

**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COMMISSION
STATEMENT OF POLICY**

Policy No. 3
Subject: **Regional Mobility Program Use, Match, and Maintenance Responsibility**
References: **Section 57 1-30,57-1-370
S. C. Code of Laws, 1976, as amended
23 Code of Federal Regulations Part 450.324**

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

- 1) The Regional Mobility Program's mission is to develop and implement transportation plans and cost-effective projects that deliver a safe, efficient, reliable, and accessible transportation system meeting both the current and future needs of the region and the Program's four core goals of addressing the following:
 - Safety – Reduce crashes, injuries, and fatalities experienced by all users of the regional transportation network.
 - Accessibility – Promote accessible systems that enable people to reach their destinations through multiple modes of travel.
 - Reliability and Congestion – Optimize traffic flow across various modes of transportation to ensure reliable travel times and reduce congestion.
 - Economic Vitality – Support the region's economic vitality by enhancing system performance to accommodate future growth.
- 2) The Commission establishes that SCDOT will provide the required state match for the annual Statewide Transportation Improvement Program (STIP) federally funded Regional Mobility Program allocation to the state's MPOs and COGs for eligible project activities that align with the Program's mission.
- 3) Projects funded through the Regional Mobility Program must align with at least one of the Program's four core goals. Supporting documentation that clearly demonstrates how the project meets one or more of these goals must be provided to the Office of Planning before any funding may be approved to be allocated to a potential project. This information will typically be submitted during the initial scoping meeting before a project is added to the MPO/COG Transportation Improvement Program.
- 4) To evaluate the effectiveness of the Program, the following metrics will be tracked for each MPO and COG:
 - a) Adequate Funding Allocation Metric:
 - Definition: Percentage of available Regional Mobility Program funding allocated to projects for the first four years of the STIP window.
 - Goal: To ensure Regional Mobility Program funds are being allocated to projects before lapsing.

- Performance Target: Minimum of 80%.

b) Goal Achievement Metric:

- Definition: Percentage of planned Regional Mobility Program funding identified in the STIP that meets at least one of the four goals.
- Goal: To reduce the occurrence of programming projects that do not address one of the Program's core goals.
- Performance Target: Minimum of 100%.

The metrics will be evaluated and reported to the Commission on a biannual basis.

- 5) Regional Mobility Program funds should not be allocated toward pavement preservation, pavement rehabilitation, pavement reconstruction projects, bridge repair, bridge rehabilitation, or bridge replacement projects. SCDOT has established statewide programs to systematically maintain existing pavements and bridges. SCDOT will consider granting exceptions in the event the work is a part of a larger project consistent with the goals of the Program.
- 6) Projects supported by the Regional Mobility Program should be selected and funded consistent with the SCDOT Complete Streets Policy and the MPO and COG walking, bicycling, and transit plans referenced in the Complete Streets Policy.
- 7) In cases where an MPO/COG project is eligible for federal Regional Mobility Program funding but is not recommended by SCDOT for state match due to the improvement being outside the Department's core goals of the Regional Mobility Program, the local jurisdiction requesting the project must provide the required matching funds, typically set at 20% of the total project cost. In addition, County Transportation Committees (CTCs) may also contribute all or a portion of the required match for Regional Mobility projects. Any financial commitment by a CTC to a Regional Mobility Program project on the state system will also count towards the county's requirement to spend at least twenty-five percent of their apportionment of C-Funds based on a biennial averaging of expenditures on the state highway system for construction and maintenance pursuant to S.C. Code Section 12-28-2730.
- 8) Regional Mobility Program funds shall not be pledged for debt service without recommendation of the Secretary of Transportation and approval of the SCDOT Commission.
- 9) Effective starting in federal fiscal year 2027 (October 1, 2026), all MPOs and COGs should make every effort to ensure their uncommitted funding balances do not exceed more than three years of their annual Regional Mobility Program allocations. If the MPO or COG exceeds a three-year balance, an action plan to reduce the balance must be submitted to the SCDOT Office of Planning within three months of the occurrence.
- 10) No local government shall commit Regional Mobility Program funding for any State Transportation Infrastructure Bank, state agency, or federal agency grant application without the appropriate MPO/COG Policy Committee's approval and approval by the Secretary of Transportation.
- 11) To assist with project delivery and demonstration of yearly fiscal constraint of the TIP and STIP, Regional Mobility Program advancements can be requested by MPOs and COGs. Advancements are subject to approval by the Secretary of Transportation, and will be reviewed based on need, justification and available financial resources. Advancements shall not exceed three years of

annual Regional Mobility Program allocation (not to exceed a total of \$45 million). The payback of an advancement must occur within four years and will be reflected in the annual financial statement as a deduction of available budget. The Secretary of Transportation may permit deviation from this policy upon extenuating circumstances where an advancement exceeds three years of annual Regional Mobility allocation (not to exceed a total of \$45 million) if the project provides demonstrable statewide significance. Deviation from the policy shall be made public by publishing notice of it in the minutes of the next succeeding meeting of the Commission.

- 12) The attached guidelines will provide a general policy for Regional Mobility Program use, match and maintenance responsibility. Some unique cases may arise that require special evaluation and approval of the Commission upon review and recommendation of the Secretary of Transportation.

This Policy was adopted by the Commission at its July 21, 2011 meeting.

Effective date: July 21, 2011

Amended by the Commission at its January 19, 2012 Meeting.

Amended by the Commission at its September 21, 2023 Meeting.

Amended by the Commission at its December 4, 2025 Meeting.



Commission Chairman

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