

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

Policy No. 3

Subject: Regional Mobility Match and Use

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

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

- 1) The Commission establishes that SCDOT will provide the required state match for the annual Statewide Transportation Improvement Program (STIP) federally funded Regional Mobility allocation to the state's MPOs and COGs for eligible project activities that address the Department's goal of optimizing the existing transportation network through traffic operations, capacity, safety, and multi-modal accessibility improvements.
- 2) SCDOT has established statewide programs to systematically maintain existing pavements and bridge rehabilitation and replacement programs. Regional Mobility funds should not be allocated toward pavement preservation, pavement rehabilitation, pavement reconstruction projects, bridge rehabilitation, or bridge replacement projects. SCDOT shall grant exceptions in the event the work is a part of a larger project consistent with the Department's goal of optimizing the existing transportation network through traffic operations, capacity, safety, and multi-modal accessibility improvements.
- 3) Projects supported by the Regional Mobility program should be selected and funded consistent with the SCDOT Complete Streets Policy and the MPO and COG walking, bicycling, and transit plans envisioned in the Complete Streets Policy.
- 4) In cases where an MPO/COG project is eligible for federal Regional Mobility funding, but is not recommended by the Department for state match due to the improvement being outside the Department's core goals of the Regional Mobility Program, the local jurisdiction 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 project on the state system will also count towards the county's requirement to spend at least twenty-five percent of their apportionment of C-Funds based on a biennial averaging of expenditures on the state highway system for construction and maintenance.
- 5) Regional Mobility funds shall not be pledged for debt service without recommendation of the Secretary of Transportation and approval of the SCDOT Commission.
- 6) No local government shall commit Regional Mobility funding for any State Transportation Infrastructure Bank, state agency, or federal agency grant application without the

appropriate Policy Committee's approval and approval by the Secretary of Transportation.

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

A handwritten signature in blue ink, consisting of a large, stylized 'A' followed by a long, horizontal stroke that loops back to the right.

Commission Chairman

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

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