

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.

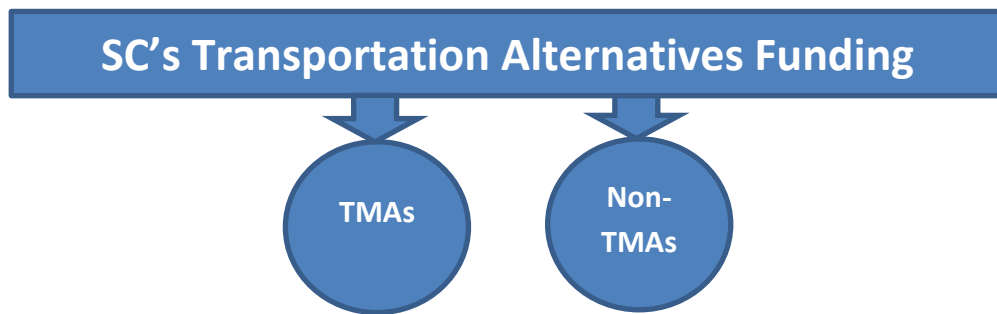
Please contact Amy Blinson, (803) 737-1952 or BlinsonAL@scdot.org, in the Office of Local Government Services with any questions related to Transportation Alternatives.

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.

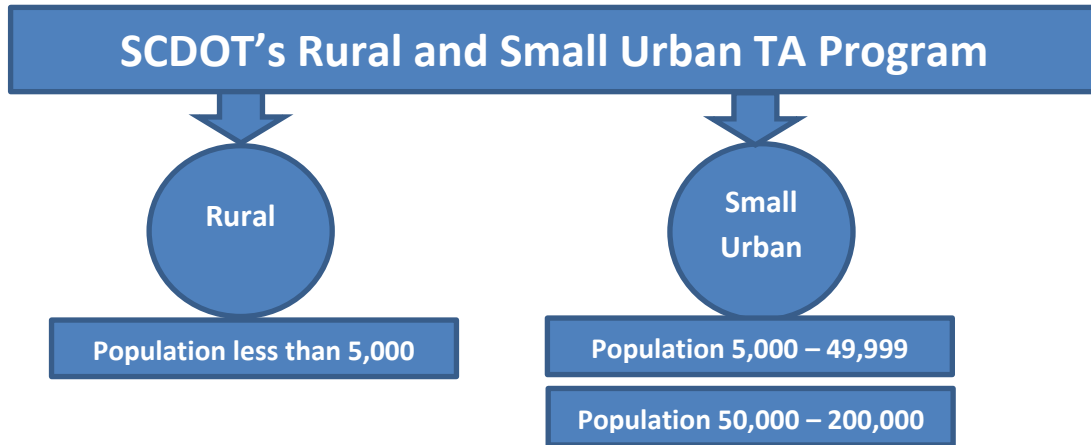
Applications for TA projects located in a TMA should be submitted to its corresponding MPO. The MPO for each TMA is below. Contact information for the MPOs is included on the last page of this document. If you are uncertain if your project is located in a TMA, please reach out to the applicable MPO.

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.

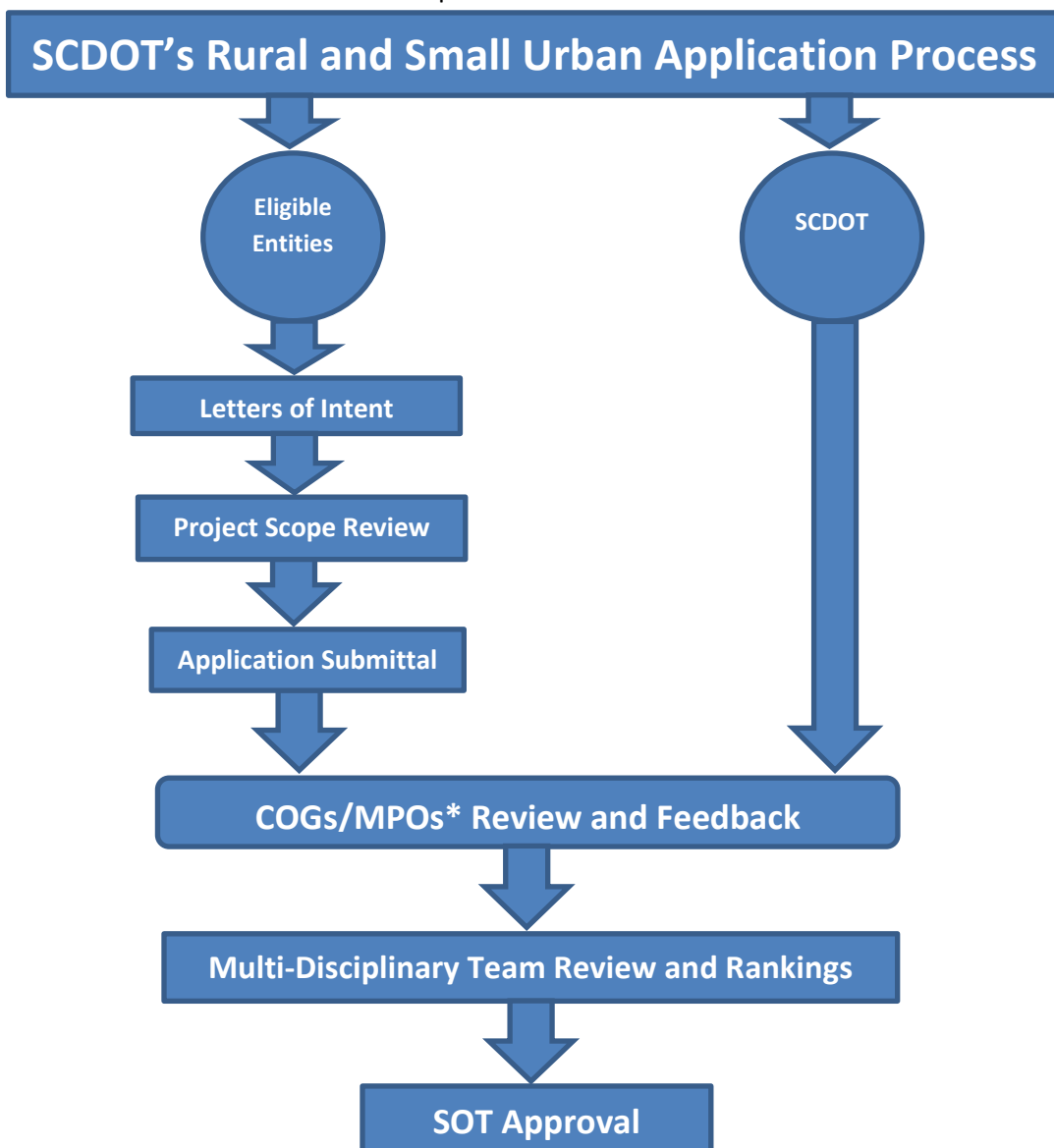
SCDOT's Rural and Small Urban TA Application Process

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>	
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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.