sales Tax	Constr	19,200,000	0	õ	õ	0	0 0	) Ö	ő	ő	õ	0		0	0	
	Total	36,500,000	0	0	0	0	0 0	0	0	0	0	0		0	0 Rict	hland County Pen
tlas Road Widening	PE	0	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
Bluff Road to Garners Ferry Road)	ROW	3,500,000	0	0	0	0	0 0		0	0	0	0	(	0	0	
Richland County Sales Tax	Constr	19,600,000	0	0	0	0	0 0		0	0	0	0	(	0	0	bland County Day
Pineview Road Widening	Total PE	23,100,000	0	0	<b>0</b>		0 0 0 0	-	0	0	0	0		<b>0</b> 0	0 Rich	hland County Pen
Bluff Road to Garners Ferry Road)	ROW	5,000,000	0	0	0	0	0 0		0	0	0	0		0	0	
Richland County Sales Tax	Constr	23,900,000	0	0	õ	0	0 0		õ	0	0	0	(	0	0	
	Total	28,900,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0 Rich	hland County Pen
Blythewood Road Widening	PE	660,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
Syrup Mill Road to I-77)	ROW	4,100,000	0	0	0	-	0 0		0	0	0	0	(	0	0	
Richland County Sales Tax	Constr	5,240,000	0	0	0	°	0 0	-	0	0	0	0	(	0	0	
road River Read Widening	Total PE	10,000,000 2,980,000	0	0	0	0	<b>0 0</b>	-	0	0	0	0		0	0 Rich	hland County Pen
broad River Road Widening Royal Tower Road to Peak Interchange)	ROW	7,500,000	0	0	0	0	0 0	-	0	0	0	0	(	0	0	
Richland County Sales Tax	Constr	22,020,000	0	0	õ	0	0 0	0	0	0	0	0	(	0	0	
· · · · ·	Total	32,500,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0 Rich	hland County Pen
Spears Creek Church Road Widening	PE	3,160,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
Two Notch Road to Percival Road)	ROW	7,400,000	0	0	0	0	0 0		0	0	0	0	(	0	0	
Richland County Sales Tax	Constr	0 10.560.000	0	0	0	-	0 0	-	0	0	0	0	(	0	0 Rich	
ower Richland Blvd Widening	Total PE	440,000	0	0	0	0	0 0	0	0	0	0	0		0	0 Rich	hland County Pen
Rabbit Run Road to Garner's Ferry Road)	ROW	2,300,000	0	0	0	9	0 0	, i	0	o	0	0		0	0	
Richland County Sales Tax	Constr	3,360,000	0	0	0	0	0 0	0	0	0	0	0		0	0	
	Total	6,100,000	0	0	0	0	0 0	0 0	0	0	0	0	(	0	0 Rich	hland County Pen
Polo Road Widening	PE	1,020,000	0	0	0	0	0 0	) 0	0	0	0	0	(	0	0	
Mallet Hill Road to Two Notch Road)	ROW	0	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
Richland County Sales Tax	Constr Total	1,020,000	0	0	0	0	0 0	) () () ()	0	0 0	0	0		0	0 Rich	hland County Pen
Blythewood Road	PE	400,000	0	0	0	0	0 0		0	0	0	0		0	0 Rici	mand County Pen
I-77 to Main Street)	ROW	400,000	0	0	0	8	0 0	0	0	0	0	0		0	0	
Richland County Sales Tax	Constr	0	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
	Total	400,000	0	0	0	0	0 0	0	0	0	0	0		0	0 Rich	hland County Per
IcNulty	PE	300,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
Main Street to Blythewood Road)	ROW	0	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
tichland County Sales Tax	Constr Total	0 300,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0	bland County De-
reech Road	PE	250,000	0	0	0	0	0	0	0	0	0	0		0	0 Rich	hland County Pen
Extension to Main Street)	ROW	250,000	0	0	0	0	0 0		0	0	0	0	(	0	0	
tichland County Sales Tax	Constr	ő	0	0	0	0	0 0	0 0	0	0	0	0	(	0	0	
	Total	250,000	0	0	0	0	0 0	0	0	0	0	0		0	0 Rich	hland County Pen
lythewood Road	PE	1,500,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
Fulmer to Syrup Mill)	ROW	0	0	0	0	0	0 0	0	0	0	0	0	(	0	0	
ichland County Sales Tax	Constr Total	0 1,500,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0 Rich	hland County Pen
lythewood Road Traffic Circle	PE	500,000	0	0	0	0	0	0	0	0	0	0		0	0 Rich	manu County Pen
Roundabout @ Creech and Cobblestone)	ROW	325,000	0	0	0	0	0 0	) 0	0	0	0	0		0	0	
	Constr	925,000	õ	0	0	0	0 0	) Ö	ő	õ	õ	0		0	0	
	Total	1,750,000	0	0	0	0	0 0	0	0	0	0	0	(	0	0 Rict	hland County Pen
BA	PE	0	0	0	0	0	0 0	0 0	0	0	0	0		0	0	
	ROW	0	0	0	0	0	0 0	0 0	0	0	0	0		0	0	
	Constr	0	0	0	0	0	0 0	0	0	0	0	0		0	0	
ubtotal Non Endoral Appropriations	Total	0 13,510,000	0	0	<u> </u>	0	0 0	0	0	0	0	0		0	0	
ubtotal Non-Federal Appropriations Subtotal Non-Federal Appropriations	PE ROW	13,510,000 66,175,000	0	0	0	0	0 0	, U	0	0	0	0		0	0	
Subtotal Non-Federal Appropriations	Constr	186,205,000	0	0	0	0	0 0	. U	0	0	0	0		0	0	
Ion-Federal Appropriations	Total	265,890,000	Ő	ő	ŏ	0	ů ů	Ő	Ő	ŏ	ŏ	Ő		0	0	
rand Total (Federal Funds Only)	PE	82,130,712	31,415,352	0	0		0 0		0	0	0	31,415,352	31,415,353			
rand Total (Federal Funds Only)	ROW	55,405,000 2,506,287,530	24,176,000 672,347,386	0 251,421,906 30	0 00,928,502	2,450,000 241,986,220 1,750,00	0 0 00 1,750,000		0 1,750,000	0 1,750,000	0 1,750,000	24,176,000 672,347,386	26,626,000 1,466,684,014			
arand Total (Federal Funds Only)	Constr															

Please note that the Grand Total Amounts do no include the non-federal appropriations totals because these are non-federal funds.



#### **MPO ENHANCEMENT PROJECTS**

# City of West Columbia Projects

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

# Town of Irmo Projects

				Prior				Fundin	<u>g (in Actual D</u> o	ollar Amounts)	<u>.</u>				TIP COST	SCDOT STIP		
PIN #	Jurisdiction	Project name		Funding	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Match	Funding
		ТВА	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 🖡	ο '	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	ο '	0		
			Total	0	0	0	0	0	ο 🗖	0	0	0	0	0	0 '	0	80/20	STBGP
		ТВА	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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	ο '	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0'	0	80/20	STBGP
		Sub-Total Irmo	Federal	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		
		Sub-Total Irmo	Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Irmo	Total	0	0	0	0	0	0	0	0	0	0	0	0	0		



#### **MPO ENHANCEMENT PROJECTS**

# City of Cayce Projects

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

# Town of Springdale Projects

				Prior				<u>Fundin</u>	g (in Actual Do	ollar Amounts)					TIP COST	SCDOT STIP		
PIN #	Jurisdiction	Project name		Funding	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Match	Funding
		ТВА	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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
		ТВА	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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
		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		
		Sub-Total Springdale	Total	0	0	0	0	0	0	0	0	0	0	0	0	0		

#### DRAFT - 2024 – 2033 Transportation Improvement Program



#### **MPO ENHANCEMENT PROJECTS**

#### Town of Lexington Projects

				Prior				Fundin	g (in Actual Do	ollar Amounts)					TIP COST	SCDOT STIP		
PIN #	Jurisdiction	Project name		Funding	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Match	Funding
		ТВА	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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0 🗖	0	0	0	0	0	0	0	80/20	STBGP
		ТВА	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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
		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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0 🗖	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
		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	ο 🗖	0	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
		Sub-Total Lexington Town	Federal	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		
		Sub-Total Lexington Town	Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Lexington Town	Total	0	0	0	0	0	0	0	0	0	0	0	0	0		

# Lexington County

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

#### DRAFT - 2024 – 2033 Transportation Improvement Program



### **MPO ENHANCEMENT PROJECTS**

## City of Columbia Projects

				Prior				Fundin	g (in Actual D	<u>ollar Amounts)</u>					TIP COST	SCDOT STIP		
PIN #	Jurisdiction	Project name		Funding	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Match	Funding
P029873	SCDOT	South Main Streetscrape (USC)	Federal	849,000	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		
		Status: In Construction	Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	849,000	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
		Main Street Streetscape (USC)	Federal	712,081	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		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	712,081	0	0	0	0	0	0	0	0	0	0	0	. 0	60/40	STBGP
		ТВА	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	. 0		
			Local	0	0	0	0	0	0	0	0	0	0	ο 🗖	0	. 0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	. 0	60/40	STBGP
		ТВА	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	. 0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	. 0	60/40	STBGP
		ТВА	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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	. 0	60/40	STBGP
		Sub-Total Columbia	Federal	1,561,081	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		
		Sub-Total Columbia	Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Columbia	Total	1,561,081	0	0	0	0	0	0	0	0	0	0	0	0		

### DRAFT - 2024 – 2033 Transportation Improvement Program

### Policy Committee Action: Amended Action:



### MPO ENHANCEMENT PROJECTS

### **Richland County**

				Prior				Funding	g (in Actual Do	ollar Amounts)					TIP COST	SCDOT STIP		
PIN #	Jurisdiction	Project name		Funding	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Match	
ID	Richland County	Leesburg Road Corridor	Federal	1,129,089	0	0	0	0	0	0	0	0	0	0	0	0		
	(LPA)	FY 21	State	0	0	0	0	0	0	0	0	0	0	ο 🗖	ο '	0		
		Status: Completed, In Construction	Local	0	0	0	0	0	0	0	0	0	0	0 🗖	0	0		
			Total	1,129,089	0	0	0	0	0	0	0	0	0	0	0 '	0	60/40	STBGP
ID	Richland County	Alpine Road Shared-Use Path	Federal	180,000	0	0	0	0	0	0	0	0	0	0	0	0		
	(LPA)	FY 17	State	0	0	0	0	0	0	0	0	0	0	ο 🗖	0	0		
		Status: Approved for re-bid	Local	0	0	0	0	0	0	0	0	0	0	ο 🗖	ο '	0		
			Total	180,000	0	0	0	0	0	0	0	0	0	0	0 '	0	60/40	STBGP
		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	0		
			Local	0	0	0	0	0	0	0	0	0	0	ο 🗖	ο '	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0 '	0	60/40	STBGP
		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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0 '	0	60/40	STBGP
		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	0		
		Sub-Total Richland County	Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Richland County	Total	1,309,089	0	0	0	0	0	0	0	0	0	0	0	0		

### Kershaw County

				Prior				<u>Fundin</u>	g (in Actual Do	ollar Amounts)	<u>!</u>				TIP COST	SCDOT STIP		
PIN #	Jurisdiction	Project name		Funding	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Match	
ID	Kershaw County	Wildwood Lane Sidewalk 2018	Federal	180,000	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		
		Status: Preliminary Engineering	Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	180,000	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
ID	Kershaw County	Wildwood Lane Sidewalk	Federal	180,000	0	0	0	0	0	0	0	0	0	0	0	0		
		FY 19	State	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Status: Preliminary Engineering	Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	180,000	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
ID		ТВА	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	0		
			Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total	0	0	0	0	0	0	0	0	0	0	0	0	0	80/20	STBGP
-		Sub-Total Kershaw County	Federal	360,000	0	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	0	0		
		Sub-Total Kershaw County	Local	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Sub-Total Kershaw County	Total	360,000	0	0	0	0	0	0	0	0	0	0	0	0		

### MPO TAP Program Apportionments

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

\*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.

### **DRAFT -** 2024 – 2033 Transportation Improvement Program

Policy Committee Action: Amended Action:



#### MPO TRANSIT PROJECTS

			Previous					unding (In Actual De						TIP COST	SCDOT STIP	Amended Action:
	Project name	<u> </u>	Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033 (2	2024 - 2028)	(2024 - 2033)	
	Large Urban Program FY 2024 Projects	Federal	0	509,993	0	0	0	0	0	0	0	0	0	509,993	509,993 0	
	Babcock Center - (2) ADA Passenger Vehicles - (80/20) - Capital (\$79,382)	State	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Midlands Housing Alliance - ADA Passenger Vehicle - (80/20) Capital (\$175,319)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Senior Resources - ADA Passenger Vehicle - (80/20) Capital (\$88,000) CMRTA Purchase of Service - (80/20) - Capital (\$167,292)															
C.	MRTA Purchase of Service - (80/20) - Capital (\$167,292)	Total		509,993	0	0	0	0	0	0	0	0	0	509,993	509,993	Designated Recepient (DR) Se
MCOG/COATS L	arge Urban Program FY 2023 Projects	Federal	488,640	509,993	0	0	0	0	0	0	0	0	0	509,993	509,993	Designated Receptent (DR) Se
	Babcock Center - (2) ADA Passenger Vehicles - (80/20) - Capital (\$105,225)	State	400,040	0	0	0	0	0	0	0	0	0	0	0	0	
	rmo Chapin (ICRC) - ADA Passenger Vehicle - (80/20) - Capital (\$105,225)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Senior Resources - ADA Passenger Vehicle - (80/20) Capital (\$50,007)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CMRTA Purchase of Service - (80/20) - Capital (\$248,788)															
C.	-WIKTA Fulchase of Service - (80/20) - Capitar (\$248,788)	Total	488,640	0	0	0	0	0	0	0	0	0	0	0	0	Designated Recepient (DR) S
MPTA/SWPTA S	Section 5310 American Rescue Plan Funds	Federal	84,787	0	0	0	0	0	0	0	0	0	0	0	0	Designated Receptent (DR) 5
	FY 22 Central Midlands Regional Transit Authority (\$76,308.30)	State	04,787	0	0	0	0	0	0	0	0	0	0 -	0 -	0	
	FY 22 Central Midlands Regional Transit Authority (\$76,506.50)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
FI	F1 22 Samee wateree Regional Hansit Authority (38,478.70)	Total	84,787	0	0	0	0	0	0	0	0	0	0	0	0	American F
	Section 5310 Coronavirus Response and Relief Supplemental Appropriation Act	Federal	84,786	0	0	0	0	0	0	0	0	0	0	0	0	American r
	FY 22 Central Midlands Regional Transit Authority (\$76,307.40)	State	84,/80	0	0	0	0	0	0	0	0	0	0	0	0	
	FY 22 Central Midlands Regional Transit Authority (\$76,507.40) FY 22 Santee Wateree Regional Transit Authority (\$8,478.60)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
FI	1 1 22 Samee wateree Regional Hansie Autholity (\$6,476.00)	Total	84,786	0	0	0	0	0	0	0	0	0	0		0	
MCOG/COATS C	TMCOG	Federal	123,964	0	0	0	0	0	0	0	0	0	0	0	0	
	Program Administration	State	125,504	0	0	0	0	0	0	0	0	0	0	0	0	
	Y 19 - Admin (\$23936)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Y 20 - Admin (\$35,286)	Local	0	0	U	U	U	0	0	U	5	U	U	U	0	
	Y 20 - Admin (\$35,286) Y 21 - Admin (\$24,810)															
	Y 21 - Admin (\$24,810) Y 22 - Admin (\$39,932)															
	Y 22 - Admin (\$39,932) Y 23 - Admin (\$0)															
	Y 23 - Admin (\$0) Y 24 - Admin (\$0)															
F	1 27 - 1 xurmi (30)	Total	123,964	0	0	0	Δ	0	0	0	0	0	0	0	0	Designated Recepient (DR) Se
MCOG/COATS I	ana Linkan Brasman EV 2022 Brainste		<i></i>	0	0	0	0	0	0	0	0	0	0		0	Designated Receptent (DR) Se
	arge Urban Program FY 2022 Projects	Federal	359,390	0	0	0	0	0	0	0	0	0	0	0	0	
	Harbison Wheels - ADA Passenger Vehicle - (80/20) - Capital (\$57,600)	State	0	0	0	0	0	0	0	0	0	0	0	0	0	
	rmo Chapin (ICRC) - ADA Passenger Vehicle - (80/20) Capital (\$60,415)	Local	0	0	0	0	0	U	U	U	U	0	0	0	0	
	Senior Resources - ADA Passenger Vehicle - (80/20) Capital (\$61,567)															
	CMRTA Mobility Management - (80/20) - Capital (\$100,000)															
C	CMCOG - ADA Passenger Vehicles - (80/20) Capital (\$79,808)	T-4-1	250 200	0	0	0	0	0	0	0	0	0	0	0	<i>.</i>	Designated D. 1. (CDD) C
MCOC/COATS T	ana Liekan Draaman EV 2021 Brainata	Total	359,390	0	0	0	0	0	0	0	0	0	0	U	0	Designated Recepient (DR) S
	Large Urban Program FY 2021 Projects	Federal	412,723	0	0	0	U	0	0	U O	0	0	U	0	0	
	MIRCI - ADA Passenger Vehicle - (80/20) - Capital (\$39,723)	State	0	0	0	0	U	0	0	U O	0	0	U	U	0	
	Babcock Center - ADA Passenger Vehicles - (80/20) Capital (\$48,000)	Local	0	0	U	U	U	0	U	U	U	U	U	U	0	
	Senior Resources - Senior Wheels - (50/50) Operating (\$25,000)															
	CMRTA Purchase of Service (Free Fares) - (80/20) - Operations (\$275,000)															
C.	CMRTA Marketing - (50/50) - Administration (\$25,000)	Total	412,723	0	0	0	0	0	0	0	0	0	0	0	0	Designated Recepient (DR) S
MCOG/COATS L	arge Urban Program FY 2020 Projects	Federal	390,203	0	0	0	0	0	0	0	0	0	0	0	0	Designated Receptent (DR) 5
	rmo Chapin Recreation - ADA Passenger Vehicle - (80/20) Capital (\$38,203)	State	0	0	õ	0	õ	Õ	0	0	0	õ	õ	õ	0	
В	Babcock Center - ADA (2) Passenger Vehicles - (80/20) Capital (\$102,000)	Local	Ó	0	0	0	0	0	0	0	0	0	0	0	0	
	CMRTA Purchase of Service - (50/50) - Operations (\$94,500)															
	CMRTA Mobility Management - (80/20) - Capital (\$155,500)															
		Total	390,203	0	0	0	0	0	0	0	0	0	0	0	0	Designated Recepient (DR) S
CMCOG/COATS L	arge Urban Program FY 2019 Projects	Federal	390,582	0	0	0	0	0	0	0	0	0	0	0	0	
	MIRCI - ADA Passenger Vehicle - (80/20) - Capital (\$39,723)	State	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Senior Resources - ADA Passenger Vehicle - (80/20) Capital (\$45,395)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CMRTA Purchase of Service - (80/20) - Capital (\$36,000)															
C	CMRTA Mobility Management - (80/20) - Capital (\$175,107)															
	Senior Resources - ADP Software - Capital (80/20) (\$85,726)															
Se	Senior Resources - ADP Hardware - Capital (80/20) (\$8,631)															
		Total	390,582	0	0	0	0	0	0	0	0	0	0	0	0	Designated Recepient (DR) S
T	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	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	Section 5310/Lo
T	"BA	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	0	
		Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	Designated Recepient (DR) S
		Total	U I													
Ta	Total DR Section 5310		2,335,075	509.993	0	0	0	0	0	0	0	0	0	509.993	509.993	
		Federal	2,335,075	509,993 0	0	0	0	0	0	0	0	0	0	509,993 0	509,993 0	
Te	Total DR Section 5310 Total DR Section 5310 Total DR Section 5310		2,335,075		0 0		-	0 0	0 0	0 0	0 0	0 0	0 0			

### FTA Program TIP Total

Fe de ral	Previous				F	unding (In Actual	l Dollars)					TIP COST	SCDOT STIP	
Only	Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Funding
	35,773,432	0	0	0	0	0	0	0	0	0	0	0	0	
	5,204,680	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2,335,075	509,993	0	0	0	0	0	0	0	0	0	509,993	509,993	
Total	43,313,187	509,993	0	0	0	0	0	0	0	0	0	509,993	509,993	
	Only	Only         Obligations           35,773,432         5,204,680           0         0           2,335,075         0	Only         Obligations         2024           35,773,432         0           5,204,680         0           0         0           0         0           2,335,075         509,993	Only         Obligations         2024         2025           35,773,432         0         0         0           5,204,680         0         0         0           0         0         0         0           200,000         0         0         0           0         0         0         0           0         0         0         0	Only         Obligations         2024         2025         2026           35,773,432         0         0         0         0           5,204,680         0         0         0         0           0         0         0         0         0         0           2,35,075         509,993         0         0         0	Only         Obligations         2024         2025         2026         2027           35,773,432         0         0         0         0         0           5,204,680         0         0         0         0         0           0         0         0         0         0         0         0           0 <td>Only         Obligations         2024         2025         2026         2027         2028           35,773,432         0</td> <td>Only         Obligations         2024         2025         2026         2027         2028         2029           35,773,432         0</td> <td>Only         Obligations         2024         2025         2026         2027         2028         2029         2030           35,773,432         0<td>Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031           35,773,432         0</td><td>Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031         2032           35,773,432         0         <t< td=""><td>Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031         2032         2033           35,773,432         0</td><td>Only         Obligations         2024         2025         2026         2027         2028         2039         2031         2032         2033         (2024-2028)           35,773,432         0</td><td>Only         Obligations         2024         2025         2026         2027         2028         2039         2031         2032         2033         (2024 - 2028)         (2024 - 2033)           35,773,432         0</td></t<></td></td>	Only         Obligations         2024         2025         2026         2027         2028           35,773,432         0	Only         Obligations         2024         2025         2026         2027         2028         2029           35,773,432         0	Only         Obligations         2024         2025         2026         2027         2028         2029         2030           35,773,432         0 <td>Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031           35,773,432         0</td> <td>Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031         2032           35,773,432         0         <t< td=""><td>Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031         2032         2033           35,773,432         0</td><td>Only         Obligations         2024         2025         2026         2027         2028         2039         2031         2032         2033         (2024-2028)           35,773,432         0</td><td>Only         Obligations         2024         2025         2026         2027         2028         2039         2031         2032         2033         (2024 - 2028)         (2024 - 2033)           35,773,432         0</td></t<></td>	Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031           35,773,432         0	Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031         2032           35,773,432         0 <t< td=""><td>Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031         2032         2033           35,773,432         0</td><td>Only         Obligations         2024         2025         2026         2027         2028         2039         2031         2032         2033         (2024-2028)           35,773,432         0</td><td>Only         Obligations         2024         2025         2026         2027         2028         2039         2031         2032         2033         (2024 - 2028)         (2024 - 2033)           35,773,432         0</td></t<>	Only         Obligations         2024         2025         2026         2027         2028         2029         2030         2031         2032         2033           35,773,432         0	Only         Obligations         2024         2025         2026         2027         2028         2039         2031         2032         2033         (2024-2028)           35,773,432         0	Only         Obligations         2024         2025         2026         2027         2028         2039         2031         2032         2033         (2024 - 2028)         (2024 - 2033)           35,773,432         0

# **DRAFT -** 2024 – 2033 Transportation Improvement Program



### MPO TRANSIT PROJECTS

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

															Amendeo	Action:
			Previous				F	Funding (In Actua	l Dollars)					TIP COST	SCDOT STIP	
Agency	Project name		Obligations	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	(2024 - 2028)	(2024 - 2033)	Fun
CMCOG	Section 5307 Planned Future Obligations	Federal	5,399,496	5,496,654	7,143,850	0	0	0	0	0	0	0	0	12,640,504	12,640,504	
	FFY 2020 Section 5307 (\$5,399,496)	State	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2021 Section 5307 (\$5,496,654)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2022 Section 5307 (\$7,143,850)															
		Total	5,399,496	5,496,654	7,143,850	0	0	0	0	0	0	0	0	12,640,504	12,640,504	Apportionn
CMCOG	Section 5310 Planned Future Obligations	Federal	488,640	509,993	743,084	0	0	0	0	0	0	0	0	1,253,077	1,253,077	
	FFY 2020 Section 5310 (\$488,640)	State	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2021 Section 5310 (\$509,993)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2022 Section 5310 (\$743,084)															
		Total	488,640	509,993	743,084	0	0	0	0	0	0	0	0	1,253,077	1,253,077	Apportion
CMCOG	Section 5339 Planned Future Obligations	Federal	626,271	586,728	568,918	0	0	0	0	0	0	0	0	1,155,646	1,155,646	
	FFY 2020 Section 5339 (\$626,271)	State	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2021 Section 5339 (\$586,728)	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2022 Section 5339 (\$568,918)															
		Total	626,271	586,728	568,918	0	0	0	0	0	0	0	0	1,155,646	1,155,646	Apportion
CMCOG	CARES Act Obligation	Federal	14,145,748	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	
		Total	14,145,748	0	0	0	0	0	0	0	0	0	0	0	0	Apportion
CMCOG	Section 5307 American Rescue Plan Planned Obligations	Federal	9,242,669	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2021 Section 5307 (\$9,242,669)	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	
		Total	9,242,669	0	0	0	0	0	0	0	0	0	0	0	0	Apportion
CMCOG	Section 5310 American Rescue Plan Planned Obligations	Federal	84,787	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2021 Section 5310 (\$84,787)	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	
C) (COC	Section 5310 CRRSAA Planned Obligations	Total	<b>84,78</b> 7 84,786	0	0	0	0	0	0	0	0	0	0	0	0	Apportion
CMCOG		Federal	84,786	0	0	0	0	0	0	0	0	0	0	0	0	
	FFY 2021 Section 5310 (\$84,786)	State	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Local Total	84.786	0	0	0	0	0	0	0	0	0	0	0	0	Apportion
	TBA	Federal	84,/80	0	0	0	0	0	0	0	0	0	0	0	0	Apportion
	IDA	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	
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	Apportion
	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	Apportion
	Total Federal & State Program Appointments	State	50,072,397	0,373,375	0,+55,052	0	0	0	0	0	0	0	0	13,047,227	13,049,227	
	Total Federal & State Program Appointments	Local	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total Section 5309	Total	30,072,397	6.593.375	8.455.852	0	0	0	0	0	0	0	0	15.049.227	15.049.227	

### DRAFT - 2024 – 2033 Transportation Improvement Program

#### Policy Committee Action:



### 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

"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

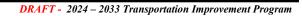
Proposed amendments along with public comments will be presented to the Executive Committee and the COATS Policy Committee on the fourth Thursday of each month. (Except for July & November)

#### 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





#### 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 developmentd. Traffic volume and congestion
  - d. Traffic volum 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.
- 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
- (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	75% based on the Following Data Collected:
	Structural Condition
	Traffic Status
	Average Daily Traffic
	<ul> <li>Average Daily Truck Traffic Percentage</li> </ul>
	Detour Length
	25% based on Engineering Judgment in the Following Areas:
	District maintenance capabilities, frequency of repairs, effectiveness of
	repairs, funding availability, including contracts
	Coordination with other SCDOT projects
	Additional engineering review of rehab vs. replacement options
	<ul> <li>Current and future economic/industrial development</li> </ul>
	<ul> <li>Route continuity and river basin upgrades</li> </ul>
	<ul> <li>Improved emergency services and emergency evacuation routes</li> </ul>
	<ul> <li>Strategic and network planning for current and future needs</li> </ul>
	Environmental impacts
	Current and future housing developments
	New schools and/or changes in bus routes
Interstate Mainline	Volume to Capacity - 30%
Capacity Projects	Public Safety - 20%
(Widenings)	Truck Traffic - 10%
(white migs)	Pavement Condition - 10%
	Financial Viability - 10%
	Environmental Impacts - 10%
	Economic Development - 10%
Interstate Interchange	80% based on the Following Data Collected:
Projects	Passenger Vehicle Travel Time
	Truck Vehicle Travel Time
	Passenger Vehicle Delay
	Passenger Vehicle Distance
	Truck Vehicle Distance
	Truck Vehicle Time
	Truck Detour Distance
	Design-related Fatal Crashes     Design related Parameter Crashes
	Design-related Personal Injury Crashes     Design related Personal Demons Crashes
	<ul> <li>Design-related Personal Damage Crashes</li> <li>Other Fatal Crashes</li> </ul>
	Other Personal Injury Crashes
	Other Personal Damage Crashes
	Francis Development 10%
	Economic Development – 10%
De la companya de la comp	Environmental Impacts – 10%
Resurfacing Projects	Pavement Condition
(Non-interstate)	Average Daily Traffic
	Average Daily Truck Traffic
	Pavement Maintenance Costs
	Location and Significance to Communities/Local Businesses
	1

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

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>. CMCOG also operates on a July 1<sup>st</sup> to June 30<sup>th</sup> fiscal year.



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

**Mobile Sources** - Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM-10). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

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

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



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

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

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

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

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

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

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



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

**Principle Arterial** - The functional classification system at the federal level defines principal arterials for rural areas, urbanized area, and small urban areas. (Note: other definitions of principal arterials exist.) In urbanized areas, the principal arterial system carries the major portion of trips entering and leaving the urban area, as well as the majority of though 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 longstanding 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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