



**Transportation Alternatives
Program Document**

Table of Contents

Executive Summary	3
Introduction	5
History	5
Background.....	5
GPATS Eligible TAP Activities	5
Funding.....	6
Local Match	6
Excess Funds.....	6
Eligibility.....	7
Eligible Activities.....	7
Eligible Applicants	7
Eligible Costs.....	8
Additional Eligibility Requirements.....	8
Competitiveness	8
GPATS Criteria Ranking	10
Application Process	12
Announcement of Funding (January).....	12
Pre-Application Submittal (March).....	12
Project Selection (April-May).....	12
Project Approval (June-September).....	13
Post-Application.....	13
Application Process Summary	14
Additional Information	15
Links.....	15
GPATS Staff	15
SCDOT TAP Program	16
Appendix A.....	17
GPATS Criteria Ranking Form.....	17
SCDOT TAP Application	20
SCDOT TAP Guidance	22

Executive Summary

The current transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), maintains the Transportation Alternatives Program, or TA Program. The TA Program was known as the Transportation Enhancements program before it was rebranded by Moving Ahead for Progress in the 21st Century legislation to focus the funding toward the construction of bicycle and pedestrian facilities.

Eligible Activities under the SCDOT-defined TA Program include:

- On-road and off-road trail facilities for transportation purposes for pedestrians, bicyclists, and other nonmotorized forms of transportation (“pedestrians” is inclusive of all users of the pedestrian infrastructure, including persons with disabilities.)
- Projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Safe Routes to Schools Infrastructure
- Projects listed in an applicable SCDOT, COG/MPO nonmotorized transportation, bicycle, or other related plans
- Projects that meet SCDOT's Complete Streets Departmental Directive
- Projects that connect and develop documented regional or statewide non-motorized transportation networks

Requirements for use of the Transportation Alternatives monies include:

- All projects for the TA program must be competitively applied for, ranked, and funded, with no dedicated allocations to any sub-jurisdiction
- No TA funds may be “banked” by local jurisdictions for use in future years.

Through the IIJA Bill, GPATS will receive a TA Program allocation of \$1,326,410 in 2023.

TA funds are NOT provided up-front by SCDOT, but are *reimbursed* to local jurisdictions upon completion of project milestones, and as with federal funding, require a 20% minimum local match to be provided by the applicant Jurisdiction.

The Federal Application Process shall tentatively proceed as follows:

Announcement of Funding	January
Pre-Application Deadline	March
Study Team Recommendation	April
Policy Committee Approval	May
Full Application Deadline	August 1, 2023

Introduction

History

In 1991, the United States Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) that included a program known as the Transportation Enhancements (TE). This program continued in the subsequent legislation of TEA-21 and SAFETEA-LU, and provided funds for South Carolina and regional entities specifically for *non-motorized* transportation improvements.

The Moving Ahead for Progress in the 21st Century, or MAP-21, legislation rebranded the Transportation Enhancements program as the Transportation Alternatives program, or TA. This rebranding altered the eligibility requirements to focus the funding toward the construction of bicycle and pedestrian facilities.

MAP-21 was followed by the Fixing America's Surface Transportation (FAST) Act in 2015, which continued the TA program and provided long-term funding from fiscal year 2016 to 2020.

As of 2021, the Infrastructure Investment and Jobs Act (IIJA) will fund the TA Program through 2026.

Background

The Transportation Alternatives program (TA) went into effect on October 1st, 2012, along with the rest of the MAP-21 transportation legislation. The Greenville-Pickens Area Transportation Study (GPATS) Metropolitan Planning Organization (MPO) worked with the South Carolina Department of Transportation (SCDOT) to receive guidance and funding information as to how to transition the TE program into TA. This guidance helped mold the program into the one presented in this document. The program is subject to change each fiscal year to improve efficiency.

GPATS Eligible TAP Activities

Planning, design, and construction of:

- On-road and off-road trail facilities for transportation purposes for pedestrians, bicyclists, and other nonmotorized forms of transportation ("pedestrians" is inclusive of all users of the pedestrian infrastructure, including persons with disabilities.)

- Projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Safe Routes to Schools Infrastructure
- Projects listed in an applicable SCDOT, COG/MPO nonmotorized transportation, bicycle, or other related plans
- Projects that meet SCDOT's Complete Streets Departmental Directive
- Projects that connect and develop documented regional or statewide non-motorized transportation networks

*All projects must be compliant with all applicable SCDOT departmental, engineering, and planning directives; design, engineering, and construction standards and specifications

All projects for the TA program must be competitively applied for, ranked, and funded, with no dedicated allocations to any sub-jurisdiction.

Funding

The IIJA Bill defines the Transportation Alternatives Program funding areas as Transportation Management Areas (TMAs) and Non-Transportation Management Areas. GPATS is a TMA, which is defined as a Metropolitan Planning organization (MPO) with a population of 200,000 or greater. GPATS shall receive an TA funding allocation of **\$1,326,410** in 2023.

Local Match

TA funds can fund up to 80% of an eligible activity. TA funds require a 20% *minimum* local match.

For example:

If a TA total project cost \$500,000, the local match would be at least \$100,000.

Excess Funds

Excess funds at the end of an application cycle will roll over to the next fiscal year so long as funding has not lapsed.

Eligibility

Eligible Activities

Planning, design, and construction of:

- On-road and off-road trail facilities for transportation purposes for pedestrians, bicyclists, and other nonmotorized forms of transportation ("pedestrians" is inclusive of all users of the pedestrian infrastructure, including persons with disabilities.)
- Projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Safe Routes to Schools Infrastructure
- Projects listed in an applicable SCDOT, COG/MPO nonmotorized transportation, bicycle, or other related plans
- Projects that meet SCDOT's Complete Streets Departmental Directive
- Projects that connect and develop documented regional or statewide non-motorized transportation networks

*All projects must be compliant with all applicable SCDOT departmental, engineering, and planning directives; design, engineering, and construction standards and specifications

Eligible Applicants

The IIJA bill authorizes the following entities to apply for Transportation Alternatives Funding:

- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resource or Public Lands Agencies
- School Districts, Local Education Agencies or Schools
- Tribal Governments
- Metropolitan Planning Organizations (MPO) that serve population areas of less than 200,000
- Nonprofit entities
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency that the State determines to be eligible).
- SCDOT, at the request of an eligible applicant, may sponsor a project; SCDOT may submit a TA application if requested by an

aforementioned eligible entity. SCDOT and an eligible MPO may partner with another eligible applicant to carry out a project.

Eligible Costs

Only certain costs are eligible for reimbursement through the Transportation Alternatives program. TA funds are not obligated on award. Although considerable time and money may have already been spent developing a project, an obligation marks the beginning of project costs which are eligible for reimbursement. Any design and feasibility studies conducted prior to receipt of a Notice to Proceed are not eligible.

After obligation many project specific costs are eligible. Preliminary and final engineering work including project development, environmental work, cost estimates, and construction plans are eligible after approval is received by the administering agency. Utility relocations, construction engineering, and construction costs would also be eligible. Right-of-way property rights required for TAP projects and the acquisition of this ROW may be an eligible expense. **The acquisition of real property is subject to the federal Uniform Act.**

Additional Eligibility Requirements

GPATS, in the course of developing the TA Program, has identified several other criteria to be used in determining eligibility of a project:

- Does the applicant jurisdiction currently have a TE or TA project in progress, and if so, is that project below the “50% completion” threshold?
- Does the project serve a relevant transportation need? Minimum thresholds shall be placed on project ranking, and if the project falls below the identified threshold, the jurisdiction will be asked to revisit the project and increase its significance.

Competitiveness

The results of competitive application may result in the following changes to applications:

- Rejection of an application – Application is denied and sent back to the jurisdiction for reapplication in the next cycle.

- Delay of funding – Application is eligible but not of high enough priority to compete with current projects. The project may be included into the GPATS TIP for future expectant funding, but not eligible for the current fiscal year.
- Adjustment of funding – Application is adjusted to utilize less funding in order to fit it into the current allocation amount.

The applications, when subjected to the competitive process, shall be ranked by GPATS Staff, judged by the TAP Subcommittee, and finally discussed subjectively and judged by the GPATS Study Team. The Study Team shall develop recommendations based upon the rankings for approval, change, or rejection by the GPATS Policy Coordinating Committee.

GPATS Criteria Ranking

The ranking process for TAP projects has been developed by GPATS (Appendix D).

- 1) Project Eligibility
 - a. Applicant is an eligible entity for TAP funding
 - b. Project Meets Eligibility Requirements
 - c. Applicant has no current TE or TAP project below 50% completion
- 2) Project Effectiveness
 - a. Project supporting a community's Complete Streets policy, is on a designated local, state, or national bicycle trail, or is part of a local, regional or statewide initiative, provides connectivity among other facilities or regions of activity, adds to or enhances existing network
 - b. Completes planned corridors, fills gaps in network(s)
 - c. Completes regional planned corridors, fills in gaps in regional network.
 - d. Connects users to a destination, acting as an alternate form of transportation that is not for recreational use only.
 - e. Paired with other infrastructure work (e.g., State Resurfacing or Guideshare project)
 - f. Part of an economic development or community improvement initiative (e.g., implementation of completed plan or study)
 - g. One or more jurisdiction (county, city etc.) is partnering on the project.
- 3) Safety and Livability
 - a. Project addresses safety
 - b. Enhances livability, demonstrates quality of experience, improves quality of life, and improves population health
 - c. Total population served and level of exposure or access including the amount or density of nearby population or employment
 - d. Project is located in an area of high need (greater than or equal to 20% of population within census tract in poverty)
 - e. Project has documented community support (letters of support, outside funding)
- 4) Constructability
 - a. Feasibility of project
 - b. Concurrence with SCDOT Design Standards
 - c. Realistic scope and schedule

- d. Project Readiness – Is the project one that can start with relative ease? Are there complications that will postpone the project, such as excessive right-of-way acquisition? Could these complications postpone the project for 3 years and cause lapsing funds?

5) Financials

- a. Realistic expectations and cost that are in agreement with SCDOT estimates
- b. Local match funding higher than the 20% minimum
- c. Secured match prior to application
- d. Other, Non-TAP work determined to be a benefit to the project (e.g., Local funds spent to improve infrastructure adjacent to TAP project)
- e. Evidence of a strong maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties

Please refer to Appendix B for the actual Criteria Ranking Form to be filled for each Pre-Application submittal.

The criteria chosen and their values are subject to change based upon their effectiveness and validity, in addition to further guidance from SCDOT.

In all cases, the objective criteria ranking shall be used as a guide and justification for discussion and selection, but not used as an absolute final decision. The Study Team shall use this criteria and discussion for making recommendations on which projects shall receive TAP funding, but the final decision shall always rest with the GPATS Policy Coordinating Committee.

Application Process

The following process will be subject to change based upon its effectiveness and ease of compliance.

Announcement of Funding (January)

In each fiscal year cycle, SCDOT shall announce the available funding for the TAP program to be provided for GPATS. GPATS will incorporate this funding number into the TIP as “available” as opposed to “expectant” and inform the Policy Committee and Study Team that the application cycle has started.

Pre-Application Submittal (March)

GPATS shall provide the Policy Committee, Study Team, and other eligible recipients for TAP funding with an updated TA Program Document (this document) after receiving the funding announcement from SCDOT.

GPATS Staff shall work with potential applicants on developing eligible and effective projects to ensure that all funds are utilized and that potential projects provide a healthy benefit to the GPATS region.

Pre-Applications shall be due in March, in advance of the GPATS Study Team and Policy Committee meetings for that quarter.

The deadline for the 2023 cycle for all Pre-Applications to be submitted is March 17, 2023. No applications submitted past this date shall be accepted.

Project Selection (April-May)

The members of the Bicycle and Pedestrian Coordinating Committee (BPCC) shall evaluate each of the Pre-Applications and send the resulting recommendation to GPATS Staff to be presented at the Study Team Meeting.

The GPATS Study Team shall meet for their quarterly meeting to discuss agenda items for the May Policy Committee Meeting, including applications for TAP funding. **In 2023, this meeting will occur on April 17, 2023.** The Study Team shall provide a recommendation for amendment of the GPATS 5-year Transportation Improvement Program (TIP) to include the selected projects.

A GPATS Policy Coordinating Committee is held in advance of the end of the federal fiscal year, June 30, and considers amendments to the TIP as requested by the Study Team. **In 2023, this meeting will occur on May 15, 2023.** Once the TAP projects are amended into the TIP, their funding is approved by GPATS.

Project Approval (June-September)

Once amended into the TIP, projects proceed with full application to SCDOT. The Application form is included in this Program Document (Appendix C).

GPATS will forward approved applications to SCDOT.

Please note, approval by SCDOT does NOT constitute a TAP Participation Agreement or Notice to Proceed.

Post-Application

Once GPATS approves a project for funding, the GPATS Staff will take a back seat and the applicant will deal directly with SCDOT for the duration of the project.

The applicant shall be required to either allow SCDOT to manage the TAP project (incurring additional costs for administration) or complete the Local Public Agency (LPA) process to certify the project complies with all federal procurement and implementation policies. Please note that the LPA process requires a significant amount of time and expertise to qualify (see SCDOT LPA website <https://www.scdot.org/business/lpa.aspx>)

Once the Application is fully vetted by SCDOT and the project administration has been identified (and certified, if LPA), SCDOT and the applicant shall enter a Participation Agreement, and a Notice to Proceed

shall be issued. From this time, it is required that all substantive work on the TAP project be completed within two (2) years of the Notice to Proceed. If a project has not been issued a notice to proceed in three years after the funds were awarded, the project will be cancelled unless given special permission to continue. This is to avoid the lapse of TAP funds after the three year mark. Previously awarded projects will be grandfathered.

Application Process Summary

Below is the tentative schedule highlighting the milestones for the FY2023 TAP Application Cycle:

Announcement of Funding	January
Pre-Application Deadline	March 17, 2023
Study Team Recommendation	April 17, 2023
Policy Committee Approval	May 15, 2023
Full Application Deadline	August 1, 2023

Additional Information

Feel free to provide feedback and comments on the program to GPATS staff listed below, and we shall work to improve the program in future years.

Links

GPATS Transportation Alternatives Program Website

<http://www.gpats.org/programs/tap>

SCDOT Transportation Alternatives Program Website

<https://www.scdot.org/projects/community-transportation-alternatives.aspx>

Local Public Agency Website

<https://www.scdot.org/business/lpa.aspx>

GPATS Staff

Keith Brockington, AICP

Transportation Manager

kbrockington@greenvillecounty.org

(864) 467-7174

Anna Stewart

Transportation Planner

astewart@greenvillecounty.org

(864) 467-7174

SCDOT TAP Program

Amy Blinson
SCDOT TAP Office
BlinsonAL@scdot.org
(803) 737-1952

Appendix A

GPATS Criteria Ranking Form

GPATS Transportation Alternatives Program (TAP) Criteria Ranking Form

Project name: _____

1). ELIGIBILITY

A project must meet the following three eligibility requirements in order to be considered:

- Applicant is an eligible entity for TAP funding
- The project meets eligibility requirements
- The applicant has no current TAP or Transportation Enhancement-funded project below 50 percent completion

Mark if YES (1 point each)

2). EFFECTIVENESS

A. Project supports a community's Complete Streets policy, is on a designated local, state, or national bicycle trail, is part of a local, regional, or statewide initiative, and/or provides connectivity to other facilities or regions of activity

B. Completes planned corridors, fills gaps in network(s)

C. Completes regional planned corridors, fills in gaps in a regional network

D. Connects users to a destination, acting as an alternate form of transportation that is not for recreational use only.

E. In conjunction with other infrastructure work (e.g., State Resurfacing or a Guideshare project)

F. Part of an economic development or community

improvement initiative (e.g., implementation of completed plan or study)

G. One or more jurisdiction (county, city etc.) is partnering on the project

3). SAFETY AND LIVABILITY

A. Project addresses safety

B. Enhances livability, demonstrates quality of experience, improves quality of life, and/or improves population health

C. Serves and would benefit the local population and/or Employees

D. Project is located in an area of high need (greater than or equal to 20% of population within census tract in poverty)

E. Project has documented community support (letters of Support, outside funding)

4). CONSTRUCTABILITY

A. Project feasibility

B. Concurrence with SCDOT Design Standards

C. Realistic scope and schedule

D. Project readiness

5). FINANCIAL ELEMENTS

A. Realistic expectations and cost that are in agreement

with SCDOT estimates

B. Local-match funding higher than the 20% minimum

C. Local match secured

D. Other, non-TAP work determined will benefit project
(e.g., Local funds spent to improve infrastructure adjacent
to TAP project)

E. Evidence of a strong maintenance plan that includes tasks,
schedule, cost, source of maintenance funding, and responsible
parties

TOTAL (of 21 possible points)

Appendix B

SCDOT TAP Application



SCDOT USE ONLY
Received: _____

**FFY 2022-2023 TRANSPORTATION ALTERNATIVES
SET-ASIDE PROGRAM (TAP) APPLICATION**

Due Friday, March 17, 2023

Please review the application in its entirety. Responses must fit in the space provided. All required attachments must be provided at time of application submittal.

Applicant Name and Address: _____

Contact Person and Title: _____

Email: _____ **Phone:** _____

UEI Number: _____

Project Title: _____

Project Location (i.e., County; Road name; address; You must attach a detailed map of the exact project location, including project termini.)

Project Budget:

TAP Request \$ _____ (Min. Request = \$400,000; Should be no more than 80% of total project cost)

Match Amount \$ _____ (All match sources and amounts to be provided on Page 7)

Total Cost \$ _____

Note: Please see pages 6 and 7 for additional information on cost estimate requirements and matching funds.

Email application to: AStewart@greenvillecounty.org

Detailed Project Description (Also include all work phases needed to complete the project (i.e., ROW, PE.))

[Empty rectangular box for project description]

Existing Conditions (i.e., Nearby land uses – schools, neighborhoods, businesses; Existing bike/pedestrian facilities; Existing utilities; You may attach photos of existing conditions to support your narrative.)



Project Purpose and Need (Why is the project needed? Who and how many will it benefit?)

[Empty rectangular box for project details]

Completed Project Phases (Leave blank if not completed; must attach documentation if required.)

Item	Date Completed	Supporting Documentation Required
Planning		
Preliminary Design		Yes
Environmental Review / Permitting*		Yes
Final Design		Yes
Right-of-Way Acquisition		Yes
Utility Relocation		Yes
Other (Describe)		

* If no previously approved environmental documentation is available, the applicant must complete applicable studies and have them approved prior to project implementation. This requirement does not apply if the application is for planning or feasibility studies only.

If no environmental documentation is available, indicate in the table below any potential impacts the project is expected to cause.

Item	Impact	
	YES	NO
Displacement of residences or businesses		
Disruption of neighborhoods		
Impacts agricultural or recreational lands		
Impacts historical or archaeological sites		
Impacts wetlands, streams, lakes, floodplains, or floodways		
Within coastal zone		
Endangered species		
Air / water quality		
Noise		
Hazardous waste site		
Other (Describe)		

Property Ownership: Attach documentation listing ownership of ALL property involved in the project. If additional property must be acquired to complete the project, identify ownership and value of property. Acquisitions must comply with applicable state and federal laws.

For all projects on SCDOT rights-of-way, attach either a copy of the approved SCDOT Encroachment Permit, a letter from the appropriate SCDOT County Maintenance Office, or a letter from the appropriate SCDOT District Office indicating that the project appears feasible in concept with specific details to be approved in an Encroachment Permit.

Project Schedule (If a phase has been completed or is not part of the project, please leave the row blank.)

Phase	Estimated Start Date	Estimated End Date
Planning		
Preliminary Design		
Environmental Review / Permitting		
Final Design		
Right-of-Way Acquisition		
Utility Relocation		
Construction		
Other (Describe)		

Who will administer the project?*: ___SCDOT ___Applicant will apply to be Local Public Agency (LPA)

*SCDOT may utilize external entities to administer the project. Allowable and allocable oversight and administration costs will be charged. Application to become an LPA does not guarantee approval. If not approved, SCDOT will administer the project.

Cost Estimate

Attach a detailed cost estimate that itemizes all project elements and costs. Cost estimates over a year old **will not** be accepted. The estimate must list item, description, quantity, unit price, amount, etc. To ensure that the costs will satisfactorily complete all of the work anticipated, please include an appropriate contingency. Also include the costs for project oversight, including project administration and management, engineering, inspection, and testing in accordance with state and federal requirements.

The cost estimate **must** be developed or reviewed by a Professional Engineer certified in the State of South Carolina. Documentation certifying/confirming this **must** be attached. Please remember that all TAP funds must be obligated within 4 years of their awarded federal program year, or they will lapse.

Matching Funds

Typically, the TA Set-Aside program may fund up to 80% of a project’s future eligible costs, with the applicant funding at least 20% in non-federal funds, i.e. local, state, or private funds. Applicants will be required to demonstrate that they have their match available upon award, as the applicant will be required to pay their match up front before work on their project may begin. “In-kind” matches are not acceptable.

SCDOT recognizes that the capacity to provide matching funds varies among communities statewide, especially rural, high need areas. Therefore, SCDOT may provide up to 100% of the non-federal share for projects located in [Tiers III and IV counties](#). SCDOT may also consider providing match for projects located in Tiers I and II counties on a project-by-project basis. If you have been tentatively approved to receive SCDOT match assistance, please list the SCDOT match below, as well as provide documentation of preliminary approval from SCDOT.

Local Match Source*	Amount	Percentage
	\$	
	\$	
	\$	
TOTAL	\$	

*Total must be the same amount listed on page 1 “Match Amount.” You **must** attach a letter of commitment from each source listed. The commitment letter should specify the amount of funds being provided, when the funds are available, and any restrictions or conditions for the use of the funds. For the applicant’s commitment, attach a letter from the chief executive (or resolution, council minutes, etc. if a county or city council is committing the funds) specifying the source of funds, when the funds are available, and any restrictions or conditions for the use of the funds.

Maintenance (What agency will maintain the infrastructure (if SCDOT, provide supporting documentation)? Describe level of maintenance. How will maintenance be funded on an ongoing basis?)

Competitive Factors

Applications will be scored based on 6 categories:

1. Safety
2. Feasibility
3. Planning and Connectivity
4. Previously Awarded TAP Projects
5. Public Involvement
6. Project Location and Impact in High Need Areas

Please see the [Scoring Matrix](#) beginning on page 11 of the TAP Guidelines for additional information.

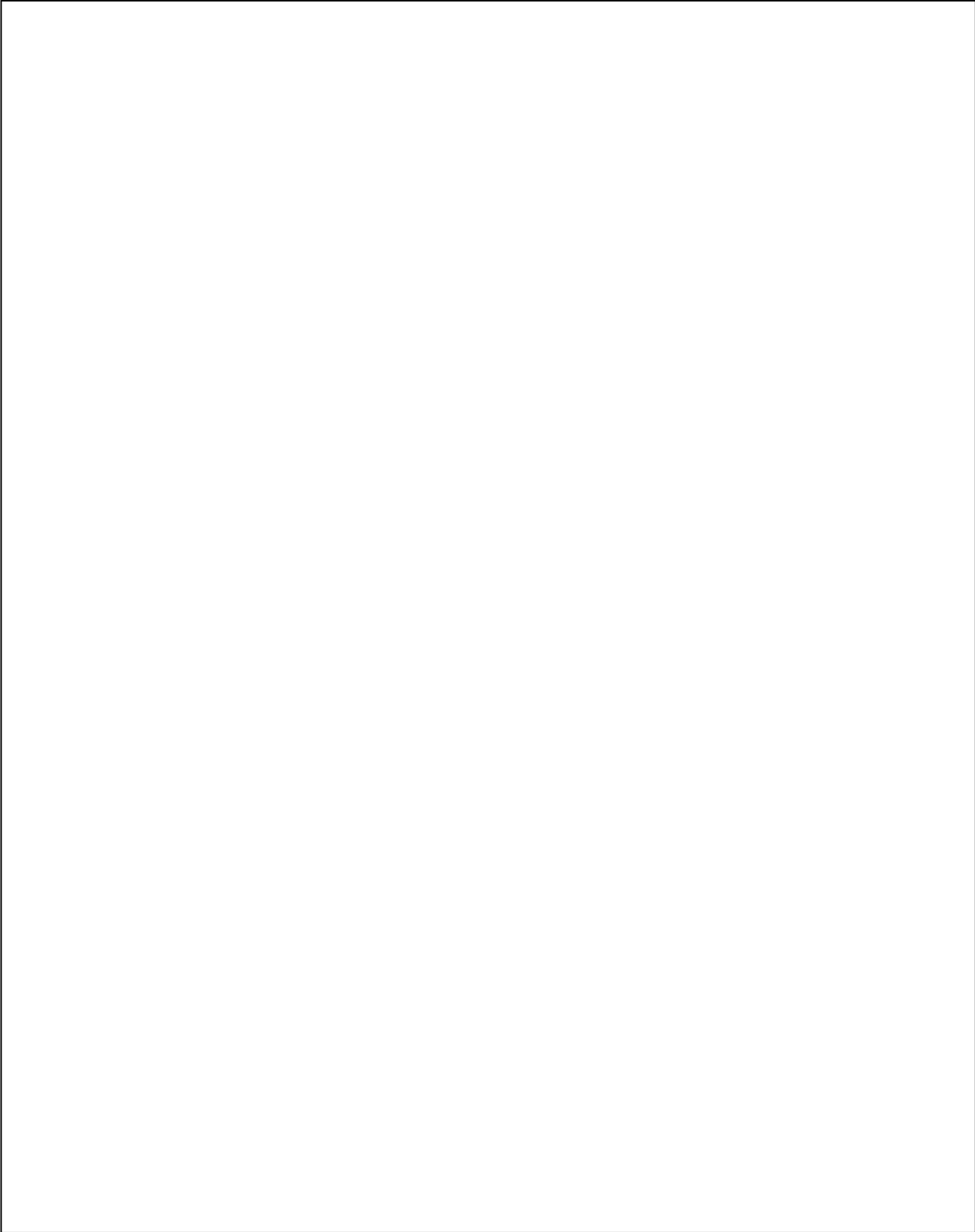
Please hyperlink or attach relevant supporting documentation when referencing items such as the STIP, LRTP, bike / plan study, etc. Responses (minus supporting documentation) must fit within the space provided for each Competitive Factor. All questions below must be answered.

How does the project address Safety? (Is it a documented safety issue? Does it align with [SCDOT's Complete Streets Policy](#), and if so, how? How will the project significantly reduce serious and fatal injuries?)

[Empty response box]

Discuss the project's feasibility. (What level of engineering has occurred? Are certain project components currently being funded? How will the project be successfully completed on time and within budget?)

Describe the project's planning and connectivity elements. (Is the project in the TIP, STIP, LRTP, or other planning document? Does the project connect to an existing network of sidewalks or trails? Does the project fill a gap, complete a corridor, and have logical beginning and ending points?)



Describe previously-awarded TAP, TAP-eligible, or TAP-like projects. (What TAP or TAP-like projects have you successfully completed on time and within budget in the past 5 years? What TAP or TAP-like projects are you currently maintaining? Have you terminated/cancelled a TAP or other federally-funded project in the past 5 years? If so, please explain.)

Describe public involvement related to the project. (How have you engaged community members and other relevant stakeholders in the development of the project? Describe community support, including any partnerships.)

Explain how the project positively impacts a high-need area. (How will the project provide far-reaching economic and community impacts, including access to educational and employment opportunities? How will the project enhance livability and improve quality of life?)

CERTIFICATION:

The undersigned has authority to sign on behalf of the applicant and certifies that the applicant has legal authority to enter into an agreement to implement this project and that all information provided is complete and accurate to their best knowledge.

Signature

Date

Print Name

Title

For SCDOT Staff Use Only

SC House District _____	Population _____	County Tier (I, II, III, or IV) _____
US Senate District _____	Less than 5,000	
US Congressional District _____	5,000 – 49,999	
	50,000 – 199,999	

Project Category (Check all that apply)

_____ Provisions for bicyclists	_____ Provisions for Safe Routes to Schools infrastructure
_____ Provisions for pedestrians	_____ Traffic calming projects
_____ Provisions for streetscaping/lighting	_____ Transit-related projects
_____ Other (Describe _____)	

Staff Notes

Appendix C

SCDOT TAP Guidance

Transportation Alternatives Set-Aside Program

The South Carolina Department of Transportation (SCDOT) is pleased to announce the updated Transportation Alternatives (TA) Set-Aside Program. The program has been revised to include:

- New Transportation Alternatives guidance from the [Infrastructure Investment and Jobs Act \(IIJA\)](#)
 - State technical assistance
 - New population categories
 - Prioritization of project location and impact in high-need areas as defined by the State
- New and Updated Transportation Alternatives Set-Aside Guidelines for SCDOT-managed TA funds
 - Increased emphasis on safety
 - Prioritization of projects that align with SCDOT's Complete Streets Policy and TA-eligible projects in SCDOT's 10-Year Plan, TIPs, STIPs, LRTPs, and other planning documents
 - Increased partnerships and collaboration with local jurisdictions and COGs, MPOs, and TMAs
 - More user-friendly application
 - Broad-reaching educational component
 - Call for applications twice a year (Beginning FFY 24; FFY 23 will have one round)
 - Project phase awards to assist in preventing lapse
 - No maximum award amount

Transportation Alternatives include ***nonmotorized*** projects such as pedestrian and bicycle facilities and Safe Routes to Schools. The TA program will also be instrumental in assisting SCDOT with its [Complete Streets](#) initiative, which requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation.

To introduce and thoroughly explain the program revisions, SCDOT will provide an in-person and live-streaming TA workshop on **Wednesday, November 9, 2022 beginning at 10am**. While attendance is not mandatory, new and past TA applicants are highly encouraged to attend because the revised TA program is markedly different than in past years. Please note: the training will also be recorded and posted online for those unable to attend in-person or view the live stream.

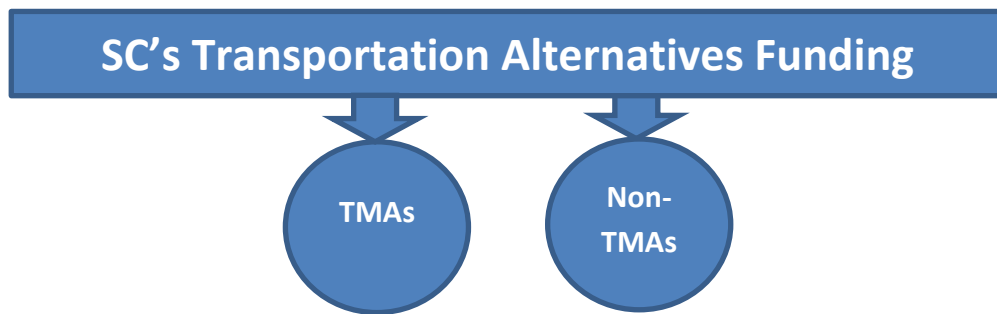
Please contact Amy Blinson, (803) 737-1952 or BlinsonAL@scdot.org, in the Office of Local Government Services with any questions related to Transportation Alternatives.

Transportation Alternatives Set-Aside Background

The Transportation Alternatives (TA) Program (officially known as the “Transportation Alternatives Set-Aside”) is a Federal reimbursement grant program funded through the US Department of Transportation’s Federal Highway Administration (FHWA).

The Transportation Alternatives Program allows local governments and other eligible entities to apply for grants for a variety of *non-motorized* transportation projects. The Transportation Alternatives Program was originally authorized under the 2012 Federal Transportation Funding Act, Moving Ahead for Progress in the 21st Century (MAP-21), and it replaced the early Transportation Enhancement grant program. The 2021 Infrastructure Investment and Jobs Act (IIJA) continues funding the TA set-aside through 2026.

South Carolina’s Transportation Alternative funds are allocated in two buckets by FHWA based on population groups: **(1) Transportation Management Areas (TMAs)** and **(2) Non-Transportation Management Areas**.



Transportation Management Areas

A [Transportation Management Area](#) (TMA) is defined as a Metropolitan Planning Organization (MPO) with a population of 200,000 or greater. South Carolina currently has 6 TMAs. The amount of Transportation Alternatives funding allocated to each TMA is based on its population and is specifically identified in federal regulations.

Each TMA must develop and utilize a competitive selection process to determine how its TA funds are awarded. ***SCDOT encourages TMA’s to adopt project criteria similar to those found in this document to ensure more impactful TA projects and greater alignment of TA priorities.*** Additionally, TMA’s are to provide their competitive process to SCDOT for review and concurrence at least 45 days in advance of a proposed call for applications. SCDOT will forward the documentation to FHWA for its review of program compliance.

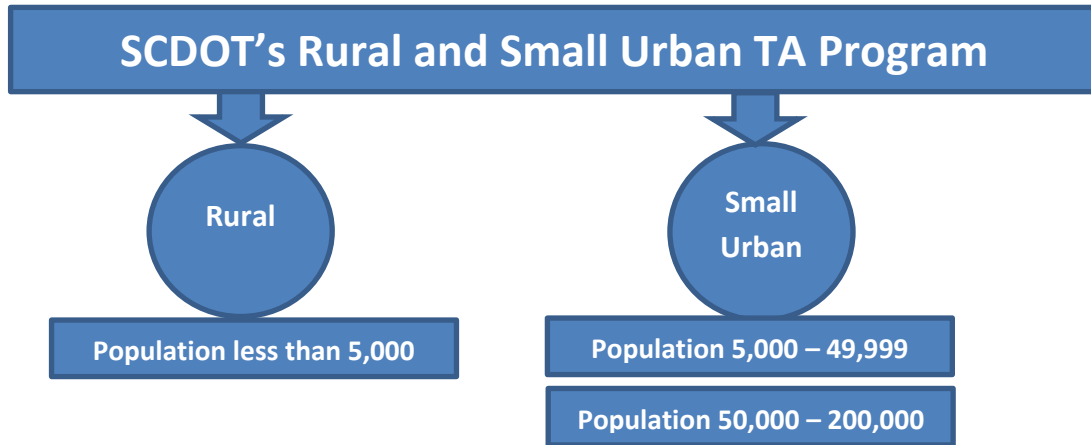
Applications for TA projects located in a TMA should be submitted to its corresponding MPO. The MPO for each TMA is below. Contact information for the MPOs is included on the last page of this document. If you are uncertain if your project is located in a TMA, please reach out to the applicable MPO.

Transportation Management Area (TMA)	TMA Description	Metropolitan Planning Organization (MPO)
ARTS	Augusta Regional Transportation Study	Augusta Planning & Development Department
CHATS	Charleston Area Transportation Study	Berkeley-Charleston-Dorchester Council of Governments
COATS	Columbia Area Transportation Study	Central Midlands Council of Governments
GPATS	Greenville – Pickens Transportation Study	Greenville County Planning Department
GSATS	Grand Strand Area Transportation Study	Waccamaw Regional Planning & Development Council
RFATS	Rock Hill – Fort Mill Area Transportation Study	Rock Hill - Fort Mill Transportation Study

TMA-awarded projects must be identified in its Transportation Improvement Program (TIP) document. The TMA will submit their approved TA applications to the SCDOT's Office of Local Government Services for final approval.

Non-Transportation Management Areas

SCDOT manages the Transportation Alternatives funding for entities located in **non**-Transportation Management Areas. IIJA defined new population sub-groups for this category of funding, collectively referred to as the **Rural and Small Urban Transportation Alternatives Program**. The population breakout for these categories is shown below.



IIJA Guidance for Transportation Alternatives

The IIJA-related revisions to the Transportation Alternatives Set-Aside retroactively took effect October 1, 2021, and apply to all funding obligated on or after this date, whether prior year apportionment from the FAST Act or from the IIJA.

IIJA requires the competitive grants application process to now prioritize project location and impact in high-need areas as defined by the state, such as low-income, transit-dependent, rural, or other areas. IIJA further encourages states to consult with MPOs to ensure MPO priorities are considered.

All statutory IIJA requirements have been incorporated into SCDOT's revised TA program.

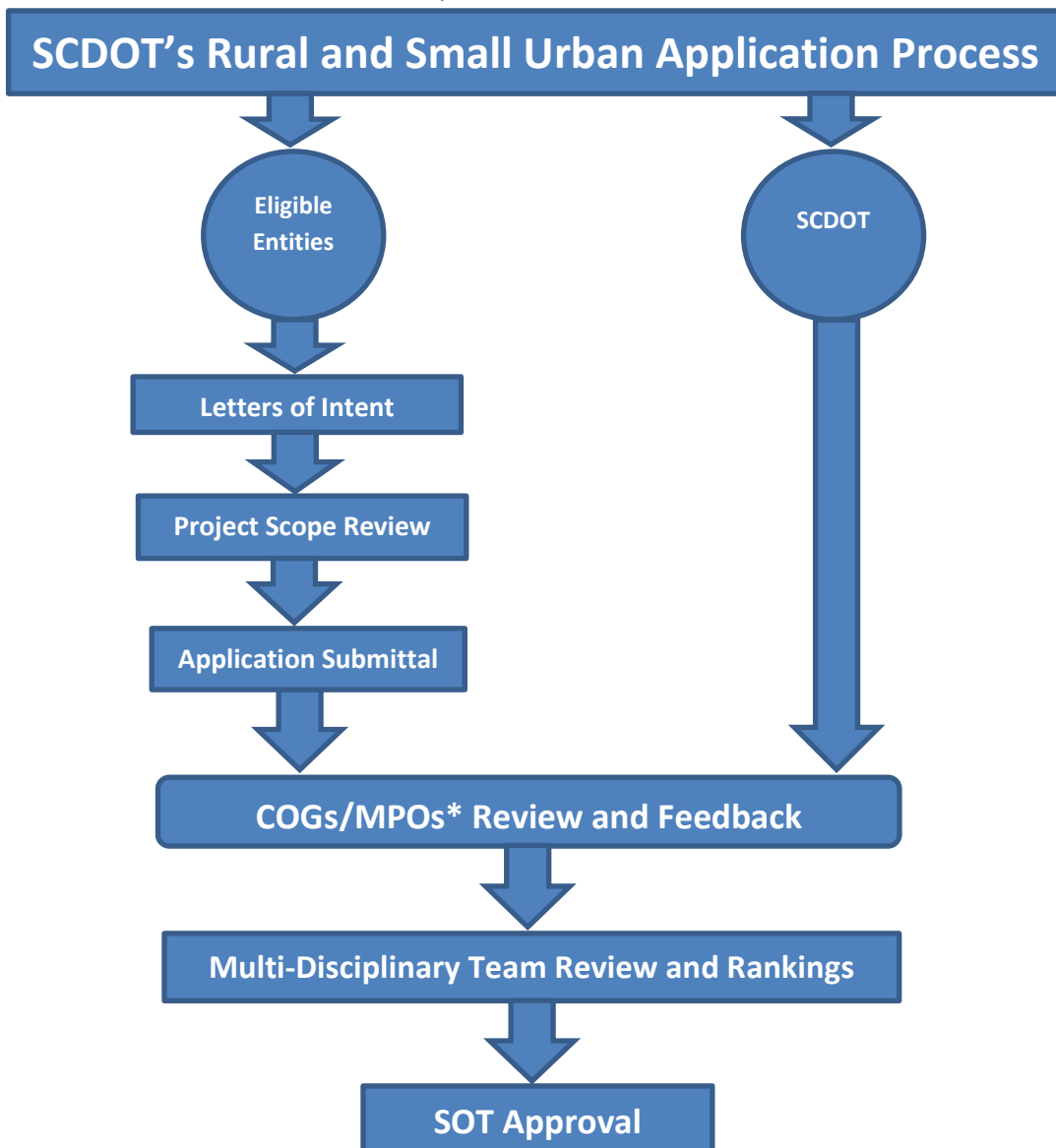
SCDOT's Rural and Small Urban TA Application Process

SCDOT has revised its TA application process to include a two-pronged parallel approach to ensure the most efficient and impactful use of funds.

As in previous years, eligible entities are encouraged to apply for TA funding for eligible activities as outlined below.

New to the TA application process, SCDOT will review its existing [10-Year Plan](#) project pipeline to identify TA-eligible activities within planned projects statewide. SCDOT will focus on projects that address documented non-motorized safety deficiencies and SCDOT's Complete Streets Policy, as well as prioritizing projects for which SCDOT anticipates authorization within the next 24 months.

SCDOT will hold competitive rounds for Transportation Alternatives applications for the Rural and Small Urban categories twice a year beginning in federal fiscal year (FFY) 24 (there will be one round in FFY 23), and will now coordinate with the COGs and MPOs serving populations less than 200,000 to review and provide feedback on projects. The Secretary of Transportation (SOT) will have final approval authority related to SCDOT's TA funding awards. SCDOT's Rural and Small Urban TA process overview is shown and further outlined below.



***MPO serving a population less than 200,000**

Letters of Intent

Technical assistance to eligible entities is provided upon request. Applicants are encouraged to coordinate closely with the Transportation Alternatives Program Manager during the early project development stages. This coordination is important to ensure that state and federal requirements are met, and that the project is eligible and viable. Additionally, SCDOT will provide in-person and live-streaming TA training at least once a year (which will also be recorded and posted online for those unable to attend in-person or live stream).

SCDOT will issue a formal call for Letters of Intent twice a year in the fall and spring beginning FFY 24 (FFY 23 will have one round). **Letters of Intent are mandatory** for eligible entities applying for TA funds, and will be due to SCDOT's Office of Local Government Services by 4:00 pm on the advertised deadline date. Letters received after the deadline will not be considered for the current round of funding.

Letters of Intent must contain, at a minimum, the following information:

1. Eligible entity's name and contact information (phone number, mailing address, and email address)
2. Project location (include map / address, route type, route number, mile points if applicable)
3. Project scope (complete, comprehensive project description; what will the project accomplish / what is the purpose and need of the project / what are the project goals?; are you requesting funds for design, right of way (ROW) acquisition, and/or construction?)
4. Project timeline (including proposed start and end dates, ROW acquisition dates (if applicable,) etc.)
5. Project budget (engineer's cost estimate, including total project cost, amount of TA funds requested, and local funding sources and amounts for match (include letters of commitment from match sponsors); if project is dependent upon other grants – i.e., Recreational Trails Program, Appalachian Regional Commission – being awarded to proceed, this information *must* be provided; in addition to your match, will you be requesting additional match assistance from SCDOT?)
6. Project management (does the entity intend to manage the project?; if planning to manage the project in-house, is / has the entity been a Local Public Agency (LPA)? Does the entity want SCDOT to manage the project?)
7. Project Criteria / Competitive Factors (which of the "Project Criteria / Competitive Factors" (beginning on page 10) will the project address, and how?)
8. Project support (describe community input / participation; who will the project benefit?)

Project Scope Review

The TA Program Manager will review the timely submitted Letters of Intent for completeness, and verify federal eligibility. The letters will then be thoroughly vetted to ensure project viability. Project scope, technical factors, timelines, cost estimates, funding sources, and more will be reviewed.

Formal Application Submittal

Entities with projects that are deemed feasible and eligible will then be directed to submit the formal SCDOT TA application. **Eligible entities may not submit TA applications without receiving approval from SCDOT to do so.**

COG / MPO Review

Twice a year (once in the fall and once in the spring beginning FFY 24), SCDOT will provide to respective Councils of Governments (including corresponding Metropolitan Planning Organizations serving *less than 200,000 people*) TA applications and SCDOT TA-eligible projects to review and provide feedback. COGs / MPOs may wish to consider utilizing their Technical Advisory Committees for this purpose. After review, the COGs / MPOs should provide their feedback to the TA Program Manager by the stated deadline; late submittals will not be accepted. Timely submitted feedback from the COGs / MPOs will be provided to the evaluation team.

Multi-Disciplinary Evaluation Team

The TA Program Manager will then convene a multi-disciplinary team to evaluate the applications. The team also recommends if any locally-submitted projects will receive matching assistance from SCDOT, and adjusts a project's budget accordingly. Additional information on matching assistance is provided below in the "Grant Match" section.

The TA Program Manager then ranks the projects from highest to lowest score. A minimum score of 70 must be obtained in order for a project to be funded.

SCDOT's TA Awards

Staff will verify for which sub-allocation fund (Rural or Small Urban) the project qualifies.

Projects will be awarded starting with the highest score until funding runs out *or* until all fundable projects (those with a score of 70 or more) have been funded.

Awards may be phased. For example, an eligible entity that has been approved for \$1M total in TA funds to complete design, right of way (ROW) acquisition, and construction of a project may be awarded applicable dollar amounts as phases are successfully completed (i.e., \$200,000 for design and ROW acquisition initially; \$800,000 for construction after the first phase has been completed). The "gating" of award amounts by phase has been instituted to assist in preventing lapse. Multi-phase projects that have been approved for funding will maintain priority through completion and will not have to submit a new application for each phase. For example, a newly approved project will not receive funds before or in the place of a previously awarded multi-phase project as long as the previously approved project is timely and successfully progressing.

Any funds not awarded will be carried over into the next funding round.

Any projects not funded can be re-submitted by the applicant or rolled-over at the request of the applicant to the next round. Projects may only roll-over once, at which time a new application must be submitted.

SCDOT's TA Program Guidelines

Overview

The TA Set-Aside law (23 U.S.C. 133 (h)) and IJA provide states the ability to establish Transportation Alternatives priorities. SCDOT's priorities are focused on non-motorized user safety, the 10-Year Plan, and Complete Streets; as a result, SCDOT's Rural and Small Urban TA Program reflects those priorities. SCDOT encourages TMA's to adopt similar guidelines to align to these priorities.

IJA also requires prioritization of **project location** and **impact in high need areas as defined by the state**, such as low-income, transit-dependent, and rural areas. In order to address South Carolina's traditionally underserved and underrepresented populations, SCDOT will give special consideration to projects that are located in Tier III and Tier IV counties as defined by the SC Department of Revenue (SCDOR). SCDOR annually ranks SC's 46 counties based on unemployment rate and per capita income, and designates each county in 1 of 4 Tiers, with Tier IV representing those counties with the highest rates of unemployment and lowest rates of per capita income, and Tier I representing those counties with the lowest rates of unemployment and highest rates of per capita income. SCDOR publishes the annual rankings each December. SCDOT will utilize the rankings for an entire federal fiscal year; for example, the rankings published by SCDOR in [December 2021](#) will be utilized beginning October 1, 2022 and running through September 30, 2023.

It is with these statewide priorities in mind – **safety, SCDOT's 10-Year Plan and Complete Streets initiatives, project location and impact in high need areas** – upon which the revised TA program and application were developed.

Eligible Applicants

- Local governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resources or public lands agencies
- School Districts, local education agencies or schools
- Tribal governments
- Metropolitan Planning Organizations (MPO) that serve population areas of *less than 200,000*
- Nonprofit entities
- Any other local or regional governmental entity with responsibility for or oversight of transportation (other than an MPO that serves a population of over 200,000 or a State agency) that the State determines to be eligible. This would include eligible COGs.
- SCDOT, at the request of an eligible applicant, may now sponsor a project; this means that SCDOT may submit a TA application if requested by an aforementioned eligible entity. SCDOT and an eligible MPO may partner with another eligible applicant to carry out a project.

Eligible Projects

Planning, design, and construction of:

- On-road and off-road trail facilities *for transportation purposes* for pedestrians, bicyclists, and other nonmotorized forms of transportation (Note: The term "pedestrians" is inclusive of all users of the pedestrian infrastructure, including persons with disabilities.)
- Projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Safe Routes to Schools infrastructure ([23 U.S.C. 208](#))
- Projects listed in an applicable SCDOT, COG / MPO nonmotorized transportation, bicycle, or other related plans

- Projects that meet [SCDOT’s Complete Streets Departmental Directive](#)
- Projects that connect and develop documented regional or statewide non-motorized transportation networks
- **Please Note:** All projects must be [compliant](#) with all applicable SCDOT departmental, engineering, and planning directives; design, engineering, and construction standards and specifications; etc.

Examples of eligible projects include, but are not limited to:

- Installation of new sidewalks which provide connectivity to mass transit, schools, etc.
- Sidewalk improvements (i.e., widening, gap closures, repairs, curb ramps, curbs, gutters)
- On-street bicycle facilities (i.e., new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, roadway realignment, traffic signs, pavement markings)
- Off-street bicycle and pedestrian facilities (i.e., multi-use bicycle and pedestrian trails and pathways for transportation purposes that are separated from a roadway)
- Traffic calming techniques, including speed reduction (i.e., roundabouts, speed humps, raised crossings, raised intersections, median refuges)
- Pedestrian and bicycle crossing improvements (i.e., pavement markings, crossings, median refuges, raised crossings, raised intersections, and traffic control devices, including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, pedestrian countdown signals, etc.)
 - Please note: Mast arm installation costs typically exceed the costs of standard signal supports, such as span wire with steel or concrete poles. Consequently, per [SCDOT Engineering Directive Memorandum #33](#), SCDOT will not pay costs above those required to install steel or concrete poles at an intersection. SCDOT will allow the installation of mast arms only in those instances where the local government having jurisdictional authority at the signalized intersection enters into an agreement with SCDOT concerning installation and maintenance of the mast arms. This agreement will stipulate that the local government must pay the difference in cost between a mast arm installation and a steel or concrete pole installation, including the cost of additional conduit required by the mast arm installation.
 - What does this mean? The entity requesting the mast arm will have to provide an increased local match to make up the difference in cost between a standard signal and a mast arm. Three hypothetical examples are shown below.

Signal Type	Total Project Cost	Maximum Amount Eligible for TAP Funding	Cost Difference	Total TAP Funding Provided*	Local Funding Required**
Standard Signal Pole(s)	\$250,000	\$250,000	\$ -	\$200,000	\$50,000
Mast Arm(s) Example A	\$400,000	\$250,000	\$150,000	\$200,000	\$200,000
Mast Arm(s) Example B	\$500,000	\$250,000	\$250,000	\$200,000	\$300,000
*Denotes 80% of maximum amount eligible for TAP funding					
**Denotes 20% local (non-federal) match of maximum amount eligible for TAP funding PLUS any cost difference from a Standard Signal					

- Lighting and other safety-related bicycle / pedestrian infrastructure
- Transportation-related projects that improve accessibility and/or achieve ADA compliance (curb ramps, sidewalks, crosswalks, pedestrian signals, transit stops)
- Maximizing existing right-of-way for accommodation of non-motorized modes and transit options that increase safety and connectivity
- An eligible Highway Safety Improvement Program (HSIP) project with a non-motorized component
- TA-eligible components of a broader SCDOT motorized project
- Transit-related projects that reduce single-occupancy vehicle travel

Activities Not Associated with SCDOT's TA Priorities

- Recreational Trails. Bicycle and pedestrian projects must be principally for transportation, rather than recreation purposes. (Purely recreational projects will be referred to the [Recreational Trails Program](#) administered by the SC Department of Parks, Recreation and Tourism.)
- Routine maintenance and operations
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, pavilions, or other facilities that do not serve an eligible TA or Safe Routes to Schools purpose.
- Promotional activities
- Acquisition of scenic easements and scenic or historic sites, and scenic or historic highway programs
- Landscaping and scenic enhancement as an independent project; landscaping may be eligible as part of a TA-funded project. However, details for long term maintenance must be provided along with details for the installation of an irrigation system if deemed necessary and will be the responsibility of the applicant consistent with SCDOT Policy.
- Historic preservation and rehabilitation of historic buildings, structures, or facilities
- Establishment of transportation museums
- Other activities deemed ineligible by SCDOT

Grant Awards

The minimum total project cost for grant award is \$500,000 (i.e., \$400,000 requested TA grant funds, \$100,000 local match provided). This amount can include, but is not limited to: preliminary engineering, right-of-way, and construction.

There is no longer a TA maximum cap award. Additionally, there is no maximum total project cost for grant award. The maximum project TA award is the total amount available for the current federal fiscal year.

Grant Match Information

Typically, the TA Set-Aside program may fund up to 80% of a project's future eligible costs, with the applicant funding at least 20% in non-federal funds, i.e. local, state, or private funds. The availability and percentage of matching funds will be evaluated as part of the rating and ranking process. Applicants will be required to demonstrate that they have their match available upon award, as the applicant will be required to pay their match up front before work on their project may begin. Please note that "in-kind" matches are not acceptable.

However, SCDOT recognizes that the capacity to provide matching funds varies among communities statewide, especially rural, high need areas. Therefore, SCDOT may provide up to 100% of the non-federal share for [Tiers III and IV counties](#). SCDOT may also consider providing match for counties in Tiers I and II on a project-by-project basis. ***Applicants are required to state in their Letters of Intent if SCDOT match will be requested.***

Project Performance Period, Obligation, and Lapse

As previously mentioned, projects may be awarded by phase. For example, an eligible entity that has been approved for \$1M total in TA funds to complete design, right of way (ROW) acquisition, and construction of a project may be awarded applicable dollar amounts as phases are successfully completed (i.e., \$200,000 for design and ROW acquisition initially; \$800,000 for construction after the first phase has been completed). The "gating" of award amounts by phase has been instituted to assist in preventing lapse. Multi-phase projects that have been approved for funding will maintain priority through completion and will not have to submit a new application for each phase. For example, a newly approved project will not receive funds before or in the place of a previously awarded multi-phase project as long as the previously approved project is timely and successfully progressing.

TA Set-Aside funds are available for *obligation* for a period of three (3) years after the last day of the fiscal year for which the funds were authorized. Thus, funds are available for obligation for *up to* four (4) years.

Example: *A project funded with FFY 2023 funds would have until September 30, 2026 to be 100% obligated.*

A TA obligation occurs when SCDOT has received an approval from FHWA to utilize federal funds to begin design, right-of-way, or construction activities. Once that approval has been obtained, SCDOT's annual TAP allocation is reduced by the obligated value, work may begin on the respective phase of work, and reimbursement may be sought for work performed. Merely awarding or committing TAP funds to a project is **not** obligating them.

Any TA funds not obligated within their performance period are subject to lapse, and will not be replaced by SCDOT. It will be the applicant's responsibility to cover any lapsed funds as determined by SCDOT.

An entity must have advanced the project by having substantial work underway no less than 6 months after project award. If substantial work has not started after 6 months, SCDOT reserves the right to repeal its award.

Please reach out to the TA Program Manager if you have any questions regarding performance period, obligation, and lapse.

Project Criteria

FHWA requires Transportation Alternative Set-Aside projects to be publicly solicited and selected through a competitive process carried out at the State and TMA levels. For the ***Rural and Small Urban TA Program***, SCDOT will twice a year (in the fall and spring beginning FFY 24; FFY 23 will have one round) solicit applications, and coordinate project reviews with applicable COGs and MPOs.

Projects competing for funding under SCDOT's ***Rural and Small Urban Program*** will be rated and ranked using the following competitive factors.

Competitive Factors

Safety

The project addresses safety issues for those who walk, bike, drive, ride transit, and travel by other modes by taking substantial, comprehensive action to significantly reduce serious and fatal injuries on roadways in pursuit of the goal of significantly reducing highway deaths.

Feasibility

The project is able to be successfully completed on time and within budget. The project has a realistic scope, schedule, and budget, and has available local match funding (as applicable).

Planning and Connectivity

The project is consistent with adopted non-motorized plans and policies. The project connects to an existing network (i.e., sidewalk or trail facilities), and/or has logical beginning and ending points.

Previously Awarded TA Projects

The applicant has successfully completed similar TA (or TA-eligible) projects on time and within budget, and has provided appropriate maintenance on previous projects as applicable.

Public Involvement

The applicant has engaged community members and other relevant stakeholders in the development of the project. There is broad support for the project.

Project Location and Impact in High-Need Areas

The project will provide far-reaching economic and community impacts, including access to educational and employment opportunities. The project will enhance livability, and improve quality of life.

Scoring Matrix

Applications will be scored based on 4 categories for each Project Competitive Factor: Excellent; Above Average; Average; Unsatisfactory. A range of scores for each category is provided. Some criterion receive automatic maximum scores depending on the project’s alignment with SCDOT’s TA priorities.

For example, if a proposed pedestrian safety project is in the STIP, the application automatically receives 20 points for the Safety factor.

A maximum score of 100 is available. Applications must receive a minimum score of 70 to be considered for funding.

FACTOR	EXCELLENT	ABOVE AVERAGE	AVERAGE	UNSATISFACTORY
Safety	16 – 20 Points	11 – 15 Points	6 – 10 Points	0 – 5 Points
	<p>The project is in the TIP, STIP, or is an SCDOT-documented safety issue. (20 points)</p> <p>The project clearly and specifically supports SCDOT’s Complete Streets Policy, 10-Year Plan, Pedestrian and Bicycle Safety Action Plan (PBSAP) and/or is a Safe Routes to Schools infrastructure project.</p>	<p>The project is in the LRTP. (15 points)</p> <p>The project addresses a non-TIP, STIP, or SCDOT safety issue. However, the applicant is able to provide qualitative and quantitative documentation related to the project’s safety-related benefits.</p>	<p>The project may potentially address a safety issue, but the project’s primary purpose is not safety-related.</p> <p>Applicant did not provide quantifiable safety-related data.</p>	<p>The project does not demonstrate a safety benefit.</p> <p>The project may contribute to a safety hazard.</p>
Feasibility	<p>The project is in the TIP or STIP. (20 points)</p> <p>The applicant has clearly demonstrated that the project can be completed on time and within budget.</p> <p>A professionally-prepared cost estimate has been provided.</p>	<p>The project is in the LRTP. (15 points)</p> <p>The applicant has somewhat demonstrated that the project can be completed on time and within budget, but conclusive supporting documentation is lacking.</p>	<p>The applicant <i>may</i> be able to complete the project on time and within budget, but there is no definitive supporting documentation to confirm this.</p> <p>Match requirements (if applicable) have been met.</p>	<p>The applicant does not appear capable of completing the project on time and within budget.</p> <p>Match requirements (if applicable) have not been met.</p>

	<p>All match requirements (if applicable) have been met. Letters of commitment, city / council meeting minutes approving funding, etc. have been provided.</p> <p>Some level of preliminary engineering (if applicable) has occurred. Documentation demonstrating this is included in the application.</p> <p>A maintenance plan (if applicable) is included.</p> <p>The proposed project is part of a project that the applicant is actively funding.</p>	<p>Match requirements (if applicable) have been met.</p>		
Planning and Connectivity	<p>The project is in the TIP, STIP, LRTP, or other planning document. (20 points)</p> <p>The project is consistent with adopted non-motorized plans and policies.</p>	<p>The project connects to an existing network (i.e., sidewalk or trail facilities), closes gaps, and/or provides connectivity to educational, employment, or recreational facilities.</p>	<p>The project has logical beginning and ending points, but does not connect to an existing network.</p>	<p>The project does not provide non-motorized transportation connectivity.</p> <p>The project may negatively impact future projects.</p>
	EXCELLENT	ABOVE AVERAGE	AVERAGE	UNSATISFACTORY
	13 – 16 points	9 – 12 points	5 – 8 points	0 – 4 points
Previously Awarded TA Projects	<p>The project is in the TA “project pipeline.” For example, TA funds were previously</p>	<p>The applicant has successfully completed similar non-TA and/or</p>	<p>The applicant has not completed similar projects, but appears capable of bringing</p>	<p>The applicant previously received and lapsed TA funding, or has not otherwise</p>

	<p>received for the design of a bicycle path connecting a neighborhood to a school and mass transit center. A new application is now being submitted for construction of the project. (16 points)</p> <p>The applicant has successfully completed similar TA-eligible projects and/or similar TA-funded projects without lapsing funds.</p>	other federally funded projects.	the project to successful completion.	completed the TA project.
	EXCELLENT	ABOVE AVERAGE	AVERAGE	UNSATISFACTORY
	10 – 12 points	7 – 9 points	4 – 6 points	0 – 3 points
Public Involvement	<p>The applicant has documented successful engagement of diverse community members and other relevant stakeholders in the development of the project.</p> <p>There is documented, diverse, broad community support for the project (i.e., letters of support; CTC or other local funding secured).</p>	The applicant has obtained some level of community support.	There are no known negative impacts to the community.	The project does not have community support.
Project Location and Impact in High-Need Areas	<p>The project is located in a Tier IV community. (12 points)</p> <p>The project will provide documented far-reaching economic</p>	<p>The project is located in a Tier III community (9 points).</p> <p>The project will provide documented far-reaching economic</p>	<p>The project is located in a Tier II or Tier I community. (4 points)</p> <p>The project will provide documented far-</p>	The project is located in a Tier I or Tier II community and does not provide beneficial impacts. (0 points)

	<p>and community impacts, including access to educational and employment opportunities.</p> <p>The project will enhance livability, and improve quality of life.</p>	<p>and community impacts, including access to educational and employment opportunities.</p> <p>The project will enhance livability, and improve quality of life.</p>	<p>reaching economic and community impacts, including access to educational and employment opportunities.</p> <p>The project will enhance livability, and improve quality of life.</p>	
--	--	--	--	--

SCDOT Contact Information

Mailing Address: SCDOT
Office of Local Government Services
PO Box 191
Columbia, SC 29202-0191

Contact: Amy Blinson
Transportation Alternatives Program Manager
803-737-1952
BlinsonAL@scdot.org

Website*: <https://www.scdot.org/projects/community-transportation-alternatives.aspx>

*The Transportation Alternatives Set-Aside Program Website will be updated with FFY 23 (October 1, 2022 – September 30, 2023) information no later than November 8, 2022. Please check back then for more information.

Transportation Management Areas Contact Information

ARTS – SC

Aiken County Planning &
Development
1930 University Parkway
Suite 2800
Aiken, SC 29801
803-642-1520

COATS

Central Midlands Council of
Governments
236 Stoneridge Drive
Columbia, SC 29210
803-376-5390

GPATS

Greenville County Planning
Department
301 University Ridge
Suite 3800
Greenville, SC 29601
864-467-7270

CHATS

Berkeley-Charleston-Dorchester
Council of Governments
5790 Casper Padgett Way
North Charleston, SC 29406
843-529-0400

GSATS

Waccamaw Regional Planning
and Development Council
1230 Highmarket Street
Georgetown, SC 29440
843-546-8502

RFATS

Rock Hill Fort Mill Area
Transportation Study
Post Office Box 11706
Rock Hill, SC 29731
803-326-2432

TENTATIVE FFY 2022/23 TAP SCHEDULE

- **TAP Workshop** **November 9, 2022**
- **Issue Call for Letters of Intent (LOI)** **November 10, 2022**
- **Deadline for Letters of Intent** **December 9, 2022 (by 4:00 pm)**
- **Project Scope Review** **Dec. 12, 2022 – Feb.28, 2023**
- **TAP Applications Sent to Qualified Applicants** **March 1, 2023**
- **Applications Due** **March 31, 2023 (by 4:00 pm)**

[Issue call for first round of FFY 24 LOI's April 2023]

- **Internal & External Application Reviews** **April 3 – April 28, 2023**
- **TAP Award Approvals** **April 24 – May 5, 2023**
- **Issue of Award Letters** **May 8, 2023**
- **Executed Financial Participation Agreements** **July 2023**

- For FFY 2022-2023, we will have one round of TAP funding.
- Going forward, calls for Letters of Intent is planned to occur twice annually, in April and October, with awards occurring in October and April, respectively.