

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

Policy No. 3

Subject: System Upgrade Guideshare 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) System Upgrade Guideshare 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 Guideshare allocation to the states MPOs and COGs for eligible project activities that address the Department's goals of improving traffic operations, safety, and system preservation.
- 2) In cases where an MPO/COG project is eligible for federal Guideshare funding, but is not recommended by the Department for state match due to the improvement being outside the Department's core goals of the System Upgrade Guideshare Program, the local jurisdiction must provide the required matching funds, typically set at 20% of the total project cost. As an alternative to a cash match, a jurisdiction may elect to satisfy the match requirement by accepting state secondary roads into their respective local road system for ownership and ongoing maintenance. The financial equivalent for accepting state roads will be established using current SCDOT policy. In addition, County Transportation Committees (CTCs) may also contribute all or a portion of the required match for Guideshare projects. Any financial commitment by a CTC to a Guideshare 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.
- 3) The attached guidelines will provide a general policy for Guideshare use, match and maintenance responsibility. Some unique cases may arise that require special evaluation and approval by the Commission to ensure the most effective use of federal and state funds.

**This Policy was adopted by the Commission at its July 21, 2011 meeting.
Effective date: July 21, 2011**


Commission Chairman

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


Commission Chairman

Exhibit A

Criteria to Determine Eligibility of State Match for Guideshare Funded Sidewalk Projects

Standalone sidewalk, bikeway, and multi-use path projects must be identified in the MPO/COG Long-Range Plan. Standalone sidewalk, bikeway, and multi-use path projects shall not be considered for corridors identified in the cost constrained long-range plans for capacity improvements.

A project would be deemed eligible for state match if 6 of the 8 criteria are met:

Connectivity

1. No adjacent route alternative that includes sidewalks
2. Provides connection to existing sidewalks

Minimum Cost

3. Estimated cost must be at least \$250,000

Minimum Average Daily Traffic

4. At least 5,000 vehicles per day

Safety (3-year accident history)

5. One or more reported pedestrian incident(s) correctable with sidewalks

Transit Benefit

6. Project supports linkage with existing or planned transit service

School Accessibility

7. Sidewalk is within ½ mile of elementary, middle, high school, or college.

Consistency with Local Plans

8. Project is identified in the MPO/COG bike and pedestrian element of the long-range plan